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1908

State of New Jersey.

Railroad and Canal Reports.

1908

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NEW YORK.
STATISTICAL DEPARTMENT.
JUL 1- 1909

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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 1908.

TRENTON, N. J.
MACCRELLISH & QUIGLEY, STATE PRINTERS.
1909.

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STATE OF NEW JERSEY,
OFFICE OF COMPTROLLER OF THE TREASURY,
TRENTON, May 10th 1909.

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 1908, and the reports of all railroads and canal companies for said year, with the exception of the report of the Hudson Railroad and Transportation Company. Repeated efforts have been made by the department to obtain this report, and the matter has been placed in the hands of the Attorney-General for action.

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,

HENRY J. WEST,
Comptroller of the Treasury.

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State Director's Report.

TRENTON, N. J., March 24th, 1909.

Hon. John Franklin Fort, Governor of the State of New Jersey, Trenton, N. J.

DEAR SIR—I have the honor to submit herewith my annual report as State Director of United New Jersey Railroad and Canal Company, for the year ending December 31st, 1908.

The statements exhibit:

First—Total mileage, 529.73 miles.

Second—Net profit, $316,810.74.

Third—Amounts charged and credited to "Construction" and "Real Estate" accounts from January 1st, 1872, to December 31st, 1908, inclusive, showing a debit balance on January 1st, 1909, $24,051,099.79.

The State of New Jersey is the owner of 3,242 shares of stock, par value of $324,200, on which a dividend of ten per cent. (10%) has been paid and received by the State, as appears by the annual report of the State Treasurer for 1908.

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

Very respectfully,

JOSHUA E. BORTON,
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 1908, 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.,	56.71
Hudson River Ferries,	1.00
Camden, N. J., to South Amboy, N. J.,	61.23
Connection with Freehold and Jamesburg Agricultural Railroad at Jamesburg Junction, N. J.,	.28
Connection with Kinkora and New Lisbon Railroad at Kinkora, N. J.,	.31
Connection with Delaware River Railroad and Bridge Company's Branch No. 1 at Fish House, N. J.,	.25
Connection with Camden and Burlington County Railroad at Pavonia, N. J.,	.19
Connection with West Jersey and Seashore Railroad, Atlantic City Division, at Camden, N. J.,	.10
Harsimus Branch—Bergen Hill, N. J., to Harsimus Cove, N. J.,	1.57
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, 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.,	2.01
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 Hamilaon Avenue, Trenton, N. J.,	.95
	148.64

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	Miles.
Pennsylvania Annex,	1.00
Perth Amboy and Woodbridge Railroad,	6.43
Millstone and New Brunswick Railroad,	6.56
Rocky Hill Railroad and Transportation Company,	2.85
Belvidere Delaware Railroad,	81.06
Philadelphia and Trenton Railroad,	26.37
Pennsylvania Railroad—Trenton Branch,	2.80
Delaware Avenue Branch,	3.52
Commerce Street Branch,	.76
Canal Street Branch,	.31
Thirty-fourth Street Branch,	.63
Connecting Railway,	36.13
Delaware River Railroad and Bridge,	9.52
Freehold and Jamesburg Agricultural Railroad,	27.31
Kinkora and New Lisbon Railroad,	10.41
Camden and Burlington County Railroad,	29.86
Mount Holly, Lumberton and Medford Railroad,	5.94
Vincentown Branch of the Burlington County Railroad,	2.77
Philadelphia and Long Branch Railroad,	48.74
Philadelphia and Beach Haven Railroad,	12.12
Total railroads and ferries,	463.73
Delaware and Raritan Canal (U. N. J. R. R. & C. Co.),	66.00
Grand Total New Jersey Division,	529.73

In addition to the above the New Jersey Division operates 41.58 miles of line under trackage rights.

Statement Showing the Result of the Operations of the United New Jersey Railroad and Canal Company's Property, and of Other Properties Operated in Connection Therewith, by the Pennsylvania Railroad Company, for the Year Ending December 31st, 1908.

GROSS REVENUE FROM OPERATION.

From Freight Revenue,	$18,526,579	78
Passenger Revenue,	11,779,009	48
Mail Revenue,	553,237	56
Express Revenue,	1,545,258	51
Miscellaneous,	553,214	02
Delaware and Raritan Canal,	277,818	88
Total,	$33,235,118	23

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OPERATING EXPENSES.

For Maintenance of Way and Structures, ...	$3,035,406 46	
Maintenance of Equipment, ...	4,119,467 32	
Traffic Expenses, ...	481,290 61	
Transportation Expenses, ...	15,883,290 36	
General Expenses, ...	662,459 59	
Delaware and Raritan Canal, ...	439,181 87	
Total, ...		$24,621,096 21
Net Revenue from Operation, ...		$8,614,022 02
Deduct Rental of Equipment, Terminal Facilities, etc.,....		1,283,581 45
		$7,330,440 57
To which add—		
Dividend on Belvidere Delaware Railroad Company Stock, ...	$100,840 00	
West Jersey and Seashore Railroad Company Stock, ...	34,742 00	
Philadelphia and Camden Ferry Company Stock, ...	29,801 00	
Camden and Burlington County Railroad Company Stock, ...	11,418 00	
Paterson and Ramapo Railroad Company Stock, ...	600 00	
Associates of the Jersey Company Stock, ...	10,000 00	
Freehold and Jamesburg Agriculture Railroad Company Stock, ..	3,198 00	
Trenton Delaware Bridge Company Stock, ...	11,868 00	
Perth Amboy and Woodbridge Railroad Company Stock, ...	6,000 00	
Interest on Freehold and Jamesburg Agricultural Railroad Company Bonds, ...	5,136 00	
Rents, ...	39,628 54	
		253,231 54
Total income, ...		$7,583,672 11
From which deduct payments as follows:		
United New Jersey Railroad and Canal Company—		
Dividend on $21,240,400.00 stock at ten per cent., ...	$2,124,040 00	
Interest on loan of 1908, $841,000.00 at six per cent., ...	50,460 00	
Interest on loan of 1923, $1,824,000.00 at at four per cent., ...	72,960 00	

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Interest on loan of 1929, $6,020,000.00 at four per cent.,	$240,800 00	
Interest on loan of 1944, $5,646,000.00 at four per cent.,	225,840 00	
Interest on loan of 1951, $5,669,000.00 at three and one-half per cent.,	198,415 00	
Organization,	10,000 00	
Taxes,	1,612,214 42	
Interest on Mortgages and Ground Rents,	20,549 98	
Interest on $2,000,000.00 P. R. R. Co., First Mortgage, four per cent. Bonds, issued account purchase New York Pier Properties,	80,000 00	
		$4,635,279 40
Philadelphia and Trenton Railroad Company—		
Dividend on $494,100.00 Stock at ten per cent.,	$49,410 00	
Taxes,	14,165 47	
Interest on Mortgages and Ground Rents,	414 00	
		63,989 47
Camden and Burlington County Railroad Company—		
Dividend on $381,925.00 Stock at six per cent.,	$22,915 50	
Interest on $350,000.00 Bonds at four per cent.,	14,000 00	
Organization,	500 00	
Taxes,	15,086 29	
		52,501 79
Vincentown Branch of the Burlington County Railroad—		
Dividend on $15,000.00 Stock at six per cent.,	$900 00	
Taxes,	374 75	
		1,274 75
Mt. Holly, Lumberton and Medford Railroad Company—		
Dividend on $44,750.00 Stock at six per cent.,	$2,685 00	
Organization,	200 00	
Taxes,	1,458 64	
		4,343 64
Rocky Hill Railroad and Transportation Company—		
Dividend on $18,700.00 Stock at six per cent.,	$1,122 00	
Organization,	100 00	
Taxes,	708 07	
		1,930 07

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Connecting Railway Company—		
Dividend on $3,613,650.00 Stock at four per cent.,	$144,546 00	
Interest on $1,000,000.00 Bonds at four and one-half per cent.,	45,000 00	
Interest on $991,000.00 Bonds at three and one-half per cent.,	34,685 00	
Interest on Mortgages and Ground Rents,	2,845 00	
Taxes,	31,583 92	
		$258,659 92
New York Bay Railroad Company—		
Compensation for Trackage Rights,	$236,800 00	
Interest on Mortgages and Ground Rents,	10,000 00	
Taxes,	2,279 95	
		249,079 95
Delaware River Railroad and Bridge Company—		
Net earnings,	$179,918 41	
Perth Amboy and Woodbridge Railroad Company—		
Net earnings,	98,858 18	
Belvidere Delaware Railroad Company—		
Net earnings,	438,521 21	
Freehold and Jamesburg Agricultural Railroad Company—		
Net earnings,	86,709 59	
Philadelphia and Long Branch Railroad Company—		
Net earnings,	15,409 36	
		819,416 75
Right of Way and Real Estate—		
Harsimus Cove,	$2,969 86	
Construction Expenditures—		
United New Jersey Railroad and Canal Company,	873,996 73	
Harsimus Cove,	1,474 90	
Philadelphia and Trenton Railroad Company,	228,015 34	
Pennsylvania and Newark Railroad Company,	8,445 85	
Car floats, barges, tug boats, etc., shop tools and machinery,	65,482 95	
		1,180,385 63
		$7,266,861 37
Net profit,		$316,810 74

M. RIEBENACK,
Comptroller.

The Pennsylvania Railroad Company,
Comptroller's Office,
Philadelphia, Pa., February 4th, 1909.

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Statements of Amounts Charged and Credited to United New Jersey Railroad and Canal Company's "Construction" and "Real Estate" Accounts from January 1st, 1872 to December 31st, 1908, inclusive.

COST OF CONSTRUCTION.

Dr.

To Amount expended to December 31st, 1907, ..	$25,990,129 79	
Amount expended in 1908, ...	992,140 72	
		$26,982,270 51

Cr.

By Proceeds from sale of bonds, equipment and other property to December 31st, 1907,..	7,370,045 50	
Proceeds from sales in 1908, ...	3,890 42	
Cash, ...	114,253 57	
		7,488,189 49
Debit balance, January 1st, 1909, ...		$19,494,081 02

REAL ESTATE.

Dr.

To Amount expended to December 31st, 1907,...	$3,649,643 16	
Amount expended in 1908, ...	Nothing.	
		$3,649,643 16

Cr.

By Proceeds from sale of real estate, materials, etc., to December 31st, 1907, ...	1,123,663 98	
Proceeds from sales in 1908, ...	Nothing.	
		1,123,663 98
Debit balance, Januaray 1st, 1909, ...		$2,525,979 18

HARSIMUS COVE CONSTRUCTION.

Dr.

To Amount expended to December 31st, 1907, ..	$3,928,886 86	
Amount expended in 1908, ...	1,474 90	
		$3,930,361 76

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Cr.

By United New Jersey Railroad and Canal Company's stock,	$2,258,708 55	
Proceeds from sale of buildings and materials to December 31st, 1907,	127,796 08	
Proceeds from sales in 1908,	Nothing.	
		$2,386,504 63
Debit balance, January 1st, 1909,		$1,543,857 13

HARSIMUS COVE—RIGHT OF WAY AND REAL ESTATE.

Dr.

To Amount expended to December 31st, 1907,.	$1,228,359 54	
Amount expended in 1908,	2,969 86	
		$1,231,329 40

Cr.

By United New Jersey Railroad and Canal Company's stock,	741,291 45	
Proceeds from sale of buildings and materials to December 31st, 1907,	2,855 49	
Proceeds from sales in 1908,	Nothing.	
		744,146 94
Debit balance, January 1st, 1909,		$487,182 46

SUMMARY.

Dr.

To Cost of construction,	$26,982,270 51	
Real estate,	3,649,643 16	
Harsimus Cove Construction,	3,930,361 76	
Harsimus Cove—Right of way and real estate,	1,231,329 40	
		$35,793,604 83

Cr.

By Proceeds from sale of bonds, equipment, real estate materials and other property,	8,742,505 04	
By United New Jersey Railroad and Canal Company's stock,	3,000,000 00	
		11,742,505 04
Debit balance, January 1st, 1909,		$24,051,099 79

E. and O. E.

The Pennsylvania Railroad Company,
Comptroller's Office,
Philadelphia, Pa., Februaray 4th, 1909.

M. RIEBENACK,
Comptroller.

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The following statistics and facts are given in the annual reports of the railroad companies of this State made to the Comptroller for the year ending December 31st, 1908. 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 31st, 1908:

Capital stock paid in,	$3,625,000 00
Bonded debt,	4,538,617 00
Cost of road and equipments,	8,678,913 48

Dividends paid during the year 1908, 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, N. J., to Ocean City, N. J.; a distance of 166.83 miles.

RECEIPTS AND EXPENSES FOR 1908.

Income from passengers,	$906,366 38
Income from freight,	596,855 20
Income from other sources,	82,421 58
Total,	$1,585,643 16

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$1,798,092 18

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

State of Pennsylvania, Philadelphia county, *ss.*—George Ziegler, being duly sworn, on his oath says that he is Comptroller of the Atlantic City Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1908 are correct and true, to the best of his knowledge and belief.

GEORGE ZIEGLER.

Sworn and subscribed before me, this second day of March, A. D. 1909.

C. K. KLINK,
[L. S.] *Notary Public,*
My Commission Expires April 18th, 1911.

ACCIDENTS.

January 4th, 1908—Michael Murray, employe, non-fatally injured, Camden, N. J. Struck by derailing frog. William Lodge, conductor; Ferd. Laird, engineer.

January 16th, 1908—John Powell, employe, non-fatally injured, Camden, N. J. Fell off car. Antonio Scardnzio, conductor; Morton Black, engineer.

January 30th, 1908—William W. Purdy, non-employe, fatally injured, Camden, N. J. Struck by engine. Thomas H. Ashton, conductor; T. J. Lenpold, engineer.

February 2d, 1908—F. C. Kraft, employe, non-fatally injured, Hammonton, N. J. Closed door on thumb. L. E. Mood, conductor; D. W. Short, engineer.

February 5th, 1908—John C. Mealey, employe, non-fatally injured, Camden, N. J. Struck head against tank. ———, conductor; Daniel Short, engineer.

February 5th, 1908—Wilbert Reed, employe, non-fatally injured, Camden, N. J. Getting off car. Maurice Keegan, conductor; Ira D. Fox, engineer.

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February 8th, 1908—Charles P. Bell, employe, non-fatally injured, Camden, N. J. Finger caught in turn-table. C. S. Foust, conductor; William H. Fox, engineer.

February 9th, 1908—Archie E. Beckett, employe, non-fatally injured, Camden, N. J. Getting off car. Walter P. Gibson, conductor; Thomas Mahney, engineer.

February 15th, 1908—Samuel Cox, employe, non-fatally injured, Camden, N. J. Turning switch. William Lodge, conductor; Frank Hines, engineer.

February 15th, 1908—Mrs. Mary J. Holden, non-employe, fatally injured, Camden, N. J. Struck by engine. ———, conductor; Robert Hammel, engineer.

February 15th, 1908—Irving McIntire, employe, non-fatally injured, Brigantine, N. J. Caught in door of cab. A. F. Arthur, conductor; D. V. Smith, engineer.

March 18th, 1908—James H. Kerr, non-employe, fatally injured, Haddon Heights, N. J. Struck by train. W. H. Young, conductor; M. Rattigan, engineer.

March 19th, 1908—Mrs. Winnie Mangold, non-employe, fatally injured, Hammonton, N. J. Struck by engine. Nich. Laycock, conductor; Philip Stohlberger, engineer.

March 20th, 1908—Hugo Greis, non-employe, fatally injured, DaCosta, N. J. Struck by engine. N. Laycock, conductor; P. Stohlberger, engineer.

March 27th, 1908—William Cramp, non-employe, fatally injured, Oaklyn, N. J. Fell off car. E. R. Jones, conductor; Thomas Wiggelsworth, engineer.

April 7th, 1908—George Sayres, employe, non-fatally injured, West Collingswood, N. J. Fell off engine. W. D. Laycock, conductor; Jas. Timmons, engineer.

April 11th, 1908—Charles A. Clegg, non-employe, fatally injured, Magnolia, N. J. Struck by engine. J. M. Randolph, conductor; William Cann, engineer.

April 9th, 1908—William E. Farr, employe, non-fatally injured, Grenloch, N. J. Caught between car and platform. T. H. Ashton, conductor; T. Lenpold, engineer.

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April 9th, 1908—George Egner, employe, non-fatally injured, Atlantic City, N. J. Squeezed between cars. William M. Prosser, conductor; Thomas Collins, engineer.

May 14th, 1908—Albert Fisher, non-employe, non-fatally injured, Atlantic City, N. J. Team struck. Alexander F. Arthur, conductor; David Smith, engineer.

May 27th, 1908—Frederick Roller, non-employe, fatally injured, Glassboro, N. J. Struck by cars. Maurice Keegan, conductor; Ira D. Fox, engineer.

June 2d, 1908—Clarence North, non-employe, non-fatally injured, Stratford, N. J. Struck by engine. J. H. Lance, conductor; Eph. Bakley, engineer.

June 2d, 1908—Joseph Dangerfield, employe, non-fatally injured, Atlantic City, N. J. Jumping on train. F. W. Weigand, conductor; William F. Boyle, engineer.

June 11th, 1908—John Schhott, employe, non-fatally injured, Clementon, N. J. Fell into tank. E. E. Clark, conductor; I. McIntire, engineer.

June 22d, 1908—Leon Plotskey, non-employe, non-fatally injured, Camden, N. J. Walked into post. ———, conductor; ———, engineer.

June 24th, 1908—William McQuillan, non-employe, fatally injured, Winslow Junction, N. J. Jumping on train. E. E. Clark, conductor; William F. Boyle, engineer.

June 25th, 1908—Joseph J. Bleakley, employe, fatally injured, Florence, N. J. Caught between tank and car. H. Coverdale, conductor; T. Wiggelsworth, engineer.

June 29th, 1908—H. J. Gray, non-employe, non-fatally injured; Charles Sack, non-employe, non-fatally injured, West Collingswood, N. J. Caught by flying glass. C. S. Hand, conductor; F. R. Hein, engineer.

July 3d, 1908—Mrs. A. Q. Coler, non-employe, non-fatally injured, Elwood, N. J. Cut by broken glass. J. H. Lance, conductor; J. W. Timmons, engineer.

July 8th, 1908—Antonio Diplamo, Alfredo Diplamo, two non-employes, killed; Philip Bruno, one non-employe, fatally injured; Fulvio Diplamo, A. Melino, A. Vostra, three non-employes, non-fatally injured, Hammonton, N. J. Struck by train on crossing. L. E. Mood, conductor; R. R. Harrison, engineer.

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July 21st, 1908—Harry Sloan, non-employe, non-fatally injured, Tuckahoe Junction, N. J. Stepped off moving train. A. A. Sharp, conductor; Chas. Hagelgans, engineer.

July 21st, 1908—William S. Thomas, employe, non-fatally injured, Glendora, N. J. Coupling cars. Frank Doughty, conductor; B. Peters, engineer.

July 22d, 1908—Philip Cuneo, employe, non-fatally injured, Camden, N. J. Getting on engine. Thomas Lyons, conductor; Charles Jones, engineer.

July 23d, 1908—Harry Sussman, non-employe, non-fatally injured, Woodbine Junction, N. J. Broke through platform. ———, conductor; ———, engineer.

August 5th, 1908—John H. Stout, non-employe, non-fatally injured; Nancy Robinson, employe, non-fatally injured, Atlantic City, N. J. Collision. Floyd Overton, conductor; D. R. Williams, engineer.

August 10th, 1908—Thomas Eagan, employe, non-fatally injured, Williamstown, N. J. Fell off tank. V. L. Morean, conductor; Thomas Eagan, engineer.

August 21st, 1908—A. M. H. Vlachos, non-employe, non-fatally injured, Haddon Heights, N. J. Arm burned by spark. A. A. Johnston, conductor; William Boyle, engineer.

September 3d, 1908—J. J. McGarrigle, employe, non-fatally injured, Egg Harbor, N. J. Struck leg against car step. W. L. Quillin, conductor; W. Collins, engineer.

September 12th, 1908—Hesschel Van Pelt, non-employe, non-fatally injured, Egg Harbor, N. J. Jumping on moving train. Samuel Price, conductor; J. W. Collins, engineer.

September 15th, 1908—William McIntyre, employe, non-fatally injured, Camden, N. J. Fell off car. Harry Pavon, conductor; William Arthur, engineer.

September 19th, 1908—Mrs. Lizzie Cotter, non-employe, non-fatally injured, Atlantic City, N. J. Jumped off moving train. W. H. Young, conductor; Samuel English, engineer.

September 21st, 1908—Leon Morris, non-employe, non-fatally injured, Hammonton, N. J. Getting off moving train. A. W. Pinkerton, conductor; Charles Smith, engineer.

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October 2d, 1908—William H. Gullium, non-employe, non-fatally injured; Frank Delrossi, non-employe, non-fatally injured; Frank Fagtia, non-employe, non-fatally injured, Cedar Brook, N. J. Struck by glass. C. P. McClain, conductor; J. W. Timmons, engineer.

October 28th, 1908—Andrew Cornice, employe, non-fatally injured, Williamstown N. J. Unloading rail. Wm. Hofflinger, conductor; W. Williams, engineer.

October 30th, 1908—J. H. Clifton, employe, non-fatally injured, Camden, N. J. Fell to floor of caboose. H. E. Ruth, conductor; Thomas Mahney, engineer.

November 23d, 1908—Rev. J. W. Bischoff, non-employe, non-fatally injured, Audubon, N. J. Claims struck by train. A. W. Pinkerton, conductor; E. M. Chaney, engineer.

November 25th, 1908—Mrs. Wm. Gildenmeyer, non-employe, non-fatally in jured, Ocean City, N. J. Jumping off train. A. A. Sharp, conductor; Chas. Hagelgans, engineer.

November 24th, 1908—E. A. Cannon, employe, non-fatally injured, Atlantic City, N. J. Jumping on car. William Prosser, conductor; Samuel Burroughs, engineer.

December 13th, 1908—Fred Ladd, employe, non-fatally injured, Camden, N. J. Jumping from engine. J. J. Black, conductor; Thomas Mahney, engineer.

December 21st, 1908—Marton Black, employe, non-fatally injured, West Collingswood, N. J. Slipped and fell in tender. E. T. Brady, conductor; Richard Finch, 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,	$329,032 75
Dividends paid during the year 1908, and how paid—$9,000.00 in cash.	

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

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RECEIPTS AND EXPENSES FOR 1908.

Income from rental of line, ...	$19,500 00
Income from freight—None.	
Income from other sources—None.	
Total, ...	$19,500 00
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies —Road operated by Atlantic City and Shore Railroad Co., Lessee.	

The Atlantic City and Ocean City Railroad Company is leased to and is operated by the Atlantic City and Shore Railroad Company.

P. O. address of the above company—No. 605 Land Title Building, Philadelphia, Pa.

State of Pennsylvania, Philadelphia county, *ss.*—H. 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 correct and true to the best of his knowledge and belief.

HADLEY E. KOHN.

Sworn and subscribed before me this fifth day of January, A. D. 1909.

A. J. BICKEL,

[L. S.] *Notary Public,*

My Commission expires January 23, 1909.

Road operated by Atlantic City and Shore Railroad Company under lease.

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ATLANTIC CITY AND SHORE RAILROAD COMPANY.

Capital stock paid in,	$1,000,000 00
Bonded debt,	961,000 00
Floating debt,	70,000 00
Cost of road and equipments,	658,178 70

Dividends paid during the year 1908, and how paid—None.

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

RECEIPTS AND EXPENSES FOR 1908.

Income from passengers,	$400,163 13
Income from freight—None.	
Income from other sources,	7,376 66
Total,	$407,539 79
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$239,689 78

Included in the above are the receipts and expenses, also report of accidents of the Atlantic City and Ocean City Railroad Company, and the Atlantic Avenue Line, Atlantic City, N. J. The former being operated under a lease, and the latter under a trackage rights agreement with the West Jersey and Seashore Railroad Company.

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

State of Pennsylvania, Philadelphia county, *ss.*—W. A. Stern, being duly sworn, on his oath says that he is President of the Atlantic City and Shore Railroad Company, and that the foregoing statement and the annexed statement of accidents on the

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said road during the year 1908 are correct and true to the best of his knowledge and belief.

W. A. STERN.

Sworn and subscribed before me this ninth day of February, A. D. 1909.

LOUIS DU HADWAY,
[L. S.] *Notary Public,*
Commission expires January 17, 1913.

ACCIDENTS.

April 17th—Geo. Mathis, head cut by piece of iron falling from work car; was employed on work car; jolting car. Conductor, J. L. Murray; motorman, W. G. Welsh.

May 3d—Thomas McCaffrey, bruised ankle; slipped from car before it came to a stop. Conductor, C. S. Price; motorman, H. Rossell.

May 23d—Henry Perch, dislocated shoulder, broke wagon; man driving horse and wagon in front of car in motion. Conductor, E. Scull; motorman, W. B. Fenton.

June 28th—Mrs. Wylie, ankle sprained; slipped from bottom step of car and fell to the ground. Conductor, C. N. Fox, Jr.; motorman, W. A. Ashley.

July 16th—Mrs. W. E. Maloney, broke wrist; heel of her shoe caught in floor of car, throwing her. Conductor, C. N. Fox, Jr.; motorman, W. A. Ashley.

July 18th—E. Fraas, knocked unconscious; looking out of door and hit by pole. Conductor, T. C. Lindsay; motorman, E. Fraas.

July 23d—Mrs. Sykes, injured hip; stepped off car in motion. Conductor, L. Walters; motorman, R. L. Cranor.

July 26th—Mrs. J. McGuire, injured arm; had arm out of car and hit pole. Conductor, C. S. Price; motorman, C. Hackney.

July 28th—Unknown woman, slightly shaken up; tripped and fell from top step. Conductor, O. Johnson; motorman, C. Warrington.

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July 30th—H. J. B. Hall, cut hand; attempted to raise window on board car. Conductor, H. Adams; motorman, H. Anderson.

July 31st—Mrs. Wm. E. Golf, sprained ankle; lost balance when leaving seat of car. Conductor, H. Adams; motorman, H. Anderson.

August 9th—Mrs. Hattie Brown, slightly shaken up; jumped from car when in motion. Conductor, O. Johnson; motorman, C. Warrington.

August 16th—George Franze, broken wrist, fractured skull and bodily contusions; boy running across tracks in front of car. Conductor, C. N. Fox, Jr.; motorman, H. Anderson.

August 26th—Frank M. Camp, contusions, arm and elbow; attempted to board car while in motion. Conductor, F. Runkoldt; motorman, E. Fraas.

September 12th—Mrs. Raymond, wrenched ankle; foot slipped from bottom step, becoming wedged between strip and platform. Conductor, E. Scull; motorman, W. Ashley.

October 11th—Mrs. Josephine A. Wilson, dislocation of knee; slipped from step of car, not in motion. Conductor, O. Groves; motorman, R. Cramer.

November 12th—Unknown man, shaken up; stepped off car backwards while in motion. Conductor, James Dunbor; motorman, R. Cramer.

BALTIMORE AND NEW YORK RAILWAY COMPANY.

Capital stock paid in,	$350,000 00
Bonded debt,	350,000 00
Floating debt,	175,501 91
Cost of road and equipments,	$875,501 91

Dividends paid during the year 1908, and how paid—None.

The road extends from Cranford, N. J., to A. K. Bridge, a distance of 5.30 miles.

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RECEIPTS AND EXPENSES FOR 1908.

Income from freight,	$326,838 55
Total,	$326,838 55
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$307,729 51

P. O. address of the above company—No. 17 State street, New York City.

State of New York, City of New York, New York county, *ss.*—Geo. H. Campbell being duly sworn, on his oath says, that he is Vice-President of The Baltimore and New York Railway Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1908 are correct and true, to the best of his knowledge and belief.

GEO. H. CAMPBELL.

Sworn and subscribed before me, this 23d day of January, A. D. 1909.

[L. S.]

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

ACCIDENTS.

February 4th, 1908—J. Kreege, Engineman on engine No. 1636, slightly injured at 5.25 A. M., on account of crown sheet of boiler giving way while passing Linden Junction. Conductor John Callahan.

December 30th, 1908—G. C. Decker, conductor of extra freight train, was killed at 1.35 P. M., while working in east yard at Cranford Junction, New Jersey. James McCaffrey, engineman.

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BARENGAT RAILROAD COMPANY.

Capital stock paid in, ... $50,000 00
Bonded debt—None.
Floating debt—None.

Cost of road and equipments, ... $50,000 00

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

It is leased to the Manahawkin and Long Beach Transportation Company at an annual rental of one hundred dollars. This arrangement is terminable on three months' notice.

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

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

SAMUEL REA.

Sworn and subscribed before me, this second day of February, A. D. 1909.

LEWIS NEILSON,
[L. S.] *Notary Public,*
C *Commission expires February 26th, 1909.*

Dividends paid during the year 1908, and how paid—None.

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

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BAY SHORE CONNECTING RAILROAD COMPANY.

Capital stock paid in, ... $34,777 06

Cost of road and equipments, ... $34,531 79

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

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

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

E. B. THOMAS.

Sworn and subscribed before me this second day of March, A. D. 1909.

[L. S.]

F. T. HARBACH,
Notary Public,
New York County.

Dividends paid during the year 1908, and how paid—None.

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

ACCIDENTS.

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

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BELVIDERE DELAWARE RAILROAD COMPANY.

Capital stock paid in,	$1,253,000 00
Bounded debt,	2,722,000 00
Floating debt—None.	
Cost of road and equipments,	$4,134,836 86

The road extends from Trenton to Manunka Chunk, 67.42 miles; connecting with Delaware, Lackawanna and Western Railroad in Manunka Chunk, 0.09 miles; Coalport in Trenton to East Trenton, 1.71 miles; Lambertville to Flemington, 11.55 miles; Martins Creek, N. J., to Bangor and Portland Railway Junction, Pa., 0.29 miles; a total distance of 81.06 miles.

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

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

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

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

JOHN P. GREEN.

Sworn and subscribed before me this second day of February, A. D. 1909.

LEWIS NEILSON,
Notary Public,

[L. S.]

Commission expires February 26th, 1909.

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RECEIPTS AND EXPENSES FOR 1908.

Income from passengers,	$353,972 55
Income from freight,	1,305,266 15
Income from other sources,	83,764 77
Total,	$1,743,003 47
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	*$1,569,073 47
Dividends paid during the year 1908, and how paid—One of 10 per cent., paid in cash.	

* Includes $296,261.16 interest on bonded debt, taxes and other obligatory charges.

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

ACCIDENTS.

Accidents reported by the Pennsylvania Railroad Company, lessee of the property and works of the United New Jersey Railroad and Canal Company.

BERGEN COUNTY RAILROAD,

OF WHICH THE ERIE RAILROAD IS LESSEE.

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

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

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

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

F. D. UNDERWOOD.

Sworn and subscribed before me this seventeenth day of March, A. D. 1909.

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

Dividends paid during the year 1908, and how paid—None.

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

BERGEN AND DUNDEE RAILROAD,

OF WHICH THE ERIE RAILROAD IS LESSEE.

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

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

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

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

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

F. D. UNDERWOOD.

Sworn and subscribed before me this seventeenth day of March, A. D. 1909.

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

Dividends paid during the year 1908, 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 at hand; see former reports.

Dividends paid during the year 1908, and how paid—None.

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

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RECEIPTS AND EXPENSES FOR 1908.

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

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

P. O. address of the above company's purchaser—141 Broadway, New York.

State of New York, New York county, *ss.*—John O. Heald, being duly sworn, on his oath says that he is the purchaser of the Brigantine Transportation Company, and that the foregoing statement is correct and true to the best of his knowledge and belief.

JOHN O. HEALD.

Sworn and subscribed before me this second day of March, A. D. 1909.

E. S. Ross,
Notary Public, Rockland County,
Certificate filed in New York County.

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.

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

W. G. BESLER.

Sworn and subscribed before me this seventeenth day of February, A. D. 1909.

EDWARD W. CONOVER,
[L. S.] *Foreign Commissioner of Deeds for New Jersey.*

RECEIPTS AND EXPENSES FOR 1908.

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

Dividends paid during the year 1908, and how paid—None.

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

ACCIDENTS.

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

CAMDEN AND BURLINGTON COUNTY RAILROAD COMPANY.

Capital stock paid in,	$381,925 00
Bonded debt,	500,000 00
Floating debt,	32,137 75
Cost of road and equipments,	$763,968 75

The road extends from Pavonia, N. J., to Pemberton, N. J., 22.35 miles; connection with Philadelphia and Long Branch Railroad at Birmingham to east of Birmingham Station, N. J., .39 miles; East Burlington, N. J., to Mount Holly, N. J., 7.12 miles, a total distance of 29.86 miles.

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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 funded debt, taxes and $500.00 for maintaining the organization. Lease assigned to the Pennsylvania Railroad Company as lessee of the works and property of the United New Jersey Railroad and Canal Company.

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

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

SAMUEL REA.

Sworn and subscribed before me this second day of February, A. D. 1909.

LEWIS NEILSON,
[L. S.] *Notary Public,*
Commission expires February 26, 1909.

RECEIPTS AND EXPENSES FOR 1908.

Income from passengers,	$165,535 13
Income from freight,	93,368 03
Income from other sources,	63,492 32
Total,	$322,395 48
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	*$345,576 19

Dividends paid during the year 1908, and how paid—Two of 3 per cent. each, paid in cash.

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

* Includes $38,105.49 rental paid for use of road and taxes.

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ACCIDENTS.

Accidents, if any, are reported by the Pennsylvania Railroad Company, lessee of the property and works of the United New Jersey Railroad and Canal Company.

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

Capital stock paid in,	$150,000 00
Bonded debt,	150,000 00
Cost of road and equipments,	$325,271 63

Dividends paid during the year 1908, and how paid—None.

The road extends from Cape May City, N. J., to Cape May Point and Sewell's Point, N. J., a distance of 6.84 miles.

RECEIPTS AND EXPENSES FOR 1908.

Income from passengers,	$17,073 47
Income from freight and other sources,	3,656 02
Total,	$20,729 49
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$38,037 64

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

State of Pennsylvania, Philadelphia county, *ss.*—Geo. Ziegler, being duly sworn, on his oath says that he is Comptroller of the Cape May, Delaware Bay and Sewell's Point Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1908 are correct and true to the best of his knowledge and belief.

GEO. ZIEGLER.

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Sworn and subscribed before me this second day of March, A. D. 1909.

C. K. KLINK,
[L. S.] *Notary Public,*
My Commission expires April 18, 1911.

ACCIDENTS.

April 29th—Mrs. D. S. Griffin, Cape May, N. J., non-employe, not fatally injured; collision. Thomas Scull, conductor; Charles Holmes, motorman.

June 21st—Charles Holmes, employe, Cape May, N. J., not fatally injured; struck by brake lever. Thomas Scull, conductor; Charles Holmes, motorman.

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, county and city of New York, *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 seventeenth day of February, A. D. 1909.

EDWARD W. CONOVER,
[L. S.] *Foreign Commissioner of Deeds*
for New Jersey.

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RECEIPTS AND EXPENSES FOR 1908.

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

Dividends paid during the year 1908, and how paid—None.

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

ACCIDENTS.

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

CARTERET AND SEWAREN RAILROAD COMPANY.

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

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

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

State of New York, County and City of New York, *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 seventeenth day of February, A. D. 1909.

EDWARD W. CONOVER,
Foreign Commissioner of Deeds for New Jersey.

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RECEIPTS AND EXPENSES FOR 1908.

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

Dividends paid during the year 1908, and how paid—None.

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

ACCIDENTS.

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

CENTRAL RAILROAD COMPANY OF NEW JERSEY.

Capital stock paid in, ... $27,436,800 00
Bonded debt, ... 52,851,000 00

Dividends paid during the year 1908, and how paid—Four (4) of two (2) per cent. each; in all eight (8) per cent. on par value of stock paid in cash.

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

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

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	Miles.
Hopatcong Junction to Nolan's Point (formerly Lake Hopatcong Railroad),	5.56
Spur—Avenue A, Bayonne, to Safety Insulated Wire and 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, Newark,	0.15
A total length of,	156.59

RECEIPTS AND EXPENSES FOR 1908.

Income from passengers,	$3,271,081 90
Income from freight,	7,838,682 58
Income from other sources,	2,983,466 60
Total,	$14,093,231 08
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$8,970,998 02

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

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

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

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State of New York, county and city of New York, *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 1908 are correct and true, to the best of his knowledge and belief.

W. G. BESLER.

Sworn and subscribed before me, this seventeenth day of February, A. D. 1909.

EDWARD W. CONOVER,
Foreign Commissioner of Deeds for New Jersey.

ACCIDENTS.

Coupling or Uncoupling—Employes.

January 11th, 1908—Jacob H. White, brakeman, injured at Somerville. Engineer, John Mason; conductor, Wilbur Reed.

February 4th—Jacob H. Whitehead, brakeman; injured at Bound Brook. Engineer, John Mason; conductor, Wilbur Reed.

March 7th—W. L. McIntyre, passenger driller, injured at Jersey City Passenger Yard. Engineer, F. Rehm; conductor, M. Lee.

May 25th—Harry M. Briers, driller, injured at Newark. Engineer, F. McEvoy.

June 3d—Frank F. Naughright, brakeman, injured at Dover. Engineer, J. Dineen; conductor, J. W. Bragg.

June 16th—Hadoram Spry, brakeman, injured at Cranford Junction. Engineer, G. W. Potter; conductor, W. Ruess.

October 2d—W. F. Diehl, brakeman, injured at Elizabethport. Engineer, A. Erickson; conductor, C. E. Cole.

October 19th—Fred Conk, brakeman, injured at Grasselli. Engineer, S. Darling; conductor, S. H. Phipps.

November 24th—F. W. Meyer, brakeman, injured at Brills. Engineer, W. E. Miller; conductor, J. A. Holland.

December 23d—Frank Murray, driller, injured at Jersey City Engineer, W. Young; conductor, J. Kelleher.

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Collisions—Employes.

December 11th, 1908—M. J. Foley, brakeman, injured at Cranford Junction. Engineers, G. Voorhees, D. Rosenbaum; conductors, W. Nolan, E. J. Barwick.

December 24th—Nicodem Malasrewski, car cleaner, injured at Jersey City Passenger Yard. Engineer, C. Schroll; conductor, J. Way.

Derailments—Employes.

January 25th, 1908—C. A. Beck, driller, injured at Constables Hook, Bayonne. Engineer, C. Quick; conductor, T. Maroney.

Falling from Trains, Locomotives or Cars—Employes.

January 6th, 1908—T. K. Young, driller, injured at West Eighth street, Bayonne. Engineer, W. H. Stiner; conductor, F. Reilly.

January 11th—Wm. Conk, brakeman, injured at Fanwood. Engineer, W. L. McMahon; conductor, T. Steevers.

February 6th—Daniel P. Kelly, fireman, killed at West 8th street, Bayonne. Engineer, S. Watson; conductor, M. Henry.

February 7th—John P. June, driller, injured at Newark. Engineer, W. E. Miller; conductor, H. Lockwood.

March 8th—James E. Smith, driller, injured at Jersey City Yard. Engineer, I. McIntyre; conductor, G. W. Norris.

March 17th—John V. Lindley, head driller, injured at West Side avenue, Jersey City. Engineer, M. Schick; conductor, J. V. Lindley.

May 2d—Thomas Talbot, brakeman, injured at Jersey City. Engineer, M. Rausch; conductor, J. H. Kay.

May 8th—W. S. Grace, brakeman, injured at Jersey City. Engineer, O. Forner; conductor, S. J. Briskey.

May 18th—E. H. Bonasch, brakeman, injured at Carteret. Engineer, I. H. Van Clief; conductor, E. E. Kiyler.

May 30th—Frank P. Carr, fireman, injured at Hampton. Engineer, M. Albee; conductor, H. Shuck.

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July 4th—Lloyd K. Taylor, fireman, injured at Jersey City Freight Yard. Engineer, W. H. Anderson; conductor, John Feeney.

July 11th—H. H. Minard, brakeman, injured at Brills. Engineer, H. Smith; conductor, E. Schwall.

July 11th—John Duffala, track laborer, injured at Jersey City. Engineer, A. Galloway; conductor, Wm. Meyers.

July 20th—Joseph Tate, engineman, injured at Brills. Engineer, Joseph Tate; conductor, John Doherty.

July 27th—Melville H. Mettler, brakeman, injured at Newark. Engineer, J. Gallagher; conductor, M. Dunn.

July 30th—O. E. Braden, driller, injured at Jersey City. Engineer, W. Lewis; conductor, R. Coogan.

July 31st—John W. Gotsil, conductor, injured at Plainfield. Engineer, W. H. Bodine; conductor, J. W. Gotsil.

August 13th—Harry Hennessy, driller, injured at Jersey City. Engineer, W. Ludwig; conductor, F. K. Zepp.

November 5th—Wallace F. Van Brunt, fireman, injured at Jersey City. Engineer, M. Schick; conductor, J. V. Lindley.

November 6th—Edward C. Peterson, brakeman, injured at Elizabethport. Engineer, F. Paulman; conductor, E. Queen.

November 13th—Bernard Last, float captain, killed at Jersey City. Engineer, E. Gordon; conductor, ——.

November 17th—Elias Flickenger, Jr., brakeman, injured at Dunellen. Engineer, A. Smith; conductor, H. M. Ferry.

December 8th—J. C. McGeeney, brakeman, injured at Bound Brook. Engineer, A. Yeamans; conductor, J. L. Anderman.

December 9th—A. D. Fullerton, conductor, injured at Elizabeth. Engineer, W. Hopler; conductor, A. D. Fullerton.

December 23d—E. Peters, fireman, injured at Elizabethport. Engineer, W. Hopler; conductor, T. E. De Groot.

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

February 1st, 1908—David Barrie, passenger, killed at Jersey City Yard. Engineer, M. Miller; conductor, J. G. Reck.

June 21st—Wm. Ridings, passenger, injured at Elizabethport. Engineer, W. Snyder; conductor, M. Durling.

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July 4th—Joseph Smith, trespasser; injured at Lake Hopatcong. Engineer, C. D. Bowe; conductor, R. F. Crater.

July 5th—F. Duncomb, passenger, injured at Cranford. Engineer, F. Wilcox; conductor, M. Durling.

August 27th—G. Hoott, passenger, injured at Jersey City. Engineer, H. Horn; conductor, R. Bellis.

August 28th—Rudolph Berkmann, passenger, injured at Jersey City. Engineer, W. Creveling; conductor, M. Dunn.

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

January 7th, 1908—George Condit, brakeman, injured at Grasselli. Engineer, S. Darling; conductor, H. S. Yarnell.

January 16th—Wm. J. Lynn, car checker, killed at Jersey City Train Shed. Engineer, S. Lowery; conductor, W. Berkheimer.

May 8th—J. L. Beyers, brakeman, injured at South Amboy. Engineer, J. Stevens; conductor, J. H. Lane.

May 14th—T. J. Sullivan, brakeman, injured at Elizabethport. Engineer, H. Willever; conductor, W. Manning.

June 1st—Henry G. Harris, driller, injured at Elizabethport. Engineer, Thomas Bowe; conductor, T. Liddy.

June 26th—Raymond Rose, driller, injured at Jersey City Freight Yard. Engineer, J. McIntyre; conductor, John Coriell.

June 29th—James Fitzgerald, driller, injured at Bay Shore Line, Brills. Engineer, T. McPeak; conductor, P. G. Young.

September 6th—Jacob E. Keener, brakeman, injured at Phillipsburg. Engineer, Frank Graham; conductor, John Mahoney.

October 4th—T. J. Slater, fireman, injured at High Bridge. Engineer, G. Bramann; conductor, L. Stametz.

October 30th—G. Quick, engineer, injured at Bayonne. Engineer, G. Quick; conductor, H. A. Wise.

November 4th—W. G. Hippenstill, brakeman, injured at Carteret. Engineer, Thomas Ryan; conductor, E. E. Kiyler.

December 24th—Frank Engel, fireman, injured at East 22d street, Bayonne. Engineer, G. Brown; conductor, ——.

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

January 6th, 1908—Susie Bodnar, passenger, injured at Plainfield. Engineer, J. Frech; conductor, A. B. Prawl.

January 17th—Henry Alexander, colored, trespasser, injured at Plainfield. Engineer, ——; conductor, ——.

February 5th—Alex. Bloo, passenger, injured at High Bridge. Engineer, E. Mahoney; conductor, H. Staats.

February 12th—Francis Dellachamp, trespasser, injured at Plainfield. Engineer, J. Ianson; conductor, C. H. Dineen.

February 18th—Edna Cheseboro, passenger, injured at Greenville, Jersey City. Engineer, T. Benjamin; conductor, W. Shaw.

February 23d—Miss Van Hovenberg, passenger, injured at Communipaw, Jersey City. Engineer, S. Loughery; conductor, W. Wittnebert.

February 26th—Edward Britton, trespasser, injured at Plainfield. Engineer, T. Marks; conductor, H. Shuck.

February 27th—Mrs. Hurly, passenger, injured at Greenville. Engineer, F. Wilcox; conductor, H. Amerman.

March 6th—Michael Dudish, trespasser, injured at West 8th street, Bayonne. Engineer, G. Flowers; conductor, H. W. Shuck.

March 12th—Elias Kaplen, passenger, injured at East 22d street, Bayonne. Engineer, G. Jackson; conductor, W. Ming.

March 14th—Emanuel Filter, trespasser, killed at Garwood. Engineer, H. Roder; conductor, Geo. Long.

March 19th—Michael Liski, passenger, injured at Tremley. Engineer, J. Thomas; conductor, L. Brightman.

March 27th—Julius Kafka, passenger, injured at East 22d street, Bayonne. Engineer, J. Rodenbough; conductor, W. Shaw.

April 6th—A. F. Fladding, trespasser, injured at Elizabethport. Engineer, W. Hopler; conductor, J. J. Barry.

April 8th—Edward Booth, trespasser, killed at Wharton. Engineer, G. Bodine; conductor, W. C. Kelsey.

April 17th—D. W. MacDonald, trespasser, killed at Elizabeth. Engineer, W. H. Smith; conductor, A. E. Miller.

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April 18th—J. C. Boss, trespasser, injured at Bound Brook. Engineer, W. H. Smith; conductor, W. R. Culver.

May 2d—Nellie Tobin, passenger, injured at Somerville. Engineer, W. Gorman; conductor, W. E. Case.

May 9th—Raleigh Tremble, passenger, injured at Jackson avenue, Jersey City. Engineer, A. Heim; conductor, W. Hibler.

May 16th—John Cobane, passenger, injured at Newark. Engineer, J. Coyne; conductor, J. Magee.

May 16th—Patrick Brown, trespasser, injured at Elizabethport. Engineer, F. P. Bogart; conductor, T. Prendergast.

May 21st—Hubsoram Mecremko, trespasser, injured at High Bridge. Engineer, A. Martin; conductor, E. Snyder.

June 2d—Mrs. Bauch, passenger, injured at Roselle Park. Engineer, W. Wetton; conductor, R. A. Bellis.

June 8th—George C. Groff, passenger, injured at West Side avenue, Jersey City. Engineer, R. Wolverton; conductor, W. Case.

June 12th—Samuel T. Williams, passenger, injured at Plainfield. Engineer, A. Shedd; conductor, J. Van Middlesworth.

June 16th—Gus. Ward, trespasser, injured at Jersey City. Engineer, J. Weikley; conductor, L. Titus.

June 20th—Miss Cunningham, passenger, injured at Elizabeth avenue, Elizabeth. Engineer, G. Ahle; conductor, J. Eggers.

June 22d—Helen Collins, passenger, injured, at Jersey City. Engineer, F. Wilcox; conductor, M. Durling.

June 29—Enrique Solari, passenger, injured at Elizabethport. Engineer, T. Benjamin; conductor, W. Shaw.

July 5th—S. Williams, passenger, injured at Sewaren. Engineer, J. Thomas; conductor, T. Flanagan.

July 24th—Joseph Szunowicz, trespasser, injured at Tremley. Engineer, F. Bogart; conductor, J. S. Murphy.

August 11th—Ollandio Cataziri, trespasser, injured at Phillipsburg. Engineer, C. Callaghan; conductor, J. Thornton.

August 12th—Carmen Knoakes, injured at Plainfield. Engineer, A. Shedd; conductor, G. Van Nortwick.

August 20th—Fred Black, trespasser, killed at Elizabethport. Engineer, J. W. Richards; conductor, Edward Sherry.

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August 29th—Thomas Simons, passenger, killed at West Eighth street, Bayonne. Engineer, P. Gilmore; conductor, W. Gilp.

August 30th—S. Manning Wyckoff, passenger, injured at Somerville. Engineer, W. Carpenter; conductor, W. Durling.

September 5th—Miss S. Pertzer, passenger, injured at Jersey City. Engineer, J. McKeaney; conductor, H. Conrad.

September 8th—Irene O'Neil, passenger, injured at Newark. Engineer, J. Gallagher; conductor, W. Case.

September 9th—John McCarthy, trespasser, injured at Plainfield. Engineer, G. W. Potter; conductor, W. Ruess.

September 13th—Miss Decastro, passenger, injured at Ferry street, Newark. Engineer, F. Schultz; conductor, W. Bergen.

September 30th—George Rice, passenger, injured at Van Nostrand Place, Jersey City. Engineer, F. Wilcox; conductor, M. Durling.

October 3d—Morris Mannix, trespasser, injured at Elizabethport. Engineer, A. Smith; conductor, J. P. O'Donnell.

October 5th—Nellie Mowry, passenger, injured at Glen Gardner. Engineer, T. Hurtzell; conductor, L. Brightman.

October 10th—Frank Holt, passenger, injured at East 22d street, Bayonne. Engineer, C. Foster; conductor, E. Lake.

October 12th—George Breck, passenger, injured at Netherwood. Engineer, F. Beck; conductor, S. Johnson.

October 15th—Mrs. C. H. Schofield, passenger, injured at West 8th street, Bayonne. Engineer, ———; conductor, ———.

October 27th—Livinia Vroom, passenger, injured at Plainfield. Engineer, B. Loughery; conductor, P. Malley.

November 11th—A. J. Storck, trespasser, injured at Van Nostrand Place. Engineer, F. Manion; conductor, S. J. Briskey.

November 24th—Geo. Gilmore, passenger, injured at Garwood. Engineer, E. Gordon; conductor, J. Herbert.

November 26th—Mrs. Edward Manion, passenger, injured at Ferry street, Newark. Engineer, W. Koehler; conductor, W. Magee.

November 30th—Edward Foote, passenger, injured at West 8th street, Bayonne. Engineer, F. Wilcox; conductor, M. Durling.

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December 4th—Thos. A. Wrenn, passenger, injured at Cranford. Engineer, F. Naylor; conductor, G. Trimmer.

December 7th—Ella Muller, passenger, injured at West 8th street, Bayonne. Engineer, J. Mays; conductor, S. Dennis.

December 9th—William Stengle, passenger, injured at East 33d street, Bayonne. Engineer, E. Jones; conductor, S. Piatt.

December 16th—J. Grering, passenger, injured at Dunellen. Engineer, E. Ruff; conductor, W. Barnes.

December 30th—Mrs. Lucy Freedlander, passenger, injured at Jersey City. Engineer, J. Smith; conductor, S. Piatt.

Overhead and Other Obstructions—Employes.

January 29th, 1908—George Kaus, driller, injured at Newark. Engineer, F. McEvoy; conductor, P. A. Connors.

February 16th—R. H. Shafer, brakeman, killed at Aldene. Engineer, C. Callaghan; conductor, J. Swartz.

February 26th—Harry Hennessey, driller, injured at Jersey City. Engineer, F. Fozard; conductor, E. Downs.

March 11th—E. Schwall, head driller, injured at Brills. Engineer, H. Smith; conductor, E. Schwall.

May 18th—John Edwards, driller, injured at West Side avenue, Jersey City. Engineer, M. Schick; conductor, J. V. Lindley.

October 31st—F. X. Henry, fireman, injured at West Side avenue, Jersey City. Engineer, M. Schick; conductor, J. V. Lindley.

November 5th—Thomas H. Allen, brakeman, injured at Lake Hopatcong. Engineer, R. H. Nixon; conductor, R. F. Crater.

Overhead and other Obstructions—Non-Employes

June 2d, 1908—Julius Riffle, passenger, injured at Ferry street, Newark. Engineer, C. Morton; conductor, R. Bellis.

August 1st—P. E. Bloom, trespasser, seriously injured at Elizabethport. Engineer, C. Fink; conductor, M. Perry.

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

January 30th, 1908—Anton Turk, seriously injured at Maurer. Engineer, T. Ferguson; conductor, L. W. Romesis.

February 28th—A. Wright, colored, injured at Lister Avenue Crossing, Newark. Engineer, S. P. Brown; conductor, J. Holland.

June 8th—Peter Malloy, trespasser, killed at Main street crossing, Bound Brook. Engineer, H. S. Painter; conductor, C. H. Dineen.

July 18th—Samuel Rothman, Alexander Rothman and Samuel Vernakauf, all injured at Pine street crossing, Elizabethport. Engineer, T. McCarthy; conductor, K. Matthews.

August 20th—Peter Conroy, injured at Pine street crossing, Elizabethport. Engineer, J. Hill; conductor, F. Goger.

August 24th—Louis Szemkus, trespasser, killed at Cranford. Engineer, E. Mahoney; conductor, H. D. Staats.

September 3d—F. Overhaus, injured at Johnson avenue, Jersey City. Engineer, F. Fozard; conductor, R. Latourette.

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

January 9th, 1908—T. Lowndes, assistant yard master, injured at Jersey City Freight Yard. Engineer, P. Martin; conductor, J. J. Carr.

January 15th—George R. Edsell, carpenter, killed at Plainfield. Engineer, C. Housten; conductor, J. Dolbeer.

January 31st—John Fenner, steamfitter, killed at Jersey City Passenger Yard. Engineer, A. Quaife; conductor, T. McGinnis.

February 8th—Lewis Smith, bridge carpenter, injured at Newark Bay Bridge, Elizabethport. Engineer, J. Waite; conductor, W. Durling.

February 19th—Michael Pavinsky, trackman, injured at Bayway. Engineer, G. Ahle; conductor, J. Eggers.

February 24th—Stephen Orolosky, laborer, killed at Elizabethport. Engineer, J. Frech; conductor, W. Creveling.

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March 12th—Peter Donohue, section foreman, injured at Elizabethport. Engineer, E. Poda; conductor, M. J. Haggerty.

March 23d—Jos. Davis, car inspector, killed at Elizabethport Transfer Yard. Engineer, W. H. Pierce; conductor, R. J. Hillman.

May 18th—Michael Covach, trackwalker, killed at Clinton avenue, Plainfield. Engineer, G. Gilbert; conductor, W. M. Ryder.

May 18th—Gabriel Luchi, trackwalker, killed at Greenville, Jersey City. Engineer, J. Koehler; conductor, J. Hunt.

May 30th—Samuel Strain, brakeman, killed at Jersey City Freight Yard. Engineer, John Allen; conductor, F. Eisenbauer.

August 5th—Wm. H. Woodruff, messenger, injured at Elizabeth. Engineer, C. Roth; conductor, A. E. Miller.

August 29th—Howard Edwards, bridge mason, injured at Bound Brook. Engineer, G. Cobson; conductor, P. Jeffer.

August 31st—George Metsco, trackwalker, killed at Elizabethport. Engineer, D. Ferguson; conductor, A. Reid.

September 14th—Charles Haberly, carpenter, injured at Elizabeth avenue, Elizabethport. Engineer, G. Ahle; conductor, D. Sullivan.

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

October 16th, 1908—Maurice E. Scott, brakeman, killed at Bound Brook. Engineer, M. Lougery; conductor, P. Jeffers.

November 6th—Oliver Egerter, section laborer, killed at Hampton Junction. Engineer, J. Doud; conductor, T. Flangan.

November 7th—Hugh Brady, carpenter, killed at East 49th street, Bayonne. Engineer, John Deemer; conductor, Geo. Cartwright.

November 14th—J. W. Fitzgerald, head driller, injured at Brills. Engineer, J. Jones; conductor, J. W. Fitzgerald.

November 21st—Edward Clark, bridge carpenter, injured at Newark. Engineer, W. Rhodes; conductor, ———.

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December 10th—Jacob Huff, carpenter, injured at Jersey City Freight Yard. Engineer, S. Walters; conductor, R. Coogan.

December 13th—Michael Verbonnetts, track walker, killed at Elmora. Engineer, S. Jones; conductor, J. Eggers.

December 18th—J. Heilick, sectionman; Jno. Summonish, sectionman, and Igness Solan, sectionman, all killed at Cranford. Engineer, Harry Miller; conductor, J. Mahoney.

December 23d—Stif Dembrovsky, laborer, killed at Communipaw, Jersey City. Engineer, W. Jacobus; conductor, D. Sullivan.

December 25th—Michael Colloches, trackwalker, injured, Patrick J. Nighland, signal maintainer, killed; Tony Saldarello, trackwalker, injured at Jersey City. Engineer, S. Eckman; conductor, W. McIntyre.

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

January 1st, 1908—Ignatius Vialas and Frank Korzynuvski, trespassers, killed east of Elizabeth Creek Draw, Bayway. Engineer, J. Errickson; conductor, T. Flanagan.

January 9th—Rocco Paternostro, trespasser, killed at Elizabethport. Engineer, F. Beck; conductor, S. Johnson.

January 13th—Geo. Roberts, trespasser, killed at East 49th street, Bayonne. Crew unknown.

January 15th—Martin Lewis, trespasser, killed at Garwood. Engineer, T. Bradshaw; conductor, G. Terrill.

January 15th—George Gounio, trespasser, injured at Elizabethport. Engineer, J. Osmun; conductor, W. B. Oakes.

January 18th—H. Kummerich, trespasser, killed at Newark. Engineer, W. Huff.

January 18th—Enoch Krowski, trespasser, killed at Elizabethport. Engineer, G. Rowland; conductor, E. E. Kiyler.

January 22d—Alex. Toth, trespasser, killed at East 31st near East 33d street, Bayonne. Engineer, W. Creveling; conductor, F. Goger.

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February 2d—John Stefus, trespasser, killed at Raritan. Engineer, G. Miller; conductor, R. Newman.

February 7th—Fred Bacheder, trespasser, injured near Elizabeth avenue, Elizabethport. Engineer, F. Riddle; conductor, F. Shinafield.

February 7th—John Darragh, trespasser, killed near Elizabeth avenue, Elizabethport. Engineer, H. Ayers; conductor, W. Shaw.

February 12th—Philip Conale, trespasser, injured near West 8th street, Bayonne. Engineer, F. White; conductor, N. Warman.

February 19th—Chas. Muncker, trespasser, killed at West 8th street, Bayonne. Engineer, W. Sheridan; conductor, W. Sheehan.

February 27th—Mary Johnson, trespasser, injured at Manhattan Yard, Jersey City. Engineer, W. Young; conductor, M. J. Hennessy.

March 12th—John Crawford, trespasser, killed at Plainfield. Engineer, Wm. McMahan; conductor, E. Manning.

March 19th—G. O. Ewing, trespasser, killed at Westfield. Engineer, E. Jeffers; conductor, D. Hickey.

March 21st—Edw. Simon, trespasser, killed at Pacific avenue, Jersey City. Engineer, W. Koehler.

March 27th—Fred'k Kleiner, trespasser, killed at Elizabethport. Engineer, G. Gilbert; conductor, W. Ryder.

April 9th—Charles Hudson, trespasser, killed at Bayonne. Engineer, W. Leopold; conductor, I. W. Fulmer.

May 5th—Otto Williams, trespasser, injured at Newark. Engineer, G. Cameron; conductor, F. Webster.

May 10th—John Kubilis, trespasser, killed at Elizabeth Creek Rraw, Elizabethport. Engineer, C. Hodge; conductor, E. Davis.

May 12th—Grover Cleveland, trespasser, killed at Communipaw, Jersey City. Engineer, F. Wilcox; conductor, M. Durling.

May 21st—Geo. Fremschane, trespasser, injured at Pacific avenue, Jersey City. Engineer, H. Ayers; conductor, F. Lewis.

June 5th—Two unknown men killed at Phillipsburg. Engineer T. Fox; conductor, W. H. Snyder.

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June 10th—Michael Whalen, trespasser, injured at East Ferry street, Newark. Engineer, G. Ahle; conductor, J. W. Eggers.

June 11th—John Kain, trespasser, killed at West Side avenue, Jersey City. Engineer, F. Jacobus; conductor, W. Hibler.

June 12th—Frank McCahrall, trespasser, killed at Elizabeth avenue, Elizabethport. Engineer, W. Koehler; conductor, D. Sullivan.

June 18th—Eliza J. Vermeule, trespasser, killed at Westfield. Engineer, C. Dampman; conductor, F. Hooven.

June 22d—Frank Williard, trespasser, injured at Jersey City Freight Yard. Engineer, W. E. Miller; conductor, F. K. Zepp.

June 23d—Barnabas Morris, trespasser, killed at Spring Street Station, Elizabeth. Engineer, H. Kugler; conductor, J. Evans.

July 4th—Leslie Rousenville, trespasser, injured at Hampton. Engineer, O. Sinclair; conductor, ——

July 10th—Wm. Watt, fatally injured at Dunellen. Engineer, ——; conductor, ——.

July 29th—Unknown man killed at Avenue A, Bayonne. Engineer, S. Watson; conductor, W. Sheehan.

August 1st—Cecil Martin, trespasser, killed at Lebanon. Engineer, J. Lutz; conductor, J. Day.

August 3d—Unknown man killed at Westfield. Engineer, J. Kiple; conductor, D. Hickey.

August 4th—Robert Willard, trespasser, killed at West 8th street, Bayonne. Engineer, B. Loughery; conductor, P. Malley.

August 12th—Fergus Comar, passenger, injured at East Ferry street, Newark. Engineer, J. Coyne; conductor, W. Magee.

August 17th—Unknown man killed at Elizabeth. Engineer, G. Jackson; conductor, W. Ming.

August 19th—Unknown man killed at West 8th street, Bayonne. Engineer, C. Hodge; conductor, T. Duane.

August 22d—Andrew Quinn, trespasser, killed at West 8th street, Bayonne. Engineer, J. Thomas; conductor, W. Tinsman.

September 7th—Jos. Snobisz, trespasser, killed at Elizabeth avenue, Elizabeth. Engineer, A. Hein; conductor, G. Porter.

September 10th—Two unknown men killed at Communipaw, Jersey City. Engineer, J. Waite; conductor, I. Bedell.

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September 12th—Mike Bezucki, trespasser, seriously injured at Newark Bay Bridge, Bayonne. Engineer, T. Bradshaw; conductor, G. Terrill.

September 17th—John Ellsworth, trespasser, killed at Avenue Yard, Elizabethport. Engineer, J. Kenney; conductor, M. Colohan.

September 29th—Andrew Carlson, non-employe, injured at Jersey City. Engineer, F. Wyncoop; conductor, M. Rarick.

October 3d—Benjamin J. Richards, trespasser, killed at Greenville, Jersey City. Engineer, J. Thomas; conductor, F. Goger.

October 13th—Gustave Nather, trespasser, killed at West Side avenue, Jersey City. Engineer, W. Dunham; conductor, C. Stokes.

October 14th—C. F. Buckman, trespasser, injured at Ferry street, Newark. Engineer, F. McEvoy; conductor, P. Connors.

October 26th—Stanley Andreous, trespasser, killed at East 22d street, Bayonne. Engineer, W. Cobson; conductor, W. Chambers.

October 30th—John Coughlin, trespasser, seriously injured at Elizabethport. Engineer, M. V. Reagan; conductor, John Sullivan.

November 11th—Michael Kamerinsky, trespasser, injured at Bayway. Engineer, C. Pittenger; conductor, W. Berkheimer.

November 14th—Unknown man injured at Newark. Engineer, J. Hutchinson; conductor, J. A. Holland.

November 17th—John Gurko, trespasser, injured at Bayway. Engineer, Wm. Wahl; conductor, J. J. Spellman.

November 30th—John Rosinsky, trespasser, injured at East 22d street, Bayonne. Engineer, J. Dowd; conductor, L. Brightman.

December 4th—Mrs. Julia Potchner, trespasser, killed at Bound Brook. Engineer, C. Dampman; conductor, F. Hooven.

December 7th—Lottie Hanley, trespasser, injured at Arlington avenue, Jersey City. Engineer, A. Neigert; conductor, D. Sullivan.

December 10th—Charles McCarthy, trespasser, injured at Hampton Junction. Engineer, E. Mahoney; conductor, H. Staats.

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December 12th—Wm. A. Orts, trespasser, injured at German Valley. Engineer, J. Dineen; conductor, L. Stametz.

December 12th—Thomas J. Edgar, non-employe, injured at Somerville. Engineer, Fred Kline; conductor, C. M. Terry.

December 23d—James Langton, trespasser, killed at Port Johnston. Engineer, J. Rodenbaugh; conductor, H. A. Wise.

December 26th—John Kelly, trespasser, injured at Somerville. Engineer, F. Haiges; conductor, S. Bloom.

Injured at Shops, Stations or Freight Houses—Employes.

April 22d, 1908—Hector R. Gardner, injured in train shed, Jersey City. Engineer, E. Jones; conductor, W. Barnes.

Injured at Shops, Stations or Freight Houses—Non-employes.

April 10th, 1908—Samuel Albert, passenger, injured at Elizabeth. Engineer, John Costello.

October 10th—Herman Murish, passenger, injured at Elizabethport. Engineer, R. McCloud; conductor, M. Rarick.

November 18th—Andrew Gallerkson, passenger, injured at Communipaw. Engineer, C. Foster; conductor, J. Shearn.

On or About Trains, Locomotives or Cars—Employes.

January 30th, 1908—H. Weisle, engineman, injured at Phillipsburg. Engineer, H. Weisle; conductor, W. Riley.

February 4th—Charles H. Fritts, brakeman, injured at Perth Amboy. Engineer, F. Bogart; conductor, T. Prendergast.

February 15th—L. Wampole, fireman, injured at Green Brook Water Tanks, Dunellen. Engineer, C. Dampman; conductor, F. Hooven.

March 16th—Paul F. Carpenter, fireman, injured at Jersey City train shed. Engineer, W. Gorman.

March 26th—John W. Kiple, engineer, injured at Jersey City. Engineer, J. Kiple; conductor, W. Thomas.

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March 30th—James B. Roemer, passenger brakeman, injured at Newark. Engineer, S. Jones; conductor, A. B. Prawl.

March 30th—James H. Gallagher, injured at Newark. Engineer, J. H. Gallagher; conductor, H. N. Amerman.

April 9th—W. T. Morrison, brakeman, injured at Hampton Junction. Engineer, A. B. Mann; conductor, J. J. Thornton.

April 16th—H. S. Cooper, brakeman, killed at North Branch. Engineer, E. C. Pyatt; conductor, M. F. Bill.

April 17th—James L. Murphy, fireman, injured at Arlington avenue, Jersey City. Engineer, H. Ayers; conductor, D. Sullivan.

April 18th—Judson Ianson, engineer, injured at Plainfield. Engineer, J. Ianson; conductor, J. Degman.

July 12th—Leslie Fillman, fireman, injured at Cranford Junction. Engineer, W. Van Roden; conductor, J. H. Peel.

July 17th—John A. Ryder, fireman, injured at Elizabeth. Engineer, G. Cameron; conductor, F. Webster.

July 22d—Chas. R. Davie, fireman, injured at Dunellen. Engineer, F. Wilcox; conductor, M. Durling.

August 4th—George Foerst, laborer, injured at shop yard, Eliabethport. Engineer, George Wenke; conductor, Michael J. Haggerty.

August 17th—William G. Hippinstill, brakeman, injured at Chrome. Engineer, G. Rowland; conductor, E. E. Kiyler.

September 8th—Edward James, fireman, injured at Claremont. Engineer, John R. Miller; conductor, Jos. H. Smith.

September 12th—A. Bradley, driller, injured at Jersey City. Engineer, R. Loshen; conductor, J. J. Carr.

September 24th—C. R. Davie, fireman, injured at Neshanic. Engineer, P. C. Quick; conductor, J. F. Walsh.

October 7th—Arthur Zinck, fireman, injured at Dunellen. Engineer, G. Gilbert; conductor, W. Ryder.

November 1st—Joseph Cline, brakeman, injured at Green Brook. Engineer, A. Yeamans; conductor, J. L. Anderman.

November 3d—L. H. Cressman, engineer, injured at Plainfield. Engineer, L. H. Cressman; conductor, J. A. Smith.

November 12th—John H. Rowland, brakeman, injured at Elizabethport. Engineer, M. Kennedy; conductor, P. O'Hearn.

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November 12th—Fred Kitchen, brakeman, injured at High Bridge. Engineer, G. F. Bramann; conductor, L. Bowlby.

November 13th—F. A. Slack, head driller, injured at Brills. Engineer, J. Jones; conductor, F. A. Slack.

November 29th—Wm. T. Ward, passenger brakeman, injured at Brills. Engineer, J. Jones; conductor, F. A. Slack.

November 30th—G. L. Robinson, fireman, injured at Brills. Engineer, J. Jones; conductor, F. A. Slack.

December 13th—W. L. McMahon, engineman, injured at Cranford Junction. Engineer, W. L. McMahon; conductor, J. S. Murohy.

December 17th—Leo Milan, brakeman, injured at East 22d street, Bayonne. Engineer, G. Flowers; conductor, T. E. Pry.

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

January 15th, 1908—J. H. Richards and Owen Dorham, passengers, injured at East 22d street, Bayonne. Engineer, W. Smith; conductor, G. Terrill.

January 30th—Rose Pearlson, passenger, injured at Jersey City Train Shed. Engineer, P. Gilmore; conductor, F. Vannatta.

February 16th—John J. Quinn, passenger, injured at Brills Junction. Engineer, J. Carpenter; conductor, C. W. Keyser.

March 5th—Mrs. Anton Brantigam, passenger, injured at Elizabeth. Engineer, G. Jackson; conductor, W. Ming.

March 30th—G. V. Stryker and Lewis J. Beyer, passengers, injured at Newark. Engineer, S. Jones; conductor, A. B. Prawl.

April 16th—Mrs. A. B. Abbott and Mr. R. J. Curry, passengers, injured at East 49th street, Bayonne. Engineer, M. Moyniham; conductor, D. B. Aller.

April 18th—Berti Celady, trespasser, killed at Chrome. Engineer, G. Rowland; conductor, E. E. Kiyler.

April 20th—Mrs. George Wintus, passenger, injured at West Side avenue, Jersey City. Engineer, J. Rodenbough; conductor, C. Stokes.

May 2d—Albert Voorhees, passenger, injured at West Side avenue, Jersey City. Engineer, R. Wolverton; conductor, C. Stokes.

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May 5th—Mrs. F. Clark, passenger, injured at West 8th street, Bayonne. Engineer, G. Squires; conductor, J. L. Shearn.

May 5th—Samuel Worthington, passenger, injured, between Ferry street and East Ferry street, Newark. Engineer, J. Berry; conductor, S. Piatt.

May 12th—Harry Newman, passenger, injured at Port Reading crossing. Engineer, J. Berry; conductor, D. Sullivan.

June 1st—Benjamin Loeb, passenger, injured at Jersey City. Engineer, G. Cobson; conductor, Meehan.

June 2d—C. R. Ross, passenger, injured at Bayway. Engineer, C. Hodge; conductor, T. J. Duane.

June 10th—Max Caplin, passenger, injured at Pacific avenue, Jersey City. Engineer, W. Huff; conductor, W. Sheehan.

June 13th—Frank Cutler, passenger, injured between Valley and Ludlow. Engineers, P. Mead, E. Butler; conductors, H. D. Staats, H. Kaufmann.

June 17th—Mrs. Runyon Clawson, passenger, injured at Plainfield. Engineer, W. Smith; conductor, G. Terrill.

June 17th—W. H. Carpenter, passenger, injured at Raritan. Engineer, C. Carey; conductor, J. Walker.

July 5th—John C. Meyers, passenger, injured at Ludlow. Engineer, F. Eck; conductor, C. Getsinger.

July 10th—Edward Rehill, trespasser, injured at East 22d street, Bayonne. Engineer, G. A. Wertman; conductor, C. F. McAtee.

July 15th—Clara Bidgood, passenger, injured at Newark. Engineer, P. Gilmore; conductor, G. Stokes.

July 25th—B. J. Rooney, passenger, Theo. Case, passenger, both injured at Butterworth. Engineer, A. Neigert; conductor, F. Webster.

July 25th—Mrs. C. W. McQuoid, passenger, injured at East 49th street, Bayonne. Engineer, E. Huff; conductor, W. Barnes.

August 2d—Elizabeth Fee, passenger, injured at Eliabeth. Engineer, W. Carrity; conductor, G. Hahn.

August 3d—M. Moledzky, passenger, injured at Plainfield. Engineer, N. Sheridan; conductor, W. Sheehan.

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August 5th—W. Lemberg, passenger, injured at Jackson avenue, Jersey City. Engineer, R. Wolverton; conductor, C. Stokes.

August 13th—Selna Lax, passenger, injured at Avenue A. Bayonne. Engineer, J. Mays; conductor, G. Porter.

August 28th—A. S. Runyon, passenger, injured at Plainfield. Engineer, H. Huff, Sr.; conductor, W. Barnes.

September 1st—Clara Hodson, passenger, injured at Plainfield. Engineer, A. Shedd; conductor, G. Van Nortwick.

September 5th—Mrs. F. F. Hamm, passenger, injured at Elizabeth. Engineer, G. Squires; conductor, J. Shearn.

September 7th—M. Newman, passenger, injured at Ferry street, Newark. Engineer, W. Garrity; conductor, G. Hahn.

September 7th—Mark Rosengarten, trespasser, killed at East 22d Street, Bayonne. Engineer, J. Keck; conductor, I. W. Fulmer.

September 26th—D. C. Thornhill, passenger, injured between Pacific and Arlington avenues, Jersey City. Engineer, C. Morton; conductor, C. Warman.

October 1st—John E. Nicol, passenger, injured at County Line. Engineer, E. Mahoney; conductor, H. Staats.

October 18th—Harry Wittenmeyer, passenger, injured at Jackson avenue, Jersey City. Engineer, S. Lowrey; conductor, J. Shearn.

October 24th—Edward Smith, passenger, injured at East Ferry street, Newark. Engineer, J. Coyne; conductor, W. Magee.

October 31st—Marian Cox, passenger, injured at East 49th streeet, Bayonne. Engineer, P. Quick; conductor, G. Van Nortwick.

November 5th—Jos. Oaklander, passenger, injured at West Side avenue, Jersey City. Engineer, J. Coyne, conductor, W. Magee.

November 10th—Helen Burke, passenger, injured at Allenhurst. Engineer, T. Ferguson; conductor, L. Romeis.

November 16th—Vincent Goll, non-employe, killed at Newark. Engineer, H. Smith; conductor, E. Schwall.

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November 20th—J. W. Snyder, passenger, injured at Newark Bay Bridge, Elizabethport. Engineer, W. Creveling; conductor, J. Ireland.

December 2d—Mrs. Frank Whitney, passenger, injured at Jersey City. Engineer, C. Henry; conductor, M. Weller.

December 12th—R. H. Hood, passenger, injured at Van Nostrand Place, Jersey City. Engineer, C. Houston; conductor, J. Dolbeer.

December 21st—Maude Farrington, passenger, injured at Roselle. Engineer, J. Rodenbough; conductor, W. Barnes.

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

January 4th, 1908—Walter Fisciki, trespasser, killed at West Eighth street, Bayonne. Crew unknown.

January 9th—Herbert Oliver, trespasser, killed at Jersey avenue, Jersey City. Crew unknown.

January 18th—Timothy Quinn, trespasser, killed at Hampton Junction. Crew unknown.

April 2d—Unknown man killed at Elizabethport. Crew unknown.

May 16th—Unknown man killed at Elizabethport. Crew unknown.

May 22d—Isaac Brown, trespasser, injured at Plainfield. Crew unknown.

August 3d—Albert Fialka, trespasser, killed at Greenbrook water tank, Dunellen. Crew unknown.

September 4th—Wm. Miller, trespasser, killed at Roselle. Crew unknown.

November 24th—Fred Voit, trespasser, killed at North Branch. Crew unknown.

November 26th—Unknown man killed at Vulcanite. Crew unknown.

December 31st—Alex. Cohen, trespasser, killed at Elizabethport. Crew unknown.

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Other Causes—Employes.

June 30th, 1908—Robert Pierson, driller, great toe injured by fellow-employe throwing brake wheel on his foot, at Jersey City passenger yard. Engineer, G. Lewis; conductor, J. Kirk.

July 7th—Stewart R. Jones, fireman, back injured by locomotive moving while taking on water, causing water spout to strike him, throwing him against headlight, at Newark. Engineer, G. Ward; conductor, J. M. Thurbett.

July 23d—Charles Foster, engineer, scalded by steam and hot water from injector pipe at Spring street, Elizabeth. Engineer, C. Foster; conductor, J. Shearn.

September 14th—Pasquale Ritiono, track-walker, killed by cylinder head of engine blowing out when passing him, at Westfield. Engineer, E. Gleason; conductor, G. Weidell.

November 30th—Thos. Edge, car cleaner, injured by overturning of horses which were too near track at Jersey City passenger yard. Engineer, M. Ahearn; conductor, T. McGinnis.

Other Causes—Non-employes.

June 8th, 1908—Thomas Herlor, trespasser, injured by being thrown from train by fellow trespassers, at Somerville, N. J. Engineer, C. Reilly; conductor, S. J. Briskey.

THE CHESTER RAILROAD COMPANY.

Capital stock paid in,	$98,500 00
Scrip stock,	2,034 13
Floating debt,	127,654 78
Cost of road and equipments,	$228,188 91

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

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

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

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

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

W. H. TRUESDALE.

Sworn and subscribed before me this 17th day of February, A. D. 1909.

JOSEPH FIELL,
Notary Public,
New York County.

[L. S.]

RECEIPTS AND EXPENSES FOR 1908.

Included in report of Morris & Essex Railroad Company.

Dividends paid during the year 1908, and how paid—No dividends.

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

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, county and city of New York, *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 seventeenth day of February, A. D. 1909.

EDWARD W. CONOVER,
[L. S.] *Foreign Commissioner of Deeds for New Jersey.*

RECEIPTS AND EXPENSES FOR 1908.

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

Dividends paid during the year 1908, and how paid—None.

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

ACCIDENTS.

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

CUMBERLAND AND MAURICE RIVER EXTENSION RAILROAD COMPANY.

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

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

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

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

W. G. BESLER.

Sworn and subscribed before me this seventeenth day of February, A. D. 1909.

[L. S.]

EDWARD W. CONOVER,
Foreign Commissioner of Deeds for New Jersey.

RECEIPTS AND EXPENSES FOR 1908.

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

Dividends paid during the year 1908, and how paid—None.

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

ACCIDENTS.

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

DELAWARE AND BOUND BROOK RAILROAD COMPANY.

Capital stock paid in,	$1,800,000 00
Bonded debt,	1,800,000 00
Cost of road and equipments,	$3,545,601 33

The road extends from middle of Delaware river, N. J., to Bound Brook, N. J.; Trenton Junction, N. J., to Trenton, N. J., a distance of 30.76 miles.

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It is leased to the Philadelphia and Reading Railway Company at an annual rental of $278,741.00 per annum.

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

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

J. S. WISE.

Sworn and subscribed before me this second day of March, A. D. 1909.

C. K. KLINK,
[L. S.] *Notary Public.*
My Commission Expires April 18th, 1911.

RECEIPTS AND EXPENSES FOR 1908.

Income from passengers,	$530,458 45
Income from freight,	1,126,837 00
Income from other sources,	97,822 11
Total,	$1,755,117 56
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$1,467,752 48

Dividends paid during the year 1908, and how paid—Four quarterly dividends—February, May, August and November.

P. O. address of this company—No. 11 West State street, Trenton, N. J.

ACCIDENTS.

January 9th, 1908—George O. Wiedinmyer, employe, non-fatally injured, Trenton Junction, N. J. Spark in eye. William Russell, conductor; Geo. O. Wiedinmyer, engineer.

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January 11th—Joseph Libaritzski, employe, non-fatally injured, Port Reading Junction, N. J. Struck by coal. ———, conductor; ———, engineer.

January 14th—Altobando Pallotta, employe, non-fatally injured, Trenton Junction, N. J. Struck by keg of spikes. W. J. Callahan, conductor; William O'Donnell, engineer.

January 26th—Hadram Spry, employe, non-fatally injured, Port Reading Junction, N. J. Run over by coal barrow. N. M. Pidcock, conductor; Geo. Potter, engineer.

January 27th—Harry T. Reader, employe, non-fatally injured, Port Reading Junction, N. J. Struck by unknown object. A. Mendenhall, conductor; H. T. Reader, engineer.

February 1st—John D. Scheetz, employe, non-fatally injured, Hamilton, N. J. Struck by broken glass. William Powell, conductor; M. J. Dolphin, engineer.

February 1st, 1908—Lawrence B. Ibach, employe, non-fatally injured, Skillman, N. J. Fell off car—sudden stop. L. B. Ibach, conductor; D. R. M. Super, engineer.

February 3d—John J. Freel, employe, non-fatally injured, Skillman, N. J. Getting off car. Barth O'Brien, conductor; Geo. Klotzbach, engineer.

February 5th—Joseph C. Owens, employe, non-fatally injured, Port Reading Junction, N. J. Getting off engine. B. J. McCafferty, conductor; G. O. Wiedinmyer, engineer.

February 8th—Benjamin C. Hinkle, employe, non-fatally injured, Hopewell, N. J. Slipped on ice and fell. J. F. Otto, conductor; John Casey, engineer.

February 19th—D. S. H. Tunison, employe, non-fatally injured, Port Reading Junction, N. J. Wrench slipped and fell. ———, conducor; ———, engineer.

March 7th—William H. Van Dwyne, employe, fatally injured, Hopewell, N. J. Struck by overhead bridge. J. J. Donohower, conductor; Wm. Van Dwyne, engineer.

March 16th—Eurico Varrassa, employe, non-fatally injured, west of Trenton Junction, N. J. Unloading timber, finger mashed. W. J. Callahan, conductor; Wm. F. O'Donnell, engineer.

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March 18th—Charles A. Hawk, employe, non-fatally injured, Trenton Junction, N. J. Spark in eye. Peter Malley, conductor; John Kiple, engineer.

March 28th—Giampretro Giovacchini, employe, non-fatally injured, west of Trenton Junction, N. J. Struck by flying spike. ———, conductor; ———, engineer.

April 3d—Edward Walton, employe, non-fatally injured, Hamilton, N. J. Fell in tank. James Bigley, conductor; W. H. Williams, engineer.

April 7th—William H. Canty, Jr., employe, fatally injured, Glen Moore, N. J. Struck by engine. D. S. Horton, Jr., conductor; Fred DeGroff, engineer.

April 10th—Pierson M. Whitall, employe, non-fatally injured, Bound Brook Junction, N. J. Fell running for switch. G. F. Miller, conductor; Edward Greth, engineer.

April 13th—D. R. Hoffman, employe, non-fatally injured, Port Reading Junction, N. J. Struck by coal. Geo. F. Miller, conductor; E. F. Greth, engineer.

April 20th—John Hoffer, employe, non-fatally injured, Ewing, N. J. Thrown to floor of cabin. Pat Fleming, conductor; Fred Spangler, engineer.

April 24th—Luigi Urbano, employe, non-fatally injured, Trenton Junction, N. J. Struck by cross-tie. William J. Callahan, conductor; Wm. F. O'Donnell, engineer.

April 25th—Callisto, employe, non-fatally injured, Weston, N. J. Caught foot under rail. ———, conductor; ———, engineer.

April 26th—Hannah White, non-employe, non-fatally injured, Skillman, N. J. Struck by glass. John Messer, conductor; Harry Stem, engineer.

May 5th—G. O. Wiedinmyer, employe, non-fatally injured, Port Reading Junction, N. J. Sprained back in lifting jack. Charles Searfoss, conductor; G. O. Wiedinmyer, engineer.

May 9th—James J. Troy, employe, non-fatally injured, Port Reading Junction, N. J. Crawling over cars. J. F. Otto, conductor; John Casey, engineer.

May 13th—Thomas Proctor, employe, non-fatally injured, Glen Moore, N. J. Stepped on adze. ———, conductor; ———, engineer.

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May 16th—George Buck, employe, non-fatally injured, Port Reading Junction, N. J. Struck shoulder against tank. G. W. Lawson, conductor; William Goldsmith, engineer.

May 29th—R. Bisenti, employe, non-fatally injured, Bound Brook Junction, N. J. Struck by bar. W. J. Callahan, conductor; William O'Donnell, engineer.

May 31st—John Whitty, employe, non-fatally injured, Ewing, N. J. Struck by glass. John Whitty, conductor; Thomas Foley, engineer.

May 31st—Harry Britton, employe, non-fatally injured, Hopewell, N. J. Shaking fire. William Ruess, conductor; George Potter, engineer.

June 2d—Milton Youse, employe, non-fatally injured, Trenton Junction, N. J. Fell off car. Milton Youse, conductor; Geo. Price, engineer.

June 2d—William P. Ward, employe, fatally injured, Belle Mead, N. J. Jumping off caboose. James Bigley, conductor. William H. Williams, engineer.

June 9th—Frank DiSanto, employe, non-fatally injured, Trenton Junction, N. J. Struck by switch timber. ———, conductor; ———, engineer.

June 14th—John Secrist, non-employe, fatally injured, Harligen, N. J. Struck by engine. T. J. Sands, conductor; James Moyer, engineer.

June 15th—John Velock, employe, non-fatally injured, Port Reading Junction, N. J. Pushed off tank. J. H. Welk, conductor; David Robinson, engineer.

June 24th—George S. Loux, non-employe, non-fatally injured, Hamilton, N. J. Struck by glass. Daniel Hickey, conductor; Elwood Jefferies, engineer.

June 26th—John Huber, non-employe, non-fatally injured, east of Ewing, N. J. Toes crushed. G. H. Cartwright, conductor; W. H. Hathaway, engineer.

August 5th—J. W. Reese, employe, non-fatally injured, Port Reading Junction, N. J. Fell off tank. Wm. Powell, conductor; J. W. Reese, engineer.

August 21st—L. Salvatore, non-employe, non-fatally injured, Trenton Junction, N. J. Jumping off moving train. W. E. Messimer, conductor; R. G. Shiner, engineer.

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August 22d—William G. Hill, employe, non-fatally injured, Trenton Junction, N. J. Coupling cars. Samuel Adams, conductor; Pat Casey, engineer.

August 30th—Mrs. E. Lewis, non-employe, non-fatally injured, Bound Brook Junction, N. J. Grip fell out of rack. C. W. Fell, conductor; Walter Propert, engineer.

September 9th—Mrs. D. G. Brown, non-employe, non-fatally injured, Hamilton, N. J. Struck by broken glass. W. Chambers, conductor; W. Cobson, engineer.

September 14th—E. N. Murphy, employe, non-fatally injured. Trenton Junction, N. J. Shaking grates of engine. Wm. Ruess, conductor; Geo. Potter, engineer.

September 12th—F. G. Blair, employe, non-fatally injured, Weston, N. J. Struck by bridge warning. R. A. Rowdebach, conductor; Ed. Manning, engineer.

September 18th—J. J. Freel, employe, non-fatally injured, Port Reading Junction, N. J. Spark in eye. C. Searfoss, conductor; C. K. Oberholter, engineer.

September 26th—Fred Ziegler, non-employe, non-fatally injured, Trenton Junction, N. J. Fell off bridge. ———, conductor; ———, engineer.

September 26th—Louis Wagner, non-employe, non-fatally injured, Trenton Junction, N. J. Fell off bridge. ———, conductor; ———, engineer.

October 2d—Geo. Westmiller, non-employe, fatally injured, Ewing, N. J. Struck by train. E. C. Evans, conductor; Ed. Gleason, engineer.

October 12th—Gustave Johnson, non-employe, non-fatally injured, Port Reading Junction, N. J. Jumping on train. E. Zane, conductor; Chas. Schrenk, engineer.

October 14th—William H. Feaster, employe, non-fatally injured, Port Reading Junction Yard, N. J. Jumping off car. J. F. Otto, conductor; John Casey, engineer.

October 16th—Carl Weaver, employe, non-fatally injured, Hopewell, N. J. Working at fire. J. A. Smith, conductor; S. Ollis, engineer.

October 25th—Guiseppe Milto, non-employe, fatally injured, west of Bound Brook Junction, N. J. Found dead along track.

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Supposed to have been struck by some train. ———, conductor; ———, engineer.

November 5th—George C. Price, employe, non-fatally injured, Port Reading Junction, N. J. Slipped and wrenched back. J. H. Smith, conductor; Geo. C. Price, engineer.

November 18th—S. Soffer, non-employe, non-fatally injured, Trenton Junction, N. J. Slipped and fell on platform. C. E. Guard, conductor; Charles Eagle, engineer.

November 18th—John F. Smith, employe, non-fatally injured, Trenton Junction, N. J. Cutting cars. Thomas F. Carney, conductor; Martin Burkhart, engineer.

November 30th—M. Baum, non-employe, non-fatally injured, Ewing, N. J. Struck by stone. G. W. Weidel, conductor; Edward Gleason No. 1, engineer.

December 5th—Thomas McClain, employe, non-fatally injured, Trenton Junction, N. J. Engine parting from tank. G. L. Pearce, conductor; Horace Godshalk, engineer.

December 8th—D. R. Wetmore, employe, non-fatally injured, Hopewell, N. J. Unloading freight. J. F. Otto, conductor; H. R. Kugler, engineer.

December 12th—E. M. Shoemaker, non-employe, non-fatally injured, Pennington, N. J. Jumping off car. J. A. Justice, conductor; J. W. Kiple, engineer.

December 14th—William H. Hathaway, employe, non-fatally injured, Skillman, N. J. Face scalded. H. C. Schofer, conductor; Wm. H. Hathaway, engineer.

December 21st—N. A. Prutman, employe, non-fatally injured, Port Reading Junction, N. J. Fell from tank. Joseph H. Smith, conductor; John H. Woodruffe, engineer.

December 23d—F. T. Slack, employe, non-fatally injured, Port Reading Junction, N. J. Reversing engine. W. J. Hile, conductor; F. T. Slack, engineer.

December 24th—J. J. Atkinson, employe, non-fatally injured, Port Reading Junction, N. J. Struck by bridge. J. H. Welk, conductor; David Robinson, engineer.

December 30th—John Y. Harkins, employe, non-fatally injured, Ewing, N. J. Hand caught in door. F. H. Bruner, conductor; Geo. Stuart, engineer.

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DELAWARE RIVER AND ATLANTIC RAILROAD COMPANY.

Capital stock paid in—To ascertain this, hearings are now being had and testimony is being taken before the Receiver.
Bonded debt—None.
Received by Receiver from State Treasurer in 1908,..... $104,000 00
Floating debt—Claimants are now submitting testimony in support of their claims.

Cost of road ande equipments—Never constructed; never operated.

Dividends paid during the year 1908, and how paid—None.

The route of the road as filed extends from Gloucester City to Atlantic City, a distance of 52 miles.

RECEIPTS AND EXPENSES FOR 1908.

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 —Nothing, except incidental expenses of printing, mailing notices and correspondence.

REMARKS.

As receiver of the Delaware River and Atlantic Railroad Company I am now hearing testimony from time to time (now about half in) upon which to make my report to the Court of Chancery upon the affairs of the company, how much was actually paid in by stockholders, and what claims should be allowed, and the respective amounts thereof. The money in hands of receiver, except $1,000, is deposited at three per cent. interest.

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P. O. address of the above company—Wm. S. Casselman, Receiver of the Delaware River and Atlantic Railroad Company, 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 Delaware River and Atlantic Railroad Company, and that the foregoing statement is correct and true to the best of his knowledge and belief.

WM. S. CASSELMAN.

Sworn and subscribed before me this thirtieth day of January, A. D. 1909.

JOHN M. TOBIN,
Attorney-at-Law of N. J.

DELAWARE RIVER RAILROAD AND BRIDGE COMPANY.

Capital stock paid in,	$1,300,000 00
Bonded debt,	1,300,000 00
Cost of road and equipments,	$2,600,000 00

The road extends from Frankford Junction, Pa., to Pensauken Junction, N. J., a distance of 9.52 miles (New Jersey, 7.46 miles; Pennsylvania, 2.06 miles).

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

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

SAMUEL REA.

Sworn and subscribed before me this third day of February, A. D. 1909.

LEWIS NEILSON,
[L. S.] *Notary Public,*
Commission expires February 26, 1909.

RECEIPTS AND EXPENSES FOR 1908.

Income from passengers,	$143,028 14
Income from freight,	126,547 41
Income from other sources,	2,915 21
Total,	$272,490 76
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, including interest on funded debt, taxes and other obligatory charges,	$172,498 90

Dividends paid during the year 1908, and how paid—June 26th and December 24th, 1908, 3 per cent. each, $78,000.

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

DOCKS CONNECTING RAILROAD COMPANY.

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

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

It is leased to the Erie Railroad Company at an annual rental of 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 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 seventeenth day of March, A. D. 1909.

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

DOVER AND ROCKAWAY RAILROAD COMPANY.

Capital stock paid in,	$140,000 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, County and City of New York, *ss.*—W. G. Besler, being duly sworn, on his oath says that he is Vice-President of the Dover and Rockaway Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

W. G. BESLER.

Sworn and subscribed before me this seventeenth day of February, A. D. 1909.

EDWARD W. CONOVER,
[L. S.] *Foreign Commissioner of Deeds for New Jersey.*

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RECEIPTS AND EXPENSES FOR 1908.

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

Dividends paid during the year 1908, and how paid—Six (6) per cent., paid in cash.

P. O. address of his company—No. 143 Libery street, New York City.

ACCIDENTS.

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

EAST JERSEY RAILROAD AND TERMINAL COMPANY.

Capital stock paid in,	$82,000 00
Floating debt,	17,219 48
Cost of road and equipments,	$90,776 85

Dividends paid during the year 1908, and how paid—April 30th, No. 1, 3 per cent. cash, $2,460; September 30th, No. 2, 3 per cent., cash, $2,460.

The road extends in Bayonne, N. J., a distance of .48 miles.

RECEIPTS AND EXPENSES FOR 1908.

Income from freight,	$95,821 07
Income from other sources,	3,224 52
Total,	$99,045 59
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$86,376 81

P. O. address of the above company—11 Broadway, New York City.

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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 1908 are correct and true to the best of his knowledge and belief.

R. D. BENSON.

Sworn and subscribed before me this ninth day of March, A. D. 1909.

E. H. SHELLEY,
Notary Public Kings Co.,
Certificate Filed in New York Co.
My Commission Expires March 30th, 1910.

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 Delaware and Bound Brook Railroad to a point in Lawrence township, Mercer county, in Trenton, N. J., a distance of 3.03 miles.

It is leased to the Philadelphia and Reading Railway Company.

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

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

J. S. WISE.

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Sworn and subscribed before me this second day of March, A. D. 1909.

C. K. KLINK,
[L. S.] *Notary Public,*
My Commission Expires April 18th, 1911.

RECEIPTS AND EXPENSES FOR 1908.

Operations are included in the Delaware and Bound Brook Railroad Co.

Dividends paid during the year 1908, and how paid—None.

P. O. Address of this company: 11 W. State street, Trenton, N. J.

ACCIDENTS.

February 23d, 1908—Blanchard V. Kirk, employe, non-fatally injured, Trenton, N. J. Slipped and fell. W. P. Rickey, conductor; John Callahan, engineer.

May 2d—Joseph Leonard, employe, non-fatally injured, Trenton, N. J. Re-railing frog fell on hand. ———, conductor; ———, engineer.

May 4th—M. T. Lamb, non-employe, non-fatally injured, Trenton, N. J. Getting off coach. W. P. Rickey, Jr., conductor; John Callahan, engineer.

May 29th—William Dougherty, non-employe, fatally injured, Trenton, N. J. Struck by engine. John Barber, conductor; Jacob Kretxing, engineer.

June 15th—M. Murphy, non-employe, non-fatally injured, Trenton, N. J. Door closed on hand. Frank A. Tyler, conductor; Charles Eagle, engineer.

July 24th—R. Kochensperger, employe, non-fatally injured, Trenton, N. J. Cleaning fire. ———, conductor; ———, engineer.

September 17th—H. M. Bothers, employe, non-fatally injured, Trenton, N. J. Spark in eye. J. J. Martindale, conductor; R. W. Rodenbaugh, engineer.

October 23d—William Metzgar, employe, fatally injured, Trenton, N. J. Fell and run over by car. Harry Metzgar, conductor; Henry Weyer, engineer.

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November 17th—Louis S. Daniels, employe, non-fatally injured, Trenton, N. J. Coupling cars. Harry Metzgar, conductor; Henry Weyer, engineer.

November 23d—E. J. Seiple, non-employe, non-fatally injured, Trenton, N. J. Caught between car and wagon. John J. Malley, conductor; John Callahan, engineer.

December 27th—Eleanor Taylor, non-employe, non-fatally injured, Trenton, N. J. Fell on station platform. ———, conductor; ———, engineer.

December 29th—E. J. Fay, employe, non-fatally injured, Trenton, N. J. Fell off car. J. W. Shenk, conductor; John Callahan, engineer.

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, City and County of New York, ss.—W. G. Besler, being duly sworn, on his oath says, that he is Vise-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 seventeenth day of February, A. D. 1909.

EDWARD W. CONOVER,
Foreign Commissioner of Deeds for New Jersey.

RECEIPTS AND EXPENSES FOR 1908.

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

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Dividends paid during the year 1908, and how paid—None.

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

ACCIDENTS.

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

ERIE RAILROAD COMPANY.

Capital stock paid in,	$176,271,300 00
Bonded debt,	223,805,458 80
Floating debt,	16,704,773 08
Cost of road and equipments,	$393,491,751 26

Dividends paid during the year 1908, and how paid—None.

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

RECEIPTS AND EXPENSES FOR 1908.

Income from passengers,	$1,078,676 48
Income from freight,	1,616,766 13
Income from other sources,	284,635 60
Total,	$2,980,078 21
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$2,620,784 91

This report includes the earnings and expenses of the Long Dock Company, Paterson and Hudson River Railroad, Paterson and Ramapo Railroad, Bergen County Railroad, Bergen and Dundee Railroad, Docks Connecting Railroad, Paterson, Newark and New York Railroad, Newark and Hudson Railroad, New York and Greenwood Lake Railway, Northern Railroad of New Jersey.

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P. O. address of the above company—50 Church street, New York City.

State of New York, New York county, *ss.*—F. D. Underwood, being duly sworn, on his oath says that he is President of the Erie Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1908 are correct and true, to the best of his knowledge and belief.

F. D. UNDERWOOD.

Sworn and subscribed before me this seventeenth day of March, A. D. 1909.

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

[L. S.[

FERRO MONTE RAILROAD COMPANY.

Capital stock paid in,	$30,000 00
Bonded debt—None.	
Floating debt—None.	
Cost of road and equipments,	$50,309 27

Dividends paid during the year 1908, and how paid—None.

The road extends from Byram Mines to Vanatta, a distance of 2.52 miles.

RECEIPTS AND EXPENSES FOR 1908.

Income from passengers—None.	
Income from freight—None.	
Income from other sources,	$653 64
Total,	$653 64

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

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The above item of "income" includes $145.18 received from sale of old material.

Expenditures not made on road were $234.15.

P. O. address of the above company—Dover, N. J.

State of New Jersey, Morris county, *ss.*—Alfred Mills, being duly sworn, on his oath says that he is President of the Ferro Monte Railroad Company, and that the foregoing statement is correct and true to the best of his knowledge and belief.

ALFRED MILLS.

Sworn and subscribed before me this twenty-third day of January, A. D. 1909.

JOSEPH HINCHMAN,

[L. S.] *Master in Chancery of New Jersey.*

State of New Jersey, Morris county, *ss.*—Frederick A. Canfield, being duly sworn, on his oath says that he is Treasurer of the Ferro Monte Railroad Company, and that the foregoing statement is correct and true to the best of his knowledge and belief.

FREDERICK A. CANFIELD,

Sworn and subscribed before me this twenty-second day of January, A. D. 1909.

JOSEPH HINCHMAN,

[L. S.] *Master in Chancery of New Jersey.*

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

W. G. BESLER.

Sworn and subscribed before me, this seventeenth day of February, A. D. 1909.

EDWARD W. CONOVER,

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

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RECEIPTS AND EXPENSES FOR 1908.

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

Dividends paid during the year 1908, and how paid—None.

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

ACCIDENTS.

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

FREEHOLD AND JAMESBURG AGRICULTURAL RAILROAD COMPANY.

Capital stock paid in,	$295,600 00
Bonded debt,	498,600 00

Floating debt—None.

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 works and property of the United New Jersey Railroad and Canal Company, under contract, at an annual rental of net earnings. This arrangement terminable on thirty days' notice.

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

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

SAMUEL REA.

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Sworn and subscribed before me this second day of February, A. D. 1909.

[L. S.]

LEWIS NEILSON,
Notary Public,
Commission expires February 26, 1909.

RECEIPTS AND EXPENSES FOR 1908.

Income from passengers,	$148,394 85
Income from freight,	97,273 21
Income from other sources,	34,507 01
Total,	$280,175 07
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	*$246,548 99
Dividends paid during the year 1908, and how paid—One of 2 per cent., payable in cash.	

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

ACCIDENTS.

Accidents, if any, reported by Pennsylvania Railroad Company, lessee of the property and works of the United New Jersey Railroad and Canal Company.

HACKENSACK AND LODI RAILROAD COMPANY.

Capital stock paid in,	$25,000 00
Cost of road and equipments,	$25,000 00

The road extends from Lodi Junction to Hackensack Junction, N. J., a distance of 1.41 miles.

It is leased to the New York, Susquehanna and Western Railroad Company at an annual rental of all taxes and operating expenses. The particulars of the operations and expenditures have been kept as a part of the general accounts of that company and cannot be more particularly specified.

---

* Includes $54,603.01 interest on bonds, taxes and other obligatory charges. charges.

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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, 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 seventeenth day of March, A. D. 1909.

A. L. TRAVIS,

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

THE 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

The road extends from Hibernia, N. J., to D., L. and W. and Central R. R. of N. J. to Rockaway, N. J, a distance of 520 miles.

It is leased to the Central Railroad of New Jersey at an annual rental of $12,500.

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

State of Pennsylvania, Philadelphia city and county, *ss.*—J. Wesley Pullman, Secretary and Treasurer, being duly sworn, on his oath says that he is the Secretary and Treasurer of the Hibernia Mine Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

J. WESLEY PULLMAN.

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Sworn and subscribed before me this twenty-seventh day of January, A. D. 1909.

THOS. J. HUNT,
A Foreign Commissioner of Deeds for New Jersey in Pennsylvania at the city and county of Philadelphia, southeast corner Sixth and Walnut streets.

RECEIPTS AND EXPENSES FOR 1908.

Income from rental,	$12,500 00
Income from other sources, including interest,	1,575 40
Total,	$14,075 40
Expenditures, including dividends, repairs and expenses,	$12,470 48

Dividends paid during the year 1908, and how paid—In cash, April, $6,000; in cash, October, $6,000; total, $12,000.

P. O. address of this company—Transfer office, Blackwell street, Dover, N. J.; Secertary and Treasurer, 238 South Third street, Philadelphia, Pa.

HOBOKEN MANUFACTURERS' RAILROAD COMPANY.

Capital stock paid in,	$400,000 00
Bonded debt,	350,000 00
Floating debt,	175,676 06
Cost of road and equipments,	$745,583 45

Dividends paid during the year 1908, and how paid—None.

The road extends from Hoboken to Weehawken, a distance of 1⅛ miles.

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RECEIPTS AND EXPENSES FOR 1908.

Income from passengers—None.		
Income from freight,		$89,782 81
Income from other sources,		7,099 47
Total,		$96,882 28
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies		$146,760 20
Operating expenses,	$81,375 30	
Rent, taxes, legal expenses, interest, &c.,	65,384 90	
	$146,760 20	

Cost of road and equipment includes cost of real estate purchased for right of way in Hoboken.

P. O. address of the above company—No. 1 Newark street, Hoboken, New Jersey.

State of New Jersey, Hudson county, *ss.*—Robert M. Dickinson, being duly sworn, on his oath says that he is President of the Hoboken Manufacturers' Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1908 are correct and true to the best of his knowledge and belief.

ROBERT M. DICKINSON.

Sworn and subscribed before me this sixteenth day of February, A. D. 1909.

EDWIN A. S. BROWN,
Notary Public, N. J.

[L. S.]

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HOBOKEN RAILROAD, WAREHOUSE AND STEAMSHIP CONNECTING COMPANY.

Capital stock paid in,	$300,000 00
Bonded debt,	189,000 00
*Cost of road and equipments,	196,762 45

The road extends from Fifth street, Hoboken, to Seventeenth street, Weehawken, a distance of 1.607 miles.

It is leaesd to the Hoboken Manufacturers' Railroad Company, at an annual rent of $22,000.

It is partly equipped and wholly operated by the Hoboken Manufacturers' Railroad Company, and the further information required by law is furnished by that company.

State of New Jersey, Hudson county, *ss.*—E. A. Stevens, being duly sworn, on his oath says that he is 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.

E. A. STEVENS.

Sworn and subscribed before me this ninth day of March, A. D. 1909.

[L. S.]

EDWIN A. S. BROWN,
Notary Public, N. J.

RECEIPTS AND EXPENSES FOR 1908.

Income from other sources,	$22,000 00
Total,	$22,000 00

* This does not include value of land for right of way.

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Dividends paid during the year 1908, and how paid—One (1) per cent. and two (2) in cash.

P. O. address of this company—No. 1 Newark street, Hoboken, N. J.

THE HOPATCONG RAILROAD COMPANY.

Capital stock paid in,	$10,000 00
Floating debt,	7,485 25
Cost of road and equipments,	$17,485 25

The road extends from Hopatcong Junction to Powder Works, a distance of 0.89 miles.

It is controlled by the Delaware, Lackawanna and Western Railroad Company, lessee of the Morris and Essex Railroad Company, and report of operations is included in that of the latter company.

State of New York, New York county, *ss.*—W. H. Truesdale being duly sworn, on his oath says that he is president of the Hopatcong Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

W. H. TRUESDALE.

Sworn and subscribed before me this 17th day of February, A. D. 1909.

JOSEPH FIELL,

[L. S.] *Notary Public, New York County.*

The receipts and expenses for 1908 are included in the report of the Morris & Essex Railroad Co.

Dividends—None.

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

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HOPATCONG SHORE RAILROAD COMPANY.

Capital stock paid in,	$3,000 00
Bonded debt (at present),	7,000 00

Floating debt—None.

Cost of road (the grading of about one and one-half miles of roadbed and right of way),	$15,000 00

Dividends paid during the year 1908, and how paid—None.

This grading is on a "branch" and not on main stem.

The road extends from Landing to Bertrand's Island, a distance of two and one-half miles.

RECEIPTS AND EXPENSES FOR 1908.

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

P. O. address of the above company—Landing, N. J.

State of New Jersey, Morris county, *ss.*—William E. King, being duly sworn, on his oath says that he is president of the Hopatcong Shore Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1908 are correct and true to the best of his knowledge and belief.

WM. E. KING.

Sworn and subscribed before me this eleventh day of February, A. D. 1909.

JAMES H. NEIGHBOUR,
Master in Chancery, New Jersey.

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HUDSON AND MANHATTAN RAILROAD COMPANY.

Capital stock paid in (see Remarks, No. 1, inside),	$38,003,562 00
Bonded debt,	56,500,000 00
Floating debt,	309,052 72

Cost of road and equipments (see Remarks, No. 2, inside).

Dividends paid during the year 1908, and how paid—None.

The road extends from (see map and remarks No. 3 inside) a distance of ——— miles.

RECEIPTS AND EXPENSES FOR 1908.

Income from passengers in New York and New Jersey since February 26th, 1908 (see Remarks, No. 3, inside),	$529,288 40
Income from other sources, including Hudson Terminal Buildings in New York city,	545,616 47
Total,	$1,074,904 87
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$772,550 98

REMARKS.

The history of this company was stated in its report heretofore filed.

The road, as shown upon attached map, when completed will have a total length of 13 miles of double track, of which 8.25 miles are in the State of New Jersey. The road as at present completed and shown in blue on attached map contains 3.3 miles, of which 1.2 miles are in New Jersey.

No. 1. Capital stock paid in.—In addition to the capital stock paid in as stated above, further capital stock is held by trustees in trust under construction contracts, to become fully earned and paid in by performance of said contracts. Construction is now only partly completed.

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No. 2. Cost of road and equipments.—As indicated by what has been said, it is impossible to state the "Cost of Road and Equipments," inasmuch as all the work has been done and all the property of this company vested in it pursuant to the construction contracts aforesaid, which call for a total consideration in bonds and stocks for complete construction and equipment.

No. 3. Extent of road.—The map below shows the lines of this company as they will be when completed. At present only that part of the line colored blue on said map has been completed and partially in operation since February 26th, 1908.

P. O. address of the above company—No. 30 Church street, New York city, and No. 243 Washington street, Jersey City, New Jersey.

State of New York, New York county, *ss.*—W. G. McAdoo being duly sworn, on his oath says that he is president of the Hudson and Manhattan Railroad Company, and that the foregoing statement is correct and true, to the best of his knowledge and belief.

W. G. McADOO.

Sworn and subscribed before me this eighth day of February, A. D. 1909.

EDWARD R. GREENE,
[L. S.] *Notary Public, Kings County.*
Certificate Filed in New York County.

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 1908, and how paid—None.

The road extends from middle of Delaware River to Camden, N. J., a distance of between one and two miles.

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RECEIPTS AND EXPENSES FOR 1908.

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.

The Inter-City Link Railroad Company is in process of construction, and was not operated during the year 1908.

P. O. address of the above company—110 Market street, Camden, New Jersey. Agent, Martin V. Bergen, Jr.

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

CLARENCE WOLF.

Sworn and subscribed before me this nineteenth day of March, A. D. 1909.

CHARLES F. WAGNER, JR.,
Notary Public.
Commission Expires January 16th, 1913.

JERSEY CITY AND BAYONNE RAILROAD COMPANY.

Capital stock paid in,	$13,500 00
Floating debt,	1,195 92
Cost of road and equipments,	$1,195 92

The road, as projected, is to extend from Jersey City to Bayonne, a distance of 5 miles.

RECEIPTS AND EXPENSES FOR 1908.

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

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Road not constructed.

State of New York, New York county, *ss.*—J. Cartensen, 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 is correct and true, to the best of his knowledge and belief.

J. CARTENSEN.

Sworn and subscribed before me this eighth day of March, A. D. 1909.

D. H. HOUSE,
Notary Public in and for Westchester County (No. 67).
[L. S.] *Certificate Filed in New York County.*
My Commission Expires March 30th, 1910.

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 1908, and how paid—None.

The road extends from a point in Morris Canal east of Milk Creek, Jersey City, N. J., to a point in Morris Canal near Newark Bay and Linden avenue, Jersey City, N. J., a distance of 5.83 miles.

Construction work on this road is not yet completed.

State of New York, New York county, *ss.*—E. B. Thomas, being duly sworn, on his oath says that he is President of the Jersey City Belt Line Railway Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

E. B. THOMAS.

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Sworn and subscribed before me this second day of March, A. D. 1909.

F. T. HARBACH,
Notary Public,
New York County.

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

ACCIDENTS.

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

KINKORA AND NEW LISBON RAILROAD COMPANY.

Capital stock paid in,	$40,000 00
Bonded debt—None.	
Floating debt,	58,780 01
Cost of road and equipments,	$40,000 00

Dividends paid during the year 1908, and how paid—None.

The road extends from Kinkora, N. J., to west of Bridge 7 over branch of Rancocas Creek, near Lewiston, N. J., a distance of 10.41 miles.

It is operated by the Pennsylvania Railroad Company as lessee of the works and property 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.

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

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

SAMUEL REA.

Sworn and subscribed before me, this second day of February, A. D. 1909.

LEWIS NEILSON,
[L. S.] *Notary Public,*
Commission expires February 26th, 1909.

RECEIPTS AND EXPENSES FOR 1908.

Income from passengers,	$9,483 63
Income from freight,	9,025 47
Income from other sources,	7,201 64
Total,	$25,711 04
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	*$44,918 08

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

ACCIDENTS.

Accidents, if any, reported by the Pennsylvania Railroad Company, lessee of the property and works of the United New Jersey Railroad and Canal Company.

* Includes $2,904.70 taxes and other obligatory charges.

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LAFAYETTE RAILROAD COMPANY.

Capital stock paid in, ... $61,800 00

Dividends paid during the year 1908, and how paid—None.

The road extends from Lafayette to Griffin Iron Works, a distance of .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, city and county of New York, *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 seventeenth day of February, A. D. 1909.

EDWARD W. CONOVER,

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

RECEIPTS AND EXPENSES FOR 1908.

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

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

ACCIDENTS.

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

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THE LEHIGH AND HUDSON RIVER RAILWAY COMPANY.

Capital stock paid in,	$1,100,000 00
Bonded debt,	2,120,818 04
Floating debt,	282,931 81
Cost of road and equipments,	$2,952,207 16

Dividends paid during the year 1908, and how paid—None.

The road extends from Belvidere, N. J., to Maybrook, N. Y., a distance of 73.90 miles.

RECEIPTS AND EXPENSES FOR 1908.

Income from passengers,	$29,105 54
Income from freight,	659,461 64
Income from other sources,	8,507 06
Total,	$697,074 24
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$566,185 93

REMARKS.

The road extends from Belvidere, N. J., to Maybrook, N. Y., a distance of 73.90 miles, with trackage rights over the Pennsylvania Railroad Company's tracks Belvidere, N. J., to Phillipsburg, N. J., about 14 miles, and trackage rights over Delaware Lackawanna and Western Railroad Company's tracks between Andover, N. J., and Port Morris, N. J., about 9 miles. This report covers the proportion in New Jersey only, also the earnings and expenses of the South Easton and Phillipsburg Railroad Company are included in the amount of receipts and expenses.

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The capital stock of the South Easton and Phillipsburg Railroad Company is,	$75,000 00
The floating debt of the South Easton and Phillipsburg Railroad Company is,	153,667 47
	$228,667 47

P. O. address of the above company—Warwick, N. Y.

State of New York, Orange county, *ss.*—Morris Rutherford, being duly sworn, on his oath says that he is Vice-President of the Lehigh and Hudson River Railway Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1908 are correct and true, to the best of his knowledge and belief.

MORRIS RUTHERFORD.

Sworn and subscribed before me this nineteenth day of February, A. D. 1909.

A. L. PERRY,
Notary Public.

[L. S.]

ACCIDENTS.

May 22d, 1908—L. B. Myers, engineman, bruised knee and shoulder, account car running down grade on Commercial siding into side of engine, at Verona, N. J.

May 26th—D. O. Scott, brakeman, bruised breast and shoulder, account cars breaking loose from engine and colliding with cars standing at foot of grade, at Franklin Junction, N. J.

August 1st—Frank Decker, brakeman, bruised foot and one bone in foot broken by empty beer keg rolling from car, at McAfee, N. J.

August 12th—Charles Sliker, brakeman, head cut by dust chute not clearing while riding on top of car, at Franklin Junction, N. J.

September 9th—J. Wood, Jr., brakeman, head cut and back slightly sprained, account losing balance and falling from tender of engine, at Belvidere, N. J.

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September 14th—O. J. Alexander, brakeman, dislocated left knee cap while dismounting from train, at Mulfords, N. J.

October 21st—F. J. McKnights, brakeman, ankle sprained while mounting engine, at Phillipsburg, N. J.

November 23d—David Goble, foreman construction gang, foot badly mashed, also cut about head and face, account in front of engine, at Great Meadows, N. J.

November 25th—Ira Decker, fireman, slightly injured about head and shoulders, also slightly sprained his leg when engine coupled to train and knocking him down in track, at Vernon, N. J.

November 28th—Jerome Dougherty, brakeman, killed by falling between first car and engine, at Belvidere, N. J.

November 30th—A. H. Doremus, brakeman, killed by being struck by stake on carload of poles on siding while leaning out of cab on engine on passing train, at Vernon, N. J.

LEHIGH AND NEW ENGLAND RAILROAD COMPANY.

Capital stock paid in,	$1,000,000 00
Bonded debt,	4,729,128 00
Floating debt,	65,000 00
Cost of road and equipments,	$5,446,999 21

Dividends paid during the year 1908, and how paid—None.

The road extends from Slatington, Pa., to Campbell Hall, N. Y., and branches, a distance of 169.82 miles.

RECEIPTS AND EXPENSES FOR 1908.

Income from passengers,	$20,960 67
Income from freight,	671,968 10
Income from other sources,	13,074 22
Total,	$706,002 99
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$462,867 40

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P. O. address of the above company—108 South Fourth street, Philadelphia, Pa. H. F. Baker, Secretary and Treasurer.

State of Pennsylvania, Philadelphia county, *ss.*—Rollin H. Wilbur, being duly sworn, on his oath says that he is Vice-President of the Lehigh and New England Railroad Company, and that the foregoing statement and the annexed statement of accidents on said road during the year 1908 are correct and true to the best of his knowledge and belief.

ROLLIN H. WILBUR.

Sworn and subscribed before me this nineteenth day of March, A. D. 1909.

T. L. HODGE,
[L. S.] *Notary Public,*
Commission expires January 21st, 1911.

ACCIDENTS.

April 23d, 1908—About 5 P. M. Emmett Decker, section laborer, of Augusta, N. J., age twenty-five years, while riding backwards on hand-car attempted to recover his hat, which had blown from his head, and in so doing lost his balance and fell to track and was run over by hand-car, sustaining fracture of skull, two broken legs and internal injuries, from which he died April 26th, 1908.

April 26th—About 1:10 P. M. extra freight train derailed near Harrison Station, N. J., caused by track buckling, damaging roadbed and equipment $200.00. No personal injuries.

May 18th—Extra freight train derailed near Harrison Station, N. J., five cars leaving rails, caused by track buckling under train. Damage to track and equipment, $315.58. No personal injuries.

May 30th—Extra freight train derailed on siding at Swartswood Junction, N. J., account of spread track. Damage to track and equipment, $170.70. No personal injuries.

August 26th—At 5:50 A. M. extra freight train derailed near Augusta, N. J., caused by spread track, six cars off rails. Damage to track and equipment, $400.00. No personal injuries.

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October 31st—Extra freight train derailed at 5:05 A. M., just west of Riverside, N. J., six cars off track. Damage to track and equipment, $450.00. No personal injuries.

November 4th—Asher L. Snyder, carpenter, age 40 years, while assisting to move rails from pile rail slipped, badly bruising left leg.

LEHIGH VALLEY RAILROAD COMPANY OF NEW JERSEY.

Capital stock paid in,	$20,433,000 00
Bonded debt,	16,475,000 00
Cost of road and equipments,	$27,715,605 07

Dividends paid during the year 1908, and how paid—None.

The road extends from Jersey City and Perth Amboy to Phillipsburg, N. J., a distance of 85 87/100 miles.

Operated by Lehigh Valley Railroad Company, a Pennsylvania corporation, being controlled by ownership of entire outstanding capital stock.

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

E. B. THOMAS.

Sworn and subscribed before me this second day of March, A. D. 1909.

T. T. HARBACH,
Notary Public, New York County.

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RECEIPTS AND EXPENSES FOR 1908.

Income from passengers,	$724,394 71
Income from freight,	5,051,374 45
Income from other sources,	238,028 65
Total,	$6,013,797 81

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, $4,182,964 46

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

ACCIDENTS.

February 1st, 1908—Daniel Mould, trainman, had coupled cars on track No. 6, after which he stepped on track No. 7 in front of a string of cars which were being backed in on that track, resulting in cars running over him and injuring him so badly that he died before reaching hospital. Yard engine 563; Engineman, J. Hoffman; conductor, M. Lamb.

February 19th—Extra east 1362 collided with rear of extra east 1618 at Perth Junction, N. J., damaging L. V. caboose 96,306; L. V. cars 56,733 and 45,070, to the extent of $621.00, and engine 1362, $25.00; total, $645.00. Engine, 1362, engineman, P. Carr; conductor, C. A. Thomas. Engine 1618, engineman, R. Snyder; conductor, J. Van Syckle.

February 20th—Samuel Pernell, batteryman at Jersey City, while attempting to board train of engine 3054 he fell under cars and had both legs crushed below the knees. Engineman, Jno. Kohler; conductor, Jas. E. Daily.

April 20th—Frank Presta, section laborer, while unloading rails from a car one of the rails slipped and fell on Bresta, crushing his hip and leg. Injured at Phillipsburg, N. J.

April 7th—Simon Garsuzia, farmer, while attempting to drive across tracks at first crossing east of South Somerville, N. J., was struck by passenger train No. 2, killing him instantly and demolishing wagon. Engineman, H. Godley; conductor, J. L. Van Gorder.

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April 13th—Yard engine 105, at Perth Amboy, N. J., collided with a string of cars while shifting, resulting in following damage to L. V. cars 9282 and 9453: Amount, $610.00. Engineman, O. Oleson; conductor, P. Burk.

April 16th—John Dalrymple, West Portal, N. J., slipped from train before it came to full stop, badly bruising the head. Engineman, E. Yeager; conductor, H. Riddle.

April 18th—Wm. Stanton, conductor, at Newark, N. J., was caught between milk car and milk platform and squeezed about hips and head. Engineman, John Paulson; conductor, Wm. Stanton.

May 6th—Michael Bolock, section laborer, west of Potters, N. J., crossed track behind a freight train and stepped directly in front of train No. 2, resulting in his fatal injury. Engineman, M. Godley; conductor, E. J. Fearon.

May 27th—Walter Marks, fireman at Metuchen, N. J., was struck by P. R. R. overhead bridge and injured so badly that he died on his way to the hospital. Engineman, J. J. Daley; conductor, W. A. Morrison.

May 6th—Extra east engine 1669 collided with rear of extra east engine 1376, just west of Bloomsbury, N. J., derailing and damaging 12 cars, also damaging engine 1669. Damage to engine 1669, cars and track, $2,484.00. Engine 1669, engineman, A. Rehrig; conductor, E. Coffin. Engine 1376, engineman, W. Hontz; conductor, C. Miller.

June 12th—Derailment at Ostrander, N. J., Raritan branch, caused by broken truck under L. V. car 12,125, damaging said car, also L. V. 11,811 to the extent of $559.00 and track to the extent of $20.00. Freight engine 1108, engineman, J. Fahy; conductor, D. Gallagher.

June 20th—Mrs. Theresa Stumps, at Phillipsburg, N. J., crawled under gate at Stockton street and attempted to cross tracks, when she was struck and killed by train 24. Engineman, Michael McGinley; conductor, Charles H. Arner.

August 1st—Wm. H. Johnson, freight brakeman, Bound Brook, N. J., while trying to open knuckle on L. V. car 81289 was squeezed between B. & S. car 797 and L. V. car 81,289,

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which resulted in fatal injury. Engine 2711, yard shift; engineman, Wm. Mundy; conductor, Ed. Shrope.

August 26th—Thomas Bird, switchtender at Perth Amboy, N. J., while walking across track with umbrella was struck and instantly killed by yard engine 554. Heavy storm prevailed at the time and he could not hear or see engine approach. Engineman, J. N. Kidd; conductor, D. Pateman.

August 25th—Ernest Dahms, car inspector at Jersey City, N. J., while cutting air hose between express cars on train 20 at U. S. express shed, caught his blouse on a bolt on an end sill and before he could free himself the cars had slacked back and he was squeezed, sustaining bruise on shoulders, two ribs broken and right arm fractured. Engineman, Thos. B. Jones; conductor, O. D. France.

September 10th—Yard engine 3251 while moving coal over the scales on B wharf became derailed (cause unknown), falling over twenty feet of timbering to the ground, instantly killing Car-rider J. Farley, also slightly injuring Engineman Chas. W. Boyer and Fireman Harvey Adams, caused by jumping through the windows of engine. Damage to engine, $800; interlocking, $3.00, and track, $150.00; total damage, $953.00. Engineman, Chas. W. Boyer.

September 17th—Henry Lemunkyhl, carpenter, was working at Frelinghuysen avenue, Newark, N. J., and did not notice engine 556 coming east on westbound track, resulting in said engine striking him, dislocating his shoulder and injuring him internally. Engineman, Wm. Goodfellow; conductor, D. Quinn.

September 26th—Chas. Peckman, butcher, at Perth Amboy, N. J., attempted to drive over track ahead of cars while engine 3259 was backing seven cars over crossing at High street and Buckingham avenue, with the result that his team was struck, demolishing wagon, also bruising Peckman quite badly about body. Engineman, John Martin; conductor, J. McClaren.

October 16th—Charles O'Brien, brakeman, was struck by tunnel on National Docks Branch, Jersey City, killing him instantly. N. Y. C. yard engines 312 and 369. Engineman, E. Fox; conductor, Frank Bryan.

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November 6th—Mrs. Norman Warford was standing on No. 1 track, Stockton street crossing, Phillipsburg, N. J., waiting for an eastbound train to pass, and on account of the noise of said train she did not hear train No. 5 approaching, with the result that she was struck and instantly killed. Engineman, Amos Clack; conductor, Oscar Waterboor.

November 18th—Thomas Guthrie, conductor, while placing cars at Eagle Oil Works, Jersey City, running board of engine came in contact with piece of pipe along track, which flew up and struck Guthrie, rendering him unconscious. He fell off engine onto track and engine passed over both legs below knees, crushing same; died on way to hospital. Engineman, Jas. E. Groat; conductor, Thomas Guthrie.

November 23d—Train 423 had just left Fords, N. J., when extra west engine 1110 collided with rear of same, damaging engine 1110, also coach 165 and combination car 393. Accident due to dense fog. Abraham Davidowitz, passenger, had left knee slightly bruised. P. J. Tiglie, section foreman; Thos. McDermott, timekeeper, and August Peterson, trainman, had their legs slightly bruised. Total damage to cars and engine, $1,071. Train No. 423, engineman, J. C. Arner; conductor, J. Afflerbach. Extra engine 1110, engineman, Truman Gano; conductor, E. Tooker.

November 24th—Engine 1654 while shifting cars in Perth Amboy yard collided with string of cars standing on track No. 5, due to trainman throwing wrong switch. Emery Prutzman, fireman, and H. Sheckler, trainman, slightly injured. Total damage, $180.00. Engine 1654, engineman, F. Kural; conductor, H. S. Pernell.

December 26th—Conductor John P. Jones attempted to board engine 3038, when he slipped and fell under same, crushing both legs; died same day. Trainman John C. Coleman was standing on engine at the time, and when Jones fell he grabbed Coleman, throwing him off and spraining his right ankle, also bruising his right ankle, legs and arms. Yard engine 3038, conductor, John P. Jones; engineman, Thomas McGrann.

December 26th—While shifting cars at United Lead Works Michael Fee, trainman, was caught between car and wall, crush-

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ing him to death. Distance between wall and side of car, nine inches. Mr. Fee was entirely familiar with the surroundings. Yard engine 104, John Miller, conductor; Wm. Shellenberger, engineman.

December 31st—Engine 1643, freight, and three cars ran off derail, crushing Trainman Earl Freed's foot. Engineman, T. Crosby; conductor, A. Thompson.

LODI BRANCH RAILROAD COMPANY.

Capital stock paid in,	$60,000 00
Cost of road and equipments,	$60,000 00

The road extends from Lodi, Bergen county, to Lodi Junction, a distance of .32 miles.

It is leased to the New York, Susquehanna and Western Railroad Company. The particulars of the operations and expenditures have been kept as a part of the general accounts of that company and cannot be more particularly specified.

It is equipped and operated by the New York, Susquehanna and Western Railroad Company, and the further information required by law is furnished by that company.

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

F. D. UNDERWOOD.

Sworn and subscribed before me this seventeenth day of March, A. D. 1909.

A. L. TRAVIS,

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

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LONG DOCK COMPANY.

Capital stock paid in,	$800,000 00
Bonded debt,	7,500,000 00
Floating debt—None.	
Cost of road and equipments,	$1,177,272 87

Dividends paid during the year 1908, and how paid—None.

The road extends from a point 210 feet north of center of Seventeenth street, in Jersey City, to intersection with the Paterson-Hudson River Railroad, a distance of 2.561 miles.

It is leased to the Erie Railroad Company at an annual rental of $480,000 and taxes, including also all other property of the Long Dock Company. The particulars of the operations and expenditures have been kept as a part of the general accounts of that company and cannot be more specifically set forth.

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

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

F. D. UNDERWOOD.

Sworn and subscribed before me this seventeenth day of March, A. D. 1909.

A. L. TRAVIS,

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

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

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LUCASTON RAILROAD COMPANY.

Capital stock paid in,	$16,000 00
Bonded debt—None.	
Floating debt—None.	
Cost of road and equipments,	$16,000 00

Dividends paid during the year 1908, and how paid—None.

The road extends from Gibbsboro, N. J., to Lucaston, N. J., a distance of 1.62 miles.

RECEIPTS AND EXPENSES FOR 1908.

Income from passengers (horse car),	$661 00
Income from freight,	1,675 40
Income from other sources (carrying mail),	125 00
Total,	$2,461 40
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$2,461 40

This road is operated solely in the interests of John Lucas Company.

P. O. address of the above company—Gibbsboro, Camden, county, N. J.

State of New Jersey, Camden county, *ss.*—H. Spencer 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 1908 are correct and true, to the best of his knowledge and belief.

H. SPENCER LUCAS.

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Sworn and subscribed before me this second day of January, A. D. 1909.

JAMES H. CAIN,
Notary Public.

ACCIDENTS.

None.

MACOPIN RAILROAD COMPANY.

Capital stock paid in,	$60,000 00
Bonded debt,	44,000 00
Cost of road and equipments,	$104,000 00

The road extends from Macopin Lake, Passaic county, to Macopin Junction, a distance of 1½ miles.

It is leased to the New York, Susquehanna and Western Railroad Company. The particulars of operations and expenditures have been kept as a part of the general accounts of that company and cannot be more particularly specified.

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 seventeenth day of March, A. D. 1909.

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

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MANAHAWKIN AND LONG BEACH TRANSPORTATION COMPANY.

Capital stock paid in, ... $8,900 00
Bonded debt—None.
Floating debt—None.

Cost of road and equipments—See Remarks.

Dividends paid during the year 1908, and how paid—None.

The road extends from Barnegat City Junction to Barnegat City, a distance of 7.73 miles.

RECEIPTS AND EXPENSES FOR 1908.

Income from passengers, ...	$4,056 29
Income from freight, ...	4,419 57
Income from other sources, ...	52 50
Total, ...	$8,528 36
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$8,157 37

REMARKS.

Road is owned by Pennsylvania Railroad Company under name of Bernegat Railroad Company. We have no data of cost. The equipment is owned by this company, but cost is unknown; it is carried on our books at a value of $4,000.00. Our lease is cancelled and we have not carried on any railroad business since December 31st, 1908.

P. O address of the above company—1414 South Penn Square, Philadelphia, Pa.

State of Pennsylvania, Philadelphia county, *ss.*—W. H. Sayen, being duly sworn, on his oath says that he is President of the Manahawkin and Long Beach Transportation Company, and that the foregoing statement and the annexed statement of accidents

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on the said road during the year 1908 are correct and true, to the best of his knowledge and belief.

W. H. SAYEN.

Sworn and subscribed before me this first day of February, A. D. 1909.

E. D. PATTERSON,
Notary Public.
Commission Expires January 15th, 1913.

MANUFACTURERS' EXTENSION RAILROAD COMPANY.

Capital stock paid in, ... $53,700 00

Dividends paid during the year 1908, and how paid—None.

The road extends from Albert street, Newark, to Mapes Works, a distance of 1.23 miles.

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

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

W. G. BESLER.

Sworn and subscribed before me this seventeenth day of February, A. D. 1909.

EDWARD W. CONOVER,
Foreign Commissioner of Deeds for New Jersey.

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RECEIPTS AND EXPENSES FOR 1908.

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

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

ACCIDENTS.

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

MIDDLE BROOK RAILROAD COMPANY.

Capital stock paid in, ... $4,000 00

Dividends paid during the year 1908, and how paid—None.

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, city and county of New York, *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 seventeenth day of February, A. D. 1909.

EDWARD W. CONOVER,
Foreign Commissioner of Deeds for New Jersey.

[L. S.]

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RECEIPTS AND EXPENSES.

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

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

ACCIDENTS.

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

MIDDLE VALLEY RAILROAD COMPANY.

Capital stock paid in, ... $9,900 00

Dividends paid during the year 1908, and how paid—None.

The road extends from Middle Valley to Quarries, a distance of 1.38 miles.

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

State of New York, city and county of New York, *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 seventeenth day of February, A. D. 1909.

EDWARD W. CONOVER,
Foreign Commissioned of Deeds for New Jersey.

[L. S.]

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

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

ACCIDENTS.

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

MILLSTONE AND NEW BRUNSWICK RAILROAD COMPANY.

Capital stock paid in,	$95,750 00
Bonded debt—None.	
Floating debt,	221,854 64

Dividends paid during the year 1908, and how paid—None.

Cost of road and equipments,	$113,404 42

The road extends from New Brunswick, N. J., to East Millstone, N. J., a distance of 6.56 miles.

It is operated by the Pennsylvania Railroad Company, lessee of the works and property of the United New Jersey Railroad and Canal Company, under authority of resolutions adopted by the Pennsylvania Railroad Company, and by the Millsetone and New Brunswick Railroad Company. This arrangement is terminable on thirty days notice. Rental, net earnings.

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

State of Pennsylvania, Philadelphia county, *ss.*—Samuel Rea, being duly sworn, on his oath says that he is President of the Millstone and New Brunswick Railroad Company, and that the

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

SAMUEL REA.

Sworn and subscribed before me this second day of February, A. D. 1909.

LEWIS NEILSON,
Notary Public,
Commission expires February 26th, 1909.

[L. S.]

RECEIPTS AND EXPENSES FOR 1908.

Income from passengers,	$5,326 44
Income from freight,	2,979 37
Income from other sources,	1,178 76
Total,	*$9,484 57

P. O. address of this company—22 Federal street, Camden, N. J.

ACCIDENTS.

If any, reported by the Pennsylvania Railroad Company, lessee of the property and works of the United New Jersey Railroad and Canal Company.

THE MORRIS AND ESSEX RAILROAD COMPANY.

Capital stock paid in,	$15,000,000 00
Bonded debt,	32,077,000 00
Floating debt,	1,397,284 71
Cost of road and equipments,	$47,333,097 45

The road extends from Hoboken to Phillipsburg, with Boonton Branch addition, a distance of 119.01 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.

* Includes $2,509.88 taxes and other obligatory charges.

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

State of New York, New York county, *ss.*—W. H. Truesdale, being duly sworn, on his oath says that he is president of the Morris and Essex Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

W. H. TRUESDALE.

Sworn and subscribed before me this 17th day of February, A. D. 1909.

JOSEPH FIELL,
[L. S.] *Notary Public, New York County.*

RECEIPTS AND EXPENSES.

Income from passengers,	$3,601,130 40
Income from freight,	4,508,004 97
Income from other sources,	697,487 93
Total,	$8,806,623 30
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$5,879,883 72

Dividends paid during the year 1908, and how paid—$1,050,000 paid in cash directly to stockholders by Lessee.

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

ACCIDENTS.

January 6th, 1908—Ringlieb, Wm., laborer; unloading stone, finger caught, crushing end; Boonton.

January 7th—Mack, D. D., conductor; caught between cars while coupling on curve; fracture of ribs, shoulder injured; Hoboken.

January 7th—Mullin, J. J., brakeman; getting off engine sprained right ankle and bruised; Athenia.

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January 7th—Gillen, Catherine, passenger; alighting from train, fell, struck head against iron pillar; head bruised; Newark.

January 7th—Friswell, Millessa, passenger; alighting, slipped, bruising back and knee; Newark.

January 10th—Rundle, Byron, fireman; fell from engine, bruising leg, face cut; Pt. Morris.

January 10th—Bohme, Mrs. Henry O., trespasser; stepped in front of moving train; fatally injured; Newark.

January 11th—Kury, Arch, trespasser; struck; fatally injured while walking track; Harrison.

January 11th—McNamara, John, seal clerk; thrown from car; fatally injured; Hoboken.

January 11th—Egan, Leo, trespasser; found lying across track; scalp wound; Hoboken.

January 11th—Farrell, W. H., passenger; baggage truck ran over foot; bruise and contusion of foot; Hoboken.

January 12th—Werminghoff, Mr. and Mrs., passengers; ran around station to board train, slipped on tunnel steps; bruises; Maplewood.

January 14th—Unknown man, trespasser; body found on track; Harrison.

January 14th—Tuccindo, Pasquale, coal passer; caught in gearing of machinery at coal conveyor; fatal; Hoboken.

January 15th—Bussewick, Louis, freight handler; loading freight; same toppled over on him, fracturing leg; Hoboken.

January 18th—Secor, Edward A., flagman; sprained ankle and bruises; side-wiping collision; Passaic.

January 18th—Deagan, Chas. J., same accident as Secor; leg bruised.

January 20th—Dean, Andrew, brakeman; fell getting off engine; contusions and lacerations of scalp; Washington.

January 23d—Jennings, M. H., trainman; climbing over fence to reach train, slipped on pickets, injuring thigh; Newark.

January 23d—Cordrel, Goramus, laborer; unloading rails; mashed finger; Pt. Norris.

January 25th—Ferguson, J. F., fireman; sustained injury to drum of ear; gauge cock blew off back boiler head of engine; Lyndhurst.

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January 27th—Hoffman, Jacob, brakeman; fell into trench while walking to roundhouse, bruising side; South Orange.

January 28th—Gregory, Adolph, trespasser; found lying on top of box car; had sustained scalp wounds; Hoboken.

January 31st—Jantzen, Josephine, passenger; slipped on step or coach and fell to station platform, bruising shin and elbow; Hoboken.

February 1st—Hilbert, J., flagman; derailed car caused rock to roll over and strike left foot, fracturing bone; Hoboken.

February 2d—Hazel, J., fireman; standing on tank of engine; struck on head by bridge, cutting nose and head; Summit.

February 3d—Unknown woman, trespasser; struck; fatally injured while walking track; South Orange.

February 4th—Vanduyne, L., trespasser; struck while walking track; head cut and bruised; Boonton.

February 4th—Dundon, Edward, mail clerk; thrown to floor when mail car collided with balance of train; shoulder and side injured; Hoboken.

February 7th—Mahan, Ralph, passenger; injured in derailment of train; back bruised; Hoboken.

February 7th—Ross, Walter C., passenger; injured in derailment of train; side and back bruised; Hoboken.

February 7th—Lyman, J., engineman; fatally injured in derailment of train; Hoboken.

February 7th—Harris, Chas., passenger; injured in derailment of train; side bruised; Hoboken.

February 9th—Barca, Pietro, gripman; fatally injured at coal docks; caught between bumpers while trying to unwind brake wheel; Hoboken.

February 10th—Freese, Marie, passenger; fell from platform of coach to station platform, due to sudden lurch of train; scalp wound; Brick Church.

February 11th—Leach, Alice, passenger; alighting from train fell on plaform, bruising side; Hoboken.

February 14th—Norton, M., trespasser (child); walking on ties; struck by breast beam of engine; head bruised; Orange.

February 14th—Thompson, W. C., switchman; fell from car while setting brake; ankle cut, leg bruised; Secaucus.

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February 14th—Wallace, D. H., trespasser; struck and fatally injured while walking track; Chatham.

February 18th—McDonald, D., brakeman; uncoupling cars; same moved back on curve, catching leg, bruising knee and hip; Secaucus.

February 18th—Hickey, M., trespasser; body found on track; Dover.

February 19th—Sethman, J. F., fireman; slipped off tank box, spraining ankle; Dover.

February 23d—Smith, A. C., trainman; struck by drill engine while throwing switch; laceration of scalp; Pt. Morris.

February 26th—French, J., trespasser; walking too close to track; struck, fracturing arm; Netcong.

February 27th—Smith, F. R., passenger; slipped on platform when about to board train; contusions and bruises, thigh and shin; Short Hills.

March 2d—McDermott, J., trespasser; struck and fatally injured while walking track; Athenia.

March 3d—Perine, E. M., passenger; stepped on nail on platform, injuring foot; Newark.

March 3d—Lynch, J., brakeman; fell from car while setting brake, lacerations and bruises; Hoboken.

March 13th—Starz, P., yardmaster; throwing switch ball, dropped on foot, toes bruised; Hoboken.

March 15th—Gaine, G., passenger; door shut on fingers, bruising same; Hoboken.

March 15th—Baure, C., car repairer; fell from car, fracturing ribs, bruising shoulder; Hoboken.

March 18th—Unknown man, trespasser; struck and fatally injured while walking track; Hoboken.

March 20th—Dolby, R., trainman; making coupling between engine and dump car, caught hand, crushing two fingers; Hoboken.

March 21st—Sanders H., trespasser; trying to board train, missed footing, fell under wheel; fatally injured; Paterson.

March 23d—Mastrimonico, Pasquale, trackman; struck by engine; contusions and lacerations of head and body; Hoboken.

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March 23d—Restuccia, Antonio, trackman; struck and fatally injured by work train; Hoboken.

March 23d—Mastrimonico, Pasqualle, trackman; struck, fatally injured; Hoboken.

March 25th—Henry, E., trespasser; fell from car while stealing ride; leg cut off; Paterson.

March 27th—English, J. R., engineman; hand caught in driving rod of engine while tightening bolt; hand bruised and cut; Hoboken.

March 27th—Antolina, J., trackman; caught hand while putting hand car on track, mashing finger; Delawanna.

April 1st—Notwell, J., trespasser; struck while picking coal from track, bruises and contusions; Wharton.

April 3d—Backus, Edward, car inspector; fell under wheels while boarding engine; fatally injured; Secaucus.

April 6th—Goodenough, R., plumber; struck and fatally injured; Hoboken.

April 8th—Ball, Geo., receiving clerk; stepped between car while collecting duplicates, fracturing rib, bruising leg; Newark.

April 11th—Crowley, J., trespasser, struck on track; arm and leg fractured; Kingsland.

April 13th— Unknown man, trespasser; body found on track; Hackettstown.

April 13th—Kramer, R., passenger; fell from train while alighting; bruises; Summit.

April 18th—Lamont, N., freight handler; loading pipe on truck, caught hand, fracturing finger; Port Morris.

April 22d—Smith, B., passenger; fell alighting from train; bruises and contusions; Newark.

April 23d—Doty, C. M., passenger; fell to station platform, due to sudden starting of train; knees bruised, contusion of hand; Orange.

April 24th—Linderman, F., brakeman; getting on step of engine, slipped under wheel; leg crushed; South Orange.

April 24th—Newcomb, V., passenger; fell in aisle of coach when engine coupled to coach, bruising side; South Orange.

April 25th—Tolzo, A., passenger; jumped from moving train, fracturing arm; South Orange.

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April 25th—Paul, Dom., laborer; crossing yard, struck by engine, fracturing leg; Pt. Morris.

April 26th—Crans, M. L., passenger; sprained ankle, hip bruised; collision of trains; New Village.

April 26th—Tietsworth, S., passenger; ankle sprained; New Village.

April 26th—Fensternacher, Geo. E., passenger; body bruised; New Village.

April 26th—Lennon, W. E., passenger; bone in wrist fractured; New Village.

April 26th—McConnell, Casseri, passenger; ankle sprained, shoulder bruised; New Village.

April 26th—Montgomery, W. M., passenger; back and ankle bruised; New Village.

April 26th—Richter, J., passenger; back bruised; New Village.

April 26th—Metz, R., passenger; bruise of hip; New Village.

April 26th—Shuler, E. P., passenger; ankle and hip bruised; New Village.

April 28th—Waer, P., trespasser; body found on track; Dover.

May 1st—Felcher, O., trespasser; attempting to board train, fell under wheels; toes bruised; Passaic.

May 2d—Overfield, Wm., fireman; fell getting off engine; foot caught under wheels; part of foot amputated; Washington.

May 3d—Festa, Geo., drillman; climbing up ladder of car, struck telegraph pole; contusion of head, chin cut; Hoboken.

May 4th—Bixler, J.; thrown from auto which was struck by train; nose cut; Washington.

May 4th—Barcelow, W. S., occupant of auto with Bixler; leg and face scratched.

May 5th—Degenova, Tony, hoisting engineer; fatally injured at stone crusher; Montville.

May 6th—Sanderson, R.; struck, fatally injured by train; Hoboken.

May 9th—Shenck, ——, trespasser; struck while walking track; legs fractured, head injured; Morris Plains.

May 12th—Harbison, J., trespasser; attempting to board caboose fell, leg amputated; Hoboken.

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May 16th—Gary, ——, trespasser; body found on track; Paterson.

May 16th—Unknown man, trespasser; body found in yard; Secaucus.

May 16th—Mooney, E., passenger; fell from platform of train, sustaining scalp wounds; Morristown.

May 16th—Unknown boy, trespasser, struck, fatally injured; Paterson.

May 17th—Young, James, trespasser; sitting on rail, struck and fatally injured; Hopatcong.

May 26th—O'Brien, D., brakeman; fell from car while winding brake; sprained muscles of shoulder, contusion of chest; Secaucus.

May 27th—McNanniney, J. J., brakeman; fell from step of engine, sustaining scalp wounds and contusions; Secaucus.

May 28th—Strang, Charles, trespasser; struck, fatally injured; Morristown.

May 29th—Hill, D. P., passenger; door closed on hand, bruising finger; Summit.

May 29th—Kaufmann, Mrs. A., trespasser; struck and fatally injured while picking coal; Dover.

May 30th—Morgan, R. A., trespasser; body found on track; Wharton.

May 31st—Markam, Michael, drillman; getting off car on track 2 struck by car on opposite track, fracturing arm and collar bone; Hoboken.

June 1st—Shaughnessy, J., struck while driving over crossing, fatally injured; East Orange.

June 5th—Shaw, P., brakeman; fell from step of engine, bruising hip and shoulder; Newark.

June 6th—Ford, F. K., brakeman; unloading freight crate fell on foot, bruising instep; Chatham.

June 6th—Moore, Wm., trespasser; struck while walking track and fatally injured; Port Morris.

June 8th—Smith, A., trespasser; struck and fatally injured while walking track; Secaucus.

June 9th—Hall, S., engineman; fell from running board of engine, dislocating thumb; Little Falls.

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June 10th—Calose, J., laborer; unloading freight case fell over fracturing thigh; Hoboken.

June 12th—Vashbinder, Margaret, passenger, thrown against seat back when engine coupled to train; strain of muscles of abdomen, contusions; Hoboken.

June 13th—Dantono, L., freight handler; loading freight caught between safe and car; bruises and contusions; Newark.

June 14th—Lumaceos, T., car cleaner; cleaning windows, glass broke, arm cut; Hoboken.

June 14th—McGuckan, J., trespasser; found lying between tracks; head cut; Paterson.

June 16th—Anderson, J., trespasser; found body between tracks; Summit.

June 23d—Gowdy, H., plumber; putting in steam pipes in coal conveyor struck on head by lump of coal; contusion of muscles of neck and shoulder; Hoboken.

June 23d—Rosenstein, J., trespasser; crossed in front of train; fatally injured; Paterson.

June 24th—O'Shea, J. B., trainman; injured in yard collision; contusion of leg and sprain of back; Washington.

June 24th—Hull, J. R., fireman; injured in yard collision; fatally injured; Washington.

June 25th—Capone, A., laborer; crossed track in front of moving engine, struck and fatally injured; Hoboken.

June 29th—Schlegle, Henry, trainman; getting off engine foot slipped through spoke of pilot; contusions and lacerations of leg; Summit.

July 30th—Northrup, C. S., passenger; jumped from moving train, spraining ankle; Hoboken.

July 2d—Yasko, Jos., car inspector; riding on step of car, leaning out, shoulder struck telegraph pole, fracturing clavicle; Hoboken.

July 2d—Garvey, P., trespasser; struck while on track; fatally injured; Paterson.

July 3d—Wilson, F. H., conductor; struck by pilot beam of engine, bruising arm and side; South Orange.

July 6th—Parsell, L., trespasser; walking on track, struck, sustaining scalp wound and bruises; Summit.

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July 8th—Graves, T. F., engineman; fell on tank while taking water, cutting wrist; South Orange.

July 10th—Bilby, A., trainman; standing on side of car being switched, struck by car on opposite track, bruising hips; Harrison.

July 16th—Thorsen, J., trespasser; jumped on track in front of train, struck and fatally injured; Harrison.

July 27th—Hixson, M. B., fireman; ankle sprained in derailment of engine; Morristown.

July 27th—Myers, A., engineman; engine left track and rolled down embankment, catching engineman; fatally injured; Morristown.

July 29th—Reno, P., trespasser; attempted to jump on train in motion, fell under wheels; leg cut off, part of hand crushed; Paterson.

July 30th—Campion, F., plumber; making repairs on water tank fell from ladder to ground, sustaining bruises of ankles and knees; Hoboken.

August 2d—Russo, F., passenger; fell while alighting, due to sudden starting of train; wrist sprained, head cut; Summit.

August 4th—Scalzetti, A.; struck and fatally injured at crossing; Paterson.

August 12th—Erbe, L., laborer; struck and fatally injured by train; Port Morris.

August 12th—Unknown man, trespasser; found body on track; Paterson.

August 14th—Betson, D., trespasser; struck by train; leg amputated; Mt. Arlington.

August 15th—Unknown man; found lying on tracks; bruised about head; Wharton.

August 17th—Hillis, R., passenger; stepped into space between two ties while transferring from one train to train ahead; bruises and abrasion of leg; Paterson.

August 18th—Weeden, W., trainman; struck by engine while crossing track, fracturing rib and bruising hip; Hoboken.

August 22d—Walker, Wm., passenger; struck by limb of tree which projected from work train standing on siding; chest bruised; Dover.

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August 24th—Conlon, M., trespasser; struck while crossing yard; arm cut off; Hoboken.

August 25th—Vreeland, F., trespasser; struck on track, fatally injured; Orange.

August 27th—Dzorni, G., trackman; struck, fatally injured; Boonton.

August 30th—English, A., passenger; fell while crossing track, cutting shin and bruising side; Passaic.

September 7th—Stuckenberg, H., passenger; about to board train, bruised knee by slipping; Orange.

September 9th—Hancock, J., passenger; fell while alighting, contusions of ankle and elbow; Madison.

September 9th—Dieckhoff, R. J., thrown from milk truck when same was struck by cars, straining muscles of back; Hoboken.

September 11th—Gardner, J., trespasser; struck walking track; collar bone and arm fractured; Dover.

September 22d—Mack, D. D., conductor; jumped from train to avoid yard collision, fracturing two ribs; Montville.

September 23d—Orvanto, P., trespasser; struck; fatally injured; Chatham.

September 26th—Williamson, A., trespasser; struck and fatally injured; Harrison.

September 28th—Marion, Wm., brakeman; alighting from moving train, fell, fracturing three ribs; Hoboken.

September 29th—Kletchowski, J., laborer at coal docks; fractured bone of ankle; hook slipped from grip, striking leg; Hoboken.

October 2d—Lutz, H., trespasser; walking over track, struck and fatally injured; Orange.

October 6th—Hicks, Wm.; unloading freight from car, fell from wagon when engine backed against same, spraining muscles of back and bruising hip; Wharton.

October 8th—Oulds, S. M., passenger; piece of coal entered window and struck eye; Harrison.

October 19th—Wilson, T., passenger; slipped and fell while alighting, sprained ankle; Newark.

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October 22d—Hulverson, H., bridgman; jacking up girder, jack slipped, girder fell on him fracturing two ribs; Boonton.

October 22d—Simonson, G., bridgman; same accident as Hulverson; wrist and ankle sprained.

October 22d—Johnson, T., bridgman; same accident as Hulverson; skull fractured.

October 28th—Stockton, G., switchman; getting off car, struck by engine, bruising hip; Hoboken.

November 4th—Guillano, Dom., laborer; unloading freight, same slipped, catching hand, crushing two fingers; Newark.

November 11th—Cisco, J. W., brakeman; cutting air holes between engine and car, bumper on tank came in contact with shoulder dislocating same; Dover.

November 14th—Grant, P., brakeman; fell from tank of engine, bruising back; Little Falls.

November 16th—Gilblock, G., laborer; loading freight, case fell on ankle, spraining same; Paterson.

November 17th—Unknown woman; body found on track; Newark.

November 19th—Siegel, I., passenger; fell alighting from train, cut head; Newark.

November 25th—Miller, J., trespasser; running through yard was struck, hand cut off; Newark.

November 28th—Marasco, J., trespasser; stealing ride, fell from car, sustaining scalp wounds and bruises; Secaucus.

December 3d—Mouzaheim, R., passenger; thrown in aisle of car, due to application of air, bruising ribs; Dover.

December 18th—Hannan, J., trespasser; walking track, struck, fatally injured; Little Falls.

December 25th—Barrow, R.; stumbled against side of train, fell beneath trucks, fatally injured; Madison.

December 28th—Heiton, J., trespasser; found on tracks fatally injured; Boonton.

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THE MORRIS AND ESSEX EXTENSION RAILROAD COMPANY.

Capital stock paid in,	$221,000 00
Floating debt,	73,253 66
Cost of road and equipments,	$294,253 66

The road extends from junction with Boonton to branch of the M. and E. Railroad, into the city of Paterson, a distance of 1.92 miles.

It is operated by the Delaware, Lackawanna and Western Railroad, as lessee of the Morris and Essex Railroad, under an agreement to pay four per cent. on its stock.

Report of operations included in that of Morris and Essex Railroad Company.

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

State of New York, New York county, *ss.*—W. H. Truesdale, being duly sworn, on his oath says that he is 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 seventeenth day of February, A. D. 1909.

JOSEPH FIELL,
Notary Public, New York County.

[L. S.]

RECEIPTS AND EXPENSES FOR 1908.

Included in the report of the Morris & Essex Railroad Company.

Dividends paid during the year 1908, and how paid—$8,840 paid in cash directly to the stockholders by D., L. & W. R. R. Co., as Lessee of the M. & E. R. R. Co.

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

ACCIDENTS.

None.

THE MORRISTOWN AND ERIE RAILROAD COMPANY.

Capital stock paid in,	$400,000 00
Bonded debt,	300,000 00
Floating debt,	7,109 38
Cost of road and equipments,	$712,068 98

Dividends paid during the year 1908, and how paid—None.

The road extends from Morristown to Essex Fells, N. J., a distance of 10.68 miles.

RECEIPTS AND EXPENSES FOR 1908.

Income from passengers,	$6,550 06
Income from freight,	62,888 51
Income from other sources,	1,966 81
Total,	$71,405 38
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$37,109 22

The cost of road and equipments, as stated above, represents the amount of stock and bonds paid by this company: $100,000 in bonds and $300,000 in stock paid to the Whippany River Railroad Company to secure road from Whippany to Morristown, its equipments, franchise rights, trade, good-will and other assets of the Whippany River Railroad Co.; $100,000 in stock and $175,000 in bonds paid to the Whippany Construction Co.

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for the construction of the road and appurtenances, right of way, real estate, station property and miscellaneous equipment between Essex Fells and Whippany, and $37,068.98 for "betterments" made by this company to January 1st, 1909.

P. O. address of the above company—Whippany, Morris county, 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 1908 are correct and true, to the best of his knowledge and belief.

RICHARD W. McEWAN.

Sworn and subscribed before me this twenty-second day of March, A. D. 1909.

ISAAC W. CARPENTER,
[L. S.] *Comr. of Deeds for the State of New Jersey.*

ACCIDENTS.

None.

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,	$170,650 00

The road extends from Mount Holly, N. J., to Medford, N. J., a distance of 5 94/100 miles.

It is leased to the United New Jersey Railroad and Canal Company. Lease assigned to the Pennsylvania Railroad Company, as lessee of the works and property of the United New Jersey Railroad and Canal Company. The present annual rental is six per cent. on $45,050 capital stock, all taxes and $200 for main-

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tenance of the organization. Bonded debt, $75,000, assumed at maturity by the lessee and interest ceased.

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

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

SAMUEL REA.

Sworn and subscribed before me this second day of February, A. D. 1909.

LEWIS NEILSON,
Notary Public,
Commission Expires February 26th, 1909.

RECEIPTS AND EXPENSES FOR 1908.

Income from passengers,	$3,284 24
Income from freight,	5,497 70
Income from other sources,	1,092 16
Total,	$9,874 10
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	*$19,370 91

Dividends paid during the year 1908, and how paid—Two of 3 per cent. each on $45,050 stock paid in cash.

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

ACCIDENTS.

Accidents, if any, reported by the Pennsylvania Railroad Company, lessee of the property and works of the United New Jersey Railroad and Canal Company.

* Includes $2,933 27 rental paid for use of road and taxes.

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MOUNT HOPE MINERAL RAILROAD COMPANY.

Capital stock paid in,	$160,000 00
Floating debt (current accounts and pay rolls only),	2,470 11
Cost of road and equipments,	$162,470 11

Dividends paid during the year 1908, and how paid—Six per cent. paid December 12th, 1908, in cash, $9,600.

The road extends from Wharton, N. J., to Mount Hope, N. J., a distance of 4.28 miles.

RECEIPTS AND EXPENSES FOR 1908.

Income from freight,	$24,500 58
Income from other sources,	382 23
Total,	$24,882 81
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$14,144 11

P. O. address of the above company—Catasauqua, Penna.

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 1908 are correct and true, to the best of his knowledge and belief.

LEONARD PECKETT.

Sworn and subscribed before me this third day of February, A. D. 1909.

ALEX. N. ULRICH,
[L. S.] *Justice of the Peace.*
My Commission Expires May 5th, 1913.

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NAVESINK RAILROAD COMPANY.

Capital stock paid in, ... $701,900 00

The road extends from Atlantic Highlands to Highland Beach, a distance of 4.66 miles, including tracks on pier at Atlantic Highlands.

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

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

W. G. BESLER.

Sworn and subscribed before me this seventeenth day of February, A. D. 1909.

EDWARD W. CONOVER,
Foreign Commissioner of Deeds for New Jersey.

RECEIPTS AND EXPENSES FOR 1908.

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

Dividends paid during the year 1908, and how paid—None.

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

ACCIDENTS.

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

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NEWARK BAY RAILWAY COMPANY.

Capital stock paid in,	$13,000 00
Floating debt,	180 83
Cost of road and equipments,	$5,180 83

The road extends from a point near the intersection of Murray street and Avenue T, Newark, N. J., to a point near the intersection of Morris canal and Frederick street, Newark, N. J., a distance of 4.91 miles.

Construction work on this road is not yet completed.

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

E. B. THOMAS.

Sworn and subscribed before me this 2d day of March, A. D. 1909.

[L. S.]

F. T. HARBACH,
Notary Public,
New York County.

Dividends paid during the year 1908, and how paid—None.

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

ACCIDENTS.

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

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THE NEWARK AND BLOOMFIELD RAILROAD COMPANY.

Capital stock paid in,	$103,850 00
Floating debt,	459,143 71
Cost of road and equipments,	$562,993 71

The road extends from Roseville Junction to Montclair, a distance of 4.24 miles.

It is leased to the Morris and Essex Railroad Company at an annual rental of six per cent. on its stock. Report of its operations is included in report of that company.

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

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

W. H. TRUESDALE.

Sworn and subscribed before me this seventeenth day of February, A. D. 1909.

[L. S.]

JOSEPH FIELL,
Notary Public,
New York County.

RECEIPTS AND EXPENSES FOR 1908.

Included in the report of the Morris & Essex Railroad Company.

Dividends paid during the year 1908, and how paid—$6,231 paid in cash directly to stockholders by the D., L. & W. R. R. Co., as Lessee of the Morris & Essex R. R. Co.

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

ACCIDENTS.

March 3d, 1908—Veltman, D. H., trespasser; walking track, struck and killed; Ampere.

March 9th—Cook, A., trainman; alighting from car on bridge, missed footing, fell from bridge; both legs fractured; Bloomfield.

October 5th—Minnard, J. M., flagman; endeavoring to make coupling on curve, caught between cars, bruising chest; Montclair.

October 7th—Quirk, O. F., passenger; fell into depression near station, injuring knee; Montclair.

October 17th—Engelbrickson, A., trespasser; found on track fatally injured; Watsessing.

December 25th—Anderson, J., gateman; struck and fatally injured; Ampere.

NEWARK AND HUDSON RAILROAD COMPANY.

Capital stock paid in,	$250,000 00
Bonded debt,	250,000 00
Floating debt—None.	
Cost of road and equipments,	$355,056 18

The road extends from Bergen Junction to Newark, N. J., a distance of 5.620 miles.

It is leased to the Erie Railroad Company at an annual rental of $33,000.00 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.

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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 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 seventeenth day of March, A. D. 1909.

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

Dividends paid during the year 1908, and how paid—None.

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

ACCIDENTS.

None.

NEW JERSEY JUNCTION RAILROAD COMPANY.

Capital stock paid in,	$100,000 00
Bonded debt,	1,700,000 00
Cost of road and equipments,	$1,602,128 01

The road extends from Weehawken to Jersey City, a distance of 4.43 miles.

It is leased to The New York Central and Hudson River Railroad Company at an annual rental as provided in the contract approved by the Legislature of the State of New Jersey, Chapter CLXII, approved April 12th, 1886.

It is equippped and operated by the New York Central and Hudson River 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.*—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.

Sworn and subscribed before me this eighth day of March, A. D. 1909.

D. H. HOUSE,
Notary Public in and for Westchester Co.. N. Y.
Certificate filed in New York County (No. 671).
My Commission expires March 30th, 1910.

P. O. address of this company—Grand Central Station, New York City.

State of New York county of New York, *ss.*—R. A. White, Auditor of The New York Central and Hudson River Railroad Company, lessee of the New Jersey Junction Railroad, being duly sworn, says that the earnings and expenses of the New Jersey Junction Railroad are merged in the general accounts of The New York Central and Hudson River Railroad Company, and that the accompanying statement of accidents occurring on the New Jersey Junction Railroad during the year ended December 31st, 1908, is correct and true, to the best of his knowledge and belief.

R. A. WHITE.

Sworn and subscribed before me this eighth day of March, 1909.

D. H. HOUSE,
Notary Public in and for Westchester Co., N. Y.
Certificate filed in New York County (No. 671).
My Commission expires March 30, 1910.

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ACCIDENTS.

January 3d, 1908—Constantine Smith, non-employe, at Hoboken, N. J., yard engine No. 246. Left arm crushed. Attempting to board moving train.

January 3d—Frank Pheaft, freight handler, at Jersey City, N. J. Fingers crushed. Fingers caught between two stones while unloading from car.

January 20th—Raffale Delurio, section hand, at Hoboken, N. J. Leg bruised. Towerman threw switch under hand-car which he was riding, throwing him from car.

January 20th, 1908—A. H. Byergo, non-employe, at Hoboken, N. J., yard engine No. 364. Killed. Run over by engine while crossing track in yard.

March 10th—Joseph Pongary, non-employe, at Hoboken, N. J., yard engine No. 367. Leg crushed. Attempting to board moving train.

April 25th—Henry Albertalli, non-employe, at Hoboken, N. J., yard engine 466. Contusion of back. Wagon which he was driving was struck by train at highway crossing.

July 21st—Wm. Conroy, brakeman, at Hoboken, N. J., yard engine No. 367. Ankle sprained. Jumping from moving train.

August 30th—John Ryan, non-employe, at Jersey City, N. J., yard engine No. 648. Scalp wound. Car pushed off trestle by engine, and piece of board from debris struck boy, who was on the street.

August 31st—C. D. Seward, conductor, at Hoboken, N. J., train No. 32. Contusion of back and legs. Fell while attempting to board moving train.

August 31st—Olga Holmstrater, passenger, at Hoboken, N. J., train No. 32. Face cut. Stone thrown through window of coach from outside, glass cutting her face.

October 9th—Wm. Moxham, fireman, at Jersey City, N. J., yard engine No. 312. Scalp wound. Stone thrown through window of engine cab and struck him.

October 16th—Chas. O'Brien, brakeman, at Jersey City, N. J., yard engine No. 312. Killed. Struck by tunnel.

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November 31st—Daniel M. Clark, passenger, at Hoboken, N. J., train No. 8. Face cut. Stone thrown through coach window from the outside, glass cutting his face.

November 5th—Wm. Ferris, non-employe, at Hoboken, N. J., yard engine 367. Foot crushed. Attempting to board moving train.

November 22d—Peter Burke, non-employe, at Jersey City, N. J., yard engine 312. Back bruised. Struck by engine while crossing track at public crossing.

NEW JERSEY AND NEW YORK RAILROAD COMPANY.

Capital stock paid in,	$2,228,600 00
Bonded debt,	1,032,500 00
Floating debt,	105,040 52
Cost of road and equipments,	$3,344,930 87

Dividends paid during the year 1908, and how paid—None.

The road extends from New Jersey and New York Junction to New City, N. Y., a distance of 34.504 miles.

RECEIPTS AND EXPENSES FOR 1908.

Income from passengers,	$437,646 53
Income from freight,	150,215 77
Income from other sources,	25,587 69
Total,	$613,449 99
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$450,521 30

P. O. address of the above company—50 Church street, New York City.

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State of New York, New York county, *ss.*—F. D. Underwood, being duly sworn, on his oath says that he is President of the New Jersey and New York Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1908 are correct and true, to the best of his knowledge and belief.

F. D. UNDERWOOD.

Sworn and subscribed before me this seventeenth day of March, A. D. 1909.

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

THE NEW JERSEY AND PENNSYLVANIA RAILROAD COMPANY.

Capital stock paid in,	$300,000 00
Bonded debt,	200,000 00
Floating debt (about),	110,000 00

Dividends paid during the year 1908, and how paid—None.

The road extends from White House Station to Watnong Station, a distance of 24.15 miles.

RECEIPTS AND EXPENSES FOR 1908.

Income from passengers and freight,		$36,063 56
Income from other sources,	Carrying mails,	1,185 10
	Express service,	176 32
	Interest and rents,	75 61
	Loans,	3,000 00
Total,		$40,500 59

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$38,305 44

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P. O. address of the above company—Morristown, New Jersey.

State of New Jersey, Morris county, *ss.*—Frederic V. 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 1908 are correct and true, to the best of his knowledge and belief.

FREDERIC V. PITNEY.

Sworn and subscribed before me this sixth day of March, A. D. 1909.

FREDERICK B. COBBETT,
Commissioner of Deeds,
Morris County, New Jersey.

ACCIDENTS.

None.

NEW JERSEY SHORE LINE RAILROAD COMPANY.

Capital stock paid in,	$31,000 00
Floating debt,	246,324 29
Cost of road and equipments,	$242,692 21

Dividends paid during the year 1908, and how paid—None.

The road, as projected, is to extend from Weehawken to Harrington, N. J., a distance of 15.5 miles.

RECEIPTS AND EXPENSES FOR 1908.

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.

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REMARKS.

Road not constructed.

State of New York, New York county, *ss.*—J. Carstensen, being duly sworn, on his oath says that he is President of the New Jersey Shore Line Railroad Company, and that the foregoing statement is correct and true to the best of his knowledge and belief.

J. CARSTENSEN.

Sworn and subscribed before me this eighth day of March, A. D.. 1909.

D. H. HOUSE,
Notary Public in and for Westchester County (No. 671).
[L. S.] *Certificate filed in New York County.*
My Commission expires March 30th, 1910.

NEW JERSEY SHORT LINE RAILROAD COMPANY.

Capital stock paid in,	$803,000 00
Bonded debt,	803,000 00
Floating debt,	9,100 00

Cost of road and equipments—Uncompleted.

Dividends paid during the year 1908, and how paid—None.

The road extends from (Bayway) Elizabeth to near Milltown, a distance of 18.9 miles.

RECEIPTS AND EXPENSES FOR 1908.

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

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State of New Jersey, Mercer county, *ss.*—David F. Carver, being duly sworn, on his oath says that he is Receiver of the New Jersey Short Line Railroad Company, and that the foregoing statement is correct and true to the best of his knowledge and belief.

DAVID F. CARVER.

Sworn and subscribed before me this eighth day of March, A. D. 1909.

LESLIE R. FORT,
Notary Public, New Jersey.

NEW JERSEY SOUTHERN RAILWAY COMPANY.

Capital stock paid in—preferred, $1,590,600; common, $1,000,000, $2,590,600 00

Dividends paid during the year 1908, and how paid—None.

The road extends from Port Monmouth to a point between Atsion and Atco, with branches from Eatontown to East Long Branch, and East Long Branch to Highland Beach (formerly Long Branch and Seashore Railroad), a distance of 75.66 miles.

RECEIPTS AND EXPENSES FOR 1908.

Income from passengers,	$478,647 80
Income from freight,	427,977 23
Income from other sources,	379,217 15
Total,	$1,285,842 18

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, $1,171,105 12

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 Com-

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pany, Cumberland and Maurice River Extension Railroad Company, Freehold and Atlantic Highlands Railroad Company, Navesink Railroad Company, Toms River Railroad Company, Toms River and Barnegat Railroad Company, Vineland Railroad Company, West End Railroad Company, and also the steamboat route between New York and Atlantic Highlands.

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

State of New York, County and City of New York, *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 1908 are correct and true, to the best of his knowledge and belief.

W. G. BESLER.

Sworn and subscribed before me this seventeenth day of February, A. D. 1909.

EDWARD W. CONOVER,
Foreign Commissioner of Deeds for New Jersey.

ACCIDENTS.

Coupling or Uncoupling—Employes.

July 20th, 1908—B. H. Cranmer, conductor, injured at Lakehurst. Engineer, Wm. Morton; conductor, B. H. Cranmer.

September 15th—Jesse Love, brakeman, injured at Matawan. Engineer, Jas. W. Thompson; conductor, G. H. Allen.

September 17th—Leroy Everingham, brakeman, injured at Norma. Engineer, Sam. Harris; conductor, Eph. Thompson.

Collisions—Non-Employes.

September 24th, 1908—J. M. Huber, passenger, injured at Atlantic Highlands. Engineers, M. C. Mooney, R. Thompson; conductors, T. R. Bennett, Jas. Craig.

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November 16th—J. N. S. Brewster, Moritz Adler, John Rogers, Miss Mary E. Manuel, Heraona Muller, Mrs. Gilford, E. F. Baldwin and Mr. Coxe, passengers, all injured at Farmingdale. Engineers, John Manion, Amos Horner; conductors, C. A. Wyatt, Eph. Thompson.

Falling from Trains, Locomotives or Cars—Employes.

March 5th, 1908—M. Malarvey, brakeman, injured at Belmar. Engineer, D. Ferguson; conductor, E. R. Edick.

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

November 17th, 1908—Alfred Van Pelt, brakeman, injured at Freehold. Engineer, T. F. Brown; conductor, James Phillips.

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

April 22d, 1908—Rocco Stanai, passenger, killed at Low Moor. Engineer, W. H. Rowland; conductor, G. H. Allen.

June 6th—Henry Scott (colored), trespasser, injured at Port Norris. Engineer, M. Connor; conductor, J. Rainear.

June 20th—William Newman, passenger, injured at Eatontown. Engineer, W. Miles; conductor, H. Attison.

August 26th—Mrs. E. A. Willitts, passenger, injured at Atlantic Highlands Pier. Engineer, M. C. Mooney; conductor, A. J. Dellett.

September 4th—Robert Denby, trespasser, injured at Fairton. Engineer, Clarence Ferry; conductor, Jos. Rainear.

December 7th—J. Hopping, passenger, injured at Matawan. Engineer, W. H. Howland; conductor, G. H. Allen.

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

February 25th, 1908—Percy Clements, trespasser, killed at Main street crossing, Lakewood. Engineer, John Manion; conductor, D. C. Johnson.

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June 9th—John Mack and Mrs. John Mack, trespassers, injured at Marlboro. Engineer, J. B. Hurley; conductor, W. G. Cline.

July 3d—Miss Geneva Thiel, trespasser, injured at Belford. Engineer, John Cousins; conductor, C. H. Skillman.

July 18th—Miss Mary Maloney, trespasser, injured at Sea Bright. Engineer, John Thompson; conductor, Walter Cline.

July 30th—Miss Julia Drucker, killed; Miss Julia Manheim, injured; Miss Ruth Rouse, injured, and Miss Marie Drucker, injured, at North Borough crossing, Sea Bright. Engineer, John Thompson; conductor, Walter G. Cline.

September 14th—Miss Rose O'Hara, killed at Sea Bright. Engineer, Theodore F. Brown; conductor, Daniel C. Johnson.

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

July 11th, 1908—Michael Edward Haley, brakeman, killed at Atlantic Highlands Pier. Engineer, Daniel R. Davis; conductor, Robt. C. Anderson.

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

March 7th, 1908—John Ansel, trespasser, killed at Vineland. Engineer, Samuel Warwick; conductor, Jos. Rainear.

August 27th—John Hart, trespasser, injured at Highlands. Engineer, Wm. Miles; conductor, H. Attison.

September 10th—Ivan Le Valley, trespasser, and Joseph Clark, trespasser, injured at East Long Branch. Engineer, John Cousins; conductor, C. H. Skillman.

October 8th—Guglelmo Corono and Vengenzo Geosippe, trespassers, killed at Elm (Iron Mill Curve). Engineer, Jas. Errickson; conductor, Thos. Dawson.

On or About Trains, Locomotives or Cars—Employes.

August 18th, 1908—Seeley P. Reeves, brakeman, injured at Bridgeton. Engineer, Chas. Rice; conductor, J. W. Buzby.

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

January 20th, 1908—Mortimer Casey, passenger, injured at Red Bank. Engineer, G. Clickner; conductor, J. Van Houten.

May 16th—Lemuel Soden, passenger, injured at Belford. Engineer, T. F. Brown; conductor, D. C. Johnson.

June 20th—Mrs. T. Miller, passenger, injured between West End and Atlantic Highlands Pier. Engineer, T. F. Brown; conductor, D. C. Johnson.

July 9th—Edward Schuster and Genry Blerchie, passengers, injured at Water Witch. Engineer, Michael Connor; conductor, J. G. Clevenger.

July 29th—Wilbur Adams, passenger, injured at Hiltons. Engineer, Amos Horner; conductor, T. A. Walker.

August 26th—F. M. Finkelstein, passenger, injured at Chelsea avenue, Long Branch. Engineer, Thomas Manion; conductor, F. R. Bills.

September 30th—W. J. Coxey, passenger, injured at Lakehurst. Engineer, D. M. Gautier; conductor, Frank Hartman.

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

May 24th, 1908—Edward Larlly, trespasser, killed one-half mile west of Wheat Road Station.

NEW JERSEY TERMINAL RAILROAD COMPANY.

Capital stock paid in,	$500,000 00
Bonded debt,	250,000 00

The road extends from Rahway to Carteret, a distance of 5 61/100 miles.

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

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State of New York, county and city of New York, *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 seventeenth day of February, A. D. 1909.

EDWARD W. CONOVER,
[L. S.] *Foreign Commissioner of Deeds for New Jersey.*

RECEIPTS AND EXPENSES FOR 1908.

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

Dividends paid during the year 1908, and how paid—None.

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

ACCIDENTS.

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

NEW YORK BAY RAILROAD COMPANY.

Capital stock paid in,	$6,000,000 00
Bonded debt,	3,885,000 00

Floating debt—None.

Cost of road and equipments,	$9,883,645 53

Dividends paid during the year 1908, and how paid—one of 1 per cent., paid in cash.

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The road extends from

	Miles.
4,037 feet east of Waverly tation, N. J., to east end of drawbridge over Newark bay, east of Waverly Station, N. J.,	3.87
East end of draw span of bridge over Newark bay, east of Waverly Station, N. J., to 5,580 feet east of back wall of bridge over Morris Canal, Greenville, N. J.,	2.80
253 feet east of Peddie street sewer bridge, Newark, east of Waverly Station, N. J., to 45 feet west of west abutment of bridge over main line at Meadows, west of Marion station,	4.35
936 feet east of easterly abutment of Manufacturer's Branch Bridge of Central Railroad of New Jersey, east of Waverly, N. J., station, to Lister's Agricultural Chemical Works,	0.54
1,398 feet east of easterly abutment of Manufacturer's Branch Bridge of Central Railroad of New Jersey, east of Waverly, N. J., to terminus,	0.13
4,805 feet west of South street, Newark, N. J., to south side of Eighteenth avenue, Newark, N. J.,	1.87
A total distance of,	13.56

RECEIPTS AND EXPENSES FOR 1908.

Receipts and expenses for 1908,	$297,011 34
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	*$231,279 33

The Pennsylvania Railroad Company, lessee of the works and property of the United New Jersey Railroad and Canal Company, has trackage rights over the line of this company, and furnishes the equipment. The arrangement is terminable at the close of any calendar month.

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 New York Bay Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1908 are correct and true to the best of his knowledge and belief.

SAMUEL REA.

* Includes $183,347.94 interest on bonds, taxes and other obligatory charges.

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Sworn and subscribed before me this third day of February, A. D. 1909.

LEWIS NEILSON,
[L. S.] *Notary Public,*
Commission Expires February 26th, 1909.

ACCIDENTS.

Accidents, if any, reported by the Pennsylvania Railroad Company, lessee of the property and works of the United New Jersey Railroad and Canal Company, which has trackage rights over the line of this company.

NEW YORK AND FORT LEE RAILROAD COMPANY.

Capital stock paid in,	$1,000,000 00
Floating debt,	14,506 21

Cost of road and equipments, as shown by report of January 23d, 1871.

This 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. & H. Canal Company's property, a distance of 24 miles, is leased to the New Jersey Junction Railroad Company at an annual rental of taxes, assessments and expenses of organization not to exceed $1,000.00 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

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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.

Sworn and subscribed before me this eighth day of March, A. D. 1909.

D. H. HOUSE,

Notary Public in and for Westchester County, N. Y.
Certificate filed in New York County (No. 671).
[L. S.] *My Commission expires March 30, 1910.*

NEW YORK AND GREENWOOD LAKE RAILWAY COMPANY.

Capital stock paid in,	$100,000 00
Bonded debt,	1,500,000 00
Floating debt—None.	
Cost of road and equipments,	$1,600,000 00

The road extends from Meadow Junction to Sterling Forest, a distance of 1.66 miles.

It is leased to the Erie Railroad Company at an annual rental of $75,000.00 and taxes. The particulars of the operations and expenditures have been kept as a part of the general accounts of that company and cannot be more specifically set forth. Includes the Arlington Railroad, Caldwell Railroad, Roseland and Watchung Railroad.

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 Railway Company, lessee of the New York and Green-

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

F. D. UNDERWOOD.

Sworn and subscribed before me this seventeenth day of March, A. D. 1909.

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

Dividends paid during the year 1908, and how paid—None.

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

ACCIDENTS.

None.

NEW YORK AND LONG BRANCH RAILROAD COMPANY.

Capital stock paid in,	$2,000,000 00
Bonded debt,	2,438,000 00

The road extends from Perth Amboy to Bayhead, a distance of 38.04 miles.

The road of this company is operated under an agreement, in accordance with which traffic trains of the Central Railroad Company of New Jersey and the Pennsylvania Railroad Company only run over its tracks, said companies guaranteeing all charges for operation, and funds to meet interest on bonds and dividends on stock.

State of New York, New York county, *ss.*—Robert W. De Forest, being duly sworn, on his oath says, that he is Vice-Presi-

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dent of the New York and Long Branch Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

ROBERT W. DE FOREST.

Sworn and subscribed before me this seventeenth day of February, A. D. 1909.

ARCHIBALD C. WEEKS,
A Commissioner of Deeds for the State of New
[L. S.] *Jersey resident in the State of New York.*

RECEIPTS AND EXPENSES FOR 1908.

The receipts and expenses are assumed by The Central Railroad of New Jersey and the Pennsylvania Railroad Company.

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

ACCIDENTS.

February 14th, 1908—Kidder Morris, residence Asbury Park, N. J., a passenger on P. R. R. train No. 227, was struck by broken glass from window of coach, caused by swinging door from car of freight train passing on opposite track, between Middleton and Hazlet. L. M. Hampton, conductor; J. M. Pickel, engineman.

June 10th—John Curran, residence Elizabeth, N. J., a flagman on C. R. R. extra freight train, engine No. 423, while attempting to step on pilot of "dead" engine coupled to moving freight train, in Red Bank Yard, fell under wheels and was seriously injured. J. D. Kane, conductor; J. Devine, engineman.

August 4th—Antonio Braino, residence Long Branch, N. J., a laborer employed in Floating Gang, while working on track near South Amboy, was struck by C. R. R. passenger train No. 318 and instantly killed. M. A. Knapp, conductor; J. Errickson, engineman.

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August 6th—William J. Kiley, residence Plainfield, N. J., while attempting to board a moving excursion train (C. R. R. extra), engine No. 610, approaching Asbury Park station, fell under wheels and was instantly killed. Thomas Flanagan, conductor; W. Sullivan, engineman.

August 10th—Murray Arthur, residence Unionport, N. Y., while attempting to board P. R. R. passenger train No. 208 at Deal Beach station, where train did not stop, fell under wheels and was fatally injured. E. F. McMahon, conductor; A. Bennett, engineman.

August 27th—Guiseppe Bolino, residence West Asbury Park, N. J., employed as section laborer on N. Y. & L. B. R. R., while loading rails on car at North Asbury Park, was seriously injured by rail falling upon him. Gilbert Hankins, foreman.

September 14th—Charles H. Barber, residence Jersey City, N. J., employed as brakeman on C. R. R. mixed train No. 301, while shifting cars at Belmar station was thrown from car and seriously injured. J. E. Hess, conductor; Chas. Mason, engineman.

September 30th—Joseph Burke, residence Trenton, N. J., while walking on track near South Amboy Junction, was struck and killed by a passing train. Crew unlocated.

September 30th—H. Elbow, residence Newark, N. J., employed as baggage-master on P. R. R. train No. 205, while shifting cars in Point Pleasant yard, was seriously injured. F. B. Wyckoff, conductor; Edw. Carr, engineman.

December 3d—Frank Schwartz, residence Long Branch, N. J., while crossing tracks at Westwood avenue, Long Branch, was struck by P. R. R. extra, engine No. 1649, and slightly injured. J. H. McMurtry, engineman.

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NEW YORK, SUSQUEHANNA AND WESTERN RAILROAD COMPANY.

Capital stock paid in,	$26,000,000 00
Bonded debt,	12,499,000 00
Floating debt,	561,394 67
Cost of road and equipments,	$39,060,394 67

Dividends paid during the year 1908, and how paid—None.

The road extends from Jersey City, N. J., to Gravel Place, Pa., a distance of 101 miles.

RECEIPTS AND EXPENSES FOR 1908.

Income from passengers,	$557,839 79
Income from freight,	1,753,564 59
Income from other sources,	92,879 80
Total,	$2,404,284 18
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$1,730,318 18

State of New York, New York county, *ss.*—F. D. Underwood, being duly sworn, on his oath says that he is president of the New York, Susquehanna and Western Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1908 are correct and true to the best of his knowledge and belief.

F. D. UNDERWOOD.

Sworn and subscribed before me this seventeenth day of March, A. D. 1909.

A. L. TRAVIS,

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

ACCIDENTS.

None.

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NORTHERN RAILROAD OF NEW JERSEY.

Capital stock paid in,	$1,000,000 00
Bonded debt,	808,000 00
Cost of road and equipments,	$1,808,000 00

The road extends from Bergen Junction, N. J., to Nyack, N. Y., a distance of 26.05 miles.

It is leased to the Erie Railroad Company at an annual rental of $86,170.00 and taxes. The particulars of the operation and expenditures have been kept as a part of the general accounts of that company and cannot be more specifically set forth.

It is equipped and operated by the 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 seventeenth day of March, A. D. 1909.

A. L. TRAVIS,

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

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

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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.

JOHN L. WILSON.

Sworn and subscribed before me this seventh day of January, A. D. 1909.

W. T. STEEL,
[L. S.] *Notary Public,*
My Commission Expires January 21st, 1910.

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PASSAIC AND DELAWARE RAILROAD COMPANY.

Capital stock paid in,	$111,050 00
Floating debt,	32,435 35
Cost of road and equipments,	$143,485 35

The road extends from Summit Junction to Bernardsville, a distance of 14.11 miles.

It is leased to the Delaware, Lackawanna and Western Railroad Company at an annual rental of five per cent. on its stock. Report of operations is included in that of Morris and Essex Railroad Company.

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

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

W. H. TRUESDALE.

Sworn and subscribed before me this seventeenth day of February, A. D. 1909.

[L. S.]

JOSEPH FIELL,
Notary Public,
New York County.

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

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RECEIPTS AND EXPENSES FOR 1908.

Included in the report of the Morris and Essex Railroad Company.

Dividends paid during the year 1908, $5,552; paid in cash directly to stockholders by the lessee.

ACCIDENTS.

February 1st, 1908—Parke, J. R., passenger, sustained contusions of knees in side-wiping collision; Basking Ridge.

February 1st—Lyon, W. E., passenger; side-wiping collision Basking Ridge, bruise and contusions of leg.

April 21st—Blazure C., trainman; cuting air between tank and car, struck head on iron step, cutting head; Millington.

June 5th—Rear truck of combination car mounted rail, four other cars followed, all off track; Millington. Biderman, C., passenger, bruises and contusions; Prout, Wm., passenger, bruises and contusions; Foers, A., passenger, bruises, internal injuries; Hine, C. E., passenger, knee sprained, abrasion of leg; Eberhardt, U., passenger, bruises; Humphreys, C. E., passenger, bruise of knee; Howard, C., passenger, contusions of arms and body; Kenneally, M., passenger, bruises of arm and leg; Kitchell, H., passenger, bruises and contusions; Westlecraft, C. E., passenger, sprain of thumb, contusion of hand; Beekman, J. B., passenger, contusion, bruises; Foley, J., passenger, bruises, contusions; Jones, G. E., passenger, sprain of hip joint, contusion of legs; Samuelson, M., passenger, contusion of arm and leg; Hates, M., passenger, back bruised, internal injuries; Howard, E., passenger, sprain of shoulder, contusion of rib; Martin, A., passenger, contusion of leg and bruises; Moeller, M., passenger, back bruised, sprain of muscles; Howe, G., passenger, ankle sprained, abrasion of leg; Smith, O., passenger, ankle sprained, contusion of thigh; Hester, C. R., passenger, sprain of shoulder; Parke, J. R., passenger, bruises of shoulder and leg; Murray, J. I., Jr., passenger, bruises and abrasion of leg; Thompson, E., passenger, bruise of thigh, injury to knee; Hoffman, L., passenger, sprain and bruise of shoulder and knee; Nanarsdale, G. S., passenger, sprain of back and knee; Schweickhardt, F., pas-

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senger, injury to chest, rib fractured; Ballentine, Geo., passenger, bruises and laceration of scalp; Ruggere, J., trackman, knee cut; Emmons, L., brakeman, fracture of hip, leg, internal injuries.

June 11th—Pellek, E., drove over crossing in front of train, struck and fatally injured; Millington.

July 6th—Blazure, C., trainman; attempting to push brake rod with foot, foot slipped, went under wheels, crushed; Bernardsville.

July 17th—Vanderhoof, B. W., brakeman; fatally injured in side-wiping collision in yard; West Summit.

October 27th—Polard, G. S., struck driving over crossing, fracturing leg, bruises and contusions; Berkeley Heights.

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 to Gladstone, a distance of 7.41 miles.

It is operated by the Delaware, Lackawanna and Western Railroad Company, as lessee of the Passaic and Delaware Railroad, under an agreement to pay 4 per cent. on its stock. Report of operations is included in that of Morris and Essex Railroad Company.

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

State of New York, New York county, *ss.*—W. H. Truesdale, being duly sworn, on his oath says, that he is President of the Passaic and Delaware Extension Railroad Company, and that

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

W. H. TRUESDALE.

Sworn and subscribed before me this seventeenth day of February, A. D. 1909.

JOSEPH FIELL,
[L. S.] *Notary Public, New York County.*

RECEIPTS AND EXPENSES FOR 1908.

Included in the report of the Morris and Essex Railroad Company.

Dividends paid during the year 1908, and how paid—$4,000 paid in cash directly to stockholders by Lessee.

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

ACCIDENTS.

March 24th, 1908—G. W. Thomas, fireman, burned about face, hands and neck by back draft due to stay bolt blowing out of crown sheet of engine; Mine Brook.

August 3d—C. E. Bartles, trainman, sustained sprain of muscles of hip and leg in derailment of train; Far Hills.

August 3d—C. H. Cordes, conductor; same accident as Bartles; sustained scalp wound.

August 3d—E. Lucas, passenger; same accident as Bartles; dislocated shoulder and injured side.

August 3d—F. K. Forsythe, passenger; same accident as Bartles; sustained bruises and contusions.

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PASSAIC AND NEW YORK RAILROAD.

Capital stock paid in,	$70,000 00
Bonded debt,	70,000 00
Cost of road and equipments,	$140,000 00

The road extends from Passaic Junction to Passaic, Passaic county, N. J., a distance of 3.05 miles.

It is leased to the New York, Susquehanna and Western Railroad at an annual rental of $4,200 and taxes.

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

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

F. D. UNDERWOOD.

Sworn and subscribed before me this seventeenth day of March, A. D. 1909.

A. L. TRAVIS,

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

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PASSAIC RIVER EXTENSION RAILROAD COMPANY.

Capital stock paid in, ... $7,700 00

Cost of organization and right of way, ... $7,700 00

Dividends paid during the year 1908, and how paid—None.

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, county and city of New York, *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 1908 are correct and true to the best of his knowledge and belief.

W. G. BESLER.

Sworn and subscribed before me this seventeenth day of February, A. D. 1909.

EDWARD W. CONOVER,

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

ACCIDENTS.

None.

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THE PATERSON AND HUDSON RIVER RAILROAD COMPANY.

Capital stock paid in, ... $630,000 00
Bonded debt—None.
Floating debt—None.

Cost of road and equipments, ... $630,000 00

The road extends from the city of Paterson to Marion, in the county of Hudson, a distance of 13.950 miles.

It is leased to the Erie Railroad Company at an annual rental of fifty-three thousand four hundred dollars, including land in Jersey City.

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

State of New Jersey, Passaic county, *ss.*—Robert I. Hoffer, 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. HOFFER.

Sworn and subscribed before me this fifth day of January, A. D. 1909.

CLARA BOSLAND,
Notary Public, New Jersey.

RECEIPTS AND EXPENSES FOR 1908.

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

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

Dividends paid during the year 1908, and how paid—Eight per cent. paid in cash, $50,400.

P. O. address of this company—Robert I. Hoffer, secretary, Paterson, New Jersey.

PATERSON AND HUDSON RIVER RAILROAD.

The road extends from Paterson, N. J., to a point in Hudson county, a distance of 13.950 miles.

It is leased to the Erie Railroad Company at an annual rental of $48,400.00 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 Paterson and Hudson River Railroad, and that the foregoing statement is true and correct to the best of his knowledge and belief.

F. D. UNDERWOOD.

Sworn and subscribed before me this seventeenth day of March, A. D. 1909.

A. L. TRAVIS,

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

Dividends paid during the year 1908, and how paid—None.

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

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PATERSON, NEWARK AND NEW YORK RAILROAD.

Capital stock paid in,	$250,000 00
Bonded debt,	500,000 00

Floating debt—None.

Cost of road and equipments, ... $545,433 29

Dividends paid during the year 1908, and how paid—None.

The road extends from Paterson, N. J., to Newark, N. J., a distance of 11.326 miles.

It is leased to the Erie Railroad Company at an annual rental of $35,000.00 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 Paterson, Newark and New York Railroad, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

F. D. UNDERWOOD.

Sworn and subscribed before me this seventeenth day of March, A. D. 1909.

A. L. TRAVIS,

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

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

ACCIDENTS.

None.

THE PATERSON AND RAMAPO RAILROAD COMPANY.

Capital stock paid in, ... $298,000 00
Bonded debt—None.
Floating debt—None.

Cost of road and equipments, including cost of Union Railroad, $350,000 00

The road extends from Paterson northerly to New York and New Jersey State line, a distance of 14.413 miles.

It is leased to the Erie Railroad Company at any annual rental of twenty-six thousand five hundred dollars ($26,500).

It is equipped and operated by the Erie Railroad Company, and the further information required by law 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 secretary and Treasurer of The Paterson and Ramapo Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

ROBERT I. HOPPER.

Sworn and subscribed before me this fifth day of January, A. D. 1909.

CLARA BOSLAND,
Notary Public, New Jersey.

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RECEIPTS AND EXPENSES FOR 1908.

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

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

Dividends paid during the year 1908, and how paid—Eight per cent. paid in cash, $23,840.

P. O .address of this company—Robert I. Hopper, secretary, Paterson, N. J.

PATERSON AND RAMAPO RAILROAD.

The road extends from Paterson, N. J., to the State line between Bergen county and the State of New York, a distance of 14.413 miles.

It is leased to the Erie Railroad Company at an annual rental of $26,500.00 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 Paterson and Ramapo Railroad, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

F. D. UNDERWOOD.

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

Dividends paid during the year 1908, and how paid—None.

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

ACCIDENTS.

None.

PEMBERTON AND HIGHTSTOWN RAILROAD COMPANY.

Capital stock paid in,	$342,150 00
Bonded debt,	160,000 00
Floating debt—None.	
Cost of road and equipments,	$502,150 00

The road extends from Pemberton, N. J., to Hightstown, N. J., a distance of 24.42 miles.

It is leased to the Union Transportation Company at an annual rental of $1,388.79, terminable at the end of any year upon six months' prior notice.

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

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

SAMUEL REA.

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Sworn and subscribed before me this second day of February, A. D. 1909.

LEWIS NEILSON,
Notary Public,
Commission Expires February 26th, 1909.

Dividends paid during the year 1908, and how paid—None.

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

ACCIDENTS.

None.

PERTH AMBOY AND WOODBRIDGE RAILROAD COMPANY.

Capital stock paid in,	$228,400 00
Bonded debt—None.	
Floating debt—None.	
Cost of road and equipments,	$356,970 70

The road extends from Rahway, N. J., to Perth Amboy, N. J., a distance of 6.43 miles.

It is operated by the Pennsylvania Railroad Company by authority of resolutions adopted by each company. This arrangement is terminable on thirty days' notice. Rental, net earnings.

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

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

SAMUEL REA.

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Sworn and subscribed before me this second day of February, A. D. 1909.

LEWIS NEILSON,
Notary Public,
Commission expires February 26th, 1909.

RECEIPTS AND EXPENSES FOR 1908.

Income from passengers,	$113,784 02
Income from freight,	106,424 69
Income from other sources,	32,006 15
Total,	$252,214 86
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	*$176,735 34

Dividends paid during the year 1908, and how paid—December 11th, 10 per cent. in cash; December 11th, extra 10 per cent. in cash.

P. O. address of this company—22 Federal street, Camden, N. J.

ACCIDENTS.

If any, reported by the Pennsylvania Railroad Company.

PHILADELPHIA AND BEACH HAVEN RAILROAD COMPANY.

Capital stock paid in,	$200,000 00
Bonded debt—None.	
Floating debt,	242,954 92
Cost of road and equipments,	$200,000 00

The road extends from Manahawkin Junction with Tuckerton Railroad to Beach Haven, N. J., a distance of 12.12 miles.

* Includes $23,741.16 taxes and other obligatory charges.

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It is operated by the Pennsylvania Railroad Company under resolutions of the Boards of Directors of both companies at an annual rental of net earnings. This arrangement terminable on thirty days' notice.

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

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

SAMUEL REA.

Sworn and subscribed before me this second day of February, A. D. 1909.

LEWIS NEILSON,
Notary Public,
Commission expires February 26th, 1909.

RECEIPTS AND EXPENSES FOR 1908.

Income from passengers,	$7,188 39
Income from freight,	3,470 93
Income from other sources,	2,434 04
Total,	$13,093 36
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	*$25,547 04

Dividends paid during the year 1908, and how paid—None.

* Includes $2,167.91 taxes and other obligatory charges.

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

ACCIDENTS.

Accidents, if any, reported by the Pennsylvania Railroad Company, lessee of the property and works of the United New Jersey Railroad and Canal Company.

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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 1908, and how paid—None.

The road extends from Brigantine Junction, on the Philadelphia and Reading Railroad, to the Island of Brigantine, a distance of fourteen miles.

RECEIPTS AND EXPENSES FOR 1908.

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

On October 9th or 10th, 1903, the company ceased all operation; on November 17th, 1903, R. D. A. Parrott, Esq., was appointed receiver; on April 15th, 1904, the property was sold under foreclosure and bought by John O. Heald, and on June 24th a deed was received, since which date the property has been held awaiting a purchaser, and has not been operated in any part at any time from October 9th, 1903, to the of this report.

P. O. address of the above company's purchaser—141 Broadway, New York.

State of New York, New York county, *ss.*—John O. Heald, being duly sworn, on his oath says that he is the purchaser of the Philadelphia and Brigantine Railroad Company, and that the foregoing statement and the annexed statement of accidents

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on the said road during the year 1908 are correct and true, to the best of his knowledge and belief.

JOHN O. HEALD.

Sworn and subscribed before me this second day of March, A. D. 1909.

E. S. Ross,
Notary Public, Rockland County,
Certificate Filed in New York County.

ACCIDENTS.

None.

PHILADELPHIA AND LONG BRANCH RAILROAD COMPANY.

Capital stock paid in,	$765,000 00
Bonded debt,	750,000 00
Floating debt,	531,444 87
Cost of road and equipments,	$1,547,520 63

The road extends from Birmingham to Bay Head, 45.72 miles; Brown's Mills Junction to Brown's Mills in the Pines, 1.82 miles; Island Heights Junction to Isand Heights, 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 terminable upon 60 days notice.

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

State of Pennsylvania, Philadelphia county, *ss.*—Samuel Rea, being duly sworn, on his oath says that he is President of the Philadelphia and Long Branch Railroad Company and that the

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

SAMUEL REA.

Sworn and subscribed before me this second day of February, A. D. 1909.

LEWIS NEILSON,
[L. S.] *Notary Public.*
My Commission Expires February 26th, 1909.

RECEIPTS AND EXPENSES FOR 1908.

Income from passengers,	$117,807 67
Income from freight,	47,482 47
Income from other sources,	17,388 84
Total,	$182,678 98

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, *$223,225 91

Dividends paid during the year 1908, and how paid—None.

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

ACCIDENTS.

Accidents, if any, reported by The Pennsylvania Railroad Company, lessee of the property and works of the United New Jersey Railroad and Canal Company.

* Includes $56,350.38 interest on bonded debt, taxes and other obligatory charges.

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THE POHATCONG RAILROAD COMPANY.

Capital stock paid in, ... $5,000 00
Bonded debt—None.
Floating debt—None.

Cost of road and equipments, ... $32,465 86

Dividends paid during the year 1908, and how paid—No dividends paid.

The road extends from Quarry, near Oxford, N. J., to D. L. & W. tracks, Oxford, N. J., a distance of 1.75 miles.

RECEIPTS AND EXPENSES FOR 1908.

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

Private road operated by the Edison Portland Cement Company, who guarantee 6 per cent. on the amount invested.

P. O. address of the above company—Orange, N. J.

State of New Jersey, Warren county, *ss.*—W. S. Mallory, being duly sworn, on his oath says, that he is Vice-President of the Pohatcong Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1908 are correct and true, to the best of his knowledge and belief.

W. S. MALLORY.

Sworn and subscribed before me this twenty-ninth day of January, A. D. 1909.

C. B. BRODY,
Att'y-at-Law of N. J.

ACCIDENTS.

None.

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THE PORT READING RAILROAD COMPANY.

Capital stock paid in,	$2,000,000 00
Bonded debt,	1,500,000 00
Cost of road and equipments,	$3,794,416 67

Dividends paid during the year 1908, and how paid—None.

The road extends from Port Reading Crossing, N. J., to Port Reading, N. J., a distance of 21.14 miles.

RECEIPTS AND EXPENSES FOR 1908.

Income from passengers—None.	
Income from freight,	$907,729 70
Income from other sources,	17,410 20
Total,	$925,139 90
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$563,762 39

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

State of Pennsylvania, Philadelphia county, *ss.*—Geo. Zeigler, 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 1908 are correct and true, to the best of his knowledge and belief.

GEO. ZEIGLER.

Sworn and subscribed before me this second day of March, A. D. 1909.

C. K. KLINK,
Notary Public.

[L. S.]

My Commission expires April 18, 1911.

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ACCIDENTS.

January 6th, 1908—Alberto Forte, employe, non-fatally injured, Port Reading, N. J. Fell off car. ———, conductor; ———, engineer.

January 9th—Herman Krauss, employe, non-fatally injured, Port Reading, N. J. Knuckle fell on foot. Joseph Salzberger, conductor; Harry Hamilton, engineer.

January 13th—Thomas Bowden, employe, non-fatally injured, Port Reading, N. J. Struck by tank board. James Toner, conductor; Barker Brown, engineer.

January 13th—Camillo Cofasso, employe, fatally injured, Port Reading, N. J. Struck by engine. Thomas Eak, conductor; Alfred Bitting, engineer.

February 25th—James Cassidy, employe, non-fatally injured, Port Reading, N. J. Fell off tender. ———, conductor; ———, engineer.

March 2d—Raffale Giurdano, employe, fatally injured. Port Reading, N. J. Struck by engine. John Closkey, conductor; David Overholt, engineer.

March 6th—Thomas Super, employe, non-fatally injured, Durham, N. J. Handling fire hook. J. J. Donohower, conductor; Geo. Slack, engineer.

March 15th—Stewart Weiss, employe, non-fatally injured, Port Reading, N. J. Slipped and fell. J. A. Smith, conductor; D. R. M. Super, engineer.

April 1st—John Gleason, employe, non-fatally injured, Port Reading, N. J. Foot scalded. ———, conductor; ———, engineer.

April 2d—Frank Kovais, employe, non-fatally injured, Port Reading, N. J. Struck by car. ———, conductor; ———, engineer.

April 4th—John J. Freel, employe, non-fatally injured, Port Reading, N. J. Struck by switch target. H. G. Buckley, conductor; Frank O. Johnson, engineer.

May 25th—A. J. Stout, employe, non-fatally injured, Port Reading, N. J. Fell from car. Thomas Eak, conductor; Alfred Bitting, engineer.

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June 21st—Nicholas Rose, employe, non-fatally injured, Port Reading, N. J. Coupling air hose. Edward Everson, conductor; Matthew Greasheimer, engineer.

September 26th—Arno F. Schmidt, employe, non-fatally injured, Durham, N. J. Fire hook fell on hand. H. C. Schafer, conductor; W. H. Hathaway, engineer.

October 29th—William Kennedy, non-employe, fatally injured, Woodbridge, Br., N. J. Struck by train. A. A. Gould, conductor; Joseph Dale, engineer.

RAHWAY VALLEY RAILROAD.

Capital stock paid in,	$49,200 00
Bonded debt,	72,000 00
Floating debt,	339,889 81
Cost of road and equipments,	$391,035 68

Dividends paid during the year 1908, and how paid—None.

The road extends from Aldene, Roselle Park, to Summit, a distance of 10 miles.

RECEIPTS AND EXPENSES FOR 1908.

Income from passengers,	$4,750 49
Income from freight,	17,889 48
Income from other sources,	775 12
Total,	$23,415 09
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$36,292 22

P. O. address of the above company—Kenilworth, N. J.

State of New York, New York county, *ss.*—W. W. Cole, being duly sworn, on his oath says, that he is President of the Rahway Valley Railroad Company, and that the foregoing statement and

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the annexed statement of accidents on the said road during the year 1908 are correct and true, to the best of his knowledge and belief.

W. W. COLE.

Sworn and subscribed before me this twenty-eighth day of January, A. D. 1909.

WALTER I. SCOTT,
A Commissioner of Deeds for the State of New Jersey in New York.

[L. S.]

ACCIDENTS.

None.

RARITAN NORTH SHORE RAILROAD COMPANY.

Capital stock paid in, ... $66,400 00

The road extends from Perth Amboy to Raritan Hollow Brick Works, with two branches, a total distance of 4.28 miles, of which there has been completed 1.75 miles.

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

State of New York, county and city of New York, *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 seventeenth day of February, A. D. 1909.

EDWARD W. CONOVER,
Foreign Commissioner of Deeds for New Jersey.

[L. S.]

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RECEIPTS AND EXPENSES FOR 1908.

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

Dividends paid during the year 1908, and how paid—None.

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

ACCIDENTS.

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

RARITAN RIVER RAILROAD COMPANY.

Capital stock paid in,	$400,000 00
Bonded debt,	400,000 00
Floating debt,	14,000 00
Cost of road and equipments,	$932,838 92

Dividends paid during the year 1908, and how paid—Two dividends of three (3) and two and one-half (2½) per cent., in all five and one-half (5½) 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, 9.02 miles.

RECEIPTS AND EXPENSES FOR 1908.

Income from passengers,	$146,054 53
Income from freight,	4,603 82
Income from other sources,	12,800 26
Total,	$163,458 61
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$103,852 29

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P. O. address of the above company—No. 15-21 Exchange Place, Jersey City, N. J.

State of New Jersey, Hudson county, *ss.*—Wm. 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 1908 are correct and true, to the best of his knowledge and belief.

WM. G. BUMSTED.

Sworn and subscribed before me this fourth day of February, A. D. 1909.

F. L. HOUGHTALING,
Notary Public of N. J.

ACCIDENTS.

March 10th—Joseph Novock, brakeman; had heel injured while uncoupling cars at Milltown, N. J. Conductor, W. Primka; engineer, John McGuire.

August 16th—Martin Shuler, carpenter; had arm broken and hand lacerated by beam while engaged in bridge construction at Milltown, N. J.

November 24th—Louis Hartman, shopman; had arm broken while staking car at South Amboy, N. J.

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RARITAN TERMINAL AND TRANSPORTATION COMPANY.

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

Dividends paid during the year 1908, and how paid—None.

The road extends from Lehigh Valley Railroad to Raritan Copper Works, a distance of about 1 mile.

RECEIPTS AND EXPENSES FOR 1908.

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

State of New York, New York county, *ss.*—D. M. Rosenthal, being duly sworn, on his oath says that he is Secretary 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 1908 are correct and true, to the best of his knowledge and belief.

D. M. ROSENTHAL.

Sworn and subscribed before me this sixth day of January, A. D. 1909.

[L. S.]

MORRIS MYERS,
Notary Public,
New York County.

ACCIDENTS.

None.

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ROCKAWAY RIVER AND MONTVILLE RAILROAD COMPANY.

Capital stock paid in,	$30,000 00
Bonded debt—None.	
Floating debt,	30,000 00
Cost of road and equipments (including cost of abandoned portion),	$60,000 00

Dividends paid during the year 1908, and how paid—None.

The road extends from Quarry, in Montville township, Morris county, N. J., to junction with Morris and Essex Railroad Company, "Boonton Branch," a distance of 1.792 miles.

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

State of New Jersey, Hudson county, *ss.*—Joseph Bedle, being duly sworn, on his oath says that he is President of the Rockaway River and Montville Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

JOSEPH D. BEDLE.

Sworn and subscribed before me this eighteenth day of February, A. D. 1909.

FRANK E. WILLIAMSON,
[L. S.] *Notary Public of New Jersey.*

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

ACCIDENTS.

None.

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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, N. J., to Rocky Hill, N. J., a distance of 2.85 miles.

It is leased to the United New Jersey Railroad and Canal Company. Lease assigned to the Pennsylvania Railroad Company, as lessee of the property and works of the United New Jersey Railroad and Canal Company. The present annual rental is six per cent. on $18,700 stock, taxes, and one hundred dollars for maintaining the organization.

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

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

SAMUEL REA.

Sworn and subscribed before me this second day of February, A. D. 1909.

LEWIS NEILSON,
[L. S.] *Notary Public,*
Commission Expires February 26th, 1909.

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RECEIPTS AND EXPENSES FOR 1908.

Income from passengers,	$2,114 99
Income from freight,	16,317 87
Income from other sources,	1,683 51
Total,	$20,116 37
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	*$19,867 19

Dividends paid during the year 1908, and how paid—Two of 3 per cent. each on $18,700 stock paid in cash.

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

ACCIDENTS.

Accidents, if any, are reported by the Pennsylvania Railroad Company, lessee of the property and works of the United New Jersey Railroad and Canal Company.

SOUND SHORE RAILROAD COMPANY.

Capital stock paid in,	$149,200 00

The road extends from Elizabeth (Broadway) to Carteret, which, with spurs, equals a distance of 6.17 miles.

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

State of New York, county and city of New York, *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 fore-

* Includes $1,294.22 rental paid for use of road and taxes.

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

W. G. BESLER.

Sworn and subscribed before me this seventeenth day of February, A. D. 1909.

EDWARD W. CONOVER,
[L. S.] *Foreign Commissioner of Deeds for New Jersey.*

RECEIPTS AND EXPENSES FOR 1908.

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

Dividends paid during the year 1908, and how paid—None.

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

ACCIDENTS.

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

THE SUSSEX RAILROAD COMPANY.

Capital stock paid in, ... $1,638,600 00

Cost of road and equipments, ... $1,930,528 45

Dividends paid during the year 1908, and how paid—None.

The road extends from Netcong to Franklin, N. J., and branch from Branchville Junction to Branchville, a distance of 30.55 miles.

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RECEIPTS AND EXPENSES FOR 1908.

Income from passengers,	$59,524 46
Income from freight,	62,335 65
Income from other sources,	32,361 49
Total,	$154,221 60

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$122,636 65

P. O. address of the above company—90 West street, New York City, N. Y.

State of New York, New York county, *ss.*—B. D. Caldwell, being duly sworn, on his oath says that he is president of the Sussex Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1908 are correct and true, to the best of his knowledge and belief.

B. D. CALDWELL.

Sworn and subscribed before me this seventeenth day of February, A. D. 1909.

JOSEPH FIELL,
[L. S.] *Notary Public, New York County.*

ACCIDENTS.

September 17th, 1908—Mains, E. P., baggageman; door closed on finger, bruising same; Newton.

September 18th—O'Leary, E. B., brakeman; cutting air hose, when car slacked ahead, slightly injuring hips; Cranberry Lake.

October 6th—Kimble, Wm., trackwalker; struck and killed by train; Newton.

December 9th—Wise, J., struck driving over crossing; head cut, body bruised; Augusta.

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

W. G. BESLER.

Sworn and subscribed before me this seventeenth day of February, A. D. 1909.

EDWARD W. CONOVER,

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

RECEIPTS AND EXPENSES FOR 1908.

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

Dividends paid during the year 1908, and how paid—None.

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

ACCIDENTS.

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

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TOMS RIVER AND BARNEGAT RAILROAD COMPANY.

Capital stock paid in, ... $75,300 00

The road extends from Toms River to aBrnegat, a distance of 14.741 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, county and city of New York, *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 seventeenth day of February, A. D. 1909.

EDWARD W. CONOVER,

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

RECEIPTS AND EXPENSES FOR 1908.

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

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

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

ACCIDENTS.

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

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TRENTON, LAWRENCEVILLE AND PRINCETON RAILROAD COMPANY.

Capital stock paid in,	$200,000 00
Bonded debt,	100,000 00
Floating debt,	257,894 30
Cost of road and equipments,	$557,894 30

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

The road extends from Trenton, N. J., to Stony Brook, N. J., a distance of 9.59 miles. Trenton, Lawrenceville and Princeton Extension Railroad, Stony Brook to Princeton, 1.44 miles.

RECEIPTS AND EXPENSES FOR 1908.

Income from passengers,	$43,816 77
Income from freight,	11,184 57
Income from other sources—None.	
Total,	$55,001 34
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$38,522 12

REMARKS.

This report includes the Trenton, Lawrenceville and Princeton Extension Railroad from Stony Brook, N. J., to Princeton, 1.44 miles.

State of New Jersey, Mercer county, *ss.*—C. M. Bates, being duly sworn, on his oath says that he is president of the Trenton, Lawrenceville and Princeton Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1908 are correct and true to the best of his knowledge and belief.

C. M. BATES.

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Sworn and subscribed before me this nineteenth day of March, A. D. 1909.

WILLIAM S. MILLS,
[L. S.] *Notary Public of New Jersey.*

ACCIDENTS.

None.

TRENTON AND NEW BRUNSWICK RAILROAD.

Capital stock paid in,	$1,000,000 00
Bonded debt,	1,000,000 00
Floating debt (including $75,000.00 account interest on bonds),	163,299 60
Cost of road and equipments,	$1,859,054 41

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

The road extends from near Trenton to Milltown, N. J., a distance of 23.107 miles.

RECEIPTS AND EXPENSES FOR 1908.

Income from passengers,	$59,013 46
Income from freight—None.	
Income from other sources,	623 59
Total,	$59,637 05
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$38,487 14

P. O. address of the above company—Liberty and Adeline streets, Trenton, N. J.

State of New Jersey, Mercer county, *ss.*—David F. Carver, being duly sworn, on his oath says that he is Receiver of the Trenton and New Brunswick Railroad Company, and that the foregoing statement and the annexed statement of accidents on

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the said road during the year 1908 are correct and true, to the best of his knowledge and belief.

DAVID F. CARVER.

Sworn and subscribed before me this twenty-ninth day of January, A. D. 1909.

[L. S.]

ALBERT A. TAYLOR, JR.,
Notary Public New Jersey.

ACCIDENTS.

May 25th, 1908—B. F. Kelly, slight bruises and shocks, caused by driving on track at Edinburg Road Crossing in front of car. Motorman, L. Temple; conductor, C. Farr.

May 25th—Robert Burroughs, same injury, etc., as preceding report.

September 13th—Miss A. Hutton, passenger, thumb sprained, caused by cars bumping while changing cars at power house. Motorman, W. Vandegrift; conductor, E. Johnson.

September 13th—Mrs. Mary C. Hoff, passenger, nervous shock; cause same as preceding report.

TRENTON TERMINAL RAILROAD COMPANY.

Capital stock paid in,	$15,000 00
Bonded debt,	15,000 00
Cost of road and equipments,	$30,000 00

The road extends from Olden avenue and Liberty street to Trenton and New Brunswick Railroad, a distance of 7/8ths of a mile.

It is leased to the Camden and Trenton Railway Company at an annual rental of $1,000 per year.

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

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State of New Jersey, Burlington county, *ss.*—Mitchell B. Perkins, being duly affirmed, on his solemn affirmation says that he is Treasurer of the Trenton Terminal Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

MITCHELL B. PERKINS.

Affirmed and subscribed before me this first day of April, A. D., 1909.

CHAS H. ZIEGLER,
Notary Public.

[L. S.]

THE TUCKERTON RAILROAD COMPANY.

Capital stock paid in,	$552,241 54
Bonded debt,	99,882 50
Floating debt,	4,405 83
Cost of road end equipments,	$631,409 25

Dividends paid during the year 1908, and how paid—None.

The road extends from Whitings, N. J., to Tuckerton, N. J., a distance of 29 miles.

RECEIPTS AND EXPENSES FOR 1908.

Income from passengers,	$31,888 74
Income from freight,	28,417 69
Income from other sources,	4,773 78
Total,	$65,080 21
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$65,265 54

P. O. address of the above company—Tuckerton, N. J.

State of Pennsylvania, Philadelphia county, *ss.*—Richard Ashhurst, being duly sworn, on his oath says, that he is President of

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the Tuckerton Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1908 are correct and true, to the best of his knowledge and belief.

RICHARD ASHHURST.

Sworn and subscribed before me this fourteenth day of January, A. D. 1909.

JOHN STOCKBURGER,
[L. S.] *Notary Public,*
Commission expires January 21st, 1914.

ACCIDENTS.

None.

UNION TRANSPORTATION COMPANY.

State of New Jersey, Ocean county, *ss.*—Frank S. Gaskill, being duly sworn, on his oath says, that he is President of the Union Transportation Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

FRANK S. GASKILL.

Sworn and subscribed before me this twenty-fifth day of February, A. D. 1909.

W. SCOTT CHAFEY,
[L. S.] *Notary Public.*

RECEIPTS AND EXPENSES FOR 1908.

Income from passengers,	$37,543 94
Income from freight,	21,200 87
Income from other sources,	5,338 53
Total,	$64,083 34

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Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, $60,997 53

Dividends paid during the year 1908, and how paid—Paid semi-annual 2½ per cent.; total, $1,012.50.

P. O. address of this company—New Egypt, N. J.

ACCIDENTS.

None.

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,	$60,234,322 61

The road extends from Camden to Amboy, from Trenton to Jersey City, with branches and connections, a distance of 463.73 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 ten per centum per annum on the capital stock and the interest on its bonds, organization expenses, 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.*—Thos. 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.

THOMAS OAKES.

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Sworn and subscribed before me this sixth day of February, A. D. 1909.

JOHN M. HAGUE,
[L. S.] *Notary Public New Jersey.*

RECEIPTS AND EXPENSES FOR 1908.

Income from passengers,	$11,779,009 48
Income from freight,	18,526,579 78
Income from other sources,	3,182,760 51
Total,	$33,488,349 77
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$31,047,499 03
	$2,440,850 74
Dividends paid during the year 1908, and how paid—Ten per centum on capital stock, paid quarterly by The Pennsylvania Railroad Company,	$2,124,040 00

P. O. address of this company—P. O. box 236, Trenton, N. J.

ACCIDENTS.

Persons Killed or Injured by Moving Trains While Crossing the Tracks.

January 5th, 1908—John Bumstead, killed at Elizabeth, N. J.; Mrs. Chandler, injured at Elizabeth, N. J.; Violet Chandler, injured at Elizabeth, N. J.; Lillie Chandler, injured at Elizabeth, N. J.; Clara Chandler, injured at Elizabeth, N. J.; Harry Howard, injured at Elizabeth, N. J.; Mrs. Harry Howard, injured at Elizabeth, N. J. C. W. Parks, conductor; W. Keefe, engineman.

April 11th—C. McCullum, killed at Trenton, N. J. J. S. Buckley, conductor; T. Towell, engineman.

April 25th—C. H. Rhine, injured at Linden, N. J. J. L. Riland, conductor; W. Gurney, engineman.

May 18th—C. Langbein, injured at Colonia, N. J. C. C. Howard, conductor; C. Metz, engineman.

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July 25th—Steve Shetlak, killed at Rahway, N. J. R. C. Buggy, conductor; N. Bratton, engineman.

August 5th—Peter Shuck, injured at Newark, N. J. T. L. Ferree, conductor; F. Disbrow, engineman.

December 4th—W. Zebroskie, killed at New Brunswick, N. J. R. W. Atkinson, conductor; B. F. Smith, engineman.

Persons Struck by Passing Trains and Killed or Injured While Walking or Standing on the Tracks.

February 10th, 1908—Unknown man, killed at Elizabeth, N. J. H. W. Feaster, conductor; C. Devinney, engineer.

March 4th—F. W. Fay, R. Miller, killed at Rahway, N. J. J. S. Nolan, conductor; W. H. Elliott, engineer.

March 9th—Julius Saffo, injured at Waverly, N. J. C. C. Howard, conductor; H. Fackenthall, engineer.

April 9th—Unknown man, killed at Metuchen, N. J. L. R. Booz, conductor; H. Metz, engineer.

April 25th—Adam Witteman, killed at Elizabeth, N. J. B. S. Quinland, conductor; E. A. Benner, engineer.

April 27th—Jos. Noonan, killed at Monmouth Junction, N. J. J. S. Buckley, conductor; J. Maloney, engineer.

May 1st—Unknown man, killed at Plainsboro, N. J. L. M. Silance, conductor; D. W. Kerr, engineer.

May 6th—Isadore Schmidt, injured at Newark, N. J. E. Cook, conductor; T. W. Ryan, engineer.

May 10th—Charles Green, injured at Princeton, N. J. J. E. Clothier, conductor; C. H. Cubberly, engineer.

June 11th—Robert West (colored), killed at Newark, N. J. O. P. Barkman, conductor; L. B. Mead, engineer.

June 16th—James Lon, killed at Millstone Junction, N. J. H. Danenhour, conductor; J. Vandegrift, engineer.

October 17th—Norris Earle (colored), injured at South Elizabeth, N. J. C. D. Harrold, conductor; C. Cain, engineer.

October 26th—Mrs. C. M. Frisch, killed at Newark, N. J. L. W. Wickward, conductor; J. Freeman, engineer.

October 30th—John Shighal, killed at Newark, N. J. E. D. Titus, conductor; T. C. Smith, engineer.

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November 6th—Unknown man (colored), killed at Rahway, N. J. J. F. P. Williams, conductor; E. Wright, engineer.

November 24th—Mrs. B. Cramer, killed at South Elizabeth, N. J. E. J. Armstrong, conductor; W. D. Barnes, engineer.

December 17th—Richard Whalen, killed at South Elizabeth, N. J. J. B. Eshelman, conductor; T. Sheerin, engineer.

December 24th—Unknown man, killed at Long Branch Junction, N. J. H. L. Allen, conductor; A. Rodges, engineer.

Persons Found Killed or Injured Lying Alongside of Tracks, Supposed to Have Been Struck by Passing Trains or by Attempting to Jump Off or On Moving Trains. Circumstances, What Trains, What Conductors or Enginemen Unknown.

January 9th, 1908—W. Shimokonis, killed at Jersey City, N. J.

January 13th—I. C. Steton, killed at Iselin, N. J.

January 13th—A. H. Donovan, killed at Iselin, N. J.

February 1st—Mrs. M. S. Goodwin, killed at Trenton, N. J.

March 25th—Unkonwn man, killed at Lawrence, N. J.

April 29th—John Max, killed at Monmouth Junction, N. J.

May 24th—Unknown man, killed at Iselin, N. J.

May 28th—Unknown man, killed at Newark, N. J.

June 15th—Unknown man (colored), killed at Stelton, N. J.

June 27th—Louis Ellerston, killed at New Brunswick, N. J.

August 29th—Unknown man, killed at Lawrence, N. J.

September 10th—Chas. F. Crogan, killed at Hars Cove, Jersey City, N. J.

September 28th—Warren L. Leffel, injured at Hars Cove, Jersey City, N. J.

October 7th—Frank Wilson, injured at Linden, N. J.

December 15th—W. J. Smith, injured at Jersey City, N. J.

December 15th—George Wonder, injured at Deans, N. J.

December 21st—Unknown man, killed at Millham Junction, N. J.

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Persons Killed or Injured in Attempting to Get Off or On Moving Trains.

February 27th, 1908—Harry Leppie, injured at Waverly, N. J. J. A. Willis, conductor; J. H. Cooper, engineer.

March 5th—Chas. Aiehle, injured at Newark, N. J. ——, conductor; ——, engineer.

March 7th—Edward Klug, killed on W. and P. R. R. at Newark, N. J. Geo. W. Allen, conductor; F. H. Silvers, engineer.

March 12th—Edw. Scallan, J. Sullivan, injured at Elizabeth, N. J. R. Bright, conductor; C. Ebe, engineer.

March 19th—Jos. Stegali, killed at Waverly, N. J. W. Bennett, conductor; T. Stackhouse, engineer.

April 14th—L. Stahlberger, killed at Rahway, N. J. G. W. Wedler, conductor; T. W. Maxwell, engineer.

April 23d—Andrew Impeor, injured at Jersey City, N. J. J. H. Lanning, conductor; J. Monroe, engineer.

April 24th—F. Bennett (colored), injured at Monmouth Junction, N. J. F. E. Van Dyke, conductor; J. C. Lee, engineer.

May 8th—Joe Mink, injured at Princeton Junction, N. J. J. H. Wilkenson, conductor; E. C. William, engineer.

June 3d—Unknown man, killed at Millham Junction, N. J. Thos. Snyder, conductor; A. J. Dorwait, engineer.

June 4th—J. Taylor (colored), injured at Newark, N. J. M. J. O'Rourke, conductor; W. H. Holland, engineer.

July 2d—John Balenski, injured at Hars Cove, Jersey City, N. J. M. Spille, conductor; J. W. Hegel, engineer.

July 8th—Benj. Hunber, injured at Newark, N. J. L. M. Hampton, conductor; W. Gordon, engineer.

July 29th—Mrs. A. L. Pryer (colored), injured at Princeton, N. J. J. E. Clothier, conductor; C. H. Cubberly, engineer.

August 1st—Wm. L. Stockton, killed at Newark, N. J. J. Buckley, conductor; R. A. Blake, engineer.

August 4th—Mrs. A. Davis, injured at Jersey City, N. J. J. Buckley, conductor; J. A. Hennicker, engineer.

August 6th—Frank Aken, injured at Waverly, N. J. G. A. Wesley, conductor; W. Bennett, engineer.

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August 13th—John McCloskey, killed at Waverly, N. J. T. Foster, conductor; R. T. Brurer, engineer.

October 29th—Fred. Rosskamp, injured at Rahway, N. J. J. M. Curran, conductor; J. Freeman, engineer.

November 14th—Michael Yenski, injured at Iselin, N. J. J. H. Knowles, conductor; G. Seward, engineer.

Persons Other than Employes Killed or Injured in Other Ways Than as Above Mentioned.

January 31st—W. P. Meeker, fell while boarding train at Jersey City, N. J., bruising left hip, side and arm. J. Rowland, conductor; E. Reynolds, engineman.

February 8th—Charles S. Simpkins, fell while boarding train at Jersey City, N. J., bruising left shin. C. W. Parks, conductor; M. W. Rue, engineman.

February 25th—Miss E. Selesky, fell, injuring left knee, while alighting from train at Newark, N. J. W. C. Knowles, conductor; F. L. Bradbury, engineman.

April 28th—J. Long, A. Miller, M. Flord, B. F. McDonnell, J. J. Straub, injured in wreck of extra A-6 and passenger train No 304 at Elizabeth, N. J. F. Cake and L. P. Booz, conductors; N. Forman and J. Monroe, enginemen.

June 14th—James Velta, finger injured by car window falling on hand in train No. 78, at New Brunswick, N. J. L. H. Pennepacker, conductor; A. A. Neisser, engineman.

June 18th—M. H. Rosenstein, finger injured by car door closing on hand in train No. 202, at Newark, N. J. C. R. Evans, conductor; G. H. Burtin, engineman.

June 29th—F. Cully, ankle fractured between bumpers of cars while stealing a ride on extra No. 1158, at Trenton, N. J. B. F. Wiltse, conductor; F. A. Weatherby, engineman.

June 28th—L. Markowitz, finger bruised by car window falling on hand in train No. 428, at Linden, N. J. J. L. Riland, conductor; A. E. Harris, engineman.

July 6th—Mrs. E. Sheridan, fell while alighting from train No. 111, at Trenton, N. J., injuring her back. C. W. Parks, conductor; S. Simpson, engineman.

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July 14th—E. F. Keiser, face cut by glass thrown through window of car in train No. 327, at Jersey City, N. J. J. L. Riland, conductor; O. Shipley, engineman.

July 19th—Mrs. H. Harris, fell, injuring leg, while alighting from train No. 248, at Newark, N. J. J. H. Kearney, conductor; Edw. Carr, engineman.

July 28th—F. M. Kanouse, forehead cut by stone thrown through car window of train No. 363, at Harrison, N. J. W. Van Buskirk, conductor; G. Killey, engineman.

August 23d—Mrs. Rose Burke, fell while alighting from train No. 415, at New Brunswick, N. J., bruising left arm. J. L. Riland, conductor; L. Ganong, engineman.

September 3d—C. C. Hendrickson, shoulder bruised by being thrown in car, caused by cars being drilled against car, at Jersey City, N. J. S. Shanahan, conductor; A. E. Davis, engineman.

September 4th—Mrs. E. Owen, hand injured by car door closing on hand in car on train No. 308, at Newark, N. J. A. White, conductor; T. J. Carroll, engineman.

September 6th—F. P. McCarthy, walked off train No. 101 in his sleep, at Trenton, N. J., sustaining scalp wound, injuring hand, back and elbow. W. C. Knowles, conductor; O. Pancost, engineman.

October 29th—Mrs. A. Remer, fell from platform of car in train No. 14 while enroute, at Marion, N. J., breaking left arm. S. Benard, conductor; J. H. Toms, engineman.

November 5th—Mrs. A. Hagen, while alighting from train No. 359, while in motion, at South street, Newark, N. J., fell, injuring head and elbow. Jos. Rowland, conductor; W. H. Elliott, engineman.

December 12th—Mrs. M. Augemblick, while alighting from train No. 132, at South street, Newark, N. J., stepped between bridge girder and car step, sustaining a contusion of right leg. J. Mooney, conductor; C. Stickel, engineman.

Employes Killed or Injured While Coupling or Handling Cars at Stations.

January 3d, 1908—Robt. G. Weible, injured at Waverly, N. J. D. Wilson, conductor; F. Burness, engineman.

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Januray 3d—C. M. Hunniwell, injured at Waverly, N. J. H. C. Oppel, conductor; R. A. Blake, engineman.

January 18th—Wm. Ramphrey, killed at Millham Junction, N. J. A. Preston, conductor; A. Martin, engineman.

January 19th—J. H. Ralph, injured at Greenville, N. J. P. Moore, conductor; H. Howerter, engineman.

January 24th—James Flack, injured at Newark, N. J. Wm. Brown, conductor; W. Hutchinson, engineman.

January 26th—Martin Crane, injured at Harsimus Cove, Jersey City, N. J. C. E. Cyster, conductor; E. F. Astfalk, engineman.

February 11th—J. M. Smith, injured at Meadows, N. J. W. H. Hess, conductor; B. R. Dixon, engineman.

February 17th—W. J. Long, injured at Waldo Avenue Yard, Jersey City, N. J. P. J. Gaffney, conductor; A. H. Cocharane, engineman.

February 20th—Walter W. Terry, killed at Colonia, N. J. W. W. Terry, conductor; C. Metz, engineman.

February 28th—Jas. A. Keenan, injured at Harsimus Cove, Jersey City, N. J. Jas. A. Keenan, conductor; Wm. W. Sanford, engineman.

March 1st—Otto A. Pfifferling, injured at Harsimus Cove, Jersey City, N. J. C. E. Cyster, conductor; E. F. Astfalk, engineman.

March 14th—Arthur A. Gall, injured at Millstone Junction, N. J. F. Easterline, conductor; C. Spillenger, engineman.

March 18th—Thos. McCabe, injured at Harsimus Cove, Jersey City, N. J. C. M. Robinson, conductor; W. C. Johnson, engineman.

March 27th—W. Denniston, injured at Harsimus Cove, Jersey City, N. J. C. M. Robinson, conductor; E. J. Brands, enginman.

April 13th—Jas. A. Caldwell, killed at Monmouth Junction, N. J. H. G. Duval, conductor; O. H. Pancoast, engineman.

April 20th—J. P. Harrigan, injured at Jersey City, N. J. L. J. Reed, conductor; J. T. Lowenburg, engineman.

April 27th—Fred Battleson, injured at Greenville, N. J. H. S. Blake, conductor; W. H. Dingee, engineman.

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May 5th—H. G. Cochran, injured at New Brunswick, N. J. G. H. Williams, conductor; F. Howard, engineman.

May 8th—Chas. H. Howard, injured at Meadows, N. J. T. F. Boylan, conductor; W. Wilson, engineman.

May 12th—Jas. D. Donnelley, fatally injured at Harsimus Cove, Jersey City, N. J. D. F. McDermott, conductor; W. B. Green, engineman.

May 14th—L. T. Pritchard, injured at Princeton, N. J. T. Van Horn, conductor; M. Shelly, engineman.

May 21st—David Cohen, injured at Waverly, N. J. Geo. Gellock, conductor; C. A. Lane, engineman.

May 23d—C. V. Imlay, killed at Jersey City, N. J. A. Ackeroyd, conductor; H. Bean, enginmean.

May 28th—J. Sheehan, W. G. Manning, injured at Middlebush, N. J. J. Sheehan, conductor; F. Heneman, engineman.

May 30th—C. A. Henning, injured at Iselin, N. J. J. H. Pedrick, conductor; H. W. Dillon, engineman.

May 30th—Jos. A. Rogers, injured at Millstone Junction, N. J. A. Hartpence, conductor; J. T. Kelty, engineman.

May 31st—A. R. Auble, injured at Waverly, N. J. L. M. Hampton, conductor; J. J. Peterson, engineman.

June 15th—Chas. H. Roberts, injured at Harsimus Cove, Jersey City, N. J. J. A. Quinn, conductor; C. Spillenger, engineman.

June 19th—Hugh Murray, injured at Jersey City, N. J. C. F. McCarthy, conductor; J. Stebler, engineman.

June 23d—Wm. Roberts, J. Holman, Robert Donnelly, killed at Stelton, N. J. J. Cafferty, conductor; Wm. Roberts, engineman.

June 27th—Robt. E. Sibbitt, injured at Waverly, N. J. R. E. Sibbitt, conductor; W. G. Bartlett, engineman.

July 7th—F. P. Kenehan, injured at Harsimus Cove, Jersey City, N. J. T. Dempsey conductor; J. P. Mason, engineman.

July 21st—M. Purcell, injured at Jersey City, N. J. M. Purcell, conductor; C. Bogart, engineman.

July 21st—J. W. Fairbanks, injured at Monmouth Junction, N. J. H. Shaffer, conductor; W. E. Browning, engineman.

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July 31st—W. A. Skinner, injured at Millstone Junction, N. J. D. H. Cortin, conductor; E. C. Williams, engineman.

August 5th—P. J. Sullivan, injured at Plainsboro, N. J. J. S. Rogers, conductor; H. Ayers, engineman.

August 11th—Jas. Lawless, injured at Lawrence, N. J. E. J. Armstrong, conductor; J. H. McMurtry, engineman.

September 5th—C. A. Bastian, injured at Trenton, N. J. H. H. Large, conductor; F. Howard, engineman.

September 6th—W. Denniston, injured at Harsimus Cove, Jersey City, N. J. J. F. Welsh, conductor; W. B. Green, engineman.

September 25th—H. E. Tettemer, injured at Lawrence, N. J. M. E. Ayers, conductor; J. W. Foster, engineman.

October 10th—V. O. Longstreet, killed; C. W. Malmsbury and E. T. Prickett, injured, at Newark, N. J. C. W. Malmsbury, conductor; H. C. Trout, engineman.

October 12th—Michael Cadden, killed at Harsimus Cove, Jersey City, N. J. J. Fallon, conductor; J. W Donnelly, engineman,

October 25th—M. Robbins, injured at Waverly, N. J. J. Wilcox, conductor; Wm. B. Purt, engineman.

October 31st, John J. Ford, injured at Waverly, N. J. C. W. Peel, conductor; B. W. Twible, engineman.

November 5th—W. T. McGee, injured at Newark, N. J. O. P. Barkman, conductor; L. B. Mead, engineman.

November 10th, E Peterson, injured at Jersey City, N. J. S. LeBar, conductor; S. Young, engineman.

November 16th—Amos M. Woodward, injured at Jersey City, N. J. E. Heaton, conductor; J. S. McKenzie, engineman.

November 16th—Wm. H. Kent, injured at Newark, N. J. H. C. Seib, conductor; E. G. Salter, engineman.

November 19th—W. F. R. Fisher, injured at Millham Junction, N. J., S. A. Stokes, conductor; T. E. Marshall, engineman.

November 22d—F. C. Fredericks, injured at Greenville, N. J. J. F. Boran, conductor; T. Mooney, engineman.

November 30th—H. Hodgkinson, injured at Meadows, N. J. A. Sidler, conductor; J. Stebler, engineman.

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December 1st—T. J. Beagen, injured at Harsimus Cove, Jersey City, N. J. D. F. McDermott, conductor; W. B. Green, engineman.

December 11th—J. J. Doyle, injured at Jersey City, N. J.; G. E. Ruddy, conductor; C. Dewey, engineman.

December 11th—John J. Gaffney, injured at Waldo Ave. Yard, Jersey City, N. J. C. H. Bowman, conductor; H. F. Mathews, engineman.

December 12th—Hugh Murray, injured at Harsimus Cove, Jersey City, N. J. H. Simons, conductor; C. Stiles, engineman.

December 17th—J. Flaherty, J. F. Howlett, injured at Harsimus Cove, Jersey City, N. J. J. W. Greenleaf, conductor; J. W. Boyce, engineman.

December 17th—Chas. T. Jamison, injured at Trenton, N. J. J. S. Rogers, conductor; H. M. Ayers, engineman.

Employes Killed or Injured by Accident as Stated.

January 11th—Wm. Hellings, while working on the track at Jersey City, N. J., he was struck by train No. 62, fracturing his skull. J. W. Bostwick, conductor; F. B. Eshelman, engineman.

January 13th—Izydore Racyla, while passing between cars at Jersey City, N. J., he was caught and crushed to death. T. Lawless, conductor; J. McKenzie, engineman.

January 25th—Frank Lantolfa, struck and killed by an unknown train while patroling tracks at Newark, N. J.

March 30th—John G. Runyon, struck by Extra No. 1027 while crossing the tracks at Trenton station, Trenton, N. J. Nose fractured, concussion of the brain. C. Rich, conductor; J. H. McElroy, engineman.

April 5th—Wm. G. Geddis, struck and killed by train No. 25, while walking on the track at Millham Junction, N. J. E. C. Cline, conductor; J. Henderson, engineman.

April 14th—M. C. Thorpe (colored), while attempting to jump on engine No. 1223 at Jersey City, N. J., fell under, having both feet crushed. W. H. Gordon, engineman.

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April 26th—John E. Shannon, struck and killed by engine No. 1111, while crossing the tracks at Jersey City, N. J. J. M. Lawler, conductor; M. F. Lee, engineman.

April 28th—R. G. Wible, W. M. Barford, W. P. Emery, injured in wreck of Extra No. A 6, and train No. 304, at Elizabeth, N. J. F. Cake, L. P. Booz, conductors; W. Forman, J. Monroe, enginemen.

May 21st—Toni Koncler, struck and killed by train No. 86, while working on the tracks at Rahway, N. J. W. G. Stewart, conductor; A. B. Ryan, engineman.

June 1st—P. Fabricatore, found dead lying on the tracks at Plainsboro, N. J., struck and killed by an unknown train.

July 22d—W. A. White, fell while jumping on car at Greenville, N. J., cutting his head and shoulder. D. J. Cronin, conductor; J. B. Boyle, engineman.

September 8th—Patrick Meehan, struck by engine No. 511, while working on the tracks at Jersey City, N. J., injuring his back and cutting his head. Ed. Heaton, conductor; J. S. McKenzie, engineman.

September 10th—James Varga, fell while getting off car at Millstone Junction, New Brunswick, N. J., left leg broken. J. Cafferty, conductor; F. Henneman, engineman.

September 18th—Entizio Egidi—While working on the tracks at Trenton, N. J., he was struck by Extra No. 2682, sustaining a scalp wound and contusion of side. W. L. Vanderwater, conductor; W. C. Smith, engineman.

September 28th—Antonio Colasuld, while crossing the tracks at Jersey City, N. J., he was struck by train No. 118, sustaining a scalp wound. F. Farber, conductor; E. W. Killey, engineman.

September 29th—Jas. J. Clifford, caught between engine and round house at Waldo Ave. Yard, Jersey City, N. J., and crushed to death. A. Schegel, engineman.

September 29th—S. F. Engle, left hand crushed between coupler of cars while repairing car at Waverly, N. J. J. Frank, conductor; C. W. Wenke, engineman.

October 17th—Wm. D. Reid, while looking for hot box on engine No. 2543, was struck by track fence at Colonia, N. J.,

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throwing him under engine, cutting right foot off. H. B. Rue, conductor; B. K. Dixon, engineman.

October 26th—George Klaga, while patroling tracks at Rahway, N. J., struck and killed by extra No. 433. D. Wilt, conductor; A. B. White, engineman.

November 19th—Wm. F. Coyne, Jr., fatally injured while jumping on extra No. 557 at Rahway, N. J. L. D. Bunn, conductor; G. C. Moot, engineman.

November 24th—Paul Durando, struck and killed by train No. 28 on Commercial Dock Bridge, Newark, N. J. H. Leonard, conductor; G. Ewing, engineman.

All the above-named conductors and enginemen are still in the employ of the company, except the following:

W. W. Terry, conductor, killed at Colonia; W. Roberts, engineman, killed at Stelton.

Persons Killed by Trains While Crossing Tracks.

February 3d, 1908—Meyer Rotman, killed at Roebling, N. J. S. Bell, conductor; A. Fennimore, engineer.

February 28th—Dr. W. H. Giberson, killed at Cooper street crossing, Beverly, N. J. W. A. Gwynne, conductor; B. F. Lucas, engineer.

September 2d—Ferdinand DiGuilio, killed at Riverside. Jos. Allen, conductor; J. Conrad, engineer.

September 26th—Mrs. Anna J. Garrett, fatally injured at Burlington, N. J. T. A. Robertson, conductor; Wm. Downs, engineer.

October 22d—Michael Daley, killed at Tennent, N. J. W. E. VanDusen, conductor; E. E. Bouse, engineer.

Persons Injured by Trains While Crossing Tracks.

January 6th, 1908—James Green, head, arm and leg injured at Thompson street, E. Burlington, N. J. W. R. Adams, conductor; W. Proble, engineer.

February 3d—Abraham Rotman, badly injured about head and body at Roebling, N. J. S. Bell, conductor; A. Fennimore, engineer.

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April 6th—Geo. Furrow, head and hip injured at Camden, N. J. H. Smith, conductor; Thos. Stanton, engineer.

December 24th—John B. Nutt, body bruised and otherwise injured at Pemberton, N. J. H. Rue, conductor; A. E. Jones, engineer.

December 28th—Edward Allen, fatally injured at Lumberton, N. J. T. A. Robertson, conductor; W. G. Morgan, engineer.

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

January 1st, 1908—Frank Jansik, killed at Cambridge, N. J. L. S. Paxson, conductor; C. S. Miller, engineer.

April 4th—James Flynn, killed at West Moorestown. S. G. Crockford, conductor; F. C. Stults, engineer.

May 25th—Israel Vaughn, seriously injured near Windsor. H. B. McCue, conductor; C. A. Jobes, engineer.

June 4th—Mrs. F. H. Wilkinson, killed at Merchantville, N. J. J. L. Richey, conductor; H. Crispin, engineer.

June 5th—Augustus Keller, badly injured at Bordentown. H. M. Fritzinger, conductor; I. T. Rodgers, engineer.

September 2d—Albert Knoll, killed near Ernston, N. J. J. V. Murray, conductor; E. Cain, engineer.

September 16th—Northern Kleinz, fatally injured at Merchantville, N. J. C. Hinchman, conductor; Geo. E. Morris, engineer.

October 8th—Daniel Malan, killed at Hightstown, N. J. H. G. VanMarter, conductor; Frank Stratton, engineer.

October 20th—Walter Stackhouse, fatally injured at Beverly, N. J. W. B. Gaskill, conductor; W. T. Perry, engineer.

November 28th—Jan. Golemiec, found dead on track near Ernston. Train unknown.

December 4th—Wm. Clouser, killed at Hightstown, N. J. J. H. Duncan, conductor; J. Worts, engineer.

Persons Killed or Injured Getting On or Off Moving Trains.

January 17th, 1908—Beulah Platt, side bruised by getting off at Mt. Holly, N. J. C. Hinchman, conductor; W. R. Springer, engineer.

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April 22d—Hugh Riley, right leg crushed jumping on at Spotswood. A. P. Leland, conductor; T. Mount, engineer.

May 4th—C. H. Love, head injured jumping off at Moorestown, N. J. F. Johnson, conductor; W. F. Reynolds, engineer.

May 6th—Albert J. Clarke, head injured jumping off at Delanco. J. Gordon, conductor; C. Jobes, engineer.

July 8th—Clinton Dubell, left leg injured jumping on at Yardville. Train unknown.

July 31st—Mabel Marlove, slightly bruised getting off at Sea Side Park. F. H. Dey, conductor; W. C. Lewis, engineer.

August 8th—Max. Kapolin, Union News agent, head bruised getting off at Camden. E. F. Conner, conductor; T. H. Joiner, engineer.

August 11th—Fred Harms, fatally injured, jumping on at Brown's Mills Junction. E. Neuman, conductor; H. Lougheed, engineer.

August 18th—Simon Friedman, head cut and bruised getting off at Bordentown. Jos. Allen, conductor; J. Conrad, engineer.

August 28th—Edward Hyman, bruised getting off at Burlington. J. H. Duncan, conductor; J. Worts, engineer.

October 9th—Michael McKenna, head bruised jumping off at Camden. W. A. Gwynne, conductor; Jos. Conrad, engineer.

Persons Killed or Injured by Other Causes.

January 1st—William McCann, head and body injured by falling through railroad bridge at Bordentown.

February 7th—Geo. Bowker, hand injured by car door at Trenton. W. W. Gaskill, conductor; H. Harker, engineer.

February 20th—Mrs. C. R. Wolcott, leg bruised by fall in coach near Perkins, N. J. W. W. Gaskill, conductor; W. Jobes, engineer.

March 4th—Mrs. G. H. Kees, knees injured by fall in coach at Delair. A. L. Johnson, conductor; W. Jobes, engineer.

March 1st—Solomon Mintz, shoulder injured by fall getting off train at Freehold. J. G. Brown, conductor; H. Fine, engineer.

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April 13th—Mrs. S. K. Webster, left arm injured by fall getting off train at Palmyra. E. W. Ancker, conductor; C. Emmons, engineer.

May 6th—Mrs. N. S. Beekley, back injured by fall getting off train at Riverton. W. W. Gaskill, conductor; W. B. Jobes, engineer.

May 12th—Mrs. Fred. McCue, back and head injured by fall getting off train at Hightstown. D. R. Blizard, conductor; J. Kugler, engineer.

May 9th—Frank Crouch, head injured by broken glass in coach at Bordentown. H. G. VanMarter, conductor; W. G. Riley, engineer.

May 15th—R. S. McDowell, right hand injured by car door at Bordentown. J. H. Duncan, conductor; J. R. Worts, engineer.

May 16th—Miss Anita Collins, shoulder injured by fall getting off train at Camden. A. L. Johnson, conductor; H. Southard, engineer.

May 25th—C. K. Graham, face cut by broken glass in coach at Camden. E. W. Ancker, conductor; H. Swain, engineer.

May 31st—F. H. Middleton, left hand and leg cut by fall getting on train at Hainesport. J. V. Murray, conductor; F. Jones, engineer.

June 1st—C. W. Albertson, left hand injured by car window near Riverside H. G. VanMarter, conductor; W. G. Riley, engineer.

June 13th—Mrs. D. Smith, knee bruised by fall getting off train at Edgewater Park. Jos. Dowell, conductor; B. F. Lucas, engineer.

June 17th—Mrs. Mattie Whitings, arms and back injured by fall getting off train at Palmyra. W. W. Gaskill, conductor; Frank Jones, engineer.

June 19th—Miss Esther Quigg, arm bruised by car window at Camden. W. W. Gaskill, conductor; Frank Jones, engineer.

June 20th—H. F. Schofield, right hand bruised by car window near Pavonia. E. Stout, conductor; Wm. Boone, engineer.

June 27th—Unknown man, ankle sprained while getting off train at Bordentown. J. H. Duncan, conductor; J. Worts, engineer.

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July 8th—Mrs. Emma J. Stone, arm injured by fall getting off train at Roebling. W. W. Gaskill, conductor; T. Jobes, engineer.

July 18th—Mrs. P. Hoffman, back and leg injured by fall in coach at Waretown Junction. Jos. Dowell, conductor; W. Morgan, engineer.

July 23d—Rev. W. G. Morgan, wrist cut by car window falling on same at Mt. Holly. F. Johnson, conductor; C. Emmons, engineer.

August 7th—Mrs. W. A. Curlis, back injured by fall getting off train at Burlington. E. Deacon, conductor; J. Watts, engineer.

August 18th—Mrs. A. VanHise, right arm and hip injured by fall getting off train at Hightstown. J. H. Duncan, conductor; John Worts, engineer.

August 5th—J. R. Such, arm bruised by car window falling on same at Jamesburg. D. R. Blizard, conductor; T. Joiner engineer.

August 24th—Mrs. John Seeds, ankle sprained getting off train at Riverside. Ed. Stout, conductor; W. Bowe, engineer.

August 28th—Miss Ellen Bresnen, arm slightly injured by fall getting off train at Burlington. W. N. Tapper, conductor; F. Dixon, engineer.

September 28th—Miss P. H. Clothier, thumb bruised by car window near Burlington. W. N. Tapper, conductor; V. R Walker, engineer.

September 28th—Frank O. Durand, left side bruised by fall in car at Mt. Holly.

October 6th—Thomas Geer, nose bruised by fall at station, Freehold.

October 30th—Frank Mathews, Adams Express messenger, right hand injured by car door near Camden. E. W. Ancker, conductor; A. J. Downs, engineer.

November 2d—Mrs. Frank Jones, body bruised by fall getting off train at Burlington. A. Davidson, conductor; H. Southard, engineer.

November 2d—Miss E. C. Porter, arm bruised by fall in station, Camden.

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November 20th—Mrs. Zaphel, head and back injured by fall getting off train at Riverside. W. W. Gaskill, conductor; Thos. Jobes, engineer.

November 27th—P. A. Roth, bruised and shocked by fall getting off train at Mt. Holly. W. A. Gwynne, conductor; H. Swain, engineer.

November 28th—Geo. W. Vedder, left ankle and side bruised by fall on wharf at South Amboy.

December 3d—Norman Pancoast, back slightly bruised by fall getting off train ot Merchantville. W. W. Gaskill, conductor; B. F. Lucas, engineer.

December 11th—John Davis, right hand cut by car window at Camden. J. L. Richey, conductor; F. Dixon, engineer.

December 12th—H. C. Rocktoff, right leg injured by fall on wharf at South Amboy.

December 22d—Dr. J. R. Taylor, hand cut by fall at station at Camden, N. J.

December 22d—Mrs. Jos. Stackhouse, left arm injured by fall getting off train at Juliustown. E. F. Connor, conductor; J. West, engineer.

December 24th—Unknown colored woman, head slightly injured by fall in car at Palmyra. A. L. Johnson, conductor; W. B. Jobes, engineer.

December 31st—Albert Ritter, face and hand cut by broken glass from car window at Camden. W. A. Gwynne, conductor; G. Wilkinson, engineer.

Employes Killed or Injured Coupling or Uncoupling Cars.

February 4th—Jos. P. Gereghty, freight yard brakeman, left hand injured at South Amboy. John Navil, conductor; C. E. Compton, engineer.

May 4th—R. G. VanCleaf, freight brakeman, left hand injured at Asbury Park. J. Snedaker, conductor; W. H. Tilton, engineer.

June 1st—F. J. Messler, freight brakeman, left hand injured at Kinkora. C. S. Toy, conductor; E. Willetts, engineer.

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July 6th—J. J. Wharton, freight yard brakeman, left hand bruised at Pavonia. Ed. Ryan, conductor; S. H. Turner, engineer.

August 21st—W. L. McCommons, freight brakeman, right foot bruised at Yardville. W. R. Trout, conductor; T. C. Eckman, engineer.

October 9th—John D. Shotts, freight brakeman, left foot injured at Pavonia. W. H. Lewis, conductor; Geo. Brannin, engineer.

Employes Killed or Injured by Other Causes.

January 2d—Charles T. Hartman, engineer, back injured by fall at Runyon, N. J.

January 6th—Wm. Kennedy, ship carpenter, left knee injured handling timber, South Amboy.

January 8th—Peter Notch, car repairman, hand injured handling material at Camden.

January 18th—Domonico Tarovilli, laborer, hand bruised handling tools.

January 19th—Furman Strattin, topman, head bruised by bar thrown from car at South Amboy.

January 20th—Frank Kwiecinski, car repairman, head injured handling machinery at South Amboy, N. J.

January 20th—Antoni Kesprzycki, topman, side bruised by fall at South Amboy.

January 24th—Martin Freck and Francesco Pullia, lampman and laborer, slightly injured, struck by train at East Burlington. D. Carson, conductor; Geo. Terrell, engineer.

January 25th—Balzie Wawernia, topman, hand injured handling tools, South Amboy.

January 27th—Wincenty Gramza, topman, back bruised by fall at South Amboy.

January 28th—Ignacy Grotowski, topman, head injured by lump of coal at South Amboy.

January 29th—Paul J. King, topman, side bruised by fall at South Amboy, N. J.

January 31st—Stanislaw Paczkowski, topman, foot injured by lump of coal, South Amboy, N. J.

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January 31st—Aleksander Tadusick, topman, arm bruised by car door at South Amboy, N. J.

February 1st—Michal Krzyszkowski, topman, head injured by coal bar at South Amboy.

February 1st—Giaconto Capone, track foreman, leg injured handling tools at Camden, N. J.

February 3d—G. I. Pitman, freight brakeman, leg bruised by piece of knuckle at East Burlington. C. T. Trout, conductor; W. Griscom, engineer.

February 1st—J. J. Collins, freight brakeman, head injured by fall from care at West Palmyra, N. J. R. R. West, conductor; W. Everham, engineer.

February 4th—Matthew Miller, car cleaner, killed by falling and striking head against rail at Camden.

February 4th—H. Q. Burroughs, track laborer, right leg fractured handling engine grate at Camden, N. J.

February 5th—Romaldy Malkwics, topman, hand injured handling tools, South Amboy, N. J.

February 2d—E. E. Shaw, freight yard brakeman, face bruised by switch lever at Camden, N. J.

February 5th—Christian Freck, track foreman, ankle sprained by fall at East Burlington.

February 7th—E. Riggs, freight brakeman, head bruised on car step at Old Bridge, N. J. E. Patton, conductor; C. G. Meredith, engineer.

February 10th—Martin Olejniczak, topman, hand bruised handling tools at South Amboy.

February 10th—Stanislaw Kaspinski, topman, shoulder bruised by bar at South Amboy.

February 10th—Innocenzo Cubiccatti, car cleaner, right foot bruised handling tools at Camden.

February 11th—W. F. Blake, freightyard brakeman, face and body scalded applying water to hot cinders at Camden.

February 11th—Charles Bieshada, topman, head bruised handling tools at South Amboy.

February 11th—W. T. Harley, checkman, left arm injured handling baggage at Camden.

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February 11th—Morris Till, shopman, left foot bruised handling material at Camden.

February 12th—Domenico Bonifasie, laborer, leg bruised handling rail at Columbus.

February 13th—Andrew Gorczyuskie, topman, head bruised handling tools at South Amboy.

February 14th—M. Caufield, car repairman, ankle sprained by fall at Camden.

February 17th—Wm. E. Lewis, freightyard brakeman, body and neck bruised by fall at South Amboy.

February 17th—John Sadoski, topman, foot bruised handling tools at South Amboy.

February 18th—Geo. Meski, topman, hand bruised by block of wood from car at South Amboy.

February 19th—J. M. Warner, freightyard brakeman, right side bruised by fall from car at Camden. Henry Smith, conductor; H. H. Hartman, engineer.

February 21st—Wm. Sproul, freight brakeman, fatally injured, caught between cars at South Amboy. M. J. Stanton, conductor; R. Bergen, engineer.

February 25th—G. C. Davis, car cleaner, right knee sprained, striking against ladder at Camden.

February 26th—John Hays, topman, knee bruised by lump of coal at South Amboy.

March 1st—Herman Egner, car cleaner, face bruised by fall at Camden.

March 2d—Richard Mahan, laborer, knee sprained by fall at Smithville, N. J.

March 3d—Karol Boncinski, topman, foot bruised handling tools at South Amboy.

March 3d—James Donovan, trimmer, head injured while handling tools at South Amboy.

March 7th—E. F. Coughlin, freight brakeman, hand slightly injured by brake wheel at Birmingham, N. J. A. L. Johnson, conductor; W. Jobes, engineer.

March 11th—Augustus Ely Switchman, ankle sprained getting off car at South Amboy.

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March 12th—John Kyzyskowskie, topman, face injured while handling tools at South Amboy.

March 12th—Edward Williams, store-house attendant, head injured handling machinery at Pavonia, N. J.

March 13th—F. V. Reynolds, machinist helper, head injured handling machinery at Pavonia.

March 16th—Francesco Mariano, laborer, hand injured handling switch timber at Pavonia.

March 17th—Emanuel Trusi, car cleaner, right hand injured by car door at Camden.

March 17th—John G. Myers, machine hand, left foot injured handling machinery at Pavonia.

March 18th—R. C. Marshall, gang leader, hand injured handling material at Pavonia.

March 20th—John Wilson, laborer, right foot bruised by lump of coal at Camden.

March 22d—A. B. Asson, floatman, body bruised by fall at Camden.

March 31st—John M. O'Brien, machinist, left foot bruised and crushed handling tools at Camden.

March 30th—David R. Say, laborer, right side sprained handling ties near Bordentown.

April 1st—Giusseppe DiRenzo, track laborer, left foot bruised handling switch timber at Camden.

April 2d—Winfield Scott, watchman, back and legs wrenched by fall at Bordentown.

April 2d—W. L. McCommons, freight brakeman, right hand injured handling freight at Yardville.

April 8th—Henry Johnson, lineman, killed, striking overhead bridge between Bordentown and Newtown. W. B. Ludlow, conductor; P. J. Hayes, engineer.

April 9th—F. D. Hannum, freight brakeman, leg bruised against side of car at Pavonia.

April 10th—Thos. A. Barter, freightyard brakeman, left ankle injured by falling along track in Camden.

April 10th—Costanzo Scocca, track laborer, left hand injured handling tie at Camden.

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April 13th—Moses Malsbury, laborer, left foot bruised by bridge timber at Bordentown.

April 16th—Jan Naumowic, track laborer, left leg injured handling ties at South Amboy.

April 17th—A. G. Williams, mill hand, back injured handling material, Pavonia shops.

April 17th—Pasquale DiGaetano, track laborer, fatally injured, struck by train while working on track at Camden. J. Williamson, Jr., conductor; C. R. Stewart, engineer.

April 17th—Pietro Tronca, track laborer, head and body injured, struck by train while working on track, Camden. J. Williamson, Jr., conductor; C. R. Stewart, engineer.

April 18th—Antonio Saquella, track laborer, head injured by piece of broken spike at Camden.

April 22d—John Opiola, topman, arm bruised while handling tools at South Amboy.

April 22d—T. E. Bloodgood, car repairman, right leg bruised by piece of iron falling on same at South Amboy.

April 26th—Felico Romano, track laborer, left hand injured handling tools at Camden.

April 28th—Giuseppi Mucci, laborer, shoulder bruised by fall handling rail at Camden.

April 28th—D. R. Dunn, car cleaner, foot bruised handling material at Camden.

April 28th—William Fitzgerald, laborer, arm bruised, striking same against side of car at Camden.

April 29th—Phineas Pratt, machinist, ankle sprained by stepping into a pit at Camden.

May 1st—Chas. Elfreth, car repairman, back sprained handling material at Camden.

May 1st—W. C. Robbins, baggagemaster, hand injured handling baggage at Asbury Park. W. W. Gaskill, conductor; W. B. Jobes, engineer.

May 2d—Aaron S. Hyer, Jr., carpenter, right ankle cut handling adze at South Amboy.

May 2d—John Marco, coal handler, right hand injured handling material, Camden.

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May 4th—Angelo DiLorenzo, track laborer, right hand injured handling material at Camden.

May 5th—J. V. Hamilton, freight conductor, rib fractured, striking side of car, at Helmetta. J. V. Hamilton, conductor; E. P. Wortley, engineer.

May 12th—Harry C. Wright, carpenter, right foot bruised handling timber at Barnegat Pier.

May 12th—Herbert A. Harker, track laborer, back sprained handling material at Browns Mills.

May 15th—G. L. Harris, freight car repairman, left hand injured handling tools at South Amboy.

May 16th—Charles McCarthy, baggage porter, left side injured by baggage crate at Camden.

May 19th—Benj. Cholister, machine helper, foot injured handling machinery at Camden.

May 19th—Daniel Vansant, ship carpenter, right shoulder dislocated by piece of timber at South Amboy.

May 20th—Jan Terlecki, laborer, right foot injured handling piling at Hightstown.

May 21st—H. J. Connell, freight yard brakeman, left hand bruised by car door at Pavonia. Geo. Fletcher, conductor; W. M. Riley, engineer..

May 21st—B. Selover, fireman, head injured by lump of coal at Camden. H. G. VanMarter, conductor; Jos. Compton, engineer.

May 22d—Chas. H. McDaniel, laborer, right foot injured handling piling at Yardville.

May 22d—Pasquale Donato, car cleaner, head injured handling material at Camden.

May 25th—Martin Wisniewski, topman, foot bruised by lump of coal at South Amboy.

May 25th—Frank Charcuskie, topman, leg injured handling tools at South Amboy.

May 25th—G. I. Pittman, freight yard brakeman, back and head injured falling from car at Pavonia. H. M. Fritzinger, conductor; W. Griscom, engineer.

May 26th—R. S. Smith, freight yard brakeman, wrist injured by brake wheel at Pavonia. W. A. Pittman, conductor: Geo. Brannin, engineer.

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May 27th—John Lyons, tugboat engineer, leg scalded by escaping steam at South Amboy.

May 28th—Wm. Neville, baggage porter, body injured, struck by tally-ho at Camden.

May 30th—A. S. Hand, baggagemaster, back sprained handling traffic at Perth Amboy. D. R. Blizard, conductor; T. Joiner, engineer

June 2d—Franciszek Slusarski, topman, side bruised by fall at South Amboy

June 8th—W. A. Pittman, freight yard conductor, right ankle sprained getting off car at Pavonia. H. M. Fritzinger, conductor; I. T. Rodgers, engineer.

June 8th—Martin Freck, lampman, head and body injured by piece of ice thrown from baggage car at E, Burlington. A. L. Johnson, conductor; Thos. Jobes, engineer.

June 10th—Mrs. M. McManus, car cleaner, back sprained by fall in car at Camden.

June 12th—J. J. Collins, freight brakeman, right leg bruised by striking bridge at W. Palmyra. Daniel Carson, conductor; J. Pierce, engineer.

June 12th—Alessio Valentini, track laborer, right foot bruised handling tie at Yardville.

June 13th—W. H. Andrews, clerk, right arm injured by fall at station, Camden.

June 13th—Albert Smith, track foreman, head injured handling machinery at Manasquan.

June 15th—N. S. Deith, freight yard brakeman, right ankle sprained jumping off engine at Pavonia. J. A. Bayne, conductor; G. Brannin, engineer.

June 15th—Paul J. King, topman, head injured handling tools at South Amboy.

June 16th—Bronislaw Mylewski, trimmer, head injured by piece of iron at South Amboy.

June 16th—Josef Bosolskie, trimmer, left eye injured by piece of coal at South Amboy.

June 16th—Vito Zeccola, laborer, left foot bruised handling tools at Camden.

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June 16th—Allan I. Smock, boilerwasher, face and shoulders scalded while cleaning boiler at South Amboy.

June 17th—S. B. Silvers, track foreman, head injured handling timber at Riverside.

June 18th—Harry McCann, laborer, shoulder, side and leg bruised by fall at Camden.

June 19th—Geo. Jones, freight yard brakeman, right knee sprained while getting off of engine at Camden. Wm. Bessey, conductor; H. Wilson, engineer.

June 23d—James Carroll, laborer, right foot bruised handling freight at Camden.

June 24th—W. A. Read, freight yard brakeman, right ankle sprained by fall at Camden.

June 25th—Michael Anderson, topman, left foot bruised handling tools at South Amboy.

June 25th—Wm. G. Danley, track foreman, left hand injured handling rail at New Lisbon.

June 26th—Geo. E. Wienman, electric light trimmer, face and arm cut and bruised handling machinery at South Amboy.

June 26th—John J. Kelley, laborer, left ankle cut handling tools at Camden.

June 27th—John Alcorn, crossing watchman, killed, struck by train at Camden. R. R. West, conductor; J. Robbins, engineer.

June 28th—Elmer Middleton, freight flagman, left hand injured handling re-railing device at Camden.

June 29th—Freeman Bibber, car oiler, head injured by car door at Camden.

June 26th—Alfredo Agrestini, track laborer, right injured handling rails at Bordentown.

June 29th—Donato Alasso, track laborer, right hand injured handling tools at Camden.

July 1st—Pasqualantonia Ricci, track laborer, left hand injured handling ties at Camden.

July 3d—Patrick Kane, topman, head cut handling tools at South Amboy.

July 6th—James L. Palmer, car repairman, left hand cut by hand saw at Pavonia.

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July 6th—P. S. Burke, freight brakeman, arm and shoulder injured by fall at Newton. E. Middleton, conductor; H. Thomas, engineer.

July 7th—Christian Johnson, engine preparer, head injured by lump of coal at South Amboy.

July 8th—R. B. Rich, laborer, right hand bruised handling freight at Camden.

July 9th—Ole Johnson, ship carpenter, face injured handling tools at South Amboy.

July 10th—S. S. Anderson, car repairman, head injured by wrench at Camden.

July 10th—Domenico Diandelia, laborer, left hand bruised handling ties at Bordentown.

July 13th—Herbert Anderson, engine cleaner, little finger left hand broken by lump of coal at Camden.

July 13th—Jas. J. Montague, freight brakeman, head cut by car door in Camden. W. J. Robinson, conductor; J. Huston, engineer.

July 16th—Morgan F. Kelly, deckhand, arm scalded by escaping steam from hose on tug at Camden.

July 17th—Wm. Bleass, carpenter, thumb cut handling tools at Camden.

July 18th—Samuel Messenger, car builder, knee cap dislocated by fall at Camden.

July 18th—T. Hulitt, clerk, leg bruised by fall at station, Mt. Holly.

July 23d—Wm. Applegate, laborer, right hand cut by baggage truck at Florence.

July 25th—J. Ritchie, freight brakeman, left side bruised by fall at New Lisbon.

July 25th—John Creamer, topman, two ribs broken by fall from car on pier at South Amboy.

July 25th—T. J. Krum, freight brakeman, right foot bruised handling freight at Yardville. W. J. Kee, conductor; D. Crawshaw, engineer.

July 27th—D. W. Carson, freight brakeman, right hand injured by lading in car shifting at Bordentown.

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July 28th—Harry Rossell, carpenter, left hand injured handling timber at Camden.

July 28th—Pietro Angeli, track laborer, left foot injured by hand truck at Bordentown.

July 29th—Jan. Mastell, track laborer, right hand slightly injured handling rails at South Amboy.

July 30th—Chas. S. Kelso, car repairman, right arm fractured by brake wheel at Camden.

August 1st—M. J. Van Sciver, track laborer, right foot injured handling ties at Riverton.

August 1st—Antonio Rando, track laborer, hand bruised handling tools at Burlington.

August 5th—Thos. Tallaksen, machinist, right arm crushed, struck by engine at Camden.

August 6th—Andre Beresnak, topman, right leg bruised by lump of coal at South Amboy.

August 10th—Wm. T. Crammer, carpenter, right hand bruised handling piling at East Burlington.

August 11th—Geo. M. Rogers, carpenter, back sprained handling timber at Bordentown.

August 11th—J. H. Holland, plumber's helper, left foot bruised handling material at Camden.

August 14th—John H. Guy, car repairman, foot punctured by stepping on rusty nail at Camden.

August 14th—Geo. M. Rossell, carpenter, left hand cut by broken car window at Morris Junction.

Aug. 18th—Herbert M. Hughes, baggage porter, body and knee injured by baggage crate at Camden.

August 20th—Jozef Wilusz, laborer, right ankle sprained handling lumber at South Amboy.

August 21st—W. D. Griscom, engineman, right wrist fractured by fall from engine at Long Branch.

August 22d—Thomas Wiezorek, topman, left side bruised handling bar at South Amboy.

August 22d—Geo. Moyer, tinsmith, head injured by piece of planking at Camden.

August 26th—Wm. Swift, switchman, left arm crushed, run over by engine at Camden.

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August 27th—Augustus H. Greenwald, freight yard brakeman, finger crushed by switch lever at Pavonia.

August 29th—Geo. Heidrick, laborer, left wrist sprained handling material at Pavonia.

August 29th—Richard Lafferty, freight brakeman, knee injured getting off car at Trenton.

September 9th—Frank A. Higgins, lampman, right foot cut handling an adze at South Amboy.

September 9th—Antonio Biofone, car cleaner, left arm sprained by fall at Camden.

September 12th—E. Houseman, freight brakeman, hand injured unloading freight at Jamesburg.

September 15th—Jesse Schenck, switchman, left hand injured throwing switch at Monmouth Junction.

September 16th—Michael Leonard, trimmer, left shoulder and wrist bruised and cut by lump of coal at South Amboy.

September 17th—Frank G. Sapp, laborer, right side and arm injured handling freight at Camden.

September 18th—W. R. Jacobs, freight brakeman, left knee bruised getting off car at Mt. Holly. T. H. Asay, conductor; U. S. Wells, engineer.

September 22d—Frank Buckelew, car repairman, killed, caught between cars at Old Bridge. C. T. Trout, conductor; E. Wortley, engineer.

September 19th—Wm. Lawrence, switchman, head and shoulder injured, struck by car at Camden. G. B. Marton, conductor; Wm. Pine, engineer.

September 21st—Giovanni Zapicchi, track laborer, right hand injured handling ties near Pine Lane.

September 21st—H. S. Diblin, freight brakeman, right foot bruised throwing switch at Dayton.

September 21st—Frank Kolis, trimmer, left leg skinned by lump of coal at South Amboy.

September 26th—Nicola Passomatam, laborer, right hand bruised handling material at Camden.

September 28th—C. P. Reed, freight brakeman, right hand cut handling freight at Florence.

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September 29th—L. Morris, passenger brakeman, foot injured getting off train at Trenton. E. C. Ayers, conductor; C. Smith, engineer.

October 1st—Richard S. Powers, freight yard brakeman, left ankle sprained getting off train at South Amboy. L. S. Dill, conductor; Wm. Stratton, engineer.

October 2d—W. R. Trimmer, freight conductor, left side and arm injured, struck by car at Old Bridge. R. Reamer, conductor; F. Disbrow, engineer.

October 3d—R. G. Van Cleaf, freight brakeman, left ankle sprained getting off train at Asbury Park. J. Snedeker, conductor; W. N. Tilton, engineer.

October 6th—Jan. Maumowicz, laborer, left hand injured handling ties at Monmouth Junction.

October 5th—H. P. Scully, freight yard brakeman, left ankle and back injured falling from car at South Amboy.

October 6th—Chas. Redfield, slipman, drowned, falling overboard at Camden.

October 9th—Julvian Kimniolek, topman, back injured handling tools at South Amboy.

October 10th—Ed. Keating, trimmer, right hand injured by lump of coal at South Amboy.

October 10th—Andrezej Piechinskie, topman, foot injured handling wrench at South Amboy.

October 14th—Wm. Bowers, laborer, right hand smashed and cut handling scrap iron at Pavonia.

October 31st—W. F. Kelley, freight conductor, left foot bruised by car door at Florence.

October 22d—Frank Wyzoeki, topman, body bruised by fall at South Amboy.

October 26th—Jacob Burk, topman, head cut handling wrench at South Amboy.

July 26th—John Mardovigo, topman, head and shoulder bruised handling wrench at South Amboy.

October 26th—Wojcieck Kriszkowski, topman, head bruised striking piece of iron at South Amboy.

October 31st—Donato Alasso, laborer, right leg bruised handling rail at Camden.

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November 2d—J. E. Hanson, passenger brakeman, wrist sprained throwing switch at Burlington.

November 4th—John J. Sheeran, laborer, right foot bruised handling freight at Camden.

November 7th—Frank J. Stephenson, machinist, apprentice, left arm bruised by fall at South Amboy.

November 16th—A. J. Downs, engineer, hand bruised handling tools at Beverly. E. W. Ancker, conductor; A. J. Downs, engineer.

November 20th—Aaron Cruser, freight brakeman, foot bruised by knuckle falling on same at Old Bridge.

November 23d—Thomas Gilchrist, Topman, head bruised by fall at South Amboy.

November 27th—J. H. Rossell, freight brakeman, left leg crushed by car running over same at Birmingham.

December 2d—L. S. Hoffman, car repairman, right hand injured handling tools at Camden.

December 4th—Leonard Krosowski, topman, right hand bruised by lump of coal at South Amboy.

December 15th—H. C. Doerr, freight brakeman, arm sprained by brake wheel at Hightstown. L. Hansel, conductor; W. F. Reynolds, engineer.

December 17th—E. F. Nipsch, freight yard brakeman, right foot bruised by rail at Camden.

December 18th—James Sprowls, carpenter, left hand bruised handling material at Bordentown.

December 18th—R. R. Everitt, machinist apprentice, left ankle bruised, caught between buffers on cars at Jamesburg. J. H. Duncan, conductor; J. Worts, engineer.

December 18th—W. H. Schenck, freight brakeman, wrist and back sprained by fall from car at Jamesburg. J. Snedeker, conductor; W. H. Tilton, engineer.

December 18th—Franciszek, topman, right hand cut handling tools at South Amboy.

December 21st—Edward Nedeker, laborer, right hand injured handling rail at South Amboy.

December 26th—Elbert Wilbert, track foreman, ankle sprained handling rail at South Amboy.

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December 28th—J. W. Martin, engineer, left leg injured jumping off car at South Amboy.

All of the above named conductors and enginemen are still retained in the employ of the company.

LIST OF CASUALTIES OCCURRING ON THE BELVIDERE DIVISION FOR THE YEAR ENDING DECEMBER 31ST, 1908.

Train Accidents—Employes—Coupling or Uncoupling.

August 12th, 1908—Wesley T. Mustard, brakeman, right thumb burst and contused. Engineman, J. Tennecliff; conductor, W. H. Eckhardt.

November 12th—John Ceas, brakeman, left arm broken. Engineman, Jacob Smith; conductor, M. Salter.

Collisions.

August 19th, 1908—T. J. Leonard, flagman, head and shoulders injured. Enginemen, C. R. Oves, W. Manners; conductors, L. H. Hamilton, J. J. Schaaf.

Falling from Trains, Locomotives or Cars.

February 15th, 1908—Eugene Florey, brakeman, bruised muscles of lumbar regions. Engineman, A. Niece; conductor, A. C. Hulshizer.

May 2d—Wilbur A. Post, brakeman, killed. Engineman, J. T. Conway; conductor, I Chapman.

November 17th—Geo. Alexander, fireman, sprained left leg. Engineman, C. V. Boden; conductor, S. P. Clymer.

Jumping On or Off Trains, Locomotives or Cars.

April 23d, 1908—Wm. A. McLaughlin, brakeman, left ankle sprained. Engineman, John Cane; conductor, L. A. Pursell.

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October 27th—Patrick Duffy, car repairman, left hand injured. Engineman, S. C. Johnson; conductor, John H. Drake.

Struck by Trains, Locomotives or Cars.

February 6th, 1908—Morris Brink, car inspector, killed. Engine preparer, Leon Smith; no conductor.

March 20th—W. S. Robertson, engineman, right side of head cut. Engineman, W. S. Robertson; conductor, P. J. Condry.

May 13th—Wm. C. Compton, switchman, right knee skinned and bruised, bruise under left eye, and both wrists sprained. Engineman, Seth Slater; conductor, I. Chapman.

August 5th—John L. Thorn, brakeman, back and left side hurt. Engineman, W. Hagerman; conductor, D. B. Heneby.

Other Causes.

February 26th, 1908—Geo. W. Brewer, brakeman, nail torn off second finger left hand. Engineman, E. Stevenson; conductor, D. B. Heneby.

March 5th—Wm. Fisher, brakeman, cracking bone and spraining right ankle. Engineman, E. Stevenson; conductor, J. J. Schaaf.

April 27th—Frank J. Corrigan, fireman, hip bruised. Engineer, J. S. Southwick; conductor, F. R. Pierson.

August 1st—John W. Byrne, fireman, cinder blew in right eye. Engineman, J. Cherry; conductor, J. P. Dempster.

August 19th—P. A. Cummings, fireman, side bruised. Engineman, J. P. Salter; conductor, J. Rodenbough.

September 8th—Edward Gischel, fireman, both knees badly scalded. Engineman, N. Strouse; conductor, W. F. Amey.

September 4th—Fred. Vance, engineman, right shoulder broken. Engineman, F. Vance; conductor, M. S. Green.

September 17th—W. G. Miller, brakeman, back and spine sprained and left kidney hurt. Engineman, H. Cane; conductor, D. Lutz.

October 24th—Michael Pursell, laborer, left leg severely bruised. Engineman, W. C. Massey; conductor, Thos. Doyle.

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November 26th—Wm. N. Barber, brakeman, left eye and lip cut and deep gash on back of head. Engineman, W. Manners; conductor, A. F. Spicer.

December 5th—Wm. H. Hagerman, engineman, thumb on right hand badly bruised. Engineman, W. H. Hagerman; no conductor.

December 11th—Benj. Gibbs, brakeman, third finger left hand badly lacerated, fourth finger slightly bruised. Engineman, F. Walton; conductor, J. J. Cruise.

December 14th—Yardley Heaton, brakeman, lower lip badly cut and face bruised. Engineman, B. Potter; conductor, J. B. Knowles.

December 23d—Walter Manners, engineman, left leg and left wrist scalded. Engineman, W. Manners; conductor, B. Rooney.

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

July 4th, 1908—Philip Boyer, back slightly hurt. Engineman, R. Reed; conductor, J. J. Schaaf.

July 27th—Thomas Ginney, killed. Engineman, Jas. E. Fuller; conductor, Lewis Batson.

July 29th—Chas. Knauss, left ear torn loose. Engineman, J. T. Conway; conductor, Asa F. Spicer.

August 17th—Unknown man, killed. Engineman, C. Fetherman; conductor, A. J. Decker.

October 30th—Wm. Josher, killed. Engineman, T. H. Case; conductor, A. S. Hoffman.

December 24th—Thos. D. Griffiths, killed. Engineman, John Tennecliff; conductor, W. H. Eckhardt.

At Highway Crossings.

April 4th, 1908—Chas. Pierce, slight scratch on head. Engineman, S. Young; conductor, B. Rooney.

July 24th—Albert Stettbacker, killed. Engineman, F. N. Caffey; Conductor, Thos. Doyle.

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October 10th—Albert H. Richmond, severe contusion of left hip. Engineman, F. N. Caffey; conductor, L. A. Pursell.

November 30th—David Sutton, killed. Engineman, R. Cooley; conductor, Wyker Hillpot.

Jumping On or Off Trains, Locomotives or Cars.

January 21st, 1908—Wm. Steel, head cut and shoulder injured. Engineman, J. V. Nixon; conductor, H. C. Kugler.

January 21st—Benj. Brady, cut about head, thumb mashed, first finger cut off at first joint right hand. Engineman, J. V. Nixon; conductor, H. C. Kugler.

June 3d—Edward Terry, instantly killed. Engineman, S. Johnson; conductor, J. H. Drake.

June 23d—Wm. Mitchell, both legs cut off below knee. Engineman, W. Manners; conductor, D. Lutz.

October 25th—Mrs. Haney, face slightly bruised. Engineman, F. S. Joiner; conductor, J. K. Schanck.

October 28th—J. Resh, ankle sprained. Engineman, W. C. Massey; conductor, T. Doyle.

Falling from Trains, Locomotives or Cars.

August 26th, 1908—John Rayton, knee sprained and legs bruised. Engineman, C. Simmons; conductor, F. A. Kitchin.

Other Causes.

June 30th, 1908—Geo. J. Gardner, passenger, right elbow badly bruised. Engineman, J. Cherry; conductor, G. H. Reading.

July 19th—Mrs. Annie Stackhouse, passenger, right arm bruised. Engineman, E. Salter; conductor, M. H. Reading.

September 5th—Lawrence Geiser, contused wounds of scalp, neck and back strained, right leg bruised and strained. Engineman, W. C. Massey; conductor, F. A. Kitchin.

December 29th—Sylvester Warner, calf of leg cut. Engineman, F. P. Parsons; conductor, J. E. Allen.

All of the above enginemen and conductors are still in the service.

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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,	$40,000 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. Lease assigned to the Pennsylvania Railroad Company, as lessee of the property and works of the United New Jersey Railroad and Canal Company. The present annual rental is six per cent. on $15,000 of the capital stock, and taxes. Bonded debt assumed by the Pennsylvania Railroad Company at maturity and interest ceases.

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

State of Pennsylvania, Philadelphia county, *ss.*—John P. Green, being duly sworn, on his oath says that he is president of the Vincentown branch of the Burlington County Railroad; and that the foregoing statement is true and correct to the best of his knowledge and belief.

JOHN P. GREEN.

Sworn and subscribed before me this second day of February, A. D. 1909.

LEWIS NEILSON,
[L. S.] *Notary Public,*
Commission Expires February 26th, 1909.

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RECEIPTS AND EXPENSES FOR 1908.

Income from passengers,	$1,151 51
Income from freight,	2,808 88
Income from other sources,	1,409 44
Total,	$5,369 83
Expenditures during the year for working road, including repairs, maitenance of way, motive power and contingencies,	*$7,354 27

Dividends paid during the year 1908, and how paid—Two of 3 per cent. each on $15,000 stock, paid in cash.

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

ACCIDENTS.

Accidents, if any, are reported by the Pennsylvania Railroad Company, lessee of the property and works of the United New Jersey Railroad and Canal Company.

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, county and city of New York, *ss.*—W. G. Besler, being duly sworn, on his oath says that he is vice-presi-

* Includes $900.00 rental paid for use of road.

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dent 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 seventeenth day of February, A. D. 1909.

EDWARD W. CONOVER,
[L. S.] *Foreign Commissioner of Deeds for New Jersey.*

RECEIPTS AND EXPENSES FOR 1908.

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

Dividends paid during the year 1908, and how paid—None.

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

ACCIDENTS.

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

THE WARREN RAILROAD COMPANY.

Capital stock paid in,	$1,800,000 00
Bonded debt,	1,394,000 00
Floating debt,	2,820 38
Cost of road and equipments,	$3,196,820 38

The road extends from New Hampton Junction to Delaware River, a distance of 18.82 miles.

It is leased to the Delaware, Lackawanna and Western at an annual rental of seven per cent. on its stock and interest on its bonds.

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

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

State of New York, New York county, *ss.*—B. D. Caldwell, being duly sworn, on his oath says that he is vice-president of the Warren Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

B. D. CALDWELL.

Sworn and subscribed before me this seventeenth day of February, A. D. 1909.

JOSEPH FIELL,
Notary Public, New York County.

[L. S.]

RECEIPTS AND EXPENSES FOR 1908.

Included in the report of the Morris and Essex Railroad Company.

Dividends paid during the year 1908, and how paid—$126,000 paid in cash directly to stockholders by Lessee.

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

ACCIDENTS.

January 11th, 1908—Pinnaca, C., track laborer; fell against train; hand crushed, toe injured; Oxford Furnace.

April 30th—Shaw, P., trespasser; body found on track; Oxford Furnace.

June 26th—Tindall, W. A., brakeman; running to get on train; foot caught in tie; fell from bridge, fracturing rib and bruising thigh; Delaware.

August 10th—Trackmen; carried hand cars across derail at end of tunnel and collided with train standing in tunnel; Manunka Chunk: Rich, F., skull fractured, bruised; Carrea, Nich., con-

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tusion of head, scalp wound; Sando, Nick, fracture of leg; Jonas, F., leg fractured, internal injuries.

August 19th—Automobile struck at crossing, Buttsville. Hoagland, T. S., jumped from auto to avoid collision; sustained bruises. Biglow, F., jumped from auto, injuring knee.

WEST END RAILROAD COMPANY.

Capital stock paid in, ... $43,700 00

The road extends from East Long Branch to West End, a distance of 1.36 miles.

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

State of New York, county and city of New York, *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 seventeenth day of February, A. D. 1909.

EDWARD W. CONOVER,
[L. S.] *Foreign Commissioner of Deeds for New Jersey.*

RECEIPTS AND EXPENSES FOR 1908.

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

Dividends paid during the year 1908, and how paid—None.

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

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ACCIDENTS.

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

WEST JERSEY AND SEA SHORE RAILROAD COMPANY.

Capital stock paid in,	$9,679,450 00
Bonded debt,	6,869,800 00
Floating debt,	3,690,124 42
Camden Terminal Leasehold,	2,187,089 05
Cost of road and equipments,	$19,311,885 49

Dividends paid during the year 1908, and how paid—Two of 2 per cent. each on the common capital stock, and two of 3 per cent. each on the special guaranteed stock; all paid in cash.

The road extends from—

	Miles.
Camden Electric Terminal to Cape May, N. J., Grant street station,	81.62
Connection with Atlantic City Railroad at Mt. Pleasant station, 860 feet north of station, to 4,362 feet north of Mt. Pleasant station,	0.71
Woodbury, 1,759 feet south of station, to 140 feet south from south abutment of bridge 213,	21.71
Woodbury, 1,759 feet south of station, to Salem, N. J,. .38 feet north of station,	28.35
Riddleton Junction, 39 feet north of station, to Elmer, 255 feet north of station,	10.38
Alloway Junction, 428.5 feet north of station, to Quinton, N. J., 41 feet south of station,	4.22
Salem, N. J., 902 feet north of station, to 1,580 feet south of Broadway, Salem, N. J.,	1.27
Glassboro, 480 feet north of station, to Bridgeton, 35 feet north of Pearl and Lemon streets station,	20.83
Bridgeton, 323 feet north of centre of Penn street, to 242 feet south of old passenger station,	0.53
Newfield, 623 feet north of station, to Atlantic City, 40 feet north of Tennessee avenue station,	34.55
Pleasantville, 568 feet south of station, to Somers Point, 408 feet south of station,	7.20

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Manumuskin, 490 feet north of station, to Maurice river, 77 feet south of station, opposite Port Norris,	9.75
Sea Isle Junction, 369 feet north of station, to Ocean City, 230 feet south of Second street station,	16.24
Sea Isle City, 361 feet south of Prospect street station, to Stone Harbor, 782 feet south of station,	9.19
Wildwood Junction, 295 feet north of station, to Wildwood Crest, 1,861 feet south of station,	8.36
Camden (Cooper's Point) to Atlantic City, 618 feet south of station,	58.78
Connection with Atlantic City Railroad at Winslow Junction, 173 feet south of station, to Winslow Junction, 3,023 feet south of station,	0.54
Camden, 389 feet south of Starr station, to South Camden, 865 feet north of station,	0.98
Haddonfield, 445 feet south of station, to Medford, 1,615 feet south of station,	11.90
Junction, 410 feet north of Drawbridge station, Atlantic City, to junction with Atlantic City and Longport Branch, 51 feet south of centre of Providence avenue,	1.23
Atlantic City, Absecon Inlet, to Longport, 1,560 feet south of station,	8.38
A total distance of,	336.72

RECEIPTS AND EXPENSES FOR 1908.

Income from passengers,	$3,189,495 39
Income from freight,	1,428,249 93
Income from other sources,	581,752 20
Total,	$5,199,497 52
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	*$4,748,067 47

P. O. address of the above company—Broad street station, Philadelphia, Pa.

State of Pennsylvania, Philadelphia county, *ss.*—John P. Green, 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 1908 are correct and true to the best of his knowledge and belief.

JOHN P. GREEN.

*Includes $803,578.04 interest on bonded debt, taxes and other obligatory charges.

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Sworn and subscribed before me this ninth day of February, A. D. 1909.

LEWIS NEILSON,
Notary Public,
Commission Expires February 26th, 1909.

[L. S.]

ACCIDENTS.

Persons Struck by Passing Trains and Killed or Injured While Walking or Standing on the Tracks.

January 17th, 1908—Isaac West, injured at Camden, N. J. C. A. Layer, conductor; G. B. Wood, engineman.

February 1st—Stanislaw Sucharski, killed at Camden, N. J. G. B. Martin, conductor; W. H. Hartman, engineman.

February 4th—Francis Fecht, killed at South Camden, N. J. J. Hann, conductor; W. D. C. Richards, engineman.

February 6th—Martin Kelly, killed at Swedesboro, N. J. H. Hewitt, conductor; T. A. Crane, engineman.

May 10th—Rachael Glascow, killed at Camden, N. J. J. L. Curtis, conductor; W. Taylor, engineman.

August 23d—Thomas McCormick, injured at Husted, N. J. J. Golder, conductor; E. B. Rudderow, engineman.

August 25th—Viola Hahn, killed at Franklinville, N. J. W. S. Johnson, conductor; W. R. Vanaman, engineman.

September 10th—Samuel E. Hadley, killed at Ocean City, N. J. W. W. Weeks, conductor; E. P. Hand, engineman.

Persons Killed or Injured in Attempting to Get Off Moving Trains.

January 27th—Benjamin Wilski, injured at Camden, N. J. T. F. Higgins, conductor; J. Griner, engineman.

April 25th—Margaret Snyder, injured at Woodbury Heights, N. J. C. A. Ewing, conductor; P. J. Sullivan, engineman.

May 11th—Mrs. C. F. Horner, injured at Atco, N J. C. A. Layer, conductor; G. B. Wood, engineman.

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May 12th—Jessie L. Brown, killed at Mickleton, N. J. D. J. Dugan, conductor; T. A. Crane, engineman.

May 18th—Margaret Bradley, injured at Haddonfield, N. J. A. G. Clement, conductor; J. T. Bodell, engineman.

June 11th—William Sherman, killed at Woodbury Heights, N. J. A. C. Henderson, conductor; B. Ladow, engineman.

June 26th—Mike Pisani, injured at Hammonton, N. J. W. B. Stratton, conductor; B. M. Smith, engineman.

July 1st—Frank Mitchell, killed at Wildwood, N. J. H. Steer, conductor; W. H. Churchill, engineman.

July 23d—Fred Brommer, injured at Woodbury, N. J. H. B. Mathews, conductor; J. E. Holmes, engineman.

August 9th—Dennie J. Gormley, injured at Wildwood, N. J. H. Steer, conductor; W. H. Churchill, engineman.

August 18th—Rebecca E. Seitzick, injured at Newfield, N. J. M. E. Askow, conductor; R. K. Loux, engineman.

September 2d—William Marshall, injured at Camden, N. J. C. H. Baxter, conductor; C. B. Perkins, engineman.

September 13th—James L. Jones, killed at Westville, N. J. A. E. Prickett, conductor; J. S. Lang, engineman.

October 19th—Clara E. Bronson, injured at Lindenwold, N. J. J. Newell, conductor; W. C. Scott, engineman.

Persons Killed or Injured Alongside of Tracks, Supposed to Have Been Struck by Passing Trains or by Attempting to Jump Off or On Moving Trains. Circumstances, What Train, What Conductors or Enginemen Unknown.

April 3d—Charles Heidsick, killed at Gloucester, N. J.

Persons Killed or Injured by Moving Trains While Crossing Tracks.

January 6th—Elias Rosell, injured at Camden, N. J. N. S. Dannenhower, conductor; W. Taylor, engineman.

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February 7th—Charles H. Rittmayer, killed at Collingswood, N. J. A. G. Clement, conductor; W. B. Wilson, engineman.

February 16th—John Amos, injured at Woodbury, N. J. A. C. Henderson, conductor; G. T. Goff, engineman.

February 18th—Leslie Douglass, killed at Bennett, N. J. J. S. Wilton, conductor; C. C. Gosling, engineman.

March 26th—Claud White, injured at Fenwick, N. J. G. A. Drummond, conductor; J. T. Bodel, engineman.

March 26th—Claude White, injured at Fenwick, N. J. G. A. Drummond, conductor; J. T. Rodel, engineman.

April 5th—Walter F. Dobbs, injured at Gloucester, N. J. G. C. Taylor, conductor; B. Ladow, engineman.

April 5th—C. Bertram Esher, injured at Gloucester, N. J. G. C. Taylor, conductor; B. Ladow, engineman.

April 20th—Preston Jordan, injured at Camden, N. J. W. S. Johnson, conductor; J. J. Horan, engineman.

May 1st—Samuel T. Bailey, killed at Mays Landing, N. J. W. S. Lord, conductor; G. H. Parker, engineman.

May 1st—Ellen M. Bailey, fatally injured at Mays Landing, N. J. W. S. Lord, conductor; G. H. Parker, engineman.

May 1st—John Tripp, injured at Mays Landing, N. J. W. S. Lord, conductor; G. H. Parker, engineman.

June 13th—O. J. Ward, killed at Holly Beach, N. J. W. A. Stone, conductor; W. H. Churchill, engineman.

July 31st—George Hazlett, injured at Cape May Court House, N. J. B. B. Hughes, conductor; S. Tatem, engineman.

August 1st—William Kane, killed at Atco, N. J. J. Newell, conductor; T. Fiezgerald, engineman.

August 1st—George McDermott, injured at Atlantic City, N. J. J. Newell, conductor; M. Osmond, engineman.

August 19th—George Kloen, killed at Ocean City, N. J. W. W. Weeks, conductor; E. P. Hand, engineman.

August 21st—Horace Ray, injured at Westville, N. J. A. Shinn, conductor; J. C. Dwyer, engineman.

August 26th—William Barry, killed at South Westville, N. J. J. C. Sweeten, conductor; W. D. C. Richards, engineman.

October 8th—Samuel Bancroft, killed at Vineland, N. J. J. C. Wilhelm, conductor; C. L. Lee, engineman.

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November 10th—Harry C. Ranken, injured at South Westville, N. J. J. F. Williams, conductor; W. R. Vanaman, engineman.

November 28th—Joseph K. Lippincott, injured at Orchard, N. J. C. Shingle, conductor; W. B. Wilson, engineman.

December 22d—Stephen Tenescue, injured at South Camden, N. J. T. F. Higgins, conductor; F. Parker, engineman.

Persons Other Than Employes Killed or Injured in Other Ways Than the Above Mentioned.

April 22d—William Lyons, injured at Gloucester, N. J.; knocked from car on which he was working when drill was made. J. F. Harrigle, conductor; T. J. Price, engineman.

April 22d—Elwood Williams, killed at Coopers Point, N. J.; caught between cars when drill was made. G. B. Martin, conductor; W. S. Laurio, engineman.

April 27th—George Taylor, killed at Westville, N. J.; came in contact with third rail.

May 23d—Edmund Tarlecki, injured at Mays Landing, N. J.; came in contact with third rail..

June 1st—R. Pricket, injured at Camden, N. J.; knocked down in car in which he was working when drill was made. G. B. Martin, conductor; R. K. Loux, engineman.

July 4th—Lewis Riedel, injured at South Westville, N. J.; came in contact with third rail.

July 20th—Peter Johnson, injured at Coopers Point, N. J.; asleep under freight car, and was run over when cars were moved. G. B. Martin, conductor; W. H. Pine, engineman.

July 25th—Fred Moore, killed at Mays Landing, N. J.; came in contact with third rail.

August 22d—Maude M. Ward, injured at Westville, N. J.; struck by third rail shoe of car. N. S. Dannenhower, conductor; F. Parker, engineman.

September 23d—John W. Yeiter, killed at North Woodbury, N. J.; came in contact with third rail.

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Employes Killed or Injured While Coupling or Handling Cars at Stations.

January 8th—John J. Ore, flagman, injured at South Camden, N. J. A. L. Geddes, conductor; G. Simpkins, engineman.

January 14th—William Stiles, conductor, injured at Richland, N. J. W. B. Stiles, conductor; W. C. Albertson, engineman.

March 12th—Foster T. Wallace, brakeman, injured at Monroeville, N. J. W. B. Stratton, conductor; W. Howey, engineman.

March 26th—T. A. Daley, brakeman, injured at Coopers Point, N. J. G. B. Martin, conductor; W. H. Pine, engineman.

July 7th—Charles F. Ahnert, brakeman, killed at Mays Landing, N. J. W. B. Stratton, conductor; H. Smith, engineer.

December 28th—Isaac Kline, brakeman, injured at Elmer, N. J. F. E. Smith, conductor; R. Cash, engineman.

Employes Killed or Injured by Accident as Stated.

January 24th—Domenico Candelmo, laborer, injured at Hammonton, N. J.; while removing poles from track pole fell on him.

January 30th—John W. Ruth, brakeman, injured at Clarksboro, N. J.; fell while unloading freight from car. J. C. Miller, conductor; J. D. McClintock, engineman.

March 7th—David J. Gilbert, fireman, killed at Millville, N. J.; struck guy pole while riding on engine. J. A. Connell, conductor; S. H. Stonnon, engineman.

March 14th—Howard Smith, brakeman, injured at McKee City, N. J.; had his feet hanging out of door of car in motion and struck fence. E. I. Ayers, conductor; J. W. Sharp, engineman.

March 24th—B. F. Speer, brakeman, injured at Sea Isle City, N. J.; fell while attempting to board moving train. J. L. Speer, Sr., conductor; A. W. Miller, engineman.

April 9th—Joseph McHugh, brakeman, injured at Camden, N. J.; caught between wagon and car of train. G. B. Martin, conductor; W. L. Jones, engineman.

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May 20th—J. V. Smith, brakeman, injured at Woodbury, N. J.; struck telltale wire while riding on train. C. J. Lord, conductor; C. B. Perkins, engineman.

July 17th—Donatico Laino, laborer, injured at Repauper, N. J.; struck high platform while riding on moving work train. M. W. McKean, conductor; W. C. Albertson, engineman.

July 20th—Mike Jonah, laborer, injured at West Haddonfield, N. J.; struck by train while working on track. T. R. Shinn, conductor; J. T. Bodel, engineman.

September 6th—John L. Smoot, Pullman porter, killed at Atlantic City, N. J.; fell between cars and was run over as drill was being made. J. F. Gaffney, conductor; H. Brown, engineman.

November 21st—Harry Rudolph, flagman, injured at South Camden, N. J.; struck post while riding on freight train. G. G. Davis, conductor; G. Simpkins, engineman.

No conductor or engineman has been discharged on account of any of the above accidents.

WEST SHORE RAILROAD COMPANY.

Capital stock paid in,	$10,000,000 00
Bonded debt,	50,000,000 00
Floating debt,	907,540 47
Cost of road and equipments,	$66,060,896 95

The road extends from Weehawken, N. J., to Buffalo, N. Y., a distance of 423.50 miles.

It is leased to The New York Central and Hudson River Railroad Company at an annual rental of four per cent. per annum upon outstanding bonds secured by a mortgage not to exceed fifty million dollars.

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

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State of New York, New York county, *ss.*—J. Cartensen, 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 eighth day of March, A. D. 1909.

D. H. HOUSE,
Notary Public in and for Westchester County, N. Y.,
[L. S.] *Certificate Filed in New York County (No. 671).*
My Commission Expires March 30th, 1910.

RECEIPTS AND EXPENSES FOR 1908.

See affidavit below.

P. O. address of this company—Grand Central Station, New York City.

State of New York, County of New York, *ss.*—R. A. White, Auditor of The New York Central and Hudson River Railroad Company, lessee of the West Shore Railroad, being duly sworn, says:

That the earnings and expenses of the West Shore Railroad are merged in the general accounts of The New York Central and Hudson River Railroad Company, and that the accompanying statement of accidents occurring in the State of New Jersey on the West Shore Railroad during the year ended December 31st, 1908, is correct and true, to the best of his knowledge and belief.

R. A. WHITE.

Sworn and subscribed before me this eighth day of March, 1909.

D. H. HOUSE,
Notary Public in and for Westchester County, N. Y.,
[L. S.] *Certificate Filed in New York County (No. 671).*
My Commission Expires March 30th, 1910.

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ACCIDENTS.

January 8th, 1908—John DeTitto, laborer, engine No. 3927; ki" 1; slipped and fell under wheels while boarding engine; Weehawken, N. J.

January 11th—W. Coonan, engineer; train No. 2049; leg sprained; collision between passenger and freight trains; Weehawken, N. J.

January 14th—Alber Raffo, car inspector; contusion of shoulder; caught between lever and skid while unloading pair of wheels from car; Weehawken, N. J.

January 15th—Frank Welch, brakeman, yard engine No. 368; killed; brake staff broke while he was setting brake, throwing him between cars; Weehawken, N. J.

January 25th—Amanda Carlson, non-employe; train No. 8; killed; struck by train at public highway crossing; Bogota, N. J.

January 29th—Wm. Friend, brakeman; ex. freight engine No. 2107; face cut and bruised; struck by roof board projecting from car in train on opposite track; Granton, N. J.

February 1st—Edwin Butler, brakeman; ex. freight engine No. 1049; contusion of knee; falling over box enclosing semiphore wires; West Englewood, N. J.

February 3d—James Clancy, engineer; yard engine No. 479; wrist fractured; fell while alighting from engine; Weehawken, N. J.

February 18th—John J. Lahive, brakeman; yard engine No. 255; ankle sprained; fell while alighting from car; Weehawken, N. J.

February 27th—Patrick Turck, brakeman; yard engine No. 290; leg sprained; falling while boarding engine; Weehawken, N. J.

February 29th—Thomas Murray, N. Y. O. & W. weighmaster; yard engine No. 368; killed; squeezed between gondola, which he was riding, and car on opposite track; Weehawken, N. J.

February 27th—Angelina Dominisco, passenger; train No. 48; contusions of side; fell while alighting from train; Wehawken, N. J.

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March 4th—John Carpenter, brakeman; yard engine No. 261; killed; squeezed between cars on opposite track while riding on side ladder of box car; Weehawken, N. J.

March 4th—Charles Krum, car inspector; yard engine No. 368; killed; he went under cars without putting up "stop sign" or blue flag, and cars were moved while he was under them; Weehawken, N. J.

March 7th—Charles Trimmer, brakeman; yard engine No. 466; wrist sprained; hand caught in spoke of brake wheel while releasing brake; Weehawken, N. J.

March 16th—Edward Commiskey, non-employe; train No. 8; killed; struck by train while walking on track; Granton, N. J.

March 28th—Ralph Gulliver, car repairer; wrist sprained; hand caught between carrier iron and coupler while removing coupler from car; New Durham, N. J.

March 26th—Wm. E. Kelsey, fireman; yard engine No. 466; hand cut; jolt of train threw his hand against window, breaking glass; Granton, N. J.

March 28th—Geo. Evans, brakeman; yard engine No. 171; contusions of back; engine derailing, account of rails spreading; Weehawken, N. J.

March 28th—Joseph Broughton, brakeman; yard engine No. 171; cut on face and back bruised; engine derailing, account of rails spreading; Weehawken, N. J.

April 5th—August Favre, brakeman; yard engine 478; fractured ear drum; broken portions of train running together, throwing him from deck of car; Weehawken, N. J.

April 5th—John Polento, fire cleaner; engine 3978; fingers bruised; shaking lever came off while he was shaking grate and his fingers were caught between shaking lever and boiler head; Weehawken, N. J.

April 9th—Bridget Denny, passenger; O. & W. train 105; arm broken; air hose burst while she was walking on platform, frightening her so that she ran into gate of train shed fence; Weehawken, N. J.

April 8th—Joseph Falerico, car cleaner; yard engine 261; arm sprained; ladder upon which he was standing, cleaning side of

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car, was struck by car moving on adjoining track, throwing him from ladder; Weehawken, N. J.

April 14th—T. O'Shaughnessy, passenger; train No. 62; contusion of knee; fell while attempting to board moving train; Ridgefield Park, N. J.

April 21st—Chas. D. Quick, fireman; extra freight engine No. 1997; contusions of back; fell while boarding engine; Weehawken, N. J.

April 27th—M. Kirstner, car inspector; schoulder bruised, ankle sprained; while placing brake staff on car it fell on him; Weehawken, N. J.

May 2d—Chas. L. Taylor, non-employe; train No. 8; bruised; auto which he was driving struck by train at public crossing; Little Ferry, N. J.

May 2d—Dorothy Taylor, non-employe; train No. 8; shock; auto in which she was riding struck by train at public crossing; Little Ferry, N. J.

May 2d—Eunice C. Taylor, non-employe; train No. 8; contusions and shock; auto in which she was riding struck by train at public crossing; Little Ferry, N. J.

May 2d—Anna Pratt, non-employe; train No. 8; contusions and shock; auto in which she was ridign struck by train at public crossing; Little Ferry, N. J.

May 2d—Walter S. Gilson, non-employe; train No. 8; lip split open, shock; auto in which he was riding struck by train at public crossing; Little Ferry, N. J.

May 13th—Unknown tramp; extra freight engine No. 2080; killed; attempting to board moving train; Granton, N. J.

May 17th—Fred Smith, fireman; extra freight engine No. 2079; hand cut; water glass burst; Weehawken, N. J.

May 20th—Wm. Smith, non-employe; yard engine 466; leg broken; struck by train while walking through yard; Weehawken, N. J.

May 29th—Henry Schneider, car inspector; yard engine 261; back bruised; struck by train while crossing track; Weehawken, N. J.

June 6th—Andreas Jorgenson, passenger; train No. 59; contusion of knee; jumped from moving train; Teaneck, N. J.

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June 7th—Joseph Fuller, passenger; train No. 74; cut on face; stone thrown through window of coach from outside, glass cutting him; Weehawken, N. J.

June 13th—Walter Davis, passenger; train No. 59; finger bruised; coach window falling; Ridgefield Park, N. J.

June 16th—Matilda Pratt, non-employe; train No. 8; killed; struck by train at public highway crossing; Bergenfield, N. J.

June 19th—Unknown tramp; unknown; killed; body found on track, supposed to have been run over by train during the night; Granton, N. J.

July 3d—Benjamin Gruber, passenger; O. & W. train 107; face cut; stone thrown through window from outside, glass cutting his face; Granton, N. J.

July 7th—J. C. Stewart, brakeman; yard engine 466; contusion of leg; cars moved by engine while he was under them; Weehawken, N. J.

July 7th—Frank Hargelberger, car cleaner; yard engine 261; scalp wound; standing on ladder cleaning side of car, car moving on adjoining track came in contact with ladder, knocking it down; Weehawken, N. J.

July 11th—John Ciaffone, passenger; train No. 49; fingers bruised; coach window falling; New Durham, N. J.

July 11th—M. Bangor, passenger; train No. 49; knee bruised; jumped from moving train; Ridgefield Park, N. J.

July 31st—James Wolf, car repairer; train No. 13; hands burned; while gassing car gas escaped from poor connection and ignited, burning his hands; West Englewood, N. J.

August 8th—Frank Phillips, laborer; No. 69; killed; struck by train while walking on track; Weehawken, N. J.

August 10th—R. Powers, brakeman; yard engine 466; ankle sprained; fell while boarding moving train; Weehawken, N. J.

August 17th—Nick Romanelle, non-employe; train No. 61; face cut and bruised; jumped from moving train; Bergenfield, N. J.

August 18th—Oscar Kechle, passenger; train No. 43; two ribs fractured, collar bone fractured; struck by train on station platform; Bergenfield, N. J.

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August 19th—Santo Peloso, non-employe; O. & W. 108; contusions of body; wagon which he was driving struck by train at public crossing; West Norwood, N. J.

August 20th—Michael Griffin, brakeman; yard engine 367; leg sprained; falling from deck of car account drawheads overlapping; Weehawken, N. J.

August 23d—Florence Rininsland, non-employe; extra freight; back sprained; horse became frightened by engine at public crossing and she jumped from wagon; Bogota, N. J.

August 24th—Albert Klyne, brakeman; yard engine 260; knee sprained; fell while getting on engine; Weehawken, N. J.

August 27th—Rose Webster, passenger; train No. 73; face cut, contusions of body; train moved while she was getting off, throwing her to ground; Haworth, N. J.

August 29th—A. Rafellio, laborer; train No. 141; killed; struck by train while working on track; Little Ferry, N. J.

August 30th—Oscar Habersham, passenger; train No. 77; hand bruised; coach door slamming shut; Bogota, N. J.

September 3d—Peter Gedzen, non-employe; train No. 71; killed; struck by train at public crossing; Ridgefield Park, N. J.

September 3d—Harry Eggleston, brakeman; yard engine 113; foot injured, wrist sprained; car on which he was riding derailed, and while endeavoring to jump to car ahead cars broke and he fell to the ground; Weehawken, N. J.

September 10th—Wm. Cobb, brakeman; yard engine 478; thumb smashed; while endeavoring to loosen coupling pin, which was stuck, caught thumb between pin and drawhead; Weehawken, N. J.

September 13th—P. Conroy, brakeman; yard engine 311; contusions of body; was squeezed between tank and coach while making coupling; Weehawken, N. J.

September 22d, 1908—L. Calise, laborer; shin bruised; while pulling truck out of car, iron bridge stretched from car to floor of pier tipped up, striking his leg; Weehawken, N. J.

September 23d—James Harmon, engineer; extra freight, engine No. 2103; scalp wound; was leaning out of cab window in tunnel and was struck on head by unknown object; Weehawken, N. J.

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September 27th—W. S. Sheehan, passenger; train No. 49; face bruised; alighting from moving train; Bogota, N. J.

September 30th—E. Brady, clerk; hip and head bruised; fell between two cars; Weehawken, N. J.

October 2d—D. Trapus, car cleaner; yard engine 265; scalp wound; ladder, upon which he was standing cleaning side of car, struck by car moving on adjoining track, throwing him off; Weehawken, N. J.

October 4th—Geo. E. Douth, passenger; special engine No. 3862; hand cut and wearing apparel damaged; oil lamp in coach exploded and fell to floor in aisle; Weehawken, N. J.

October 11th—Dominick Micco, tunnel watchman; yard engine 468; killed; run over by engine in tunnel; Weehawken, N. J. N. J.

November 6th—Chas. White, engineer; engine 1564; eye cut; engine exploded torpedo and piece of tin from torpedo flew into cab; West Norwood, N. J.

November 10th—H. Dwynn, fireman; yard engine 368; head bruised; lump of coal fell on his head while bending over on engine; Weehawken, N. J.

November 10th—C. P. Rebasz, rodman; train No. 75; shock; was found unconscious, claimed to have alighted from moving train; Little Ferry, N. J.

November 15th—Paul Bonau, non-employe; train No. 51; right shoulder bruised; horse and wagon, which he was driving, struck by train at public crossing; Haworth, N. J.

November 18th—Leigh Fritts, brakeman; extra freight, engine No. 1021; right arm and back bruised; alighting from moving train; Granton, N. J.

November 18th—Michael J. Bush, conductor; extra freight, engine No. 2072; arm sprained, finger fractured; thrown from cupola to floor of caboose, account of derailment; West Norwood, N. J.

November 25th—John Holz, car inspector; back injured; while under gondola car inspecting it, hopper doors fell. Weehawken, N. J.

November 30th—Simon Colligan, laborer; engine 2166; finger cut; shaking lever feel on finger; New Durham, N. J.

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December 4th—Frank Campbell, switchman; yard engine 261; back and side bruised; attempting to board moving train; Weehawken, N. J.

December 6th—Nelson Dunn, brakeman; O. &. W. engine 277; compound fracture of arm; fell from moving train account of derailment; West Norwood.

December 12th—W. L. Smith, brakeman; yard engine 465; arm sprained; slipped and fell from moving train; Weehawken, N. J.

December 15th—Hobart A. Sanford, passenger; train No. 42; face cut; chain of derrick, which was working on adjoining track, broke window, glass struck his face; Little Ferry, N. J.

December 16th—James Trimmer, brakeman; yard engine 466; back and side injured; was thrown from deck of box car account of collision; Weehawken, N. J.

December 18th—John Delanoy, brakeman; extra freight, engine No. 2100; ankle sprained; thrown from ladder of caboose by sudden start of train; Weehawken, N. J.

December 28th—Geo. Cross, trainman; train No. 82; scalp wound; alighting from moving train; Dumont, N. J.

December 30th—Joseph J. Boucher, brakeman; yard engine 367; both ankles sprained; jumping from end of box car thinking there was another car ahead; he could not see account of fog; Granton, N. J.

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 NewYork 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.

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State of New York, County and City of New York, *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 seventeenth day of February, A. D. 1909.

EDWARD W. CONOVER,
Foreign Commissioner of Deeds for New Jersey.

RECEIPTS AND EXPENSES FOR 1908.

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

Dividends paid during the year 1908, and how paid—None.

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

ACCIDENTS.

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

WHARTON AND NORTHERN RAILROAD COMPANY.

Capital stock paid in,	$500,000 00
Bonded debt,	350,000 00
Cost of road and equipments,	$850,000 00

Dividends paid during the year 1908, and how paid—None.

The road extends from Wharton to Green Pond Junction, a distance of 20.64 miles.

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RECEIPTS AND EXPENSES FOR 1908.

Income from passengers,	$4,968 52
Income from freight,	41,990 74
Income from other sources,	111 12
Total,	$47,070 38
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$39,183 23

P. O. address of the above company—Wharton, N. J.

State of New Jersey, Morris county, *ss.*—Edward Kelly, being duly sworn, on his oath says that he is General Superintendent 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 1908 are correct and true, to the best of his knowledge and belief.

EDWARD KELLY,
General Superintendent.

Sworn and subscribed before me this twenty-fourth day of February, 1909.

W. F. SMITH,
[L. S.] *Notary Public of New Jersey.*

ACCIDENTS.

Conductor Peter E. Stryker fell from moving train while walking over cars from rear to front, two cars passing over him before train was stopped; train moving about ten (10) miles per hour. Foot slipped as he stepped from end of one car to end of other, causing him to fall head first between the cars, also landing between the rails underneath the cars.

Injuries, left arm severed near the shoulder, right foot had all the toes severed, head cut and bruised.

Aged 30 years.

Record—Extra brakeman, November, 1897, to December, 1898; regular brakeman, December, 1898, to December, 1902; conductor, December, 1902, to time of injuries.

Train equipped with air brakes. Time of accident, 11 A. M., January 2d, 1908.

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Tabular Statement of Matter Contained in the Foregoing Reports of Railroad and Canal Companies, for the Year Ending December 31, 1908.

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 1908.	REMARKS.	LEASED TO OR OPERATED BY.
Atlantic City Railroad,	166.83	$3,625,000 00	$4,538,617 00		$8,678,913 48	$906,366 38	$596,855 20	$82,421 58	$1,585,643 16	$1,798,092 18	None,		
Atlantic City and Ocean City Railroad,	2.61	180,000 00	180,000 00		329,032 75				19,500 00		$9,000 in cash,		Atlantic City and Shore Railroad Company.
Atlantic City and Shore Railroad,	24.00	1,000,000 00	961,000 00	$70,000 00	658,178 70	400,163 13		7,376 66	407,539 79	239,689 78	None,		
Baltimore and New York Railway,	5.30	350,000 00	350,000 00	175,501 91	875,501 91		326,838 55		326,838 55	307,729 51	None,		
Barnegat Railroad,	8.15	50,000 00			50,000 00						None,		Manahawkin and Long Beach Trans. Co.
Bay Shore Connecting Railroad,	1.194	34,777 06			34,531 79						None,		Lehigh Valley R. R. Co. of N. J. and Central R. R. Co. of N. J.
Belvidere-Delaware Railroad,	81.06	1,253,000 00	2,722,000 00		4,134,836 86	353,972 55	1,305,266 15	83,764 77	1,743,003 47	1,569,073 47	One of 10 per cent., in cash,		Pennsylvania Railroad Company.
Bergen County Railroad,	9.821	200,000 00	200,000 00		613,216 78						None,	Operations and expenditures included in report of Erie R. R. Co.,	Erie Railroad Company.
Bergen and Dundee Railroad,	2.105	40,000 00			40,000 00						None,	Operations and expenditures included in report of Erie R. R. Co.,	Erie Railroad Company.
Brigantine Transportation Company,	*										None,	See remarks in report,	
Buena Vista Railroad,	1.03	21,400 00									None,	Receipts and expenses included in report of New Jersey Southern Railway Co.,	New Jersey Southern Railway Company.
Camden and Burlington County Railroad,	29.86	381,925 00	500,000 00	32,137 75	763,968 75	165,535 13	93,368 03	63,492 32	322,395 48	345,576 19	Two of 3 per cent. each, in cash,		Pennsylvania Railroad Company.
Cape May, Delaware Bay and Sewell's Point Railroad,	6.84	150,000 00	150,000 00		325,271 63	17,073 47	3,656 02		20,729 49	38,037 64	None,		
Carteret Extension Railroad,	1.82	23,600 00									None,	Receipts and expenses included in report of Central R. R. Co. of N. J.,	Central Railroad Company of New Jersey.
Carteret and Sewaren Railroad,	1.25	24,800 00									None,	Receipts and expenses included in report of Central R. R. Co. of N. J.,	Central Railroad Company of New Jersey.
Central Railroad Company of New Jersey,	156.59	27,436,800 00	52,851,000 00			3,271,081 90	7,838,682 58	2,983,466 60	14,093,231 08	8,970,998 02	Four of 2 per cent. each, in all 8 per cent., in cash,	Report includes receipts and expenditures of the Carteret and Sewaren R. R., Carteret Extension R. R., Dover and Rockaway R. R., Elizabeth Extension R. R., Hibernia Mine R. R., Lafayette R. R., Manufacturers' Extension R. R., Middle Brook R. R., Middle Valley R. R., New Jersey Terminal R. R., Ogden Mine R. R., Raritan North Shore R. R., Sound Shore R. R., and West Side Connecting R. R.,	
Chester Railroad,	10.04	98,500 00		127,654 78	228,188 91						None,	Receipts and expenses included in report of Morris and Essex R. R. Co.; scrip stock, $2,034.13,	Morris and Essex Railroad Company.
Cumberland and Maurice River Railroad,	21.20	252,900 00									None,	Receipts and expenses included in report of N. J. Southern Ry. Co.,	New Jersey Southern Railway Company.
Cumberland and Maurice River Extension Railroad,	1.23	16,200 00									None,	Receipts and expenses included in report of N. J. Southern Ry. Co.,	New Jersey Southern Railway Company.
Delaware and Bound Brook Railroad,	30.76	1,800,000 00	1,800,000 00		3,545,601 33	530,458 45	1,126,837 00	97,822 11	1,755,117 56	1,467,752 48	Four quarterly, Feb., May, Aug. and Nov.,		Philadelphia and Reading Railway Company.
Delaware River and Atlantic Railroad,	52.00										None,	Road not constructed. See report,	
Delaware River Railroad and Bridge Company,	9.52	1,300,000 00	1,300,000 00		2,600,000 00	143,028 14	126,547 41	2,915 21	272,490 76	172,498 90	June 26 and Dec. 24, 1908, 3 per cent. each, $78,000,		Pennsylvania Railroad Company.
Docks Connecting Railroad,	3.448	9,000 00			9,187 50							Earnings and expenses included in report of Erie Railroad Co.,	Erie Railroad Company.
Dover and Rockaway Railroad,	5.12	140,000 00	35,000 00								Six per cent., paid in cash,	Receipts and expenses included in report of Central Railroad Co. of N. J.,	Central Railroad Company of New Jersey.
East Jersey Railroad and Terminal Company,	.48	82,000 00		17,219 48	90,776 85		95,821 07	3,224 52	99,045 59	86,376 81	Two of 3 per cent. each, in cash, $4,920,		
East Trenton Railroad,	3.03	59,000 00			59,000 00						None,	Operations included in report of Delaware and Bound Brook R. R.,	Philadelphia and Reading Railway Company.
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 Jersey.
Erie Railroad,	136.11	176,271,300 00	223,805,458 80	16,704,773 08	393,491,751 26	1,078,676 48	1,616,766 13	284,635 60	2,980,078 21	2,620,784 91	None,	Report includes earnings and expenses of Long Dock Co., Paterson and Hudson River R. R., Paterson and Ramapo R. R., Bergen County R. R., Bergen and Dundee R. R., Docks Connecting R. R., Paterson, Newark and New York R. R., Newark and Hudson R. R., New York and Greenwood Lake Ry., Northern R. R. of New Jersey,	
Ferro Monte Railroad,	2.52	30,000 00			50,309 27			653 64	653 64		None,		
Freehold and Atlantic Highlands Railroad,	24.47	650,000 00									None,	Receipts and expenses included in report of N. J. Southern Ry. Co.,	New Jersey Southern Railway Company.
Freehold and Jamesburg Agricultural Railroad,	27.31	295,600 00	498,600 00			148,394 85	97,273 21	34,507 01	280,175 07	246,548 99	One of 2 per cent. in cash,		Pennsylvania Railroad Company.
Hackensack and Lodi Railroad,	1.41	25,000 00			25,000 00								New York, Susquehanna & Western R. R. Co.
Hibernia Mine Railroad,	5.20	200,000 00			179,941 14				14,075 40	12,470 48	$12,000 in cash,		Central Railroad Company of New Jersey.
Hoboken Manufacturers' Railroad,	1.125	400,000 00	350,000 00	175,676 06	745,583 45		89,782 81	7,099 47	96,882 28	146,760 20	None,		
Hoboken Railroad, Warehouse and Steamship Connecting Company,	1.607	300,000 00	189,000 00		196,762 45			22,000 00	22,000 00		1 per cent. and 2 per cent., in cash,		Hoboken Manufacturers' R. R. Co.
Hopatcong Railroad,	.89	10,000 00		7,485 25	17,485 25						None,	Receipts and expenses included in report of Morris and Essex R. R.,	Morris and Essex Railroad Company.
Hopatcong Shore Railroad,	2.50	3,000 00	7,000 00		15,000 00								
Hudson and Manhattan Railroad,	13.00	38,003,562 00	56,500,000 00	309,052 72		529,288 40		545,616 47	1,074,904 87	772,550 98	None,	See remarks in report,	
Inter-City Link Railroad,	**	6,000 00		2,066 81	4,066 81						None,	Road in process of construction; not operated during 1908,	
Jersey City and Bayonne Railroad,	5.00	13,500 00		1,195 92	1,195 92							Road not constructed,	
Jersey City Belt Line Railway,	5.83	56,800 00		83 76	47,403 76						None,	Construction work not yet completed,	
Kinkora and New Lisbon Railroad,	10.41	40,000 00		58,780 01	40,000 00	9,483 63	9,025 47	7,201 64	25,711 04	44,918 08	None,		Pennsylvania Railroad Company.
Lafayette Railroad,	.55	61,800 00									None,	Receipts and expenses included in report of Central R. R. Co. of N. J.,	Central Railroad Company of New Jersey.
Lehigh and Hudson River Railway,	73.90	1,100,000 00	2,120,818 04	282,931 81	2,952,207 16	29,105 54	659,461 64	8,507 06	697,074 24	566,185 93	None,	Report includes earnings and expenses of South Easton and Phillipsburg R. R.,	
Lehigh and New England Railroad,	169.82	1,000,000 00	4,729,128 00	65,000 00	5,446,999 21	20,960 67	671,968 10	13,074 22	706,002 99	462,867 40	None,		
Lehigh Valley Railroad Company of New Jersey,	85.87	20,433,030 00	16,475,000 00		27,715,605 07	724,394 71	5,051,374 45	238,028 65	6,013,797 81	4,182,964 46	None,		
Lodi Branch Railroad,	.32	60,000 00			60,000 00							Operations and expenditures included in report of New York, Susquehanna and Western R. R. Co.,	New York, Susquehanna & Western R. R. Co.
Long Dock Company,	2.561	800,000 00	7,500,000 00		1,177,272 84						None,	Operations and expenditures included in report of Erie R. R. Co.,	Erie Railroad Company.
Lucaston Railroad,	1.62	16,000 00			16,000 00	661 00	1,675 40	125 00	2,461 40	2,461 40	None,		

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Freehold and Jamesburg Agricultural Railroad,	27.31	295,600 00	498,600 00			148,394 85	97,273 21	34,507 01	280,175 07	246,548 99	One of 2 per cent. in cash,		Pennsylvania Railroad Company.
Hackensack and Lodi Railroad,	1.41	25,000 00			25,000 00								New York, Susquehanna & Western R. R. Co.
Hibernia Mine Railroad,	5.20	200,000 00			179,941 14				14,075 40	12,470 48	$12,000 in cash,		Central Railroad Company of New Jersey.
Hoboken Manufacturers' Railroad,	1.125	400,000 00	350,000 00	175,676 06	745,583 45		89,782 81	7,099 47	96,882 28	146,760 20	None,		
Hoboken Railroad, Warehouse and Steamship Connecting Company,	1.607	300,000 00	189,000 00		196,762 45			22,000 00	22,000 00		1 per cent. and 2 per cent., in cash,		Hoboken Manufacturers' R. R. Co.
Hopatcong Railroad,	.89	10,000 00		7,485 25	17,485 25						None,	Receipts and expenses included in report of Morris and Essex R. R.,	Morris and Essex Railroad Company.
Hopatcong Shore Railroad,	2.50	3,000 00	7,000 00		15,000 00								
Hudson and Manhattan Railroad,	13.00	38,003,562 00	56,500,000 00	309,052 72		529,288 40		545,616 47	1,074,904 87	772,550 98	None,	See remarks in report,	
Inter-City Link Railroad,	**	6,000 00		2,066 81	4,066 81						None,	Road in process of construction; not operated during 1908,	
Jersey City and Bayonne Railroad,	5.00	13,500 00		1,195 92	1,195 92							Road not constructed,	
Jersey City Belt Line Railway,	5.83	56,800 00		83 76	47,403 76						None,	Construction work not yet completed,	
Kinkora and New Lisbon Railroad,	10.41	40,000 00		58,780 01	40,000 00	9,483 63	9,025 47	7,201 64	25,711 04	44,918 08	None,		Pennsylvania Railroad Company.
Lafayette Railroad,	.55	61,800 00									None,	Receipts and expenses included in report of Central R. R. Co. of N. J.,	Central Railroad Company of New Jersey.
Lehigh and Hudson River Railway,	73.90	1,100,000 00	2,120,818 04	282,931 81	2,952,207 16	29,105 54	659,461 64	8,507 06	697,074 24	566,185 93	None,	Report includes earnings and expenses of South Easton and Phillipsburg R. R.,	
Lehigh and New England Railroad,	169.82	1,000,000 00	4,729,128 00	65,000 00	5,446,999 21	20,960 67	671,968 10	13,074 22	706,002 99	462,867 40	None,		
Lehigh Valley Railroad Company of New Jersey,	85.87	20,433,000 00	16,475,000 00		27,715,605 07	724,394 71	5,051,374 45	238,028 65	6,013,797 81	4,182,964 46	None,		
Lodi Branch Railroad,	.32	60,000 00			60,000 00							Operations and expenditures included in report of New York, Susquehanna and Western R. R. Co.,	New York, Susquehanna & Western R. R. Co.
Long Dock Company,	2.561	800,000 00	7,500,000 00		1,177,272 84						None,	Operations and expenditures included in report of Erie R. R. Co.,	Erie Railroad Company.
Lucaston Railroad,	1.62	16,000 00			16,000 00	661 00	1,675 40	125 00	2,461 40	2,461 40	None,		
Macopin Railroad,	1.50	60,000 00	44,000 00		104,000 00							Operations and expenditures included in report of New York, Susquehanna and Western R. R. Co.,	New York, Susquehanna & Western R. R. Co.
Manahawkin and Long Beach Transportation Company,	7.73	8,900 00				4,056 29	4,419 57	52 50	8,528 36	8,157 37	None,	See remarks in report,	
Manufacturers' Extension Railroad,	1.23	53,700 00									None,	Receipts and expenses included in report of Central R. R. Co. of N. J.,	Central Railroad Company of New Jersey.
Middle Brook Railroad,	1.85	4,000 00									None,	Receipts and expenses included in report of Central R. R. Co. of N. J.,	Central Railroad Company of New Jersey.
Middle Valley Railroad,	1.38	9,900 00									None,	Receipts and expenses included in report of Central R. R. Co. of N. J.,	Central Railroad Company of New Jersey. Pennsylvania Railroad Company.
Millstone and New Brunswick Railroad,	6.56	95,750 00		221,854 64	113,404 42	5,326 44	2,979 37	1,178 76	9,484 57	28,840 92	None,		Delaware, Lackawanna & Western R. R. Co.
Morris and Essex Railroad,	119.01	15,000,000 00	32,077,000 00	1,397,284 71	47,333,097 45	3,601,130 40	4,508,004 97	697,487 93	8,806,623 30	5,879,883 72	$1,050,000 paid in cash by lessee,		Delaware, Lackawanna & Western R. R. Co.
Morris and Essex Extension Railroad,	1.92	221,000 00		73,253 66	294,253 66						$8,840 paid in cash by lessee,	Receipts and expenses included in report of Morris and Essex R. R.,	
Morristown and Erie Railroad,	10.68	400,000 00	300,000 00	7,109 38	712,068 98	6,550 06	62,888 51	1,966 81	71,405 38	37,109 22	None,	See remarks in report,	
Mount Holly, Lumberton and Medford Railroad,	5.94	95,650 00	75,000 00		170,650 00	3,284 24	5,497 70	1,092 16	9,874 10	19,370 91	Two of 3 per cent. each on $45,050 stock, paid in cash,		Pennsylvania Railroad Company.
Mount Hope Mineral Railroad,	4.28	160,000 00		2,470 11	162,470 11		24,500 58	382 23	24,882 81	14,144 11	6 per cent., paid Dec. 12, 1908, in cash, $9,600,		
Navesink Railroad,	4.66	701,900 00									None,	Receipts and expenses included in report of N. J. Southern Ry. Co.,	New Jersey Southern Railway Company.
Newark Bay Railway,	4.91	13,000 00		180 83	5,180 83						None,	Construction work not yet completed,	
Newark and Bloomfield Railroad,	4.24	103,850 00		459,143 71	562,993 71						$6,231, paid in cash by lessee,	Receipts and expenses included in report of Morris and Essex R. R.,	Delaware, Lackawanna & Western R. R. Co.
Newark and Hudson Railroad,	5.62	250,000 00	250,000 00		355,056 18						None,	Operations and expenditures included in report of Erie R. R. Co.,	Erie Railroad Company.
New Jersey Junction Railroad,	4.43	100,000 00	1,700,000 00		1,602,128 01							See affidavit as to earnings and expenses,	N. Y. Central & Hudson River R. R. Co.
New Jersey and New York Railroad,	34.504	2,228,600 00	1,032,500 00	105,040 52	3,344,930 87	437,646 53	150,215 77	25,587 69	613,449 99	450,521 30	None,		
New Jersey and Pennsylvania Railroad Company,	24.15	300,000 00	200,000 00	110,000 00		36,063 56		4,437 03	40,500 59	38,305 44	None,		
New Jersey Shore Line Railroad,	15.50	31,000 00		246,324 29	242,692 21						None,	Road not constructed,	
New Jersey Short Line Railroad,	18.90	80,300 00	80,300 00	9,100 00							None,		
New Jersey Southern Railway,	75.66	2,590,600 00				478,647 80	427,977 23	379,217 15	1,285,842 18	1,171,105 12	None,	Report includes receipts and expenditures of the Buena Vista R. R., Cumberland and Maurice River R. R., Cumberland and Maurice River Extension R. R., Freehold and Atlantic Highlands R. R., Navesink R. R., Toms River R. R., Toms River and Barnegat R. R., Vineland R. R., and West End R. R.; also the steamboat route between New York and Atlantic Highlands,	
New Jersey Terminal Railroad,	5.61	500,000 00	250,000 00								None,	Receipts and expenses included in report of Central R. R. of N. J.,	Central R. R. Co. of N. J.
New York Bay Railroad,	13.56	6,000,000 00	3,885,000 00		9,883,645 53				297,011 34	231,279 33	One of 1 per cent., in cash,		
New York and Fort Lee Railroad,	24.00	1,000,000 00		14,506 21								Remaining portion of the constructed road is included in report of West Shore Railroad,	N. Y. Central & Hudson River R. R. Co.
New York and Greenwood Lake Railway,	51.66	100,000 00	1,500,000 00		1,600,000 00						None,	Operations and expenses included in report of Erie R. R. Co. Includes the Arlington Railroad, Caldwell Railway, Roseland Railroad and Watchung Railroad,	Erie Railroad Company.
New York and Long Branch Railroad,	38.04	2,000,000 00	2,438,000 00									Receipts and expenses assumed by operating companies,	Central R. R. Co. of N. J., and the Pennsylvania R. R. Co., under agreement.
New York, Susquehanna and Western Railroad,	101.00	26,000,000 00	12,499,000 00	561,394 67	39,060,394 67	557,839 79	1,753,564 59	92,879 80	2,404,284 18	1,730,318 18			
Northern Railroad Company of New Jersey,	26.05	1,000,000 00	808,000 00		1,808,000 00							Operations and expenditures included in report of Erie R. R. Co.,	Erie Railroad Company.
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		32,435 35	143,485 35						$5,552.50, paid in cash by lessee,	Receipts and expenses included in report of Morris and Essex R. R.,	Delaware, Lackawanna & Western R. R. Co.
Passaic and Delaware Extension Railroad,	7.41	100,000 00			100,000 00						$4,000, paid in cash by lessee,	Receipts and expenses included in report of Morris and Essex R. R.,	Delaware, Lackawanna & Western R. R. Co.
Passaic and New York Railroad,	3.05	70,000 00	70,000 00		140,000 00							Operations and expenditures included in report of New York, Susquehanna and Western R. R. Co.,	New York, Susquehanna & Western R. R. Co.
Passaic River Extension Railroad,	***	7,700 00			7,700 00						None,	No construction has been done,	
Paterson and Hudson River Railroad,	13.950	630,000 00			630,000 00						8 per cent., paid in cash, $50,400,		Erie Railroad Company.
Paterson, Newark and New York Railroad,	11.326	250,000 00	500,000 00		545,433 29						None,	Operations and expenditures included in report of Erie R. R. Co.,	Erie Railroad Company.
Paterson and Ramapo Railroad,	14.413	298,000 00			350,000 00						8 per cent., paid in cash, $23,840,		Erie Railroad Company.
Pemberton and Hightstown Railroad,	24.42	342,150 00	160,000 00		502,150 00						None,		Union Transportation Company.
Perth Amboy and Woodbridge Railway,	6.43	228,400 00			356,970 70	113,784 02	106,424 69	32,006 15	252,214 86	176,735 34	Two of 10 per cent. each, in cash,		Pennsylvania Railroad Company.
Philadelphia and Beach Haven Railroad,	12.12	200,000 00		242,954 92	200,000 00	7,188 39	3,470 93	2,434 04	13,093 36	25,547 04	None,		Pennsylvania Railroad Company.
Philadelphia and Brigantine Railroad,	14.00										None,	See remarks in report,	
Philadelphia and Long Branch Railroad,	48.74	765,000 00	750,000 00	531,444 87	1,547,520 63	117,807 67	47,482 47	17,388 84	182,678 98	223,225 91	None,		Pennsylvania Railroad Company.
Pohatcong Railroad,	1.75	5,000 00			32,465 86						None,	See remarks in report,	
Port Reading Railroad,	21.14	2,000,000 00	1,500,000 00		3,794,416 67		907,729 70	17,410 20	925,139 90	563,762 39	None,		
Rahway Valley Railroad,	10.00	49,200 00	72,000 00	339,889 81	391,035 68	4,750 49	17,889 48	775 12	23,415 09	36,292 22	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.,	Central Railroad Company of New Jersey.
Raritan River Railroad,	21.65	400,000 00	400,000 00	14,000 00	932,838 92	146,054 53	4,603 82	12,800 26	163,458 61	103,852 29	Two dividends—3 per cent. and 2½ per cent.—in all 5½ per cent. on par value of capital stock, paid in cash,		
Raritan Terminal and Transportation Company,	***	40,000 00									None,		
Rockaway River and Montville Railroad,	1.792	30,000 00		30,000 00	60,000 00						None,		Morris and Essex Railroad Company.

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Mount Holly, Lumberton and Medford Railroad,	5.94	95,650 00	75,000 00		170,650 00	3,284 24	5,497 70	1,092 16	9,874 10	19,370 91	Two of 3 per cent. each on $45,050 stock, paid in cash,		Pennsylvania Railroad Company.
Mount Hope Mineral Railroad,	4.28	160,000 00		2,470 11	162,470 11		21,360 87		2,000 00	19,360 87	One of 12 per cent., paid Dec. 12, 1908, in cash, $9,600,		
Navesink Railroad,	4.66	701,900 00									None,	Receipts and expenses included in report of N. J. Southern Ry. Co.,	New Jersey Southern Railway Company.
Newark Bay Railway,	4.91	13,000 00		180 83	5,180 83						None,	Construction work not yet completed,	
Newark and Bloomfield Railroad,	4.24	103,850 00		459,143 71	562,993 71						$6,231, paid in cash by lessee,	Receipts and expenses included in report of Morris and Essex R. R.,	Delaware, Lackawanna & Western R. R. Co.
Newark and Hudson Railroad,	5.62	250,000 00	250,000 00		355,056 18						None,	Operations and expenditures included in report of Erie R. R. Co.,	Erie Railroad Company.
New Jersey Junction Railroad,	4.43	100,000 00	1,700,000 00		1,802,128 01							See affidavit as to earnings and expenses,	N. Y. Central & Hudson River R. R. Co.
New Jersey and New York Railroad,	34.504	2,228,600 00	1,032,500 00	105,040 52	3,344,930 87	437,646 53	150,215 77	25,587 69	613,449 99	450,521 30	None,		
New Jersey and Pennsylvania Railroad Company,	24.15	300,000 00	200,000 00	110,000 00		36,063 56		4,437 03	40,500 59	38,305 44	None,		
New Jersey Shore Line Railroad,	15.50	31,000 00		246,324 29	242,692 21							Road not constructed,	
New Jersey Short Line Railroad,	18.90	80,300 00	80,300 00	9,100 00							None,		
New Jersey Southern Railway,	75.66	2,590,600 00				478,647 80	427,977 23	379,217 15	1,285,842 18	1,171,105 12	None,	Report includes receipts and expenditures of the Buena Vista R. R., Cumberland and Maurice River R. R., Cumberland and Maurice River Extension R. R., Freehold and Atlantic Highlands R. R., Navesink R. R., Toms River R. R., Toms River and Barnegat R. R., Vineland R. R., and West End R. R.; also the steamboat route between New York and Atlantic Highlands,	
New Jersey Terminal Railroad,	5.61	500,000 00	250,000 00								None,	Receipts and expenses included in report of Central R. R. of N. J.,	Central R. R. Co. of N. J.
New York Bay Railroad,	13.56	6,000,000 00	3,885,000 00		9,883,645 53				297,011 34	231,279 33	One of 1 per cent., in cash,		
New York and Fort Lee Railroad,	24.00	1,000,000 00		14,506 21								Remaining portion of the constructed road is included in report of West Shore Railroad,	N. Y. Central & Hudson River R. R. Co.
New York and Greenwood Lake Railway,	51.66	100,000 00	1,500,000 00		1,600,000 00						None,	Operations and expenses included in report of Erie R. R. Co. Includes the Arlington Railroad, Caldwell Railway, Roseland Railroad and Watchung Railroad,	Erie Railroad Company.
New York and Long Branch Railroad,	38.04	2,000,000 00	2,438,000 00									Receipts and expenses assumed by operating companies,	Central R. R. Co. of N. J., and the Pennsylvania R. R. Co., under agreement.
New York, Susquehanna and Western Railroad,	101.00	26,000,000 00	12,499,000 00	561,394 67	39,060,394 67	557,839 79	1,753,564 59	92,879 80	2,404,284 18	1,730,318 18			
Northern Railroad Company of New Jersey,	26.05	1,000,000 00	808,000 00		1,808,000 00							Operations and expenditures included in report of Erie R. R. Co.,	Erie Railroad Company.
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		32,435 35	143,485 35						$5,552.50, paid in cash by lessee,	Receipts and expenses included in report of Morris and Essex R. R.,	Delaware, Lackawanna & Western R. R. Co.
Passaic and Delaware Extension Railroad,	7.41	100,000 00			100,000 00						$4,000, paid in cash by lessee,	Receipts and expenses included in report of Morris and Essex R. R.,	Delaware, Lackawanna & Western R. R. Co.
Passaic and New York Railroad,	3.05	70,000 00	70,000 00		140,000 00							Operations and expenditures included in report of New York, Susquehanna and Western R. R. Co.,	New York, Susquehanna & Western R. R. Co.
Passaic River Extension Railroad,	***	7,700 00			7,700 00						None,	No construction has been done,	
Paterson and Hudson River Railroad,	13.950	630,000 00			630,000 00						8 per cent., paid in cash, $50,400,		Erie Railroad Company.
Paterson, Newark and New York Railroad,	11.326	250,000 00	500,000 00		545,433 29						None,	Operations and expenditures included in report of Erie R. R. Co.,	Erie Railroad Company.
Paterson and Ramapo Railroad,	14.413	298,000 00			350,000 00						8 per cent., paid in cash, $23,840,		Erie Railroad Company.
Pemberton and Hightstown Railroad,	24.42	342,150 00	160,000 00		502,150 00						None,		Union Transportation Company.
Perth Amboy and Woodbridge Railway,	6.43	228,400 00			356,970 70	113,784 02	106,424 69	32,006 15	252,214 86	176,735 34	Two of 10 per cent. each, in cash,		Pennsylvania Railroad Company.
Philadelphia and Beach Haven Railroad,	12.12	200,000 00		242,954 92	200,000 00	7,188 39	3,470 93	2,434 04	13,093 36	25,547 04	None,		Pennsylvania Railroad Company.
Philadelphia and Brigantine Railroad,	14.00										None,	See remarks in report,	
Philadelphia and Long Branch Railroad,	48.74	765,000 00	750,000 00	531,444 87	1,547,520 63	117,807 67	47,482 47	17,388 84	182,678 98	223,225 91	None,		Pennsylvania Railroad Company.
Pohatcong Railroad,	1.75	5,000 00			32,465 86						None,	See remarks in report,	
Port Reading Railroad,	21.14	2,000,000 00	1,500,000 00		3,794,416 67		907,729 70	17,410 20	925,139 90	563,762 39	None,		
Rahway Valley Railroad,	10.00	49,200 00	72,000 00	339,889 81	391,035 68	4,750 49	17,889 48	775 12	23,415 09	36,292 22	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.,	Central Railroad Company of New Jersey.
Raritan River Railroad,	21.65	400,000 00	400,000 00	14,000 00	932,838 92	146,054 53	4,603 82	12,800 26	163,458 61	103,852 29	Two dividends—3 per cent. and 2½ per cent.—in all 5½ per cent. on par value of capital stock, paid in cash,		
Raritan Terminal and Transportation Company,	***	40,000 00									None,		
Rockaway River and Montville Railroad,	1.792	30,000 00		30,000 00	60,000 00						None,		Morris and Essex Railroad Company.
Rocky Hill Railroad and Transportation Company,	2.85	45,600 00			45,654 14	2,114 99	16,317 87	1,683 51	20,116 37	19,867 19	Two of 3 per cent. each on $18,700 stock, paid in cash,		Pennsylvania Railroad Company.
Sound Shore Railroad,	6.17	149,200 00									None,	Receipts and expenses included in report of Central R. R. Co. of N. J.,	Central Railroad Company of New Jersey.
Sussex Railroad,	30.55	1,638,600 00			1,930,528 45	59,524 46	62,335 65	32,361 49	154,221 60	122,636 65	None,		
Toms River Railroad,	7.57	240,000 00									None,	Receipts and expenses included in report of N. J. Southern Ry. Co.,	New Jersey Southern Railway Company.
Toms River and Barnegat Railroad,	14.71	75,300 00									None,	Receipts and expenses included in report of N. J. Southern Ry. Co.,	New Jersey Southern Railway Company.
Trenton, Lawrenceville and Princeton Railroad,	9.59	200,000 00	100,000 00	257,894 30	557,894 30	43,816 77	11,184 57		55,001 34	38,522 12	None,	Report includes Trenton, Lawrenceville and Princeton Extension R. R., 1.44 miles in length,	
Trenton and New Brunswick Railroad,	23.107	1,000,000 00	1,000,000 00	163,299 60	1,859,054 41	59,013 46		623 59	59,637 05	38,487 14	None,		
Trenton Terminal Railroad Company,	.875	15,000 00	15,000 00		30,000 00								Camden and Trenton Railroad Co.
Tuckerton Railroad,	29.00	552,241 54	99,882 50	4,405 83	631,409 25	31,888 74	28,417 69	4,773 78	65,080 21	65,265 54	None,		
Union Transportation Company,						37,543 94	21,200 87	5,338 53	64,083 34	60,997 53	$1,012.50, paid semi-annually, 2½ per cent.,		
United New Jersey Railroad and Canal Company,	463.73	21,240,400 00	20,000,000 00		60,234,322 61	11,779,009 48	18,526,579 78	3,182,760 51	33,488,349 77	31,047,499 03	10 per centum on capital stock paid quarterly by Pennsylvania R. R. $2,124,040,		Pennsylvania Railroad Company.
Vincentown Branch Railroad,	2.77	25,000 00	15,000 00		40,000 00	1,151 51	2,808 88	1,409 44	5,369 83	7,354 27	Two of 3 per cent. each on $15,000 stock, paid in cash,		Pennsylvania Railroad Company.
Vineland Railroad,	46.82	600,000 00									None,	Receipts and expenses included in report of N. J. Southern Ry. Co.,	New Jersey Southern Railway Company.
Warren Railroad,	18.82	1,800,000 00	1,394,000 00	2,820 38	3,196,820 38						$126,000, paid in cash by lessee,	Receipts and expenses included in report of Morris and Essex R. R. Co.,	Delaware, Lackawanna & Western R. R. Co.
West End Railroad,	1.36	43,700 00									None,	Receipts and expenses included in report of N. J. Southern Ry. Co.,	New Jersey Southern Railway Company.
West Jersey and Seashore Railroad,	336.72	9,679,450 00	6,869,800 00	3,690,124 42	19,311,885 49	3,189,495 39	1,428,249 93	581,752 20	5,199,497 52	4,748,067 47	Two of 2 per cent. each on common stock, and two of 3 per cent. each on the special guaranteed stock, all paid in cash,		
West Shore Railroad,	423.50	10,000,000 00	50,000,000 00	907,540 47	66,060,896 95							See affidavit in regard to receipts and expenses,	N. Y. Central & Hudson River R. R. Co.
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		850,000 00	4,968 52	41,990 74	111 12	47,070 38	39,183 23	None,		

* About 7 miles.
** Between 1 and 2 miles.
*** About 1 mile.