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Account of the

FORTY-SECOND ANNUAL REPORT

FOR THE YEAR 1888

OF THE

BOARD OF DIRECTORS

OF THE

PENNSYLVANIA RAILROAD COMPANY

TO THE

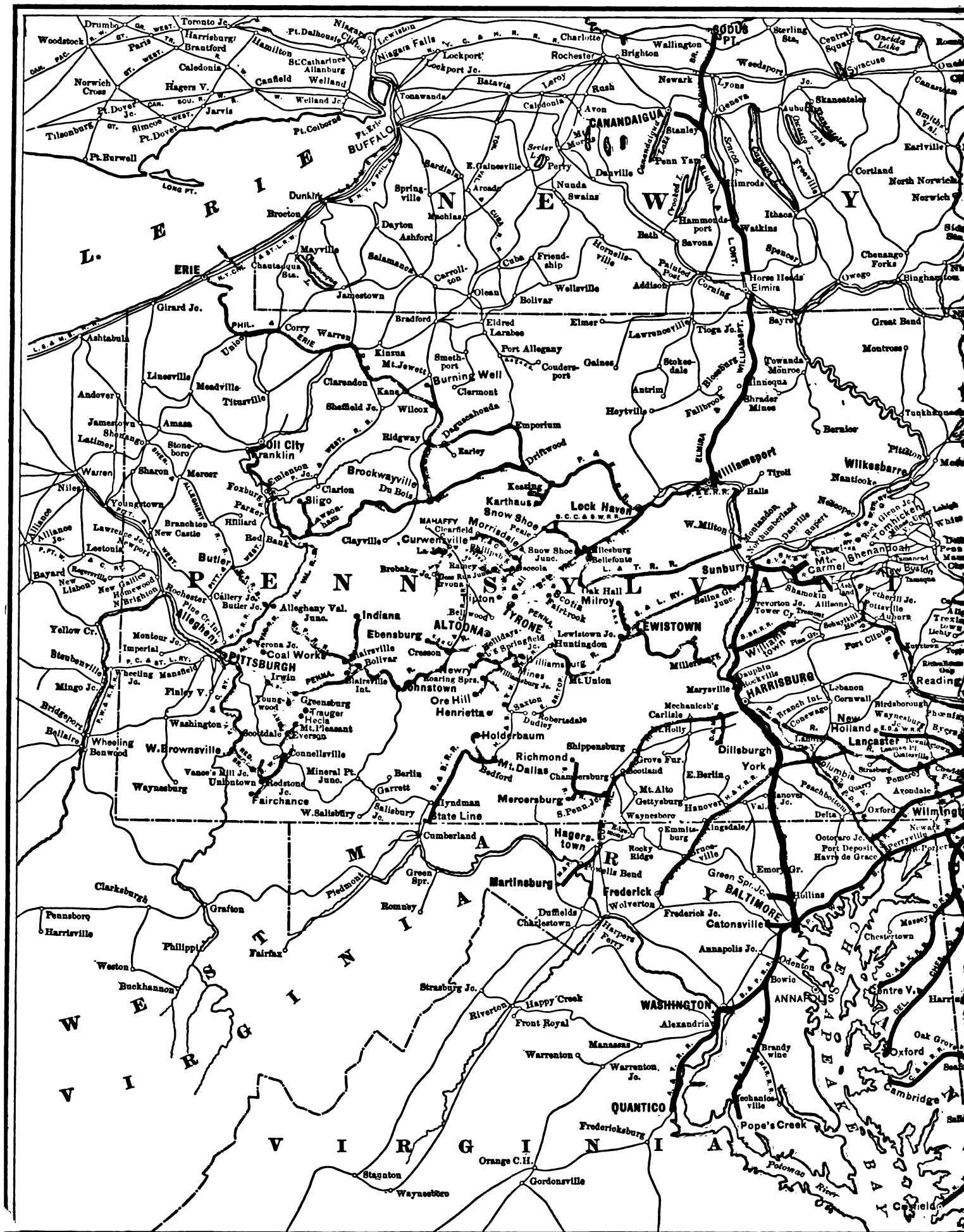
STOCKHOLDERS.

Presented at the Meeting held March 12th, 1889.

Allen, Lane & Scott, Prs., Philad'a.

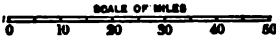
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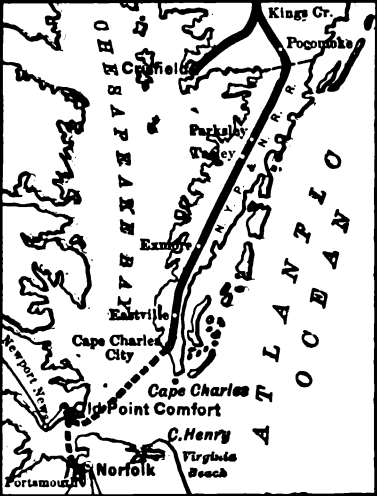


MAP OF THE
PENNSYLVANIA
RAILROAD COMPANY'S LINES
EAST OF PITTSBURGH AND ERIE.



EXPLANATION.

- NEW JERSEY LINES
- PENNA. R.R. LINES
- PHILA. & ERIE R.R. LINES
- NOR. CEN. RY. LINES
- P. W. & B. R.R. LINES



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FORTY-SECOND ANNUAL REPORT

FOR THE YEAR 1888

OF THE

BOARD OF DIRECTORS

OF THE

PENNSYLVANIA RAILROAD COMPANY

TO THE

STOCKHOLDERS.

Presented at the Meeting held March 12th, 1889.

DIRECTORS
OF THE
PENNSYLVANIA RAILROAD COMPANY
FOR THE
YEAR 1889-90.

GEORGE B. ROBERTS,
WISTAR MORRIS,
ALEXANDER M. FOX,
ALEXANDER BIDDLE,
N. PARKER SHORTRIDGE,
HENRY D. WELSH,
WILLIAM L. ELKINS,
WILLIAM THAW,

H. H. HOUSTON,
A. J. CASSATT,
C. A. GRISCOM,
B. B. COMEGYS,
AMOS R. LITTLE,
FRANK THOMSON,
J. N. DuBARRY,
JOHN P. GREEN.

President,
GEORGE B. ROBERTS.

First Vice-President, FRANK THOMSON.

Second Vice-President, J. N. DuBARRY.

Third Vice-President, JOHN P. GREEN.

Treasurer,
ROBERT W. SMITH.

General Solicitor,
JOHN SCOTT.

Secretary,
JOHN C. SIMS, JR.

FORTY-SECOND ANNUAL MEETING.

Philadelphia March 12th, 1889.

The annual meeting of the stockholders of the Pennsylvania Railroad Company was held this day at 11 o'clock, A. M., at Musical Fund Hall.

On motion of Mr. John N. Hutchinson, Colonel A. Loudon Snowden was called to the chair, and Mr. John C. Sims, Jr., was chosen Secretary.

The Secretary read the call for the meeting, as follows:—

OFFICE OF THE PENNSYLVANIA RAILROAD COMPANY,

Philadelphia, February 18th, 1889.

The annual meeting of the stockholders of this Company will be held on Tuesday, the twelfth day of March, 1889, at 11 o'clock, A. M., at Musical Fund Hall, Locust Street, above Eighth Street, Philadelphia.

Stockholders can obtain copies of the annual report of the Company, and the necessary tickets of admission to the meeting, on and after March 5th next, by personal application or by letter to the Secretary's office, room 32, No. 233 South Fourth Street, Philadelphia.

JOHN C. SIMS, Jr.,
Secretary.

General Louis Wagner offered the following resolution, which was adopted:—

Resolved, That the Secretary turn over each page of the annual report separately without reading it, and if any stockholder has a question to ask pertinent to the matter on that page, he shall have the opportunity to do so, and that otherwise than this the reading shall be dispensed with.

On motion of Mr. Lewis Elkin, it was voted that all speeches be limited to five minutes each.

The Secretary then proceeded to turn over the pages of the annual report, calling out the number of each page in order.

When the pages of the report had all been called,

Mr. Lewis Elkin offered the following resolution, which was adopted:—

Resolved, That the report of the President and Board of Directors for the year 1888 be and the same is hereby approved and adopted, and that the thanks of the shareholders be tendered to the President and Board of Directors for their able and faithful management of the affairs of the Company during the past year.

The following resolution, offered by Col. John Cassels, was, on motion, adopted:—

Resolved, That the chairman of this meeting be requested to appoint a committee of seven shareholders of this Company, to recommend, after conferring with the President, a ticket for Directors, to be voted by the shareholders at the next annual election.

The Chair named the following gentlemen as such committee:—

Messrs. Thomas G. Hood, John F. Smith, Henry Norris, Elias D. Kennedy, Charles Porter, William Wood, John Cassels.

On motion of Mr. John N. Hutchinson, the thanks of the meeting were tendered to the chairman for the able and impartial manner in which he had presided.

The meeting then, on motion, adjourned.

A. LOUDON SNOWDEN,
Chairman.

JOHN C. SIMS, JR.,
Secretary.

FORTY-SECOND ANNUAL REPORT

OFFICE OF THE PENNSYLVANIA RAILROAD COMPANY,

Philadelphia, March 1st, 1889.

To the Shareholders of
The Pennsylvania Railroad Company.

The Board herewith submit their report for the year 1888, with such data relating to the lines embraced in your system as will give you a clear understanding of their physical and financial condition.

The statements immediately following show the results on the three Divisions operated by the Company east of Pittsburgh and Erie, viz.:—

- 1st. The Pennsylvania Railroad Division;
- 2d. The United Railroads of New Jersey Division, including the Delaware and Raritan Canal;
and,
- 3d. The Philadelphia and Erie Railroad Division;
Being an aggregate of 2370 miles of railroad and 66 miles of canal.

**GENERAL INCOME ACCOUNT FOR THE YEAR ENDING DECEMBER 31st, 1888,
AND COMPARISON WITH THE YEAR 1887.**

No. 1, PENNSYLVANIA RAILROAD DIVISION.

MAIN LINE AND BRANCHES, PHILADELPHIA TO PITTSBURGH.

	1888.	1888.	1887.	INCREASE.	DECREASE.
EARNINGS. —From freight traffic,	\$27,657,543 50		\$26,505,179 46	\$1,152,364 04	
From passenger traffic,	7,329,225 80		7,171,398 91	157,826 89	
From express traffic,	569,997 70		544,133 98	25,863 72	
From transportation of mails,	533,055 08		516,959 93	16,095 15	
From miscellaneous sources,	434,027 83		369,268 83	64,759 00	
From rents,	174,333 93		198,787 29		\$24,453 36
Total earnings,	\$36,698,183 84		\$35,305,728 40	\$1,392,455 44	
EXPENSES. —For conducting transportation,	\$8,498,525 78		\$7,762,498 45	\$736,027 33	
For motive power,	6,389,806 25		6,014,287 35	375,518 90	
For maintenance of cars,	3,515,029 45		3,008,071 60	506,957 85	
For maintenance of way,	4,439,588 26		4,865,632 86		\$426,044 60
For general expenses,	683,629 11		678,046 03	5,583 08	
Total expenses,	23,526,578 85		\$22,328,536 29	\$1,198,042 56	
Net earnings from operating Main Line and branches,	\$13,171,604 99		\$12,977,192 11	\$194,412 88	
Add interest from investments (in cash),	\$4,178,604 47		4,488,027 18		\$309,422 71
Add interest from branch roads for use of equipment,	390,952 27		432,138 11		41,185 84
Add interest general account,			10,183 57		10,183 57
Add profits from sundry accounts,	46,691 28		33,824 87	12,866 41	
Add Empire Line net earnings,	98,289 61		198,634 86		100,345 25
	4,714,537 63				
Totals,	\$17,886,142 62		\$18,140,000 70		\$253,858 08
DEDUCT PAYMENTS. —Rentals paid branch roads,	\$2,907,258 13		\$2,558,376 99	\$348,881 14	
Interest on equipment charged branch roads,	171,673 92		210,171 61		\$38,497 69
Interest on bonded debt,	3,594,303 20		3,594,361 40		58 20
Interest Pennsylvania Company for Insurances on Lives, on P., W. & B. stock trust certificates,	326,180 00		326,960 00		780 00
Interest paid State of Pennsylvania on account of purchase of Main Line,	76,093 60		94,592 36		18,498 76
Interest Car Trusts,	385,741 33		401,301 94		15,560 61
Interest on mortgages and ground-rents,	61,892 69		65,068 22		3,175 53
Interest on stock allotment,			110,152 21		110,152 21
Interest general account,	37,882 19			37,882 19	
Premium on exchange, commissions, &c.,	10,248 70		3,740 27	6,508 43	
State tax on capital stock,	345,207 10		333,989 06	11,218 04	
Totals,	\$7,916,480 86		\$7,698,714 06	\$217,766 80	
Net income Pennsylvania Railroad Division,	\$9,969,661 76		\$10,441,286 64		\$471,624 88

GENERAL INCOME ACCOUNT FOR THE YEAR ENDING DECEMBER 31st, 1888,
AND COMPARISON WITH THE YEAR 1887.

No. 2, UNITED RAILROADS OF NEW JERSEY DIVISION.

PHILADELPHIA TO NEW YORK, AND CAMDEN TO SOUTH AMBOY AND BRANCHES.

	1888.	1888.	1887.	INCREASE.	DECREASE.
EARNINGS. —From freight traffic,	\$8,847,088 22		\$8,224,388 40	\$622,699 82	
From passenger traffic,	6,968,551 27		6,842,216 23	126,335 04	
From express traffic,	378,483 58		367,094 50	11,389 08	
From transportation of mails,	204,824 73		205,422 80		\$598 07
From miscellaneous sources,	176,154 80		195,312 81		19,158 01
From Delaware and Raritan Canal,	525,748 92		494,218 72	31,530 20	
Total earnings,		\$17,100,851 52	\$16,328,653 46	\$772,198 06	
EXPENSES. —For conducting transportation,	\$6,776,690 03		\$6,261,632 89	\$515,057 14	
For motive power,	3,363,566 95		3,090,996 46	272,570 49	
For maintenance of cars,	663,007 55		646,886 17	16,121 38	
For maintenance of way,	1,737,625 84		1,789,922 13		\$52,296 29
For general expenses,	99,915 29		97,404 50	2,510 79	
For Delaware and Raritan Canal,	430,680 31		414,158 81	16,521 50	
Total expenses,		13,071,485 97	\$12,301,000 96	\$770,485 01	
Net earnings from operating,		\$4,029,365 55	\$4,027,652 50	\$1,713 05	
Add interest from investments (in cash),		699,896 82	498,584 92	201,311 90	
Add for local taxes refunded by State of New Jersey,			33,517 43		\$33,517 43
Total net income,		\$4,729,262 37	\$4,559,754 85	\$169,507 52	
DEDUCT PAYMENTS. —On account of dividends, interest, &c.,	\$4,824,518 95		\$4,723,155 79	\$101,363 16	
On account of interest on equipment used by Belvidere Delaware, Freehold and Jamesburg, and Philadelphia, Germantown and Chestnut Hill Railroad Companies,	65,244 25		64,589 84	654 41	
Total payments,		4,889,763 20	\$4,787,745 63	\$102,017 57	
Net loss United Railroads of New Jersey Division,		\$160,500 83	\$227,990 78		\$67,489 95

**GENERAL INCOME ACCOUNT FOR THE YEAR ENDING DECEMBER 31st, 1888,
AND COMPARISON WITH THE YEAR 1887.**

No. 3, PHILADELPHIA AND ERIE RAILROAD DIVISION.

PHILADELPHIA AND ERIE RAILROAD.

	1888.	1888.	1887.	INCREASE.	DECREASE.
EARNINGS. —From freight traffic,	\$3,671,142 11		\$3,351,255 99	\$319,886 12	
From passenger traffic,	598,295 32		584,159 46	14,135 86	
From express traffic,	41,159 21		39,987 94	1,171 27	
From transportation of mails,	34,284 24		34,284 24		
From miscellaneous sources,	28,161 42		27,243 64	917 78	
Total earnings,		\$4,373,042 30	\$4,036,931 27	\$336,111 03	
EXPENSES. —For conducting transportation,	\$930,638 27		\$770,797 01	\$159,841 26	
For motive power,	768,284 27		712,911 15	55,373 12	
For maintenance of cars,	391,789 73		322,817 38	68,972 35	
For maintenance of way,	642,376 05		650,522 01		\$8,145 96
Total expenses,		2,733,088 32	\$2,457,047 55	\$276,040 77	
Net earnings from operating Philadelphia & Erie R. R.		\$1,639,953 98	\$1,579,883 72	\$60,070 26	
Deduct interest charged for use of equipment,		168,403 75	167,341 43	1,062 32	
Net earnings applicable to payment of interest, &c.,		\$1,471,550 23	\$1,412,542 29	\$59,007 94	
Deduct amount paid Phila. & Erie R. R. Co. as rental,		1,471,550 23	1,412,542 29	59,007 94	

SUMMARY.

Net income Pennsylvania Railroad Division, as shown in Statement No. 1,	\$9,969,661 76
Net loss United Railroads of New Jersey Division, as shown in Statement No. 2,	160,500 83
Balance after deducting loss on New Jersey Division,	\$9,809,160 93

The details of the foregoing accounts appear in Statements A and B attached to this report, which give separately the results of the working of each road included in the three Divisions east of Pittsburgh and Erie.

From this balance of income for the year, \$9,809,160 93
the following amounts have been deducted, viz. :—

PAYMENT TO FUND FOR THE PURCHASE OF SECURITIES GUARANTEED BY THE PENNSYLVANIA

RAILROAD COMPANY,	\$71,120 83
PENNSYLVANIA RAILROAD COMPANY'S CONSOLIDATED MORTGAGE BONDS, sinking fund account,	324,800 00
ALLEGHENY VALLEY RAILROAD COMPANY.	

Deficiency in meeting interest guaranteed by Pennsylvania Railroad Company,	\$696,115 00
Less amount refunded by receivers, under order of court,	595,385 00
	100,730 00

AMERICAN STEAMSHIP COMPANY.

Interest guaranteed by Pennsylvania Railroad Company,	90,000 00
Amount advanced to the PENNSYLVANIA COMPANY during 1888, \$3,000,323.56, to enable it to meet its obligations to its leased lines, and for other purposes, of which there has been charged to the income of the Pennsylvania Railroad Company,	1,020,000 00
Amount expended in extraordinary repairs and improvements, not properly chargeable to capital account,	1,161,547 28

	2,768,198 11
Balance,	\$7,040,962 82
Out of which was paid a dividend of five per cent.,	5,327,270 00
Leaving a balance of,	\$1,713,692 82
Deduct amount charged off in settlement of sundry accounts,	93,272 01
Total amount transferred to credit of profit and loss for the year 1888,	\$1,620,420 81
Add amount to credit of profit and loss December 31st, 1887,	17,608,947 52
Balance to credit of profit and loss December 31st, 1888,	\$19,229,368 33

While the preceding statements show a continued improvement in the gross revenues of each of the main divisions, yet, on account of the lower rates forced upon your Company by the severe competition that prevailed during the greater portion of the year, the profits resulting from the operation of the road were not correspondingly increased. The interest from investments being materially less in 1888 than in 1887 (when it was exceptionally large), the balance of income was \$9,809,160.93, as against \$10,213,295.86 for 1887. Deducting from this sum the amounts properly chargeable thereto, the net income for the year was \$7,040,962.82, as compared with \$7,783,738.66 for 1887. Although the causes first stated existed to an even greater extent in the territory tributary to your lines west of Pittsburgh, yet the deficit of the Pennsylvania Company in meeting its fixed liabilities was inconsiderable; but that company having been required to make large expenditures for betterments and improvements of your leased properties, for which you are directly responsible, a portion of the amount advanced by your Company for that purpose has been charged directly against your income account. Notwithstanding these necessary deductions, the amount carried to the credit of profit and loss, after paying a five per cent. dividend, was \$1,620,420.81, making the total amount now standing to the credit of that account, \$19,229,368.33.

From the tabular statement in a subsequent part of the report it will be seen that the gross earnings of all the lines embraced in your system east and west of Pittsburgh amounted to \$116,509,292.59, and that their operations covered the movement of 113,346,894 tons of traffic and 74,000,086 passengers. These results not only show the large annual increase in both your freight and passenger traffic, but also the magnitude of the railway system managed in your interest. It may be noted that the cost of the securities now held by your Company amounts to \$109,296,039.59.

Both the New Jersey and the Philadelphia and Erie Railroad Divisions show continued prosperity, though the expenditures on the former property continue to be exceptionally large in improving the facilities for traffic between the important commercial centres of New York and Philadelphia.

The funds for the expenditures, properly chargeable to capital account, on your main, leased, and auxiliary lines east of Pittsburgh, having been obtained from the sale of \$3,000,000 four per cent. bonds of the Western Pennsylvania Railroad Company, guaranteed by your Company, and of Car Trust certificates held in your treasury, there was no increase of your share capital or funded debt for that purpose.

The principal of the debt due to the State of Pennsylvania on account of the purchase of the Main Line, which was charged to capital account, was reduced during the year by the payment of \$383,906.40, leaving a balance of \$1,232,757.43. The final payment of \$635,654.94 upon this debt will be made July 31st, 1890.

Under the provisions of the consolidated mortgage of the Company there was set apart, on the first day of July last, out of the net income, \$324,800 as a sinking fund for the redemption of the outstanding bonds secured by that mortgage. As their market value was too high to permit of their purchase, that amount was placed to the credit of the trustees of the sinking fund.

The aggregate amount so placed with the trustees of the fund for investment since the commencement of the trust, including the income from first mortgages upon real estate, is \$3,127,616 00
of which there has been invested as follows:—

Bonds secured by consolidated mortgage purchased to date, at par value, ..	\$1,769,070 00	
First mortgages upon real estate,	1,247,900 00	
		\$3,016,970 00
Cash on hand December 31st, 1888,		110,646 00
		<u>\$3,127,616 00</u>

Under an arrangement made with the Western Pennsylvania Railroad Company its general mortgage securing \$5,000,000 of five per cent. bonds was cancelled, and a new mortgage created securing the same amount of bonds at four per cent. interest. Your Company having surrendered the five and six per cent. bonds held by it, aggregating \$2,975,000, received, in partial payment therefor, the \$3,000,000 of the new four per cent. bonds hereinbefore referred to.

The East Brandywine and Waynesburg Railroad, extending from your Main Line at Downingtown to New Holland, a distance of twenty-eight miles, was sold under foreclosure, and reorganized under the name of the Downingtown and Lancaster Railroad Company. All its securities are held by your Company.

The Philadelphia and Erie Railroad Company, in order to provide the means for the payment of its \$3,000,000 of seven per cent. bonds, maturing July 1st, 1888, and to fund its 4½ per cent. debentures, amounting to \$1,455,000, issued \$4,555,000 of four per cent. bonds secured by its General Mortgage, and guaranteed by your Company.

Under the contract existing between the New Jersey Railroad and Transportation Company and the Perth Amboy and Woodbridge Railroad Company, \$27,080 of the stock of the latter company in the hands of individual holders, and bearing six per cent. guaranteed interest, was purchased at par. There was also issued to your Company, in payment of advances heretofore made for betterments, \$136,820, making a total of \$163,900 out of \$164,020 of its capital stock now held in your treasury. The \$100,000 six per cent. overdue debentures of that company were provided for by an issue of \$100,000 of four per cent. debentures guaranteed by the United New Jersey Railroad and Canal Company.

Under the Consolidated Mortgage of the Freehold and Jamesburg Agricultural Railroad Company \$100,000 of four per cent. bonds were issued, guaranteed by the United New Jersey Railroad and Canal Company, and the proceeds applied to the payment of the \$100,000 of seven per cent. bonds that matured May 1st, 1888, of the Squankum and Freehold Marl Company, which had been merged into the Freehold and Jamesburg Agricultural Railroad Company.

There are now in the sinking fund, for the redemption of the obligations of the various companies forming the United New Jersey Railroad and Canal Company, securities of the par value of \$5,018,400, and a cash balance, uninvested by the trustees, of \$20,515.44, making an aggregate of \$5,038,915.44. During the current year, \$5,866,000 of the outstanding six per cent. loans of these companies will mature, making, with \$154,000 of debentures that fell due last year, a total of \$6,020,000, which will be provided for by the issue of four per cent. bonds under their general mortgage of April 20th, 1871.

The trustees of the sinking fund for the redemption of the trust certificates issued for the purchase of the shares of the capital stock of the Philadelphia, Wilmington and Baltimore Railroad Company were only able to purchase \$85,000 certificates during the past year at the limit fixed in the trust agreement, and therefore returned to your treasury, of the amount appropriated for that purpose, \$182,477.47. The total amount of these certificates purchased and cancelled to December 31st, 1888, is \$1,911,000, leaving outstanding \$8,089,000.

SUMMARY OF CAPITAL EXPENDITURES UPON YOUR MAIN, LEASED, AND AUXILIARY LINES FOR 1888.

The following statement will show the amounts that have been expended during the past year for construction, equipment, and real estate upon your main and leased lines and branches, as well as the amounts that have been advanced for the improvement and extension of branch and auxiliary roads operated by your Company:—

• PENNSYLVANIA RAILROAD.			
CONSTRUCTION.			
Additional third and fourth tracks, sidings, &c.,	\$678,606 01		
Additional right of way,	148,410 88		
			\$827,016 89
EQUIPMENT.			
Additional locomotives,	\$698,000 00		
Additional passenger cars,	148,000 00		
Additional freight cars,	717,500 00		
			1,563,500 00
REAL ESTATE.			
Additional real estate,	\$389,963 67		
Credits to this account,	333,683 72		
			56,279 95
			<u>\$2,446,796 84</u>
Carried forward,			\$2,446,796 84

Brought forward, \$2,446,796 84

UNITED RAILROADS OF NEW JERSEY.

CONSTRUCTION.

Additional third and fourth tracks, sidings, passenger and freight stations, &c., .	\$204,211 42	
Wharves and landings,	225,137 51	
Additional right of way,	37,935 70	
		\$467,284 63
Less proceeds of sale of property,		72,540 00
		\$394,744 63

REAL ESTATE.

On line of road,	\$111,381 44	
Harsimus Cove,	35,327 83	
	\$146,709 27	
Less cash received from sale of property,	20,009 00	
		126,700 27

521,444 90

PHILADELPHIA AND TRENTON RAILROAD.

CONSTRUCTION.

Additional third and fourth tracks, sidings, passenger and freight stations, &c., .	\$22,173 17	
Additional right of way,	1,017 36	
		\$23,190 53

REAL ESTATE.

On line of road,	22,449 10	
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45,639 63

Total expenditures upon the Main Line and New Jersey Division, \$3,013,881 37

The following amounts were advanced during the year for improvements and extensions on branch and auxiliary lines operated by the Company:—

Connecting Railway,	\$52,601 33	
Perth Amboy and Woodbridge Railroad,	1,520 79	
Pittsburgh, Virginia and Charleston Railway,	216,878 01	
River-Front Railroad,	2,794 67	
South West Pennsylvania Railway,	134,312 76	
Tyrone and Clearfield Railway,	48,152 34	
Western Pennsylvania Railroad,	121,133 01	
Pennsylvania Schuylkill Valley Railroad,	263,805 30	
Kensington and Tacony Railroad,	28,326 58	
Cambria and Clearfield Railroad,	155,501 90	
Bellefonte, Nittany and Lemont Railroad,	81,197 39	
North and West Branch Railway,	28,262 17	
Turtle Creek Valley Railroad,	135,382 32	
Aggregate of small expenditures on various branch lines,	23,605 27	
*Total on branch and auxiliary lines,	\$1,293,473 84	
On account of the advances to the branch and auxiliary lines there has been received from those Companies in cash,	429,951 56	
		863,522 28

Leaving the sum invested in cash, for construction, equipment, and real estate on the Main Line, and advanced for such purposes to leased, branch, and auxiliary lines by the Pennsylvania Railroad Company, in 1888, \$3,877,403 65

There were used on the Main Line, in construction and repairs, 22,794 tons of steel rails, and 963,520 ties; on the United Railroads of New Jersey, 4860 tons of steel, and 356,226 ties; on the Philadelphia and Erie Railroad, 2225 tons of steel, and 179,248 ties,—making a total of 29,879 tons of steel, and 1,498,994 ties.

There were built at Altoona, and your other shops east of Pittsburgh and Erie, for the Main Line and other roads in your interest, on capital and repair account, 125 locomotives, 46 passenger cars, 11 baggage and mail cars, 2807 freight cars, and 120 cabin and maintenance of way cars.

* On account of these advances to branch and auxiliary lines there have been received in securities of those companies, \$363,800.

CAR TRUSTS.

Under the Car Trust system a further issue of \$3,000,000 of four per cent. certificates was authorized for the equipment of your roads and affiliated lines. Under this authority, and that heretofore conferred, there were furnished during the year 100 box, 6 refrigerator, and 2000 hopper gondola cars for the Main Line, 500 long gondolas for the lines in which your Company is interested west of Pittsburgh, 500 long gondolas, subleased to the Northern Central Railway Company, 500 long gondolas, subleased to the Philadelphia, Wilmington & Baltimore Railroad Company, and 500 hopper gondolas, subleased to the Bell's Gap Railroad Company.

The outstanding certificates of Series C, D, E, and F of the Railway Car Trust of Pennsylvania were paid and cancelled during the year. These certificates represented 1000 box cars and 1500 hopper gondolas for your Main Line, at an original cost of \$1,435,000, and 1000 box cars for the Pennsylvania Company, at an original cost of \$573,000, and upon their cancellation the equipment became the property respectively of your lines east and west of Pittsburgh.

The 25,671 cars placed on your lines east of Pittsburgh, through the system of Car Trusts, represent a cost of \$13,389,305 00
The 15,703 cars west of Pittsburgh, 7,947,995 00

The cars subleased to affiliated lines, viz. :—
3706 cars Northern Central Railway Company, \$1,827,200 00
250 cars Allegheny Valley Railroad Company, 137,500 00
152 cars New York, Philadelphia and Norfolk Railroad Company, 100,000 00
500 cars Philadelphia, Wilmington and Baltimore Railroad Company, 235,000 00
500 cars Bell's Gap Railroad Company, 250,000 00
2,549,700 00
Total, 46,482 cars, \$23,887,000 00

On account of which there had been paid, to December 31st, 1887, for cancellation of certificates, \$12,194,000 00

Paid by Pennsylvania Railroad Company in 1888, \$771,482 67
Deduct interest paid on certificates, 193,788 35

Balance applied to redemption and cancellation of certificates in 1888, 577,694 32

Paid by Pennsylvania Company's lines in 1888, \$872,324 84
Deduct interest paid on certificates, 187,567 49

Balance applied to redemption and cancellation of certificates in 1888, 684,757 35

Paid by Northern Central Railway Company in 1888, \$207,391 58
Deduct interest paid on certificates, 48,926 58

Balance applied to redemption and cancellation of certificates in 1888, 158,465 00

Paid by Allegheny Valley Railroad Company in 1888, \$16,183 74
Deduct interest paid on certificates, 2,433 74

Balance applied to redemption and cancellation of certificates in 1888, 13,750 00

Paid by New York, Philadelphia and Norfolk Railroad Company in 1888, \$37,962 49
Deduct interest paid on certificates, 4,629 16

Balance applied to redemption and cancellation of certificates in 1888, 33,333 33

Paid by Philadelphia, Wilmington & Baltimore Railroad Company in 1888, \$4,440 14
Deduct interest paid on certificates, 4,440 14

Paid by Bell's Gap Railroad Company in 1888, \$11,253 97
Deduct interest paid on certificates, 11,253 97

Total amount of certificates redeemed to December 31st, 1888, as follows :—

Amount paid in full payment of 15,714 cars, \$8,337,000 00
Amount paid on account of 30,768 cars, 5,325,000 00
13,662,000 00

Balance of certificates outstanding December 31st, 1888, \$10,225,000 00

COMPARISONS WITH 1887.
EARNINGS AND EXPENSES OF ALL LINES EAST OF PITTSBURGH AND ERIE.

	GROSS EARNINGS.	EXPENSES.	RENTAL AND INTEREST ON EQUIPMENT.	NET EARNINGS.
1888,	\$58,172,077 66	\$39,331,153 14	\$5,291,038 19	\$13,549,886 33
1887,	55,671,313 13	37,086,584 80	4,816,128 55	13,768,599 78
Increase,	\$2,500,764 53	\$2,244,568 34	\$474,909 64	
Decrease,				\$218,713 45

The gross earnings per mile received from the Main Line (358 miles) in 1888 were \$77,634 84
 In 1887 were 76,625 66
 Showing an increase of \$1,009 18

PERCENTAGE OF OPERATING EXPENSES TO EARNINGS.

	1888.	1887.	INCREASE.
Main Line (excluding branches),	64.18%	63.88%	.30%
Main Line (including branches),	64.18%	63.88%	.30%
United Railroads of New Jersey Division, including branches and Delaware and Raritan Canal,	76.44%	75.23%	1.21%
United Railroads of New Jersey Division, including branches and excluding Delaware and Raritan Canal,	76.44%	75.23%	1.21%
Main Line New Jersey Division (Philadelphia and New York),	75.18%	71.98%	3.20%
Delaware and Raritan Canal,	81.23%	83.18%	Dec. 1.95%
Philadelphia and Erie Railroad,	62.18%	60.18%	1.90%
All lines east of Pittsburgh and Erie,	67.18%	66.18%	1.00%

TRAFFIC STATISTICS.

The following tables show the movement of tonnage, and the mileage of the same, over the lines east of Pittsburgh and Erie for 1888, as compared with the preceding year:—

TONS MOVED OVER LINES EAST OF PITTSBURGH AND ERIE.

	1888.	1887.	INCREASE.	PERCENTAGE OF INCREASE.
Main Line and branches,	34,569,086	30,847,635	3,721,451	12.06
United Railroads of New Jersey,	12,650,633	11,421,442	1,229,191	10.76
Philadelphia and Erie Railroad,	8,488,327	7,764,220	724,107	9.33
Delaware and Raritan Canal,	1,386,981	1,182,488	204,493	17.29
Totals,	57,095,027	51,215,785	5,879,242	11.48

TONNAGE MILEAGE ON LINES EAST OF PITTSBURGH AND ERIE.

	1888.	1887.	INCREASE	PERCENTAGE OF INCREASE.
Main Line and branches,	4,364,407,278	3,957,601,512	406,805,766	10.28
United Railroads of New Jersey,	725,088,066	639,791,152	85,296,914	13.33
Philadelphia and Erie Railroad,	707,321,584	617,507,905	89,813,679	14.54
Delaware and Raritan Canal,	54,356,440	46,087,185	8,269,255	17.94
Totals,	5,851,173,368	5,260,987,754	590,185,614	11.22

The number of tons of fuel and other material moved over the Main Line and branches, in addition to the above for Company's use, was 1,870,067; for the previous year, 1,930,314; showing a decrease of 60,247 tons.

The aggregate coal and coke shipments amounted to 21,040,918 tons, as against 17,796,708 tons in 1887, a gain of 3,244,210 tons, or 18.23 per cent.

The total shipments of oil during the year 1888 amounted to 3,942,266 barrels, against 3,038,138 barrels in 1887, showing an increase of 904,128 barrels.

The following table shows the revenue and cost per ton per mile on each Division operated by the Company, as compared with 1887:—

	AVERAGE EARNINGS PER TON PER MILE FROM TRANSPORTATION OF FREIGHT.		AVERAGE COST OF TRANSPORTING EACH TON OF FREIGHT ONE MILE.		AVERAGE PROFIT PER TON PER MILE.		LENGTH OF ROAD. (MILES.)	
	1888.	1887.	1888.	1887.	1888.	1887.	1888.	1887.
Main Line and branches,	01 ⁸³ / ₁₀₀	01 ⁸⁷ / ₁₀₀	01 ¹² / ₁₀₀	01 ¹² / ₁₀₀	01 ⁷¹ / ₁₀₀	01 ⁷⁵ / ₁₀₀	1617.46	1591.85
United Railroads of New Jersey, .	11 ²² / ₁₀₀	11 ⁸⁵ / ₁₀₀	11 ⁶⁴ / ₁₀₀	11 ⁰³ / ₁₀₀	01 ⁵⁶ / ₁₀₀	01 ⁸⁸ / ₁₀₀	464.70	466.93
Philadelphia and Erie Railroad, .	01 ¹⁸ / ₁₀₀	01 ⁴³ / ₁₀₀	01 ³⁰ / ₁₀₀	01 ³⁴ / ₁₀₀	01 ⁸⁸ / ₁₀₀	01 ⁴⁵ / ₁₀₀	287.56	287.56
All lines east of Pittsburgh and Erie,	01 ⁹⁹ / ₁₀₀	01 ⁷⁰ / ₁₀₀	01 ⁸³ / ₁₀₀	01 ⁹⁷ / ₁₀₀	01 ¹⁶ / ₁₀₀	01 ³³ / ₁₀₀	2369.72	2346.34

From the above table it will appear that the result upon all lines east of Pittsburgh and Erie was a reduction in the earnings per ton per mile of $\frac{3}{100}$ of a mill, a reduction in expenses of $\frac{1}{100}$ of a mill, and a decrease of $\frac{2}{100}$ of a mill per ton per mile in the net profit from freight.

TABLE SHOWING TONNAGE AND PERCENTAGE OF THROUGH AND LOCAL FREIGHT.

	THROUGH FREIGHT.		THROUGH FREIGHT.		LOCAL FREIGHT.		LOCAL FREIGHT.		INCREASE.	
	TONS.		PERCENTAGE OF TOTAL.		TONS.		PERCENTAGE OF TOTAL.		TONS.	
	1888.	1887.	1888.	1887.	1888.	1887.	1888.	1887.	THROUGH.	LOCAL.
Main Line and branches,	2,240,282	2,315,460	6.48	7.51	32,328,804	28,532,175	93.52	92.49	75,178	3,796,629
United Railroads of New Jersey, .	3,295,913	2,979,359	26.05	26.09	9,354,720	8,442,083	73.95	73.91	316,554	912,637
Philadelphia and Erie Railroad, .	1,074,205	983,809	12.66	12.67	7,414,122	6,780,411	87.34	87.33	90,396	633,711
All lines east of Pittsburgh and Erie,	6,610,400	6,278,628	11.87	12.55	49,097,646	43,754,669	88.13	87.45	331,772	5,342,977

On the Main Line and branches the through freight east-bound decreased one-half of one per cent., and west-bound, $8\frac{8}{100}$ per cent.

The local freight shows an increase of $16\frac{7}{100}$ per cent. east bound, and $7\frac{8}{100}$ per cent. west-bound. It will be noted that on the Main Line and branches the local tonnage represents about ninety-three and one-half per cent. of the entire traffic.

PASSENGERS ON ALL LINES EAST OF PITTSBURGH AND ERIE.

	1888.	1887.	INCREASE.	PERCENTAGE OF INCREASE.
Main Line and branches,	18,264,582	16,880,727	1,383,855	8.20
United Railroads of New Jersey,	18,720,031	17,770,396	949,635	5.34
Philadelphia and Erie Railroad,	1,183,761	1,134,646	49,115	4.33
Totals,	38,168,374	35,785,769	2,382,605	6.66

PASSENGER MILEAGE ON LINES EAST OF PITTSBURGH AND ERIE.

	1888.	1887.	INCREASE.	PERCENTAGE OF INCREASE.
Main Line and branches,	331,080,813	316,840,006	14,240,807	4.49
United Railroads of New Jersey,	327,361,855	318,096,307	9,265,548	2.91
Philadelphia and Erie Railroad,	23,242,186	22,426,244	815,942	3.64
Totals,	681,684,854	657,362,557	24,322,297	3.70

The average distance traveled by each passenger in 1888 over the Main Line and branches was $18\frac{1}{10}$ miles, and in 1887 was $18\frac{8}{10}$ miles, a decrease of $\frac{1}{10}$ of a mile.

The following table shows the earnings and cost per passenger per mile on each of the Divisions as compared with 1887:—

	AVERAGE EARNINGS FROM EACH PASSENGER PER MILE.		AVERAGE COST OF TRANSPORTING EACH PASSENGER PER MILE.		AVERAGE PROFIT PER PASSENGER PER MILE.		LENGTH OF ROAD. (MILES.)	
	1888.	1887.	1888.	1887.	1888.	1887.	1888.	1887.
Main Line and branches,	$2\frac{214}{1000}$	$2\frac{263}{1000}$	$1\frac{880}{1000}$	$1\frac{728}{1000}$	$0\frac{334}{1000}$	$0\frac{535}{1000}$	1617.46	1591.85
United Railroads of New Jersey,	$1\frac{934}{1000}$	$1\frac{958}{1000}$	$1\frac{370}{1000}$	$1\frac{393}{1000}$	$0\frac{564}{1000}$	$0\frac{560}{1000}$	464.70	466.93
Philadelphia and Erie Railroad,	$2\frac{324}{1000}$	$2\frac{008}{1000}$	$2\frac{028}{1000}$	$2\frac{000}{1000}$	$0\frac{346}{1000}$	$0\frac{711}{1000}$	287.56	287.56
All lines east of Pittsburgh and Erie	$2\frac{092}{1000}$	$2\frac{128}{1000}$	$1\frac{443}{1000}$	$1\frac{577}{1000}$	$0\frac{649}{1000}$	$0\frac{548}{1000}$	2369.72	2346.34

It will be seen from the above that the result upon all lines east of Pittsburgh and Erie was a decrease in earnings per passenger per mile of $\frac{33}{1000}$ of a mill, a decrease of $\frac{34}{1000}$ of a mill in expenses, and an increased profit of $\frac{1}{1000}$ of a mill.

The following statements show the results of the other properties in which your Company is interested:—

PENNSYLVANIA CANAL COMPANY.

The following statement shows its operation for 1888, as compared with 1887:—

	GROSS EARNINGS.	EXPENSES.	NET EARNINGS.	INTEREST ON BONDS.	NET LOSS.
1888,	\$326,960 36	\$215,531 51	\$111,428 85	\$165,570 00	\$54,141 15
1887,	300,072 23	224,751 22	75,321 01	168,570 00	93,248 99
Increase,	\$26,888 13		\$36,107 84		
Decrease,		\$9,219 71		\$3,000 00	\$39,107 84

The aggregate tonnage for the year was 712,089 net tons; an increase, as compared with 1887, of 24,627 tons. The anthracite tonnage increased 55,824 gross tons, but the lumber tonnage, including logs, decreased 15,777 net tons.

SUSQUEHANNA COAL COMPANY.

Receipts from sales of coal, rents, &c.,	\$6,594,455 15
Receipts from interest,	26,863 71
Total receipts,	\$6,621,318 86
Expenses mining, selling, and shipping coal, taxes, and amount charged off for exhaustion of lands,	5,743,167 72
Net earnings for 1888,	\$878,151 14
From which deduct:	
Interest on funded debt,	\$109,980 00
Interest on mortgages,	210 16
Dividend,	213,680 00
	323,870 16
Surplus in 1888,	\$554,280 98
Surplus in 1887,	593,558 47
Decrease,	\$39,277 49

SUMMIT BRANCH RAILROAD COMPANY.

Receipts from sales of coal, rents, &c.,	\$1,442,671 65
Expenses mining, selling, and shipping coal, taxes, and amount charged off for exhaustion of lands,	1,240,182 03
Net earnings for 1888,	\$202,489 62
From which deduct:	
Interest on funded debt,	\$82,950 00
Interest on balances,	240 00
	83,190 00
Profit in 1888,	\$119,299 62
Profit in 1887,	40,417 51
Increase,	\$78,882 11

LYKENS VALLEY COAL COMPANY.

Receipts from sales of coal, rents, &c.,	\$1,012,212 14
Receipts from investments,	882 00
Total receipts,	\$1,013,094 14
Expenses mining, selling, and shipping coal, taxes, &c.,	1,027,232 26
Loss in 1888,	\$14,138 12
Loss in 1887,	98,749 01
Decrease,	\$84,610 89

MINERAL RAILROAD AND MINING COMPANY.

Receipts from sales of coal, rents, &c.,	\$1,163,705 94
Miscellaneous receipts,	2,790 00
Total receipts,	\$1,166,495 94
Expenses mining, selling, and shipping coal, taxes, &c.,	1,215,141 50
Loss in 1888,	\$48,645 56
Loss in 1887,	61,712 20
Decrease,	\$13,066 64

The following tables show the gross earnings, expenses, and net earnings of these Companies during 1888, as compared with 1887, and also the amount of coal mined and sold, with the price received for same at point of sale:—

	GROSS EARNINGS.		EXPENSES.		NET EARNINGS.	
	1888.	1887.	1888.	1887.	1888.	1887.
Susquehanna Coal Co.,	\$6,621,318 86	\$5,785,433 47	\$5,743,167 72	\$4,918,729 36	\$878,151 14	\$866,704 11
Summit Branch Railroad Co.,	1,442,671 65	1,358,814 65	1,240,182 03	1,230,554 00	202,489 62	128,260 65
Lykens Valley Coal Co.,	1,013,094 14	811,948 38	1,027,232 26	912,310 04	Loss, 14,138 12	Loss, 100,361 66
Mineral Railroad and Mining Co.,	1,166,495 94	864,522 43	1,215,141 50	914,777 08	Loss, 48,645 56	Loss, 50,254 65
Totals,	\$10,243,580 59	\$8,820,718 93	\$9,225,723 51	\$7,976,370 48	\$1,017,857 08	\$844,348 45
Increase,	1,422,861 66		1,249,353 03		173,508 63	

	TONS MINED.		TONS SOLD.		AMOUNT RECEIVED AT POINT OF SALE.	
	1888.	1887.	1888.	1887.	1888.	1887.
Susquehanna Coal Co.,	1,889,925 11	1,562,732 04	1,849,533 01	1,589,002 17	\$6,409,504 23	\$5,565,630 87
Summit Branch Railroad Co.,	334,680 10	338,926 13	340,452 08	336,263 10	1,430,665 41	1,347,255 89
Lykens Valley Coal Co.,	245,261 12	206,013 01	247,885 17	204,196 09	1,006,229 09	805,730 20
Mineral Railroad and Mining Co.,	322,744 11	218,382 01	310,750 08	222,517 08	1,029,671 52	734,398 01
Totals,	2,792,612 04	2,326,053 19	2,748,621 14	2,351,980 04	\$9,876,070 25	\$8,453,014 97
Increase,	466,558 05		396,641 10		1,423,055 28	

It will be noted that the amount of anthracite coal mined shows a considerable increase over any preceding year.

The average receipts per ton at point of sale, aggregating the results of the four coal companies for 1888, were \$3.59³/₁₀, as against \$3.59⁴/₁₀ in 1887.

THE NORTHERN CENTRAL RAILWAY

system embraces lines 382 miles in length, extending from Baltimore, Maryland, northward to Canandaigua and Great Sodus Bay, New York, and intersects your Main Line at Harrisburg.

	1888.	1887.	INCREASE OR DECREASE.
Gross earnings,	\$6,203,394 42	\$6,212,926 27	I. \$9,531 85
Operating expenses,	4,093,573 41	4,139,441 78	I. 45,868 37
Net earnings,	\$2,109,821 01	\$2,073,484 49	I. \$36,336 52
Received from interest, dividends, &c.,	307,628 24	251,124 90	I. 56,503 34
Total income,	\$2,417,449 25	\$2,324,609 39	I. \$92,839 86
Interest on funded debt,	\$822,810 00		
Interest, taxes, &c.,	183,190 81		
Rental of leased roads, &c.,	470,706 12	1,476,706 93	I. 1,411,926 41
Balance of net income,	\$910,742 32	\$912,682 98	I. \$28,059 34
Dividends (cash), 8 per cent.,	571,966 50	545,946 00	I. 26,020 50
Surplus,	\$368,775 82	\$366,736 98	I. \$2,038 84

There was an increased movement of both freight and passengers over this line, but at reduced rates. The usual dividend of eight per cent. was paid during the year.

THE BALTIMORE AND POTOMAC RAILROAD,

92 miles in length, connects your lines with Washington and the South, and has also a terminus at Pope's Creek, on the Potomac River, in Maryland. The following are the results for 1888, as compared with 1887:—

	1888.	1887.	INCREASE OR DECREASE.
Gross earnings,	\$1,539,126 51	\$1,447,331 72	I. \$91,794 79
Operating expenses,	1,029,564 88	908,376 54	I. 121,188 34
Net earnings,	\$509,561 63	\$538,955 18	D. \$29,393 55
Other income,		78 73	D. 78 73
Total income,	\$509,561 63	\$539,033 91	D. \$29,472 28
Interest on funded debt,	\$270,000 00		
Other charges,	8,708 58		
Balance of income,	\$230,853 05	\$258,842 12	D. \$27,989 07

THE ALEXANDRIA AND FREDERICKSBURG RAILWAY,

	1888.	1887.	INCREASE OR DECREASE.
Gross earnings,	\$185,912 14	\$170,454 93	I. \$15,457 21
Operating expenses,	163,554 39	125,202 39	I. 38,352 00
Net earnings,	\$22,357 75	\$45,252 54	D. \$22,894 79
Rents,	535 13	537 53	D. 2 40
Balance of income,	\$21,822 62	\$44,715 01	D. \$22,892 39

This road, together with the Alexandria and Washington Railway, forms the connection between the Baltimore and Potomac Railroad and the lines south of Quantico.

THE CUMBERLAND VALLEY RAILROAD

embraces the system of roads between Harrisburg, Hagerstown, and Martinsburg, with their branches, 143 miles in length.

TABLE SHOWING GROSS EARNINGS AND OPERATING EXPENSES FOR THE YEAR 1888, AS COMPARED WITH 1887.

MAIN LINE AND LEASED ROADS.	1888.	1887.	INCREASE OR DECREASE.
Gross earnings,	\$820,477 76	\$844,404 22	D. \$23,926 46
Operating expenses,	609,239 98	639,319 13	D. 30,079 15
Net earnings,	\$211,237 78	\$205,085 09	I. \$6,152 69
MAIN LINE PROPR.			
Gross earnings,	\$752,711 64	\$774,476 52	D. \$21,764 88
Operating expenses,	542,523 45	575,314 95	D. 32,791 50
Net earnings,	\$210,188 19	\$199,161 57	I. \$11,026 62
Deduct:			
Interest on bonds, \$21,640 00			
State taxes, Pennsylvania and Maryland, 10,339 17			
Dividends, 8 per cent., 142,228 00			
	174,207 17	175,977 54	D. 1,770 37
Balance,	\$35,981 02	\$23,184 03	I. \$12,796 99
Real estate and construction, 851 08		17,108 39	D. 16,257 31
Surplus,	\$35,129 94	\$6,075 64	I. \$29,054 30

This Company is now engaged, with the financial assistance of your Company, in extending its line from Martinsburg to Winchester, a distance of about 22 miles, with the view of securing a share of the traffic of that portion of the Shenandoah Valley.

THE ALLEGHENY VALLEY RAILROAD.

This property continues to be managed by receivers. Its line extends from Pittsburgh to Oil City, and also from Red Bank, 64 miles north of Pittsburgh, to Driftwood, on the Philadelphia and Erie Railroad, an aggregate, with branches, of 259 miles.

	1888.	1887.	INCREASE OR DECREASE.
Gross earnings,	\$2,098,964 93	\$2,029,108 28	I. \$69,856 65
Expenses, &c.,	1,198,037 49	1,231,339 32	D. 33,301 83
Net earnings,	\$900,927 44	\$797,768 96	I. \$103,158 48
Balance of miscellaneous receipts,	2,891 57	4,424 24	D. 1,532 67
Deduct amount paid for	\$903,819 01	\$802,193 20	I. \$101,625 81
Real estate, \$1,708 45			
New equipment, 86,747 84			
	88,456 29	92,458 79	D. 4,002 50
	\$815,362 72	\$709,734 41	I. \$105,628 31
From which deduct:			
Interest on general mortgage, River Division, \$4,000,000, at 7½ per cent., \$292,000 00			
Interest on first mortgage, Low-Grade Division, \$10,000,000, at 7 per cent., 700,000 00			
Interest on second mortgage, Low-Grade Division, \$2,200,000, at 5 per cent., 110,000 00			
Interest on real estate mortgages, 1,884 84			
Interest paid on Car Trust, 2,433 74			
	1,106,318 58	1,107,196 98	D. 878 40
Deficiency of income to meet interest on all debts secured as above,	\$290,955 86	\$397,462 57	D. \$106,506 71

THE PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD.

This system embraces the following:—

	MILES.
Philadelphia, Wilmington and Baltimore Railroad,	133.28
Philadelphia and Baltimore Central Railroad,	80.37
Delaware Railroad,	99.97
Queen Anne and Kent Railroad,	25.86
Delaware and Chesapeake Railway,	54.29
Cambridge and Seaford Railroad,	27.25
Delaware, Maryland and Virginia Railroad,	97.62
Aggregate,	518.64

The earnings of the Philadelphia, Wilmington and Baltimore Railroad, and the other roads operated as a part of its system, for the year ending October 31st, 1888, were as follows:—

	EARNINGS.	EXPENSES.	NET.
Philadelphia, Wilmington and Baltimore Railroad—Main Line (including branches),	\$4,504,191 20	\$3,118,515 22	\$1,385,675 98
Philadelphia and Baltimore Central Railroad,	839,537 59	695,254 20	144,283 39
Delaware Railroad,	918,470 32	659,072 71	259,397 61
Queen Anne and Kent Railroad,	37,509 77	46,570 01	Loss, 9,060 24
Delaware and Chesapeake Railway,	87,983 51	102,670 64	Loss, 14,687 13
Cambridge and Seaford Railroad,	19,854 22	33,856 91	Loss, 14,002 69
Delaware, Maryland and Virginia Railroad,	197,106 71	171,438 84	25,667 87
1888,	\$6,604,653 32	\$4,827,378 53	\$1,777,274 79
1887,	6,007,804 57	4,536,776 21	1,471,028 36
Increase,	\$596,848 75	\$290,602 32	\$306,246 43

These earnings are made up as follows:—

PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD, EMBRACING MAIN LINE AND NEW CASTLE AND DELAWARE CITY BRANCHES.

EARNINGS.—From passengers,	\$2,384,510 10
From freight,	1,835,019 60
From express,	103,606 77
From mails,	99,992 26
From miscellaneous,	44,945 40
From rents,	36,117 07
Total,	\$4,504,191 20
EXPENSES.—For conducting transportation,	\$1,310,006 77
For motive power,	843,964 87
For maintenance of cars,	349,754 54
For maintenance of way,	561,074 09
For general expenses,	53,714 95
Total,	3,118,515 22
The net earnings from traffic were, as above,	\$1,385,675 98
Add receipts from interest on investments,	\$95,803 25
Add miscellaneous receipts,	3,024 57
	98,827 82
Carried forward,	\$1,484,503 80

	Brought forward,	\$1,484,503 80
From which deduct:		
Interest on funded debt,	\$204,313 44	
Interest on ground-rents, car trusts, &c.,	28,894 12	
Taxes,	47,697 54	
Sinking fund appropriations,	36,000 00	
		<u>316,905 10</u>
		\$1,167,598 70

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD.

Net earnings, as above,	\$144,283 39
Amount paid that Company as per contract,	<u>144,283 39</u>

DELAWARE RAILROAD.

Net earnings, as above,	\$259,397 61
Deduct rental paid,	<u>275,541 10</u>
Loss in operating same,	\$16,143 49
Amount reimbursed under terms of lease,	<u>71,952 16</u>
Profit from Delaware Railroad,	55,808 67
	<u>\$1,223,407 37</u>

DELAWARE, MARYLAND AND VIRGINIA RAILROAD, net earnings as above,	\$25,667 87
Paid on account of previous advances,	<u>25,667 87</u>

QUEEN ANNE AND KENT RAILROAD, deficit as above,	\$9,060 24
Less rent receipts,	<u>1 00</u>
Net deficit,	\$9,059 24

DELAWARE AND CHESAPEAKE RAILWAY, deficit as above,	\$14,687 13
Less rent receipts,	<u>225 00</u>
Net deficit,	14,462 13

CAMBRIDGE AND SEAFORD RAILROAD, deficit as above,	\$14,002 69
Less rent receipts,	<u>523 84</u>
Net deficit,	13,478 85

Total losses of operated lines,	\$37,000 22
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Advances to operated lines:

Delaware and Chesapeake Railway,	\$16,180 00
Delaware, Maryland and Virginia Railroad Company,	<u>24,709 60</u>
	40,889 60

Total deductions account operated lines,	\$77,889 82
Extraordinary expenditures, account of New Castle and Shellpot Branches, and other items,	<u>221,479 05</u>
	299,368 87

Net income applicable to dividends,	\$924,038 50
Deduct dividends of seven per cent.,	<u>827,354 50</u>

Surplus transferred to credit of profit and loss account for the year,	<u>\$96,684 00</u>
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This system shows a large increase in gross earnings for the year, mainly from the freight traffic, which, although carried at reduced rates, produced better net results, owing to a reduction in the cost of movement. A dividend of seven per cent. was paid during the year.

THE WEST JERSEY RAILROAD.

This system embraces the lines from Camden to Cape May and Atlantic City, with their branches having an aggregate length of 219 miles. All the branches of the line to Cape May, were, on the 1st of January, 1888, merged into the West Jersey Railroad Company.

	1888.	1887.	INCREASE.	DECREASE.
The gross earnings of above lines were,	\$1,556,033 55	\$1,469,214 89	\$86,818 66	
Expenses,	1,054,131 43	976,257 72	77,873 71	
Net earnings,	\$501,902 12	\$492,957 17	8,944 95	
Received from dividends, interest, &c.,	27,348 61	20,856 90	6,491 71	
	\$529,250 73	\$513,814 07	\$15,436 66	
From which deduct interest on funded debt, &c., \$206,619 00				
Net earnings West Jersey and Atlantic paid to that Company, 82,787 54				
Dividend of 6½ per cent., 129,790 00				
Dividend of six per cent. on special guaranteed stock, 8,292 00				
	427,488 54	401,291 02	26,197 52	
Surplus,	\$101,762 19	\$112,523 05		\$10,760 86

THE CAMDEN AND ATLANTIC RAILROAD

extends from Camden to Atlantic City, with branches to Medford and Longport, an aggregate of 78 miles.

	1888.	1887.	INCREASE.	DECREASE.
The gross earnings of above lines were,	\$696,127 90	\$678,644 43	\$17,483 47	
Expenses,	564,635 47	540,080 94	24,554 53	
Net earnings,	\$131,492 43	\$138,563 49		\$7,071 06
Received from dividends, interest, &c.,	7,243 81	14,522 13		7,278 32
	\$138,736 24	\$153,085 62		\$14,349 38
From which deduct:				
Interest on funded debt, rentals, &c., \$104,393 34				
Dividend of 2½ per cent. on preferred stock, . . . 22,001 25				
	126,394 59	140,534 86		14,140 27
Surplus,	\$12,341 65	\$12,550 76		\$209 11

THE CAMDEN AND PHILADELPHIA STEAMBOAT FERRY COMPANY.

This Company operates the boats which connect your lines terminating at Camden with Philadelphia.

	1888.	1887.	INCREASE OR DECREASE.
Gross earnings,	\$227,962 25	\$229,416 73	D. \$1,454 48
Expenses,	106,496 80	111,510 73	D. 5,013 93
Net earnings,	\$121,465 45	\$117,906 00	I. \$3,559 45
From which deduct interest on mortgages, taxes, &c.,	5,817 38	7,447 09	D. 1,629 71
Balance, net income,	\$115,648 07	\$110,458 91	I. \$5,189 16

THE WEST JERSEY FERRY COMPANY

also operates a line of boats between Philadelphia and Camden.

	1888.	1887.	INCREASE OR DECREASE.
Gross earnings,	\$134,152 09	\$130,316 22	I. \$3,835 87
Expenses,	87,517 56	86,783 45	I. 734 11
Net earnings,	\$46,634 53	\$43,532 77	I. \$3,101 76
From which deduct interest on mortgages, taxes, &c.,	18,899 86	22,588 20	D. 3,688 34
Balance, net income,	\$27,734 67	\$20,944 57	I. \$6,790 10

LINES WEST OF PITTSBURGH.

The following statement gives the result of the lines west of Pittsburgh operated by the Pennsylvania Company and the Pittsburgh, Cincinnati and St. Louis Railway Company:—

	1888.	1888.	1887.	1887.
The total earnings of the PENNSYLVANIA COMPANY on lines operated directly by it were,	\$19,579,177 48		\$20,784,403 47	
Expenses,	13,016,817 09		12,859,423 50	
Leaving net earnings,	\$6,562,360 39		\$7,924,979 97	
From this deduct :				
Rental, interest, and liabilities of all kinds chargeable thereto,	6,637,251 02		7,249,463 93	
Net loss on Pennsylvania Company's lines,		\$74,890 63		Profit, \$675,516 04
The total earnings of the PITTSBURGH, CINCINNATI AND ST. LOUIS RAILWAY COMPANY on lines operated directly by it were,	\$7,821,283 88		\$8,286,254 11	
Expenses,	6,151,580 63		5,859,199 37	
Leaving net earnings,	\$1,669,703 25		\$2,427,054 74	
From this deduct :				
Rental, interest, and liabilities of all kinds chargeable thereto,	1,746,218 98		1,902,384 55	
Net loss on Pittsburgh, Cincinnati and St. Louis Railway Company's lines,		76 515 73		Profit, 524,670 19
Net loss on lines west of Pittsburgh,		\$151,406 36		Profit, \$1,200,186 23
Comparative decrease on lines west of Pittsburgh for 1888,		\$1,351,592 59		

Annexed to the report is a table, marked C, showing the detailed working of each line.

The other lines west of Pittsburgh, on account of which your Company has assumed direct obligations, or in which it is largely interested through ownership of securities, but which are operated through their own organizations, are, the Chicago, St. Louis and Pittsburgh Railroad, and roads operated through its organization ; St. Louis, Vandalia and Terre Haute Railroad; Grand Rapids and Indiana Railroad,

and roads operated through its organization; East St. Louis and Carondelet Railway; Cincinnati and Muskingum Valley Railway; and the Waynesburg and Washington Railroad.

	1888.	1888.	1887.	1887.
The aggregate gross earnings of these roads were, . . .	\$10,493,908 30		\$11,253,840 99	
Expenses,	8,219,985 62		7,913,035 13	
Net earnings,	\$2,273,922 68		\$3,340,805 86	
Deduct rental and interest,	2,311,400 70		3,184,251 40	
Loss,		\$37,478 02		Profit, \$156,554 46
Of this your Company, under existing contracts, is responsible for,		\$18,739 01		Profit, \$78,277 24
Which, added to the loss shown in the above statement,		151,406 36		Profit, 1,200,186 23
Leaves a net loss on all lines west of Pittsburgh for 1888,		\$170,145 37		Profit, 1,278,463 47
Net profit on all lines west of Pittsburgh for 1887,		1,278,463 47		
Showing a comparative decrease for 1888, compared with 1887, of		\$1,448,608 84		

It will be noted that your western lines show a comparative decrease in net results of \$1,448,608.84 as compared with 1887. While the freight movement shows a gain of 1,062,051 tons, and the passenger travel an increase of 1,655,521 in the number carried, there was a general reduction in the rates on all classes of traffic. Large expenditures were made in the purchase of real estate and in the increase of facilities at terminal points, the renewal of bridges, the construction of branches and sidings, and upon freight and passenger stations and new equipment. The condition of the properties was fully maintained.

SUMMARY OF CAPITAL EXPENDITURES UPON YOUR WESTERN LINES.

The following statement will show the amounts that have been expended during the past year for construction, equipment, and real estate upon your lines west of Pittsburgh, including the sums advanced for the construction of new branch and auxiliary lines:—

Pennsylvania Company,	\$771,873 18	
Credit by equipment sold,	130,000 00	
		\$641,873 18
Pittsburgh, Fort Wayne and Chicago Railway,		416,545 66
Cleveland and Pittsburgh Railroad,		41,333 80
Pittsburgh, Youngstown and Ashtabula Railroad,		283,852 19
Pittsburgh, Cincinnati and St. Louis Railway, Main Line,		45,152 50
New Cumberland Branch,		17,352 76
Bridgeville and McDonald Branch,		66,374 73
Pittsburgh, Wheeling and Kentucky Railroad,		1,817 60
Cincinnati and Muskingum Valley Railway,		26,254 90
Little Miami Railroad,		12,189 78
Chicago, St. Louis and Pittsburgh Railroad,		105,952 05
Jeffersonville, Madison and Indianapolis Railroad,		31,687 03
Waynesburg and Washington Railroad,		1,079 45
		\$1,691,465 63
Advances on account of construction of new branches and auxiliary lines:—		
Ohio Valley Railroad,	\$16,342 40	
Calumet River Railway,	72,691 51	
Cincinnati, Richmond and Chicago Railroad,	3,500 00	
Cincinnati and Richmond Railroad,	250,538 74	
State Line and Indiana City Railway,	38,375 45	
		381,448 10
Total amount expended on account of construction, equipment, and real estate during 1888,		\$2,072,913 73
On account of these advances there has been received in cash,		25,818 71
Leaving as the balance invested in cash for construction, equipment, and real estate,		\$2,047,095 02

There were used in construction and repairs on the north-western lines operated directly in your interest 8444 tons, and on the south-western lines 10,674 tons, of new steel rails.

There have been redeemed through the sinking fund \$1,321,000 of the issue of \$3,200,000 of the Pennsylvania Company's six per cent. bonds, secured by Pittsburgh, Fort Wayne and Chicago Railway Company stock as collateral, leaving the amount outstanding \$1,879,000. There was a further issue of \$2,500,000 of its four and a half per cent. bonds for the purpose of providing for construction and other capital accounts on the lines west of Pittsburgh, so that the entire issue to date is \$17,500,000. Of this amount \$533,000 had been retired through the operations of the sinking fund, leaving outstanding at this date \$16,967,000.

The report made by the trustees of the sinking funds of the first and second mortgages of the Pittsburgh, Fort Wayne and Chicago Railway Company shows that the regular annual payment of \$104,100 was made thereto. They redeemed during the year \$68,500 of the first mortgage and \$135,500 of the second mortgage bonds, making the total amount redeemed to December 31st, 1888:—

First mortgage bonds,	\$1,753,000 00
Second mortgage bonds,	2,154,000 00

With a balance of cash in the hands of the trustees, uninvested, December 31st, 1888:—

On account of first mortgage sinking fund,	\$686,958 32
On account of second mortgage sinking fund,	448,691 11

The further amount of \$148,587 was also added to the sinking funds provided for the redemption of the existing mortgages of the Cleveland and Pittsburgh Railroad Company, in addition to the amounts contributed directly to other sinking funds by the individual companies.

The earnings of the Grand Rapids and Indiana Railroad Company, owing to a reduction in rates, were not quite sufficient to meet the interest on its entire funded debt and the losses on its leased lines. The land department made sales of 6078 acres of farm lands and 10,889 acres of pine lands for \$360,897.38, being an average price of \$21.27 per acre. The amount sold to the close of the year, after deducting cancelled contracts, was 474,355 acres, and the aggregate price received therefor was \$5,983,329.91, an average of \$12.61 per acre. No bonds could be purchased by the trustees during the year out of the proceeds of such land sales, and there are now outstanding \$3,934,000 of the guaranteed and \$505,000 of the unguaranteed first mortgage land-grant bonds of the company.

The assets on hand December 31st, 1888, applicable to the redemption of the first mortgage land-grant bonds were:—

Cash in the hands of the trustees,	\$1,394,751 28
Cash in the hands of cashier,	44,541 25
Bills and accounts receivable in hands of cashier,	260,028 46
Bills receivable and securities in hands of trustees,	227,171 00
Total,	<u>\$1,926,491 99</u>

It will be noted that the sinking funds of the Pittsburgh, Fort Wayne and Chicago Railway and Grand Rapids and Indiana Railroad Companies, in which your Company is deeply interested, contain over three millions of dollars, which the trustees are unable to invest in the securities for the redemption of which they are pledged.

SUMMARY OF LINES OWNED OR CONTROLLED EAST AND WEST OF PITTSBURGH.

	1888.	1887.	INCREASE.
Gross earnings from traffic,	\$116,509,292 59	\$115,515,506 19	\$993,786 40
Gross expenses, excluding rentals, interest, dividends, &c.,	80,737,335 53	77,238,082 23	3,499,253 30
Showing net earnings,	\$35,771,957 06	\$38,277,423 96	D. 2,505,466 90

FREIGHT TRAFFIC.

	1888.		1887.	
	NUMBER OF TONS.	NUMBER OF TONS ONE MILE.	NUMBER OF TONS.	NUMBER OF TONS ONE MILE.
Lines east of Pittsburgh and Erie,	78,512,723	7,114,512,509	72,356,095	6,415,642,576
Lines west of Pittsburgh,	34,834,171	3,388,670,389	33,772,120	3,506,424,458
Totals,	113,346,894	10,503,182,898	106,128,215	9,922,067,034

PASSENGER TRAFFIC.

	1888.		1887.	
	NUMBER OF PASSENGERS.	NUMBER OF PASSENGERS ONE MILE.	NUMBER OF PASSENGERS.	NUMBER OF PASSENGERS ONE MILE.
Lines east of Pittsburgh and Erie,	58,924,787	1,049,909,660	54,733,927	1,014,127,707
Lines west of Pittsburgh,	15,075,299	413,630,338	13,419,778	368,645,197
Totals,	74,000,086	1,463,539,998	68,153,705	1,382,772,904

The aggregate amount of new steel rails used in construction and repairs in 1888 on all lines owned, controlled, or operated by your Company east and west of Pittsburgh was 64,004 tons.

GENERAL REMARKS.

It will be seen by the report hereto appended of the Managers of the Trust created October 9th, 1878, that there has been paid, to December 31st, 1888, the sum of \$3,907,140.58, which, with the income of \$2,243,970.45, has been invested in securities amounting at par to \$6,069,950, yielding an interest of $6\frac{8}{10}\%$ per cent. for the year. There was appropriated to that Trust for the year 1888 the sum of \$71,120.83.

The statement of the Insurance Fund appended hereto shows assets on hand at the end of the year, of \$2,072,111.61, being an increase over the previous year of \$257,667.11.

It is gratifying to note the increasing traffic on your Main Line between New York and Pittsburgh, although large expenditures were required to properly provide therefor. The amount thus expended during the year was \$3,013,881.37, the principal items of which were additional locomotives, passenger and freight cars, the extension of third and fourth tracks, and increased facilities at terminal points.

In view of the probable increase of traffic, it will be necessary to continue this policy during the coming year, and especially in increasing the facilities in Philadelphia and Jersey City, and providing for the safer transportation of traffic through the larger cities. It is confidently hoped that within a short time your New York Division will, like your Main Line, be entirely relieved from grade crossings within the city of Philadelphia.

There was also a considerable amount expended in the extension of branch and auxiliary lines, necessary for the proper development of the traffic tributary to your system. The principal expenditures upon these lines were:—on the Pittsburgh, Virginia and Charleston Railway, in the purchase of additional real estate, and construction of double track, with the view of transferring to that road a portion of the traffic now passing through Pittsburgh, and thus relieving both your Main Line and the streets of that city from the annoyance and delay attendant thereon; on the South West Pennsylvania Railway, in the development and extension of branches, and the completion of a new connection with your Main Line; on the Western Pennsylvania Railroad, in extending the double track; on the Schuylkill Valley, in the extension of tracks and settlements for right of way; and in the construction of the Cambria and Clearfield Railroad in the bituminous coal region. The aggregate outlay therefor was \$1,293,473.84, on account of which your Company has received from those lines in cash \$429,951.56. It may be noted in this connection, that the revenues of the Pennsylvania Schuylkill Valley Road, built for the purpose of securing a fair share of the local traffic of that territory, were more than sufficient during the past year to pay the interest on its entire funded debt.

Among the new undertakings contemplated during the present year, are:—the construction of a bridge over the Ohio River immediately west of Pittsburgh, for the purpose of further avoiding the very expensive and dangerous transfer of the constantly increasing volume of traffic through the cities of Pittsburgh and Allegheny, the cost of which will probably amount in the aggregate to \$1,500,000; the providing of necessary yards and transfer facilities at a point about fourteen miles east of Pittsburgh, where the traffic to and from your western lines will naturally be transferred from and to the Main Line, the land for which was purchased many years since, and its improvement commenced during the past year; the change of grade as already noted through some of the important cities on your line to avoid the dangers of street crossings; and the erection of locomotive shops at Altoona, to be devoted exclusively to the building of new engines, the time having arrived when the present shop facilities at that point are inadequate to properly care for the motive power and supply the additional locomotives required by the increasing traffic, the outlay for which will probably be \$1,000,000.

The statement of the Employés' Relief Fund is hereto appended. It will be seen that the amount contributed by your Company and affiliated lines during the year was \$55,901.50 for operating expenses, and in addition thereto the sum of \$8137.80 for extra benefits to members of the Fund whose disability had continued over fifty-two weeks, and who were, therefore, no longer entitled to regular benefits from the Fund. The amount contributed by your employés was \$341,620.03, and the

receipts from interest were \$8739.24, which, with the contributions by the companies, as stated above, \$64,039.30, made a total of \$414,398.57. This added to the balance on hand at the beginning of the year, \$192,157.56, aggregated \$606,556.13. Out of this fund there was paid to the families of employes in death benefits; and for sickness and accidents, the sum of \$283,512.10, and for expenses, \$55,901.50, leaving a balance of \$267,142.53. After deducting therefrom the amount of outstanding unadjusted claims, and setting aside a proper reserve fund to meet liabilities growing out of the increasing age of the members, there remained a net surplus of \$170,532.06. The number of persons receiving death benefits was 250, making an average in each case of \$523.27. There were 19,332 members of the Fund at the close of the year.

The Employes' Saving Fund referred to in the last annual report is now in successful operation; and during the year, 1807 of your employes availed themselves of the opportunity to become depositors therein. The amount of deposits received during the year, as will be seen from the statement hereto appended, was \$421,191, and the balance remaining at the close of the year was \$364,390.66. Of this amount, \$300,000 have been invested in the four per cent. bonds of the Philadelphia and Erie Railroad Company.

The rates received for freight traffic show a continued annual decrease, even more marked in 1888 than in previous years; the partial failure of the crops in the West, having affected the volume of through traffic, and stimulated an active competition among the western roads for that business at unremunerative rates. This disastrous competition finally extended to the eastern trunk lines, and found expression in an open and severe reduction in the west-bound tariff by one of the principal Railway Companies, to meet what it believed to be the secret rates of some of its competitors. Your management, not unmindful of the advantages that have accrued to your properties from the conservative policy uniformly adopted by it, endeavored to maintain rates at a just and remunerative standard; but were reluctantly compelled to meet the tariffs made by other responsible lines, in order to protect the commercial and manufacturing industries situated upon your roads, and prevent a severe depletion of the volume of your traffic.

The continuance of this unfortunate condition of affairs induced a widespread feeling of uneasiness, not only in financial but in general business circles; and has called forth a renewed endeavor on the part of those entrusted with the management of railways to arrive at some method, in harmony with the Inter-State Commerce Law, that will regulate such competition. That law having now been in operation for nearly two years, an opportunity has been afforded to judge, in some measure, of its effect upon the interests of the public and the railways. While in many respects it has been beneficial, yet it has tended to complicate and render more difficult the management of the transportation interests of the country, since it has undertaken to regulate and prescribe the manner in which the public should be served by the transportation companies, but has failed to provide any method which would ensure the maintenance of just and uniform rates, and properly protect the railway interests.

The difficulties attending the profitable management of railways have been further aggravated by the reckless construction of competitive lines not necessary for the accommodation of the public, but built largely for speculative profit. The capital for these enterprises has been frequently furnished by shareholders in the existing railways, and by financial agencies that in promoting their construction were unmindful of the fact that they were destroying the properties in which they were already interested. Until the different States cease to authorize the building of such lines, or the evils resulting therefrom prevent the furnishing of capital for their construction, the responsibility for the present complication must justly rest elsewhere than upon the managers of railways.

The enactment of hasty and unjust laws in many of the Western States is seriously affecting the value of railway property in that section, and seems plainly to indicate that no further investments should be made by your Company in those States, except to protect capital already invested, until a more liberal and just policy is pursued toward the existing roads.

Your Company lost, by resignation, on June 30th, the services of Mr. Edmund Smith, your First Vice-President, who had been connected with your Company for over forty-one years, and had in that time filled many responsible positions. Mr. Smith's familiarity with your system and thorough

devotion to your interests had earned for him the confidence and high esteem of his associates, and made the severance of his official relations with your Company an occurrence to be deeply regretted.

Mr. Frank Thomson, formerly Second Vice-President, was promoted to fill the vacancy thus caused, Mr. J. N. Du Barry promoted to be Second Vice-President, and Mr. John P. Green to be Third Vice-President.

Mr. John S. Wilson, your General Freight Traffic Agent, having resigned that position October 1st, Mr. William H. Joyce was promoted to fill the vacancy thus caused, and Mr. John Whittaker appointed Assistant General Freight Agent.

It is with great regret that your Board have to record the death, on September 17th, 1888, of Mr. John Price Wetherill, who had been one of your Directors for over ten years. His ability and devotion to your interests made him a trusted and valued adviser, and in his death his colleagues lost a warm personal friend. Mr. Amos R. Little, of Philadelphia, a gentleman long identified with the mercantile interests of the city, was elected to fill the vacancy thus created.

The General Account of the Treasurer is hereto appended, together with a list of the securities owned by the Company. The reports of the Comptroller and General Manager of the Company will be published with this report in pamphlet form, and will show in detail the results of the operations of your lines. Your attention is also called to the General, Income and Profit and Loss Accounts of the Philadelphia and Erie Railroad Company, the Pennsylvania Company, the Pittsburgh, Cincinnati and St. Louis Railway Company, and the Chicago, St. Louis and Pittsburgh Railroad Company; also, the General and Profit and Loss Accounts of the Allegheny Valley Railroad Company.

Your Board desire to acknowledge the efficiency and fidelity with which the duties entrusted to the officers and employes have been discharged during the past year.

By order of the Board.

G. B. ROBERTS,
President.

REPORT OF THE MANAGERS OF THE PENNSYLVANIA RAILROAD COMPANY TRUST FUND FOR 1888.

Philadelphia, December 31st, 1888.

The Managers of the Trust created by the Pennsylvania Railroad Company October 9th, 1878, present the following report to the Board of Directors:—

Dr.

To cash received from the Pennsylvania Railroad Company, from the creation of the Trust	
to December 31st, 1888,	\$3,907,140 58
To interest received upon deposits,	779 85
To interest received upon securities purchased,	2,243,190 60

Cr.

By cash paid for securities purchased, and now held in the Trust, of a par value of \$6,069,950, .	\$6,145,794 27
By expenses,	5,281 52
By balance, cash on hand, on deposit with Pennsylvania Company for Insurances on Lives, &c.,	35 24
	\$6,151,111 03 \$6,151,111 03

WISTAR MORRIS,	
J. N. Du BARRY,	} <i>Managers of the Trust.</i>
A. BIDDLE,	
B. B. COMEGYS,	
G. B. ROBERTS,	

ALBERT HEWSON,
Secretary of the Trust.

We have examined the foregoing account of the Managers of the Trust, and find the same correct. The securities purchased and now held in the trust are all of bonds or shares of which the principal, interest, or dividends are guaranteed by the Pennsylvania Railroad Company, in accordance with the terms of the Trust. The said securities amount at par to \$6,069,950, and the cost of the same, as shown by the original bills of purchase exhibited to us, amounts in the aggregate to \$6,145,794.27. The amount of moneys received by the Managers of the Trust from the Pennsylvania Railroad Company, from the creation of the Trust to December 31st, 1887, is \$3,828,516 96 and during the year 1888 is 78,623 62

The difference between the amount received from the Pennsylvania Railroad Company and the cost of the securities purchased is made up of interest received by the Managers, less expenses; there being a balance, December 31st, 1888, in the hands of the Managers of \$35.24.

SAMUEL R. SHIPLEY,	
E. Y. TOWNSEND,	} <i>Auditors.</i>

January 19th, 1889.

STATEMENT OF THE INSURANCE FUND FOR THE YEAR ENDING
DECEMBER 31st, 1888.

Dr.

To cash balance December 31st, 1887,	\$7,233 41
To contributions to fund charged to operating expenses,	\$285,957 24
To interest from securities,	109,867 53
	<hr/>
	395,824 77
	<hr/>
	\$403,058 18

Cr.

By amount paid for fire and marine insurance,	\$77,578 51
By amount reimbursed operating department,	58,748 50
	<hr/>
	\$136,327 01
By sundry expenses,	1,830 65
By purchase of securities,	263,473 50
By cash balance December 31st, 1888,	1,427 02
	<hr/>
	\$403,058 18

Assets of Insurance Fund December 31st, 1888:—

\$414,000 of four per cent. bonds Philadelphia and Erie Railroad Company.
484,000 of five per cent. bonds Grand Rapids and Indiana Railroad Company.
266,000 of six per cent. bonds Susquehanna Coal Company.
107,000 of five per cent. bonds Sunbury, Hazleton and Wilkesbarre Railroad Company.
173,000 of six per cent. bonds Freehold and Jamesburg Agricultural Railroad Company.
317,000 of five per cent. certificates of Pennsylvania Car Trust stock.
88,000 of four per cent. certificates of Pennsylvania Equipment Trust stock.
105,000 of five per cent. bonds Northern Central Railway Company.
226,000 of seven per cent. bonds Pittsburgh, Cincinnati and St. Louis Railway Company.

\$2,180,000 valued in the accounts of Insurance Fund, December 31st, 1888, at	\$2,070,684 59
Cash balance December 31st, 1888,	1,427 02

Value of the Insurance Fund December 31st, 1888,	\$2,072,111 61
Value of the Insurance Fund December 31st, 1887,	1,814,444 50
	<hr/>
Increase 1888,	\$257,667 11

Examined and found correct.

R. W. DOWNING,
Comptroller.

The securities above named are all in my possession.

ROBERT W. SMITH,
Treasurer.

Approved:

N. PARKER SHORTRIDGE,
HENRY D. WELSH,
AMOS R. LITTLE, } *Committee on Insurance.*

HUGH B. ELY,
Secretary Insurance Department.

January 2d, 1889.

STATEMENT OF THE PENNSYLVANIA RAILROAD VOLUNTARY RELIEF DEPARTMENT FOR THE YEAR ENDING DECEMBER 31st, 1888.

MEMBERSHIP.

	P. R. R.	P., W. & B. R. R.	N. C. Rv.	B. & P. R. R.	W. J. R. R.	C. & A. R. R.	TOTAL.
Members,	15,651	1,435	1,667	232	231	116	19,332

RECEIPTS.

	P. R. R.	P., W. & B. R. R.	N. C. Rv.	B. & P. R. R.	W. J. R. R.	C. & A. R. R.	TOTAL.
Balance on hand December 31st, 1887,	\$142,424 16	\$23,574 89	\$18,733 80	\$864 67	\$4,473 66	\$2,086 38	\$192,157 56
Contributions by members, . .	282,322 28	24,589 92	25,934 24	3,384 25	3,398 61	1,990 73	341,620 03
Contributions by companies, account members disabled over fifty-two weeks,	7,632 80	249 60	235 40	20 00			8,137 80
Interest,	6,361 60	1,051 03	963 90	10 49	234 12	118 10	8,739 24
Operating expenses, as paid by companies	45,000 86	4,416 35	4,583 90	782 62	726 60	391 17	55,901 50
Total receipts,	\$483,741 70	\$53,881 79	\$50,451 24	\$5,062 03	\$8,832 99	\$4,586 38	\$606,556 13

DISBURSEMENTS.

	P. R. R.	P., W. & B. R. R.	N. C. Rv.	B. & P. R. R.	W. J. R. R.	C. & A. R. R.	TOTAL.
Death benefits, accident, . . .	\$26,500 00	\$2,000 00		\$1,500 00			\$30,000 00
Death benefits, natural, . . .	81,319 34	11,000 00	\$5,750 00	1,500 00	\$750 00	\$500 00	100,819 34
Disablement benefits, accident, . . .	42,933 20	1,522 25	5,288 35	156 50	113 50	85 00	50,098 80
Disablement benefits, natural, . . .	84,688 92	3,594 60	4,812 74	717 10	418 40	224 40	94,456 16
Disablement benefits, account of members disabled over fifty-two weeks,	7,632 80	249 60	235 40	20 00			8,137 80
Operating expenses,	45,000 86	4,416 35	4,583 90	782 62	726 60	391 17	55,901 50
Total disbursements, . . .	\$288,075 12	\$22,782 80	\$20,670 39	\$4,676 22	\$2,008 50	\$1,200 57	\$339,413 60
Balance to credit of the fund, .	\$195,666 58	\$31,098 99	\$29,780 85	\$385 81	\$6,824 49	\$3,385 81	\$267,142 53
Deduct estimated liabilities for unadjusted claims and reserve fund,	82,356 38	6,483 08	5,961 83	641 99	845 06	322 13	96,610 47
Net surplus,	\$113,310 20	\$24,615 91	\$23,819 02	\$256 18	\$5,979 43	\$3,063 68	\$170,532 06
Add amount due from Baltimore and Potomac Railroad,							\$256 18
Total net surplus,	\$113,310 20	\$24,615 91	\$23,819 02		\$5,979 43	\$3,063 68	\$170,788 24

TRENTON, February 12th, 1889.

J. A. ANDERSON,
Superintendent.

STATEMENT OF THE PENNSYLVANIA RAILROAD EMPLOYÉS' SAVING FUND
FOR THE YEAR ENDING DECEMBER 31st, 1888.

RECEIPTS.

Amount received from depositors,	\$421,191 00
Interest allowed on deposits,	9,496 35
Amount contributed for operating expenses, paid by the Pennsylvania Railroad Company,	6,225 52
	<u>\$436,912 87</u>

DISBURSEMENTS.

Withdrawal Orders issued,	\$66,296 69
Operating expenses, as above,	6,225 52
	<u>72,522 21</u>
Balance due depositors,	\$364,390 66

To meet this balance the Fund has the following assets:—

Philadelphia and Erie Railroad Company four per cent. bonds,	\$300,000 00
Cash on deposit with Treasurer of Pennsylvania Railroad Company,	59,908 56
Due by agents,	3,985 00
Interest accrued on Philadelphia and Erie Railroad four per cent. bonds,	3,000 00
	<u>\$366,893 56</u>
Less outstanding Orders on Treasurer,	1,110 91
	<u>365,782 65</u>
Balance to the credit of the Fund,	<u>\$1,391 99</u>

The above balance arises from the fact that interest is allowed by the Pennsylvania Railroad Company on the receipts of the Fund for the entire time they are on deposit with the Treasurer.

The number of depositors is 1807.

February 1st, 1889.

D. S. NEWHALL,
Superintendent.

LIST OF STOCKS OWNED BY THE PENNSYLVANIA RAILROAD COMPANY DECEMBER 31st, 1888.

NUMBER OF SHARES.	NAME OF SECURITY.	RATE OF PAR.	PAR VALUE.	NUMBER OF SHARES.	NAME OF SECURITY.	RATE OF PAR.	PAR VALUE.
3,000	Alexandria and Washington Railway,	\$100	\$300,000 00		Brought forward,		\$21,015,021 50
25,000	Allegheny Valley Railroad,	50	1,250,000 00	32,000	North Western Ohio Railway,	\$50	1,600,000 00
9,367	Bald Eagle Valley Railroad,	50	468,350 00	18,500	North and West Branch Railway,	50	925,000 00
70,822	Baltimore and Potomac Railroad,	50	3,541,100 00	70,343	Pennsylvania Canal,	50	3,517,150 00
450	Bay Shore Railroad,	100	45,000 00	219	Pennsylvania Car Trust,	1000	219,000 00
50	Bellefonte, Nittany and Lemont Railroad,	50	2,500 00	1,490	Pennsylvania Equipment Trust,	1000	1,490,000 00
471	Bell's Gap Railroad,	50	23,550 00	400,000	Pennsylvania Company, common,	50	20,000,000 00
2,827	Belvidere Delaware Railroad,	50	141,350 00	133,521	Pennsylvania Schuylkill Valley Railroad,	50	6,676,050 00
8,000	Cambria and Clearfield Railroad, instalment,		300,000 00	2,405	Pennsylvania Steel Company,	100	240,500 00
4,682	Camden and Atlantic Railroad, common,	50	234,100 00	8,195	Perth Amboy and Woodbridge Railroad,	20	163,900 00
9,039	Camden and Atlantic Railroad, preferred,	50	451,950 00	70,036	Philadelphia and Erie Railroad, common,	50	3,501,800 00
1,709	Camden and Philadelphia Steamboat Ferry Company,	50	85,450 00	48,000	Philadelphia and Erie Railroad, preferred,	50	2,400,000 00
83	Centre Turnpike Company,	50	4,150 00	4,000	Philadelphia and Lehigh Valley Railroad, instalment,		40,000 00
6,527	Chartiers Railway,	50	326,350 00	15,298	Philadelphia and Long Branch Railroad,	50	764,900 00
22,000	Cleveland, Mount Vernon and Delaware Railroad, common,	50	1,100,000 00	5	Philadelphia and Trenton Railroad,	100	500 00
201	Columbus and Xenia Railroad,	50	10,050 00	19,995	Philadelphia, Germantown and Chestnut Hill Railroad,	50	999,750 00
25,554	Connecting Railway,	50	1,277,700 00	217,819	Philadelphia, Wilmington and Baltimore Railroad,	50	10,890,950 00
7,286	Cresson Springs Company, common,	25	182,150 00	4,000	Piedmont and Cumberland Railway	50	200,000 00
2,000	Cresson Springs Company, preferred,	25	50,000 00	60,000	Pittsburgh, Cincinnati and St. Louis Railway, preferred,	50	3,000,000 00
19,516	Cumberland Valley Railroad, common,	50	975,800 00	12,185,133 33	Pittsburgh, Fort Wayne and Chicago Railway, guaranteed special,	100	1,248,519 35
4,744	Cumberland Valley Railroad, preferred,	50	237,200 00	29,021	Pittsburgh, Virginia and Charleston Railway,	50	1,451,050 00
5,000	Downingtown and Lancaster Railroad,	50	250,000 00	10,000	Pomeroy and Newark Railroad,	50	500,000 00
200	Enterprise Railroad,	100	20,000 00	3,276	Reading and Lebanon Railroad, instalment,		16,380 00
9,220	Frederick and Pennsylvania Line Railroad, preferred,	50	461,000 00	9,820	Ridgway and Clearfield Railroad,	50	491,000 00
158	Freehold and Jamesburg Agricultural Railroad,	100	15,800 00	4,320	River-Front Railroad,	50	216,000 00
10,642	Girard Point Storage Company,	100	1,064,200 00	14,097	South West Pennsylvania Railway,	50	704,850 00
14,500	International Navigation Company,	50	725,000 00	8,370	St. Louis, Vandalia and Terre Haute Railroad, first preferred,	100	837,000 00
2,454	Jersey City and Bergen Railroad,	100	245,400 00	43,804	Summit Branch Railroad,	50	2,190,200 00
1,533	Junction Railroad,	50	76,650 00	20,000	Sunbury, Hazleton and Wilkesbarre Railway,	50	1,000,000 00
2,000	Kensington and Tacony Railroad,	50	100,000 00	5,720	Susquehanna and Clearfield Railroad,	50	286,000 00
22,209	Lewisburg and Tyrone Railroad,	50	1,110,450 00	21,368	Susquehanna Coal Company,	100	2,136,800 00
5,634	Little Miami Railroad,	50	281,700 00	2	Shenandoah Valley Railroad, receiver's certificate,	5000	10,000 00
5,045	Long Beach Railroad,	50	252,250 00	865	Tipton Railroad,	50	43,250 00
9,013	Louisville Bridge Company,	100	901,300 00	20,000	Tyrone and Clearfield Railway,	50	1,000,000 00
12,258	Manor Real Estate and Trust Company,	50	612,900 00	5,000	Turtle Creek Valley Railroad, instalment,		100,000 00
1,250	Massillon and Cleveland Railroad,	50	62,500 00	13,500	United New Jersey Railroad and Canal,	100	1,350,000 00
2,742	Mifflin and Centre County Railroad,	50	137,100 00	3,300	West Chester Railroad,	50	165,000 00
2,025	Milford and Bay Shore Railroad, instalment,		1,012 50	573	West Jersey Ferry Company,	250	143,250 00
16,667	Mineral Railroad and Mining Company, instalment,		33,334 00	4,606	West Jersey Railroad,	50	230,300 00
5,180	Nescopee Railroad,	50	259,000 00	35,067	Western Pennsylvania Railroad,	50	1,753,350 00
2,535	Newark Plank-Road Company,	25	63,375 00	1,660	West Penn and Shenango Connecting Railroad,	50	83,000 00
5,000	New Jersey Warehouse and Guarantee Company, instalment,		12,500 00				
66,456	Northern Central Railway,	50	3,322,800 00				
	Carried forward,		\$21,015,021 50		Total,		\$93,600,470 85

LIST OF BONDS OWNED BY THE PENNSYLVANIA RAILROAD COMPANY DECEMBER 31st, 1888.

NAME OF SECURITY.	NUMBER OF BONDS.	RATE OF PAR.	PAR VALUE.
Alexandria and Fredericksburg Railway first mortgage, 7 per cent. gold,	1,000	\$1,000	\$1,000,000 00
Allegheny Valley Railroad funded debt mortgage, 7 per cent.,	5,510	1,000	5,510,000 00
American Bottom, Marble, Lime, and Coal Company, 7 per cent. gold,	200	1,000	200,000 00
Baltimore and Potomac Railroad second mortgage income, 6 per cent.,	2,000	1,000	2,000,000 00
Bedford and Bridgeport Railroad first mortgage, 7 per cent.,	1,000	1,000	1,000,000 00
Bellefonte, Nittany and Lemont Railroad first mortgage, 6 per cent.,	150	1,000	150,000 00
Bell's Gap Railroad first mortgage, 7 per cent.,	26	500	13,000 00
Bell's Gap Railroad consolidated mortgage 6 per cent.,	3	1,000	3,000 00
Belvidere Delaware Railroad consolidated mortgage, 7 per cent.,	1,070	1,000	1,070,000 00
Burlington County Railroad first mortgage (Vincentown Branch), overdue, 6 per cent.,	30	500	15,000 00
Central Stock Yards and Transit Company first mortgage, 7 per cent.,	300	1,000	300,000 00
Chicago, St. Louis and Pittsburgh Railroad consolidated mortgage, 5 per cent.,	4,465	1,000	4,465,000 00
Cincinnati and Muskingum Valley Railroad first mortgage, 7 per cent.,	754	1,000	754,000 00
Cincinnati, Richmond and Chicago Railroad second mortgage, 7 per cent.,	65	1,000	65,000 00
Cincinnati Street Connection, 6 per cent.,	110	1,000	110,000 00
Clearfield and Jefferson Railway first mortgage, 6 per cent.,	28	1,000	28,000 00
Cleveland and Pittsburgh Railroad construction and equipment betterment, 7 per cent.,	270	1,000	270,000 00
Columbia and Port Deposit Railroad first mortgage, 7 per cent.,	1,822	1,000	1,822,000 00
Cresson Springs Company, first mortgage, 6 per cent.,	100	1,000	100,000 00
Downingtown and Lancaster Railroad, 4 per cent. registered,	250	1,000	250,000 00
Flemington Railroad and Transportation Company, 6 per cent.,	250	1,000	250,000 00
Frederick and Pennsylvania Line Railroad first mortgage, 6 per cent. gold,	166	1,000	166,000 00
Gettysburg and Harrisburg Railroad first mortgage, 6 per cent.,	121	500	60,500 00
Girard Point Storage Company first mortgage, 5 per cent.,	8	1,000	8,000 00
Grand Rapids and Indiana Railroad, 6 per cent.,	1	500	500 00
Indianapolis and St. Louis Railroad thirty year, 6 per cent. gold,	593	1,000	593,000 00
International Navigation Company, 6 per cent.,	2,700	1,000	2,700,000 00
Jeffersonville, Madison and Indianapolis Railroad first mortgage, 7 per cent.,	500	1,000	500,000 00
Jersey City and Bergen Railroad first mortgage, 7 per cent.,	340	1,000	340,000 00
Junction Railroad second mortgage, 6 per cent.,	313	1,000	313,000 00
Lewisburg and Tyrone Railroad certificates of indebtedness, 6 per cent.,	239	1,000	239,000 00
May's Landing and Egg Harbor City Railroad, 7 per cent.,	2	1,000	2,000 00
Mifflin and Centre County Railroad first mortgage, 6 per cent.,	400	500	200,000 00
Nescopeck Railroad debenture,	38	500	19,000 00
Northern Central Railway, 6 per cent.,	100	1,000	100,000 00
North and West Branch Railway first mortgage, 6 per cent.,	27	1,000	27,000 00
Pennsylvania Canal Company first mortgage, 6 per cent.,	1,400	1,000	1,400,000 00
Pennsylvania Company, 6 per cent. secured,	469	1,000	469,000 00
Pennsylvania Company, 4½ per cent. coupon,	1	1,000	1,000 00
Pennsylvania Schuylkill Valley Railroad first mortgage, 5 per cent.,	1,500	1,000	1,500,000 00
Pennsylvania Steel Company, 5 per cent. registered,	66	100,000	6,600,000 00
Philadelphia and Erie Railroad general mortgage, 4 per cent. registered,	18	1,000	18,000 00
Philadelphia and Erie Railroad general mortgage, 5 per cent. registered,	1,852	1,000	1,852,000 00
Philadelphia and Erie Railroad general mortgage, 6 per cent. gold,	263	1,000	263,000 00
Philadelphia and Long Branch Railroad first mortgage, 5 per cent.,	3,680	1,000	3,680,000 00
Philadelphia Midland Railroad first mortgage,	750	1,000	750,000 00
Piedmont and Cumberland Railway first mortgage,	250	1,000	250,000 00
Pittsburgh, Cincinnati and St. Louis Railway consolidated mortgage, 7 per cent.,	100	1,000	100,000 00
Pittsburgh, Virginia and Charleston Railway first mortgage, 5 per cent.,	500	1,000	500,000 00
Pittsburgh, Wheeling and Kentucky Railroad first mortgage, 7 per cent.,	3,000	1,000	3,000,000 00
Ridgway and Clearfield Railroad first mortgage, 5 per cent.,	93	1,000	93,000 00
Shamokin Valley and Pottsville Railroad first mortgage, 7 per cent.,	491	1,000	491,000 00
Shenandoah Valley Railroad general mortgage, 6 per cent.,	515	1,000	515,000 00
South West Pennsylvania Railway first mortgage, 7 per cent.,	180	500	90,000 00
Steubenville and Indiana Railroad, 5 per cent. registered,	3	1,000	3,000 00
St. Louis, Vandalia and Terre Haute Railroad second mortgage, convertible, 7 per cent.,	600	1,000	600,000 00
St. Louis, Vandalia and Terre Haute Railroad, 7 per cent. guaranteed,	51	1,000	51,000 00
Summit Branch Railroad first mortgage, 7 per cent.,	225	1,000	225,000 00
Sunbury, Hazleton and Wilkesbarre Railway first mortgage, series B, 6 per cent.,	15	1,000	15,000 00
Sunbury, Hazleton and Wilkesbarre Railway second mortgage income, 6 per cent.,	500	1,000	500,000 00
Susquehanna and Clearfield Railroad first mortgage, 5 per cent.,	185	1,000	185,000 00
Tyrone and Clearfield Railway first mortgage, 5 per cent.,	488	1,000	488,000 00
United Canal and Railroad Company debenture,	6	100	600 00
Western Pennsylvania Railroad (branch), 6 per cent.,	285	1,000	285,000 00
Total,	1,000	1,000	\$50,023,000 00

SUMMARY.

Par value of stocks,	\$93,600,470 85
Par value of bonds,	50,023,000 00
	\$143,623,470 85
Cost, as per general account,	\$109,296,039 59

Dr.	GENERAL ACCOUNT.		DURING YEAR 1888.	
			INCREASE.	DECREASE.
To capital stock,	\$106,545,400 00		\$900 00	
To general mortgage bonds, due 1910,	\$19,997,810 44			\$1,949 56
To consolidated mortgage bonds, due 1905,	27,482,930 00			
To consolidated mortgage bonds, due 1919,	4,998,000 00			
To Navy Yard mortgage registered bonds, due 1901,	1,000,000 00			
To collatera trust loan, due 1913,	9,900,000 00			
To lien of the State upon the public works between Philadelphia and Pittsburgh, bearing five per cent. interest, payable in annual instalments of \$460,000, applicable, first, to the interest, and the remainder to principal, the original amount of which was \$7,500,000,	1,232,757 43			383,906 40
To mortgages and ground-rents payable,	1,958,786 05	66,570,283 92	9,830 00	
To Pennsylvania Company for Insurances on Lives and Granting Annuities, "Trust certificates,"		8,089,000 00		85,000 00
To guaranteed capital stock of the Harrisburg, Portsmouth, Mt. Joy and Lancaster Railroad Company,	\$1,182,550 00			
To guaranteed four per cent. mortgage bonds of the Harrisburg, Portsmouth, Mt. Joy and Lancaster Railroad Company, due July 1st, 1913,	700,000 00	1,882,550 00		
Accounts payable, viz.:—				
To passenger balances due other roads,	\$911,191 07	125,000 76		
To pay-rolls and vouchers for December, 1888, due in January, 1889,	5,801,402 82			443,839 11
To cash, dividend due to stockholders unpaid,	106,462 00	9,929 00		
To dividend scrip outstanding,	1,283 36			20 00
To sundry accounts due other roads, &c.,	11,804,388 10	18,624,727 35	3,243,703 30	
To appraised value of securities owned by the United New Jersey Railroad and Canal Company, and transferred with the lease of the works of that Company,		3,774,894 60		42,120 00
To equipment of road and canal owned by the United New Jersey Railroad and Canal Company, and transferred with the lease of the works of that Company,		1,242,436 37		134,545 00
To fund for the purchase of securities guaranteed by the Pennsylvania Railroad Company, under Trust created October 9th, 1878,	\$3,978,261 41	71,120 83		
To sinking fund consolidated mortgage bonds, for bonds redeemed, securities purchased, and cash balance on hand uninvested,	3,127,616 00	359,960 00		
To balance to credit of profit and loss,	19,229,368 33	1,620,420 81		
		26,335,245 74		
		\$233,064,537 98	\$5,440,864 70	\$1,091,380 07
Less amount of decrease,			1,091,380 07	
Total amount of increase,			\$4,349,484 63	

GENERAL ACCOUNT.

Cr.

	DURING YEAR 1888.	
	INCREASE.	DECREASE.
By balance standing on the books of the Company for the construction of the railroad between Philadelphia and Pittsburgh, including the original cost of the Philadelphia and Columbia Railroad (\$5,375,733.43), and the property of the Harrisburg, Portsmouth, Mt. Joy and Lancaster Railroad Company, represented by the guaranteed capital stock, and bonds of said company (\$1,882,550); also, the branches to Indiana Hollidaysburg, and Morrison's Cove; also, the branch to connect with the Pittsburgh, Virginia and Charleston Railroad and branch at Tyrone; also, bridge over the Susquehanna River at Columbia, and branches from Columbia to York, and sundry other branches and extensions, including wharves and grain elevator, and cost of stations, warehouses, and shops,	\$42,478,172 67	\$827,016 89
By balance to debit of equipment of road, consisting of locomotives, passenger cars, baggage, mail, and express cars, freight cars, and road cars, including shop machinery, steamboats, and car-floats, and also including equipment of canal, consisting of schooners, barges, and tugs,	28,152,191 39	1,563,500 00
By cost of real estate and telegraph line,	13,504,436 07	56,279 95
Total amount charged to construction, equipment, and real estate,	\$84,134,800 13	
OTHER ASSETS.		
By cost of bonds of railroad corporations,	\$36,156,454 39	712,055 07
By cost of capital stocks of railroad corporations,	65,428,789 35	1,774,320 15
By cost of bonds and stocks of other corporations, coal companies, canal companies, bridge companies, and investments not otherwise enumerated,	7,710,795 85	\$1,899,443 10
Total cost of bonds and stocks,	109,296,039 59	
By Managers of Trust created by Pennsylvania Railroad Company, October 9th, 1878,	3,907,140 58	78,623 62
By freight balances due by other roads,	102,589 28	365,126 09
By committee on insurance,	10,000 00	
By mortgages and ground-rents receivable,	87,350 00	27,200 00
By amount expended for the purchase of anthracite coal lands, Hamilton, Eastwick, and other tracts,	446,024 06	
By appraised value of securities owned by the United New Jersey Railroad and Canal Company, and transferred with the lease of the works of that Company,	3,774,894 60	42,120 00
By equipment of road and canal owned by the United New Jersey Railroad and Canal Company, and transferred with the lease of the works of that Company,	1,242,436 37	134,545 00
By amount of fuel and material on hand for repairs to locomotives, cars, and for maintenance of way, viz.:—		
For the Pennsylvania Railroad,	\$2,457,375 60	26,015 92
For the United New Jersey Railroad and Canal,	1,000,740 28	293,628 57
For the Philadelphia and Erie Railroad,	326,101 49	70,078 56
	3,784,217 37	
By amount of bills and accounts receivable, and amounts due from other roads, including advances made to railroad corporations for construction, and purchase of equipment used on their lines, viz.:—		
United New Jersey Railroad and Canal construction,	\$2,466,864 30	394,744 63
United New Jersey Railroad and Canal sinking fund and redemption account,	3,247,790 00	262,920 00
United New Jersey Railroad and Canal real estate,	1,767,439 73	126,700 27
Philadelphia and Trenton Railroad construction,	1,048,595 98	23,190 53
Philadelphia and Trenton Railroad real estate,	266,944 49	22,449 10
Other companies,	10,538,250 92	1,670,817 78
	19,335,885 42	
By cash, balance in hands of the Joint Stock Bank, London, and other parties, to pay coupons due in January, 1889,	1,120,986 41	22,540 46
By cash, balance in hands of freight and passenger agents, &c.	\$2,589,162 39	93,131 58
By cash, balance in hands of Treasurer,	3,233,011 78	288,785 00
	5,822,174 17	
Less amount of decrease,	\$233,064,537 98	\$7,562,358 45
		3,212,873 82
Total amount of increase,		\$4,349,484 63

E. & O. E.

ROBT. W. SMITH,
Treasurer.

December 31st, 1888.

INCOME RECEIVED FROM SECURITIES

OWNED BY THE PENNSYLVANIA RAILROAD COMPANY DURING THE YEAR 1888.

American Bottom, Marble, Lime, and Coal Company bonds,	\$14,000 00
Bald Eagle Valley Railroad stock,	46,835 00
Bellefonte, Nittany and Lemont Railroad bonds,	9,000 00
Belvidere Delaware Railroad bonds,	75,740 00
Belvidere Delaware Railroad stock,	8,481 00
Bell's Gap Railroad first mortgage bonds,	910 00
Bell's Gap Railroad consolidated mortgage bonds,	345 00
Camden and Philadelphia Steamboat Ferry Company stock,	57,233 00
Camden and Atlantic Railroad preferred stock,	11,298 75
Central Stock Yard and Transit Company bonds,	21,000 00
Chartiers Railway stock,	16,317 50
Chicago, St. Louis and Pittsburgh Railroad bonds,	203,300 00
Cincinnati Street Connection bonds,	6,600 00
Clearfield and Jefferson Railroad bonds,	2,085 00
Columbia and Port Deposit Railroad bonds,	130,655 00
Columbus and Xenia Railroad stock,	16,159 80
Connecting Railway Company stock,	76,662 00
Cumberland Valley Railroad preferred and common stock,	97,040 00
Flemington Railroad and Transportation Company bonds,	15,000 00
Freehold and Jamesburg Agricultural Railroad stock,	1,106 00
Gettysburg and Harrisburg Railroad bonds,	510 00
Grand Rapids and Indiana Railroad five per cent. bonds,	10,475 00
Grand Rapids and Indiana Railroad six per cent. bonds,	162,000 00
Indianapolis and St. Louis Railroad bonds,	30,000 00
Indianapolis and Vincennes Railroad bonds,	1,440 00
International Navigation Company bonds,	15,750 00
Jeffersonville, Madison and Indianapolis Railroad bonds,	22,050 00
Jersey City and Bergen Railroad bonds,	16,730 00
Junction Railroad second mortgage bonds,	120 00
Junction Railroad stock,	34,492 50
Lewisburg and Tyrone Railroad certificates of indebtedness,	12,000 00
Little Miami Railroad stock,	22,536 00
Louisville Bridge Company stock,	72,104 00
Massillon and Cleveland Railroad stock,	3,125 00
May's Landing and Egg Harbor City Railroad bonds,	2,912 83
Mifflin and Centre County Railroad bonds,	12,000 00
Mifflin and Centre County Railroad stock,	4,113 00
Newark Plank Road Company stock,	6,330 00
Northern Central Railway stock,	232,596 00
North and West Branch Railway bonds,	84,000 00
North and West Branch Railway stock,	55,500 00
Pennsylvania Steel Company stock,	27,870 00
Pennsylvania Steel Company bonds,	1,525 00
Pennsylvania Company secured loan,	60 00
Pennsylvania Car Trust stock,	11,475 83
Pennsylvania Equipment Trust stock,	51,650 00
Perth Amboy and Woodbridge Railroad bonds,	3,677 78
Perth Amboy and Woodbridge Railroad stock,	405 90
Philadelphia and Erie Railroad seven per cent. bonds,	840 00
Philadelphia and Erie Railroad six per cent. gold bonds,	220,800 00
Philadelphia and Erie Railroad general mortgage four per cent. bonds,	24,140 00
Philadelphia and Erie Railroad debenture bonds,	60,356 25
Philadelphia and Erie Railroad preferred stock,	168,000 00
Philadelphia and Trenton Railroad stock,	50 00
Philadelphia, Wilmington and Baltimore Railroad stock,	762,366 50
Piedmont and Cumberland Railway bonds,	6,475 00
Pittsburgh, Cincinnati and St. Louis Railway bonds,	35,000 00
Pittsburgh, Fort Wayne and Chicago Railway guaranteed stock,	16,597 00
Pittsburgh, Virginia and Charleston Railway bonds,	150,000 00
Pittsburgh, Wheeling and Kentucky Railroad bonds,	6,743 33
Ridgway and Clearfield Railroad bonds,	24,550 00
Ridgway and Clearfield Railroad stock,	24,550 00
River-Front Railroad stock,	10,800 00
Shamokin Valley and Pottsville Railroad bonds,	44,380 00
Shenandoah Valley Railroad Receiver's certificate,	600 00
South West Pennsylvania Railway bonds,	42,000 00
South West Pennsylvania Railway stock,	70,485 00
Steubenville and Indiana Railroad five per cent. bonds,	100 00
St. Louis, Vandalia and Terre Haute Railroad bonds,	15,750 00
Summit Branch Railroad bonds,	35,000 00
Sunbury, Hazleton and Wilkesbarre Railway first mortgage bonds,	11,100 00
Sunbury, Hazleton and Wilkesbarre Railway income bonds,	29,316 00
Sunbury, Hazleton and Wilkesbarre Railway stock,	50,000 00
Susquehanna and Clearfield Railroad bonds,	7,000 00
Susquehanna Coal Company stock,	213,680 00
Tyrone and Clearfield Railway bonds,	50,000 00
Tyrone and Clearfield Railway stock,	50,000 00
United New Jersey Railroad and Canal Company stock,	135,000 00
West Chester Railroad stock,	8,250 00
West Jersey Ferry Company stock,	11,460 00
West Jersey Railroad stock,	14,969 50
Western Pennsylvania Railroad first mortgage bonds,	400 00
Western Pennsylvania Railroad Branch bonds,	17,178 00
Western Pennsylvania Railroad consolidated mortgage bonds,	62,500 00
Western Pennsylvania Railroad stock,	90,951 00

\$4,178,604 47

A.—PENNSYLVANIA RAILROAD COMPANY.—ACCOUNTING DEPARTMENT.

Earnings and Expenses of Main Line, Branches, and all Leased Roads, including the Delaware and Raritan Canal, operated by the Pennsylvania Railroad Company, for the year ending December 31st, 1888.

ROAD.	LENGTH OF ROAD.	GROSS EARNINGS.	WORKING EXPENSES.	INTEREST ON EQUIPMENT, RENTS, &C.	RENTALS PAID BRANCH ROADS.	TOTAL EXPENSES, INCLUDING RENTALS, INTEREST ON EQUIPMENT, RENTS, &C.	PROFIT.
PENNSYLVANIA RAILROAD—MAIN LINE AND BRANCHES OWNED BY THE PENNSYLVANIA RAILROAD COMPANY.							
Pennsylvania Railroad,	425.67	\$27,793,272 53	\$17,798,066 75		\$129,329 92	\$17,927,396 67	\$9,865,875 86
York Branch, including Columbia Bridge,	12.88	129,507 67	63,523 24			63,523 24	65,984 43
Holidaysburg, &c. branches,	54.70	240,863 30	147,408 71			147,408 71	93,454 59
Indiana Branch,	18.91	59,603 24	49,031 50			49,031 50	10,571 74
LEASED BRANCHES.							
Pennsylvania Schuylkill Valley R. R.,	118.91	1,358,269 26	923,386 54	\$44,548 63	390,334 09	1,358,269 26	
East Brandywine and Waynesburg R. R. (January to July inclusive),		20,268 94	20,904 01			20,904 01	Loss, 635 07
Downingtown and Lancaster R. R. (August to December inclusive),	28.11	17,043 12	13,850 72	1,440 78	1,751 62	17,043 12	
Pomeroy and Newark R. R.,	26.70	24,645 67	41,365 92			41,365 92	Loss, 16,720 25
Columbia and Port Deposit R. R.,	43.53	340,973 50	201,160 77	6,740 65	133,072 08	340,973 50	
Hanover and York R. R.,	18.35	68,870 93	45,326 91	2,743 31	20,800 71	68,870 93	
Littlestown R. R.,	9.30	20,352 95	16,221 60	920 88	3,210 47	20,352 95	
Frederick and Pennsylvania Line R. R.,	28.00	48,086 54	45,224 79	2,861 75		48,086 54	
Mifflin and Centre County R. R.,	12.43	57,595 22	76,312 32			76,312 32	Loss, 18,717 10
Sunbury and Lewistown R. W.,	43.45	347,909 53	217,358 16	6,932 51	123,618 86	347,909 53	
Bedford and Bridgeport R. R.,	49.20	197,636 58	153,463 36	7,233 35	36,939 87	197,636 58	
Lewisburg and Tyrone R. R.,	85.08	201,910 17	167,642 03	3,520 33	30,747 81	201,910 17	
Bald Eagle Valley R. R.,	79.53	576,433 45	257,565 36		230,573 38	488,138 74	88,294 71
Tyrone and Clearfield R. W.,	105.10	615,613 31	485,583 59		112,500 00	598,083 59	17,529 72
Tipton R. R.,	4.44	8,571 79	5,947 45		2,624 34	8,571 79	
Cambria and Clearfield R. R. (from Sept. 24),	17.34	4,427 07	5,640 64			5,640 64	Loss, 1,213 57
Ebensburg and Cresson R. R.,	11.00	15,459 64	13,492 31		1,967 33	15,459 64	
Western Pennsylvania R. R.,	98.23	1,470,258 76	900,132 12	29,267 25	540,859 39	1,470,258 76	
South West Pennsylvania R. W.,	86.38	843,649 68	462,714 60	23,783 38	357,151 70	843,649 68	
Pittsburgh, Virginia and Charleston R. W.,	75.43	673,975 92	432,063 92	19,321 42	222,590 58	673,975 92	
Sunbury, Hazleton and Wilkesbarre R. W.,	43.44	562,143 08	316,760 75	7,297 16	238,085 17	562,143 08	
North and West Branch R. W.,	47.82	778,652 21	513,460 80	11,475 80	253,715 61	778,652 21	
Nesquepec Railroad,	11.96	52,350 08	64,102 20			64,102 20	Loss, 11,752 12
Bellefonte, Nittany and Lemont R. R.,	9.45	19,324 43	12,019 27	920 18	6,384 98	19,324 43	
Susquehanna and Clearfield R. R.,	24.89	34,001 12	20,696 11	687 36	12,617 65	34,001 12	
Ridgway and Clearfield R. R.,	27.23	116,514 15	56,152 40	1,979 18	58,382 57	116,514 15	
Total Pennsylvania R. R. and branches,	1,617.46	\$36,698,183 84	\$23,526,578 85	\$171,673 92	\$2,907,258 13	\$26,605,510 90	\$10,092,672 94
UNITED RAILROADS OF NEW JERSEY.							
United Railroads of New Jersey,	274.41	\$14,761,420 12	\$11,360,825 76			\$11,360,825 76	\$3,400,594 36
Perth Amboy and Woodbridge R. R.,	6.40	92,274 57	50,599 45		\$41,675 12	92,274 57	
Belvidere Delaware R. R.,	81.82	1,293,832 34	859,096 76	\$37,024 55	397,711 03	1,293,832 34	
Philadelphia, Germantown and Chestnut Hill R. R.,	6.75	198,564 37	145,745 84	16,605 00	36,213 53	198,564 37	
Freehold and Jamesburg Agricultural R. R.,	27.54	143,720 88	100,797 95	11,614 70	31,308 23	143,720 88	
Philadelphia and Long Branch R. R.,	47.28	75,699 55	100,322 48			100,322 48	Loss, 24,622 93
Long Beach R. R.,	20.50	9,590 77	23,417 42			23,417 42	Loss, 13,826 65
Delaware and Raritan Canal,	66.00	525,748 92	430,680 31			430,680 31	95,068 61
Total United R. R. of N. J. Division,	530.70	\$17,100,851 52	\$13,071,485 97	\$65,244 25	\$506,907 91	\$13,643,638 13	\$3,457,213 39
Philadelphia and Erie R. R.,	287.56	\$4,373,042 30	\$2,733,088 32	\$168,403 75	\$1,471,550 23	\$4,373,042 30	
Grand totals,	2,435.72	\$58,172,077 66	\$39,331,153 14	\$405,321 92	\$4,885,716 27	\$44,622,191 33	\$13,549,886 33
Net profit after deducting rentals and interest on equipment,							\$13,549,886 33
Add interest received from investments Pennsylvania Railroad in cash,							4,178,604 47
Add interest for use of equipment loaned to branch roads in cash,							390,952 27
Add profits from sundry accounts,							46,601 28
Add Empire Line net earnings,							98,289 61
Add interest from investments United New Jersey Railroad and Canal Co. in cash,							699,896 82
							\$18,964,320 78
From which deduct—Interest on bonded debt,							\$3,594,303 20
Interest paid State of Pennsylvania on account of purchase of Main Line,							76,093 60
Interest, Car Trusts,							385,741 33
Interest, mortgages, and ground-rents,							61,892 69
Interest Pennsylvania Company for Insurances on Lives, &c., Stock Trust Certificates,							326,180 00
Interest general account,							37,882 19
Premium on exchange, commissions, &c.,							10,248 70
State tax on capital stock,							345,207 10
Payments United New Jersey Railroad and Canal Company, except rentals and interest on equipment,							4,317,611 04
							9,155,159 85
Net balance,							\$9,809,160 93

R. W. DOWNING,
Comptroller.

B.—PENNSYLVANIA RAILROAD COMPANY.—ACCOUNTING DEPARTMENT.

Earnings and Expenses of the United Railroads of New Jersey Division, including Delaware and Raritan Canal, showing amounts paid on account of dividends, interest on bonds, organization, transit duty, &c., during the year 1888.

ROADS.	LENGTH IN MILES.	EARNINGS.	EXPENSES.	NET EARNINGS.	PAID ON ACCOUNT OF DIVIDENDS.	PAID ON ACCOUNT OF INTEREST ON BONDS, MORTGAGES, AND GROUND-RENTS, ORGANIZATION, RENTS, &c.	PAID ON ACCOUNT OF RENTALS.	PAID ON ACCOUNT OF TRANSIT DUTY AND TAXES.	LOSS.
New York Division, . . .	105.05	\$12,428,668 24	\$9,400,615 34	\$3,028,052 90	\$1,588,710 00	\$1,587,267 65	\$191,052 90	\$228,362 24	\$194,250 79
Amboy Division, . . .	74.98	2,040,648 30	1,667,559 20	373,089 10					
Perth Amboy and Woodbridge Railroad, . . .	6.40	92,274 57	50,599 45	41,675 12					
Millstone and New Brunswick Railroad, . . .	6.65	8,011 41	14,492 91	Loss, 6,481 50					6,481 50
Rocky Hill Railroad and Kingston Branch, . . .	6.54	3,864 24	10,214 92	Loss, 6,350 68	1,122 00	100 00			7,572 68
Belvidere Delaware Railroad, . . .	81.82	1,293,832 34	859,096 76	434,735 58			434,735 58		
Frankford and Holmesburg Railroad, . . .	4.16	8,704 06	18,111 54	Loss, 9,407 48		350 00		6 00	9,763 48
Philadelphia, Germantown and Chestnut Hill R. R.	6.75	198,564 37	145,745 84	52,818 53			52,818 53		
Freehold and Jamesburg Agricultural Railroad, .	27.54	143,720 88	100,797 95	42,922 93			42,922 93		
Pemberton and Hightst'n R. R. (Jan. to Apr. inc.)	24.47	7,375 97	12,328 88	Loss, 4,952 91					4,952 91
Columbus, Kinkora and Springfield Railroad, .	14.16	16,211 69	21,065 10	Loss, 4,853 41			4,863 51		9,716 92
Philadelphia and Long Branch Railroad, . . .	47.28	75,699 55	100,322 48	Loss, 24,622 93					24,622 93
Long Beach Railroad . .	20.50	9,590 77	23,417 42	Loss, 13,826 65					13,826 65
Camden and Burlington County Railroad (including Burlington and Mount Holly Railroad),	29.61	237,383 45	194,805 82	42,577 63	22,915 50	21,500 00			1,837 87
Vincentown Branch, . .	2.84	2,328 59	5,663 81	Loss, 3,335 25	900 00				4,235 25
Mount Holly, Lumberton and Medford Railroad,	5.95	8,224 17	15,968 21	Loss, 7,744 04	5,739 00	5,450 00			18,933 04
Del. and Raritan Canal,	66.00	525,748 92	430,680 31	95,068 61	584,740 00			74,532 24	564,203 63
Total,	530.70	\$17,100,851 52	\$13,071,485 97	\$4,029,365 55	\$2,204,126 50	\$1,614,667 65	\$768,068 57	\$302,900 48	\$860,397 65
Loss in operating United Railroads of New Jersey Division,									\$860,397 65
Deduct amount received from investments in cash,									699,896 82
Actual net loss for the year 1888,									\$160,500 83

In the amounts stated as rentals Belvidere Delaware Railroad, Philadelphia, Germantown and Chestnut Hill Railroad, and Freehold and Jamesburg Agricultural Railroad, the interest on equipment charges are included.

R. W. DOWNING,
Comptroller.

C.—PENNSYLVANIA COMPANY.

Statement of Gross Earnings, Expenses, Net Earnings, Rentals, Profits and Losses on the Lines west of Pittsburgh, from January 1st to December 31st, 1888, compared with same period of 1887.

LENGTH. MILES.		GROSS EARNINGS.	EXPENSES.	NET EARNINGS.	HIRE OF EQUIP- MENT.	RENTAL AND INTEREST AND MISCELLA- NEOUS CHARGES.	PROFITS 1888.	PROFITS 1887.	Loss 1888.	Loss 1887.	Proportion of profit applicable to Penn'a. R. R. Co. or Penn'a Co.		Proportion of loss for which Penn'a R. R. Co. or Penn'a Co. is responsible, or advance the funds to meet.	
											1888.	1887.	1888.	1887.
	Proprietary Department—Pennsylvania Co.,	\$1,674,755 43	\$325,159 64	\$1,349,595 79		\$528,416 15	\$521,179 64	\$391,836 40			\$521,179 64	\$391,836 40		
	Union Line Bureau—Pennsylvania Company,	697,588 74	416,604 55	280,984 19			280,984 19	256,214 76			280,984 19	256,214 76		
469 1/2	Pittsburgh, Ft. Wayne and Chicago Railway,	9,824,012 38	7,129,360 60	2,694,651 78		3,066,503 06		576,057 73	\$371,851 28			576,057 73	\$371,851 28	
12 1/2	Massillon and Cleveland Railroad,	11,153 54	7,411 81	3,741 73		20,000 00			16,258 27	\$13,445 86			16,258 27	\$13,445 86
14 1/2	New Castle and Beaver Valley Railroad,	237,537 15	124,421 55	113,115 60		95,039 40	18,076 20	24,707 06			18,076 20	24,707 06		
122 1/2	Pittsburgh, Youngstown and Ashtabula R. R.,	1,082,588 70	603,240 88	479,347 82	\$65,615 31	197,496 39	216,236 12	179,347 53						
101	Erie and Pittsburgh Railroad,	622,151 33	428,480 31	193,671 02		404,734 22			211,063 20	287,306 25			211,063 20	287,306 25
224	Cleveland and Pittsburgh Railroad,	3,221,154 23	2,130,803 43	1,090,350 80		1,212,518 60			122,167 80	27,247 76			122,167 80	27,247 76
86 1/2	North-western Ohio Railway,	339,289 24	240,877 74	98,411 50	41,048 38	14,193 83	43,169 29	6,122 99						
10 1/2	South Chicago and Southern R. R.,	11,590 46	18,560 51	Loss, 6,970 05					6,970 05	3,924 55				
3 1/2	State Line and Indiana City Railway,	2,116 12	3,617 07	Loss, 1,500 95					1,500 95					
128 1/2	Indianapolis and Vincennes Railroad,	451,250 97	416,856 82	34,394 15		208,154 26			173,790 11	245,300 04			173,790 11	245,300 04
204 1/2	Jeffersonville, Madison and Indianapolis R. R.,	1,366,316 62	1,127,138 07	239,178 55		387,338 35		18,606 50						
20 1/2	Cambridge Extension Railroad,	37,672 57	44,254 11	Loss, 6,581 54				553 94	6,581 54					
409 1/2	Grand Rapids and Indiana Railroad,	2,228,082 08	1,528,596 80	699,485 28		779,301 56		122,785 81	79,816 28					
85 1/2	Cincinnati, Richmond and Ft. Wayne R. R.,	406,491 72	310,368 58	96,123 14		127,641 94			31,518 80	30,960 75				
36 1/2	Muskegon, Grand Rapids and Ind. R. R.,	158,124 34	112,317 23	45,807 11		43,507 54	2,299 57			25,652 08				
26	Traverse City Railroad,	44,958 93	37,352 80	7,606 13		7,569 18	36 95	860 16						
198 1/2	Pittsburgh, Cincinnati and St. Louis Railway,	5,393,866 04	4,193,011 08	1,200,854 96		856,016 05	344,838 91	823,075 38			344,838 91	823,075 38		
23 1/2	Chartiers Railway,	192,236 30	117,998 02	74,238 28	16,478 70	35,031 67	22,727 91	40,848 20						
29	Waynesburg and Washington Railroad,	50,546 94	39,408 51	11,138 43		7,401 11	3,737 32	588 35						
28	Pittsburgh, Wheeling and Kentucky Railroad,	204,437 46	118,737 71	85,699 75	15,685 93	23,723 63	46,290 19	52,073 64						
148 1/2	Cincinnati and Muskingum Valley Railway,	429,392 17	388,962 20	40,429 97	11,373 01	135,605 80			106,548 90	102,301 51				
196 1/2	Little Miami Railroad,	2,030,744 08	1,721,833 82	308,910 26		730,264 90			421,354 64	298,405 19			421,354 64	298,405 19
24 1/2	Cincinnati and Richmond Railroad,	65,321 99	77,213 44	Loss, 11,891 45	5,030 68	12,153 23								
580 1/2	Chicago, St. Louis and Pittsburgh Railroad,	5,371,645 58	4,478,686 51	892,959 07		1,109,343 28		339,998 38	216,384 21					
44	Cincinnati, Richmond and Chicago Railroad,	95,199 96	48,957 42	46,242 54	7,478 47	18,995 63	19,768 24							
158 1/2	St. Louis, Vandalia and Terre Haute R. R.,	1,577,159 10	1,141,489 39	435,669 71		473,147 73		156,554 46	37,478 02		(1/2)78,277 24	(1/2)18,739 01		
11 1/2	East St. Louis and Carondelet Railway,	66,985 49	56,632 74	10,352 75		17,918 37		18,967 76	7,565 62					
3398 1/2	Totals,	\$37,894,369 66	\$27,388,383 34	\$10,505,986 32	\$162,710 48	\$10,812,016 14	\$1,519,344 53	\$3,009,199 07	\$1,988,084 83	\$1,034,543 99	\$1,165,078 94	\$2,150,168 57	\$1,335,224 31	\$871,705 10

Profits 1888, \$1,165,078 94
 Losses 1888, 1,335,224 31
 Net loss 1888, \$170,145 37

Profits 1887, \$2,150,168 57
 Losses 1887, 871,705 10
 Net profits 1887, \$1,278,463 47
 Net loss 1888, 170,145 37
 Comparative loss, \$1,448,608 84

© The Bay View, Little Traverse and Mackinaw Railroad was consolidated with the G. R. & I. R. R. Co., as of January 1st, 1889, and its operations are included with those of the latter company.
 X This road was opened June 18th, 1888.
 § This road has been operated from August 18th, 1888.

Approved.

J. W. RENNER,
Ass't Comptroller.

Forty-second Annual Report, Pennsylvania Railroad Company.

D.—PHILADELPHIA AND ERIE RAILROAD COMPANY.

GENERAL ACCOUNT DECEMBER 31st, 1888.

Dr.

Capital stock, common,	\$7,975,000 00	
Capital stock, special,	2,400,000 00	
		\$10,375,000 00
Sunbury and Erie first mortgage seven per cent. registered bonds, due 1897,	\$813,000 00	
Sunbury and Erie first mortgage seven per cent. coupon bonds, due 1897,	163,000 00	
Philadelphia and Erie general mortgage six per cent. coupon bonds, due 1920,	8,680,000 00	
Philadelphia and Erie general mortgage five per cent. registered bonds, due 1920,	5,263,000 00	
Philadelphia and Erie general mortgage four per cent. registered bonds, due 1920,	4,555,000 00	
		19,474,000 00

ACCOUNTS PAYABLE.

Unpaid coupons and registered interest as follows :—

Sunbury and Erie first mortgage seven per cent. registered interest,	\$665 00	
Sunbury and Erie first mortgage seven per cent. coupons,	140 00	
Philadelphia and Erie first mortgage seven per cent. coupons,	420 00	
Philadelphia and Erie general mortgage six per cent. coupons,	1,770 00	
Philadelphia and Erie general mortgage five per cent. registered interest,	2,550 00	
Philadelphia and Erie general mortgage four per cent. registered interest,	1,240 00	
		6,785 00
Amount of tax reserved subject to decision,		5,218 50
Philadelphia and Erie first mortgage seven per cent. bonds redemption account,		4,000 00
		\$29,865,003 50

Cr.

Cost of construction,	\$26,186,163 35	
Bonds, &c. of other companies,	5,595 19	
Cash, balance in hands of Treasurer,	22,002 67	
Pennsylvania Railroad Company, lessee,	197,345 03	
Profit and loss,	3,449,897 26	
Pennsylvania Railroad Company, lessee, redemption account,	4,000 00	
		\$29,865,003 50

J. S. VANZANDT,
Treasurer.

E.—PHILADELPHIA AND ERIE RAILROAD COMPANY.

GENERAL INCOME ACCOUNT FOR YEAR ENDING DECEMBER 31st, 1888.

Total operating earnings,	\$4,373,042 30	
Total operating expenses,	2,733,088 32	
	<u> </u>	
Net operating earnings,	\$1,639,953 98	
Add net receipts from other sources,	15,896 22	
	<u> </u>	
Total revenue,		\$1,655,850 20
Deduct :		
Amount appropriated for maintenance of organization,	\$8,000 00	
Amount paid for interest on equipment furnished by lessee, under contract of lease of Jan. 1st, 1870,	168,403 75	
	<u> </u>	176,403 75
Balance, net revenue applicable to the payment of interest on bonded debt and other obligations of the Company,		\$1,479,446 45
Deduct :		
One year's interest on \$976,000 Sunbury and Erie bonds, at seven per cent.,	\$68,320 00	
One year's interest on \$3,000,000 Philadelphia and Erie bonds, at seven per cent.,	210,000 00	
One year's interest on \$8,680,000 Philadelphia and Erie bonds, at six per cent.,	520,800 00	
One year's interest on \$5,263,000 Philadelphia and Erie bonds, at five per cent.,	263,150 00	
Eleven months' interest on \$1,455,000 Philadelphia and Erie bonds, at four and a half per cent.,	60,356 25	
Three months' interest on \$4,555,000 Philadelphia and Erie bonds, at four per cent.,	45,550 00	
	<u> </u>	\$1,168,176 25
One year's interest on \$2,400,000 special stock, at seven per cent.,	168,000 00	
	<u> </u>	1,336,176 25
Balance,		<u><u>\$143,270 20</u></u>

J. S. VANZANDT,
Treasurer.

F.—PHILADELPHIA AND ERIE RAILROAD COMPANY.

PROFIT AND LOSS ACCOUNT DECEMBER 31st, 1888.

Dr.

Balance to debit of this account January 1st, 1888,	\$3,394,000 99
Discount on sale of \$3,000,000 of four per cent. general mortgage bonds,	100,000 00
Discount on \$1,555,000 of four per cent. general mortgage bonds, issued in exchange for four and a half per cent. debentures,	100,000 00
Sundry items,	567 84

Cr.

Difference between amount appropriated and amount expended for maintenance of organization,	\$1,401 37
Balance to credit of income account for the year 1888,	143,270 20
Balance carried to debit of this account January 1st, 1889,	3,449,897 26
	<u> </u>
	<u><u>\$3,594,568 83</u></u>
	<u><u>\$3,594,568 83</u></u>

J. S. VANZANDT,
Treasurer.

G.—ALLEGHENY VALLEY RAILROAD COMPANY.

GENERAL ACCOUNT DECEMBER 31st, 1888.

ROAD AND EQUIPMENT.

Dr.

Cost of River Division, 132 miles,	\$9,894,298 09	
Cost of Plum Creek Branch, 7 miles,	144,752 96	
Cost of Low-Grade Division, 110 miles,	11,368,583 66	
Cost of Sligo Branch, 10 miles,	275,818 06	
Cost of equipment,	2,366,087 53	
Total cost of road and equipment,		\$24,049,540 30

AVAILABLE ASSETS.

Cash in Receiver's special account,	\$100,000 00	
Cash in hands of Treasurer,	81,239 02	
Cash in hands of Paymaster,	2,800 02	
Cash in hands of Townsend, Whelen & Co.—coupon account,	83,170 08	
Cash in hands of Winslow, Lanier & Co.—coupon account,	24,695 02	
Cash remitted by agents and in transit,	27,214 98	
Value of shops and road material,	125,075 31	
Due by railroad companies,	36,723 37	
Due by agents and conductors,	20,492 02	
Due by individuals and firms,	101,106 25	
		602,516 07

UNAVAILABLE ASSETS.

Old balances likely to be charged to profit and loss account,	\$260,125 10	
Stock in Buffalo and South Western Railroad Company,	235,916 67	
		496,041 77
Balance to debit of profit and loss account,		10,046,525 47
		\$35,194,623 61

LIABILITIES.

Cr.

CAPITAL STOCK, 43,330 shares,		\$2,166,500 00
FUNDED DEBT.		
First mortgage bonds, River Division, at 7½ per cent.,	\$4,000,000 00	
First mortgage bonds, Low-Grade Division, at seven per cent.,	10,000,000 00	
Second mortgage bonds, Low-Grade Division, at five per cent.,	2,200,000 00	
Funded debt prior to income bonds,		16,200,000 00
Income bonds issued to individuals,	\$3,640,000 00	
Income bonds issued to contributing companies,	6,087,000 00	
Total income bonds issued,		9,727,000 00
Bonds and mortgages on real estate,		21,564 73
Due to railroad companies,		4,153 88
Accounts payable—December pay-rolls and vouchers,		146,793 91
Guaranteed coupons purchased and held by Pennsylvania Railroad Company,		6,384,665 00
Interest on bonds accrued, due January 1st and April 1st, 1889,		376,000 00
Balance due contributing companies, payable in income bonds,		1,423 59
Orders for income bonds and scrip issued in part payment of interest on income bonds,		21,757 00
Interest on bonds due and not yet presented for payment,		144,765 50
		\$35,194,623 61

T. F. BROWN,
Auditor.**H.—ALLEGHENY VALLEY RAILROAD COMPANY.**

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31st, 1888.

*Dr.**Cr.*

To balance to debit of this account January 1st, 1888,	\$9,772,079 99	
Balance of income account for year ending December 31st, 1888, being deficiency in amount necessary to meet interest on mortgage bonds,	290,955 86	
By stock in Buffalo and South Western Railroad Company, received during the year 1888, 109½ shares,		\$10,916 67
Amount realized by sale of the stock and franchises of the Brady's Bend Bridge Company		5,593 71
Balance to debit of this account December 31st, 1888,		10,046,525 47
	\$10,063,035 85	\$10,063,035 85

T. F. BROWN,
Auditor.

I.—PENNSYLVANIA COMPANY.

Dr.

IN GENERAL ACCOUNT DECEMBER 31st, 1888.

Cr.

Securities,	\$32,260,105 40	Capital stock,	\$20,000,000 00
Bills receivable,	240,855 35	First mortgage 4½ per cent. bonds issued,	17,500,000 00
Equipment,	1,393,430 83	Registered 6 per cent. bonds, secured by guaranteed special stock of P., F. W. & C. Railway Company issued,	3,200,000 00
Real estate,	810,595 42	Due lessor companies for supplies,	831,831 58
Real estate in trust,	139,980 70	Due to other companies, in current account,	877,845 60
Union Line property,	3,056,963 80	Due for current expenditures in operating leased roads,	1,446,460 03
Due by leased roads for betterments,	713,059 62	Miscellaneous liabilities,	915,618 40
Due by other companies, in current account,	3,113,748 29	Interest due and unpaid on 6 per cent. registered bonds,	3,153 00
Due by other companies for advances,	708,401 93	Interest due and unpaid on 4½ per cent. bonds,	362,160 00
Due by station agents,	501,343 69	Interest collected and held by Treasurer on 4½ per cent. bonds in sinking fund	71,955 00
Stock of supplies,	1,176,637 44		
Miscellaneous assets,	562,029 23		
Cash,	574,722 31		
Philadelphia Trust, Safe Deposit and Insurance Co., Trustees, 6 per cent. bonds, to pay interest and sinking funds,	4,607 77		
National City Bank, New York, agents, 4½ per cent. bonds, to pay interest,	362,160 00		
Sinking fund 4½ per cent. bonds, (\$533,000 bonds),	\$512,316 25		
Sinking fund for registered six per cent. bonds, secured by guaranteed special stock P., F. W. & C. Railway Company (\$1,321,000 bonds),	1,321,000 00		
Sinking funds for leased roads, viz. :—	1,833,316 25		
First mortgage bonds P., F. W. & C. Railway Company,	\$931,875 00		
Second mortgage bonds P., F. W. & C. Railway Company,	915,900 00		
Consolidated mortgage bonds C. & P. Railroad Company,	1,036,201 00		
Construction and equipment bonds C. & P. Railroad Co.,	409,726 68		
Total,	3,293,702 68	Reserve fund, leased roads,	3,293,702 68
	\$50,745,660 71	Balance to credit of profit and loss account,	2,242,934 42
		Total,	\$50,745,660 71

Approved. J. W. RENNER,
Ass't Comptroller.

N. B. PALMER,
General Accountant

J.—PENNSYLVANIA COMPANY.—INCOME ACCOUNT FOR THE YEAR ENDING DECEMBER 31st, 1888.

Net earnings Union Line Bureau,	\$280,984 19	
Received for rents—Monongahela Extension,	61,933 65	
Received for rents—real estate,	15,036 96	
Received for rents—equipment,	315,292 50	
		\$673,247 30
Profits from operating leased roads :—		
New Castle and Beaver Valley Railroad,		18,076 20
Received from investments :—		
Dividends on stocks,	\$652,005 50	
Interest on bonds,	566,957 51	
Interest on general accounts,	63,529 31	
		1,282,492 32
Total revenue,		\$1,973,815 82
Deduct :		
Expenses proprietary department :—		
General expenses,	\$109,033 93	
Proportion of payments on account of Car Trust cars chargeable to income,	216,125 71	
		\$325,159 64
Interest on bonds,	815,985 00	
Losses on leased lines :—		
Pittsburgh, Fort Wayne and Chicago Railway,	\$371,851 28	
Erie and Pittsburgh Railroad,	211,063 20	
Cleveland and Pittsburgh Railroad,	122,167 80	
Massillon and Cleveland Railroad,	16,258 27	
		721,340 55
Total expenses, interest, &c.,		1,862,485 19
Balance, being profit after payment of expenses, interest, rentals, &c.,		\$111,330 63
From which deduct :		
Cash advanced Indianapolis and Vincennes Railroad Company,	\$173,790 11	
Cash advanced Cincinnati, Richmond and Fort Wayne Railroad Company,	12,431 15	
		186,221 26
Balance, being loss for the year 1888, after paying all expenses, interest on bonded debt, rentals, advances, &c., carried to debit of profit and loss account December 31st, 1888,		\$74,890 63

Approved. J. W. RENNER,
Ass't Comptroller.

N. B. PALMER,
General Accountant.

K.—PENNSYLVANIA COMPANY.—PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31st, 1888.

By balance to credit of this account December 31st, 1887,	\$2,281,283 64	
By amount of cash advanced by Pennsylvania Railroad Company and remitted in settlement of accounts,	1,020,000 00	
To amount charged off for depreciation and in settlement of sundry old accounts,	\$230,771 59	
To amount carried to reserve fund for account of sinking funds of leased roads for twelve months,	252,687 00	
To balance to debit of income account December 31st, 1888,	74,890 63	
To reduction in value of securities,	500,000 00	
To balance to credit of this account December 31st, 1888,	2,242,934 42	
	\$3,301,283 64	\$3,301,283 64

Approved. J. W. RENNER,
Ass't Comptroller.

N. B. PALMER,
General Accountant.

L.—PITTSBURGH, CINCINNATI AND ST. LOUIS RAILWAY COMPANY.

Dr.

GENERAL ACCOUNT DECEMBER 31st, 1888.

Cr.

FIXED ASSETS.			CAPITAL STOCK.		
Cost of P., C. & St. L. Railway, equipment, &c. to December 31st, 1887,	\$21,202,077 18		P., C. & St. L. Railway Co. common stock,	\$2,257,850 00	
Additional expenditures this year, viz. :—			S. & I. R. R. Co. common stock, unconverted,	250,150 00	
For equipment (Car Trust payments),	45,152 50		Total common stock,	\$2,508,000 00	
For New Cumberland Branch	17,352 76		P., C. & St. L. Railway Co. 1st preferred stock,	\$2,926,250 00	
For Bridgeville and McDonald Branch,	66,374 73		S. & I. R. R. Co. 1st preferred stock, unconverted,	2,950 00	
Total cost of road, &c. to Dec. 31st, '88,	\$21,330,957 17		Total 1st preferred stock,	2,929,200 00	
DEFERRED ASSETS.		684,271 75	P., C. & St. L. Railway Co. 2d preferred stock,	3,000,000 00	
Supplies on hand,			Total capital stock,	\$8,437,200 00	
BETTERMENTS TO LEASED ROADS.			FUNDED DEBT.		
Due by Little Miami Railroad Co.,	\$12,189 78		1st consolidated mortgage coupon bonds,	\$2,421,000 00	
Due by St. Louis, Vandalia and Terre Haute Railroad Co.,	8,493 13		1st consolidated mortgage regist'd bonds,	4,442,000 00	
Total betterments due,		20,682 91	2d mortgage bonds,	2,500,000 00	
CURRENT ASSETS.			1st mortgage extended registered bonds S. & I. R. R. Co.	3,000,000 00	
Cash in hands of Treasurer,	\$137,797 93		1st mortgage bonds Holliday's Cove Railroad Co.,	120,000 00	
Cash in hands of Paymaster,	2,987 25		Columbus and Newark Division bonds,	134,000 00	
Cash remitted by agents in transit,	110,127 68		Total funded debt,	12,617,000 00	
Due by station agents and ticket receivers,	93,396 44		DEFERRED LIABILITIES.		
Due by other companies,	674,801 80		Cincinnati Street Connection R. W. bonds, assumed with lease of Little Miami R. R.,	\$262,500 00	
Due on miscellaneous accounts,	378,222 73		Due Little Miami R. R. Co. for value of supplies, &c. received of that Co. at date of lease, Dec. 1, '69, \$1,763,020 49		
Total current assets,		1,397,333 83	Less sundry liabilities,	1,647,370 54	
SECURITIES.			Due Little Miami R. R. Co. for value of assets transferred to it at date of lease of Columbus and Xenia R. R. and subsequently transferred to this Co. by lease of Little Miami R. R.,	\$643,989 54	
Stock of Little Miami Elevator Co.,	\$20,000 00		Real estate of Columbus & Xenia R. R. Co. at Col's, O., sold to Union Depot Co.,	37,298 75	
Stock of Union Depot Co., Columbus, O.,	37,298 75		Total deferred liabilities,	1,059,438 24	
Common stock of C., St. L. & P. R. R. Co.,	48,986 99		CURRENT LIABILITIES.		
Preferred stock of C., St. L. & P. R. R. Co.,	979,681 31		Acc'ts payable for current expenditures,	\$868,141 99	
Total securities,		1,085,967 05	Due other companies,	1,101,273 02	
			Matured interest on bonds unclaimed,	115,390 00	
			Miscellaneous liabilities,	75,405 84	
			Total current liabilities,	2,160,210 85	
			Balance, being surplus in assets,	245,363 62	
Total,	\$24,519,212 71		Total,	\$24,519,212 71	

Approved. J. W. RENNER,
Ass't Comptroller.N. B. PALMER,
General Accountant.

M.—PITTSBURGH, CINCINNATI AND ST. LOUIS RAILWAY COMPANY.

INCOME ACCOUNT FOR THE YEAR 1888.

Gross earnings,	\$5,388,547 44	
Expenses,	4,193,011 08	
Net earnings,		\$1,195,536 36
Add:		
Rental received for hire of equipment,	\$2,334 70	
Interest received from investments,	2,983 90	
		5,318 60
Total net income,		\$1,200,854 96
Deduct:		
Rent of Monongahela Extension,	\$61,933 65	
INTEREST ON BONDS.		
Steubenville and Indiana Railroad first mortgage bonds,	\$150,000 00	
Holliday's Cove Railroad bonds,	7,200 00	
Columbus and Newark Division bonds,	9,380 00	
Pittsburgh, Cincinnati and St. Louis Railway first mortgage coupon bonds, . .	170,485 00	
Pittsburgh, Cincinnati and St. Louis Railway first mortgage registered bonds, .	309,925 00	
		646,990 00
Interest on securities received under Little Miami lease, which has been credited to income of that road,	\$79,444 00	
Interest and payments on Car Trust cars,	67,648 40	
		147,092 40
Total charges on account of interest, &c.,		856,016 05
Balance, being surplus after paying all expenses, interest, &c.,		\$344,838 91
Deduct:		
Loss in operating the Little Miami Railroad,	\$421,354 64	
One-half of loss in operating St. Louis, Vandalia and Terre Haute Railroad,	18,739 01	
Total loss in operating leased roads,		440,093 65
Balance, being deficiency of net income for the year 1888,		\$95,254 74
Approved.		
J. W. RENNER,		N. B. PALMER,
Ass't Comptroller.		General Accountant.

N.—PITTSBURGH, CINCINNATI AND ST. LOUIS RAILWAY COMPANY.

PROFIT AND LOSS ACCOUNT AT DECEMBER 31st, 1888.

	<i>Dr.</i>	
To amount paid in settlement of sundry old accounts,	\$122,503 75	
To expenses of Cincinnati and Muskingum Valley Railway, incurred prior to January 1st, 1886,	6,063 38	
To deficiency of net income for the year 1888,	95,254 74	
To balance to credit, December 31st, 1888,	245,363 62	
	<i>Cr.</i>	
By balance to credit of this account December 31st, 1887,		\$469,185 49
		\$469,185 49
Approved.		
J. W. RENNER,		N. B. PALMER,
Ass't Comptroller.		General Accountant.

O.—CHICAGO, ST. LOUIS AND PITTSBURGH RAILROAD COMPANY.

Dr.

GENERAL ACCOUNT DECEMBER 31st, 1888.

Cr.

Cost of road and equipment December 31st, 1887, under plan of reorganization,	\$42,981,556 50	CAPITAL STOCK,			
Net amount of securities issued in 1888 under said plan,	50,755 34	Common stock C., St. L. & P. R. R. Co.,	\$9,060,787 52		
		Preferred stock C., St. L. & P. R. R. Co.,	17,498,593 75		
	\$43,032,311 84	Total capital stock,		\$26,559,381 27	
Expenditures on account of construction and equipment since date of reorganization, April 2d, 1883,	2,377,515 83	FUNDED DEBT.			
Total cost of road, &c. to date,	\$45,409,827 67	First mortgage consolidated coupon bonds C., St. L. & P. R. R. Co.,	\$12,813,000 00		
CURRENT ASSETS.		First mortgage consolidated registered bonds C., St. L. & P. R. R. Co.,	959,000 00		
Supplies on hand,	\$312,813 41	First mortgage bonds U. & L. R. R. Co.,	715,000 00		
Cash in hands of treasurer,	206,733 82	First mortgage bonds (old) C. & G. E. R. R. Co.,	107,000 00		
Cash in hands of paymaster,	2,101 85	First mortgage bonds (last) C. & G. E. R. R. Co.,	116,000 00		
Cash in hands of Union Trust Company of New York, for payment of interest on bonds,	101,598 46	First mortgage bonds C. & I. C. R. R. Co.,	2,631,000 00		
Cash in hands of Union Trust Company of New York, for redemption of bonds,	6,085 33	Second mortgage bonds C. & I. C. R. R. Co.,	780,000 00		
Cash in hands of Union Trust Company of New York, general account,	4,065 86	First mortgage bonds C. & C. Air-Line Ry. Co.,	108,500 00		
Cash remitted by agents in transit,	51,817 07	Income bonds T., L. & B. Ry. Co.,	4,100 00		
Due by station agents and ticket receivers	67,254 31	Construction and equipment bonds C. & G. E. R. R. Co.,	700 00		
Due by other companies,	600,185 86	Total funded debt,		18,234,300 00	
Due on miscellaneous accounts,	216,034 52	CURRENT LIABILITIES.			
Total current assets,	1,568,690 49	Accounts payable for current expenditures,	\$513,358 52		
Balance to debit of profit and loss account	718,666 61	Due other companies,	313,011 28		
		Matured interest on bonds,	2,015,478 46		
		Miscellaneous liabilities,	61,655 24		
		Total current liabilities,		2,903,503 50	
Total,	\$47,697,184 77	Total,		\$47,697,184 77	

Approved. J. W. RENNER,
Ass't Comptroller.

N. B. PALMER,
General Accountant.

P.—CHICAGO, ST. LOUIS AND PITTSBURGH RAILROAD COMPANY.

INCOME ACCOUNT FOR THE YEAR 1888.

Gross earnings,	\$5,371,645 58	
Expenses,	4,478,686 51	
Net earnings,		\$892,959 07
Deduct:		
INTEREST ON BONDS.		
Chicago, St. Louis and Pittsburgh Railroad Co. first mortgage coupon bonds, . .	\$642,025 00	
Chicago, St. Louis and Pittsburgh Railroad Co. first mortgage registered bonds, .	47,025 00	
Union and Logansport Railroad Company first mortgage bonds,	50,050 00	
Chicago and Great Eastern Railroad Company first mortgage bonds (old),	7,490 00	
Chicago and Great Eastern Railroad Company first mortgage bonds (last),	8,120 00	
Columbus and Indianapolis Central Railroad Company first mortgage bonds, . . .	184,170 00	
Columbus and Indianapolis Central Railroad Company second mortgage bonds, . .	54,600 00	
Chicago and Cincinnati Air-Line Railway Company first mortgage bonds,	7,595 00	
	\$1,001,075 00	
Interest on Car Trust cars,	79,050 00	
Rent of railway between Indianapolis and Kokomo,	24,000 00	
Cash advanced Cincinnati, Richmond and Fort Wayne Railroad Company,	5,218 28	
		1,109,343 28
Balance, being deficit for the year 1888 after paying all expenses, interest on bonded debt, rentals, &c., carried to debit of profit and loss account December 31st, 1888,		\$216,384 21

Approved.

J. W. RENNER,
*Ass't Comptroller.*N. B. PALMER,
*General Accountant.***Q.—CHICAGO, ST. LOUIS AND PITTSBURGH RAILROAD COMPANY.**

PROFIT AND LOSS ACCOUNT DECEMBER 31st, 1888.

<i>Dr.</i>		
To balance to debit of this account December 31st, 1887,	\$393,219 61	
To amount paid in settlement of sundry old accounts,	109,062 79	
To deficiency of income for the year ending December 31st, 1888,	216,384 21	
<i>Cr.</i>		
By balance to debit of this account December 31st, 1888,		\$718,666 61
	\$718,666 61	\$718,666 61

Approved.

J. W. RENNER,
*Ass't Comptroller.*N. B. PALMER,
General Accountant.

REPORT
OF THE
COMPTROLLER.

ACCOUNTING DEPARTMENT PENNSYLVANIA RAILROAD COMPANY,

Philadelphia, January 31st, 1889.

To the President and Board of Directors of
The Pennsylvania Railroad Company.

GENTLEMEN:—I respectfully present for your information the accompanying statistics obtained from the records of the Accounting Department, embracing in detail the various items of receipts and disbursements on account of the transportation of freight and passengers over your Main Line, Branches, and Leased Roads for the year ending December 31st, 1888, under the following general division heads:—

The Pennsylvania Railroad Division,	1,617.46 miles.
The United Railroads of New Jersey Division,	464.70 "
The Philadelphia and Erie Railroad Division,	287.56 "
The Delaware and Raritan Canal,	66.00 "
Total,	<u>2,435.72</u> "

Respectfully submitted,

R. W. DOWNING,
Comptroller.

PENNSYLVANIA RAILROAD COMPANY.

COMPARATIVE STATEMENT OF INCOME ACCOUNT OF ALL LINES EAST OF PITTSBURGH AND ERIE FOR THE
YEARS 1888 AND 1887.

	1888.	1887.	INCREASE.	DECREASE.
EARNINGS.				
Pennsylvania Railroad Division,	\$36,698,183 84	\$35,305,728 40	\$1,392,455 44	
United Railroads of New Jersey Division,	16,575,102 60	15,834,434 74	740,667 86	
Delaware and Raritan Canal,	525,748 92	494,218 72	31,530 20	
Philadelphia and Erie Railroad,	4,373,042 30	4,036,931 27	336,111 03	
Total earnings,	\$58,172,077 66	\$55,671,313 13	\$2,500,764 53	
RECEIPTS FROM INVESTMENTS.				
Pennsylvania Railroad Company,	\$4,714,537 63	\$5,162,808 59		\$448,270 96
United New Jersey Railroad and Canal Company,	699,896 82	532,102 35	\$167,794 47	
Totals,	\$5,414,434 45	\$5,694,910 94		\$280,476 49
EXPENSES (excluding rentals, &c.).				
Pennsylvania Railroad Division,	\$23,526,578 85	\$22,328,536 29	\$1,198,042 56	
United Railroads of New Jersey Division,	12,640,805 66	11,886,842 15	753,963 51	
Delaware and Raritan Canal,	430,680 31	414,158 81	16,521 50	
Philadelphia and Erie Railroad,	2,733,088 32	2,457,047 55	276,040 77	
Total expenses,	\$39,331,153 14	\$37,086,584 80	\$2,244,568 34	
INTEREST ON EQUIPMENT, &c. LEASED ROADS.				
Pennsylvania Railroad Division Branches,	\$171,673 92	\$210,171 61		\$38,497 69
United Railroads of New Jersey Division,	65,244 25	64,589 84	\$654 41	
Philadelphia and Erie Railroad,	168,403 75	167,341 43	1,062 32	
Totals,	\$405,321 92	\$442,102 88		\$36,780 96
RENTALS.				
Pennsylvania Railroad Division Branches,	\$2,907,258 13	\$2,558,376 99	\$348,881 14	
Philadelphia and Erie Railroad,	1,471,550 23	1,412,542 29	59,007 94	
Totals,	\$4,378,808 36	\$3,970,919 28	\$407,889 08	

	1888.	1887.	INCREASE.	DECREASE.
EXPENDITURES OTHER THAN WORKING EXPENSES.				
PENNSYLVANIA RAILROAD DIVISION.				
Interest on bonded debt,	\$3,594,303 20	\$3,594,361 40		\$58 20
Interest on account of purchase of Main Line,	76,093 61	94,592 36		18,498 76
Interest car trusts,	385,741 33	401,301 94		15,560 61
Interest, mortgages, and ground-rents,	61,892 69	65,068 22		3,175 53
Interest, general account,	37,882 19		\$37,882 19	
Interest Pennsylvania Company for Insurances on Lives, &c., P. W. & B. stock Trust certificates,	326,180 00	326,960 00		780 00
Premium on exchange, commissions, &c.,	10,248 70	3,740 27	6,508 43	
State tax on capital stock,	345,207 10	333,989 06	11,218 04	
Interest on stock allotment,		110,152 21		110,152 21
NEW JERSEY DIVISION.				
Payments on account of interest, dividends, &c.,	4,824,518 95	4,723,155 79	101,363 16	
Totals,	\$9,662,067 76	\$9,653,321 25	\$8,746 51	
PAYMENTS ON ACCOUNT OF REDEMPTION, GUARANTEES, &c.				
Fund for purchasing guaranteed securities,	\$71,120 83	\$78,623 62		\$7,502 79
Fund for redeeming consolidated mortgage bonds,	324,800 00	324,800 00		
American Steamship Company interest,	90,000 00	90,000 00		
Allegheny Valley Railroad Company interest,	100,730 00	352,835 00		252,105 00
Paid in settlement of balances under Trunk Line Pool		167,183 28		167,183 28
Paid on account of loss by fire to private property in New Brunswick, N. J.,		175,000 00		175,000 00
Extraordinary expenses, properly chargeable to income account,	1,161,547 28	1,241,115 30		79,568 02
Proportion charged off of amount advanced Pennsylvania Company,	1,020,000 00		\$1,020,000 00	
Totals,	\$2,768,198 11	\$2,429,557 20	\$338,640 91	
REVENUE.				
Gross earnings,	\$58,172,077 66	\$55,671,313 13	\$2,500,764 53	
Receipts from investments,	5,414,434 45	5,694,910 94		\$280,476 49
Totals,	\$63,586,512 11	\$61,366,224 07	\$2,220,288 04	
EXPENDITURES.				
Working expenses,	\$39,331,153 14	\$37,086,584 80	\$2,244,568 34	
Interest on equipment, &c. leased roads,	405,321 92	442,102 88		\$36,780 96
Rentals leased roads,	4,378,808 36	3,970,919 28	407,889 08	
Other expenditures,	9,662,067 76	9,653,321 25	8,746 51	
On account of guaranteed interest, &c.,	2,768,198 11	2,429,557 20	338,640 91	
Dividends declared during the year,	5,327,270 00	5,418,701 75		91,431 75
Balance, net surplus from year's operations,	1,713,692 82	2,365,036 91		651,344 09
Totals,	\$63,586,512 11	\$61,366,224 07	\$2,220,288 04	

THE PENNSYLVANIA RAILROAD DIVISION, EMBRACING THE FOLLOWING LINES:—

PENNSYLVANIA RAILROAD.

*Filbert Street Extension,	1.00 miles.
*Philadelphia and Columbia Railroad,	80.15 "
Harrisburg, Portsmouth, Mt. Joy and Lancaster R. R. (Columbia to Harrisburg),	28.15 "
*Pennsylvania Railroad,	248.26 "
Main Line,	357.56 "
*Delaware Extension,	7.84 miles.
*Girard Point Branch,	2.06 "
*Swanson Street Branch,	1.22 "
*Schuylkill River Branch,	1.70 "
*Fifty-second Street Branch,	0.14 "
*Frazer Branch,	1.80 "
West Chester Railroad,	5.00 "
*Lancaster Cut-off,	2.42 "
Harrisburg, Portsmouth, Mt. Joy and Lancaster Railroad (Dillerville Junction to Branch Intersection),	25.59 "
*Tyrone Branch,	3.15 "
*Lilly Branch,	0.76 "
*Ben's Creek Branch,	0.75 "
*Martin's Branch,	2.76 "
*Wilmore Branch,	0.67 "
*Summerhill Branch,	2.03 "
*Alexandria Branch,	4.55 "
*Manor Branch,	4.30 "
*Port Perry Branch,	1.37 "
	68.11 "
	425.67 "
*York Branch, including Columbia bridge,	12.88 "
*Hollidaysburg, Morrison's Cove, &c. branches,	53.70 miles.
Newry Railroad (operations, included with Hollidaysburg, &c. branches),	1.00 "
	54.70 "
*Indiana Branch,	18.91 "
Pennsylvania Schuylkill Valley Railroad,	118.91 "
Downingtown and Lancaster Railroad,	28.11 "
Pomeroy and Newark Railroad,	26.70 "
Columbia and Port Deposit Railroad, including Port Deposit Branch,	43.53 "
Hanover and York Railroad,	18.35 "
Littlestown Railroad,	9.30 "
Frederick and Pennsylvania Line Railroad,	28.00 "
Mifflin and Centre County Railroad, including Lewistown and Tuscarora bridge,	12.43 "
Sunbury and Lewistown Railway,	43.45 "
Bedford and Bridgeport Railroad, including Dunning's Creek Branch,	49.20 "
Lewisburg and Tyrone Railroad, including Lewisburg bridge,	85.08 "
Bald Eagle Valley Railroad,	79.53 "
Tyrone and Clearfield Railway,	105.10 "
Tipton Railroad,	4.44 "
Cambria and Clearfield Railroad,	17.34 "
Ebensburg and Cresson Railroad,	11.00 "
Western Pennsylvania Railroad,	98.23 "
South West Pennsylvania Railway,	86.38 "
P., V. & C. Ry., including Vance's Mill Branch S. W. P. Railway,	75.43 "
Sunbury, Hazleton and Wilkesbarre Railway,	43.44 "
North and West Branch Railway,	47.82 "
Nescopec Railroad,	11.96 "
Bellefonte, Nittany and Lemont Railroad,	9.45 "
Susquehanna and Clearfield Railroad,	24.89 "
Ridgway and Clearfield Railroad,	27.23 "
Pennsylvania Railroad Division,	1,617.46 "

Earnings and expenses included with
Main Line, as above.

EARNINGS AND EXPENSES FOR THE YEARS 1888 AND 1887, MAIN LINE AND BRANCHES,
PHILADELPHIA TO PITTSBURGH.

	1888.	1887.	INCREASE.	DECREASE.
EARNINGS.				
From freight traffic,	\$27,657,543 50	\$26,505,179 46	\$1,152,364 04	
From passengers,	7,329,225 80	7,171,398 91	157,826 89	
From Adams Express,	569,997 70	544,133 98	25,863 72	
From United States mails,	533,955 08	516,959 93	16,995 15	
From miscellaneous,	434,027 83	369,268 83	64,759 00	
From rents,	174,333 93	198,787 29		\$24,453 36
Total earnings,	\$36,698,183 84	\$35,305,728 40	\$1,392,455 44	
EXPENSES.				
For conducting transportation,	\$8,498,525 78	\$7,762,498 45	\$736,027 33	
For motive power,	6,389,806 25	6,014,287 35	375,518 90	
For maintenance of cars,	3,515,029 45	3,008,071 60	506,957 85	
For maintenance of way,	4,439,588 26	4,865,632 86		\$426,044 60
For general expenses,	683,629 11	678,046 03	5,583 08	
Total working expenses,	\$23,526,578 85	\$22,328,536 29	\$1,198,042 56	
Rentals paid branch roads,	2,907,258 13	2,558,376 99	348,881 14	
Interest on equipment, &c. charged branch roads, . .	171,673 92	210,171 61		\$38,497 69
Net earnings to balance,	10,092,672 94	10,208,643 51		115,970 57
Totals,	\$36,698,183 84	\$35,305,728 40	\$1,392,455 44	

INCOME ACCOUNT PENNSYLVANIA RAILROAD DIVISION.

	1888.	1887.	INCREASE.	DECREASE.
RECEIPTS.				
Net earnings as above,	\$10,092,672 94	\$10,208,613 51		\$115,970 57
Receipts from investments,	4,714,537 63	5,162,808 59		448,270 96
Totals,	\$14,807,210 57	\$15,371,452 10		\$564,241 53
EXPENDITURES.				
Fund for purchase of guaranteed securities,	\$71,120 83	\$78,623 62		\$7,502 79
Fund for redeeming consolidated mortgage bonds, . .	324,800 00	324,800 00		
Interest on bonded debt,	3,594,303 20	3,594,361 40		58 20
Interest on account of purchase Main Line,	76,093 60	94,592 36		18,498 76
Interest car trusts,	385,741 33	401,301 94		15,560 61
Interest, mortgages, and ground-rents,	61,892 69	65,068 22		3,175 53
Interest, general account,	37,882 19		\$37,882 19	
Interest on stock allotment,		110,152 21		110,152 21
Interest Pennsylvania Company for Insurances on Lives, &c., P., W. & B. stock Trust certificates, . .	326,180 00	326,960 00		780 00
Premium on exchange, commissions, &c.,	10,248 70	3,740 27	6,508 43	
State tax on capital stock,	345,207 10	333,989 06	11,218 04	
Guaranteed interest American Steamship Company, .	90,000 00	90,000 00		
Guaranteed interest Allegheny Valley Railroad Com- pany,	100,730 00	352,835 00		252,105 00
Proportion charged off of amount advanced Pennsyl- vania Company,	1,020,000 00		1,020,000 00	
Extraordinary expenses, properly chargeable to in- come account,	1,161,547 28	1,241,115 30		79,568 02
Paid in settlement of balances under Trunk Line Pool,		167,183 28		167,183 28
Paid on account of loss by fire to private property in New Brunswick, N. J.,		175,000 00		175,000 00
Dividends to stockholders,	5,327,270 00	5,418,701 75		91,431 75
Balance, net surplus Pennsylvania Railroad, Main Line and Branches,	1,874,193 65	2,593,027 69		718,834 04
Totals,	\$14,807,210 57	\$15,371,452 10		\$564,241 53

UNITED RAILROADS OF NEW JERSEY DIVISION, EMBRACING THE FOLLOWING LINES:—

Main Line—New York Division, New York to Mantua,	Hudson River Ferries,	1.00 miles.
	New Jersey Railroad,	33.52 "
	Trenton Branch U. N. J. R. R. & C. Co.,	23.02 "
	Trenton bridge,	0.19 "
	Philadelphia and Trenton Railroad,	23.66 "
	Connecting Railway,	6.75 "
		<hr/> 88.14
Branches whose operations are in- cluded in Main Line, New York Division,	Harsimus Branch,	1.55
	Centre Street, Newark Branch,	1.36
	Bonhampton Branch,	1.89
	Princeton Branch,	3.13
	Kensington and Tacony R. R.,	2.28
	Kensington Branch,	2.84
	River-Front Railroad, including Canal Street Branch,	3.86
		<hr/> 16.91
Main Line—Amboy Division, Camden to South Amboy,	Camden and Amboy Railroad,	61.15
Branches whose operations are in- cluded in Main Line Amboy Division,	Jamesburg Branch,	5.59
	Bordentown Branch,	6.10
	Florence Branch,	2.14
		<hr/> 13.83
Perth Amboy and Woodbridge Railroad,		6.40
Millstone and New Brunswick Railroad,		6.65
Rocky Hill Railroad,		2.38
Kingston Branch,		4.16
		<hr/> 6.54
Belvidere Delaware Railroad,		67.49
Millham Cut-off, Trenton,		1.11
Enterprise Railroad,		1.26
Martin's Creek Railway of New Jersey,		0.14
Martin's, Creek Railway of Pennsylvania,		0.15
Flemington Branch, Belvidere Delaware Railroad,		11.67
		<hr/> 81.82
Frankford and Holmesburg Railroad,		4.16
Philadelphia, Germantown and Chestnut Hill Railroad,		6.75
Freehold and Jamesburg Agricultural Railroad,		27.54
Pemberton and Hightstown Railroad,		24.47
Columbus, Kinkora and Springfield Railroad,		14.16
Philadelphia and Long Branch Railroad,		47.28
Long Beach Railroad,		20.50
Camden and Burlington County Railroad (including Burlington and Mount Holly Railroad),		29.61
Vincentown Branch Railroad,		2.84
Mount Holly, Lumberton and Medford Railroad,		5.95
		<hr/> 464.70
United Railroads of New Jersey Division,		464.70

EARNINGS AND EXPENSES OF THE UNITED RAILROADS OF NEW JERSEY DIVISION FOR THE YEARS 1888 AND 1887.

	1888.	1887.	INCREASE.	DECREASE.
EARNINGS.				
From freight traffic,	\$8,847,088 22	\$8,224,388 40	\$622,699 82	
From passengers,	6,968,551 27	6,842,216 23	126,335 04	
From express,	378,483 58	367,094 50	11,389 08	
From United States mails,	204,824 73	205,422 80		\$598 07
From miscellaneous,	176,154 80	195,312 81		19,158 01
Total earnings,	\$16,575,102 60	\$15,834,434 74	\$740,667 86	
EXPENSES.				
For conducting transportation,	\$6,776,690 03	\$6,261,632 89	\$515,057 14	
For motive power,	3,363,566 95	3,090,996 46	272,570 49	
For maintenance of cars,	663,007 55	646,886 17	16,121 38	
For maintenance of way,	1,737,625 84	1,789,922 13		\$52,296 29
For general expenses,	99,915 29	97,404 50	2,510 79	
Total working expenses,	\$12,640,805 66	\$11,886,842 15	\$753,963 51	
Interest on equipment Belvidere Delaware, Freehold and Jamesburg Agricultural, and Philadelphia, Germantown and Chestnut Hill Railroads,	65,244 25	64,589 84	654 41	
Net earnings to balance,	3,869,052 69	3,883,002 75		\$13,950 06
Totals,	\$16,575,102 60	\$15,834,434 74	\$740,667 86	

EARNINGS AND EXPENSES OF THE DELAWARE AND RARITAN CANAL FOR THE YEARS 1888 AND 1887, EMBRACING—

Delaware and Raritan Canal,	44 miles.
Feeder,	22 "
Total,	66 "

	1888.	1887.	INCREASE.	DECREASE.
EARNINGS.				
From tolls on boats,	\$2,258 93	\$2,588 25		\$329 32
From tolls on lading,	242,982 47	242,974 98	\$7 49	
From steam-towing,	242,095 68	217,664 40	24,431 28	
From barges and schooners,	32,730 38	25,410 71	7,319 67	
From incidentals,	411 98	416 86		4 88
From rents,	5,269 48	5,163 52	105 96	
Total earnings,	\$525,748 92	\$494,218 72	\$31,530 20	
EXPENSES.				
For maintenance of canal,	\$100,004 92	\$103,839 08		\$3,834 16
For canal operation,	129,662 30	139,758 53		10,096 23
For steam-towing,	201,013 09	170,561 20	\$30,451 89	
Total working expenses,	\$430,680 31	\$414,158 81	\$16,521 50	
Net earnings to balance,	95,068 61	80,059 91	15,008 70	
Totals,	\$525,748 92	\$494,218 72	\$31,530 20	

INCOME ACCOUNT UNITED NEW JERSEY RAILROAD AND CANAL COMPANY FOR THE YEARS 1888 AND 1887.

	1888.	1887.	INCREASE.	DECREASE.
RECEIPTS.				
Net earnings United Railroads of New Jersey Division, . . .	\$3,869,052 69	\$3,883,002 75		\$13,950 06
Net earnings Delaware and Raritan Canal,	95,068 61	80,059 91	\$15,008 70	
Interest from investments,	442,459 50	272,271 25	170,188 25	
Local taxes refunded by State of New Jersey,		33,517 43		33,517 43
Rents,	257,437 32	226,313 67	31,123 65	
Total income,	\$4,664,018 12	\$4,495,165 01	\$168,853 11	
PAYMENTS.				
Dividends United New Jersey Railroad and Canal Company, \$2,173,450 00	\$2,173,450 00	\$2,173,450 00		
Organizations, salaries, &c.,	10,800 00	11,316 67		\$516 67
Interest on New Jersey loans,	1,152,337 20	1,158,671 52		6,334 32
Dividends for branch roads,	30,676 50	49,416 00		18,739 50
Interest on branch road loans,	26,600 00	42,283 33		15,683 33
Interest on mortgages and ground-rents,	59,491 50	33,182 74	\$26,308 76	
Rentals leased roads and Trenton bridge,	702,824 32	599,183 12	103,641 20	
Transit duty and taxes,	302,900 48	302,900 48		
Rents,	353,611 77	350,920 97	12,690 80	
Commissions paying coupons,	1,827 18	1,830 96		3 78
Total payments,	\$4,824,518 95	\$4,723,155 79	\$101,363 16	
Loss,	\$160,500 83	\$227,990 78		\$67,489 95

PHILADELPHIA AND ERIE RAILROAD.

287 $\frac{1}{100}$ MILES IN LENGTH.

EARNINGS AND EXPENSES FOR THE YEARS 1888 AND 1887.

	1888.	1887.	INCREASE.	DECREASE.
EARNINGS.				
From freight traffic,	\$3,671,142 11	\$3,351,255 99	\$319,886 12	
From passengers,	598,295 32	584,159,46	14,135 86	
From Adams Express,	41,159 21	39,987 94	1,171 27	
From United States mails,	34,284 24	34,284 24		
From miscellaneous,	28,161 42	27,243 64	917 78	
Total earnings,	\$4,373,042 30	\$4,036,931 27	\$336,111 03	
EXPENSES.				
For conducting transportation,	\$930,638 27	\$770,797 01	\$159,841 26	
For motive power,	768,284 27	712,911 15	55,373 12	
For maintenance of cars,	391,789 73	322,817 38	68,972 35	
For maintenance of way,	642,376 05	650,522 01		\$8,145 96
Total working expenses,	\$2,733,088 32	\$2,457,047 55	\$276,040 77	
Interest on equipment paid to Pennsylvania Railroad Company,	168,403 75	167,341 43	1,062 32	
Net earnings to credit of Philadelphia and Erie Railroad Company,	1,471,550 23	1,412,542 29	59,007 94	
Totals,	\$4,373,042 30	\$4,036,931 27	\$336,111 03	

Dr.

TRANSPORTATION BALANCE-SHEET FOR THE YEAR 1888.

To amount of stock on hand January 1st, 1888:—		
Pennsylvania Railroad Division,	\$2,483,391 52	
United Railroads of New Jersey Division,	1,294,368 85	
Philadelphia and Erie Railroad Division,	396,180 05	
	— — — — —	\$4,173,940 42
To pay-rolls:—		
Pennsylvania Railroad Division,	\$15,432,030 51	
United Railroads of New Jersey Division,	7,660,995 42	
Philadelphia and Erie Railroad Division,	2,539,543 44	
	— — — — —	25,632,569 37
To bills:—		
Pennsylvania Railroad Division,	\$29,105,922 21	
United Railroads of New Jersey Division,	7,938,800 72	
Philadelphia and Erie Railroad Division,	4,582,439 52	
	— — — — —	41,627,162 45
Total,		
		\$71,433,672 24

TRANSPORTATION BALANCE-SHEET FOR THE YEAR 1888.

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By amounts expended in the following departments: Pennsylvania Railroad Division, including Sunbury, Hazleton and Wilkesbarre, North and West Branch, Nescopec, Lewisburg and Tyrone, Bellefonte, Nittany and Lemont, Susquehanna and Clearfield, and Ridgway and Clearfield Railroads :—		
Conducting transportation,	\$8,498,525 78	
Motive power,	6,389,806 25	
Maintenance of way,	4,439,588 26	
Maintenance of cars,	3,515,029 45	
General expenses,	683,629 11	\$23,526,578 85
United Railroads of New Jersey Division, including Belvidere Delaware Railroad and Flemington Branch :—		
Conducting transportation,	\$6,776,690 03	
Motive power,	3,363,566 95	
Maintenance of way,	1,737,625 84	
Maintenance of cars,	663,007 55	
General expenses,	99,915 29	12,640,805 66
Philadelphia and Erie Railroad Division, excluding Sunbury, Hazleton and Wilkesbarre, North and West Branch, Nescopec, Lewisburg and Tyrone, Bellefonte, Nittany and Lemont, Susquehanna and Clearfield, and Ridgway and Clearfield Railroads :—		
Conducting transportation,	\$930,638 27	
Motive power,	768,284 27	
Maintenance of way,	642,376 05	
Maintenance of cars,	391,789 73	2,733,088 32
Delaware and Raritan Canal :—		
Maintenance of canal,	\$100,004 92	
Canal operation,	129,662 30	
Steam-towing,	201,013 09	430,680 31
By individuals and companies :—		
Pennsylvania Railroad Division,	\$13,646,514 08	
United Railroads of New Jersey Division,	1,143,093 81	
Philadelphia and Erie Railroad Division,	945,005 28	15,734,613 17
By construction, equipment, and real estate :—		
Pennsylvania Railroad Division,	\$5,120,397 36	
Construction and real estate United Railroads of New Jersey Division, including Harsimus Cove,	774,737 85	5,895,135 21
By rentals leased roads, interest on equipment, rents, transit duty, &c.,		6,562,693 33
By interest on mortgages and ground-rents :—		
Pennsylvania Railroad Division,	\$66,368 52	
United Railroads of New Jersey Division,	59,491 50	125,860 02
By amount of stock on hand December 31st, 1888 :—		
Pennsylvania Railroad Division,	\$2,457,375 60	
United Railroads of New Jersey Division,	1,000,740 28	
Philadelphia and Erie Railroad Division,	326,101 49	3,784,217 37
Total,		\$71,433,672 24

PENNSYLVANIA RAILROAD DIVISION.
ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1888.

Earnings and Expenses by months in detail for the year ending December 31st, including Sunbury, Hazleton and Wilkesbarre, North and West Branch, Nescopee, Lewisburg and Tyrone, Bellefonte, Nittany and Lemont, Susquehanna and Clearfield, and Ridgway and Clearfield Railroads.

EARNINGS.

	FROM FREIGHT TRAFFIC.			FROM PASSENGER TRAFFIC.			FROM EXPRESS TRAFFIC.	FROM TRANSPORTATION OF MAILS.	FROM MISCELLANEOUS SOURCES.	FROM RENTS.	TOTAL EARNINGS.
	TONS.	MILEAGE.	MONEY.	PASSENGERS.	MILEAGE.	MONEY.					
January,	2,472,670	319,102,125	\$2,122,623 10	1,280,233	21,907,683	\$494,542 16	\$42,938 84	\$44,866 70	\$22,937 64	\$18,563 08	\$2,746,471 52
February,	2,529,367	323,443,155	2,216,281 03	1,266,083	21,700,499	495,074 92	41,282 21	44,868 62	19,592 36	27,443 09	2,844,542 23
March,	2,604,147	338,521,077	2,326,410 08	1,382,377	23,681,758	541,384 43	44,475 53	40,926 06	33,199 92	7,542 60	2,993,938 62
April,	2,623,338	349,633,693	2,230,635 11	1,427,643	25,911,504	595,677 01	44,808 92	44,801 73	27,722 95	16,781 36	2,960,427 08
May,	2,898,474	375,539,805	2,434,585 57	1,537,465	28,237,894	623,703 11	47,363 56	45,373 17	39,082 82	21,715 06	3,211,823 29
June,	2,854,059	355,158,716	2,428,557 31	1,539,669	29,643,070	626,739 94	43,092 88	44,570 33	52,772 51	14,902 57	3,210,635 54
July,	2,815,853	349,622,511	2,159,741 20	1,637,132	31,117,076	678,226 04	37,162 00	45,119 13	35,012 52	14,068 17	2,969,329 06
August,	3,055,374	375,046,071	2,354,435 06	1,669,142	32,546,918	716,383 82	42,087 37	45,119 13	35,368 49	9,989 95	3,203,383 82
September,	3,037,006	372,232,680	2,349,560 88	1,792,002	33,879,484	743,116 84	45,171 99	45,107 39	51,010 38	17,800 99	3,251,768 47
October,	3,347,996	405,663,893	2,383,751 80	1,595,950	29,122,451	652,990 20	53,803 54	42,072 23	39,628 45	9,336 99	3,181,583 21
November,	3,205,660	392,751,967	2,307,167 38	1,570,603	26,302,991	571,375 86	56,135 08	45,119 13	40,615 12	7,233 66	3,027,646 23
December,	3,125,142	407,691,585	2,343,794 98	1,566,283	27,029,485	590,011 47	71,675 78	45,111 46	37,084 67	8,956 41	3,096,634 77
Totals,	34,569,086	4,364,407,278	\$27,657,543 50	18,264,582	331,080,813	\$7,329,225 80	\$569,997 70	\$533,055 08	\$434,027 83	\$174,333 93	\$36,698,183 84

EXPENSES.

	CONDUCTING TRANSPORTATION.		MOTIVE POWER.		MAINTENANCE OF CARS.		MAINTENANCE OF WAY.		GENERAL EXPENSES.		TOTAL EXPENSES.		
	PASSENGER.	FREIGHT.	PASSENGER.	FREIGHT.	PASSENGER.	FREIGHT.	PASSENGER.	FREIGHT.	PASSENGER.	FREIGHT.	PASSENGER.	FREIGHT.	TOTAL.
January,	\$187,269 29	\$607,632 41	\$117,967 02	\$435,057 59	\$52,155 93	\$182,426 16	\$93,360 02	\$231,746 94	\$16,729 83	\$37,825 47	\$467,482 09	\$1,494,688 57	\$1,962,170 66
February,	189,008 12	530,301 34	109,291 78	407,421 92	73,547 75	218,713 57	86,795 01	216,804 31	16,697 98	38,961 96	475,340 64	1,412,203 10	1,887,543 74
March,	168,752 28	503,907 18	117,315 30	406,196 52	71,460 50	171,490 24	94,682 18	226,054 26	19,521 49	52,096 14	471,734 75	1,359,744 34	1,831,479 09
April,	155,495 83	572,254 87	113,019 80	387,870 33	76,552 42	180,315 42	93,749 13	233,580 03	17,574 40	41,006 92	456,391 58	1,415,027 57	1,871,419 15
May,	151,349 80	506,941 35	124,938 36	410,694 47	80,395 56	211,662 42	119,976 28	315,362 86	17,605 60	41,079 72	494,265 60	1,485,740 82	1,980,006 42
June,	180,833 03	586,943 09	125,140 09	431,025 70	65,751 96	270,221 06	115,011 76	299,424 14	17,811 77	41,560 79	504,548 61	1,629,174 78	2,133,723 39
July,	184,739 64	564,356 99	123,297 38	387,001 89	39,028 70	265,094 39	84,692 16	220,031 97	16,651 86	38,854 33	448,410 74	1,475,339 57	1,923,750 31
August,	148,873 27	469,949 59	123,807 37	404,183 59	31,425 62	240,653 69	116,855 19	307,946 85	15,186 48	35,435 13	436,147 93	1,456,168 85	1,894,316 78
September,	156,967 51	556,375 48	120,721 16	387,994 12	23,923 60	264,295 85	121,295 94	319,785 82	15,890 81	37,078 57	438,789 02	1,565,529 84	2,004,318 86
October,	159,419 30	507,215 12	118,993 50	420,856 92	38,917 25	252,088 49	109,959 84	296,516 37	16,069 92	37,496 49	443,359 81	1,514,173 39	1,957,533 20
November,	157,391 70	511,205 98	111,015 31	424,781 97	57,450 01	293,626 65	101,714 08	272,037 40	16,748 62	39,080 13	444,319 72	1,540,732 13	1,985,051 85
December,	177,012 77	564,329 84	118,807 58	462,403 58	68,002 71	285,829 50	99,243 12	262,971 60	16,999 41	39,665 29	480,065 59	1,615,199 81	2,095,265 40
Totals,	\$2,017,112 54	\$6,481,413 24	\$1,424,317 65	\$4,965,488 60	\$678,612 01	\$2,836,417 44	\$1,237,325 71	\$3,202,262 55	\$203,448 17	\$480,140 94	\$5,560,856 08	\$17,965,722 77	\$23,526,578 85

PENNSYLVANIA RAILROAD DIVISION.

ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1888.

Earnings and Expenses, showing net earnings by months for the year ending December 31st, including Sunbury, Hazleton and Wilkesbarre, North and West Branch, Nescopeck, Lewisburg and Tyrone, Bellefonte, Nittany and Lemont, Susquehanna and Clearfield, and Ridgway and Clearfield Railroads.

MONTH.	GROSS EARNINGS.	EXPENSES.	NET EARNINGS.	Interest on equipment, rents, and interest on mortgages, branch rds.	Rentals paid to Branch Roads.	Net earnings after deducting interest on equipment, &c. and rentals.
January,	\$2,746,471 52	\$1,962,170 66	\$784,300 86	\$13,323 96	\$161,786 24	\$609,190 66
February,	2,844,542 23	1,887,543 74	956,998 49	13,387 07	183,981 36	759,630 06
March,	2,993,938 62	1,831,479 09	1,162,459 53	13,517 09	244,863 87	904,078 57
April,	2,960,427 08	1,871,419 15	1,089,007 93	13,156 70	243,767 42	832,083 81
May,	3,211,823 29	1,980,006 42	1,231,816 87	13,797 00	253,182 16	964,837 71
June,	3,210,635 54	2,133,723 39	1,076,912 15	14,021 57	241,939 64	820,950 94
July,	2,969,329 06	1,923,750 31	1,045,578 75	14,010 60	264,452 21	767,115 94
August,	3,203,383 82	1,894,316 78	1,309,067 04	14,109 65	307,202 55	987,754 84
September,	3,251,768 47	2,004,318 86	1,247,449 61	16,868 95	278,601 55	951,979 11
October,	3,181,583 21	1,957,533 20	1,224,050 01	14,663 12	294,043 02	915,343 87
November,	3,027,646 23	1,985,051 85	1,042,594 38	14,740 80	220,314 60	807,538 98
December,	3,096,634 77	2,095,265 40	1,001,369 37	16,077 41	213,123 51	772,168 45
Totals,	\$36,698,183 84	\$23,526,578 85	\$13,171,604 99	\$171,673 92	\$2,907,258 13	\$10,092,672 94

PENNSYLVANIA RAILROAD DIVISION.

ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1888.

Expenses in detail for the year ending December 31st, including Sunbury, Hazleton and Wilkesbarre, North and West Branch, Nescopee, Lewisburg and Tyrone, Bellefonte, Nittany and Lemont, Susquehanna and Clearfield, and Ridgway and Clearfield Railroads.

HEADS OF ACCOUNTS.	1888.	1887.	INCREASE.	DECREASE.
CONDUCTING TRANSPORTATION.				
Advertising,	\$84,292 29	\$94,366 98		\$10,074 69
Agents,	255,075 65	240,722 55	\$14,353 10	
Baggage masters,	138,707 35	130,486 51	8,220 84	
Brakemen,	1,538,559 06	1,400,353 65	138,205 41	
Cars, cleaning,	64,306 92	79,340 05		15,033 13
Car furniture and fixtures,	27,110 56	26,362 30	748 26	
Car service,	1,058,370 04	783,600 93	274,769 11	
Clerks,	706,553 80	653,354 51	53,199 29	
Conductors and train agents,	727,938 08	665,869 04	62,069 04	
Dispatchers,	212,017 95	193,677 18	18,340 77	
Docks, dredging and cleaning,	45,354 24	31,406 97	13,947 27	
Expenses of grain elevators,	1,235 39	9,811 68		8,576 29
Expenses of stations (except labor),	77,193 87	70,993 64	6,200 23	
Foreign agencies,	91,225 45	81,000 92	10,224 53	
Heating cars,	66,302 84	49,804 26	16,498 58	
Heating stations,	51,930 57	38,349 93	13,580 64	
Incidentals,	314,227 06	296,549 50	17,677 56	
Insurance,	68,003 07	66,881 09	1,121 98	
Labor at stations,	641,694 82	568,366 77	73,328 05	
Legal expenses,	47,682 10	37,240 70	10,441 40	
Lighting cars,	62,184 95	44,613 57	17,571 38	
Lighting stations,	88,613 00	80,112 99	8,500 01	
Loss and damage,	162,460 36	146,292 63	16,167 73	
Mail expenses,	17,526 94	15,404 25	2,122 69	
Oil for lamps,	32,500 03	27,863 01	4,637 02	
Pittsburgh transfer,	146,409 07	127,643 18	18,765 89	
Stationery and printing,	269,410 79	260,923 54	8,487 25	
Stations, repairs of and furniture for,	388,284 30	450,299 85		62,015 55
Superintendents,	73,431 32	71,346 07	2,085 25	
Switchmen,	129,512 42	113,608 71	15,903 71	
Taxes on stations,	69,279 64	68,576 99	702 65	
Taxes, "State,"	113,944 98	107,499 67	6,445 31	
Teaming,	16,556 08	16,732 22		176 14
Telegraph expenses,	425,182 12	371,915 24	53,266 88	
Tolls, Junction Railroad,	15,112 26	38,496 60		23,384 34
Tolls, Lewisburg bridge,	23,416 31	20,738 76	2,677 55	
Tolls, Philadelphia, Wilmington and Baltimore Railroad,	32,835 83	33,429 47		593 64
Watchmen,	132,479 20	122,411 80	10,067 40	
Wharves and landings, repairs of,	30,711 43	76,682 31		45,970 88
Wrecks, clearing,	50,893 64	49,368 43	1,525 21	
Total,	\$8,498,525 78	\$7,762,498 45	\$736,027 33	

HEADS OF ACCOUNTS.	1888	1887	INCREASE.	DECREASE.
MOTIVE POWER.				
Enginemen and firemen, passenger,	\$381,510 96	\$358,358 39	\$23,152 57	
Enginemen and firemen, freight,	1,326,998 28	1,213,279 33	113,718 95	
Engine-houses, machine shops, &c., repairs of,	127,473 72	109,872 74	17,600 98	
Fuel for heating,	8,733 62	9,558 51		\$824 89
Fuel for locomotives,	1,677,162 24	1,523,839 27	153,322 97	
Incidentals,	93,299 80	87,598 28	5,701 52	
Laborers,	398,667 30	383,149 17	15,518 13	
Locomotive furniture and fixtures,	52,974 75	47,319 38	5,655 37	
Locomotives, repairs of,	1,633,042 29	1,640,558 35		7,516 06
Oil for locomotives,	53,388 41	40,487 84	12,900 57	
Sand for locomotives,	39,456 74	31,261 69	8,195 05	
Stationery and printing,	19,089 30	20,538 12		1,448 82
Tallow for locomotives,	48,803 45	42,903 03	5,900 42	
Taxes on engine-houses and shops,	49,021 63	50,936 74		1,915 11
Tools and machinery, repairs of,	82,828 50	94,396 00		11,567 50
Waste for locomotives,	35,662 15	34,031 99	1,630 16	
Watchmen,	35,848 23	36,601 93		753 70
Water, wood, and coal stations, expenses and repairs of,	325,844 88	289,596 59	36,248 29	
Total,	\$6,389,806 25	\$6,014,287 35	\$375,518 90	
MAINTENANCE OF WAY.				
Ballast,	\$198,562 96	\$333,714 00		\$135,151 04
Bridges, repairs of,	683,670 60	600,835 25	\$82,835 35	
Cars, repairs of (in M. W. service),	40,574 83	39,973 97	600 86	
Clerks,	21,082 58	20,725 66	356 92	
Cross-ties,	490,839 16	706,835 60		215,996 44
Expenses on property,	87,103 63	105,734 33		18,630 70
Foreman, tool, and watch houses, repairs of,	15,243 98	28,768 09		13,524 11
Frogs,	42,491 87	49,510 25		7,018 38
Incidentals,	20,720 63	18,618 72	2,101 91	
Oil, tallow, waste, &c.,	6,559 76	5,266 66	1,293 10	
Rails, iron,	7,777 92	15,703 16		7,925 24
Rails, steel,	289,056 93	361,132 38		72,075 45
Road-bed, repairs of, labor and materials,	671,100 63	638,822 88	32,277 75	
Snow and ice, removing,	96,611 13	55,184 88	41,426 25	
Spikes,	43,428 24	54,235 11		10,806 87
Splices,	110,876 60	122,918 94		12,042 34
Stationery and printing,	6,468 25	7,517 48		1,049 23
Superintendents and supervisors,	67,124 61	69,997 94		2,873 33
Switches,	138,238 17	115,801 79	22,436 38	
Taxes on real estate for road,	94,165 22	93,256 52	908 70	
Telegraph, repairs of,	65,827 20	63,189 93	2,637 27	
Tools and repairs of tools,	54,809 94	70,220 91		15,410 97
Track, repairing,	1,022,160 44	1,126,702 56		104,542 12
Watchmen,	165,092 98	160,965 85	4,127 13	
Total,	\$4,439,588 26	\$4,865,632 86		\$426,044 60

HEADS OF ACCOUNTS.	1888.	1887.	INCREASE.	DECREASE.
MAINTENANCE OF CARS.				
Car shops and sheds, repairs of,	\$80,979 17	\$63,029 97	\$17,949 20	
Cars, repairs of, freight,	2,482,993 75	2,032,877 59	450,116 16	
Cars, repairs of, passenger, baggage, express, and postal,	563,200 97	537,750 37	25,450 60	
Fuel for heating,	4,104 40	3,069 64	1,034 76	
Incidentals,	9,411 09	11,586 14		\$2,175 05
Insurance,	63,047 32	59,528 38	3,518 94	
Laborers,	112,290 66	103,594 79	8,695 87	
Oil, tallow, waste, &c.,	112,465 64	104,514 40	7,951 24	
Tools and repairs of tools,	64,594 62	72,112 11		7,517 49
Watchmen,	21,941 83	20,008 21	1,933 62	
Total,	\$3,515,029 45	\$3,008,071 60	\$506,957 85	
GENERAL EXPENSES.				
Advertising,	\$14,501 78	\$14,525 29		\$23 51
Attendants,	34,481 79	30,361 31	\$4,120 48	
Clerks,	296,747 91	273,277 49	23,470 42	
Fuel and light,	13,754 52	35,743 77		21,989 25
Incidental and legal expenses,	16,297 77	19,908 52		3,610 75
Office expenses, repairs and furniture,	78,123 36	78,883 00		759 64
Salaries of President and other officers,	199,649 19	197,550 36	2,098 83	
Stationery and blanks,	20,684 96	20,250 78	434 18	
Taxes on real estate, Philadelphia,	9,387 83	7,545 51	1,842 32	
Total,	\$683,629 11	\$678,046 03	\$5,583 08	
SUMMARY.				
Conducting transportation,	\$8,498,525 78	\$7,762,498 45	\$736,027 33	
Motive power,	6,389,806 25	6,014,287 35	375,518 90	
Maintenance of way,	4,439,588 26	4,865,632 86		\$426,044 60
Maintenance of cars,	3,515,029 45	3,008,071 60	506,957 85	
General expenses,	683,629 11	678,046 03	5,583 08	
Total,	\$23,526,578 85	\$22,328,536 29	\$1,198,042 56	

PENNSYLVANIA RAILROAD DIVISION.

ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1888.

Summary of the number of individual passengers, and of passengers carried one mile, including Sunbury, Hazleton and Wilkesbarre, North and West Branch, Nescopec, Lewisburg and Tyrone, Bellefonte, Nittany and Lemont, Susquehanna and Clearfield, and Ridgway and Clearfield Railroads.

CLASSIFICATION.	INDIVIDUAL PASSENGERS.	MILES TRAVELED.	AVERAGE DISTANCE.	EQUIVALENT THROUGH PASSENGERS.
First class passengers,	11,776,312	247,718,210	21.04	701,751
Emigrant,	42,683	13,516,206	316.66	38,290
Commutation,	6,445,587	69,846,397	10.84	197,865
Totals,	18,264,582	331,080,813	18.13	937,906

Summary of tons carried and tons carried one mile, including Sunbury, Hazleton and Wilkesbarre, North and West Branch, Nescopec, Lewisburg and Tyrone, Bellefonte, Nittany and Lemont, Susquehanna and Clearfield, and Ridgway and Clearfield Railroads.

Tons of through freight eastward,	1,547,369	Mileage of through freight eastward,	561,812,950
Tons of through freight westward,	692,913	Mileage of through freight westward,	252,720,969
Tons of local freight eastward,	20,500,044	Mileage of local freight eastward,	2,807,032,587
Tons of local freight westward,	11,828,760	Mileage of local freight westward,	742,840,772
Total tons moved,	34,569,086	Total mileage,	4,364,407,278

PENNSYLVANIA RAILROAD AND BRANCHES.

ACCOUNTING DEPARTMENT.

Statement of the Earnings and Expenses from 1858 to 1888.

YEAR.	GROSS EARNINGS.	EXPENSES.	RENTALS PAID BRANCHES.	INTEREST ON EQUIP- MENT, RENTS, AND INTEREST ON MORT- GAGES, CHARGED BRANCH ROADS.	TOTAL EXPENSES.	NET EARNINGS.
1858,	\$5,185,330 68	\$3,021,885 04			\$3,021,885 04	\$2,163,445 64
1859,	5,362,355 21	3,130,738 15			3,130,738 15	2,231,617 06
1860,	5,932,701 48	3,636,299 08			3,636,299 08	2,296,402 40
1861,	7,300,000 95	3,653,062 76			3,653,062 76	3,646,938 19
1862,	10,304,290 96	5,425,765 57	\$5,307 02		5,431,072 59	4,873,218 37
1863,	11,891,412 95	6,751,055 43	28,944 78		6,780,000 21	5,111,412 74
1864,	14,759,057 66	10,623,147 66	70,796 53		10,693,944 19	4,065,113 47
1865,	17,459,169 49	13,155,231 54	114,827 00		13,270,058 54	4,189,110 95
1866,	16,583,882 84	12,639,510 00	151,399 27		12,790,909 27	3,792,973 57
1867,	16,340,156 36	11,930,665 53	149,634 11		12,080,299 64	4,259,856 72
1868,	17,233,497 31	11,630,034 67	230,949 21		11,860,983 88	5,372,513 43
1869,	17,250,811 73	11,953,270 42	249,997 18		12,203,267 60	5,047,544 13
1870,	17,531,706 82	11,014,150 20	245,934 95		11,260,085 15	6,271,621 67
1871,	18,719,836 85	11,513,723 88	309,709 46		11,823,433 34	6,896,403 51
1872,	22,012,525 27	13,288,149 35	476,523 74		13,764,673 09	8,247,852 18
1873,	24,886,008 90	14,868,854 36	571,450 80		15,440,305 16	9,445,703 74
1874,	22,642,371 35	12,701,518 20	543,928 87		13,245,447 07	9,396,924 28
1875,	20,493,251 97	11,794,053 36	489,171 19	\$62,638 81	12,345,863 36	8,147,388 61
1876,	20,788,075 62	12,452,689 23	500,630 19	74,387 10	13,027,706 52	7,760,369 10
1877,	18,983,456 25	10,751,138 64	588,784 95	69,479 42	11,409,403 01	7,574,053 24
1878,	20,317,139 86	10,921,103 26	609,055 88	49,460 33	11,579,619 47	8,737,520 39
1879,	21,743,628 31	11,751,620 55	674,946 71	42,589 13	12,469,156 39	9,274,471 92
1880,	25,987,657 62	14,051,485 78	921,503 56	50,105 35	15,023,094 69	10,964,562 93
1881,	27,647,008 79	15,468,468 60	1,180,819 24	55,120 61	16,704,408 45	10,942,600 34
1882,	30,836,962 23	17,878,776 69	1,411,890 00	73,434 20	19,364,100 89	11,472,861 34
1883,	32,017,813 29	18,321,413 56	1,602,449 72	85,489 30	20,009,352 58	12,008,460 71
1884,	30,196,884 81	17,575,106 33	2,007,145 53	104,706 36	19,686,958 22	10,509,926 59
1885,	27,667,405 83	17,220,634 28	2,159,111 36	102,102 32	19,481,847 96	8,185,557 87
1886,	31,132,287 14	19,149,249 86	2,354,192 47	107,649 86	21,611,092 19	9,521,194 95
1887,	35,305,728 40	22,328,536 29	2,441,459 57	210,171 61	24,980,167 47	10,325,560 93
1888,	36,698,183 84	23,526,578 85	2,907,258 13	171,673 92	26,605,510 90	10,092,672 94

UNITED RAILROADS OF NEW JERSEY DIVISION.
ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1888.
Earnings and Expenses by months in detail for the year ending December 31st.
EARNINGS.

	FROM FREIGHT TRAFFIC.			FROM PASSENGER TRAFFIC.			FROM EXPRESS TRAFFIC.	FROM TRANSPORTATION OF MAILS.	FROM MISCELLANEOUS SOURCES.	TOTAL EARNINGS.
	TONS.	MILEAGE.	MONEY.	PASSENGERS.	MILEAGE.	MONEY.				
January,	924,739	55,283,847	\$663,435 18	1,357,448	22,904,001	\$494,759 66	\$26,418 11	\$17,107 79	\$9,710 31	\$1,211,431 05
February,	965,795	58,034,747	715,895 54	1,292,600	22,370,645	483,689 49	26,846 41	17,138 62	2,662 76	1,246,232 82
March,	986,415	56,729,578	704,003 01	1,292,890	22,117,652	482,548 05	30,478 65	15,736 96	14,709 97	1,247,476 64
April,	946,474	56,739,220	691,076 37	1,488,916	25,340,339	553,655 68	33,303 78	17,047 68	9,093 13	1,304,176 64
May,	1,076,135	61,504,043	734,216 64	1,590,806	27,678,603	592,404 96	33,991 65	17,138 62	14,506 94	1,392,258 81
June,	982,334	54,782,439	708,394 77	1,625,161	29,818,326	609,209 25	32,730 50	18,554 17	20,350 41	1,389,239 10
July,	959,065	52,889,249	634,003 97	1,723,026	31,650,098	663,269 12	27,458 05	17,017 14	14,235 13	1,355,983 41
August,	1,109,734	63,010,418	887,558 65	1,749,221	34,190,834	704,750 39	28,764 19	17,017 14	16,935 42	1,655,025 79
September,	1,105,752	61,604,385	831,089 80	1,693,938	29,019,910	630,009 79	31,488 20	17,014 77	19,654 68	1,529,257 24
October,	1,200,745	67,276,696	760,663 93	1,753,863	29,545,573	633,246 80	36,462 15	17,017 14	14,320 11	1,461,710 13
November,	1,170,267	68,073,736	735,088 15	1,570,640	26,274,326	559,072 11	31,727 93	17,017 43	12,734 86	1,355,640 48
December,	1,183,178	69,159,708	781,662 21	1,581,522	26,451,548	561,935 97	38,813 96	17,017 27	27,241 08	1,426,670 49
Totals,	12,650,633	725,088,066	\$8,847,088 22	18,720,031	327,361,855	\$6,968,551 27	\$378,483 58	\$204,824 73	\$176,154 80	\$16,575,102 60

EXPENSES.

	CONDUCTING TRANSPORTATION.		MOTIVE POWER.		MAINTENANCE OF CARS.		MAINTENANCE OF WAY.		GENERAL EXPENSES.		TOTAL EXPENSES.		
	PASSENGER.	FREIGHT.	PASSENGER.	FREIGHT.	PASSENGER.	FREIGHT.	PASSENGER.	FREIGHT.	PASSENGER.	FREIGHT.	PASSENGER.	FREIGHT.	TOTAL.
January,	\$185,103 21	\$399,213 43	\$121,793 98	\$157,859 07	\$29,135 59	\$19,738 84	\$50,397 30	\$51,198 12	\$4,980 47	\$2,969 91	\$391,410 55	\$630,979 37	\$1,022,389 92
February,	164,168 46	367,134 96	106,168 54	141,542 86	35,176 00	19,623 40	48,773 18	50,198 11	4,063 74	4,402 40	358,349 92	582,901 73	941,251 65
March,	176,270 67	365,606 67	111,703 33	144,897 55	28,906 37	18,760 73	70,190 28	71,492 31	3,866 25	4,273 23	390,936 90	605,030 49	995,967 39
April,	177,147 16	357,856 04	118,789 49	143,863 61	34,120 21	20,791 45	71,895 69	76,401 69	3,921 00	4,247 75	405,873 55	603,160 54	1,009,034 09
May,	170,827 25	378,091 86	135,011 92	148,369 07	37,549 81	24,779 51	89,369 43	88,323 28	3,867 27	4,274 36	436,625 68	643,838 08	1,080,463 76
June,	176,806 26	384,712 56	134,896 51	146,640 67	34,756 93	24,795 33	94,978 79	92,516 68	3,868 10	4,275 26	445,306 59	652,940 50	1,098,247 09
July,	173,599 67	362,783 86	132,243 56	147,381 30	15,622 30	22,506 44	79,172 09	79,035 87	3,835 35	4,239 09	404,472 97	615,946 56	1,020,419 53
August,	169,147 46	374,148 07	131,223 07	163,176 90	22,678 46	23,973 15	69,650 13	74,830 75	3,940 03	4,354 77	396,639 15	640,483 64	1,037,122 79
September,	172,270 56	387,786 82	118,090 52	159,735 55	22,826 56	22,149 52	69,235 64	70,449 28	4,199 25	4,641 28	386,622 53	644,762 45	1,031,384 98
October,	197,624 44	412,366 64	119,249 78	164,795 38	40,002 65	24,102 14	64,935 57	72,269 90	3,907 02	4,318 30	425,719 46	677,852 36	1,103,571 82
November,	181,207 35	400,179 30	113,745 32	175,307 98	44,956 60	22,312 03	65,978 81	71,107 36	4,220 66	4,664 95	410,108 74	673,571 62	1,083,680 36
December,	220,616 46	422,020 87	124,539 55	202,541 44	41,250 12	32,493 41	81,368 85	83,856 73	4,077 80	4,507 05	471,852 78	745,419 50	1,217,272 28
Totals,	\$2,164,788 95	\$4,611,901 08	\$1,467,455 57	\$1,896,111 38	\$386,981 60	\$276,025 95	\$855,945 76	\$881,680 08	\$48,746 94	\$51,168 35	\$4,923,918 82	\$7,716,886 84	\$12,640,805 66

Forty-second Annual Report, Pennsylvania Railroad Company.

UNITED RAILROADS OF NEW JERSEY DIVISION.

ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1888.

Expenses in detail for the year ending December 31st.

HEADS OF ACCOUNTS.	1888.	1887.	INCREASE.	DECREASE.
CONDUCTING TRANSPORTATION.				
Advertising,	\$63,494 29	\$66,471 13		\$2,976 84
Agents,	181,644 63	180,352 25	\$1,292 38	
Baggage masters,	133,656 81	133,078 93	577 88	
Barges, car-floats, and canal-boats, charters,	30,513 32	37,686 27		7,172 95
Barges, car-floats, and canal-boats, incidentals,	30,057 84	29,048 25	1,009 59	
Barges, car-floats, and canal-boats, manning,	146,739 87	136,673 90	10,065 97	
Barges, car-floats, and canal-boats, repairs of,	113,234 85	64,619 74	48,615 11	
Brakemen,	660,444 59	592,749 09	67,695 50	
Cars, cleaning,	74,404 05	70,030 38	4,373 67	
Car furniture and fixtures,	29,821 79	20,565 07	9,256 72	
Car service,	622,713 86	444,326 76	178,387 10	
Clerks,	661,690 00	623,586 36	38,103 64	
Conductors and train agents,	266,756 54	246,329 53	20,427 01	
Dispatchers,	91,666 97	88,948 38	2,718 59	
Docks, dredging and cleaning,	25,822 93	65,579 34		39,756 41
Elevation and longshore labor,	25,656 95	22,519 49	3,137 46	
Expenses of grain elevators,	34,042 90	52,768 23		18,725 33
Expenses of stations (except labor),	84,662 16	69,088 65	15,573 51	
Foreign agencies,	49,083 32	42,983 50	6,099 82	
Heating cars,	32,453 89	28,407 74	4,046 15	
Heating stations,	42,327 08	36,475 27	5,851 81	
Incidentals,	155,569 96	188,258 72		32,688 76
Insurance,	77,028 42	69,319 56	7,708 86	
Labor at stations,	1,035,942 22	934,426 94	101,515 28	
Legal expenses,	29,639 03	19,178 56	10,460 47	
Lighting cars,	47,389 40	43,518 46	3,870 94	
Lighting stations,	94,923 54	76,148 30	18,775 24	
Loss and damage,	126,537 10	140,266 15		13,729 05
Mail expenses,	3,744 38	3,073 94	670 44	
Oil for lamps,	10,301 08	8,685 08	1,616 00	
Stationery and printing,	162,018 88	164,398 47		2,379 59
Stations, repairs of and furniture for,	225,445 07	251,855 93		26,410 86
Steamboats and tug-boats, charters,	53,355 17	35,336 59	18,018 58	
Steamboats and tug-boats, fuel for,	128,539 23	122,140 83	6,398 40	
Steamboats and tug-boats, incidentals for,	50,177 60	49,690 22	487 38	
Steamboats and tug-boats, manning,	195,018 01	185,653 92	9,364 09	
Steamboats and tug-boats, repairs of,	159,085 47	138,319 16	20,766 31	
Superintendents,	24,847 88	21,963 84	2,884 04	
Switchmen,	114,492 13	109,104 48	5,387 65	
Taxes on stations,	39,584 91	36,492 18	3,092 73	
Taxes, "State,"	44,414 84	48,709 21		4,294 37
Teaming,	8,778 39	18,546 40		9,768 01
Telegraph expenses,	247,273 27	237,020 69	10,252 58	
Tolls Junction R. R.,	37,767 02	28,036 04	9,730 98	
Watchmen,	227,384 48	222,788 86	4,595 62	
Wharves and landings, repairs of,	63,411 99	44,483 40	18,928 59	
Wrecks, clearing,	13,131 92	11,928 70	1,203 22	
Total,	\$6,776,690 03	\$6,261,632 89	\$515,057 14	

HEADS OF ACCOUNTS.	1888.	1887.	INCREASE.	DECREASE.
MOTIVE POWER.				
Enginemen and firemen, passenger,	\$281,397 61	\$273,229 74	\$8,167 87	
Enginemen and firemen, freight,	421,708 13	373,121 56	48,586 57	
Engine-houses, machine shops, &c., repairs of,	48,473 33	27,995 88	20,477 45	
Fuel for heating,	8,435 17	8,650 59		\$215 42
Fuel for locomotives,	1,317,828 97	1,165,840 88	151,988 09	
Incidentals,	78,968 52	72,210 73	6,757 79	
Laborers,	178,002 55	157,841 12	20,161 43	
Locomotive furniture and fixtures,	20,380 49	16,366 37	4,014 12	
Locomotives, repairs of,	715,384 80	691,250 99	24,133 81	
Oil for locomotives,	52,487 77	43,666 79	8,820 98	
Sand for locomotives,	7,186 79	5,379 48	1,807 31	
Stationery and printing,	7,218 92	7,106 98	111 94	
Tallow for locomotives,	60 05	3,567 03		3,506 98
Taxes on engine-houses and shops,	460 00	460 10		10
Tools and machinery, repairs of,	35,397 14	35,267 69	129 45	
Waste for locomotives,	19,942 89	18,615 41	1,327 48	
Watchmen,	16,385 02	16,375 67	9 35	
Water, wood, and coal stations, expenses and repairs of,	153,848 80	174,049 45		20,200 65
Total,	\$3,363,566 95	\$3,090,996 46	\$272,570 49	
MAINTENANCE OF WAY.				
Ballast,	\$102,223 64	\$70,886 97	\$31,336 67	
Bridges, repairs of,	221,068 74	275,514 40		\$54,445 66
Cars, repairs of (in M. W. service),	10,740 89	8,588 98	2,151 91	
Clerks,	10,482 00	10,576 28		94 28
Cross-ties,	258,470 69	328,659 65		70,188 96
Expenses on property,	34,167 52	32,450 18	1,717 34	
Foreman, tool, and watch houses, repairs of,	9,732 02	4,517 24	5,214 78	
Frogs,	20,449 31	15,942 00	4,507 31	
Incidentals,	5,601 82	5,655 23		53 41
Oil, tallow, waste, &c.,	4,850 28	4,394 08	456 20	
Rails, iron,	5,845 06	4,248 50	1,596 56	
Rails, steel,	84,104 42	104,627 27		20,522 85
Road-bed, repairs of, labor and materials,	214,832 80	228,504 14		13,671 34
Snow and ice, removing,	64,043 76	21,534 20	42,509 56	
Spikes,	18,550 55	19,748 12		1,197 57
Splices,	34,269 16	33,029 02	1,240 14	
Stationery and printing,	2,595 60	2,960 45		364 85
Superintendents and supervisors,	25,633 46	25,710 61		77 15
Switches,	56,850 19	66,633 62		9,783 43
Taxes on real estate for road,	33,292 33	29,756 74	3,535 59	
Telegraph, repairs of,	18,530 01	16,402 76	2,127 25	
Tools and repairs of tools,	27,380 83	28,154 47		773 64
Track, repairing,	428,955 20	406,382 29	22,572 91	
Watchmen,	44,955 56	45,044 93		89 37
Total,	\$1,737,625 84	\$1,789,922 13		\$52,296 29

HEADS OF ACCOUNTS.	1888.	1887.	INCREASE.	DECREASE.
MAINTENANCE OF CARS.				
Car shops and sheds, repairs of,	\$15,615 03	\$9,670 31	\$5,944 72	
Cars, repairs of, freight,	207,116 87	206,753 39	363 48	
Cars, repairs of, passenger, baggage, express, and postal, . .	324,440 46	317,991 52	6,448 94	
Fuel for heating,	4,604 20	4,950 34		\$346 14
Incidentals,	504 47	236 07	268 40	
Insurance,	16,683 88	14,489 12	2,194 76	
Laborers,	33,374 44	31,444 98	1,929 46	
Oil, tallow, waste, &c.,	40,824 29	41,857 07		1,032 78
Tools and repairs of tools,	13,052 40	12,598 72	453 68	
Watchmen,	6,791 51	6,894 65		103 14
Total,	\$663,007 55	\$646,886 17	\$16,121 38	
GENERAL EXPENSES.				
Advertising,	\$9 50		\$9 50	
Clerks,	91,749 66	\$88,874 35	2,875 31	
Fuel and light,	8 24	5 49	2 75	
Incidental and legal expenses,	2,667 53	3,516 08		\$848 55
Office expenses, repairs and furniture,	822 15	1,678 41		856 26
Salaries of President and other officers,	1,250 00		1,250 00	
Stationery and blanks,	3,408 21	3,330 17	78 04	
Total,	\$99,915 29	\$97,404 50	\$2,510 79	
SUMMARY.				
Conducting transportation,	\$6,776,690 03	\$6,261,632 89	\$515,057 14	
Motive power,	3,363,566 95	3,090,996 46	272,570 49	
Maintenance of way,	1,737,625 84	1,789,922 13		\$52,296 29
Maintenance of cars,	663,007 55	646,886 17	16,121 38	
General expenses,	99,915 29	97,404 50	2,510 79	
Total,	\$12,640,805 66	\$11,886,842 15	\$753,963 51	

UNITED RAILROADS OF NEW JERSEY DIVISION.

ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1888.

Earnings and Expenses, showing net earnings by months for the year ending December 31st.

MONTHS.	GROSS EARNINGS.	EXPENSES.	NET EARNINGS.
January,	\$1,211,431 05	\$1,022,389 92	\$189,041 13
February,	1,246,232 82	941,251 65	304,981 17
March,	1,247,476 64	995,967 39	251,509 25
April,	1,304,176 64	1,009,034 09	295,142 55
May,	1,392,258 81	1,080,463 76	311,795 05
June,	1,389,239 10	1,098,247 09	290,992 01
July,	1,355,983 41	1,020,419 53	335,563 88
August,	1,655,025 79	1,037,122 79	617,903 00
September,	1,529,257 24	1,031,384 98	497,872 26
October,	1,461,710 13	1,103,571 82	358,138 31
November,	1,355,640 48	1,083,680 36	271,960 12
December,	1,426,670 49	1,217,272 28	209,398 21
Totals,	\$16,575,102 60	\$12,640,805 66	\$3,934,296 94
Deduct interest on equipment charged Belvidere Delaware, Freehold and Jamesburg Agricultural, and Philadelphia, Germantown and Chestnut Hill Railroads,			65,244 25
			\$3,869,052 69

UNITED RAILROADS OF NEW JERSEY DIVISION.

ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1888.

Summary of the number of individual passengers, and of passengers carried one mile.

CLASSIFICATION.	INDIVIDUAL PASSENGERS.	MILES TRAVELED.	AVERAGE DISTANCE.	EQUIVALENT THROUGH PASSENGERS.
First class passengers,	12,756,460	256,967,428	20.14	2,867,940
Emigrant,	41,526	3,178,796	76.55	35,478
Commutation,	5,922,045	67,215,631	11.35	750,174
Totals,	18,720,031	327,361,855	17.49	3,653,592

Summary of tons carried and tons carried one mile.

Tons of through freight eastward,	2,308,929	Mileage of through freight eastward,	202,557,480
Tons of through freight westward,	986,984	Mileage of through freight westward,	87,905,143
Tons of local freight eastward,	6,744,981	Mileage of local freight eastward,	309,543,078
Tons of local freight westward,	2,609,739	Mileage of local freight westward,	125,082,365
Total tons moved,	12,650,633	Total mileage,	725,088,066

DELAWARE AND RARITAN CANAL.

ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1888.

Earnings and Expenses by months in detail for the year ending December 31st.

EARNINGS.

MONTHS.	TOLLS ON BOATS.	TOLLS ON LADING.	STEAM-TOWING.	BARGES AND SCHOONERS.	MISCELLAN- EOUS.	RENTS.	TOTAL.
January,			\$8,908 46	\$2,762 27		\$663 93	\$12,334 66
February,			8,670 44	7,274 84		681 36	16,626 64
March,	\$51 36	\$2,433 15	4,528 37	972 44		115 67	8,100 99
April,	360 40	30,821 89	24,143 63		\$39 80	595 71	55,961 43
May,	297 46	31,897 39	26,420 81		30 24	352 42	58,998 32
June,	307 51	26,411 56	22,355 50		175 17	104 92	49,354 66
July,	211 50	28,153 85	26,916 15			1,350 36	56,631 86
August,	205 20	27,094 09	25,499 20	2,516 50	61 36	308 92	55,685 27
September,	186 84	31,441 20	23,581 19	2,052 75	10 08	97 67	57,369 73
October,	295 04	29,963 95	25,986 85	5,255 63	21 23	316 27	61,838 97
November,	139 50	32,532 53	26,365 40	5,545 95	74 10	576 33	65,233 81
December,	204 12	2,232 86	18,719 68	6,350 00		105 92	27,612 58
Total,	\$2,258 93	\$242,982 47	\$242,095 68	\$32,730 38	\$411 98	\$5,269 48	\$525,748 92.

EXPENSES.

MONTHS.	MAINTENANCE OF CANAL.	CANAL OPERATION.	STEAM-TOWING.	TOTAL.
January,	\$10,472 44	\$6,351 15	\$15,076 65	\$31,900 24
February,	9,433 96	7,666 21	12,734 27	29,834 44
March,	7,217 42	9,252 19	11,703 03	28,172 64
April,	7,114 79	11,071 66	14,392 08	32,578 53
May,	7,098 49	10,658 51	13,297 40	31,054 40
June,	7,889 23	10,610 31	18,726 05	37,225 59
July,	7,629 77	13,483 73	14,001 04	35,114 54
August,	9,044 51	12,660 62	16,290 58	37,995 71
September,	8,466 36	11,331 46	20,200 95	39,998 77
October,	8,189 23	12,009 59	17,909 32	38,108 14
November,	10,108 14	12,764 97	22,856 84	45,729 95
December,	7,340 58	11,801 90	23,824 88	42,967 36
Total,	\$100,004 92	\$129,662 30	\$201,013 09	\$430,680 31

DELAWARE AND RARITAN CANAL.

ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1888.

Earnings and Expenses, showing net earnings by months for the year ending December 31st.

MONTHS.	GROSS EARNINGS.	EXPENSES.	NET EARNINGS.	EXCESS OF EXPENSES.
January,	\$12,334 66	\$31,900 24	. . . . .	\$19,565 58
February,	16,626 64	29,834 44	. . . . .	13,207 80
March,	8,100 99	28,172 64	. . . . .	20,071 65
April,	55,961 43	32,578 53	\$23,382 90	
May,	58,998 32	31,054 40	27,943 92	
June,	49,354 66	37,225 59	12,129 07	
July,	56,631 86	35,114 54	21,517 32	
August,	55,685 27	37,995 71	17,689 56	
September,	57,369 73	39,998 77	17,370 96	
October,	61,838 97	38,108 14	23,730 83	
November,	65,233 81	45,729 95	19,503 86	
December,	27,612 58	42,967 36	. . . . .	15,354 78
Totals,	\$525,748 92	\$430,680 31	\$95,068 61	

DELAWARE AND RARITAN CANAL.

ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1888.

Expenses in detail for the year ending December 31st.

HEADS OF ACCOUNTS.	1888.	1887.	INCREASE.	DECREASE.
MAINTENANCE OF CANAL.				
Aqueducts,	\$234 78	\$86 00	\$148 78	
Boats and flats, repairs of,	4,225 65	4,485 57		\$259 92
Bridges,	12,649 03	14,648 72		1,999 69
Canal bed and banks,	14,403 50	17,522 11		3,118 61
Clerks,	720 00	720 00		
Culverts,	273 64	644 06		370 42
Dams,	1,170 57	627 71	542 86	
Dredging and dredge repairs,	12,109 02	7,905 61	4,203 41	
Fencing,	1,136 95	1,632 09		495 14
Ferries, expenses of,	22 90	104 88		81 98
Horses and horse-keep,	3,301 26	3,546 85		245 59
Houses and repair shops,	3,204 93	4,148 44		943 51
Incidentals,	110 14	48 33	61 81	
Locks and lock engines,	14,563 43	15,039 49		476 06
Office expenses, and furniture for,	184 97	135 46	49 51	
Slope and vertical walls,	15,328 21	14,287 65	1,040 56	
Stationery and printing,	95 89	120 00		24 11
Superintendence and engineering,	1,817 28	1,740 50	76 78	
Taxes on real estate,	919 88	762 61	157 27	
Telegraph, repairs of,	5 12	58 64		53 52
Tools and tool repairs,	3,658 42	3,627 27	31 15	
Waste weirs and sluices,	1,058 06	2,462 59		1,404 53
Watchmen,	4,628 65	4,544 70	83 95	
Wharves,	4,182 64	4,939 80		757 16
Total maintenance of canal,	\$100,004 92	\$103,839 08		\$3,834 16
CANAL OPERATION.				
Barges,	\$41,630 81	\$38,768 58	\$2,862 23	
Bridge-tenders,	11,892 14	11,894 46		\$2 32
Collectors and weighmasters,	10,931 00	10,931 00		
Clerks,	3,918 72	3,894 78	23 94	
Ferries, labor at,	1,172 54	1,102 50	70 04	
Fuel and light,	2,007 95	1,937 05	70 90	
Incidentals,	454 43	449 22	5 21	
Legal expenses and damages,	4,961 63	16,994 27		12,032 64
Lock-keepers and lock engineers,	25,265 26	25,823 40		558 14
Office expenses, and furniture for,	214 41	310 82		96 41
Schooners,	22,402 62	22,751 77		349 15
Stationery and printing,	729 09	857 09		128 00
Superintendents,	1,889 64	1,914 35		24 71
Telegraph expenses,	1,052 04	1,052 04		
Wrecking and policing,	1,140 02	1,077 20	62 82	
Total canal operation,	\$129,662 30	\$139,758 53		\$10,096 23

HEADS OF ACCOUNTS.	1888.	1887.	INCREASE.	DECREASE.
STEAM-TOWING ACCOUNT.				
Tugs, cordage for,	\$4,433 50	\$4,688 92		\$255 42
Tugs, charter of,	29,778 78	8,286 73	\$21,492 05	
Tugs, damage by,	7,743 48	9,842 59		2,099 11
Tugs, incidentals for,	2,543 19	2,370 12	173 07	
Tugs, fuel for,	52,875 54	43,927 90	8,947 64	
Tugs, manning of,	54,783 54	49,672 12	5,111 42	
Tugs, repairs of,	32,077 38	36,605 18		4,527 80
Tugs, oil, waste, and tallow for,	1,684 29	1,334 25	350 04	
Tugs, superintendence of,	7,191 16	6,750 04	441 12	
Tugs, supplies for,	1,214 19	1,198 29	15 90	
Tugs, tools and furniture for,	1,609 95	1,887 56		277 61
Tugs, wharfage and port expenses of,	5,078 09	3,997 50	1,080 59	
Total steam-towing account,	\$201,013 09	\$170,561 20	\$30,451 89	
SUMMARY.				
Maintenance of canal,	\$100,004 92	\$103,839 08		\$3,834 16
Canal operation,	129,662 30	139,758 53		10,096 23
Steam-towing account,	201,013 09	170,561 20	\$30,451 89	
Total canal expenses,	\$430,680 31	\$414,158 81	\$16,521 50	

PHILADELPHIA AND ERIE RAILROAD DIVISION.

ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1888.

Earnings and Expenses by months in detail for the year ending December 31st, excluding Sunbury, Hazleton and Wilkesbarre, North and West Branch, Nescopeck, Lewisburg and Tyrone, Bellefonte, Nittany and Lemont, Susquehanna and Clearfield, and Ridgway and Clearfield Railroads.

EARNINGS.

	FROM FREIGHT TRAFFIC.			FROM PASSENGER TRAFFIC.			FROM EXPRESS TRAFFIC.	FROM TRANSPORTATION OF MAILS.	FROM MISCELLANEOUS SOURCES.	TOTAL EARNINGS.
	TONS.	MILEAGE.	MONEY.	PASSENGERS.	MILEAGE.	MONEY.				
January,	546,685	32,994,977	\$179,118 01	76,177	1,424,171	\$37,248 55	\$2,704 06	\$2,857 01	\$1,815 89	\$223,743 52
February,	562,692	38,003,674	229,804 06	78,358	1,373,652	36,545 68	2,492 18	2,857 01	353 34	272,052 27
March,	601,536	37,892,947	225,228 08	89,059	1,610,583	42,522 68	2,645 45	2,857 04	3,792 38	277,045 63
April,	554,775	43,827,693	271,128 12	93,203	1,964,296	51,020 18	3,036 48	2,857 01	1,439 35	329,481 14
May,	728,498	59,288,974	307,179 95	93,167	1,898,475	49,059 00	3,855 67	2,857 01	1,727 55	364,679 18
June,	729,104	69,079,230	369,650 72	92,300	1,945,205	50,013 93	3,840 60	2,857 04	4,810 06	431,172 35
July,	739,335	77,315,357	374,017 29	112,867	2,382,702	58,884 11	3,260 50	2,857 01	1,449 18	440,468 09
August,	904,870	79,743,937	409,063 97	115,520	2,382,809	60,409 72	3,530 90	2,857 01	982 83	476,844 43
September,	747,306	70,559,901	378,057 60	115,436	2,250,910	57,928 72	3,496 91	2,857 04	4,691 66	447,031 93
October,	860,077	84,444,806	378,310 17	105,733	2,055,374	53,379 09	3,791 14	2,857 01	2,688 67	441,026 08
November,	816,900	68,590,225	355,165 42	103,204	1,890,095	49,417 88	3,944 46	2,857 01	948 51	412,333 28
December,	696,549	45,579,863	194,418 72	108,737	2,063,914	51,865 78	4,560 86	2,857 04	3,462 00	257,164 40
Totals,	8,488,327	707,321,584	\$3,671,142 11	1,183,761	23,242,186	\$598,295 32	\$41,159 21	\$34,284 24	\$28,161 42	\$4,373,042 30

EXPENSES.

	CONDUCTING TRANSPORTATION.		MOTIVE POWER.		MAINTENANCE OF CARS.		MAINTENANCE OF WAY.		TOTAL EXPENSES.		
	PASSENGER.	FREIGHT.	PASSENGER.	FREIGHT.	PASSENGER.	FREIGHT.	PASSENGER.	FREIGHT.	PASSENGER.	FREIGHT.	TOTAL.
January,	\$13,379 17	\$49,188 53	\$8,463 02	\$45,586 12	\$5,371 28	\$19,304 56	\$6,816 86	\$23,487 57	\$34,030 33	\$137,566 78	\$171,597 11
February,	12,087 69	52,695 98	6,749 19	37,781 37	5,603 55	19,368 32	6,357 96	21,897 96	30,798 39	131,743 63	162,542 02
March,	11,930 69	51,464 96	8,099 96	41,145 46	4,173 71	28,719 26	7,837 32	26,958 16	32,041 68	148,287 84	180,329 52
April,	11,758 15	49,272 02	7,828 06	38,739 66	4,923 71	32,758 73	9,322 92	29,793 03	33,832 84	150,563 44	184,396 28
May,	10,689 75	51,626 76	8,493 88	45,781 12	7,999 44	35,514 83	14,468 18	47,875 34	41,651 25	180,798 05	222,449 30
June,	12,295 80	63,213 86	7,405 36	47,049 59	2,710 38	32,016 60	17,280 20	57,692 64	39,691 74	199,972 69	239,664 43
July,	14,545 16	70,878 74	9,201 43	55,323 21	2,905 89	27,518 88	14,500 89	49,846 21	41,153 37	203,567 04	244,720 41
August,	12,199 39	77,269 08	12,109 43	65,711 56	2,524 21	29,386 07	16,654 80	56,226 52	43,487 83	228,593 23	272,081 06
September,	13,681 41	75,974 00	11,137 04	64,897 70	3,254 65	30,099 23	12,663 96	42,574 47	40,737 06	213,545 40	254,282 46
October,	13,652 99	72,577 66	12,264 78	76,694 06	3,817 26	23,424 56	15,504 25	53,764 15	45,239 28	226,460 43	271,699 71
November,	13,205 50	82,492 17	11,742 16	69,418 53	4,891 19	28,107 60	13,640 19	49,097 60	43,479 04	229,115 90	272,594 94
December,	15,456 40	79,102 41	13,178 55	63,483 03	6,114 99	31,280 83	10,418 98	37,695 89	45,168 92	211,562 16	256,731 08
Totals,	\$154,882 10	\$775,756 17	\$116,672 86	\$651,611 41	\$54,290 26	\$337,499 47	\$145,466 51	\$496,909 54	\$471,311 73	\$2,261,776 59	\$2,733,088 32

Forty-second Annual Report, Pennsylvania Railroad Company.

PHILADELPHIA AND ERIE RAILROAD DIVISION.

ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1888.

Earnings and Expenses, showing net earnings by months for the year ending December 31st, excluding Sunbury, Hazleton and Wilkesbarre, North and West Branch, Nescopeck, Lewisburg and Tyrone, Bellefonte, Nittany and Lemont, Susquehanna and Clearfield, and Ridgway and Clearfield Railroads.

MONTHS.	GROSS EARNINGS.	EXPENSES.	NET EARNINGS.
January,	\$223,743 52	\$171,597 11	\$52,146 41
February,	272,052 27	162,542 02	109,510 25
March,	277,045 63	180,329 52	96,716 11
April,	329,481 14	184,396 28	145,084 86
May,	364,679 18	222,449 30	142,229 88
June,	431,172 35	239,664 43	191,507 92
July,	440,468 09	244,720 41	195,747 68
August,	476,844 43	272,081 06	204,763 37
September,	447,031 93	254,282 46	192,749 47
October,	441,026 08	271,699 71	169,326 37
November,	412,333 28	272,594 94	139,738 34
December,	257,164 40	256,731 08	433 32
Totals,	\$4,373,042 30	\$2,733,088 32	\$1,639,953 98

PHILADELPHIA AND ERIE RAILROAD DIVISION.

ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1888.

Expenses in detail for the year ending December 31st, excluding Sunbury, Hazleton and Wilkesbarre, North and West Branch, Nescopeck, Lewisburg and Tyrone, Bellefonte, Nittany and Lemont, Susquehanna and Clearfield, and Ridgway and Clearfield Railroads.

HEADS OF ACCOUNTS.	1888.	1887.	INCREASE.	DECREASE.
CONDUCTING TRANSPORTATION.				
Advertising,	\$5,546 16	\$5,153 36	\$392 80	
Agents,	39,360 56	38,997 48	363 08	
Baggage masters,	12,860 54	12,025 19	835 35	
Brakemen,	178,054 36	153,523 62	24,530 74	
Cars, cleaning,	4,187 05	3,686 87	500 18	
Car furniture and fixtures,	4,286 26	3,467 44	818 82	
Car service,	198,832 20	101,039 33	97,792 87	
Clerks,	93,211 43	87,644 57	5,566 86	
Conductors and train agents,	79,122 54	72,309 60	6,812 94	
Dispatchers,	31,680 01	30,188 71	1,491 30	
Docks, dredging and cleaning,	452 00	210 00	242 00	
Expenses of stations (except labor),	4,331 59	3,984 78	346 81	
Foreign agencies,	3,671 18	3,230 96	440 22	
Heating cars,	3,556 85	2,615 13	941 72	
Heating stations,	9,743 36	6,167 00	3,576 36	
Incidentals,	18,341 81	16,668 82	1,672 99	
Insurance,	8,941 92	10,227 78		\$1,285 86
Labor at stations,	33,282 49	29,999 82	3,282 67	
Legal expenses,	5,364 14	5,186 07	178 07	
Lighting cars,	1,236 92	1,631 87		394 95
Lighting stations,	4,562 45	4,642 98		80 53
Loss and damage,	7,700 93	9,425 41		1,724 48
Mail expenses,	2,205 80	2,272 44		66 64
Oil for lamps,	2,032 95	2,051 51		18 56
Stationery and printing,	26,890 66	26,445 44	445 22	
Stations, repairs of and furniture for,	32,345 43	25,607 76	6,737 67	
Superintendents,	11,492 04	11,394 32	97 72	
Switchmen,	5,843 73	5,937 90		94 17
Taxes on stations,	166 37	214 37		48 00
Taxes, "State,"	10,261 31	11,676 43		1,415 12
Telegraph expenses,	59,133 05	56,891 47	2,241 58	
Watchmen,	15,215 26	13,248 14	1,967 12	
Wharves and landings, repairs of,	10,711 57	9,163 83	1,547 74	
Wrecks, clearing,	* 6,013 35	3,866 61	2,146 74	
Total,	\$930,638 27	\$770,797 01	\$159,841 26	

HEADS OF ACCOUNTS.	1888.	1887.	INCREASE.	DECREASE.
MOTIVE POWER.				
Enginemen and firemen, passenger,	\$31,151 87	\$30,037 68	\$1,114 19	
Enginemen and firemen, freight,	155,457 14	136,640 21	18,816 93	
Engine-houses, machine shops, &c., repairs of,	6,746 33	7,068 63		\$322 30
Fuel for heating,	2,519 61	2,554 75		35 14
Fuel for locomotives,	184,701 95	156,509 19	28,192 76	
Incidentals,	10,915 33	10,906 67	8 66	
Laborers,	60,174 73	50,946 10	9,228 63	
Locomotive furniture and fixtures,	6,711 12	6,571 92	139 20	
Locomotives, repairs of,	237,917 61	235,763 04	2,154 57	
Oil for locomotives,	4,810 10	4,216 58	593 52	
Sand for locomotives,	4,414 75	3,315 15	1,099 60	
Stationery and printing,	3,879 54	3,729 27	150 27	
Tallow for locomotives,	4,417 20	3,399 35	1,017 85	
Taxes on engine-houses and shops,		5,695 73		5,695 73
Tools and machinery, repairs of,	6,948 56	6,865 60	82 96	
Waste for locomotives,	2,454 32	2,192 56	261 76	
Watchmen,	7,553 77	7,583 67		29 90
Water, wood, and coal stations, expenses and repairs of, . . .	37,510 34	38,915 05		1,404 71
Total,	\$768,284 27	\$712,911 15	\$55,373 12	
MAINTENANCE OF WAY.				
Ballast,	\$23,599 45	\$40,090 71		\$16,491 26
Bridges, repairs of,	53,883 87	63,150 57		9,266 70
Cars, repairs of (in M. W. service),	8,311 16	4,455 58	\$3,855 58	
Clerks,	3,465 00	3,289 52	175 48	
Cross-ties,	99,986 77	89,618 77	10,368 00	
Expenses on property,	7,678 73	8,973 56		1,294 83
Foreman, tool, and watch houses, repairs of,	3,917 61	8,629 38		4,711 77
Frogs,	5,825 08	4,752 71	1,072 37	
Incidentals,	1,754 43	946 46	807 97	
Oil, tallow, waste, &c.,	1,136 43	1,007 12	129 31	
Rails, iron,	7,653 81	2,597 33	5,056 48	
Rails, steel,	63,137 32	56,954 07	6,183 25	
Road-bed, repairs of, labor and material,	72,042 01	72,032 39	9 62	
Snow and ice, removing,	12,209 01	8,737 03	3,471 98	
Spikes,	8,184 32	7,985 65	198 67	
Splices,	26,100 90	36,485 21		10,384 31
Stationery and printing,	1,679 47	1,771 82		92 35
Superintendents and supervisors,	16,917 94	17,357 59		439 65
Switches,	7,989 93	5,886 76	2,103 17	
Taxes on real estate for road,	6,292 13	6,534 98		242 85
Telegraph, repairs of,	2,848 09	12,659 65		9,811 56
Tools and repairs of tools,	7,765 76	6,697 43	1,068 33	
Track, repairing,	153,851 89	144,441 27	9,410 62	
Watchmen,	46,144 94	45,466 45	678 49	
Total,	\$642,376 05	\$650,522 01		\$8,145 96

HEADS OF ACCOUNTS.	1888.	1887.	INCREASE.	DECREASE.
MAINTENANCE OF CARS.				
Car shops and sheds, repairs of,	\$2,237 83	\$15,811 84		\$13,574 01
Cars, repairs of, freight,	295,560 62	226,948 72	\$68,611 90	
Cars, repairs of, passenger, baggage, express, and postal, . .	42,752 43	37,382 80	5,369 63	
Fuel for heating,	491 30	442 29	49 01	
Incidentals,	933 25	1,266 24		332 99
Insurance,	5,827 16	4,503 07	1,324 09	
Laborers,	27,568 83	22,112 85	5,455 98	
Oil, tallow, waste, &c.,	11,911 19	10,129 32	1,781 87	
Tools and repairs of tools,	1,319 13	1,328 61		9 48
Watchmen,	3,187 99	2,891 64	296 35	
Total,	\$391,789 73	\$322,817 38	\$68,972 35	
SUMMARY.				
Conducting transportation,	\$930,638 27	\$770,797 01	\$159,841 26	
Motive power,	768,284 27	712,911 15	55,373 12	
Maintenance of way,	642,376 05	650,522 01		\$8,145 96
Maintenance of cars,	391,789 73	322,817 38	68,972 35	
Total,	\$2,733,088 32	\$2,457,047 55	\$276,040 77	

PHILADELPHIA AND ERIE RAILROAD DIVISION.

ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1888.

Summary of the number of individual passengers, and of passengers carried one mile, excluding Sunbury, Hazleton and Wilkesbarre, North and West Branch, Nescopeck, Lewisburg and Tyrone, Bellefonte, Nittany and Lemont, Susquehanna and Clearfield, and Ridgway and Clearfield Railroads.

CLASSIFICATION.	INDIVIDUAL PASSENGERS.	MILES TRAVELED.	AVERAGE DISTANCE.	EQUIVALENT THROUGH PASSENGERS.
First class passengers,	1,021,474	19,197,985	18.79	66,799
Emigrant,	2,703	372,262	137.72	1,295
Commutation,	159,584	3,671,939	23.01	12,776
Totals,	1,183,761	23,242,186	19.63	80,870

Summary of tons carried, and tons carried one mile, excluding Sunbury, Hazleton and Wilkesbarre, North and West Branch, Nescopeck, Lewisburg and Tyrone, Bellefonte, Nittany and Lemont, Susquehanna and Clearfield, and Ridgway and Clearfield Railroads.

Tons of through freight eastward,	436,839	Mileage of through freight eastward, . . .	125,809,700
Tons of through freight westward,	637,366	Mileage of through freight westward, . . .	183,560,798
Tons of local freight eastward,	4,280,739	Mileage of local freight eastward,	279,429,604
Tons of local freight westward,	3,133,383	Mileage of local freight westward,	118,521,482
Total tons moved,	8,488,327	Total mileage,	707,321,584

ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1888.

Showing Average Cost per 100 miles run for locomotive engine service for the year ending December 31st.

EXPENSES OF ENGINES—Average Cost per 100 miles.

DIVISIONS.	CLASS.	REPAIRS.	FUEL.	STORES.	TOTALS.
PENNSYLVANIA RAILROAD DIVISION.					
Philadelphia Division,	Passenger engines,	\$4 51	\$5 50	\$0 49	\$10 50
	Freight engines,	5 73	5 97	44	12 14
	Distributing engines,	2 48	3 81	48	6 77
Schuylkill Division	Passenger engines,	4 84	9 25	65	14 74
	Freight engines,	7 37	6 90	63	14 90
	Distributing engines,	2 64	4 27	48	7 39
Frederick Division,	Passenger engines,	2 56	5 08	31	7 95
	Freight engines,	7 83	10 30	47	18 60
	Distributing engines,	4 08	10 19	57	14 84
Middle Division,	Passenger engines,	4 04	2 86	56	7 46
	Freight engines,	6 52	6 50	49	13 51
	Distributing engines,	2 51	4 19	44	7 14
Lewistown Division,	Passenger engines,	2 40	3 12	33	5 85
	Freight engines,	7 02	5 78	44	13 24
	Distributing engines,	2 45	4 66	38	7 49
Bedford Division,	Passenger engines,	4 88	3 02	45	8 35
	Freight engines,	3 88	5 53	55	9 96
	Distributing engines,	1 56	5 26	64	7 46
Tyrone Division,	Passenger engines,	2 27	3 55	42	6 24
	Freight engines,	6 23	7 93	63	14 79
	Distributing engines,	2 32	4 19	49	7 00
Altoona Division,	Passenger engines,	3 74	3 94	60	8 28
	Freight engines,	4 31	5 18	62	10 11
	Distributing engines,	1 86	4 33	55	6 74
West Pennsylvania Division,	Passenger engines,	2 99	2 83	28	6 10
	Freight engines,	6 65	5 30	39	12 34
	Distributing engines,	3 00	3 40	40	6 80
Monongahela Division,	Passenger engines,	3 57	3 73	42	7 72
	Freight engines,	7 92	4 93	52	13 37
	Distributing engines,	1 42	2 81	35	4 58
Pittsburgh Division,	Passenger engines,	5 80	3 36	39	9 55
	Freight engines,	6 02	5 56	49	12 07
	Distributing engines,	2 17	4 12	50	6 79

DIVISIONS.	CLASS.	REPAIRS.	FUEL.	STORES.	TOTALS.
UNITED RAILROADS OF NEW JERSEY DIVISION.					
New York Division,	Passenger engines,	\$7 27	\$11 25	\$0 77	\$19 29
	Freight engines,	6 84	13 52	63	20 99
	Distributing engines,	2 84	13 17	67	16 68
Amboy Division,	Passenger engines,	4 96	10 42	61	15 99
	Freight engines,	5 79	11 60	56	17 95
	Distributing engines,	2 27	9 50	48	12 25
Belvidere Division,	Passenger engines,	3 64	9 67	67	13 98
	Freight engines,	8 41	14 03	61	23 05
	Distributing engines,	1 84	6 91	49	9 24

PHILADELPHIA AND ERIE RAILROAD DIVISION.

Eastern Division,	Passenger engines,	\$5 64	\$2 41	\$0 40	\$8 45
	Freight engines,	8 39	7 01	40	15 80
	Distributing engines,	3 00	3 38	41	6 79
Middle Division,	Passenger engines,	6 69	2 95	41	10 05
	Freight engines,	8 70	7 68	39	16 77
	Distributing engines,	3 22	5 28	33	8 83
Western Division,	Passenger engines,	5 34	2 71	31	8 36
	Freight engines,	8 91	6 49	36	15 76
	Distributing engines,	2 80	4 02	39	7 21
S., H. & W. R. W.,	Passenger engines,	6 64	6 64	44	13 72
	Freight engines,	10 18	17 79	57	28 54
	Distributing engines,	5 91	10 59	53	17 03
N. & W. Br. R. W.,	Passenger engines,	3 77	6 80	44	11 01
	Freight engines,	6 94	14 39	49	21 82
	Distributing engines,	6 77	8 44	41	15 62
Nescopec R. R.,	Passenger engines,	7 19	7 11	50	14 80
	Freight engines,	7 81	18 02	63	26 46
	Distributing engines,	6 50	6 17	39	13 06
L. & T. R. R.,	Passenger engines,	4 28	5 65	32	10 25
	Freight engines,	6 45	14 02	41	20 88
	Distributing engines,				
B., N. & L. R. R.,	Passenger engines,	7 06	5 45	32	12 83
	Freight engines,	7 15	14 43	42	22 00
	Distributing engines,				
S. & C. R. R.,	Passenger engines,	7 58	6 43	54	14 55
	Freight engines,	7 78	7 76	56	16 10
	Distributing engines,	6 90	5 44	23	12 57
R. & C. R. R.,	Passenger engines,	6 74	5 81	40	12 95
	Freight engines,	6 28	7 36	51	14 15
	Distributing engines,	7 37	4 76	37	12 50

ANNUAL REPORT

OF THE

GENERAL MANAGER.

OFFICE OF THE GENERAL MANAGER,
Philadelphia, February 26th, 1889.

To the President and Board of Directors of
The Pennsylvania Railroad Company.

GENTLEMEN:—The following report of the operations of the Pennsylvania Railroad Division, United Railroads of New Jersey Division, Philadelphia and Erie Railroad Division, and Delaware and Raritan Canal, for the year ending December 31st, 1888, is respectfully submitted.

PENNSYLVANIA RAILROAD DIVISION.

The earnings from all sources of the Pennsylvania Railroad Division, comprising the Main Line from Philadelphia to Pittsburgh, and including the branches connected therewith, for the year 1888, were as follows:—

From freights,	\$27,657,543 50
From passengers,	7,329,225 80
From express,	569,997 70
From mails,	533,055 08
From miscellaneous sources,	608,361 76
	\$36,698,183 84

And the expenses, excluding rentals and interest on equipment, were:—

Conducting transportation,	\$8,498,525 78
Motive power,	6,389,806 25
Maintenance of cars,	3,515,029 45
Maintenance of way,	4,439,588 26
General expenses,	683,629 11
	23,526,578 85

Deduct rentals of leased branches,	\$2,907,258 13
And interest on equipment, &c.,	171,673 92
	3,078,932 05

Net earnings for 1888,	\$10,092,672 94
Net earnings for 1887,	10,325,560 93
Decrease in 1888,	\$232,887 99

Compared with the year 1887, the total gross earnings increased \$1,392,455.44, or $3\frac{34}{100}$ per cent. The earnings from freights increased \$1,152,364.04, or $4\frac{35}{100}$ per cent., from passengers \$157,826.89, or $2\frac{20}{100}$ per cent., from express \$25,863.72, or $4\frac{75}{100}$ per cent., from mails \$16,095.15, or $3\frac{11}{100}$ per cent., and from miscellaneous sources \$40,385.64, or $7\frac{10}{100}$ per cent. The net earnings show a decrease of \$232,887.99, or $2\frac{28}{100}$ per cent.

COMPARATIVE STATEMENT OF THE OPERATING EXPENSES OF THE SEVERAL DEPARTMENTS, EXCLUDING RENTALS AND INTEREST ON EQUIPMENT.

YEAR.	CONDUCTING TRANSPORTATION.	MOTIVE POWER.	MAINTENANCE OF CARS	MAINTENANCE OF WAY.	GENERAL EXPENSES.	TOTALS.
1888,	\$8,498,525 78	\$6,389,806 25	\$3,515,029 45	\$4,439,588 26	\$683,629 11	\$23,526,578 85
1887,	7,762,498 45	6,014,287 35	3,008,071 60	4,865,632 86	678,046 03	22,328,536 29
Increase,	\$736,027 33	\$375,518 90	\$506,957 85	. . . . .	\$5,583 08	\$1,198,042 56
Decrease, . . . . .	. . . . .	. . . . .	. . . . .	\$426,044 60	. . . . .	. . . . .
Percentage,	Inc. 9.48	Inc. 6.24	Inc. 16.85	Dec. 8.76	Inc. 0.82	Inc. 5.37

The operating expenses for the year 1888 amounted to \$23,526,578.85, an increase of \$1,198,042.56, or 5 $\frac{37}{100}$ per cent., over those of 1887, accounted for by an increase in conducting transportation expenses of \$736,027.33, or 9 $\frac{48}{100}$ per cent.; an increase in motive power expenses of \$375,518.90, or 6 $\frac{24}{100}$ per cent.; an increase in maintenance of cars expenses of \$506,957.85, or 16 $\frac{85}{100}$ per cent.; and an increase in general expenses of \$5,583.08, or 0 $\frac{82}{100}$ per cent.; there being a decrease of \$426,044.60, or 8 $\frac{76}{100}$ per cent., in maintenance of way expenses.

The increase of 5 $\frac{37}{100}$ per cent. in operating expenses as noted above was mainly due to larger expenditures incurred in the movement of the increased passenger and freight business of the road, there being an increase of over eight per cent. in the number of passengers carried, and over twelve per cent. in the number of tons moved during the year.

The principal items of increased expenditures in conducting transportation department were for agents, wages of trainmen, car service, clerks, dispatchers, foreign agencies, incidentals, labor at stations, lighting and heating cars and stations, loss and damage, switchmen, watchmen, telegraph expenses, stationery and printing, State taxes, &c.

The increase in motive power expenses was due to increased expenditures for wages of engine-men and firemen, and for fuel, oil, tallow, waste, and sand for locomotives, on account of increased mileage made by locomotives (1,682,534 miles), and also to larger expenditures for repairs, and expenses of engine-houses and machine-shops, and water, wood, and coal stations.

The increase in maintenance of cars expenses was caused by increased expenditures for repairs of freight and passenger equipments, owing to large number of cars rebuilt, and increase in the amount of ordinary repair work; also, to increased expenditures for laborers, insurance, oil, tallow, waste, &c., and repairs and improvements to car-shops and sheds.

The increase in general expenses was due to increased expenditures at general office in Philadelphia for attendants, salaries of officers and clerks, stationery, blanks, and taxes.

The cost of operating the Main Line, excluding branches, in 1888 was 64 $\frac{4}{100}$ per cent. of the gross earnings, and including branches, was 64 $\frac{11}{100}$ per cent. In 1887 the cost of operating the Main Line, excluding branches, was 63 $\frac{39}{100}$ per cent., and including branches, 63 $\frac{24}{100}$ per cent.

NUMBER OF PASSENGERS CARRIED ON PENNSYLVANIA RAILROAD AND BRANCHES.

	1888.	1887.	INCREASE.	DECREASE.	PERCENTAGE.
First class passengers,	11,776,312	10,956,917	819,395	. . . . .	7.47
Emigrant passengers,	42,683	49,255	. . . . .	6,572	13.34
Commutation passengers,	6,445,587	5,874,555	571,032	. . . . .	9.72
Totals,	18,264,582	16,880,727	1,383,855	. . . . .	8.20

MILEAGE.

	1888.	1887.	INCREASE.	DECREASE.	PERCENTAGE.
First class passengers,	247,718,210	245,323,361	2,394,849		0.98
Emigrant passengers,	13,516,206	15,556,728		2,040,522	13.12
Commutation passengers,	69,846,397	55,959,917	13,886,480		24.82
Totals,	331,080,813	316,840,006	14,240,807		4.49

The passenger business increased $8\frac{20}{100}$ per cent. in the number of passengers carried, and $4\frac{49}{100}$ per cent. in passenger mileage. The first class passenger travel increased $7\frac{47}{100}$ per cent. in number, and nearly one per cent. in mileage. Commutation passengers increased $9\frac{72}{100}$ per cent. in number, and $24\frac{82}{100}$ per cent. in mileage, and emigrant passengers increased $13\frac{34}{100}$ per cent. in number, and $13\frac{12}{100}$ per cent. in mileage. The average distance traveled by each passenger was $18\frac{13}{100}$ miles in 1888, and $18\frac{77}{100}$ miles in 1887.

FREIGHT BUSINESS.

	1888.	1887.	INCREASE.	DECREASE.	PERCENTAGE.
Tons of through freight eastward, .	1,547,369	1,555,536		8,167	0.53
Tons of through freight westward, .	692,913	759,924		67,011	8.82
Tons of local freight eastward, . . .	20,500,044	17,561,375	2,938,669		16.73
Tons of local freight westward, . . .	11,828,760	10,970,800	857,960		7.82
Totals,	34,569,086	30,847,635	3,721,451		12.06

MILEAGE.

	1888.	1887.	INCREASE.	DECREASE.	PERCENTAGE.
Mileage of through freight eastward, .	561,812,950	563,990,160		2,177,210	0.39
Mileage of through freight westward, .	252,720,969	276,393,080		23,672,111	8.56
Mileage of local freight eastward, . .	2,807,032,587	2,364,111,918	442,920,669		18.74
Mileage of local freight westward, . .	742,840,772	753,106,354		10,265,582	1.36
Totals,	4,364,407,278	3,957,601,512	406,805,766		10.28

There was a marked improvement in the freight business, which increased $12\frac{6}{100}$ per cent. in tonnage, and $10\frac{28}{100}$ per cent. in tonnage mileage.

The through business amounted to $6\frac{48}{100}$ per cent. of the total number of tons carried, and $18\frac{66}{100}$ per cent. of the total tonnage mileage. The greatest improvement in the freight business was in local freight eastward, which increased $16\frac{73}{100}$ per cent. in tonnage, and $18\frac{74}{100}$ per cent. in tonnage mileage. The through freight traffic decreased $3\frac{25}{100}$ per cent. in tonnage, and $3\frac{8}{100}$ per cent. in tonnage mileage. The local freight traffic increased $13\frac{31}{100}$ per cent. in tonnage, and $13\frac{88}{100}$ per cent. in tonnage mileage. The total tonnage mileage of through and local freight eastward was 3,368,845,537, an increase of $15\frac{5}{100}$ per cent., and westward, 995,561,741, a decrease of $3\frac{30}{100}$ per cent.

Each ton of freight was moved an average distance of $126\frac{25}{100}$ miles in 1888, and $128\frac{30}{100}$ miles in 1887.

The following statement shows the average earnings, cost, and profit per ton and passenger per mile for the years 1888 and 1887:—

YEAR.	PASSENGER AVERAGES.			FREIGHT AVERAGES.		
	AVERAGE EARNINGS FROM EACH PASSENGER PER MILE. CENTS.	AVERAGE COST OF TRANSPORTING EACH PASSENGER PER MILE. CENTS.	AVERAGE PROFIT ON EACH PASSENGER PER MILE. CENTS.	AVERAGE EARNINGS FROM EACH TON OF FREIGHT PER MILE. CENTS.	AVERAGE COST OF TRANSPORTING EACH TON OF FREIGHT PER MILE. CENTS.	AVERAGE PROFIT ON EACH TON OF FREIGHT PER MILE. CENTS.
1888,	2 ²¹ / ₁₀₀₀	1 ⁶⁸ / ₁₀₀₀	0 ⁵³ / ₁₀₀₀	0 ⁶⁸ / ₁₀₀₀	0 ⁴¹ / ₁₀₀₀	0 ²² / ₁₀₀₀
1887,	2 ²⁶ / ₁₀₀₀	1 ⁷² / ₁₀₀₀	0 ⁵³ / ₁₀₀₀	0 ⁶⁷ / ₁₀₀₀	0 ⁴² / ₁₀₀₀	0 ²⁴ / ₁₀₀₀
Decrease,	0 ⁰⁴ / ₁₀₀₀	0 ⁰⁴ / ₁₀₀₀	0 ⁰⁰ / ₁₀₀₀	0 ⁰² / ₁₀₀₀	0 ⁰¹ / ₁₀₀₀	0 ⁰² / ₁₀₀₀

Compared with 1887, the earnings per passenger per mile in 1888 decreased $\frac{4}{100}$ of a mill, and the average cost per passenger per mile was reduced $\frac{4}{100}$ of a mill, making a decrease of $\frac{1}{100}$ of a mill in the average profit per passenger per mile. The average earnings per ton per mile decreased $\frac{3}{100}$ of a mill, and the cost per ton per mile was reduced $\frac{1}{100}$ of a mill, making a reduction of $\frac{2}{100}$ of a mill in the average profit per ton per mile.

MOVEMENT OF LOADED CARS ON THE MAIN LINE.

STATION.	DIRECTION.	1888.	1887.	INCREASE.	DECREASE.	PERCENTAGE.
Fifty-second Street, Philadelphia, . .	Arriving,	511,058	480,520	30,538		6.4
Fifty-second Street, Philadelphia, . .	Westward,	168,692	175,398		6,706	3.8
Columbia,	Eastward,	538,353	511,459	26,894		5.3
Columbia,	Westward,	148,169	153,248		5,079	3.3
Harrisburg,	Eastward,	611,654	579,959	31,695		5.5
Harrisburg,	Westward,	163,357	171,644		8,287	4.8
Mifflin,	Eastward,	535,081	504,321	30,760		6.1
Mifflin,	Westward,	137,812	148,299		10,487	7.1
Altoona,	Eastward,	427,038	397,342	29,696		7.5
Altoona,	Westward,	187,386	206,626		19,240	9.3
Conemaugh,	Eastward,	384,936	362,281	22,655		6.3
Conemaugh,	Westward,	184,887	199,976		15,089	7.6
Derry,	Eastward,	313,274	298,784	14,490		4.9
Derry,	Westward,	133,988	146,468		12,480	8.5
Pittsburgh,	Eastward,	149,693	151,331		1,638	1.1
Pittsburgh,	Arriving,	249,198	251,247		2,049	0.8

The eastward movement of loaded cars over the Main Line shows a general increase, with the exception of the movement eastward from Pittsburgh, which shows a slight decrease of one per cent., principally in through shipments of flour, grain, and miscellaneous merchandise. The increased movement eastward from Derry was due to larger shipments of coal from the Manor Branch and Westmoreland region, coke from the South West Pennsylvania Railway, and live stock from lines west of Pittsburgh. The movement eastward from Conemaugh was further increased by large shipments of provisions, dressed beef, and miscellaneous freight from points west of Pittsburgh, forwarded over the Western Pennsylvania Railway via Allegheny and Blairsville Intersection, and increased ship-

ments of petroleum and petroleum products from the Allegheny Valley Railroad. The increased movement eastward from Altoona was derived from the increased traffic as noted, augmented by larger shipments of coal, coke, and lumber from the mountain region. The increased movement eastward from Mifflin consisted of the increased tonnage passing Altoona, as explained, and larger shipments of coal from the Tyrone and Clearfield Railway, Bell's Gap Railroad, Huntingdon and Broad Top Mountain Railroad, and Tipton Branch. The increased number of loaded cars eastward from Harrisburg consisted of increased shipments of coal, coke, lumber, provisions, dressed beef, live stock, petroleum, and miscellaneous freight, noted as passing Mifflin; larger shipments of petroleum and petroleum products from the Philadelphia and Erie Railroad; increased shipments of Anchor Line freight and anthracite coal from Northern Central Railway. The increase in the number of loaded cars eastward from Columbia was not as large as the increased movement eastward from Harrisburg, owing to a large number of cars loaded with anthracite and bituminous coal being forwarded to points on the Philadelphia, Wilmington and Baltimore Railroad via the Columbia and Port Deposit Railroad, and not passing east of Columbia. The increased movement of loaded cars arriving at Fifty-second Street, Philadelphia, was derived from the increased freight traffic, noted as passing eastward from Harrisburg and Columbia, and a large increase in anthracite coal tonnage from the Pennsylvania Schuylkill Valley Railroad.

The decreased loaded-car movement westward from the different points noted was due to decreased shipments in west-bound through and local trade; the through tonnage westward showing a decrease of $8\frac{8}{10}$ per cent, and the local tonnage westward, a decrease of $6\frac{2}{10}$ per cent. The decreased movement westward from Fifty-second Street, Philadelphia, was in shipments of general merchandise; westward from Columbia, Harrisburg, and Mifflin, in decreased shipments of manufactured iron, iron ore, and general merchandise; and westward from Altoona, Conemaugh, and Derry, in decreased shipments of anthracite coal, foreign ore, iron, ballast, limestone, and general merchandise. The decrease in the number of loaded cars arriving at Pittsburgh was less than one per cent., and was due to decreased shipments of general merchandise, principally in through trade.

The average car load east and west bound increased from $14\frac{22}{100}$ tons in 1887 to $15\frac{53}{100}$ tons in 1888, an increase of $\frac{54}{100}$ of a ton, or $3\frac{6}{10}$ per cent.

MOVEMENT OF LOADED CARS ON BRANCH AND CONNECTING ROADS.

DIVISION.	STATIONS.	DIRECTION.	1888.	1887.	INCREASE.	DECREASE.	PERCENT-AGE.
Philadelphia,	Thirty-fourth Street, . .	To Philad'a and Reading R. R.,	3,121	6,306	. . . .	3,185	50.51
	Thirty-fourth Street, . .	From Philad'a and Reading R. R.,	30,270	40,053	. . . .	9,783	24.43
	West Chester,	Arriving,	4,875	5,008	. . . .	133	2.66
	West Chester,	Leaving,	849	988	. . . .	139	14.07
	Pomeroy,	To Pomeroy and Newark R. R.,	2,815	2,973	. . . .	158	5.31
	Pomeroy,	From Pomeroy and Newark R. R.,	3,165	2,744	421	. . . .	15.34
	Conewago,	To Cornwall and Lebanon R. R.,	15,669	12,184	3,485	. . . .	28.60
	Conewago,	From Cornwall and Leb. R. R.,	8,344	7,155	1,189	. . . .	16.62
Schuylkill,	Fifty-second Street, . .	Arriving,	45,908	26,929	18,979	. . . .	70.48
	Fifty-second Street, . .	Westward,	11,361	11,800	. . . .	439	3.72
	Frazer,	To Phoenixville Branch,	12,256	12,569	. . . .	313	2.49
	Frazer,	From Phoenixville Branch, . . .	4,456	5,263	. . . .	807	15.33
Frederick,	Columbia,	To York Branch,	11,864	11,257	607	. . . .	5.39
	Columbia,	From York Branch,	11,307	9,679	1,628	. . . .	16.82
	Columbia,	To Col. and Pt. Deposit R. R., .	39,485	31,466	8,019	. . . .	25.48
	Columbia,	From Col. and Pt. Deposit R. R.,	8,739	8,531	208	. . . .	2.44
	Perryville,	Arriving via Col. and Pt. D. R. R.,	38,781	30,245	8,536	. . . .	28.22
	Perryville,	Leaving via Col. and Pt. D. R. R.,	7,431	7,657	. . . .	226	2.95
	York	To Baltimore Division,	9,975	9,656	319	. . . .	3.30
	York	From Baltimore Division, . . .	15,617	14,181	1,436	. . . .	10.13
Middle,	Harrisburg,	To Philad'a and Reading R. R.,	45,630	35,912	9,718	. . . .	27.06
	Harrisburg,	From Philad'a and Reading R. R.,	6,565	6,868	. . . .	303	4.41
	Harrisburg,	To Cumberland Valley R. R., .	20,123	22,223	. . . .	2,100	9.45
	Harrisburg,	From Cumberland Valley R. R.,	19,690	22,106	. . . .	2,416	10.93
	Bridgeport,	To Baltimore Division,	6,995	7,329	. . . .	334	4.56
	Bridgeport,	From Baltimore Division, . . .	12,438	16,960	. . . .	4,522	26.66
	Marysville,	To Baltimore Division,	49,471	53,628	. . . .	4,157	7.75
	Marysville,	From Baltimore Division, . . .	17,481	18,380	. . . .	899	4.89
	Rockville,	To Susquehanna Division, . .	38,944	36,703	2,241	. . . .	6.11
	Rockville,	From Susquehanna Division, .	182,851	162,841	20,010	. . . .	12.29
	Huntingdon,	To Hunt. and Broad T. M. R. R.,	5,931	6,705	. . . .	774	11.54
	Huntingdon,	From Hunt. and Broad T. M. R. R.,	49,476	35,644	13,832	. . . .	38.81
	Bellwood,	To Bell's Gap R. R.,	1,313	959	354	. . . .	36.91
	Bellwood,	From Bell's Gap R. R.,	21,365	12,886	8,479	. . . .	65.80
	Tyrone,	To Lewisburg and Tyrone R. R.,	1,536	2,065	. . . .	529	25.62
	Tyrone,	From Lewisb'g and Tyrone R. R.,	5,951	6,522	. . . .	571	8.75
Lewistown,	Tipton Junction,	To Tipton Branch,	46	70	. . . .	24	34.29
	Tipton Junction,	From Tipton Branch,	2,072	1,481	591	. . . .	39.91
	Lewistown Junction, . .	To Lewistown Division,	27,245	22,162	5,083	. . . .	22.94
	Lewistown Junction, . .	From Lewistown Division, . .	26,222	29,249	. . . .	3,027	10.35
	Selinsgrove Junction, . .	To Susquehanna Division, . . .	23,992	17,269	6,723	. . . .	38.93
Altoona,	Selinsgrove Junction, . .	From Susquehanna Division, .	24,984	27,446	. . . .	2,462	8.97
	Hollidaysburg,	Arriving south-bound,	15,653	16,703	. . . .	1,050	6.29
	Hollidaysburg,	Leaving north-bound,	18,595	25,044	. . . .	6,449	25.75

MOVEMENT OF LOADED CARS ON BRANCH AND CONNECTING ROADS.—Continued.

DIVISION.	STATIONS.	DIRECTION.	1888.	1887.	INCREASE.	DECREASE.	PERCENT-AGE.
Bedford, . .	Mount Dallas,	To Hunt. and Broad T. M. R. R.	36,416	22,132	14,284	. . . .	64.54
	Mount Dallas,	From Hunt. and Br'd T. M. R.R.,	2,627	2,522	105	. . . .	4.16
	State Line,	To Cumb. and Penna. R. R., . .	409	426	. . . .	17	3.99
	State Line,	From Cumb. and Penna. R. R.,	9,206	8,908	298	. . . .	3.35
	Geo.'s Cr. Jc. and S. Line	To G. C. & C. R. R.,	1,242	1,301	. . . .	59	4.53
	Geo.'s Cr. Jc. and S. Line	From G. C. & C. R. R.,	25,090	11,245	13,845	. . . .	123.12
Tyrone, . .	East Tyrone,	To Tyrone and Clearfield R. R.,	7,632	6,453	1,179	. . . .	18.27
	East Tyrone,	From Tyrone and Clearf'd R.R.,	146,722	148,030	. . . .	1,308	.88
	East Tyrone,	To Bald Eagle Valley R. R., . .	67,040	53,563	13,477	. . . .	25.16
	East Tyrone,	From Bald Eagle Valley R. R.,	10,379	9,358	1,021	. . . .	10.91
	Mill Hall,	To Beech Creek R. R.,	291	190	101	. . . .	53.16
	Mill Hall,	From Beech Creek R. R.,	65	100	. . . .	35	35.00
	Loch Lomond,	To Beech Creek R. R.,	82	161	. . . .	79	49.07
	Loch Lomond,	From Beech Creek R. R.,	365	543	. . . .	178	32.78
	Springhill Junction, . .	To Beech Creek R. R.,	6,130	3,774	2,356	. . . .	62.43
	Springhill Junction, . .	From Beech Creek R. R.,	6	. . . .	6	. . . .
	Lock Haven,	To P. & E. R. R. Division, . .	67,163	59,769	7,394	. . . .	12.37
	Lock Haven,	From P. & E. R. R. Division, .	8,303	6,412	1,891	. . . .	29.49
	South-west Junction, . .	To S. W. Penna. Railway,	11,295	10,872	423	. . . .	3.89
	South-west Junction, . .	From S. W. Penna. Railway, . .	168,320	150,362	17,958	. . . .	11.94
Pittsburgh, .	Redstone Junction, . . .	To Redstone Branch,	9,809	11,326	. . . .	1,517	13.39
	Redstone Junction, . . .	From Redstone Branch,	3,964	3,104	860	. . . .	27.71
	Cresson,	To Cresson and Clearfield R. R.,	376	388	. . . .	12	3.09
	Cresson,	From Cresson and Clearf'd R.R.,	6,148	3,249	2,899	. . . .	89.23
	Junction Alexandria Br.,	To Alexandria Branch,	197	888	. . . .	691	77.82
	Junction Alexandria Br.,	From Alexandria Branch,	5,498	6,237	. . . .	739	11.85
	Summit,	To Pitts, McK. and Y. R. R., . .	12,902	7,285	5,617	. . . .	77.10
	Summit,	From Pitts., McK. and Y. R. R.,	4,559	4,231	328	. . . .	7.75
	New Haven,	To Pitts., McK. and Y. R. R., . .	8,351	4,868	3,483	. . . .	71.55
	New Haven,	From Pitts, McK. and Y. R. R.,	1,010	491	519	. . . .	105.70
	Manor,	To Manor Valley R. R.,	577	292	285	. . . .	97.60
	Manor,	From Manor Valley R. R.,	6,081	4,678	1,403	. . . .	29.99
	Everson,	To Baltimore and Ohio R. R., . .	2,993	530	2,463	. . . .	464.72
	Everson,	From Baltimore and Ohio R. R.,	739	886	. . . .	147	16.59
West Penn, .	Blairsville,	Eastward,	100,443	88,497	11,946	. . . .	13.50
	Blairsville,	Westward,	59,466	67,535	. . . .	8,069	11.95
	Allegheny,	Eastward,	91,863	82,938	8,925	. . . .	10.76
	Allegheny,	Arriving,	62,930	66,657	. . . .	3,727	5.59
	Allegheny Junction, . .	To Allegheny Valley R. R., . . .	3,759	4,067	. . . .	308	7.57
	Allegheny Junction, . .	From Allegheny Valley R. R., . .	10,795	7,488	3,307	. . . .	44.16
	Butler Junction,	To Butler Extension,	3,196	3,272	. . . .	76	2.32
	Butler Junction,	From Butler Extension,	3,014	2,736	278	. . . .	10.16
Monongahela	Brinton,	To Port Perry Branch,	15,681	16,880	. . . .	1,199	7.10
	Brinton,	From Port Perry Branch,	41,245	35,730	5,515	. . . .	15.44
	Ormsby,	Southward,	19,510	19,058	452	. . . .	2.37
	Ormsby,	Arriving,	21,565	27,854	. . . .	6,289	22.58
	West Brownsville Junc.,	To Redstone Branch,	1,370	1,252	118	. . . .	9.42
	West Brownsville Junc.,	From Redstone Branch,	16,335	17,871	. . . .	1,536	8.59

The increased and decreased movements of loaded cars to and from branch roads and connecting lines on the Pennsylvania Railroad Division, as shown in the preceding statement, are accounted for as follows:—

PHILADELPHIA DIVISION.

At Philadelphia, Thirty-fourth Street.—The decrease to the Philadelphia and Reading Railroad was in general merchandise, and the decrease from that road was in anthracite coal.

At West Chester.—The decrease in the number of loaded cars arriving was in coal and lumber; the decrease from that point was in grain and brick.

At Pomeroy.—The decrease to the Pomeroy and Newark Railroad was in coal, phosphate, and general merchandise; the increase from that road was in building stone.

At Conewago.—The increase to the Cornwall and Lebanon Railroad was in coal, coke, and iron ore; the increase from that road was in iron ore and pig iron.

SCHUYLKILL DIVISION.

At Philadelphia, Fifty-second Street.—The increase in the number of loaded cars from the Schuylkill Division was in anthracite coal, and the decrease to the Schuylkill Division was in general merchandise.

At Frazer.—The decrease to the Phoenixville Branch was in bituminous coal and coke; the decrease from that branch was in manufactured iron.

FREDERICK DIVISION.

At Columbia.—The increase to the York Branch was in coal, coke, manufactured iron, iron ore, and miscellaneous freight; the increase from that branch was in pig iron, iron ore, lime, and miscellaneous freight.

The increase to the Columbia and Port Deposit Railroad was in coal, pipe, manufactured iron, iron ore, and miscellaneous freight; the increase from that branch was in muck iron, cinder, peaches, and fertilizers.

At Perryville.—The increase from the Columbia and Port Deposit Railroad was in bituminous and anthracite coal, pipe, manufactured and pig iron, coke, stone, and miscellaneous freight; the decrease to that branch was in canned goods and manufactured iron.

At York.—The increase to the Baltimore Division, Northern Central Railway, was in pig iron, bar iron, and miscellaneous freight; the increase from that division was in iron ore and miscellaneous freight.

MIDDLE DIVISION.

At Harrisburg.—The increase to the Philadelphia and Reading Railroad was in coal and coke; the decrease from that road was in pig iron, manufactured iron, and broken stone.

The decrease to the Cumberland Valley Railroad was in steel rails and flour; the decrease from that road was in pig iron, iron ore, sugar, and molasses.

At Bridgeport.—The decrease to the Baltimore Division was in steel rails, flour, and general merchandise; the decrease from that division was in foreign ore and pig iron.

At Marysville.—The decrease to the Baltimore Division was in coal, coke, and grain; the decrease from that division was in foreign ore and general merchandise.

At Rockville.—The increase to the Susquehanna Division was in general merchandise; the increase from that division was in anthracite coal, lumber, and miscellaneous merchandise.

At Huntingdon.—The decrease to the Huntingdon and Broad Top Mountain Railroad was in general merchandise; the increase from that road was in bituminous coal, lumber, and fire-brick.

At Bellwood.—The increase to the Bell's Gap Railroad was in mining supplies and general merchandise; the increase from that road was in bituminous coal and coke.

At Tyrone.—The decrease to the Lewisburg and Tyrone Railroad was in mining supplies and general merchandise; the decrease from that road was in iron ore.

At Tipton Junction.—The decrease to the Tipton Branch was in mining supplies; the increase from that branch was in bituminous coal.

LEWISTOWN DIVISION.

At Lewistown Junction.—The increase to the Lewistown Division was in bituminous coal and coke; the decrease from that division was in anthracite coal.

At Selinsgrove Junction.—The increase to the Lewistown Division was in bituminous coal and coke; the decrease from that division was in anthracite coal.

BEDFORD DIVISION.

At Mount Dallas.—The increase to the Huntingdon and Broad Top Mountain Railroad was in bituminous coal, lumber, and fire-brick; the increase from that road was in general merchandise.

At State Line.—The decrease to the Cumberland and Pennsylvania Railroad was in iron and general merchandise; the increase from that road was in bituminous coal and fire-brick.

At George's Creek Junction and State Line.—The decrease to the George's Creek and Cumberland Railroad was in general merchandise; the increase from that road was in bituminous coal, lumber, and pulp wood.

TYRONE DIVISION.

At East Tyrone.—The increase to the Tyrone and Clearfield Railway was in mining supplies and general merchandise; and the decrease from that road was due to the increased lading of coal cars.

The increase to the Bald Eagle Valley Railroad was in iron ore, bituminous coal, and coke; the increase from that road was in pig iron, stone, and miscellaneous freight.

At Mill Hall.—The increase to the Beech Creek Railroad was in lumber and lime; the decrease from that road was in bark.

At Loch Lomond.—The decrease to the Beech Creek Railroad was in grain and general merchandise; the decrease from that road was in bark and lumber.

At Spring Hill.—The increase to the Beech Creek Railroad was in bituminous coal. There was no material change in the number of loaded cars received from that road.

At Lock Haven.—The increase to the Philadelphia and Erie Railroad Division was in bituminous coal and limestone; the increase from that division was in anthracite coal, lumber, and ore.

ALTOONA DIVISION.

At Hollidaysburg.—The decrease in the number of loaded cars arriving southward was in bituminous coal, coke, and foreign ore; the decrease in the number of loaded cars leaving northward was in ballast; stone, and manufactured iron.

PITTSBURGH DIVISION.

At South-west Junction.—The increase to the South West Pennsylvania Railway was in general merchandise; the increase from that branch was in bituminous coal and coke.

At Redstone Junction.—The decrease to the Redstone Branch and the increase from that branch were in coke shipments.

At Cresson.—The decrease to the Cresson and Clearfield Railroad was in general merchandise; the increase from that road was in lumber, bituminous coal, and coke.

At Junction Alexandria Branch.—The decrease to the Alexandria Branch was in track material; the decrease from that branch was in bituminous coal and coke.

At Summit.—The increase to and from the Pittsburgh, McKeesport and Youghioghenny Railroad was in coke.

At New Haven.—The increase to and from the Pittsburgh, McKeesport and Youghioghenny Railroad was in coke.

At Manor.—The increase to the Manor Valley Railroad was in building material and mining supplies; the increase from that road was in bituminous coal.

At Everson.—The increase to the Baltimore and Ohio Railroad and the decrease from that road were in coke.

WEST PENN DIVISION.

At Allegheny City.—The increased movement of loaded cars eastward from this point was in dressed beef, live stock, and ore; the decrease in the number of loaded cars arriving at this point was in through freight and general merchandise.

At Allegheny Junction.—The decrease to the Allegheny Valley Railroad was in coke and manufactured iron; the increase from that road was in oil, iron, and general merchandise.

At Blairsville.—The increase from this point eastward was in oil, dressed beef, live stock, bituminous coal, and ore; the decrease from this point westward was in through freight and general merchandise.

At Butler Junction.—The decrease to the Butler Extension was in oil-well supplies; the increase from the Butler Extension was in glass, stone, and brick.

MONONGAHELA DIVISION.

At Brinton.—The decrease to the Port Perry Branch was in sand, ore, and general merchandise; the increase from that branch was in coal, manufactured iron, glass, and grain.

At Ormsby.—The increase from this point southward was in manufactured iron, glass, pipe, and grain; the decrease arriving at that point was in coal and coke.

At West Brownsville Junction.—The increase to the Redstone Branch was in coke and general merchandise; the decrease from that branch was in coke.

The oil shipments for 1888 compared with those of 1887 are shown in the following statement:—

	CRUDE OIL, BBLs.	REFINED OIL, BBLs.	NAPHTHA, BENZINE, &c. BBLs.	TOTAL BARRELS.
Through eastward, 1888,	2,192,478	978,029	371,185	3,541,692
Through eastward, 1887,	2,031,422	600,940	100,947	2,733,309
Increase in 1888,	161,056	377,089	270,238	808,383
To local points in 1888,				400,574
To local points in 1887,				304,829
Increase in 1888,				95,745

There was an increase in shipments of through oil eastward of 808,383 barrels, or $29\frac{57}{100}$ per cent., and an increase to local points of 95,745 barrels, or $31\frac{41}{100}$ per cent., making a total increase of 904,128 barrels, or $29\frac{77}{100}$ per cent., the total shipments of oil during the year 1888 amounting to 3,942,266 barrels.

The total shipments of coal and coke over the Main Line and branches during 1888 compare with 1887 as follows:—

1888,	21,040,918 tons.
1887,	17,796,708 tons.

Increase, 3,244,210 tons, or $18\frac{23}{100}$ per cent.

The coal shipments were 16,731,538 tons in 1888, and 13,948,033 tons in 1887, an increase of 2,783,505 tons, or $19\frac{96}{100}$ per cent. The total coke shipments were 4,309,389 tons in 1888, and 3,848,675 tons in 1887, an increase of 460,705 tons, or $11\frac{97}{100}$ per cent. The coke shipments from the Connellsville region were 3,469,537 tons in 1888, and 2,945,204 tons in 1887, an increase of 524,333 tons, or $17\frac{80}{100}$ per cent. The coke shipments east-bound increased 488,709 tons, or $45\frac{53}{100}$ per cent., and west-bound 35,624 tons, or $1\frac{90}{100}$ per cent. The shipments of coal over the piers at Greenwich during 1888 were 1,069,379 tons of bituminous coal, 239,185 tons of gas coal, 71,405 tons of anthracite coal, and 62 tons of coke, making a total of 1,380,031 tons, an increase of 211,798 tons, or $18\frac{13}{100}$ per cent., as compared with the total shipments in 1887.

MAINTENANCE OF WAY.

The roadway, tracks, and bridges were maintained in good condition, and materially improved by repairs, renewals, and betterments made during the year. There were 16,108 tons of steel rails and 730,826 cross-ties used for repairs and renewals, and 6686 tons of steel rails and 232,694 cross-ties used in construction. One hundred and sixty-five miles of single track were added by building new branch roads and construction, and extension of second, third, and fourth tracks and sidings. The amount of new track laid during the year, and the total number of miles of single track in use on December 31st, 1888, are shown in the following statements.

NEW TRACK LAID ON THE PENNSYLVANIA RAILROAD AND BRANCHES DURING 1888.

	MILES.	FEET.	MILES.	FEET.
Parkesburg, No. 1 track,	1	3,906		
Parkesburg, No. 2 track,	1	654		
Pomeroy, No. 4 track,	1	4,322		
Branch Intersection to Steelton, No. 1 track,	6	1,795		
Branch Intersection to Steelton, No. 2 track,	6	1,795		
Philadelphia Division sidings,	8	4,774		
Harrisburg, Dock Street to Second Street, No. 3 track,		2,218		
Harrisburg, Dock Street to Second Street, No. 4 track,		2,218		
Thompsontown, No. 4 track,	6	1,809		
Mifflin yard, No. 4 track,		1,295		
Vineyard, No. 3 track,	3	2,912		
Tyrone, east of No. 3 track,		4,077		
Tyrone, west of No. 3 track,	1	59		
Tipton, No. 3 track,	1	885		
Elizabeth Furnace, No. 3 track,	1	4,576		
Cambria and Clearfield Railroad and branches,	17	1,795		
Middle Division sidings,	5	5,171		
Altoona yard sidings,	3	3,502		
Hollidaysburg and Morrison's Cove Branch sidings,		425		
Allegrippus, No. 3 track,		683		
Gallitzin, No. 3 track,		1,644		
Cresson to Lilly, No. 3 track,	1	4,309		
Cresson, east-bound main track,		3,006		
Sonman, No. 3 track,	1	4,055		
Conemaugh, No. 4 track,	1	1,312		
Johnstown, No. 4 track,		3,084		
Sang Hollow, No. 3 track,		3,819		
New Florence, No. 3 track,		4,370		
Blairsville Intersection to Gray, No. 3 track,	1	290		
Blairsville Intersection, No. 4 track,	1	192		
Derry, No. 3 track,		4,062		
Derry, No. 4 track,	1	3,722		
Latrobe, No. 3 track,	1	3,856		
Radebaugh to Penn, No. 3 track,	1	2,720		
Manor middle siding to Penn, No. 3 track,	1	4,830		
Irwin, No. 3 track,		4,500		
Brinton, No. 3 track,		2,668		
Brinton, No. 4 track,		2,294		
Pittsburgh Division sidings,	11	3,117		
South West Pennsylvania Division sidings and branches,	12	4,391		
West Pennsylvania Division sidings, and Nos. 2, 3, and 4 tracks,	21	632		
Tyrone Division sidings and branches,	6	3,993		
Bedford Division sidings,		160		
Lewistown Division sidings,		700		
Monongahela Division sidings,	10	4,331		
Frederick Division sidings,		2,232		
Schuylkill Division sidings,	11	207		
Carried forward,			164	847

NEW TRACKS LAID ON THE PENNSYLVANIA RAILROAD AND BRANCHES DURING 1888.—CONTINUED.

	MILES.	FEET.	MILES.	FEET.
Brought forward,			164	847
LESS TRACKS REMOVED.				
Philadelphia Division sidings,	3	1,073		
Middle Division sidings,	3	1,999		
Altoona Division sidings,	1	2,142		
Pittsburgh Division sidings,		5,190		
West Pennsylvania Division sidings,	3	1,886		
Tyrone Division sidings,		338		
Schuylkill Division sidings,		1,537		
Monongahela Division sidings,	1	5,053	14	3,378
Private sidings laid,	8	3,898	149	2,749
Private sidings removed,	2	645	6	3,253
Total additional length of track, Pennsylvania Railroad Division, including private sidings,			156	722
Sunbury, Hazleton and Wilkesbarre Railway sidings,	1	1,460		
North and West Branch Railway sidings,	2	4,478		
Nescopeck Railroad sidings,		3,967		
Ridgway and Clearfield Railroad sidings,	1	834		
Lewisburg and Tyrone Railroad sidings,	1	2,789		
Morea Branch (Pennsylvania Schuylkill Valley Railroad),	1	1,900	8	4,868
			165	310
LESS COMPANY'S SIDINGS REMOVED.				
Sunbury, Hazleton and Wilkesbarre Railway,		560		
North and West Branch Railway,		182		
Lewisburg and Tyrone Railroad,		700		1,442
			164	4,148
PRIVATE SIDINGS LAID.				
Ridgway and Clearfield Railroad,		650		
Lewisburg and Tyrone Railroad,		1,036		
		1,686		
Less private sidings removed,		288		1,398
Total additional length of track, Pennsylvania Railroad and branches, including private sidings,			165	266

TOTAL NUMBER OF MILES OF SINGLE TRACK IN USE DECEMBER 31ST, 1888.

Pennsylvania Railroad Division.

Main Line, including sidings,	1,312.25 miles.
Branches owned, including sidings,	219.56 "
Branches leased, including sidings,	1,172.93 "
Private sidings,	204.11 "
Total,	2,908.85 "

Lewisburg and Tyrone Railroad (east end), including Lewisburg Bridge.

Main Line, including sidings,	65.13 miles.
Private sidings,	6.52 "
Total,	71.65 "

Bellefonte, Nittany and Lemont Railroad.

Main Line, including sidings,	10.80 miles.
Private sidings, . . . . .	.28 "
Total,	11.08 "

Sunbury, Hazleton and Wilkesbarre Railway.

Main Line, including sidings,	53.54 miles.
Private sidings, . . . . .	.33 "
Total,	53.87 "

North and West Branch Railway.

Main Line, including sidings,	62.00 miles.
Newport Branch,	6.60 "
Private sidings,	1.47 "
Total,	70.07 "

**Pennsylvania Schuylkill Valley Railroad (north of Pottsville).*

Main Line, including sidings,	15.04 miles.
Morea Branch, including sidings,	1.36 "
Shenandoah Branch, including sidings,	5.96 "
Total,	22.36 "

Nescopeck Railroad.

Main Line, including sidings,	14.19 miles.
Total,	14.19 "

Ridgway and Clearfield Railroad.

Main Line, including sidings,	34.06 miles.
Private sidings, . . . . .	.53 "
Total,	34.59 "

Susquehanna and Clearfield Railroad.

Main Line, including sidings,	25.23 miles.
Three Runs Branch,	2.79 "
Private sidings, . . . . .	.11 "
Total,	28.13 "

Total Pennsylvania Railroad and Branches.

Main Line, including sidings,	1,312.25 miles.
Branches owned, including sidings,	219.56 "
Branches leased, including sidings,	1,469.63 "
Private sidings,	213.35 "
Total,	3,214.79 "

*NOTE.—This portion of the Pennsylvania Schuylkill Valley Railroad north of Pottsville is operated as a part of the Philadelphia and Erie Railroad Division, as are the other branch roads noted.

On December 31st, 1888, there were in use on the Philadelphia Division $57\frac{5}{10}$ miles of third track and $32\frac{6}{10}$ miles of fourth track; on the Middle Division, $60\frac{8}{10}$ miles of third track and $24\frac{4}{10}$ miles of fourth track; on the Pittsburgh Division, $61\frac{7}{10}$ miles of third track and $21\frac{3}{10}$ miles of fourth track, making a total of $180\frac{2}{10}$ miles of third track and $78\frac{4}{10}$ miles of fourth track in use on the Main Line between Philadelphia and Pittsburgh, an increase of $39\frac{7}{10}$ miles of third track and $25\frac{1}{10}$ miles of fourth track during the year.

The construction of the Cambria and Clearfield Railroad, extending from a connection with the Clearfield and Jefferson Railroad, at La Jose, to Brubaker Junction, a distance of $9\frac{4}{10}$ miles, together with St. Lu Branch, King's Run Branch, and Brubaker Branch, $\frac{4}{10}$, $1\frac{5}{10}$, and $5\frac{3}{10}$ miles in length respectively, was completed, and the road opened for traffic on September 24th, 1888.

A large amount of work was done in the extension of third and fourth tracks, building of additional sidings, grading, &c. on the Main Line, and on branch roads in extension of second track, building new branches, and laying additional sidings for the development of traffic.

On the Philadelphia Division third track from Frazer's to Valley Creek, and the fourth track from Glenloch to Frazer's, and the third track through Murphy's Cut, east of Parkesburg, were entirely completed.

On the Middle Division additional third and fourth tracks from Thompsettown to Tuscarora, from Lewistown Junction to Granville Bridge, and from Vineyard to Newton Hamilton, and the third track from Tipton eastward to bridge number 13 were completed.

On the Pittsburgh Division additional third track was laid between Gallitzin and Cresson, and from Sonman to a connection with the third track west of Portage, a connection made between the third track at Cresson and at Lilly's, and the fourth track extension east of Conemaugh was completed. The grading and masonry for four tracks through Johnstown were completed, and the bridge over the Conemaugh River at that point removed and a stone bridge for four tracks built to replace it. Additional third track was built at New Florence, and the fourth track west of Blairsville intersection was completed. The third track extensions from Latrobe to Carney, east and west of Grapeville, from Penn to Manor and from Manor to Irwin, were also completed.

The change of line at Pomeroy, which has been in progress during the past two years, was entirely completed in October, and very materially reduced the curvatures by removing some objectionable reverse curves at this point.

Considerable progress was made in the completion of the new line at Kinzer's.

Two additional tracks were built from Branch Intersection to Steelton, and the line of road almost entirely reconstructed. After the completion of the four-track stone bridge over Swatara Creek, at Middletown, an arrangement was made with the trustees of Union Canal by which the bridge over the canal was removed, and the canal filled in by the construction of a solid embankment for four tracks. The grade of the road through the borough of Middletown was raised about two feet, with the view of changing Union Street from a grade to an undergrade crossing. The passenger and freight stations at this point were removed to a new location, and an iron bridge was built over the railroad at Brown's Road to remove a dangerous grade crossing. The iron bridge over the Pennsylvania Canal was widened to accommodate the third and fourth tracks. From the canal to Highspire the passenger line was built on a high grade for the purpose of transferring passengers from the north to the south side of the road overhead in order to avoid crossing the freight tracks at grade. From Highspire to Steelton the passenger tracks are all on the same grade, an overhead bridge being built at Steelton over the six tracks to enable passengers to pass to the platforms on the river-side without crossing the freight tracks at grade.

At Harrisburg the new line along the canal from Dock Street to the passenger station was entirely completed, and the grade crossing on the line of Mulberry Street was removed and abandoned on completion of the overhead bridge at Fourth Street. The new overhead bridge at Dock Street was nearly completed, and the overhead bridge at Paxson Street widened.

At Altoona improvements were made in the west-bound receiving yard, and two passenger tracks laid on the north side to allow the movement of passenger trains to and from the station independent of the freight tracks. Seven tracks were laid at the west end of Altoona yard at Union Avenue, for the accommodation of east-bound freights coming off of the Pittsburgh Division.

An extension of the Williamsburg Branch along the bed of the old canal, east of Williamsburg, for four and a half miles, is being actively engaged in.

Considerable progress was made in the change of passenger line between Moss Side and Wall's, including excavation of a new channel for Turtle Creek, the work being nearly completed at the end of the year.

The change of line at Brinton's, including the rebuilding of a new stone bridge for five tracks, was completed early in the season.

New standard systems of interlocking switches and signals for protecting and governing the movement of trains were erected and placed in service at Ship Road, Valley Creek, west end of Susquehanna Bridge, Bailey, Vandyke, Longfellow, Ryde, Mill Creek, Ardenheim, Tyrone Forges, Allegrippus, Sang Hollow, Gallitzin, and Pittsburgh yard. Additions and improvements were made to interlocking systems in use at Fortieth Street, Philadelphia, and Branch Intersection.

BRIDGES.

All bridges were maintained in good condition. Extensive improvements were made in carrying out the policy adopted of building new stone and brick arch bridges of a permanent character to replace others of lighter and less durable structure, substituting heavy iron girders for light ones, &c. The most important improvements made in construction and repairs of bridges on the different Divisions were as follows:—

On the Philadelphia Division new standard wrought-iron girders for four tracks were placed in bridges No. 20, at Fifty-ninth Street, No. 25, at Ardmore, No. 26, at Litzenberg, No. 27, at Haverford, No. 28, at Gordon Avenue, No. 30, at County Line, No. 62, East of Parkesburg, and No. 98, at Furnace Canal. New standard wrought-iron girders for three tracks were placed in bridges No. 45, at Glen Loch, No. 57, at Baker's, and for two tracks in bridges No. 48, at Whiteland, and No. 102.

The old arch in bridge No. 71 was torn down and entirely rebuilt for three tracks. Brick and stone arches for tracks No. 3 and No. 4 were built at bridge No. 100, at Swatara Creek. The iron superstructure of bridge No. 101, Union Canal, was removed, the canal being filled in. New overhead bridges were erected at Parkesburg, Middletown, Steelton, Whitehouse, and Barneston.

On the Middle Division a stone bridge of ten arches, for two tracks, was built at Vandevander's. A four-arch stone bridge was built to replace Little Juniata bridge No. 9. Overhead bridges were built at Dock Street, Paxton Street, and Mulberry Street, Harrisburg, and Newton Hamilton.

On the Pittsburgh Division new iron girder bridges were erected to replace bridges No. 22, at Wheeler, Nos. 26 and 27, at Watt, and No. 28, at Dunbar. A seven-span stone arch bridge for four tracks, to replace bridge No. 222, at Johnstown, and a three-span stone arch bridge for double track to replace bridge No. 213, at Summerhill, the construction of which was commenced in 1887, were completed and placed in service. New standard plate iron girders were placed in bridge No. 207, at Lilly. Temporary trestle-bridges were erected at Larimer and Adara, to replace stone arch bridges which were washed away. The bridge superstructure and masonry of the new overhead bridge at Pittsburgh, from Lawrenceville Station to Liberty Street, on the line of Thirty-third Street, were entirely completed.

On the Monongahela Division two twenty-foot arch culverts were built at Peters' Creek, and a new iron girder bridge seventy-five feet in length was built to replace bridge at Pike Run. Two overhead bridges for passengers were built at Ninth and Tenth Streets, South Side, Pittsburgh.

On the West Pennsylvania Railroad Division a new iron bridge was built over the Allegheny River to replace bridge No. 22. A new single-track iron girder bridge was built to replace bridge No. 23, and a double-track iron girder bridge was built over Deer Creek.

On the Altoona Division an arch culvert was built under the Hollidaysburg Branch, at Twenty-fourth Street, Altoona, to remove a dangerous grade crossing. A new pier was built and two spans of plate girders placed in bridge No. 7. An overhead bridge for passengers was built at Ninth Street, Altoona.

On the Tyrone Division bridges Nos. 9, 10, 11, 12, 13, 33, and 47, on the Bald Eagle Valley Railroad, and No. 220, on the Tyrone and Clearfield Railway, were renewed with plate iron girders.

On the Bedford Division bridge No. 22 was rebuilt.

On the Lewistown Division wooden bridges Nos. 10, 11, 15, 16, and 18 were replaced by iron girder bridges. Four wooden Howe truss spans in bridge No. 28, over the Susquehanna River, were replaced with iron. The masonry was rebuilt and two iron spans erected in bridge No. 1, on the Mifflin and Centre County Railroad.

On the Frederick Division iron bridges were built to replace wooden bridges at Stamans, on the Columbia and Port Deposit Railroad; Nos. 14 and 19, on the York Branch; and No. 34, on the Frederick and Pennsylvania Line Railroad.

On the Sunbury Division a single-track stone arch bridge of fifteen feet span was built, and 149 feet of new iron plate girders placed in bridges on the North and West Branch Railway.

STATION BUILDINGS, WAREHOUSES, SHOPS, &C.

New passenger stations were built at Conewago, Marysville, Uniontown, and Hoboken. Combined passenger and freight stations were built at Millwood, Apollo, and Harmarsville. Freight warehouses were built at Mountville, Newark Center, Conewago, McVeytown, Bellwood, and Uniontown. Dwelling-houses for use of employes were built at Cove Forge, Vineyard, Warrior Ridge, Derry, and Hoboken. The passenger station at Nanticoke and the freight station at Wilkesbarre were enlarged. The passenger station at Middletown was moved to a new location and repaired and painted. New passenger stations are being built at Bellefonte and Brinton's. The train-shed at Union Station, Pittsburgh, was enlarged by building an addition 86 by 505 feet.

The new engine-house at Fifty-second Street, West Philadelphia, and the new round-house at Derry, the construction of which was commenced in 1887, were both completed. The round-house at Lewistown Junction destroyed by fire in 1887 was rebuilt.

The new car-repair shops referred to in last annual report as being built at Fifty-second Street, West Philadelphia, were completed. They are fully equipped with stationary engine, boilers, saws, drill-presses, and other tools and machinery required in freight-car repair work, and are known as the "Park shops." The transfer of freight-car repair work to these shops will relieve the West Philadelphia shops so that they can be more especially devoted to the increasing demands of passenger equipment cars.

The extension of the freight-car repair shops at Harrisburg commenced in 1887 was completed. New turn-tables were placed in round-houses at Harrisburg, Huntingdon, Bellefonte, Belsena, Twenty-eighth Street, Pittsburgh, and West Elizabeth.

New shop buildings consisting of boiler, erecting, blacksmith, and machine shops, transfer pit, office and storeroom, boiler-house, and electric and hydraulic building, are being erected at Altoona to furnish increased facilities for the construction of locomotives. A new brick building, 420 feet long and 134 feet wide, is also being built for use as a paint-shop for passenger cars.

At Greenwich the extensions of piers Nos. 4 and 5 were completed, and a bulkhead built between them on the south side of the coal wharves, furnishing increased facilities for handling coal at that point. A new transfer bridge was also built on the north side of pier No. 1.

Pier No. 15, at Vine Street, Philadelphia, is being remodeled to adapt it for use as a freight station, and the dock is being arranged for the accommodation of car-floats.

A new water and coal station was built at Harrisburg. The Brush Mountain reservoir, near Altoona, commenced in 1887, was completed. Extensive alterations were made to the water-station at Parkesburg. New coal wharves were built at West Philadelphia and Glen Loch, and extensive repairs were made to the coal wharves at Harrisburg and Mifflin.

Track-scales were erected and placed in service at East Reading and Mines.

UNITED RAILROADS OF NEW JERSEY DIVISION.

The gross earnings for the year 1888 were as follows:—

From freight,	\$8,847,088 22
From passengers,	6,968,551 27
From express,	378,483 58
From mails,	204,824 73
From miscellaneous sources,	176,154 80
	<u>\$16,575,102 60</u>

And the expenses were:—

Conducting transportation,	\$6,776,690 03
Motive power,	3,363,566 95
Maintenance of cars,	663,007 55
Maintenance of way,	1,737,625 84
General expenses,	99,915 29
	<u>12,640,805 66</u>
	<u>\$3,934,296 94</u>
Deduct interest on equipment,	65,244 25
Net earnings for 1888,	\$3,869,052 69
Net earnings for 1887,	<u>3,883,002 75</u>
Decrease in 1888,	<u>\$13,950 06</u>

Compared with the year 1887, the total gross earnings increased \$740,667.86, or $4\frac{6.8}{100}$ per cent. The earnings from freight increased \$622,699.82, or $7\frac{5.7}{100}$ per cent., the earnings from passengers, \$126,335.04, or $1\frac{8.5}{100}$ per cent., and the earnings from express increased \$11,389.08, or $3\frac{1.0}{100}$ per cent. There was a decrease of \$598.07, or $\frac{2.9}{100}$ per cent., in the mail earnings, and a decrease of \$19,158.01, or $9\frac{8.1}{100}$ per cent., in earnings from miscellaneous sources. The net earnings, after deducting interest on equipment, decreased \$13,950.06, or $\frac{3.8}{100}$ per cent.

COMPARATIVE STATEMENT OF THE OPERATING EXPENSES OF THE SEVERAL DEPARTMENTS.

YEAR.	CONDUCTING TRANSPORTATION	MOTIVE POWER.	MAINTENANCE OF CARS.	MAINTENANCE OF WAY.	GENERAL EXPENSES.	TOTALS.
1888,	\$6,776,690 03	\$3,363,566 95	\$663,007 55	\$1,737,625 84	\$99,915 29	\$12,640,805 66
1887,	6,261,632 89	3,090,996 46	646,886 17	1,789,922 13	97,404 50	11,886,842 15
Increase	\$515,057 14	\$272,570 49	\$16,121 38	. . . . .	\$2,510 79	\$753,963 51
Decrease . . . . .	. . . . .	. . . . .	. . . . .	\$52,296 29	. . . . .	. . . . .
Percentage,	8.23	8.82	2.49	2.92	2.58	6.34

The total operating expenses for the year 1888, compared with 1887, show an increase of \$753,963.51, or $6\frac{3.4}{100}$ per cent. Conducting transportation expenses increased \$515,057.14, or $8\frac{2.3}{100}$ per cent. Motive power expenses increased \$272,570.49, or $8\frac{3.2}{100}$ per cent. Maintenance of cars expenses increased \$16,121.38, or $2\frac{4.9}{100}$ per cent. Maintenance of way expenses decreased \$52,296.29, or $2\frac{3.2}{100}$ per cent., and general expenses increased \$2510.79, or $2\frac{5.8}{100}$ per cent.

The increase of \$753,963.51, or $6\frac{3.4}{100}$ per cent., in operating expenses was mainly due to larger expenditures incurred in the movement of the increased freight and passenger business, there being an increase of over five per cent. in the number of passengers carried, and nearly eleven per cent. in the number of tons of freight moved during the year.

The principal items of increased expenditures in conducting transportation department were for wages of trainmen, car service, clerks, labor, and expenses of stations, telegraph expenses, manning and repairing barges, car-floats, and canal-boats, lighting and heating cars and stations, insurance, repairs of wharves and landings, and repairs, fuel, manning, and charters of steamboats and tug-boats, insurance, &c.

The increase in motive power expenses was due to increased expenditures for wages of enginemen and firemen, supplies for locomotives, and locomotive repairs, on account of additional mileage, and also to increased expenditures for laborers and repairs of engine-houses, machine-shops, &c.

The increase in maintenance of cars expenses was due to increased expenditures for repairs of passenger equipment, insurance, laborers, and repairs of car-shops and sheds.

The increased general expenses were due to increased expenditures for salaries of officers and clerks.

The cost of operating the United Railroads of New Jersey Division, including branches and Delaware and Raritan Canal, in 1888, was $76\frac{44}{100}$ per cent. of the gross receipts from transportation; in 1887 it was $75\frac{33}{100}$ per cent.

The cost of operating the United Railroads of New Jersey Division, including all local and branch lines, and excluding the Delaware and Raritan Canal, in 1888, was $76\frac{28}{100}$ per cent. of the gross receipts from transportation, and in 1887 it was $75\frac{7}{100}$ per cent.

NUMBER OF PASSENGERS CARRIED ON THE UNITED RAILROADS OF NEW JERSEY DIVISION.

	1888.	1887.	INCREASE.	DECREASE.	PERCENTAGE.
First class passengers,	12,756,460	12,139,124	617,336		5.09
Emigrant passengers,	41,526	46,369		4,843	10.44
Commutation passengers,	5,922,045	5,584,903	337,142		6.04
Totals,	18,720,031	17,770,396	949,635		5.34

MILEAGE.

	1888.	1887.	INCREASE.	DECREASE.	PERCENTAGE.
First class passengers,	256,967,428	250,955,461	6,011,967		2.40
Emigrant passengers,	3,178,796	3,792,621		613,825	16.18
Commutation passengers,	67,215,631	63,348,225	3,867,406		6.10
Totals,	327,361,855	318,096,307	9,265,548		2.91

There was an increase of $5\frac{34}{100}$ per cent. in the number of passengers carried, and $2\frac{91}{100}$ per cent. in passenger mileage. The first class passenger travel increased $5\frac{3}{100}$ per cent. in number, and $2\frac{40}{100}$ per cent. in mileage. Commutation passengers increased $6\frac{1}{100}$ per cent. in number, and $6\frac{10}{100}$ per cent. in mileage. The emigrant passengers decreased $10\frac{44}{100}$ per cent. in number, and $16\frac{18}{100}$ per cent. in mileage. The average distance traveled by each passenger in 1888 was $17\frac{49}{100}$ miles, and in 1887, $17\frac{90}{100}$ miles.

FREIGHT BUSINESS—UNITED RAILROADS OF NEW JERSEY DIVISION.

	1888.	1887.	INCREASE.	DECREASE.	PERCENTAGE.
Tons of through freight eastward,	2,308,929	1,960,628	348,301		17.76
Tons of through freight westward,	986,984	1,018,731		31,747	3.12
Tons of local freight eastward,	6,744,981	6,075,699	669,282		11.02
Tons of local freight westward,	2,609,739	2,366,384	243,355		10.28
Totals,	12,650,633	11,421,442	1,229,191		10.76

MILEAGE.					
	1888.	1887.	INCREASE.	DECREASE.	PERCENTAGE.
Mileage of through freight eastward,	202,557,480	171,532,056	31,025,424		18.09
Mileage of through freight westward,	87,905,143	89,245,069		1,339,926	1.50
Mileage of local freight eastward,	309,543,078	272,920,348	36,622,730		13.42
Mileage of local freight westward,	125,082,365	106,093,679	18,988,686		17.90
Totals,	725,088,066	639,791,152	85,296,914		13.33

The freight business increased $10\frac{7}{100}$ per cent. in the number of tons moved, and $13\frac{3}{100}$ per cent. in tonnage mileage; the greatest percentage of improvement being in the through freight eastward, which increased $17\frac{7}{100}$ per cent. in tonnage, and $18\frac{9}{100}$ per cent. in tonnage mileage. The through traffic was $26\frac{1}{100}$ per cent. of the total number of tons moved, and $40\frac{6}{100}$ per cent. of the total tonnage mileage. The local freight business increased $10\frac{8}{100}$ per cent. in tonnage, and $14\frac{7}{100}$ per cent. in tonnage mileage, and the through freight business increased $10\frac{6}{100}$ per cent. in tonnage, and $11\frac{3}{100}$ per cent. in tonnage mileage.

Each ton of freight was moved an average distance of $57\frac{3}{100}$ miles in 1888, and $56\frac{2}{100}$ miles in 1887.

The following statement shows the average earnings, cost, and profit per ton, and passenger per mile for the years 1888 and 1887:—

YEAR.	PASSENGER AVERAGES.			FREIGHT AVERAGES.		
	AVERAGE EARNINGS FROM EACH PASSENGER PER MILE.	AVERAGE COST OF TRANSPORTING EACH PASSENGER PER MILE.	AVERAGE PROFIT ON EACH PASSENGER PER MILE.	AVERAGE EARNINGS FROM EACH TON OF FREIGHT PER MILE.	AVERAGE COST OF TRANSPORTING EACH TON OF FREIGHT PER MILE.	AVERAGE PROFIT ON EACH TON OF FREIGHT PER MILE.
	CENTS.	CENTS.	CENTS.	CENTS.	CENTS.	CENTS.
1888,	$1\frac{9}{1000}$	$1\frac{7}{1000}$	$0\frac{2}{1000}$	$1\frac{2}{1000}$	$1\frac{0}{1000}$	$0\frac{2}{1000}$
1887,	$1\frac{9}{1000}$	$1\frac{7}{1000}$	$0\frac{2}{1000}$	$1\frac{2}{1000}$	$1\frac{0}{1000}$	$0\frac{2}{1000}$
Increase, 1888,			$0\frac{0}{1000}$			
Decrease, 1888,	$0\frac{0}{1000}$	$0\frac{0}{1000}$		$0\frac{0}{1000}$	$0\frac{0}{1000}$	$0\frac{0}{1000}$

Compared with 1887, the average earnings per passenger per mile show a decrease of $\frac{1}{100}$ of a mill; the average cost a decrease of $\frac{2}{100}$ of a mill; and the average profit an increase of $\frac{4}{100}$ of a mill. The average earnings per ton per mile show a decrease of $\frac{1}{100}$ of a mill; the average cost a decrease of $\frac{3}{100}$ of a mill; and the average profit a decrease of $\frac{2}{100}$ of a mill.

MOVEMENT OF LOADED CARS ON UNITED RAILROADS OF NEW JERSEY DIVISION.

STATIONS.	DIRECTION.	1888.	1887.	INCREASE.	DECREASE.	PERCENTAGE.
Mantua,	Eastward,	404,602	345,593	59,009		17.07
Mantua,	Arriving,	175,487	170,492	4,995		2.93
Trenton,	Eastward,	365,353	349,888	15,465		4.42
Trenton,	Westward,	183,906	179,122	4,784		2.67
Jersey City,	Arriving,	275,378	253,840	21,538		8.48
Jersey City,	Westward,	183,162	187,924		4,762	2.53
South Amboy,	Arriving,	132,862	123,987	8,875		7.16
South Amboy,	Westward,	3,523	4,667		1,144	24.51

The increased movement of loaded cars eastward from Mantua and Trenton was due to increased shipments of bituminous and anthracite coal to South Amboy, and an increase of over seventeen per cent. in through traffic, principally in shipments of petroleum, ore, iron, agricultural products, dressed beef, lumber, perishable freight, and miscellaneous merchandise. The increased movement arriving at Jersey City was due to increased shipments of through traffic as noted, and increased shipments of general merchandise in local trade. The increased movement arriving at South Amboy was due to larger shipments of bituminous and anthracite coal, and railroad iron and bridge material for use in construction of the Raritan River Railroad. The increased movement westward from Trenton, and arriving at Mantua, was due to increased shipments of general merchandise in local trade. The decreased movement westward from Jersey City was owing to a reduction in west-bound through trade, and an increase of nearly nine per cent. in the average car load; and the decreased movement westward from South Amboy was principally due to decreased shipments of clay, brick, and wire.

The average car load eastward increased from $12\frac{2}{10}$ tons in 1887 to $13\frac{5}{10}$ tons in 1888, an increase of $\frac{7}{100}$ of a ton, or $6\frac{4}{10}$ per cent., and the average car load westward increased from $10\frac{6}{10}$ tons in 1887 to $11\frac{5}{10}$ tons in 1888, an increase of $\frac{9}{100}$ of a ton, or $8\frac{8}{10}$ per cent. The average car load eastward and westward increased from $11\frac{7}{10}$ tons in 1887 to $12\frac{5}{10}$ tons in 1888, an increase of $\frac{8}{100}$ of a ton, or $7\frac{3}{10}$ per cent.

The anthracite coal shipments to South Amboy in 1888 amounted to 876,050 gross tons, viz.: 228,498 tons from the Belvidere Division, via Trenton, and 647,552 tons from the Pennsylvania Railroad, via Mantua, an increase over 1887 of 91,811 gross tons.

There were 1,884,970 net tons of bituminous coal shipped to South Amboy in 1888, an increase of 359,953 tons, compared with similar tonnage during 1887.

MOVEMENT OF LOADED CARS ON BRANCH AND CONNECTING ROADS.

DIVISION.	STATIONS.	DIRECTION.	1888.	1887.	INCREASE.	DECREASE.	PERCENT-AGE.
New York, .	Frankford Junction, . .	To Kensington Branch, . . .	38,838	40,758	. . . .	1,920	4.71
	Frankford Junction, . .	From Kensington Branch, . .	24,829	23,693	1,136	. . . .	4.79
	Trenton,	To Amboy Division,	47,694	51,684	. . . .	3,990	7.72
	Trenton,	From Amboy Division,	16,478	29,057	. . . .	12,579	43.29
	Trenton,	To Belvidere Division,	16,821	19,441	. . . .	2,620	13.48
	Trenton,	From Belvidere Division, . .	135,782	138,304	. . . .	2,522	1.82
	Monmouth Junction, . .	To Amboy Division,	137,709	130,145	7,564	. . . .	5.81
	Monmouth Junction, . .	From Amboy Division,	5,046	10,014	. . . .	4,968	49.61
Amboy, . . .	Camden,	To Amboy Division,	26,230	27,982	. . . .	1,752	6.26
	Camden,	From Amboy Division,	45,697	39,109	6,588	. . . .	16.85
	Camden,	To Cam. & Bur. Co. R. R.,	6,498	7,627	. . . .	1,129	14.80
	Camden,	From Cam. & Bur. Co. R. R.,	2,714	3,264	. . . .	550	16.85
Belvidere, . .	Belvidere,	Northward,	13,071	12,195	876	. . . .	7.18
	Belvidere,	Southward,	6,325	6,108	217	. . . .	3.55

The increased movement of loaded cars as shown in the above statement is accounted for as follows:—

At Frankford Junction, from the Kensington Branch, by increased shipments of manufactured goods and general merchandise. At Monmouth Junction, to Amboy Division, by increased shipments of bituminous and anthracite coal, railroad iron, and bridge material. At Camden, from the Amboy Division, by increased shipments of iron pipe, bricks, and general merchandise. At Belvidere, northward, by increased shipments of bituminous coal, peaches, and merchandise, and at Belvidere, southward, by increased shipments of ice and general merchandise.

The decreased movement of loaded cars at Frankford Junction to the Kensington Branch was due to decreased shipments of anthracite coal, lumber, pig iron, nitrate of soda, and miscellaneous merchandise. The decreased movement at Trenton, to and from the Amboy Division, was principally due to forwarding freight via South Amboy and Woodbridge Junction, which was formerly moved via Trenton. The decrease at Trenton, to the Belvidere Division, was due to decreased shipments of ore, coke, grain, paper stock, lumber, and general merchandise, and from the Belvidere Division, to decreased shipments of anthracite coal. The decrease at Monmouth Junction, from the Amboy Division, was due to change in forwarding freight via South Amboy and Woodbridge Junction which was formerly forwarded via Monmouth Junction. The decrease at Camden, to the Amboy Division, was due to decreased shipments of melons, berries, fruit, and miscellaneous merchandise. The decrease at Camden, to and from the Camden and Burlington County Railroad, was due to decreased shipments of general merchandise.

MAINTENANCE OF WAY.

The standard condition of the road-bed, tracks, and bridges was fully maintained, and improved by repairs and renewals made during the year. There were $18\frac{8}{10}$ miles of additional tracks and sidings laid, 4437 tons of new steel rails and 338,629 cross-ties were used for repairs and renewals, and 423 tons of new steel rails and 17,597 cross-ties were used for construction purposes. At the close of the year there were $78\frac{1}{10}$ miles of third track and $70\frac{6}{10}$ miles of fourth track in use on the New York Division between Philadelphia and Jersey City, an increase of $3\frac{2}{10}$ miles of third track and $2\frac{8}{10}$ miles of fourth track.

The amount of new tracks and sidings laid during the year, and the number of miles of single track in use on December 31st, 1888, are shown in the following statements.

	MILES.	FEET.	MILES.	FEET.	MILES.	FEET.
Tracks and sidings laid:—						
New York Division,	17	1,100				
Amboy Division,	6	3,647				
Belvidere Division,		2,291	24	1,758		
Tracks removed:—						
New York Division,	5	2,437				
Amboy Division,	2	4,146	8	1,303	16	455
Private sidings laid:—						
New York Division,	1	4,871				
Amboy Division,		3,517				
Belvidere Division,		1,702	2	4,810		
Private sidings removed:—						
Amboy Division,		511				
Belvidere Division,		227		738	2	4,072
Total additional length of tracks laid,					18	4,527

TOTAL NUMBER OF MILES OF SINGLE TRACK IN USE DECEMBER 31st, 1888.

New York Division.

First track,	133.70 miles.
Second track,	106.08 "
Third track,	78.15 "
Fourth track,	70.64 "
Company sidings,	145.90 "
Private sidings,	13.54 "
Total,	548.01 "

Amboy Division.

First track,	222.86 miles.
Second track,	29.84 "
Third track,	0.33 "
Company sidings,	97.85 "
Private sidings,	5.52 "
Total,	356.40 "

Belvidere Division.

First track,	81.82 miles.
Second track,	1.92 "
Company sidings,	69.74 "
Private sidings,	2.81 "
Total,	156.29 "

Total United Railroads of New Jersey Division.

First track,	438.38 miles.
Second track,	137.84 "
Third track,	78.48 "
Fourth track,	70.64 "
Company sidings,	313.49 "
Private sidings,	21.87 "
Total,	1060.70 "

NOTE.—The trackage of the Pemberton and Hightstown Railroad ($27\frac{4}{5}$ miles) and the National Docks Railway ($5\frac{1}{5}$ miles), included in previous years' reports, is omitted from the above statement, as the leases under which these roads were operated by your Company expired during the year and were not renewed.

During the year the work of excavation and embankment for new passenger car yard at Mount Pleasant, near Bergen Hill, was steadily carried on and a large area cleared and graded ready for laying tracks.

Considerable paving and grading and some track-laying was done in the freight-yard at Harrison's.

The construction of the four-track system through the city of Elizabeth was not pushed forward as rapidly as was expected, on account of the delay in securing necessary right of way.

The third track between Millstone Junction and Monmouth Junction was finished and placed in service early in June, and the grading for the fourth track completed and ballast delivered.

The grading, track-laying, and bridges for the four-track system, and change of line from Metuchen station to Menlo Park, were completed in the beginning of October.

The grading for additional tracks from Cornwell to south end of Schenck's Bridge was entirely completed early in the season, but no tracks were laid.

All work in connection with the four-track system between Torresdale and Holmesburg Junction, including a new stone bridge over Pennypack Creek, was completed in the month of October, and trains have been using the system since that time.

Additional right of way and real estate was acquired along the line of the Connecting Railway, principally for the construction of car-load freight-yards.

Two new freight-yards for loading and unloading car-load freight were built at Germantown Junction, one east, and the other west, of the Philadelphia and Reading Railroad.

At Twenty-fifth and Susquehanna Avenue a large piece of ground was purchased for the purpose of establishing car-load freight-yards, which are now in course of construction.

BRIDGES.

All bridges were maintained in good condition. Important renewals and repairs were made in strengthening and improving various bridges on the different divisions, and a number of new bridges were built in order to remove dangerous grade crossings.

On the New York Division important improvements were made on the Harsimus Branch, in replacing wooden trestles with iron superstructures placed on stone piers, and in rebuilding bridges at Henderson Street, No. 30, at Oakey Brook, No. 32, at Dean's Road, No. 35, at Millstone River, bridge over canal and road on Princeton Branch, Nos. 2 and 3, on Frankford and Holmesburg Railroad, and bridge, over Frankford Creek, on the Kensington and Tacony Railroad. A new bridge was built over Church Street, Frankford, and the grade of the street depressed in order to remove very dangerous grade crossing and prevent delays to fast passenger trains. New bridges are being built and the grade of the streets depressed to pass under the tracks at Main Street, Metuchen, and Sixth Street, Philadelphia, in order to remove dangerous grade crossings at these points. A new overhead bridge was built over Meadows Road, Waverly, to remove a grade crossing.

On the Amboy Division new iron girder bridges with stone abutments were built to replace wooden bridges No. 15, over Craft's Creek, on Main Line, No. 4, on Bordentown Branch, and No. 3, over Hartford Creek, on Camden and Burlington County Railroad. New iron girders were placed in bridges Nos. 9 and 29 on the Main Line (the stone abutments of these bridges were built in 1887). Bridge No. 1 over Pensauken Creek, on the Camden and Burlington County Railroad, was replaced with stone arches. Bridge No. 19, over Crosswick Creek, on Main Line, was rebuilt. Bridges Nos. 2, 4, and 6, on the Medford Branch, were renewed. Important repairs were made to bridge No. 1, over Tom's River, on Island Heights Branch, and bridge No. 18, over Black Creek, was rebuilt with centre span iron girders on timber trestles. An overhead bridge was built at Pavonia, on the line of Cooper Avenue, near Pavonia shops, to avoid a dangerous crossing at that place.

On the Belvidere Division the following wooden bridges were replaced with iron plate girders, viz.: No. 23, at Brookville, No. 74, over private road, No. 83, at Roxburg, No. 3, at Petty's Run, Trenton, No. 11, over private road and stream, and No. 23, over Neshanic Creek (Flemington Branch). Bridge No. 87 and nine small openings on the Belvidere Delaware Railroad, and Nos. 13 and 29, and twelve small openings on the Flemington Branch, were filled in and iron pipes laid or stone drains built to replace them.

Other minor repairs were made to various bridges on the different divisions to maintain them in standard condition.

STATIONS, WAREHOUSES, SHOPS, &C.

New freight stations were built at Woodbridge and Holmesburg Junction, and a freight office at Bridesburg.

A new passenger station was built at Palmyra, and the passenger station at Beach Haven destroyed by fire in 1887 was rebuilt.

New brick passenger stations are in course of erection at Metuchen, Wissinoming, and North Penn Junction, and will be completed at an early date.

A second story was built to the passenger station at Tulpehocken for use as a dwelling by agent.

New passenger shelter stations were built at Schalk's, Princeton Junction, Ridge Avenue, and Tulpehocken.

New platforms and fences were built at the Inter-State Fair Grounds, Trenton.

New interlocking towers were built at Waverly, Metuchen, New Street, New Brunswick, Millham Junction, Bristol, and east end of Passaic bridge, and a telegraph tower at Lawrence.

The new car and machine shops at Pavonia (Camden), commenced in 1887, and referred to in last annual report, were completed, equipped with necessary tools and machinery, and placed in operation during the year.

The improvements at Williamsburg (Brooklyn), commenced in 1887, consisting of new pier and shed, bulkhead with shed and platform thereon, transfer bridge, tracks for car-load delivery, offices, track-scales, &c., were completed and placed in service early in the year.

At Harsimus Cove two new float bridges for transferring freight cars to floats were built, and an addition made to the freight-yard to furnish standing-room for cars necessary in connection with the business done over the bridges and on pier No. 3. A new coal-trestle and trestle approach were built on

south side of pier No. 4 to furnish increased facilities for handling coal at this point. Considerable work was done to the pier in renewing old piles that were decayed and worm-eaten, and additional tracks were laid between the bulkhead and Henderson Street to afford more standing-room for coal cars.

At South Amboy a new pier, sixty feet in width and six hundred and fifteen feet in length, was built to furnish necessary facilities for the accommodation of traffic transferred at this point during the winter period that the Delaware and Raritan Canal is closed.

At Camden a bulkhead eight hundred and thirty feet in length was built in front of two docks. The transfer bridge on north side of pier No. 3 was transferred to the south side, a rack built along the new work for protection of ferry-boats, and a large amount of dredging and filling in done. These improvements when completed will furnish about seven and a half acres of additional ground which can be used for yard purposes.

Two new track-scales were placed at South Amboy, and one at Camden; a track-scale at Meadows was rebuilt.

Standard interlocking systems of switches and signals for protecting and governing the movement of trains were placed in service at Metuchen, New Brunswick, Waverly, Millham Junction, Bristol, and Camden and Burlington County Railroad Junction (Amboy Division).

DELAWARE AND RARITAN CANAL.

The canal was opened on March 12th, and navigation suspended on December 20th, 1888.

The earnings were as follows:—

From tolls on boats,	\$2,258 93
From tolls on lading,	242,982 47
From steam-towing,	242,095 68
From barges and schooners,	32,730 38
From incidentals,	411 98
From rents,	5,269 48
	<u>\$525,748 92 .</u>

And the expenses were:—

For maintenance of canal,	\$100,004 92
For canal operations,	129,662 30
For steam-towing,	201,013 09
	<u>430,680 31</u>
Net earnings for 1888,	\$95,068 61
Net earnings for 1887,	80,059 91
	<u>\$15,008 70</u>

The operations of the canal for the year 1888, compared with 1887, show an increase in gross earnings of \$31,530.20, or 6 $\frac{38}{100}$ per cent.; an increase in expenses of \$16,521.50, or 3 $\frac{22}{100}$ per cent.; and an increase in net earnings of \$15,008.70, or 18 $\frac{75}{100}$ per cent.

The following statement shows a comparison of the operating expenses by departments for the years 1888 and 1887:—

	MAINTENANCE OF CANAL.	CANAL OPERATION.	STEAM-TOWING ACCOUNT.	TOTALS.
1888,	\$100,004 92	\$129,662 30	\$201,013 09	\$430,680 31
1887,	103,839 08	139,758 53	170,561 20	414,158 81
Increase in 1888,			\$30,451 89	\$16,521 50
Decrease in 1888,	\$3,834 16	\$10,096 23		
Percentage,	3.69	7.22	17.85	3.99

The total expenses of the canal for 1888 show an increase over 1887 of \$16,521.50, or 3 $\frac{22}{100}$ per cent., there being an increase of \$30,451.89, or 17 $\frac{85}{100}$ per cent., in steam-towing account, a decrease of \$10,096.23, or 7 $\frac{22}{100}$ per cent., in canal operation, and a decrease of \$3,834.16, or 3 $\frac{69}{100}$ per cent., in maintenance of canal.

The increase in steam-towing expenses was due to the movement of over ten per cent. more tonnage between South Amboy and New York, and the necessity for employing more power in moving tonnage to and from New York, on account of obstruction to navigation caused by the erection of the Baltimore and Ohio Railroad bridge over the Arthur Kill.

The actual cost of operating the canal in 1888 was $81\frac{2}{100}$ per cent. of the gross earnings.

There were 1,386,981 tons of freight transported in 1888, an increase of 204,493, or $17\frac{2}{100}$ per cent., over 1887. The tonnage mileage increased 8,269,255 tons one mile, or $17\frac{4}{100}$ per cent., from 46,087,185 tons one mile in 1887 to 54,356,440 tons one mile in 1888.

FLOATING EQUIPMENT OF CANAL.

KIND OF BOAT.	DECEMBER 31st, 1887.	DECEMBER 31st, 1888.
Tugs,	11	12
Canal-boats,	22	21
Flat scows,	40	40
Dredges,	2	2
Towing-boat,	1	1
Schooners,	10	10
Ice-breaker,	1	1
Total,	87	87

During the year one steam-tug was added to the canal equipment, increasing the total number of steam-tugs to twelve. Two new flat scows were built to replace two others which were sunk and lost. The canal-boat Hunterdon, which was also sunk and lost, was not replaced. A new dredger for use on the "feeder" is in course of construction at Lambertville, and will be completed during the year 1889.

PHILADELPHIA AND ERIE RAILROAD DIVISION.

The gross earnings for the year ending December 31st, 1888, were as follows:—

From freight,	\$3,671,142 11
From passengers,	598,295 32
From express,	41,159 21
From mails,	34,284 24
From miscellaneous,	28,161 42
	<u>\$4,373,042 30</u>

And the expenses were:—

Conducting transportation,	\$930,638 27
Motive power,	768,284 27
Maintenance of cars,	391,789 73
Maintenance of way,	642,376 05
	<u>2,733,088 32</u>

	\$1,639,953 98
Deduct interest on equipment, materials, machinery, and tools,	<u>168,403 75</u>

Net earnings for 1888,	\$1,471,550 23
Net earnings for 1887,	<u>1,412,542 29</u>

Increase in 1888,	<u>\$59,007 94</u>
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Compared with 1887, the gross earnings for 1888 show an increase of \$336,111.03, or $8\frac{88}{100}$ per cent.; the operating expenses an increase of \$276,040.77, or $11\frac{23}{100}$ per cent.; and the net earnings, after deducting interest on equipment, &c., an increase of \$59,007.94, or $4\frac{18}{100}$ per cent. The earnings from freight increased \$319,886.12, or $9\frac{5}{100}$ per cent., and the earnings from passengers, \$14,135.86, or $2\frac{42}{100}$ per cent. Express earnings increased \$1,171.27, and miscellaneous earnings, \$917.78. The mail earnings were the same as in 1887, viz., \$34,284.24.

COMPARATIVE STATEMENT OF EXPENSES OF THE SEVERAL DEPARTMENTS.

	CONDUCTING TRANSPORTATION.	MOTIVE POWER.	MAINTENANCE OF CARS.	MAINTENANCE OF WAY.	TOTAL.
1888,	\$930,638 27	\$768,284 27	\$391,789 73	\$642,376 05	\$2,733,088 32
1887,	770,797 01	712,911 15	322,817 38	650,522.01	2,457,047 55
Increase,	\$159,841 26	\$55,373 12	\$68,972 35		\$276,040 77
Decrease,				\$8,145 96	
Percentage,	20.74	7.77	21.37	1.25	11.23

The operating expenses for the year 1888 were \$2,733,088.32, an increase over 1887 of \$276,040.77, or $11\frac{23}{100}$ per cent., accounted for by an increase in conducting transportation expenses of \$159,841.26; an increase in motive power expenses of \$55,373.12; and an increase in maintenance of cars expenses of \$68,972.35. There was a decrease in maintenance of way expenses of \$8,145.96.

The increased operating expenses were principally due to larger expenditures for wages of enginemen, firemen, and trainmen, fuel and supplies for locomotives, car service, labor at stations, and other items of expense incident to the movement of the increased traffic of the road (there being an increase of over fourteen per cent. in tonnage mileage and nearly four per cent. in passenger mileage during the year), and also to larger expenditures for repairs and renewals of locomotives, passenger and freight cars, telegraph expenses, heating cars and stations, laborers in motive power and maintenance of cars departments, and repairs of stations.

The cost of operating the Philadelphia and Erie Railroad in 1888 was $62\frac{50}{100}$ per cent. of the gross earnings; in 1887 it was $60\frac{86}{100}$ per cent.

NUMBER OF PASSENGERS CARRIED ON THE PHILADELPHIA AND ERIE RAILROAD DIVISION.

	1888.	1887.	INCREASE.	DECREASE.	PERCENTAGE.
First class passengers,	1,021,474	1,008,953	12,521		Inc. 1.24
Emigrant passengers,	2,703	3,573		870	Dec. 24.35
Commutation passengers,	159,584	122,120	37,464		Inc. 30.68
Totals,	1,183,761	1,134,646	49,115		Inc. 4.33

MILEAGE.

	1888.	1887.	INCREASE.	DECREASE.	PERCENTAGE.
First class passengers,	19,197,985	19,574,714		376,729	Dec. 1.92
Emigrant passengers,	372,262	494,473		122,211	Dec. 24.72
Commutation passengers,	3,671,939	2,357,057	1,314,882		Inc. 55.78
Totals,	23,242,186	22,426,244	815,942		Inc. 3.64

The passenger business increased $4\frac{3}{100}$ per cent. in the number carried, and $3\frac{6}{100}$ per cent. in mileage. First class passenger travel increased $1\frac{2}{100}$ per cent. in number carried, and decreased $1\frac{2}{100}$ per cent. in mileage. The emigrant travel decreased $24\frac{3}{100}$ per cent. in number carried, and $24\frac{7}{100}$ per cent. in mileage. Commutation passengers increased $30\frac{6}{100}$ per cent. in number carried, and $55\frac{7}{100}$ per cent. in mileage. The average distance traveled by each passenger in 1888 was $19\frac{8}{100}$ miles, and in 1887, $19\frac{7}{100}$ miles.

FREIGHT BUSINESS—PHILADELPHIA AND ERIE RAILROAD DIVISION.

	1888.	1887.	INCREASE.	DECREASE.	PERCENTAGE.
Tons of through freight eastward,	436,839	450,145		13,306	Dec. 2.96
Tons of through freight westward,	637,366	533,664	103,702		Inc. 19.43
Tons of local freight eastward,	4,280,739	4,324,791		44,052	Dec. 1.02
Tons of local freight westward,	3,133,383	2,455,620	677,763		Inc. 27.60
Totals,	8,488,327	7,764,220	724,107		Inc. 9.33

MILEAGE.

	1888.	1887.	INCREASE.	DECREASE.	PERCENTAGE.
Mileage of through freight eastward,	125,809,700	129,641,804		3,832,104	Dec. 2.96
Mileage of through freight westward,	183,560,798	153,695,191	29,865,607		Inc. 19.43
Mileage of local freight eastward,	279,429,604	250,570,626	28,858,978		Inc. 11.52
Mileage of local freight westward,	118,521,482	83,600,284	34,921,198		Inc. 41.77
Totals,	707,321,584	617,507,905	89,813,679		Inc. 14.54

There was an increase of $9\frac{33}{100}$ per cent. in the number of tons of freight moved, and $14\frac{54}{100}$ per cent. in tonnage mileage. The through traffic was $12\frac{88}{100}$ per cent. of the total number of tons moved, and $43\frac{74}{100}$ per cent. of the total tonnage mileage. The greatest improvement was made in local freight westward, which increased $27\frac{80}{100}$ per cent. in tonnage, and $41\frac{77}{100}$ per cent. in tonnage mileage. The total shipments of through freight east and west increased $9\frac{19}{100}$ per cent. in tonnage and tonnage mileage, and the total shipments of local freight east and west increased $9\frac{35}{100}$ per cent. in tonnage, and $19\frac{8}{100}$ per cent. in tonnage mileage. Each ton of freight was moved an average distance of $83\frac{33}{100}$ miles in 1888, and $79\frac{53}{100}$ miles in 1887.

The following statement shows the average earnings, cost, and profit per ton and passenger per mile in 1888 and 1887:—

YEAR.	PASSENGER AVERAGES.			FREIGHT AVERAGES.		
	AVERAGE EARNINGS FROM EACH PASSENGER PER MILE.	AVERAGE COST OF TRANSPORTING EACH PASSENGER PER MILE.	AVERAGE PROFIT ON EACH PASSENGER PER MILE.	AVERAGE EARNINGS FROM EACH TON OF FREIGHT PER MILE.	AVERAGE COST OF TRANSPORTING EACH TON OF FREIGHT PER MILE.	AVERAGE PROFIT ON EACH TON OF FREIGHT PER MILE.
	CENTS.	CENTS.	CENTS.	CENTS.	CENTS.	CENTS.
1888,	$2\frac{574}{1000}$	$2\frac{028}{1000}$	$0\frac{546}{1000}$	$0\frac{819}{1000}$	$0\frac{320}{1000}$	$0\frac{499}{1000}$
1887,	$2\frac{805}{1000}$	$2\frac{034}{1000}$	$0\frac{771}{1000}$	$0\frac{848}{1000}$	$0\frac{324}{1000}$	$0\frac{524}{1000}$
Decrease in 1888, .	$0\frac{231}{1000}$	$0\frac{006}{1000}$	$0\frac{225}{1000}$	$0\frac{029}{1000}$	$0\frac{004}{1000}$	$0\frac{025}{1000}$

Compared with 1887, the average earnings per ton per mile for 1888 show a decrease of $\frac{24}{100}$ of a mill; the average cost a decrease of $\frac{4}{100}$ of a mill; and the average profit a decrease of $\frac{20}{100}$ of a mill. The average earnings per passenger per mile show a decrease of $\frac{231}{1000}$ of a mill; the average cost a decrease of $\frac{6}{1000}$ of a mill; and the average profit a decrease of $\frac{225}{1000}$ of a mill.

MOVEMENT OF LOADED CARS ON THE PHILADELPHIA AND ERIE RAILROAD DIVISION.

STATIONS.	DIRECTION.	1888.	1887.	INCREASE.	DECREASE.	PERCENTAGE.
Sunbury,	Arriving,	161,437	159,827	1,610		1.01
Sunbury,	Westward,	127,252	121,396	5,856		4.82
Williamsport,	Eastward,	157,971	155,547	2,424		1.56
Williamsport,	Westward,	83,592	70,170	13,422		19.13
Renovo,	Eastward,	113,575	109,933	3,642		3.31
Renovo,	Westward,	77,950	65,785	12,165		18.94
Kane,	Eastward,	67,440	61,333	6,107		9.96
Kane,	Westward,	55,435	50,425	5,010		9.94
Erie,	Eastward,	43,924	44,058		134	0.30
Erie,	Arriving,	53,206	48,937	4,269		8.72

The increase in the number of loaded cars moved westward from Sunbury, Williamsport, Renovo, Kane, and arriving at Erie, was due to larger shipments of anthracite coal and general merchandise in west-bound, through, and local trade.

The increased movement eastward from Kane, Renovo, Williamsport, and arriving at Sunbury, was due to larger shipments of petroleum, lumber, agricultural products, bituminous coal, and other merchandise in east-bound local trade.

The small decrease of 134 cars in the movement eastward from Erie was caused by a reduction in shipments of general merchandise in east-bound through trade.

The average car load west-bound increased from $18\frac{44}{100}$ tons in 1887 to $19\frac{49}{100}$ tons in 1888, an increase of $1\frac{5}{100}$ tons, or $5\frac{7}{100}$ per cent., and the average car load east-bound increased from $12\frac{8}{100}$ tons in 1887 to $12\frac{26}{100}$ tons in 1888, an increase of $1\frac{8}{100}$ of a ton, or $1\frac{5}{100}$ per cent. The average car load east and west bound increased from $14\frac{47}{100}$ tons in 1887 to $15\frac{6}{100}$ tons in 1888, an increase of $1\frac{59}{100}$ of a ton, or $4\frac{1}{100}$ per cent.

MOVEMENT OF LOADED CARS ON BRANCH AND CONNECTING ROADS, PHILADELPHIA AND ERIE
RAILROAD DIVISION.

STATIONS.	DIRECTION.	1888.	1887.	INCREASE.	DECREASE.	PERCENTAGE
Sunbury,	To Sunbury, Hazleton and Wilkesbarre R. W., .	29,979	16,590	13,389	. . . . .	80.71
Sunbury,	From Sunbury, Hazleton and Wilkesbarre R. W.,	124,855	108,770	16,085	. . . . .	14.79
Catawissa, . . .	To North and West Branch Railway,	24,206	12,347	11,859	. . . . .	96.05
Catawissa, . . .	From North and West Branch Railway,	106,030	90,589	15,441	. . . . .	17.05
Northumberland,	To Delaware, Lackawanna and Western R. R., .	9,059	11,966	. . . . .	2,907	24.29
Northumberland,	From Delaware, Lackawanna and Western R. R.,	1,215	1,270	. . . . .	55	4.33
Nanticoke, . . .	To Lehigh and Susquehanna Railroad,	2,047	1,770	277	. . . . .	15.65
Nanticoke, . . .	From Lehigh and Susquehanna Railroad,	919	696	223	. . . . .	32.04
W. Nanticoke, .	To Delaware, Lackawanna and Western R. R.,	88	39	49	. . . . .	125.64
W. Nanticoke, .	From Delaware, Lackawanna and Western R. R.,	23,934	20,372	3,562	. . . . .	17.48
Tomhicken, . .	To Lehigh Valley Railroad,	33,545	13,887	19,658	. . . . .	141.56
Tomhicken, . .	From Lehigh Valley Railroad,	6,433	3,673	2,760	. . . . .	75.14
Montandon, . . .	To Lewisburg and Tyrone Railroad,	5,141	4,521	620	. . . . .	13.71
Montandon, . . .	From Lewisburg and Tyrone Railroad,	8,007	7,357	650	. . . . .	8.84
Bellefonte, . . .	To Bellefonte, Nittany and Lemont R. R., . . .	2,877	2,845	32	. . . . .	1.12
Bellefonte, . . .	From Bellefonte, Nittany and Lemont R. R., . .	2,442	1,808	634	. . . . .	35.07
Lock Haven, . .	To Bald Eagle Valley Railroad,	8,303	6,412	1,891	. . . . .	29.49
Lock Haven, . .	From Bald Eagle Valley Railroad,	67,163	59,769	7,394	. . . . .	12.37
Keating,	To Susquehanna and Clearfield Railroad,	440	457	. . . . .	17	3.72
Keating,	From Susquehanna and Clearfield Railroad, . . .	8,358	9,747	. . . . .	1,389	14.25
Driftwood, . . .	To Allegheny Valley Railroad,	1,799	1,504	295	. . . . .	19.61
Driftwood, . . .	From Allegheny Valley Railroad,	25,671	15,768	9,903	. . . . .	62.80
Emporium, . . .	To Western New York and Pennsylvania R. R.,	33,893	17,361	16,532	. . . . .	95.22
Emporium, . . .	From Western New York and Pennsylvania R. R.,	8,456	10,815	. . . . .	2,359	21.81
Ridgway,	To Ridgway and Clearfield Railroad,	2,076	1,544	532	. . . . .	34.46
Ridgway,	From Ridgway and Clearfield Railroad,	57,146	40,556	16,590	. . . . .	40.91
Erie,	To Erie and Pittsburgh Railroad,	1,328	994	334	. . . . .	33.60
Erie,	From Erie and Pittsburgh Railroad,	5,374	2,746	2,628	. . . . .	95.70
Erie,	To Lake Shore and Michigan Southern Railway,	26,379	29,025	. . . . .	2,646	9.12
Erie,	From Lake Shore and Michigan Southern Railway,	26,783	28,136	. . . . .	1,353	4.81

The increased movement of loaded cars as shown in the above statement is accounted for as follows:—

At Sunbury, to the Sunbury, Hazleton and Wilkesbarre Railway, by increased shipments of bituminous coal, iron, and lumber, and from that road, by increased shipments of anthracite coal. At

Catawissa, to the North and West Branch Railway, by increased shipments of bituminous coal and general merchandise, and from that road, by increased shipments of anthracite coal and general merchandise. At Nanticoke, to and from the Lehigh and Susquehanna Railroad, by increased shipments of general merchandise. At West Nanticoke, to the Delaware, Lackawanna and Western Railroad, by increased shipments of general merchandise, and from that road, by increased shipments of anthracite coal. At Tomhicken, to and from the Lehigh Valley Railroad, by increased shipments of anthracite coal. At Montandon, to the Lewisburg and Tyrone Railroad, by increased shipments of coal, iron, and general merchandise, and from that road, by increased shipments of mine timber, lumber, and nails. At Bellefonte, to the Bellefonte, Nittany and Lemont Railroad, by increased shipments of iron, and from that road, by increased shipments of ore. At Lock Haven, to the Bald Eagle Valley Railroad, by increased shipments of lumber, anthracite coal, and general merchandise, and from that road, by increased shipments of bituminous coal. At Driftwood, to the Allegheny Valley Railroad, by increased shipments of general merchandise, and from that road, by increased shipments of bituminous coal and petroleum. At Emporium, to the Western New York and Pennsylvania Railroad, by increased shipments of anthracite and bituminous coal. At Ridgway, to the Ridgway and Clearfield Railroad, by increased shipments of general merchandise, and from that road, by increased shipments of coal and lumber. At Erie, to the Erie and Pittsburgh Railroad, by increased shipments of building material and general merchandise, and from that road, by increased shipments of ore and general merchandise.

The decreased movement at Northumberland to the Delaware, Lackawanna and Western Railroad was due to decreased shipments of coal, coke, ore, and lumber, and from that road, to decreased shipments of iron and general merchandise. At Keating, to and from the Susquehanna and Clearfield Railroad, to suspension of mining operations along the line of that road for a period of two months. At Emporium, from the Western New York and Pennsylvania Railroad, to decreased shipments of general merchandise. At Erie, to and from the Lake Shore and Michigan Southern Railway, to decreased shipments of Empire Line freight.

MAINTENANCE OF WAY.

The road-bed and tracks were maintained in good condition, and materially improved during the year. Two thousand two hundred and twenty-five tons of new steel rails and 179,248 cross-ties were used for renewals and extraordinary repairs, and 15,942 cubic yards of stone ballast and 26,511 cubic yards of gravel ballast were used in improving the condition of the road-bed and tracks.

The replacing of light-weight rail splices with others of heavier pattern and modern design was continued during the year with satisfactory results.

There were 10^{2.8}/₁₀₀ miles of additional company tracks and private sidings laid, as follows:—

STATEMENT OF TRACKS AND SIDINGS LAID DURING 1888.

	MILES.	FEET.	MILES.	FEET.
Tracks laid:—				
Western Division,	1	939		
Middle Division,	4	1,114		
Eastern Division,	3	4,810	9	1,583
Less tracks removed:—				
Western Division,		731		
Middle Division,		1,873		
Eastern Division,		1,175		3,779
			8	3,084
Private sidings laid:—				
Western Division,		536		
Middle Division,	2	452		
Eastern Division,		958	2	1,946
			10	5,030
Less private sidings removed:—				
Western Division,		364		
Middle Division,		3,238		3,602
Total additional length of tracks,			10	1,428

Total number of miles of single track in use December 31st, 1888:—

Main Line,	287.56 miles.
Second track,	54.71 "
Wilcox Railroad,	5.26 "
Company's sidings,	161.87 "
Private sidings,	29.68 "
Total,	<u>539.08</u> "

The second track was extended westward from Dewart a distance of $\frac{5.5}{100}$ of a mile. There were $54\frac{71}{100}$ miles of second track in use on December 31st, 1888, viz., 6 miles on the Western Division, $7\frac{47}{100}$ miles on the Middle Division, and $41\frac{24}{100}$ miles on the Eastern Division.

New sidings were laid in Sunbury and Williamsport yards, and the passing sidings at Bard's and Wayne were extended. The tracks in Renovo yard were extended to accommodate the increased traffic.

New sidings were laid at Cook's Run to furnish trackage facilities for the shipment of bituminous coal by the Kettle Creek Coal Company.

The siding east of Erie yard was extended eastward with a view of its early use as second track.

Other short sidings were laid at various points to meet increased requirements of trade.

BRIDGES.

All bridges were maintained in good order, and improved by the erection of iron bridges of permanent character to replace wooden ones. The following new iron superstructures erected at different points along the line replaced thirty wooden bridges:—

Twenty-eight iron girders for single track; total length,	856 feet.
Two iron girders for double track; total length,	40 "

An overhead iron truss-bridge sixty-eight feet in length was erected on the county road five miles east of Erie.

STATIONS, BUILDINGS, AND OTHER STRUCTURES.

A new brick building, 45 feet by 70 feet, three stories in height, being built at Williamsport for use as general offices, is nearly completed, and will be ready for occupancy early in the year 1889.

A new passenger station was built at Montgomery to replace the one destroyed by fire.

Repairs were made to various stations and buildings in order to maintain them in good condition.

The coaling wharf at Kane was entirely remodeled and much improved thereby.

New ash-pits were built at Kane and St. Mary's, and four new standard frost-proof water-tanks erected at different points along the line.

Over twelve miles of new wire fencing were built along the line of road.

MOTIVE POWER.

The following statements show the entire rolling stock of the Pennsylvania Railroad Division, United Railroads of New Jersey Division, and Philadelphia and Erie Railroad Division, on December 31st, 1888.

LOCOMOTIVES.

Pennsylvania Railroad Division,	965
United Railroads of New Jersey Division,	375
Philadelphia and Erie Railroad Division,	110
	<hr/> 1,450

One hundred and one new standard locomotives were built and added to the equipment during the year, increasing the total number in the equipment from 1349 to 1450. At the beginning of the year there were ten vacant numbers in the equipment, viz., seven in the Belvidere Delaware Railroad equipment and three in the Pennsylvania Railroad equipment. During the year one of the locomotives in the Belvidere Delaware Railroad equipment being unfit for further service was sold, making a total of eight vacancies in this equipment, three of which were filled with locomotives purchased from the Pennsylvania Railroad Company, leaving five vacant numbers at the close of the year. During the year thirty locomotives in the Pennsylvania Railroad equipment were sold or otherwise disposed of, which, in addition to the three vacancies already existing, made a total of thirty-three vacant numbers, twenty-eight of which were filled with that number of new standard locomotives, leaving five vacancies in the equipment at the close of the year.

PASSENGER EQUIPMENT.

CLASS.	PENNSYLVANIA RAILROAD AND UNITED RAILROADS OF NEW JERSEY DIVISIONS.	PHILADELPHIA AND ERIE RAILROAD DIVISION.	TOTALS.
Passenger,	937	40	977
Passenger, four-wheeled,	4		4
Dining,	4		4
Parlor,	15		15
Excursion,	99		99
Emigrant,	70		70
Baggage,	93	12	105
Express,	94	7	101
Postal,	28		28
Totals,	1,344	59	1,403

FREIGHT EQUIPMENT.

CLASS.	PENNSYLVANIA RAILROAD AND UNITED RAILROADS OF NEW JERSEY DIVISIONS.	PHILADELPHIA AND ERIE RAILROAD DIVISION.	TOTALS.
Box,	5,385	1,000	6,385
Refrigerator,	202		202
Stock,	1,419	16	1,435
Gondola and eight-wheeled coal,	14,613	1,954	16,567
Four-wheeled coal,	942		942
Eight-wheeled marl,	155		155
Eight-wheeled cabin,	2	10	12
Four-wheeled cabin,	520	51	571
Tank cars (Green Line),	1,117		1,117
Box cars (Empire Line),	3,343		3,343
Rack cars (Empire Line),	63		63
Totals,	27,761	3,031	30,792

MAINTENANCE OF WAY EQUIPMENT.

CLASS.	PENNSYLVANIA RAILROAD AND UNITED RAILROADS OF NEW JERSEY DIVISIONS.	PHILADELPHIA AND ERIE RAILROAD DIVISION.	TOTALS.
Cabin,	26	7	33
Tool and block,	56	8	64
Electric light,	1		1
Snow-plow,	6		6
Derrick,	51	10	61
Stone and wood truck,	417	75	492
Eight-wheeled gravel dump,	273	36	309
Hand car,	531	58	589
Hand truck,	784	109	893
Totals,	2,145	303	2,448

SUMMARY.

DIVISIONS.	PASSENGER EQUIPMENT.	FREIGHT EQUIPMENT.	MAINTENANCE OF WAY EQUIPMENT.	TOTALS.
Pennsylvania Railroad and United Railroads of N. J. Division,	1,344	27,761	2,145	31,250
Philadelphia and Erie Railroad,	59	3,031	303	3,393
Totals,	1,403	30,792	2,448	34,643

In addition to the freight-car equipment shown in the above statement there are 28,842 freight cars in service on your lines owned by individuals and companies, including 5595 Pennsylvania Car Trust, 8302 Pennsylvania Equipment Trust, 8000 Union and National Line, and 2300 Union Line co-operative cars. There are also 625 four-wheeled coal dumps in use at coaling stations, which are not included in the car equipment reported in the foregoing statements.

Thirty-two cars, viz., thirty standard passenger cars, one baggage and mail car, and one baggage car, were built and added to the passenger equipment during the year, increasing the total number of cars in the equipment from 1371 to 1403. There was one vacant number in the passenger-car series at the beginning of the year, and during the year fourteen cars were sold, one destroyed in a wreck, one changed to an emigrant car, and one changed to an excursion car, making a total of eighteen vacancies, twelve of which were filled by building that number of new standard passenger cars, leaving six vacant numbers. One passenger car was also transferred to fill a vacancy existing in the Belvidere Delaware Railroad equipment. In the excursion-car series two old cars were sold and one car was destroyed by fire. One of these vacancies was filled with a passenger car, leaving two vacant numbers awaiting renewal. In the emigrant-car series there was one vacant number at the beginning of the year, and one old car was condemned and torn down during the year. One of these vacancies was filled with a passenger car, leaving one vacant number in this series. In the baggage-car series seven cars were sold, one car was destroyed in a wreck, and three cars changed to express cars, making a total of eleven vacancies, nine of which were filled by building six standard baggage cars and three baggage and mail cars, leaving two vacant numbers in the series. In the express-car series there were two vacant numbers at the beginning of the year, and during the year one old car was condemned and torn down, and one car was destroyed in a wreck, making five vacancies, three of which were filled by changing that number of baggage cars to express cars, leaving two vacant numbers in the series at the close of the year.

Twenty-five hundred and six cars were added to the freight-car equipment, increasing the total number of cars in the equipment from 28,286 to 30,792. Twenty-five hundred of these additional cars, viz., one thousand box cars, five hundred long gondola cars, and one thousand hopper gondola cars, became the property of your Company, through the payment of outstanding certificates of stock in Series C, D, and E of "The Railway Car Trust of Pennsylvania." Twenty-five cabin cars were

built and added to the equipment, and thirty-eight vacant numbers in the four-wheeled coal-car series were dropped from the classification and replaced by building nineteen standard eight-wheeled gondola cars. Fourteen Empire Line rack cars were rebuilt as Empire Line box cars, thirteen Green Line tank cars, thirteen marl cars, and one stock car were rebuilt as standard gondola cars, and one eight-wheeled cabin car was rebuilt as a four-wheeled cabin car.

There were one hundred and thirty-seven vacancies in the freight-car equipment at the beginning of the year, and twenty were sold, seventeen destroyed by fire, and fourteen hundred and fifty-four torn down during the year, making a total of sixteen hundred and twenty-eight vacancies, fifteen hundred and seventy-eight of which were filled by building that number of new cars, leaving fifty vacant numbers in the equipment at the close of the year.

There were four new cars, viz., two derrick cars and two tool cars, added to the maintenance of way equipment, increasing the total number of cars in the equipment to 2448. Two tool cars, one block car, one derrick car, three flat cars, one dump car, eleven hand cars, and ten hand trucks were rebuilt during the year.

Sixteen hand cars and twenty-one hand trucks were transferred from the Philadelphia and Erie Railroad Division equipment to the Pennsylvania Railroad Division equipment. There were fifty vacant numbers in the equipment at the close of the year.

FLOATING EQUIPMENT.

The number of steamboats, car-floats, &c. (not including the floating equipment of the Delaware and Raritan Canal) in service on December 31st, 1888, was as follows:—

	NEW YORK AND AMBOY DIVISIONS.	PHILADELPHIA DIVISION.	TOTAL.
Steam ferry-boats,	9		9
Freight steamer,	1		1
Tugs,	17	1	18
Car-floats,	63		63
Steam-lighters,	3		3
Lighters,	6		6
Barges,	41		41
Canal-boats,	9		9
Dump-scows,	0	4	4
Flat scows,	2	1	3
Dredges,	0	1	1
Total,	151	7	158

During the year three new steam-tugs and one steam-lighter were added to the floating equipment, and three lighters were changed to barges. Four new car-floats were built to replace four old ones which were sold. Four old dump-scows, one dredger, and one water-boat were sold and not replaced. These changes reduced the total number of vessels in the equipment from one hundred and sixty to one hundred and fifty-eight.

The ferry-boats made 161,408 trips between New York and Jersey City during the year.

There were built at Altoona shops during the year, one hundred and eight locomotives, forty-five passenger equipment cars, two thousand five hundred and forty-seven freight equipment cars, and thirty-four maintenance of way equipment cars, as follows:—

LOCOMOTIVES.

For the Pennsylvania Railroad Company, to increase equipment,	54
For the Pennsylvania Railroad Company, to fill vacant numbers,	19
For the Philadelphia, Wilmington and Baltimore Railroad Company,	10
For the Baltimore and Potomac Railroad Company,	2
For the West Jersey Railroad Company,	3
For the Pennsylvania Company,	8
For the Chicago, St. Louis and Pittsburgh Railroad Company,	7
For the Little Miami Railroad Company,	4
For the Pittsburgh, Cincinnati and St. Louis Railway Company,	1
Total,	108

PASSENGER EQUIPMENT CARS.

For the Pennsylvania Railroad Company, to increase equipment,	25 passenger cars.
For the Pennsylvania Railroad Company, to increase equipment,	1 baggage car.
For the Pennsylvania Railroad Company, to fill vacant numbers,	12 passenger cars.
For the Pennsylvania Railroad Company, to fill vacant numbers,	3 baggage cars.
For the Allegheny Valley Railroad Company,	2 passenger cars.
For the Baltimore and Potomac Railroad Company,	1 passenger car.
For the Alexandria and Fredericksburg Railway Company,	1 passenger car.
Total,	<u>45</u>

FREIGHT EQUIPMENT CARS.

For the Pennsylvania Railroad Company, to increase equipment,	25 cabin cars.
For the Pennsylvania Railroad Company, to fill vacant numbers,	44 cabin cars.
For the Pennsylvania Railroad Company, to fill vacant numbers,	307 box cars.
For the Pennsylvania Railroad Company, to fill vacant numbers,	11 refrigerator cars.
For the Pennsylvania Railroad Company, to fill vacant numbers,	264 stock cars.
For the Pennsylvania Railroad Company, to fill vacant numbers,	612 gondola cars.
For the Pennsylvania Equipment Trust,	500 gondola cars, P.W.&B.R.R.
For the Pennsylvania Equipment Trust,	512 gondola cars, P. R. R.
For the Pennsylvania Equipment Trust,	257 box cars, P. R. R.
For the West Jersey Railroad Company,	2 box cars.
For the West Jersey Railroad Company,	5 gondola cars.
For the Camden and Atlantic Railroad Company,	7 box cars.
For the Bell's Gap Railroad Company,	1 gondola car.
Total,	<u>2,547</u>

MAINTENANCE OF WAY EQUIPMENT CARS.

For the Pennsylvania Railroad Company, to increase equipment,	2 derrick cars.
For the Pennsylvania Railroad Company, to increase equipment,	2 tool cars.
For the Pennsylvania Railroad Company, to fill vacant numbers,	1 derrick car.
For the Pennsylvania Railroad Company, to fill vacant numbers,	1 dump car.
For the Pennsylvania Railroad Company, to fill vacant numbers,	11 hand cars.
For the Pennsylvania Railroad Company, to fill vacant numbers,	10 hand trucks.
For the Pennsylvania Company,	2 derrick cars.
For the Bell's Gap Railroad Company,	1 tool car.
For the West Jersey Railroad Company,	2 hand cars.
For the West Jersey Railroad Company,	1 hand truck.
For the McNeal Pipe and Foundry Company,	1 derrick car.
Total,	<u>34</u>

There were built at the Renovo shops during the year, nine locomotives, two hundred and eighty-three freight equipment cars, and six maintenance of way equipment cars, as follows:—

LOCOMOTIVES.

For the Pennsylvania Railroad Company, to increase equipment,	4
For the Pennsylvania Railroad Company, to fill vacant numbers,	1
For the Northern Central Railway,	4
Total,	<u>9</u>

FREIGHT EQUIPMENT CARS.

For the Pennsylvania Railroad Company, to fill vacant numbers,	5 cabin cars.
For the Pennsylvania Railroad Company, to fill vacant numbers,	166 box cars.
For the Pennsylvania Railroad Company, to fill vacant numbers,	112 gondola cars.
Total,	<u>283</u>

MAINTENANCE OF WAY EQUIPMENT CARS.

For the Pennsylvania Railroad Company, to fill vacant numbers,	2 tool cars.
For the Pennsylvania Railroad Company, to fill vacant numbers	1 block car.
For the Pennsylvania Railroad Company, to fill vacant numbers,	3 flat cars.
Total,	6

There were built at the West Philadelphia shops five passenger cars and one baggage car to increase the equipment, and six baggage cars and six cabin cars to fill vacant numbers; twelve coal-wharf dumps for use at coaling stations, and two four-wheeled cabs (Victorias) for service at Broad Street Station, Philadelphia, were also built at the West Philadelphia shops. One gondola car was built at the Kane shops to fill vacant number.

In addition to the locomotives and cars built at your different shops as noted, there were built for your Company at the Wilmington shops of the Philadelphia, Wilmington and Baltimore Railroad Company five locomotives to increase the equipment, and three locomotives and fifty stock cars to fill vacant numbers. Thirty-eight locomotives to increase the equipment, and six locomotives to fill vacant numbers were built by private firms.

In addition to building the new locomotives and cars, as stated, an increased amount of repair work was done at the different shops of your Company in order to maintain the equipment in good condition.

During the year there were 104,151 good wheels manufactured at the Altoona wheel foundry, an increase over 1887 of 8065 wheels, or eight per cent. The production of the iron foundry amounted to 15,329 tons of good castings, an increase over the previous year of 865 tons, or six per cent.

A comparison of the condition of the motive power equipment on December 31st, 1887 and 1888, is shown in the following statement.

CONDITION.	PENNSYLVANIA RAILROAD DIVISION.		UNITED RAILROADS OF NEW JERSEY DIVISION.		PHILADELPHIA AND ERIE RAILROAD DIVISION.		TOTAL ALL DIVISIONS.	
	DECEMBER 31ST, 1887.	DECEMBER 31ST, 1888.	DECEMBER 31ST, 1887.	DECEMBER 31ST, 1888.	DECEMBER 31ST, 1887.	DECEMBER 31ST, 1888.	DECEMBER 31ST, 1887.	DECEMBER 31ST, 1888.
	Percentage.	Percentage.	Percentage.	Percentage.	Percentage.	Percentage.	Percentage.	Percentage.
In service in good working order, .	79 $\frac{1}{8}$	71 $\frac{1}{8}$	76 $\frac{1}{8}$	78 $\frac{1}{8}$	86 $\frac{1}{8}$	78 $\frac{1}{8}$	79 $\frac{1}{8}$	74 $\frac{1}{8}$
In service requiring repairs, . . .	8 $\frac{1}{8}$	12 $\frac{1}{8}$	11 $\frac{1}{8}$	9 $\frac{1}{8}$	5 $\frac{1}{8}$	9 $\frac{1}{8}$	9	11 $\frac{1}{8}$
In shop under repairs,	8 $\frac{1}{8}$	10 $\frac{1}{8}$	9 $\frac{1}{8}$	9 $\frac{1}{8}$	3 $\frac{1}{8}$	8 $\frac{1}{8}$	8 $\frac{1}{8}$	10 $\frac{1}{8}$
In shop for renewals,			2 $\frac{1}{8}$	1 $\frac{1}{8}$	4 $\frac{1}{8}$	3 $\frac{1}{8}$	1 $\frac{1}{8}$	0 $\frac{1}{8}$
Leased,	3 $\frac{1}{8}$	4 $\frac{1}{8}$		0 $\frac{1}{8}$		0 $\frac{1}{8}$	2 $\frac{1}{8}$	3 $\frac{1}{8}$

The motive power equipment was in good condition at the close of the year.

The percentage of standard locomotives in the equipment was advanced from 93 $\frac{3}{10}$ per cent. to 94 $\frac{17}{10}$ per cent. during the year.

The total locomotive mileage made in 1888 was 42,618,134 miles, an increase over 1887 of 2,661,256 miles, or 6 $\frac{1}{10}$ per cent. The increase in freight locomotive mileage was 2,191,548, or 8 $\frac{4}{10}$ per cent.; and the increase in passenger locomotive mileage, 611,679 miles, or 4 $\frac{2}{10}$ per cent. There was a decrease in work or distributing locomotive mileage of 141,971 miles, or 10 $\frac{7}{10}$ per cent.

The following statement shows the freight locomotive and tonnage mileage for the year 1888 compared with 1887 :—

	1888.	1887.	INCREASE.	PERCENTAGE OF INCREASE.
PENNSYLVANIA RAILROAD DIVISION.				
Mileage of freight locomotives,	20,421,991	19,106,893	1,315,098	6.9
Tons one mile,	4,364,407,278	3,957,601,512	406,805,766	10.3
UNITED RAILROADS OF NEW JERSEY DIVISION.				
Mileage of freight locomotives,	5,539,047	4,958,839	580,208	11.7
Tons one mile,	725,088,066	639,791,152	85,296,914	13.3
PHILADELPHIA AND ERIE RAILROAD DIVISION.				
Mileage of freight locomotives,	2,311,026	2,014,784	296,242	14.7
Tons one mile,	707,321,584	617,507,905	89,813,679	14.5
TOTAL.				
Mileage of freight locomotives,	28,272,064	26,080,516	2,191,548	8.4
Tons one mile,	5,796,816,928	5,214,900,569	581,916,359	11.2

The general average cost of repairs to locomotives per one hundred miles run in 1888, compared with 1887, shows a decrease on all divisions as follows :—

DIVISIONS.	1888.	1887.	DECREASE IN 1888.
Pennsylvania Railroad,	\$5 69	\$6 07	.38
United Railroads of New Jersey,	6 59	6 78	.19
Philadelphia and Erie Railroad,	7 84	8 67	.83
General average for all divisions,	\$6 07	\$6 43	.36

The comparative decrease in the average cost of repairs per one hundred miles run in 1888 on the Pennsylvania Railroad Division was $6\frac{3}{10}$ per cent.; on the United Railroads of New Jersey Division, $2\frac{8}{10}$ per cent.; and on the Philadelphia and Erie Railroad Division, $9\frac{8}{10}$ per cent. The general average decrease on all divisions was thirty-six cents, or $5\frac{6}{10}$ per cent.

The general average cost of repairs, fuel, and stores per one hundred miles run on all divisions in 1888, compared with 1887, exhibits an increase of $0\frac{1}{10}$ per cent, viz. :—

Repairs,	$5\frac{8}{10}$ per cent. decrease.
Fuel,	$4\frac{1}{10}$ " increase.
Stores,	$8\frac{1}{10}$ " increase.
Total,	$0\frac{1}{10}$ " increase.

The following statement shows the average number of pounds of coal consumed per freight car per mile, and per ton per mile; also, the average number of tons carried per car in 1887 and 1888 :—

DIVISIONS.	AVERAGE NUMBER OF POUNDS OF COAL CONSUMED PER FREIGHT CAR PER MILE.		PERCENTAGE.		AVERAGE NUMBER OF POUNDS OF COAL CONSUMED PER TON PER MILE.		PERCENTAGE.		AVERAGE CAR LOAD IN TONS.		PERCENTAGE.	
	1888.	1887.	IN-CREASE	DE-CREASE	1888.	1887.	IN-CREASE	DE-CREASE	1888.	1887.	IN-CREASE	DE-CREASE
Philadelphia Division,	4.30	4.36	. . .	1.4	0.365	0.382	. . .	4.5	16.171	15.355	5.3	. . .
Middle Division,	3.67	3.48	5.5	. . .	0.316	0.308	2.6	. . .	16.378	15.648	4.7	. . .
Pittsburgh Division,	7.45	6.87	8.4	. . .	0.665	0.627	6.1	. . .	14.194	12.621	12.5	. . .
Entire Pennsylvania Railroad Division,	5.27	5.03	4.8	. . .	0.442	0.434	1.8	. . .	16.210	15.439	5.0	. . .
United Railroads of New Jersey Division,	4.69	4.40	6.6	. . .	0.479	0.459	4.4	. . .	13.054	12.536	4.1	. . .
Philadelphia and Erie Railroad Division,	3.49	3.18	9.7	. . .	0.336	0.316	6.3	. . .	14.841	13.956	6.3	. . .

On the Pennsylvania Railroad Division the average consumption of coal per freight car per mile increased $4\frac{8}{10}$ per cent.; the average consumption per ton per mile increased $1\frac{8}{10}$ per cent.; and the average car load increased five per cent.

On the United Railroads of New Jersey Division the average consumption of coal per freight car per mile increased $6\frac{1}{8}$ per cent.; the average consumption per ton per mile increased $4\frac{1}{8}$ per cent.; and the average car load increased $4\frac{1}{8}$ per cent.

On the Philadelphia and Erie Railroad Division the average consumption of coal per freight car per mile increased $9\frac{1}{8}$ per cent.; the average consumption per ton per mile increased $6\frac{3}{8}$ per cent.; and the average car load increased $6\frac{3}{8}$ per cent.

The average car load in 1888, compared with that of 1884, exhibits an increase of $14\frac{3}{8}$ per cent. on the Pennsylvania Railroad Division; $12\frac{3}{8}$ per cent. on the United Railroads of New Jersey Division; and sixteen per cent. on the Philadelphia and Erie Railroad Division.

The greatest mileage made by a locomotive with passenger trains on the Pennsylvania Railroad Division was 92,117 miles, on the United Railroads of New Jersey Division 62,208 miles, and on the Philadelphia and Erie Railroad Division 100,374 miles.

The greatest mileage made by a locomotive with freight trains on the Pennsylvania Railroad Division was 50,772 miles, on the United Railroads of New Jersey Division 45,618 miles, and on the Philadelphia and Erie Railroad Division, 47,558 miles.

The general average locomotive mileage made with passenger trains was 33,403 miles on Pennsylvania Railroad Division, 31,329 miles on the United Railroads of New Jersey Division, and 48,303 miles on the Philadelphia and Erie Railroad Division.

The general average locomotive mileage made with freight trains was 27,966 miles on the Pennsylvania Railroad Division, 25,644 miles on the United Railroads of New Jersey Division, and 32,781 miles on the Philadelphia and Erie Railroad Division.

Compared with 1887, the general average mileage of locomotives with passenger trains decreased 4263 miles, or $11\frac{3}{8}$ per cent., on the Pennsylvania Railroad Division, 2279 miles, or $6\frac{1}{8}$ per cent., on the United Railroads of New Jersey Division, and increased 4007 miles, or $9\frac{1}{8}$ per cent., on the Philadelphia and Erie Railroad Division.

Compared with 1887, the general average mileage of locomotives with freight trains decreased 826 miles, or $2\frac{1}{8}$ per cent., on the Pennsylvania Railroad Division, 257 miles, or one per cent., on the United Railroads of New Jersey Division, and increased 2678 miles, or $8\frac{1}{8}$ per cent., on the Philadelphia and Erie Railroad Division.

The total mileage of locomotives, compared with 1887, shows an increase of 2,661,256 miles, or $6\frac{7}{8}$ per cent., as follows:—

Pennsylvania Railroad and branches, an increase of 1,682,534, or $6\frac{1}{8}$ per cent.

United Railroads of New Jersey Division, an increase of 663,917, or $6\frac{1}{8}$ per cent.

Philadelphia and Erie Railroad Division, an increase of 314,805, or $11\frac{1}{8}$ per cent.

The total mileage of passenger-car equipment was increased 2,607,655, or $4\frac{1}{8}$ per cent., as follows: 2,068,360 miles, or $6\frac{1}{8}$ per cent., on the Pennsylvania Railroad and branches; 421,191 miles, or $1\frac{1}{8}$ per cent., on the United Railroads of New Jersey Division; and 118,104 miles, or $4\frac{1}{8}$ per cent., on the Philadelphia and Erie Railroad Division.

The total mileage of freight equipment increased 54,508,190 miles, or ten per cent. The loaded-car movement increased 24,369,822 miles, or $6\frac{7}{8}$ per cent., and the empty-car movement 30,138,368 miles, or sixteen per cent., as follows: On the Pennsylvania Railroad and branches the loaded-car mileage increased 17,448,777 miles, or $6\frac{7}{8}$ per cent., and the empty-car mileage 21,271,775 miles, or fifteen per cent. On the United Railroads of New Jersey Division the loaded-car mileage increased 3,039,360 miles or $5\frac{1}{8}$ per cent., and the empty-car mileage 4,758,159 miles, or $17\frac{1}{8}$ per cent.; and on the Philadelphia and Erie Railroad Division the loaded-car mileage increased 3,881,685, or $8\frac{1}{8}$ per cent., and the empty-car mileage 4,108,434, or $29\frac{1}{8}$ per cent. There was an increase in the total tonnage of 5,674,749 tons or $11\frac{3}{8}$ per cent., and in the tonnage mileage 581,916,359 tons one mile, or $11\frac{1}{8}$ per cent.

The average number of passenger cars hauled per engine mile in 1888 on the Pennsylvania Railroad Division was $4\frac{1}{8}$ cars, a decrease of $\frac{1}{8}$ per cent. as compared with 1887. On the United Railroads of New Jersey Division the average was $4\frac{1}{8}$ cars, an increase of three per cent., and on the Philadelphia and Erie Railroad Division the average was $4\frac{1}{8}$ cars, an increase of $\frac{1}{8}$ per cent.

The average number of freight cars hauled per engine mile in 1888 on the Pennsylvania Railroad Division was $24\frac{1}{8}$ cars, the same as in 1887. On the United Railroads of New Jersey Division the average was $22\frac{1}{8}$ cars, a decrease of $2\frac{1}{8}$ per cent.; and on the Philadelphia and Erie Railroad Division the average was $37\frac{3}{8}$ cars, an increase of $3\frac{1}{8}$ per cent.

REMARKS.

The following statement exhibits the character of the business done over the several divisions; also, the per cent. of gross earnings expended in operating and maintaining the property:—

CHARACTER OF BUSINESS DONE OVER THE DIFFERENT DIVISIONS.

	PENNA. RAIL- ROAD AND BRANCHES.	UNITED RAIL- ROADS OF NEW JERSEY DIVIS- ION.	PHILAD'A AND ERIE RAIL- ROAD DIVISION
Passenger department, per cent. of total earnings,	24.27	46.62	16.05
Freight department, per cent. of total earnings,	75.70	53.38	83.95
First class passengers, per cent. of total number of passengers carried,	64.47	68.14	86.29
Emigrant passengers, per cent. of total number of passengers carried,	0.23	0.22	0.23
Commutation passengers, per cent. of total number of passengers carried,	35.30	31.64	13.48
East-bound freight, per cent. of total number of tons of freight carried,	63.78	71.57	55.58
West-bound freight, per cent. of total number of tons of freight carried,	36.22	28.43	44.42
Through freight east, per cent. of total number of tons of freight carried,	4.48	18.25	5.14
Through freight west, per cent. of total number of tons of freight carried,	2.00	7.80	7.51
Local freight east, per cent. of total number of tons of freight carried,	59.30	53.32	50.43
Local freight west, per cent. of total number of tons of freight carried,	34.22	20.63	36.92
Mileage of first class passengers, per cent. of total mileage,	74.82	78.49	82.60
Mileage of emigrant passengers, per cent. of total mileage,	4.08	0.98	1.60
Mileage of commutation passengers, per cent. of total mileage,	21.10	20.53	15.80
Mileage of east-bound freight, per cent. of total mileage,	77.19	70.62	57.29
Mileage of west-bound freight, per cent. of total mileage,	22.81	29.38	42.71
Mileage of through freight east, per cent. of total mileage,	12.87	27.93	17.79
Mileage of through freight west, per cent. of total mileage,	5.79	12.12	25.95
Mileage of local freight east, per cent. of total mileage,	64.32	42.70	39.51
Mileage of local freight west, per cent. of total mileage,	17.02	17.25	16.75
Expenses, per cent. of earnings,	64.11	76.26	62.51

A summary of the operations of the lines east of Pittsburg and Erie for the year 1888 compared with 1887 shows a marked improvement in the volume of freight and passenger traffic transported. The freight business increased 590,185,614, or $11\frac{22}{100}$ per cent., in the number of tons moved one mile, and the passenger business increased 24,322,297, or $31\frac{70}{100}$ per cent., in the number of passengers carried one mile; but owing to a continued reduction in the rates received, for transportation, especially in freight rates, the increase in revenue was only $4\frac{1}{2}$ per cent. The decrease in the average earnings per ton per mile was $\frac{37}{100}$ of a mill, or five per cent., and the average expenses per ton per mile were reduced $\frac{15}{100}$ of a mill, or three per cent., making a decrease in the net profit per ton per mile of $\frac{22}{100}$ of a mill, or $9\frac{1}{2}$ per cent. Although the average expenses per ton per mile were materially reduced, the reduction was not sufficient to offset the decrease in freight rates; and in this connection it is but proper to state that owing to certain fixed expenditures, incident to the movement of trains, handling traffic, &c., the expenses of transporting freight cannot be reduced proportionately to meet large declines in rates, and the reduction in the average expenses as noted was only accomplished by the exercise of strict economy and careful supervision of expenditures in the different operating departments. The decrease in the average earnings per passenger per mile was $\frac{23}{100}$ of a mill; the average expenses per passenger per mile were reduced $\frac{34}{100}$ of a mill, making an increased profit per passenger per mile of $\frac{11}{100}$ of a mill.

The operations of the Employés' Voluntary Relief Department continue to be very successful, the number of members at the close of the year being 19,332. The accessions to membership during the year averaged one hundred and seventy-five per month, and exceeded the number of deaths and withdrawals by 1634. The number of members leaving the service of the Company was 1046, and the net gain of membership during the year was 588. The amount contributed by the members during 1888 was \$341,620.03; the receipts from interest were \$8739.24; and the amount contributed by your Company and affiliated lines was \$64,039.30 (\$8137.80 for payments of benefits to members disabled over fifty-two weeks, and \$55,901.50 for payment of the operating expenses of the Department), making the total receipts for the year \$414,398.57, which, added to the balance on hand December 31st, 1887, viz., \$192,157.56, made a total of \$606,556.13, out of which there was paid to families of employés, for death benefits, \$130,819.34, for disablement benefits, arising from sickness and accident, \$152,692.76, and for operating expenses, \$55,901.50, leaving a balance of \$267,142.53 to the credit of the Department, from which should be deducted \$96,610.47 to cover the amount of unadjusted claims, and a proper reserve fund to meet liability arising from the increased age of members, leaving a net surplus of \$170,532.05, to which should be added \$256.18, the amount due from the Baltimore and Potomac Railroad Company, making a total net surplus on December 31st, 1888, of \$170,788.24.

On January 2d, 1888, an Employés' Saving Fund was established with the object of affording convenient facilities to employés for safely depositing such portions of their earnings as they might desire to accumulate; your Company assuming the responsibility for the safe custody and repayment, with reasonable interest, of all moneys so deposited, and also paying the operating expenses of the Fund, which is now in successful operation, 1807 employés having become members, and deposited during the year the sum of \$421,191.

The mileage of locomotive and car equipment, the cost of repairs, fuel, and stores, the number of passenger and freight cars hauled per engine mile, the consumption of coal per car and ton per mile, tonnage, mileage, loaded freight-car mileage, average car load, and other statistical information is shown in statements appended.

I take pleasure in acknowledging the zeal and efficiency displayed by the officers and employés of the operating department in the discharge of their respective duties during the past year, and also the continued active, faithful, and intelligent support received from them in promoting the best interests of your Company.

Respectfully submitted.

CHARLES E. PUGH,
General Manager.

CONDITION OF LOCOMOTIVES PENNSYLVANIA RAILROAD COMPANY DECEMBER 31st, 1888.

	PENNA. R. R. DIVISION.	U. R. R. OF N. J. DIVISION.	PHILA. & ERIE R. R. DIVISION.	TOTALS.
In service in good working order,	694	296	86	1,076
In service requiring general repairs,	57	20	7	84
In service requiring slight repairs,	65	15	3	83
In shop under general repairs,	76	13	6	95
In shop under slight repairs,	26	23	3	52
In shop for renewals,		6	4	10
Leased S., H. & W. R.W.,	9			9
Leased N. & W. Branch R. W.,	25			25
Leased B. G. R. R.,	1			1
Leased P., C. & St. L. R. W.,	4			4
Leased B. R., B. & B. E. R. R.,	1			1
Leased P., W. & B. R. R.,	3	2		5
Leased E. & P. R. R.,			1	1
Leased L. & T. R. R.,	2			2
Leased R. & C. R. R.,	2			2
Total,	965	375	110	1,450

MILEAGE OF LOCOMOTIVES.

DIVISION.	PASSENGER.	FREIGHT.	DISTRIBUTING.	TOTALS.
Pennsylvania Railroad and branches, 1888,	7,535,715	20,421,991	762,449	28,720,155
Pennsylvania Railroad and branches, 1887,	7,049,018	19,106,893	881,710	27,037,621
Increase,	486,697	1,315,098		1,682,534
Decrease,			119,261	
United Railroads of New Jersey, 1888,	5,030,495	5,539,047	293,653	10,863,195
United Railroads of New Jersey, 1887,	4,927,456	4,958,839	312,983	10,199,278
Increase,	103,039	580,208		663,917
Decrease,			19,330	
Philadelphia and Erie Railroad, 1888,	599,508	2,311,026	124,250	3,034,784
Philadelphia and Erie Railroad, 1887,	577,565	2,014,784	127,630	2,719,979
Increase,	21,943	296,242		314,805
Decrease,			3,380	
Total, 1888,	13,165,718	28,272,064	1,180,352	42,618,134
Total, 1887,	12,554,039	26,080,516	1,322,323	39,956,878
Increase,	611,679	2,191,548		2,661,256
Decrease,			141,971	

GREATEST MILEAGE WITH PASSENGER TRAINS.

DIVISIONS.	NUMBER OF ENGINE.	MILEAGE.
Pennsylvania Railroad,	28	92,117
United Railroads of New Jersey,	274	62,208
Philadelphia and Erie Railroad,	2,107	100,374

GENERAL AVERAGE MILEAGE WITH PASSENGER TRAINS.

DIVISIONS.	MILEAGE.
Pennsylvania Railroad,	33,403
United Railroads of New Jersey,	31,329
Philadelphia and Erie Railroad,	48,303

GREATEST MILEAGE WITH FREIGHT TRAINS.

DIVISIONS.	NUMBER OF ENGINE.	MILEAGE.
Pennsylvania Railroad,	1,171	50,772
United Railroads of New Jersey,	396	45,618
Philadelphia and Erie Railroad,	2,039	47,558

GENERAL AVERAGE MILEAGE WITH FREIGHT TRAINS.

DIVISIONS.	MILEAGE.
Pennsylvania Railroad,	27,966
United Railroads of New Jersey,	25,644
Philadelphia and Erie Railroad,	32,781

COST OF REPAIRS, FUEL, AND STORES.

DIVISION.	REPAIRS.	FUEL.	STORES.	TOTALS.
Pennsylvania Railroad, 1888,	\$1,633,042 29	\$1,677,162 24	\$137,854 01	\$3,448,058 54
Pennsylvania Railroad, 1887,	1,640,558 35	1,523,839 27	117,422 86	3,281,820 48
Increase,		\$153,322 97	\$20,431 15	\$166,238 06
Decrease,	\$7,516 06			
United Railroads of New Jersey, 1888,	\$715,384 80	\$1,317,828 97	\$72,490 71	\$2,105,704 48
United Railroads of New Jersey, 1887,	691,250 99	1,165,840 88	65,849 23	1,922,941 10
Increase,	\$24,133 81	\$151,988 09	\$6,641 48	\$182,763 38
Philadelphia and Erie Railroad, 1888,	\$237,917 61	\$184,701 95	\$11,681 62	\$434,301 18
Philadelphia and Erie Railroad, 1887,	235,763 04	156,509 19	9,808 49	402,080 72
Increase,	\$2,154 57	\$28,192 76	\$1,873 13	\$32,220 46
Total, 1888,	\$2,586,344 70	\$3,179,693 16	\$222,026 34	\$5,988,064 20
Total, 1887,	2,567,572 38	2,846,189 34	193,080 58	5,606,842 30
Increase,	\$18,772 32	\$333,503 82	\$28,945 76	\$381,221 90

COST OF REPAIRS, FUEL, AND STORES PER 100 MILES RUN.

DIVISION.	REPAIRS.	FUEL.	STORES.	TOTALS.
Pennsylvania Railroad, 1888,	\$5 69	\$5 84	\$0 48	\$12 01
Pennsylvania Railroad, 1887,	6 07	5 64	43	12 14
Increase,		20	05	
Decrease,	38			13
United Railroads of New Jersey, 1888,	\$6 59	\$12 13	\$0 67	\$19 39
United Railroads of New Jersey, 1887,	6 78	11 43	65	18 86
Increase,		70	02	53
Decrease,	19			
Philadelphia and Erie Railroad, 1888,	\$7 84	\$6 09	\$0 38	\$14 31
Philadelphia and Erie Railroad, 1887,	8 67	5 75	36	14 78
Increase,		34	02	
Decrease,	83			47
Total Pennsylvania Railroad, 1888,	\$6 07	\$7 46	\$0 52	\$14 05
Total Pennsylvania Railroad, 1887,	6 43	7 12	48	14 03
Increase,		34	04	02
Decrease,	36			

GENERAL AVERAGE CONSUMPTION OF FUEL AND STORES.

DIVISION.	POUNDS COAL PER ONE MILE.	POUNDS OIL PER 100 MILES.	POUNDS TALLOW PER 100 MILES.	POUNDS WASTE PER 100 MILES.
Pennsylvania Railroad, 1888,	95.0	6.7	3.2	1.7
Pennsylvania Railroad, 1887,	91.2	6.1	3.3	1.7
Increase,	3.8	0.6		
Decrease,			0.1	
United Railroads of New Jersey, 1888,	78.5	11.8		2.5
United Railroads of New Jersey, 1887,	74.7	12.6	0.8	2.6
Increase,	3.8			
Decrease,		0.8	0.8	0.1
Philadelphia and Erie Railroad, 1888,	112.3	5.1	2.7	1.1
Philadelphia and Erie Railroad, 1887,	105.4	5.2	2.5	1.1
Increase,	6.9		0.2	
Decrease,		0.1		

PENNSYLVANIA RAILROAD DIVISION.

Comparative Statement, showing average number of passenger cars hauled per engine mile, and pounds of coal consumed per passenger car per mile in 1887 and 1888.

DIVISIONS.	YEARS.	JANUARY.		FEBRUARY.		MARCH.		APRIL.		MAY.		JUNE.		JULY.		AUGUST.		SEPTEMBER.		OCTOBER.		NOVEMBER.		DECEMBER.		TOTALS.	
		Cars.	Coal.	Cars.	Coal.	Cars.	Coal.	Cars.	Coal.	Cars.	Coal.	Cars.	Coal.	Cars.	Coal.	Cars.	Coal.	Cars.	Coal.	Cars.	Coal.	Cars.	Coal.	Cars.	Coal.	Cars.	Coal.
Philadelphia,	1887	4.9	13.4	4.9	12.5	4.9	13.2	5.1	11.9	5.3	11.2	5.2	10.9	5.3	10.9	5.3	11.4	5.5	11.2	5.3	13.0	5.2	12.6	5.2	13.3	5.20	12.09
Philadelphia,	1888	5.0	13.9	5.0	13.8	4.9	14.4	5.2	12.3	5.1	11.8	5.2	11.3	5.3	10.4	5.4	11.0	5.4	11.8	5.4	12.2	5.9	11.3	5.4	12.6	5.27	12.18
Middle,	1887	6.3	8.3	6.2	7.9	6.3	8.1	6.4	7.3	6.6	6.8	6.8	6.6	6.6	7.3	6.6	7.2	6.6	7.5	6.8	7.3	6.7	7.8	6.7	8.2	6.54	7.52
Middle,	1888	6.3	9.1	6.3	8.5	6.2	8.1	6.5	7.7	6.6	7.1	6.5	7.3	6.4	7.2	6.5	7.5	6.8	7.3	6.8	7.5	6.7	7.2	6.5	8.1	6.51	7.69
Pittsburgh,	1887	5.2	13.3	5.2	12.2	5.3	11.8	5.3	12.3	5.4	11.2	5.2	12.7	5.2	12.0	5.3	12.2	5.3	12.0	5.5	12.8	5.3	12.8	5.4	13.7	5.32	12.44
Pittsburgh,	1888	5.2	14.5	5.0	13.1	4.8	14.0	5.1	12.7	5.5	10.7	5.0	12.2	4.7	12.9	5.3	11.4	5.4	12.4	5.4	12.7	5.3	12.5	5.4	13.4	5.17	12.67
Tyrone,	1887	2.6	26.2	2.5	24.9	2.6	22.6	2.6	21.0	2.5	22.0	2.5	19.9	2.8	18.1	2.6	20.7	2.7	19.8	2.7	19.7	2.7	21.8	2.9	22.6	2.66	21.55
Tyrone,	1888	2.6	27.2	2.5	23.6	2.7	24.6	2.8	21.5	2.8	21.4	2.7	20.8	3.0	19.8	2.8	22.0	2.9	21.8	2.8	25.7	2.6	23.7	3.0	23.9	2.77	23.16
West Penn,	1887	3.1	20.8	3.0	20.7	3.0	20.5	2.9	19.2	2.8	21.5	3.1	18.5	3.5	17.5	3.3	19.7	3.2	21.4	3.2	18.4	3.0	21.8	3.2	20.2	3.12	19.96
West Penn,	1888	2.9	20.1	2.9	19.4	2.8	19.7	3.0	17.2	2.8	18.1	2.8	15.5	3.1	16.7	2.9	20.3	3.5	16.3	3.0	17.9	2.9	17.2	3.2	16.9	2.98	17.84
Altoona,	1887	3.0	26.4	3.0	24.3	3.2	21.2	3.0	21.6	3.0	21.9	3.3	18.6	3.0	20.0	3.1	21.7	2.9	22.0	2.9	22.7	2.6	30.0	2.9	28.7	2.98	23.15
Altoona,	1888	2.9	27.5	2.7	26.4	2.8	24.7	2.7	23.7	2.7	23.0	2.8	24.7	3.0	29.3	2.8	26.3	2.9	26.0	2.8	30.6	2.8	30.9	2.8	25.1	2.81	26.53
Monongahela,	1887	3.9	17.0	3.9	16.0	4.1	16.8	3.8	16.2	3.8	15.6	3.9	15.9	3.8	15.8	3.7	14.4	3.7	16.4	4.1	16.5	4.0	21.4	4.0	18.7	3.89	16.78
Monongahela,	1888	3.9	19.0	3.8	19.0	3.9	18.4	3.7	18.2	3.7	18.6	3.7	17.3	3.4	19.3	3.8	17.9	4.0	17.0	3.8	17.7	3.7	20.3	3.7	22.3	3.75	18.76
Frederick,	1887	2.6	21.8	2.8	17.9	2.7	15.6	2.9	17.1	2.9	14.8	2.8	15.9	3.0	14.8	2.8	14.6	3.1	18.3	3.0	19.3	2.8	18.3	2.8	15.6	2.85	16.96
Frederick,	1888	2.6	21.0	2.8	18.4	2.7	18.7	2.8	16.9	3.1	14.8	2.8	16.0	3.0	16.7	3.3	15.1	3.2	15.7	3.0	16.0	2.8	18.9	2.7	19.1	2.91	17.14
Lewistown,	1887	2.1	38.5	2.1	33.1	2.0	29.7	2.1	27.7	2.1	29.5	2.0	33.9	2.1	24.5	2.1	26.1	2.1	25.0	1.9	24.9	2.1	30.3	2.0	35.3	2.05	29.81
Lewistown,	1888	2.0	34.7	2.0	34.1	2.0	35.8	2.2	28.2	2.0	26.7	2.0	23.6	2.1	20.2	2.2	24.6	2.0	29.2	2.0	31.9	2.1	27.8	2.3	26.7	2.08	28.48
Bedford,	1887	2.4	24.9	2.5	24.4	2.6	28.9	2.5	24.5	2.8	17.2	2.5	22.7	2.7	21.3	2.7	21.6	2.6	23.5	2.7	16.3	2.5	20.5	2.6	20.9	2.59	22.15
Bedford,	1888	2.5	24.4	2.5	28.6	2.4	23.4	2.4	23.2	3.0	19.9	2.6	20.5	2.7	15.8	2.7	17.3	2.6	23.9	2.7	23.5	2.5	22.3	2.5	23.2	2.60	22.00
Schuylkill,	1887	3.3	16.6	3.3	19.6	3.4	18.5	3.5	18.4	3.5	17.2	3.3	17.7	3.3	16.7	3.3	18.4	3.3	19.5	3.2	20.2	3.2	19.9	3.3	21.5	3.33	18.69
Schuylkill,	1888	3.2	22.2	3.3	20.6	3.1	21.0	3.2	19.3	3.4	18.2	3.3	18.7	3.5	17.4	3.8	16.2	3.5	18.0	3.4	19.2	3.2	20.9	3.5	18.8	3.38	19.12
Totals,	1887	4.73	13.38	4.71	12.73	4.76	12.73	4.84	12.18	4.93	11.41	4.90	11.66	4.91	11.53	4.93	11.85	5.06	11.91	5.03	12.56	4.91	12.99	4.97	13.52	4.89	12.37
Totals,	1888	4.71	14.43	4.64	13.76	4.54	14.04	4.79	12.54	4.91	11.59	4.77	11.80	4.76	11.74	4.98	11.65	5.10	11.04	5.02	12.50	5.07	12.23	5.00	13.07	4.86	12.58

UNITED RAILROADS OF NEW JERSEY DIVISION.

Comparative Statement, showing average number of passenger cars hauled per engine mile, and pounds of coal consumed per passenger car per mile in 1887 and 1888.

DIVISIONS.	YEARS.	JANUARY.		FEBRUARY.		MARCH.		APRIL.		MAY.		JUNE.		JULY.		AUGUST.		SEPTEMBER.		OCTOBER.		NOVEMBER.		DECEMBER.		TOTALS.	
		Cars.	Coal.	Cars.	Coal.	Cars.	Coal.	Cars.	Coal.	Cars.	Coal.	Cars.	Coal.	Cars.	Coal.	Cars.	Coal.	Cars.	Coal.	Cars.	Coal.	Cars.	Coal.	Cars.	Coal.	Cars.	Coal.
New York,	1887	4.9	15.1	4.9	14.7	5.0	14.5	5.2	13.5	5.2	13.2	5.2	12.9	5.3	12.5	5.3	12.9	5.7	12.7	5.3	13.8	5.2	14.9	5.3	15.1	5.22	13.75
New York,	1888	5.2	15.2	5.2	14.7	5.2	15.1	5.4	13.7	5.3	13.7	5.4	13.2	5.5	12.8	5.5	12.6	5.5	13.3	5.3	14.3	5.3	14.3	5.4	14.5	5.37	13.88
Amboy,	1887	2.9	22.9	2.9	22.2	2.9	22.7	3.0	20.8	3.2	19.5	3.2	19.9	3.4	17.9	3.5	18.3	3.5	18.1	3.5	18.0	3.3	19.8	3.3	20.7	3.23	19.78
Amboy,	1888	3.2	22.2	3.2	21.9	3.2	21.1	3.3	20.8	3.3	20.1	3.5	17.9	3.6	18.0	3.8	17.4	3.5	19.1	3.6	19.8	3.3	21.5	3.3	22.5	3.41	19.97
Belvidere,	1887	3.4	22.7	3.2	21.2	3.3	20.5	3.3	19.9	3.5	18.8	3.5	17.9	3.9	17.2	4.1	16.1	4.2	16.3	3.7	17.4	3.5	19.0	3.5	20.0	3.61	18.69
Belvidere,	1888	3.3	20.0	3.4	19.2	3.2	21.4	3.4	19.1	3.3	19.4	3.3	17.7	3.5	17.0	3.7	15.2	3.5	16.0	3.3	19.1	3.0	19.9	3.0	24.7	3.33	18.83
Totals,	1887	4.43	16.43	4.44	15.99	4.52	15.86	4.64	14.71	4.68	14.28	4.66	14.12	4.78	13.48	4.82	13.93	5.11	13.67	4.84	14.59	4.73	15.79	4.77	16.12	4.71	14.82
Totals,	1888	4.68	16.39	4.70	15.85	4.66	16.16	4.86	14.86	4.77	14.86	4.90	14.07	5.02	13.75	5.08	13.48	4.99	14.27	4.84	15.29	4.80	15.55	4.85	15.97	4.85	14.95

PHILADELPHIA AND ERIE RAILROAD DIVISION.

Comparative Statement, showing average number of passenger cars hauled per engine mile, and pounds of coal consumed per passenger car per mile in 1887 and 1888.

DIVISIONS.	YEARS.	JANUARY.		FEBRUARY.		MARCH.		APRIL.		MAY.		JUNE.		JULY.		AUGUST.		SEPTEMBER.		OCTOBER.		NOVEMBER.		DECEMBER.		TOTALS.	
		Cars.	Coal.	Cars.	Coal.	Cars.	Coal.	Cars.	Coal.	Cars.	Coal.	Cars.	Coal.	Cars.	Coal.	Cars.	Coal.	Cars.	Coal.	Cars.	Coal.	Cars.	Coal.	Cars.	Coal.	Cars.	Coal.
Eastern,	1887	4.7	11.7	4.6	11.1	4.7	10.5	4.6	10.1	4.8	9.2	4.6	10.2	4.9	8.9	5.0	8.9	5.2	9.1	4.8	9.7	4.9	9.6	4.8	9.7	4.8	9.9
Eastern,	1888	4.6	11.4	4.6	10.3	4.5	10.1	4.7	8.7	4.8	8.8	5.0	8.1	5.2	8.6	5.2	8.2	5.2	8.3	4.9	9.4	5.0	9.4	5.0	9.5	4.9	9.1
Middle,	1887	4.1	12.0	4.1	12.6	4.0	12.0	4.2	11.4	4.2	10.9	4.1	11.6	4.2	11.8	4.5	12.1	4.4	12.7	4.3	12.1	4.1	13.0	4.2	11.9	4.2	12.0
Middle,	1888	4.0	14.3	4.0	13.1	3.9	12.8	4.1	11.5	4.2	11.1	4.1	11.0	4.3	12.1	4.1	12.0	4.3	12.9	4.3	13.9	4.3	15.0	4.3	14.9	4.2	12.9
Western,	1887	3.7	15.9	3.6	14.7	3.4	14.8	3.6	13.3	3.5	12.2	3.5	11.6	3.7	10.9	3.7	12.6	3.8	13.3	3.5	13.5	3.4	14.7	3.6	15.0	3.6	13.5
Western,	1888	3.6	17.0	3.6	15.0	3.0	17.0	3.6	13.0	3.5	13.3	3.6	12.6	3.7	12.6	3.6	12.8	3.7	12.9	3.5	14.5	3.6	14.8	3.7	13.9	3.6	14.1
Totals,	1887	4.2	13.1	4.1	12.5	4.1	12.1	4.2	11.4	4.2	10.5	4.1	11.0	4.3	10.2	4.4	10.8	4.5	11.2	4.2	11.4	4.2	11.9	4.2	11.8	4.2	11.5
Totals,	1888	4.1	13.5	4.1	12.4	3.9	12.7	4.2	10.6	4.2	10.7	4.3	10.1	4.4	10.6	4.3	10.4	4.4	10.8	4.3	12.0	4.3	12.4	4.4	11.6	4.3	11.5

PENNSYLVANIA RAILROAD DIVISION.

Comparative Statement, showing average number of freight cars hauled per engine mile, and pounds of coal consumed per freight car per mile, and per ton per mile in 1887 and 1888.

DIVISIONS.	YEARS.	JANUARY.			FEBRUARY.			MARCH.			APRIL.			MAY.			JUNE.		
		Cars.	Coal per Car Mile.	Coal per Ton Mile.	Cars.	Coal per Car Mile.	Coal per Ton Mile.	Cars.	Coal per Car Mile.	Coal per Ton Mile.	Cars.	Coal per Car Mile.	Coal per Ton Mile.	Cars.	Coal per Car Mile.	Coal per Ton Mile.	Cars.	Coal per Car Mile.	Coal per Ton Mile.
Philadelphia,	1887	25.8	5.0	0.497	26.7	4.8	0.436	25.7	4.9	0.382	29.3	4.4	0.399	29.2	4.1	0.359	29.5	4.0	0.352
Philadelphia,	1888	25.9	5.0	0.454	25.9	4.7	0.404	26.6	4.6	0.395	30.4	4.1	0.346	30.5	4.0	0.324	30.3	3.8	0.319
Middle,	1887	37.2	4.0	0.385	40.9	3.7	0.323	43.5	3.5	0.295	45.3	3.3	0.303	44.8	3.1	0.285	42.7	3.3	0.294
Middle,	1888	34.0	4.5	0.403	35.2	4.2	0.370	38.0	4.0	0.353	42.5	3.5	0.307	42.3	3.4	0.280	44.8	3.2	0.276
Pittsburgh,	1887	15.2	7.7	0.735	15.5	7.2	0.648	15.9	7.2	0.610	15.9	6.7	0.662	16.1	6.3	0.629	16.2	6.1	0.574
Pittsburgh,	1888	14.3	8.5	0.810	14.8	8.2	0.771	14.9	7.9	0.736	15.5	7.2	0.668	15.0	7.2	0.609	15.0	7.1	0.616
Tyrone,	1887	10.5	14.3	0.880	11.6	12.6	0.827	11.4	12.5	0.854	11.6	12.5	0.862	11.1	11.1	0.742	12.2	10.5	0.705
Tyrone,	1888	10.9	14.0	0.924	11.1	13.1	0.866	11.8	12.7	0.826	12.3	11.6	0.784	11.9	12.8	0.850	12.6	11.8	0.773
West Penn,	1887	20.9	5.0	0.383	21.2	4.6	0.332	23.2	4.4	0.328	22.2	4.1	0.322	22.3	3.9	0.291	22.3	4.0	0.283
West Penn,	1888	20.7	5.6	0.463	21.7	5.3	0.406	22.0	4.7	0.390	20.6	4.8	0.375	20.4	4.6	0.339	21.3	4.7	0.348
Altoona,	1887	11.6	8.0	0.592	9.9	12.6	0.540	11.2	8.2	0.502	10.8	12.5	0.542	11.4	8.9	0.514	11.2	9.4	0.577
Altoona,	1888	9.2	13.0	0.829	9.4	12.3	0.859	8.0	13.1	0.834	11.0	10.1	0.707	9.3	14.1	0.629	12.0	10.1	0.478
Monongahela,	1887	22.0	5.1	0.446	19.1	5.0	0.442	21.1	4.6	0.388	22.2	4.4	0.391	18.2	4.9	0.415	18.0	4.6	0.395
Monongahela,	1888	18.7	6.4	0.523	18.0	6.3	0.523	16.8	6.6	0.563	19.9	5.2	0.399	22.5	4.7	0.367	19.5	5.2	0.469
Frederick,	1887	19.2	5.4	0.434	11.5	7.2	0.543	20.3	4.5	0.417	23.4	4.8	0.466	21.9	4.3	0.418	20.1	4.7	0.436
Frederick,	1888	18.9	5.6	0.522	17.4	5.7	0.511	21.3	5.0	0.434	23.0	4.5	0.418	24.3	3.9	0.362	23.4	3.9	0.366
Lewistown,	1887	12.1	9.7	0.596	14.1	8.4	0.584	13.7	8.2	0.530	15.2	7.4	0.513	14.5	7.6	0.654	13.0	8.1	0.548
Lewistown,	1888	13.4	10.0	0.662	12.6	9.8	0.665	12.8	9.7	0.658	13.2	8.3	0.527	14.6	8.1	0.512	13.2	7.0	0.433
Bedford,	1887	14.2	8.6	0.904	11.6	10.4	0.856	12.0	10.0	0.775	13.6	8.2	0.628	13.5	6.6	0.519	12.9	7.6	0.548
Bedford,	1888	10.3	10.0	0.673	10.7	9.7	0.702	11.2	9.1	0.654	11.2	10.6	0.698	12.6	8.8	0.639	11.9	8.1	0.539
Schuylkill,	1887	11.4	14.0	1.217	11.6	10.9	0.904	10.6	11.4	0.932	11.2	11.1	1.075	12.2	10.3	1.001	11.6	10.9	1.013
Schuylkill,	1888	11.9	12.8	1.164	10.5	13.3	1.103	16.0	9.1	0.613	17.0	8.1	0.624	16.9	8.3	0.623	17.6	7.7	0.524
Totals,	1887	22.45	5.74	0.533	23.28	5.42	0.466	23.82	5.30	0.426	24.92	4.92	0.447	25.20	4.58	0.407	24.78	4.60	0.401
Totals,	1888	22.26	5.98	0.550	22.09	5.86	0.503	22.86	5.62	0.480	24.56	5.07	0.431	24.36	4.99	0.401	24.46	4.83	0.394

PENNSYLVANIA RAILROAD DIVISION.

Comparative Statement, showing average number of freight cars hauled per engine mile, and pounds of coal consumed per freight car per mile, and per ton per mile in 1887 and 1888.—Continued.

DIVISIONS.	Years.	JULY.			AUGUST.			SEPTEMBER.			OCTOBER.			NOVEMBER.			DECEMBER.			TOTALS.		
		Cars.	Coal per Car Mile.	Coal per Ton Mile.	Cars.	Coal per Car Mile.	Coal per Ton Mile.	Cars.	Coal per Car Mile.	Coal per Ton Mile.	Cars.	Coal per Car Mile.	Coal per Ton Mile.	Cars.	Coal per Car Mile.	Coal per Ton Mile.	Cars.	Coal per Car Mile.	Coal per Ton Mile.	Cars.	Coal per Car Mile.	Coal per Ton Mile.
Philadelphia, . . .	1887	29.7	3.8	0.343	30.1	4.0	0.365	29.7	4.1	0.355	29.2	4.2	0.343	28.1	4.4	0.377	27.1	4.7	0.409	28.30	4.36	0.382
Philadelphia, . . .	1888	29.5	4.0	0.339	30.0	3.9	0.330	29.8	4.1	0.354	29.4	4.3	0.358	29.5	4.4	0.375	28.6	4.6	0.393	28.83	4.30	0.365
Middle,	1887	43.4	3.2	0.276	43.3	3.2	0.284	42.7	3.3	0.286	44.0	3.5	0.300	41.4	3.6	0.322	37.3	4.0	0.342	41.94	3.48	0.308
Middle,	1888	47.3	3.2	0.287	50.1	3.1	0.269	48.9	3.3	0.289	44.5	3.6	0.306	43.2	3.8	0.325	40.4	4.0	0.339	42.07	3.67	0.316
Pittsburgh,	1887	16.0	6.1	0.550	16.3	6.1	0.565	16.1	6.6	0.597	16.1	7.0	0.611	15.6	7.5	0.672	15.2	7.6	0.665	15.83	6.87	0.627
Pittsburgh,	1888	15.5	6.9	0.633	15.9	7.0	0.606	16.3	7.0	0.623	16.1	7.2	0.623	16.1	7.4	0.654	16.1	7.8	0.675	15.47	7.45	0.665
Tyrone,	1887	11.9	9.9	0.659	11.9	10.5	0.703	11.3	11.3	0.752	11.8	11.6	0.805	11.9	12.0	0.822	12.5	11.8	0.826	11.66	11.65	0.785
Tyrone,	1888	12.8	11.1	0.694	12.9	11.3	0.716	13.0	12.0	0.783	13.2	12.4	0.785	13.3	12.1	0.772	12.6	13.3	0.847	12.33	12.35	0.802
West Penn,	1887	22.2	4.0	0.300	22.8	4.2	0.307	22.2	4.0	0.309	23.6	4.6	0.337	22.5	4.6	0.350	21.8	5.2	0.377	22.28	4.38	0.326
West Penn,	1888	22.0	4.3	0.341	21.4	4.4	0.325	22.7	4.8	0.354	23.3	4.8	0.360	22.2	4.8	0.372	21.6	5.3	0.408	21.64	4.84	0.372
Altoona,	1887	10.4	10.3	0.475	14.6	7.2	0.412	12.9	8.9	0.467	13.1	8.9	0.413	14.1	8.4	0.491	11.4	5.5	0.443	10.97	8.82	0.488
Altoona,	1888	12.5	8.2	0.460	11.8	8.6	0.518	12.6	8.5	0.501	13.6	7.7	0.511	11.9	10.4	0.470	12.1	9.7	0.383	10.72	10.07	0.562
Monongahela, . . .	1887	17.0	4.9	0.440	21.4	4.1	0.344	22.9	4.4	0.384	21.4	4.9	0.409	22.0	4.4	0.367	21.8	5.4	0.429	20.82	4.72	0.404
Monongahela, . . .	1888	18.2	5.7	0.453	22.6	5.2	0.432	22.3	5.2	0.340	20.1	5.9	0.470	23.2	5.5	0.438	19.7	6.3	0.454	20.28	5.61	0.447
Frederick,	1887	20.9	4.2	0.387	21.4	4.8	0.433	22.8	4.4	0.403	20.3	5.0	0.455	20.9	5.2	0.453	19.1	5.9	0.513	20.50	4.88	0.443
Frederick,	1888	22.0	4.2	0.397	21.9	4.4	0.433	23.1	4.9	0.450	23.5	5.2	0.455	21.8	4.9	0.451	20.6	5.5	0.498	21.94	4.74	0.437
Lewistown,	1887	12.6	7.7	0.501	13.0	6.6	0.429	14.0	6.6	0.450	15.1	6.9	0.456	14.2	8.3	0.540	14.2	8.7	0.539	13.75	7.88	0.527
Lewistown,	1888	13.5	6.8	0.425	12.8	7.4	0.431	14.2	8.3	0.469	12.6	8.8	0.506	12.9	8.9	0.603	12.7	9.5	0.748	13.20	8.47	0.540
Bedford,	1887	13.2	7.5	0.594	12.0	8.4	0.572	11.5	9.1	0.521	12.4	7.6	0.571	11.2	8.4	0.555	10.5	9.3	0.594	12.02	8.29	0.595
Bedford,	1888	11.1	8.2	0.484	12.0	8.2	0.541	12.2	9.3	0.640	11.7	9.3	0.862	11.4	8.9	0.630	10.9	9.0	0.617	11.48	9.07	0.629
Schuylkill,	1887	11.7	10.5	0.943	15.7	8.0	0.595	15.8	7.5	0.568	15.5	8.0	0.664	15.0	8.7	0.538	13.7	10.6	0.732	13.30	9.71	0.763
Schuylkill,	1888	18.5	6.8	0.483	18.8	7.2	0.457	18.8	7.4	0.524	17.4	7.9	0.509	15.7	8.9	0.572	15.0	9.2	0.624	16.49	8.40	0.583
Totals,	1887	24.72	4.48	0.386	24.84	4.60	0.402	24.65	4.77	0.407	24.69	4.98	0.417	24.05	5.29	0.449	22.95	5.57	0.469	24.16	5.03	0.434
Totals,	1888	24.74	4.83	0.410	25.68	4.74	0.392	25.76	4.97	0.417	25.13	5.21	0.426	24.91	5.34	0.447	24.14	5.66	0.468	24.16	5.27	0.442

UNITED RAILROADS OF NEW JERSEY DIVISION.

Comparative Statement, showing average number of freight cars hauled per engine mile, and pounds of coal consumed per freight car per mile, and per ton per mile in 1887 and 1888.

DIVISIONS.	YEARS.	JANUARY.			FEBRUARY.			MARCH.			APRIL.			MAY.			JUNE.		
		Cars.	Coal per Car Mile.	Coal per Ton Mile.	Cars.	Coal per Car Mile.	Coal per Ton Mile.	Cars.	Coal per Car Mile.	Coal per Ton Mile.	Cars.	Coal per Car Mile.	Coal per Ton Mile.	Cars.	Coal per Car Mile.	Coal per Ton Mile.	Cars.	Coal per Car Mile.	Coal per Ton Mile.
New York,	1887	22.1	5.2	0.564	22.6	4.9	0.501	23.4	4.7	0.425	23.8	4.2	0.432	23.7	3.9	0.409	24.4	3.9	0.406
New York,	1888	22.1	5.6	0.577	21.8	5.1	0.493	23.1	5.0	0.495	23.4	4.7	0.486	23.2	4.4	0.436	23.1	4.3	0.456
Amboy,	1887	12.3	9.1	0.845	12.4	8.4	0.707	12.5	8.2	0.640	12.5	8.1	0.608	12.3	6.9	0.567	12.2	7.2	0.486
Amboy,	1888	11.3	9.8	0.719	13.6	8.0	0.651	13.1	7.9	0.627	13.7	7.1	0.584	12.2	7.6	0.543	12.0	8.1	0.631
Belvidere,	1887	25.5	4.8	0.482	29.1	4.2	0.388	29.2	4.2	0.397	30.8	3.5	0.361	29.5	3.3	0.333	29.7	3.2	0.312
Belvidere,	1888	24.7	4.8	0.409	29.0	4.0	0.439	27.5	4.5	0.449	29.0	4.1	0.431	29.0	3.7	0.352	29.7	3.4	0.338
Totals,	1887	21.89	5.30	0.579	22.98	4.87	0.500	23.49	4.77	0.447	24.22	4.13	0.442	23.71	3.93	0.419	24.16	3.93	0.401
Totals,	1888	21.61	5.58	0.565	22.28	5.03	0.507	22.98	5.05	0.506	23.40	4.70	0.492	22.89	4.45	0.441	22.90	4.33	0.464

DIVISIONS.	YEARS.	JULY.			AUGUST.			SEPTEMBER.			OCTOBER.			NOVEMBER.			DECEMBER.			TOTALS.		
		Cars.	Coal per Car Mile.	Coal per Ton Mile.	Cars.	Coal per Car Mile.	Coal per Ton Mile.	Cars.	Coal per Car Mile.	Coal per Ton Mile.	Cars.	Coal per Car Mile.	Coal per Ton Mile.	Cars.	Coal per Car Mile.	Coal per Ton Mile.	Cars.	Coal per Car Mile.	Coal per Ton Mile.	Cars.	Coal per Car Mile.	Coal per Ton Mile.
New York,	1887	25.0	3.8	0.449	24.9	3.7	0.412	24.3	4.1	0.416	24.6	4.4	0.431	23.9	4.6	0.461	22.8	5.1	0.525	23.79	4.36	0.451
New York,	1888	22.8	4.3	0.468	23.5	4.1	0.433	23.6	4.3	0.442	23.4	4.5	0.451	22.6	4.9	0.469	22.6	5.1	0.498	22.94	4.68	0.474
Amboy,	1887	12.1	7.0	0.643	11.9	7.5	0.594	11.7	7.2	0.579	12.4	7.6	0.566	12.6	8.0	0.603	12.0	8.9	0.702	12.22	7.83	0.622
Amboy,	1888	13.1	6.6	0.613	13.1	7.1	0.643	13.3	7.2	0.626	13.4	7.6	0.625	14.5	8.0	0.606	12.1	8.9	0.662	12.94	7.80	0.626
Belvidere,	1887	29.5	3.4	0.337	27.8	3.5	0.326	25.1	3.8	0.391	30.2	3.6	0.360	29.4	3.9	0.390	29.5	4.0	0.376	28.84	3.78	0.371
Belvidere,	1888	30.6	3.1	0.313	32.1	3.2	0.301	30.4	3.6	0.353	30.6	3.7	0.369	30.3	4.0	0.363	28.2	4.5	0.414	29.18	3.91	0.376
Totals,	1887	24.27	3.88	0.453	24.00	3.83	0.421	23.17	4.19	0.433	24.36	4.36	0.437	23.68	4.63	0.468	23.12	5.03	0.519	23.59	4.40	0.459
Totals,	1888	23.01	4.20	0.463	23.77	4.09	0.435	23.63	4.32	0.450	23.68	4.56	0.459	23.11	4.86	0.471	22.43	5.19	0.509	22.98	4.69	0.479

PHILADELPHIA AND ERIE RAILROAD DIVISION.

Comparative Statement, showing average number of freight cars hauled per engine mile, and pounds of coal consumed per freight car per mile, and per ton per mile in 1887 and 1888.

DIVISIONS.	YEARS.	JANUARY.			FEBRUARY.			MARCH.			APRIL.			MAY.			JUNE.		
		Cars.	Coal per Car Mile.	Coal per Ton Mile.	Cars.	Coal per Car Mile.	Coal per Ton Mile.	Cars.	Coal per Car Mile.	Coal per Ton Mile.	Cars.	Coal per Car Mile.	Coal per Ton Mile.	Cars.	Coal per Car Mile.	Coal per Ton Mile.	Cars.	Coal per Car Mile.	Coal per Ton Mile.
Eastern,	1887	36.3	3.3	0.343	37.1	3.2	0.317	43.5	2.8	0.278	44.5	2.6	0.279	48.3	2.3	0.227	47.6	2.3	0.226
Eastern,	1888	33.0	4.2	0.442	36.2	3.6	0.383	36.9	3.3	0.349	42.8	2.8	0.297	45.0	2.7	0.265	44.9	2.7	0.245
Middle,	1887	33.6	4.6	0.531	34.5	4.4	0.456	38.4	3.7	0.371	41.4	3.1	0.345	43.7	2.8	0.280	41.2	2.7	0.290
Middle,	1888	32.2	4.4	0.531	35.3	3.9	0.423	37.3	3.6	0.400	38.5	3.5	0.348	38.8	3.4	0.307	39.6	3.4	0.300
Western,	1887	25.0	5.2	0.590	28.3	4.4	0.443	32.4	4.0	0.405	28.7	4.0	0.418	30.2	3.6	0.361	32.2	3.4	0.327
Western,	1888	25.4	5.1	0.662	26.2	4.7	0.503	27.3	4.4	0.501	28.1	4.0	0.433	30.0	3.6	0.344	30.5	3.6	0.329
Totals,	1887	32.7	4.1	0.448	34.2	3.8	0.383	39.1	3.3	0.332	39.3	3.0	0.327	41.9	2.7	0.270	41.2	2.8	0.267
Totals,	1888	30.9	4.4	0.507	33.6	3.9	0.417	34.8	3.6	0.391	37.6	3.2	0.338	38.9	3.1	0.339	39.2	3.1	0.280

DIVISIONS.	YEARS.	JULY.			AUGUST.			SEPTEMBER.			OCTOBER.			NOVEMBER.			DECEMBER.			TOTALS.		
		Cars.	Coal per Car Mile.	Coal per Ton Mile.	Cars.	Coal per Car Mile.	Coal per Ton Mile.	Cars.	Coal per Car Mile.	Coal per Ton Mile.	Cars.	Coal per Car Mile.	Coal per Ton Mile.	Cars.	Coal per Car Mile.	Coal per Ton Mile.	Cars.	Coal per Car Mile.	Coal per Ton Mile.	Cars.	Coal per Car Mile.	Coal per Ton Mile.
Eastern,	1887	44.6	2.5	0.226	48.0	2.4	0.234	47.8	2.5	0.234	46.3	2.7	0.260	43.3	2.9	0.290	38.1	3.4	0.329	43.8	2.7	0.266
Eastern,	1888	44.6	2.9	0.249	44.5	2.9	0.257	45.8	2.9	0.276	48.4	2.9	0.271	43.3	3.3	0.321	37.0	3.8	0.408	42.2	3.1	0.300
Middle,	1887	42.0	2.9	0.286	40.8	3.1	0.292	42.2	3.2	0.302	40.4	3.5	0.329	37.3	3.8	0.352	36.5	3.9	0.399	39.4	3.5	0.341
Middle,	1888	38.9	3.5	0.299	39.6	3.5	0.302	39.2	3.6	0.329	40.3	3.8	0.327	36.5	4.1	0.391	36.5	4.1	0.486	38.0	3.7	0.352
Western,	1887	31.8	3.3	0.366	31.6	3.4	0.336	30.5	3.6	0.365	31.2	3.7	0.380	29.9	4.0	0.393	27.3	4.5	0.500	30.1	3.9	0.395
Western,	1888	30.9	3.6	0.336	29.8	3.8	0.343	30.5	3.8	0.354	30.1	4.1	0.361	27.9	5.0	0.441	25.3	4.7	0.542	28.8	4.1	0.399
Totals,	1887	40.2	2.8	0.272	41.5	2.8	0.272	41.2	2.7	0.282	40.2	3.1	0.307	37.7	3.4	0.331	34.8	3.8	0.382	38.8	3.2	0.316
Totals,	1888	38.9	3.2	0.284	39.0	3.2	0.289	39.5	3.3	0.310	40.9	3.4	0.306	37.2	3.8	0.366	33.8	4.0	0.456	37.4	3.5	0.336

PASSENGER EQUIPMENT—MILEAGE.

PENNSYLVANIA RAILROAD DIVISION, 1888.

DIVISIONS.	PASSENGER.	PARLOR.	EMIGRANT AND EXCURSION.	BAGGAGE.	POSTAL.	EXPRESS.	BOX EXPRESS.	PULLMAN.	TOTAL.
Philadelphia Div.,	4,801,950	168	308,579	897,065	462,442	1,262,264	58,085	1,840,892	9,631,445
Middle Division, .	2,457,214	. . . . .	291,338	573,858	576,833	1,594,220	199,080	2,206,395	7,898,938
Pittsburgh Div., . .	3,915,888	. . . . .	416,736	730,355	516,239	1,357,116	171,080	2,015,153	9,122,567
Schuylkill Division,	1,745,670	. . . . .	14,681	57,468	. . . . .	97,425	1,120	. . . . . 422	1,916,786
Frederick Division,	366,699	. . . . .	82,334	116,236	. . . . .	17,063	9,486	358	592,176
Lewistown Div., .	88,001	. . . . .	88,406	2,200	. . . . .	200	508	240	179,555
Bedford Division, .	121,422	. . . . .	2,775	28,202	. . . . .	3,510	290	196	156,395
Tyrone Division, .	489,909	. . . . .	80,933	67,530	. . . . .	18,954	502	385	658,213
Altoona Division,	189,278	. . . . .	55,921	162	. . . . .	3,033	46	81	248,521
West Penna. Div.,	797,837	. . . . .	222,881	110,233	. . . . .	8,322	3,429	378	1,143,080
Monongahela Div.,	688,595	. . . . .	36,455	126,876	. . . . .	4,051	2,203	711	858,891
Cambria & Clear- field R. R., . . . }	. . . . .	. . . . .	3,510	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	3,510
Totals, 1888, . .	15,662,463	168	1,604,549	2,710,185	1,555,514	4,366,158	445,829	6,065,211	32,410,077
Totals, 1887, . .	14,985,177	1,014	1,795,775	2,473,334	1,513,879	4,139,992	232,018	5,311,983	30,453,172
Increase,	677,286	. . . . .	. . . . .	236,851	41,635	226,166	213,811	753,228	1,956,905
Decrease, . . . . .	. . . . .	846	191,226	"					
Percentage, . . .	4.5	83.4	10.7	9.6	2.8	5.5	92.2	14.2	6.4

NOTE.—Mileage made on Cambria and Clearfield Railroad is from September 24th, 1888.

PASSENGER EQUIPMENT—MILEAGE.

UNITED RAILROADS OF NEW JERSEY DIVISION, 1888.

DIVISIONS.	PASSENGER.	PARLOR.	EMIGR'T AND EXCUR.	BAGGAGE.	POSTAL.	EXPRESS.	BOX EXP.	PULLMAN.	TOTAL.
NEW YORK DIVISION.									
Main Line,	10,891,047	570,100	284,032	1,755,521	582,739	1,126,468	92,879	2,668,372	17,971,158
Philad'a, Germ. and Ch. Hill R. R.,	503,334	. . .	382	1,684	. . .	1,650	6	. . . .	507,056
Totals,	11,394,381	570,100	284,414	1,757,205	582,739	1,128,118	92,885	2,668,372	18,478,214
AMBOY DIVISION.									
Main Line,	1,452,013	156	166,776	249,295	. . .	44,466	2,274	3,576	1,918,556
Freehold and Jamesburg Ag. R. R.,	277,909	702	2,502	70,727	. . .	7,233	253	14,422	373,748
Camden and Burlington County R. R.,	742,111	. . .	90,998	102,945	. . .	30,009	120	. . . .	966,183
Philad'a and Long Branch R. R.,	278,050	3,022	15,638	51,481	. . .	11,911	46	. . . .	360,148
Long Beach R. R.,	40,763	. . .	317	1,872	. . .	. . . .	. . .	. . . .	42,952
Totals,	2,790,846	3,880	276,231	476,320	. . .	93,619	2,693	17,998	3,661,587
Belvidere Division,	742,167	. . .	102	98,224	28	1,778	2,410	10,954	855,663
Totals, 1888,	14,927,394	573,980	560,747	2,331,749	582,767	1,223,515	97,988	2,697,324	22,995,464
Totals, 1887,	14,572,416	575,925	637,539	2,318,559	574,992	1,189,685	91,797	2,613,360	22,574,273
Increase,	354,978	. . .	. . .	13,190	7,775	33,830	6,191	83,964	421,191
Decrease, . . . . .	. . . .	1,945	76,792						
Percentage,	2.4	0.3	12.1	0.6	1.4	2.8	6.7	3.2	1.9

PASSENGER EQUIPMENT—MILEAGE.

PHILADELPHIA AND ERIE RAILROAD DIVISION, 1888.

DIVISIONS.	PASSENGER.	EMIGRANT AND EXCURSION.	BAGGAGE.	POSTAL.	EXPRESS.	BOX EXPRESS.	PULLMAN.	TOTAL.
Eastern Division,	610,396	15,494	236,191	25,040	127,115	25,190	150,324	1,189,750
Middle Division,	335,902	18,172	154,917	. . . . .	66,984	14,499	68,135	658,609
Western Division,	410,135	830	182,691	. . . . .	60,802	9,624	64,398	728,480
Totals, 1888,	1,356,433	34,496	573,799	25,040	254,901	49,313	282,857	2,576,839
Totals, 1887,	1,298,040	34,382	552,351	25,000	253,171	29,157	266,634	2,458,735
Increase,	58,393	114	21,448	40	1,730	20,156	16,223	118,104
Percentage,	4.5	0.3	3.9	. . . . .	0.7	69.1	6.1	4.8
Sunbury, Hazleton and Wilkesbarre Railway,	145,201	4,644	53,832	. . . . .	66	417	304	204,464
Lewisburg and Tyrone R. R., . .	165,386	611	7,636	. . . . .	74	10	20	173,737
North and West Branch R. W., .	210,033	51,875	59,384	. . . . .	86	847	413	322,638
Ridgway and Clearfield Railroad,	33,630	26,016	24,019	. . . . .	. . . . .	. . . . .	27	83,692
Susquehanna and Clearfield R. R.,	1,320	12,274	44	. . . . .	. . . . .	. . . . .	. . . . .	13,638
Bellefonte, Nittany & Lemont R. R.,	25,059	90	1,307	. . . . .	9	. . . . .	. . . . .	26,465
Nescopeck Railroad,	35,979	1,874	660	. . . . .	. . . . .	34	12	38,559
Schuylkill Division (P. & E. R. R.)	69,339	160	3,348	. . . . .	. . . . .	86	108	73,041
Totals, 1888,	685,947	97,544	150,230	. . . . .	235	1,394	884	936,234
Totals, 1887,	596,350	88,692	134,686	. . . . .	576	4,265	210	824,779
Increase,	89,597	8,852	15,544	. . . . .	. . . . .	. . . . .	674	111,455
Decrease, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	341	2,871	. . . . .	. . . . .
Percentage,	15.0	10.0	11.5	. . . . .	59.2	67.3	320.9	13.5

NOTE.—Mileage made on Schuylkill Division (Philadelphia and Erie Railroad) is from May 1st, 1888.

FREIGHT EQUIPMENT—MILEAGE.

PENNSYLVANIA RAILROAD DIVISION, 1888.

DIVISIONS.	EASTWARD.			WESTWARD.			GRAND TOTAL.		
	Loaded.	Empty.	Total.	Loaded.	Empty.	Total.	Loaded.	Empty.	Total.
Philadelphia Division, .	59,574,986	2,806,153	62,381,139	18,713,025	44,112,159	62,825,184	78,288,011	46,918,312	125,206,323
Middle Division, . . .	69,829,150	2,138,758	71,967,908	20,322,951	55,416,876	75,739,827	90,152,101	57,555,634	147,707,735
Pittsburgh Division, . .	38,072,594	9,101,085	47,173,679	26,049,697	21,489,586	47,539,283	64,122,291	30,590,671	94,712,962
Schuylkill Division, . .	3,618,585	443,764	4,062,349	921,882	2,755,097	3,676,979	4,540,467	3,198,861	7,739,328
Frederick Division, . .	2,079,368	235,079	2,314,447	619,297	1,913,273	2,532,570	2,698,665	2,148,352	4,847,017
Lewistown Division, . .	1,152,808	217,165	1,369,973	1,189,737	423,462	1,613,199	2,342,545	640,627	2,983,172
Bedford Division, . . .	1,473,003	57,047	1,530,050	103,837	1,442,312	1,546,149	1,576,840	1,499,359	3,076,199
Tyrone Division, . . .	7,550,282	373,822	7,924,104	852,382	5,150,188	6,002,570	8,402,664	5,524,010	13,926,674
Altoona Division, . . .	181,813	318,548	500,361	402,399	98,695	501,094	584,212	417,243	1,001,455
West Penna. Division, .	7,112,948	640,724	7,753,672	4,631,308	2,272,772	6,904,080	11,744,256	2,913,496	14,657,752
Monongahela Division,	492,352	1,474,714	1,967,066	1,778,711	221,829	2,000,540	2,271,063	1,696,543	3,967,606
Camb. and Clear'd R. R.	11,157	778	11,935	2,026	10,282	12,308	13,183	11,060	24,243
Grand totals, 1888,	191,149,046	17,807,637	208,956,683	75,587,252	135,306,531	210,893,783	266,736,298	153,114,168	419,850,466
Grand totals, 1887,	173,621,522	17,357,179	190,978,701	79,621,662	117,224,189	196,845,851	253,243,184	134,581,368	387,824,552
Increase,	17,527,524	450,458	17,977,982	. . . .	18,082,342	14,047,932	13,493,114	18,532,800	32,025,914
Decrease . . . . .	. . . . .	. . . . .	. . . . .	4,034,410	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Percentage,	10.1	2.6	9.4	5.1	15.4	7.1	5.3	13.8	8.3

NOTE.—Mileage made on Cambria and Clearfield Railroad is from September 24th, 1888.

FREIGHT EQUIPMENT—MILEAGE.

UNITED RAILROADS OF NEW JERSEY DIVISION, 1888.

DIVISIONS.	EASTWARD.			WESTWARD.			GRAND TOTAL.		
	Loaded.	Empty.	Total.	Loaded.	Empty.	Total.	Loaded.	Empty.	Total.
NEW YORK DIVISION.									
Main Line,	28,006,817	3,402,172	31,408,989	14,914,368	17,213,527	32,127,895	42,921,185	20,615,699	63,536,884
Philad'a, Germ. and Ch. Hill R. R., .	20,780	2,736	23,516	6,638	16,736	23,374	27,418	19,472	46,890
Total New York Division, . . .	28,027,597	3,404,908	31,432,505	14,921,006	17,230,263	32,151,269	42,948,603	20,635,171	63,583,774
AMBOY DIVISION.									
Main Line,	4,186,160	1,563,263	5,749,423	2,238,589	2,890,711	5,129,300	6,424,749	4,453,974	10,878,723
Freehold and Jamesburg Ag. R. R., .	149,714	46,476	196,190	79,644	149,181	228,825	229,358	195,657	425,015
Camden and Burlington Co. R. R., .	147,227	39,039	186,266	99,331	66,953	166,284	246,558	105,992	352,550
Philadelphia and Long Branch R. R.,	84,760	20,042	104,802	43,311	38,341	81,652	128,071	58,383	186,454
Long Beach R. R.,	14,035	468	14,503	2,685	9,954	12,639	16,720	10,422	27,142
Total Amboy Division,	4,581,896	1,669,288	6,251,184	2,463,560	3,155,140	5,618,700	7,045,456	4,824,428	11,869,884
Belvidere Division,	6,623,159	643,024	7,266,183	1,009,290	6,319,027	7,328,317	7,632,449	6,962,051	14,594,500
Totals, 1888,	39,232,652	5,717,220	44,949,872	18,393,856	26,704,430	45,098,286	57,626,508	32,421,650	90,048,158
Totals, 1887,	36,225,896	5,010,309	41,236,205	18,361,252	22,653,182	41,014,434	54,587,148	27,663,491	82,250,639
Increase,	3,006,756	706,911	3,713,667	32,604	4,051,248	4,083,852	3,039,360	4,758,159	7,797,519
Decrease,									
Percentage,	8.3	14.1	9.0	0.2	17.9	10.0	5.6	17.2	9.5

FREIGHT EQUIPMENT—MILEAGE.

PHILADELPHIA AND ERIE RAILROAD DIVISION, 1888.

DIVISIONS.	EASTWARD.			WESTWARD.			GRAND TOTAL.		
	Loaded.	Empty.	Total.	Loaded.	Empty.	Total.	Loaded.	Empty.	Total.
Eastern Division, . . .	13,751,447	3,092,219	16,843,666	9,094,491	5,824,849	14,919,340	22,845,938	8,917,068	31,763,006
Middle Division,	8,903,219	2,127,595	11,030,814	7,355,997	3,958,332	11,314,329	16,259,216	6,085,927	22,345,143
Western Division, . . .	4,662,386	1,665,450	6,327,836	5,172,813	1,312,370	6,485,183	9,835,199	2,977,820	12,813,019
Totals, 1888,	27,317,052	6,885,264	34,202,316	21,623,301	11,095,551	32,718,852	48,940,353	17,980,815	66,921,168
Totals, 1887,	26,273,168	4,042,881	30,316,049	18,785,500	9,829,500	28,615,000	45,058,668	13,872,381	58,931,049
Increase,	1,043,884	2,842,383	3,886,267	2,837,801	1,266,051	4,103,852	3,881,685	4,108,434	7,990,119
Percentage,	4.0	70.3	12.8	15.1	12.9	14.3	8.6	29.6	13.5
Sunbury, Hazleton and Wilkesbarre Railway,	3,245,463	286,227	3,531,690	811,752	2,656,657	3,468,409	4,057,215	2,942,884	7,000,099
Lewisburg and Tyrone Railroad,	284,197	33,278	317,475	188,980	171,259	360,239	473,177	204,537	677,714
North and West Branch Railway,	4,465,951	416,564	4,882,515	1,042,700	3,779,315	4,822,015	5,508,651	4,195,879	9,704,530
Ridgway and Clearfield Railroad,	1,254,731	42,780	1,297,511	52,461	1,314,831	1,367,292	1,307,192	1,357,611	2,664,803
Susquehanna and Clear- field Railroad,	164,608	3,118	167,726	7,232	155,678	162,910	171,840	158,796	330,636
Bellefonte, Nittany and Lemont Railroad, . .	22,849	4,393	27,242	26,039	6,625	32,664	48,888	11,018	59,906
Nescopec Railroad, . .	468,216	21,055	489,271	27,260	399,547	426,807	495,476	420,602	916,078
Schuylkill Division (P. & E. R. R.),	516,158	39,720	555,878	82,818	405,539	488,357	598,976	445,259	1,044,235
Totals, 1888,	10,422,173	847,135	11,269,308	2,239,242	8,889,451	11,128,693	12,661,415	9,736,586	22,398,001
Totals, 1887,	7,308,757	519,062	7,827,819	1,396,995	6,478,549	7,875,544	8,705,752	6,997,611	15,703,363
Increase,	3,113,416	328,073	3,441,489	842,247	2,410,902	3,253,149	3,955,663	2,738,975	6,694,638
Percentage,	42.6	63.2	44.0	59.0	37.2	41.3	45.4	39.1	42.6

NOTE.—Mileage made on the Schuylkill Division (Philadelphia and Erie Railroad) is from May 1st, 1888.

PENNSYLVANIA RAILROAD DIVISION.

Statement of tonnage mileage, loaded freight-car mileage, and average car load.

	1888.	1887.	INCREASE.	DECREASE.	PERCENTAGE.
Tonnage mileage east,	3,311,580,029	2,902,492,311	409,087,718		14.1
Loaded freight-car mileage east,	191,149,046	173,621,522	17,527,524		10.1
Average load per car, tons, east,	17.32	16.72	0.60		3.6
Tonnage mileage west,	832,513,081	894,649,865		62,136,784	7.0
Loaded freight-car mileage west,	75,587,252	79,621,662		4,034,410	5.1
Average load per car, tons, west,	11.01	11.24		0.23	2.1
Total tonnage mileage,	4,144,093,110	3,797,142,176	346,950,934		9.1
Total loaded freight-car mileage,	266,736,298	253,243,184	13,493,114		5.3
Average load per car, tons,	15.53	14.99	0.54		3.6

UNITED RAILROADS OF NEW JERSEY DIVISION.

Statement of tonnage mileage, loaded freight-car mileage, and average car load.

	1888.	1887.	INCREASE.	PERCENTAGE.
Tonnage mileage east,	512,100,558	444,452,404	67,648,154	15.2
Loaded freight-car mileage east,	39,232,652	36,225,896	3,006,756	8.3
Average load per car, tons, east,	13.05	12.27	0.78	6.4
Tonnage mileage west,	212,987,508	195,338,748	17,648,760	9.0
Loaded freight-car mileage west,	18,393,856	18,361,252	32,604	0.2
Average load per car, tons, west,	11.58	10.64	0.94	8.8
Total tonnage mileage,	725,088,066	639,791,152	85,296,914	13.3
Total loaded freight-car mileage,	57,626,508	54,587,148	3,039,360	5.6
Average load per car, tons,	12.58	11.72	0.86	7.3

PHILADELPHIA AND ERIE RAILROAD DIVISION,

Including Sunbury, Hazleton and Wilkesbarre, North and West Branch, Lewisburg and Tyrone (Philadelphia and Erie Railroad end), Ridgway and Clearfield, Susquehanna and Clearfield, Bellefonte, Nittany and Lemont, and Nescopeck Railroads.

Statement of tonnage mileage, loaded freight-car mileage, and average car load.

	1888.	1887.	INCREASE.	PERCENTAGE.
Tonnage mileage east,	462,504,812	405,822,197	56,682,615	14.0
Loaded freight-car mileage east,	37,739,225	33,581,925	4,157,300	12.4
Average load per car, tons, east,	12.26	12.08	0.18	1.5
Tonnage mileage west,	465,130,940	372,145,044	92,985,896	25.0
Loaded freight-car mileage west,	23,862,543	20,182,495	3,680,048	18.2
Average load per car, tons, west,	19.49	18.44	1.05	5.7
Total tonnage mileage,	927,635,752	777,967,241	149,668,511	19.2
Total loaded freight-car mileage,	61,601,768	53,764,420	7,837,348	14.6
Average load per car, tons,	15.06	14.47	0.59	4.1

PENNSYLVANIA RAILROAD, UNITED RAILROADS OF NEW JERSEY, AND PHILADELPHIA AND ERIE
RAILROAD DIVISIONS.

Statement of tonnage mileage, loaded freight-car mileage, and average car load.

	1888.	1887.	INCREASE.	DECREASE.	PERCENTAGE.
Tonnage mileage east,	4,286,185,399	3,752,766,912	533,418,487		14.2
Loaded freight-car mileage east,	268,120,923	243,429,343	24,691,580		10.1
Average load per car, tons, east,	15.99	15.42	0.57		3.7
Tonnage mileage west,	1,510,631,529	1,462,133,657	48,497,872		3.3
Loaded freight-car mileage west,	117,843,651	118,165,409		321,758	0.3
Average load per car, tons, west,	12.82	12.37	0.45		3.6
Total tonnage mileage,	5,796,816,928	5,214,900,569	581,916,359		11.2
Total loaded freight-car mileage,	385,964,574	361,594,752	24,369,822		6.7
Average load per car, tons,	15.02	14.42	0.60		4.2

SUMMARY.

Statement of tonnage mileage, loaded freight-car mileage, and average car load on Pennsylvania Railroad, Northern Central Railway, Baltimore and Potomac Railroad, Alexandria and Fredericksburg Railway, Philadelphia, Wilmington and Baltimore Railroad, West Jersey Railroad, and Camden and Atlantic Railroad.

	1888.	1887.	INCREASE.	PERCENTAGE.
Tonnage mileage east,	4,828,690,599	4,280,673,291	548,017,308	12.8
Loaded freight-car mileage east,	307,180,733	281,312,012	25,868,721	9.2
Average load per car, tons, east,	15.72	15.22	0.50	3.3
Tonnage mileage west,	1,936,011,777	1,849,095,772	86,916,005	4.7
Loaded freight-car mileage west,	150,626,040	148,972,730	1,653,310	1.1
Average load per car, tons, west,	12.85	12.41	0.44	3.6
Total tonnage mileage,	6,764,702,376	6,129,769,063	634,933,313	10.4
Total loaded freight-car mileage,	457,806,773	430,284,742	27,522,031	6.4
Average load per car, tons,	14.78	14.25	0.53	3.7

Philadelphia, Wilmington and Baltimore Railroad figures are for the fiscal year.

PENNSYLVANIA RAILROAD DIVISION.

Statement of tonnage mileage and average number of cars in service.

	1888.	1887.	INCREASE.	DECREASE.	PERCENTAGE.
Tonnage,	29,400,359	26,931,086	2,469,273		9.2
Tonnage mileage,	4,144,093,110	3,797,142,176	346,950,934		9.1
Total freight-car mileage,	419,850,466	387,824,552	32,025,914		8.3
Loaded freight-car mileage,	266,736,298	253,243,184	13,493,114		5.3
Percentage of freight-car mileage made by loaded cars, . .	63.53	65.30		1.77	2.7
Mileage of foreign freight cars on Pennsylvania R. R. Div., .	232,576,983	211,421,347	21,155,636		10.0
Percentage of freight-car mileage made by foreign cars, .	55.40	54.51	0.89		1.6
Mileage of Pennsylvania Railroad freight cars on Pennsylvania Railroad Division,	176,197,729	166,182,146	10,015,583		6.0
Mileage of Empire Line and Green Line freight cars on Pennsylvania Railroad Division,	11,075,754	10,221,059	854,695		8.4
Mileage of Pennsylvania Railroad, Empire Line, and Green Line cars on foreign roads,	225,708,992	228,501,747		2,792,755	1.2
* Total mileage made by Pennsylvania R. R. freight cars, .	443,335,217	432,893,674	10,441,543		2.4
Average number of Pennsylvania Railroad freight cars in conducting transportation service,	32,551	30,714	1,837		6.0
Average number of Pennsylvania Railroad freight cars in service on Pennsylvania Railroad Division,	11,717	10,680	1,037		9.7
Freight-engine mileage,	14,388,699	13,561,148	827,551		6.1
Shifting-engine mileage,	5,281,914	5,089,702	192,212		3.8
Total freight and shifting engine mileage,	19,670,613	18,650,850	1,019,763		5.5
Passengers carried one mile,	323,444,739	310,160,664	13,284,075		4.3
Total passenger-car mileage,	23,332,391	22,093,949	1,238,442		5.6
Mileage of foreign passenger cars on Pennsylvania R. R. Division,	7,700,613	6,642,415	1,058,198		15.9
Percentage of passenger-car mileage made by foreign cars, .	33.00	30.06	2.94		9.8
Mileage of Pennsylvania Railroad passenger cars on Pennsylvania Railroad Division,	15,631,778	15,451,534	180,244		1.2
Mileage of Pennsylvania R. R. passenger cars on foreign roads,	6,683,797	5,790,973	892,824		15.4
Total mileage made by Pennsylvania R. R. passenger cars, .	36,260,659	35,155,779	1,104,880		3.1

NOTE.—The above figures do not include Pennsylvania Railroad branch lines operated in connection with the Philadelphia and Erie Railroad Division.

* Includes mileage of Pennsylvania Railroad cars on United Railroads.

UNITED RAILROADS OF NEW JERSEY DIVISION.

Statement of tonnage mileage and average cars in service.

	1888.	1887.	INCREASE.	DECREASE.	PERCENTAGE.
Tonnage,	12,650,633	11,421,442	1,229,191		10.8
Tonnage mileage,	725,088,066	639,791,152	85,296,914		13.3
Total freight-car mileage,	90,048,158	82,250,639	7,797,519		9.5
Loaded freight-car mileage,	57,626,508	54,587,148	3,039,360		5.6
Percentage of freight-car mileage made by loaded cars, . .	64.00	66.37		2.37	3.6
Mileage of foreign freight cars on U. R. R. of N. J. Div., .	59,695,416	54,261,917	5,433,499		10.0
Percentage of freight-car mileage made by foreign cars, .	66.29	65.97	0.32		0.5
Mileage of Pennsylvania Railroad freight cars on United Railroads of New Jersey Division,	25,965,447	23,959,872	2,005,575		8.4
Mileage of Empire Line and Green Line freight cars on United Railroads of New Jersey Division,	4,387,295	4,028,850	358,445		8.9
Average number of Pennsylvania Railroad freight cars on United Railroads of New Jersey Division,	3,569	3,582		.13	0.4
Freight-engine mileage,	3,256,826	3,003,985	252,841		8.4
Shifting-engine mileage,	2,282,221	2,109,722	172,499		8.2
Total freight and shifting engine mileage,	5,539,047	5,113,707	425,340		8.3
Passengers carried one mile,	327,361,855	318,096,307	9,265,548		2.9
Total passenger-car mileage,	18,759,445	18,399,240	360,205		2.0
Mileage of Pennsylvania Railroad passenger cars on United Railroads of New Jersey Division,	13,945,084	13,913,272	31,812		0.2
Mileage of foreign passenger cars on U. R. R. of N. J. Div., .	4,814,361	4,485,968	328,393		7.3
Percentage of passenger-car mileage made by foreign cars, .	34.52	24.38	10.14		41.6

PHILADELPHIA AND ERIE RAILROAD DIVISION, INCLUDING SUNBURY, HAZLETON AND WILKES-BARRE, NORTH AND WEST BRANCH, LEWISBURG AND TYRONE (PHILADELPHIA AND ERIE RAILROAD END), RIDGWAY AND CLEARFIELD, SUSQUEHANNA AND CLEARFIELD, BELLEFONTE, NITTANY AND LEMONT, AND NESCOPEC RAILROADS.

Statement of tonnage mileage and average number of cars in service.

	1888.	1887.	INCREASE.	DECREASE.	PERCENTAGE.
Tonnage,	13,657,054	11,680,769	1,976,285		16.9
Tonnage mileage,	927,635,752	777,967,241	149,668,511		19.2
Total freight-car mileage,	89,319,169	74,634,412	14,684,757		19.7
Loaded freight-car mileage,	61,601,768	53,764,420	7,837,348		14.6
Percentage of freight-car mileage made by loaded cars,	68.97	72.04		3.07	4.3
Mileage of foreign freight cars on Phila. and Erie R. R. Div.,	85,437,939	71,484,169	13,953,770		19.5
Percentage of freight-car mileage made by foreign cars,	95.65	95.78		0.13	0.1
Mileage of Philadelphia and Erie Railroad freight cars on Philadelphia and Erie Railroad Division,	3,881,230	3,150,243	730,987		23.2
Mileage of Philadelphia and Erie Railroad freight cars on foreign roads,	21,478,516	21,897,486		418,970	1.9
Total mileage made by Phila. and Erie R. R. freight cars,	25,359,746	25,047,729	312,017		1.3
Average number of Philadelphia and Erie Railroad freight cars in conducting transportation service,	2,824	2,815	9		0.3
Average number of Philadelphia and Erie Railroad freight cars in service on Philadelphia and Erie Railroad,	248	185	63		34.1
Freight-engine mileage,	2,131,476	1,698,666	432,810		25.5
Shifting-engine mileage,	797,822	686,840	110,982		16.2
Total freight and shifting engine mileage,	2,929,298	2,385,506	543,792		22.8
Passengers carried one mile,	30,878,260	29,105,586	1,772,674		6.1
Total passenger-car mileage,	2,458,161	2,284,308	173,853		7.6
Mileage of foreign passenger cars on P. & E. R. R. Division,	1,143,228	1,052,524	90,704		8.6
Percentage of passenger-car mileage made by foreign cars,	46.51	46.08	0.43		0.9
Mileage of Philadelphia and Erie Railroad passenger cars on Philadelphia and Erie Railroad Division,	1,314,933	1,231,784	83,149		6.8
Mileage of Philadelphia and Erie Railroad passenger cars on foreign roads,	538,362	558,608		20,246	3.6
Total mileage made by Phila. and Erie R. R. passenger cars,	1,853,295	1,790,392	62,903		3.5

SUMMARY.

PENNSYLVANIA RAILROAD, UNITED RAILROADS OF NEW JERSEY, AND PHILADELPHIA AND ERIE RAILROAD DIVISIONS.

Statement of tonnage mileage and average number of cars in service.

	1888.	1887.	INCREASE.	DECREASE.	PERCENTAGE.
Tonnage,	55,708,046	50,033,297	5,674,749		11.3
Tonnage mileage,	5,796,816,928	5,214,900,569	581,916,359		11.2
Total freight-car mileage,	599,217,793	544,709,603	54,508,190		10.0
Loaded freight-car mileage,	385,964,574	361,594,752	24,369,822		6.7
Percentage of freight-car mileage made by loaded cars,	64.41	66.38		1.97	3.0
Mileage of foreign freight cars on Pennsylvania Railroad,	335,684,026	283,083,273	52,600,753		18.6
Percentage of freight-car mileage made by foreign cars,	56.02	51.97	4.05		7.8
Mileage of Penna. R. R. and Philadelphia and Erie R. R. freight cars on Pennsylvania Railroad,	280,135,444	261,626,330	18,510,114		7.1
Mileage of Pennsylvania Railroad and Philadelphia and Erie Railroad freight cars on foreign roads,	188,558,519	196,315,073		7,756,554	4.0
Total mileage made by Pennsylvania Railroad and Philadelphia and Erie Railroad freight cars,	468,694,963	457,941,403	10,753,560		2.4
Average number of Penna. R. R. and Philadelphia and Erie R. R. freight cars in conducting transportation service,	35,375	33,529	1,846		5.5
Average number of Penna. R. R. and Philadelphia and Erie R. R. freight cars in service on Pennsylvania R. R.,	18,891	17,279	1,612		9.3
Average number of P. R. R. and P. & E. R. R., E. L., and G. L. freight cars in conducting transportation service,	40,219	38,090	2,129		5.6
Freight-engine mileage,	19,777,001	18,263,799	1,513,202		8.3
Shifting-engine mileage,	8,361,957	7,886,264	475,693		6.0
Total freight and shifting engine mileage,	28,138,958	26,150,063	1,988,895		7.6
Passengers carried one mile,	681,684,854	657,362,557	24,322,297		3.7
Total passenger-car mileage,	44,549,997	42,777,497	1,772,500		4.1
Mileage of foreign passenger cars on Pennsylvania R. R.,	12,699,899	11,282,295	1,417,604		12.6
Percentage of passenger-car mileage made by foreign cars,	28.51	26.37	2.14		8.1
Mileage of Pennsylvania Railroad and Philadelphia and Erie Railroad passenger cars on Pennsylvania Railroad,	31,850,098	31,495,202	354,896		1.1
Mileage of Pennsylvania Railroad and Philadelphia and Erie Railroad passenger cars on foreign roads,	6,260,345	5,450,969	809,376		14.9
Total mileage made by P. R. R. and P. & E. R. R. passenger cars,	38,110,443	36,946,171	1,164,272		3.2

NOTE.—Mileage made by Empire Line and Green Line cars was included in foreign car mileage previous to 1886.

SUMMARY.

PENNSYLVANIA RAILROAD, NORTHERN CENTRAL RAILWAY, BALTIMORE AND POTOMAC RAILROAD, ALEXANDRIA AND FREDERICKSBURG RAILWAY, PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD, WEST JERSEY RAILROAD, AND CAMDEN AND ATLANTIC RAILROAD.

Statement of tonnage mileage and average number of cars in service.

	1888.	1887.	INCREASE.	DECREASE.	PERCENTAGE.
Tonnage,	77,926,430	70,560,677	7,365,753		10.4
Tonnage mileage,	6,764,702,376	6,129,769,063	634,933,313		10.4
Total freight-car mileage,	710,084,115	648,523,701	61,560,414		9.5
Loaded freight-car mileage,	457,806,773	430,284,742	27,522,031		6.4
Percentage of freight-car mileage made by loaded cars,	64.47	66.66		2.19	3.3
Mileage of foreign freight cars on lines east of Pittsburgh and Erie,	309,832,550	274,489,335	35,343,215		12.9
Percentage of freight-car mileage made by foreign cars,	43.63	42.33	1.30		3.1
Mileage of home freight cars on lines east of Pittsburgh and Erie,	400,251,565	374,034,366	26,217,199		7.0
Mileage of home freight cars on foreign roads,	176,003,189	183,626,926		7,623,737	4.2
Total mileage made by home freight cars,	576,254,754	557,661,292	18,593,462		3.3
Average number of home freight cars in conducting transportation service,	51,350	48,302	3,048		6.3
Average number of home freight cars in service on lines east of Pittsburgh and Erie,	31,623	29,430	2,193		7.5
Freight-engine mileage,	24,290,166	22,504,210	1,785,956		7.9
Shifting-engine mileage,	10,438,721	9,855,773	582,948		5.9
Total freight and shifting engine mileage,	34,728,887	32,359,983	2,368,904		7.3
Passengers carried one mile,	1,018,831,430	1,001,952,361	16,879,069		1.7
Total passenger-car mileage,	64,606,850	61,886,252	2,720,598		4.4
Mileage of foreign passenger cars on lines east of Pittsburgh and Erie,	13,411,183	11,013,082	2,398,101		21.8
Percentage of passenger-car mileage made by foreign cars,	20.76	17.80	2.96		16.6
Mileage of home passenger cars on lines east of Pittsburgh and Erie,	51,195,667	50,873,170	322,497		1.0
Mileage of home passenger cars on foreign roads,	1,927,996	1,875,773	52,223		2.8
Total mileage made by home passenger cars,	53,123,663	52,748,943	374,720		1.0

OFFICERS OF THE PENNSYLVANIA RAILROAD COMPANY.

MARCH, 1889.

PRESIDENT, GEORGE B. ROBERTS.
 FIRST VICE-PRESIDENT, FRANK THOMSON.
 SECOND VICE-PRESIDENT, J. N. DU BARRY.
 THIRD VICE-PRESIDENT, JOHN P. GREEN.
 ASSISTANT TO SECOND VICE-PRESIDENT, SAMUEL REA.
 SECRETARY, JOHN C. SIMS, JR.
 ASSISTANT SECRETARY AND SUPERINTENDENT EMPLOYÉ'S SAVING FUND, . D. S. NEWHALL.
 TREASURER, ROBERT W. SMITH.
 ASSISTANT TREASURER, GEORGE E. PEABODY.
 CASHIER, BENJAMIN F. CRAWFORD.
 COMPTROLLER, ROBERT W. DOWNING.
 ASSISTANT COMPTROLLER, M. RIEBENACK.
 GENERAL FREIGHT AGENT, W. H. JOYCE.
 ASSISTANT GENERAL FREIGHT AGENT, JOHN WHITTAKER.
 MANAGER OF EMPIRE LINE, GEORGE M. BALL.
 MANAGER OF UNION LINE, D. S. GRAY.
 GENERAL PASSENGER AGENT, JAMES R. WOOD.
 ASSISTANT GENERAL PASSENGER AGENT, GEORGE W. BOYD.
 GENERAL MANAGER, CHARLES E. PUGH.
 CHIEF ENGINEER, W. H. BROWN.
 ASSISTANT CHIEF ENGINEER, JOSEPH T. RICHARDS.
 GENERAL SUPERINTENDENT OF MOTIVE POWER, T. N. ELY.
 GENERAL SUPERINTENDENT OF TRANSPORTATION, S. M. PREVOST.
 PURCHASING AGENT, ENOCH LEWIS.
 ASSISTANT PURCHASING AGENT, THOS. P. SARGENT.
 ASSISTANT PURCHASING AGENT, A. W. SUMNER.
 REAL ESTATE AGENT, JOHN C. WILSON.
 CHIEF CONVEYANCER, GEORGE W. I. BALL.
 GENERAL SUPERINTENDENT P. R. R. DIVISION, R. E. PETTIT.
 GENERAL SUPERINTENDENT U. R. R. OF N. J. DIVISION, F. WOLCOTT JACKSON.
 GENERAL SUPERINTENDENT P. & E. R. R. DIVISION, ROBERT NEILSON.
 SUPERINTENDENT VOLUNTARY RELIEF DEPARTMENT, J. A. ANDERSON.
 GENERAL SOLICITOR, JOHN SCOTT.
 ASSISTANT GENERAL SOLICITOR, JAMES A. LOGAN.

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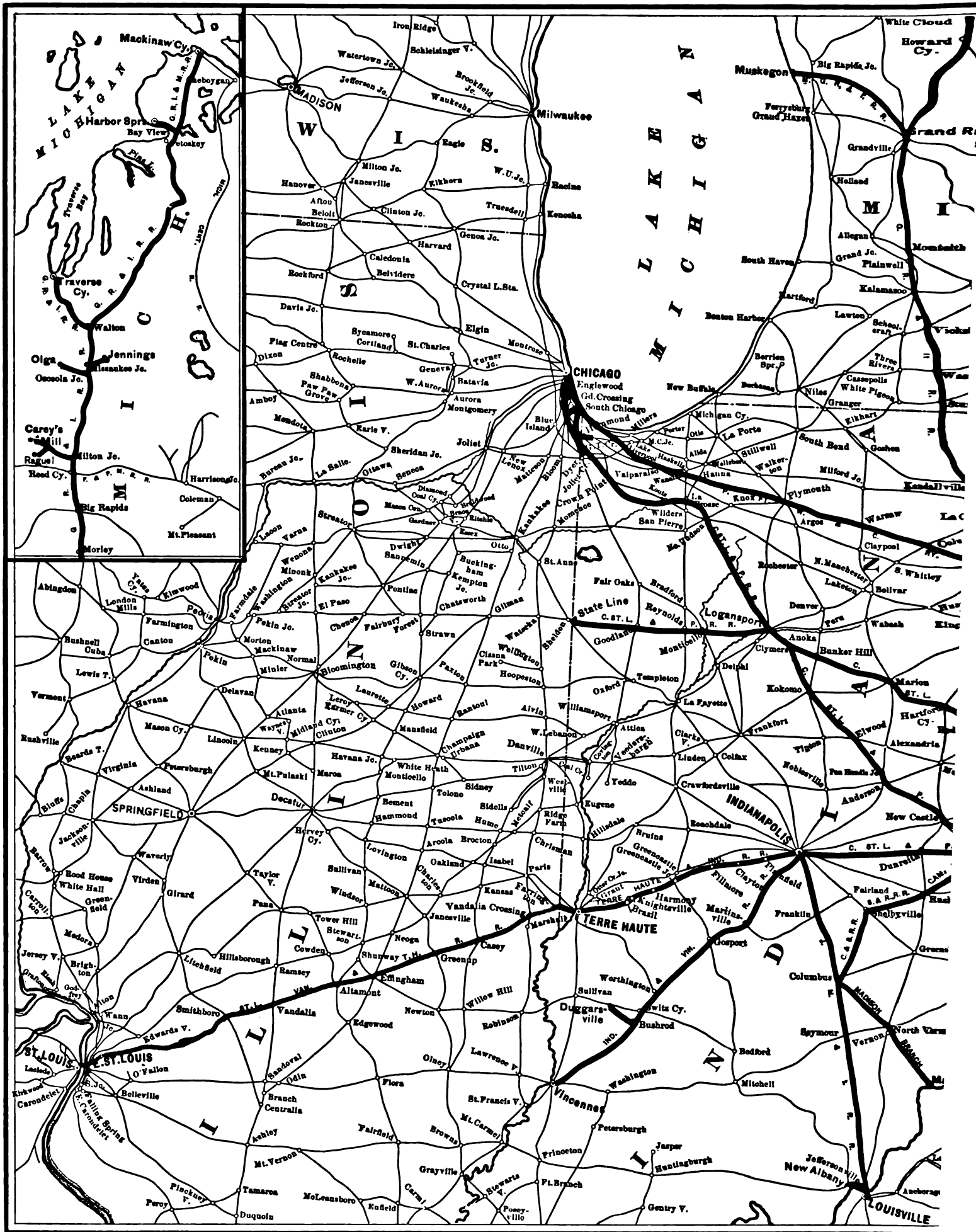
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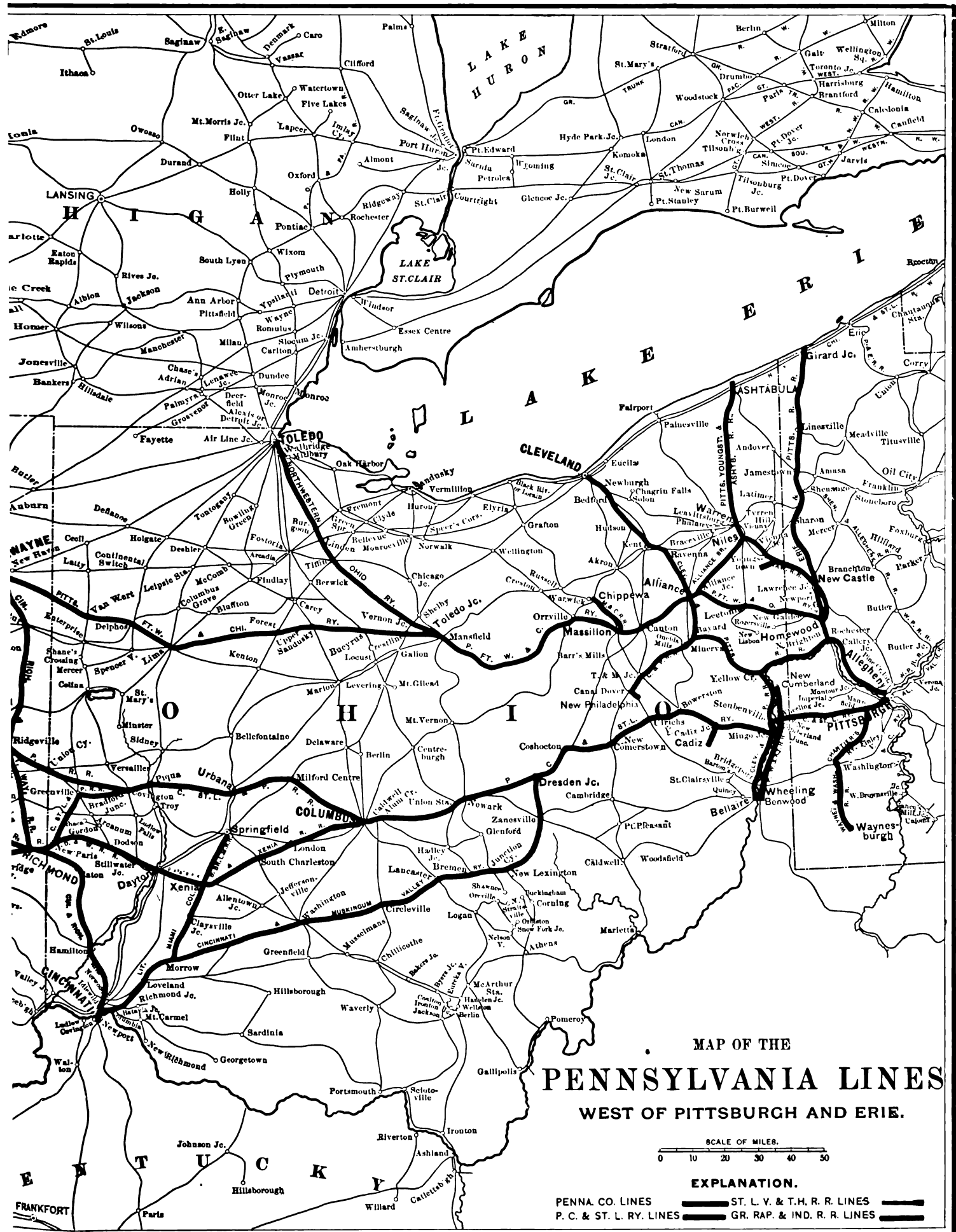
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