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THIRTEENTH ANNUAL REPORT

OF THE

COMMISSIONER OF RAILROADS AND TELEGRAPHS

OF OHIO,

FOR THE YEAR ENDING JUNE 30, 1879.

COLUMBUS:
NEVINS & MYERS, STATE PRINTERS.
1880.

REPORT.

OFFICE OF COMMISSIONER OF RAILROADS AND TELEGRAPHS,
COLUMBUS, OHIO, *January 1st, 1880.*

To His Excellency RICHARD M. BISHOP, *Governor of Ohio :*

SIR: I have the honor herewith to submit my second annual report, it being the thirteenth issued from this office since its creation April 5, 1867.

The value of the report is not what I would wish, owing to causes beyond my control. 1st, lack of promptness on the part of railroad companies in making their returns, and 2d, failing to make them at all.

From these causes, especially the latter, the report becomes valueless as a means of comparison with former years; no estimates can be made from it as to the increase of railroad mileage or business in the State, in fact it is the showing only of the companies that have reported to the office, and not of the railroads of the State.

Among the companies that have failed to make returns are the Atlantic and Great Western, the Cincinnati, Sandusky and Cleveland. The operating report of the Cleveland and Mahoning Valley, the company report of the Columbus, Chicago and Indiana Central, the Columbus, Springfield and Cincinnati, the Harrison Branch, the Lake Erie, Alliance and Wheeling, the company report of the Lawrence Railroad, the Painesville and Youngstown, the Toledo and Woodville, and the following narrow guage lines: The Bellaire and Southwestern, the Columbus, Washington and Cincinnati, the Marietta and Shawnee, the Miami Valley, the Ohio and Toledo, the Toledo and Grand Rapids, the Toledo and Maumee, and the Wheeling and Lake Erie Railway.

As it is impossible for an official to present a full and satisfactory report based upon partial and imperfect returns, I submit the facts, and trust the displeasure of those who are accustomed to consult the report will fall upon those whose failure to comply with the law put it beyond the power of the office to make it either full or satisfactory.

Were I called on for an opinion, I would add that the railroad companies failing to report are not wholly to blame. The Legislature of the State has continuously sought to bring the importance of the office into disrepute, and so well have they succeeded, that the railroad companies have begun to ignore it.

Owing to the failure of the Legislature to appropriate money for the

maintainance of the office of inspector of bridges and tunnels, that important office has passed out of existence during my second year. I cannot too strongly urge the importance of such an officer to the safety of the traveling public, nor too strongly condemn the petty economy which deprived the public of his services.

In conclusion, I desire to say that it would be greater wisdom on the part of the Legislature to abolish an office than to cripple it as it has the office of Commissioner of Railroads and Telegraphs.

In Massachusetts, Illinois, Michigan, Wisconsin, Missouri, and other States, each year sees some new power added to this office, and as a result the railroad companies respect the office, the people are kept advised of the workings of the great corporations in their midst, and the legislatures are constantly advised, both as to the wants of these corporations themselves and of the encroachments upon the rights of others; thus wise legislation is secured and much unnecessary and unwise legislation prevented.

Respectfully,

WILLIAM BELL, JR.,

Commissioner.

TABULATIONS
FROM
REPORTS OF RAILROAD COMPANIES.

REPORT OF COMMISSIONER.

I.—RAILWAY LINES IN OPERATION—MILES.

Line, and by whom operated.	Single main track.	Double track.	Sidings, etc.	Total rail.
Pennsylvania Company—				
Ashtabula, Youngstown and Pittsburgh Railroad.....	Ashtabula Harbor, Ohio, to Youngstown.....	62.60	6.08	68.68
Cleveland, Mt. Vernon and Delaware Railroad.....	Hudson, Ohio, to Columbus.....	141.40	21.17	177.80
Massillon and Cleveland Railroad.....	Clinton, Ohio, to Massillon.....	156.63		
Cleveland and Pittsburgh Railroad.....	Cleveland, Ohio, to Rochester, Pa.....	123.77		
	Yellow Creek, Ohio, to Bellaire.....	43.25		
	Bayard, Ohio, to New Philadelphia.....	32.75		
Lawrence Railroad.....	Lawrence Junction, Pa., to Youngstown, Ohio.....	199.77	61.50	264.27
	Hazleton, Ohio, to Canfield Coal Mines.....	4.06		
Mansfield, Coldwater and Lake Michigan Railroad.....	Mansfield, Ohio, to Tiffin.....	32.04	3.43	25.47
Pittsburgh, Cincinnati and St. Louis Railway.....	Pittsburgh, Pa., to Columbus, Ohio.....	191.56		45.83
	Cadiz Junction, Ohio, to Cadiz.....	8.10		
Cincinnati and Muskingum Valley Railway.....	Dresden Junction to Morrow, Ohio.....	199.66		262.39
Columbus, Chicago and Indiana Central Railway.....	Columbus, Ohio, to Indianapolis, Indiana.....	148.45	14.43	161.95
	Bradford Junction, Ohio, to Chicago, Illinois.....	187.10	13.50	
	Richmond Junction, Indiana, to Anoka Junction.....	102.30		
	Peoria Junction to State Line, Illinois.....	60.30		
Little Miami Division—	Columbus, Ohio, to Xenia.....	54.74	7.20	665.40
Columbus and Xenia Railroad.....	Xenia to Cincinnati.....	64.61	9.98	64.72
Little Miami Railroad.....	Xenia to Springfield.....	19.37		
Dayton and Western Railroad.....	Xenia to Dayton.....	16		
Richmond and Miami Railway.....	Dayton to Indiana State Line.....	37.23		
	State Line to Richmond, Indiana.....	4.19	25.49	
Pittsburgh, Fort Wayne and Chicago Railway.....	Pittsburgh to Chicago.....	196.14		187.01
North-Western Ohio Railway.....	Toledo Junction to Woodville.....	468.30	56.20	659.23
Toledo and Woodville Railroad.....	Toledo to Woodville.....	61.67	3.70	65.37
Toledo and State Line Railroad.....	Toledo to Canada Southern Junction.....	17.48	3.22	20.70
	Total by Pennsylvania Company.....	2,117.41	403.43	2,627.16
Atlantic and Great Western—Receiver.....	Salamanca, N. Y., to Dayton, Ohio.....	387.50		
	Junction, Pa., to Oil City, Pa.....	33.78		
	Wadsworth, Ohio, to Silver Creek, Ohio.....	1.55		
Cleveland and Mahoning Valley Railway.....	Cleveland, Ohio, to Pennsylvania State Line.....	80		
Westernman Railroad.....	State Line to Sharon, Pa.....	1.50		1.50
Sharon Railway.....	Sharon, Pa., to A. and G. W. Junction.....	7.73		7.73
	Total.....	512.06	14.61	729.82

REPORT OF COMMISSIONER.

I.—RAILWAY LINES IN OPERATION—MILES—Continued.

Line, and by whom operated.	Single main track.	Double track.	Sidings, etc.	Total.
Lake Shore and Michigan Southern Railway—Company..	Buffalo, New York, to Chicago, Illinois.....			
	Elyria Junction, via Sandusky, to Millbury Junction			
	Sandusky (Pier Branch) to old depot.....			
	Air Line Junction, Ohio, to Elkhart, Indiana.....			
	Air Line Junction, Ohio, to Detroit, Michigan.....			
	Lenawee Junction, Michigan, to Jackson, Michigan.....			
	Penawee Junction, Michigan, to Monroe, Michigan.....			
	Palmyra Junction to Adrian, Mich., via K. and E. R. R.			
	White Pigeon, Michigan, to Kalamazoo, Michigan.....			
	Jonesville, Michigan, to North Lansing, Michigan.....			
	Ashabula to Harbor, Ohio.....			
	Ashabula to Jamesstown.....			
	Junction with D. A. V. and P. K. R. at Dunkirk, N. Y.			
	Kalamazoo to Grand Rapids, Michigan.....			
	Jamesstown to Oil City.....			
	Andover to Youngstown, Ohio.....			
	Tyrrell Hill to Vienna, Ohio.....			
	Vienna to Holiday Bank.....			
	Coalburgh, Ohio, to New York, Ohio.....			
Mahoning Coal Railroad.....	1,176.79	235.63	462.84	1,875.26
	99.69		5.49	105.18
Marietta, Pittsburgh and Cleveland Railway—Trustees.				
Ohio Central Railway—Receiver.....	35.30		.50	35.80
Ohio and Mississippi Railway—Receiver.....				
	340			
	53			
	222			
Ohio and Toledo Railroad—Company.....	615		100	715
Painesville and Youngstown Railroad—Receiver.....	22.50		.25	22.75
Scioto Valley Railway—Company.....	61.80	1.50	5.11	68.41
	68.90			
	27.30			
Toledo, Canada Southern and Detroit Railway—Company	96.20		7.13	103.33
Wabash Railway—Company.....	54.50		9.33	63.83
	473.87			
	35.10			
	3.60			
	109.40			
	8.50			
	49.60			
	6.48			
Wheeling and Lake Erie Railroad—Receiver.....	686.55		152	838.55
White Water Valley Railroad—Receiver (7)	12.50			12.50
Cincinnati and Portsmouth Railroad—Company.....	73		6.85	79.85
Columbus, Washington and Cincinnati Railway—Company	20.60		1.10	21.70
Painesville, Canton and Bridgeport Railroad—Contractors	23.33		.23	23.56
	5			5

Toledo, Delphos and Indianapolis Railway—Company.....	16				16.
Toledo and Maumee Narrow Gauge Railroad—Company.....	8				
Toledo and Grand Rapids Railroad	5.75			.50	14.25
Springfield, Jackson and Pomeroy Railroad—Company.....	60				
Springfield to Bainbridge, Ohio.....	25			.50	85.50
Jackson to Waverly, Ohio.....					
Totals	8,553.60	383.97	1,893.65		10,829.52

II.—LINE LAID WITH RAIL IN OHIO—MILES.

Number.	Company.	Single track.			Double track.	Sidings, etc.	Total rail.
		Main line.		Total.			
		Branches.	Branches.	Total.			
1	Ashabula, Youngstown and Pittsburgh Railroad.....	62.60	.....	62.60	.....	66.78
2	Atlantic and Great Western Railroad (a).....	246.27	1.54	247.81	11.23	306.22	
3	Baltimore and Ohio and Chicago Railroad.....	110.31	.....	110.31	.....	128.17
4	Baltimore Short Line Railroad.....	30.33	.....	30.33	.....	36.63
5	Central Ohio Railroad.....	137.29	.....	137.29	.....	173.93
6	Chicago and Canada Southern Railway.....	4.50	.....	4.50	.....	4.80
7	Cincinnati and Baltimore Railroad.....	5.80	.....	5.80	5.80	11.65
8	Cincinnati and Eastern Railway.....	52.95	9.	61.95	.....	64.36
9	Cincinnati, Hamilton and Dayton Railroad.....	59.93	.....	59.93	9.22	69.73
10	Cincinnati, Hamilton and Indianapolis Railroad.....	19.	.....	19.	.....	20.60
11	Cincinnati and Indiana Railroad.....	20.50	.....	20.50	.....	31.08
12	Cincinnati and Muskingum Valley Railway.....	148.45	.....	148.45	.....	161.92
13	Cincinnati, Richmond and Cleveland Railroad (b).....	36.	.....	36.	.....	38.80
14	Cincinnati, Sandusky and Cleveland Railroad (b).....	154.25	15.51	169.76	.....	185.72
15	Cincinnati and Springfield Railway.....	48.05	.....	48.05	.....	60.41
16	Cleveland, Columbus, Cincinnati and Indianapolis Railway.....	306.60	.....	306.60	18.14	406.35
17	Cleveland and Mahoning Valley Railway.....	67.	.....	67.	.....	217.82
18	Cleveland, M., Vernon and Delaware Railroad.....	144.04	56.35	199.39	.....	266.60
19	Cleveland and Pittsburgh Railroad.....	182.83	.....	182.83	3.72	216.32
20	Cleveland, Tuscarawas Valley and Wheeling Railroad.....	101.14	.....	101.14	.....	136.53
21	Columbus, Chicago and Indiana Central Railway.....	135.90	.....	135.90	.....	161.32
22	Columbus and Hocking Valley Railroad.....	75.62	.....	75.62	.....	135.49
23	Columbus, Springfield and Cincinnati Railroad.....	44.37	28.45	104.07	.....	146.62
24	Columbus and Toledo Railroad.....	117.77	.....	117.77	.....	132.73
25	Columbus and Xenia Railroad.....	54.74	.....	54.74	.....	64.72
26	Dayton and Michigan Railroad.....	140.72	.....	140.72	.....	170.07
27	Dayton and South-Eastern Railroad (b).....	68.80	.....	68.80	.....	71.20
28	Dayton and Union Railroad.....	31.74	.....	31.74	.....	33.53
29	Eastern Ohio Railroad (b).....	7.75	.....	7.75	.....	7.80
30	Harrison Branch Railroad (b).....	7.40	.....	7.40	.....	7.50
31	Iron Railroad.....	12.75	3.75	16.50	.....	18.25
32	Lake Erie, Alliance and Wheeling Railroad (b).....	33.30	.....	33.30	.....	34.80
33	Lake Erie and Louisville Railroad.....	97.98	9.92	107.90	.....	114.88
34	Lake Shore and Michigan Southern Railway.....	267.96	109.65	377.61	118.78	708.80	
35	Lawrence Railroad.....	8.62	4.06	12.68	.....	13.74
36	Little Miami Railroad.....	83.98	16.	99.98	25.49	141.12	
37	Mahoning Coal Railroad.....	38.	4.99	42.99	.....	45.39
38	Marietta and Cincinnati Railroad.....	156.80	119.10	275.90	3.40	326.30	
39	Marietta, Pittsburgh and Cleveland Railway.....	98.19	.....	98.19	.....	106.68
40	Massillon and Cleveland Railroad.....	12.23	.....	12.23	.....	14.30
41	Newark, Somerset and Stratsville Railroad.....	44.	.....	44.	.....	48.81

42	North-Western Ohio Railway.....	80.05	.....	80.05	.....	7.41	87.46
43	Ohio Central Railway.....	35.30	.....	35.30	.....	50	35.80
44	Ohio and Mississippi Railway.....	19.53	.....	19.53	.....	7.90	26.73
45	Ohio and Toledo Railroad.....	22.50	.....	22.50	.....	25	22.75
46	Painesville and Youngstown..... Railroad (b)	61.80	.....	61.80	.....	6.61	68.41
47	Pittsburgh, Cincinnati and St. Louis Railway.....	150.61	8.10	158.71	.....	41.20	200.00
48	Pittsburgh, Ft. Wayne and Chicago Railway.....	251.65	.....	251.65	.....	62.75	314.40
49	Sandusky, Mansfield and Newark Railroad.....	116.25	.....	116.25	.....	20.62	136.87
50	Seneca Valley Railway.....	96.20	.....	96.20	.....	7.13	103.33
51	Toledo, Canada Southern..... and Detroit Railway.....	7.14	.....	7.14	.....	3.36	10.50
52	Toledo and State Line Railroad (b).....	4.17	.....	4.17	.....	.....	4.17
53	Toledo and Woodville Railroad (b).....	17.48	.....	17.48	.....	3.21	20.69
54	Wabash Railway.....	85.50	.....	85.50	.....	26.62	102.12
55	Wheeling and Lake Erie Railroad (b).....	12.50	.....	12.50	.....	.....	12.50
	Totals.....	4,384.62	386.42	4,771.04	198.27	1,027.21	6,056.52

(a) 32.52 miles of main line, and 12.46 of side track, between Columbus and Newark, owned jointly by the Central Ohio and Prittsburgh, Cincinnati and St. Louis Companies, and counted in both lines, deducting from totals.

(b) Taken from last report on account of the road not reporting in time for tabulation.

III.—CAPITAL STOCK.

Number.	Company.	Authorized.	Paid in.	Per mile.		Proportion for Ohio.
				Miles.	Miles.	
1	Ashtabula, Youngstown and Pittsburgh Railroad.	\$1,700,000 00	\$1,656,433 33	62.60	836,460 59	\$1,656,433 33
2	Atlantic and Great Western Railroad.	50,000,000 00	34,075,804 10	492.83	42,008 04	30,391,428 28
3	Baltimore and Ohio and Chicago Railroad.	18,000,000 00	1,803,450 00	1,600.00	5,725 24	631,551 22
4	Baltimore Short Line Railway.	11,350,000 00	1,343,440 00	30.33	40,997 03	1,243,440 00
5	Central Ohio Railroad.	3,000,000 00	2,856,550 00	137.29	30,921 00	2,856,550 00
6	Chicago and Canada Southern Railway.	10,000,000 00	2,667,400 00	67.60	39,458 58	177,563 61
7	Cincinnati and Baltimore Railway.	1,250,000 00	1,247,455 00	5.80	215,078 45	1,247,455 00
8	Cincinnati and Eastern Railway.	500,000 00	240,063 25	62.	3,968 76	240,063 25
9	Cincinnati, Hamilton and Dayton Railroad.	3,500,000 00	3,500,000 00	60	58,333 33	3,500,000 00
10	Cincinnati, Hamilton and Indianapolis Railroad.	2,500,000 00	(c)	98.20		
11	Cincinnati and Indiana Railroad.	2,000,000 00	43,330 00	30.50	2,114 63	43,330 00
12	Cincinnati and Maskingum Valley Railway.	4,000,000 00	3,997,320 00	148.45	26,927 05	3,997,320 00
13	Cincinnati, Richmond and Chicago Railroad.	500,000 00	383,600 00	36.	10,627 78	382,600 00
14	Cincinnati, Sandusky and Cleveland Railroad.	6,475,000 00	4,434,787 45	159.76	26,123 87	4,434,787 45
15	Cincinnati and Springfield Railway.	5,000,000 00	1,101,000 00	48.05	22,892 82	1,100,000 00
16	Cleveland, Columbus, Cincinnati and Indianapolis Railway.	15,000,000 00	14,991,800 00	391.15	38,327 49	11,751,208 43
17	Cleveland, Columbus and Mahoning Valley Railway.	2,750,200 00	2,750,200 00	123.35	22,368 87	2,750,200 00
18	Cleveland, Mt. Vernon and Delaware Railroad.	5,000,000 00	1,765,911 16	144.04	12,280 89	1,768,911 16
19	Cleveland and Pittsburgh Railroad.	11,250,854 00	11,244,057 78	197.76	56,257 08	10,395,179 94
20	Cleveland, Tuscarawas Valley and Wheeling Railway.	3,000,000 00	1,055,930 00	101.14	10,440 48	1,055,930 00
21	Columbus, Chicago and Indiana Central Railway.	15,000,000 00	13,968,823 03	58.50	24,065 16	3,270,455 24
22	Columbus and Hocking Valley Railroad.	2,000,000 00	2,030,150 00	104.	19,520 67	2,030,150 00
23	Columbus, Springfield and Cincinnati Railroad.	1,900,000 00	1,000,000 00	100.	22,537 75	1,000,000 00
24	Columbus and Toledo Railroad.	2,500,000 00	910,842 85	117.70	16,000 00	910,842 85
25	Columbus and Xenia Railroad.	1,800,000 00	1,786,290 00	54.74	32,630 02	1,786,290 00
26	Dayton and Michigan Railroad.	6,200,000 00	3,612,777 74	140.71	95,674 62	3,612,777 74
27	Dayton and South-Eastern Railroad.	1,000,000 00	481,256 00	68.80	6,995 00	481,256 00
28	Dayton and Union Railroad.	1,000,000 00	86,300 00	31.74	2,718 99	86,300 00
29	Eastern Ohio Railroad.	(c)				
30	Harrison Branch Railroad.	200,000 00	200,000 00	7.50	26,666 67	200,000 00
31	Iron Railroad.	500,000 00	305,100 00	16.50	18,490 91	305,100 00
32	Lake Erie, Alliance and Wheeling Railroad.	2,000,000 00	2,334,464 17	23.30	13,901 76	2,334,464 17
33	Lake Erie and Louisville Railroad.	1,500,000 00	1,500,000 00	107.90	48,794 30	1,500,000 00
34	Lake Shore and Michigan Southern Railway.	50,000,000 00	50,000,000 00	1,024.71	20,417 42	18,435,703 57
35	Lawrence Railroad.	500,000 00	450,000 00	22.04	46,362 00	258,892 88
36	Little Miami Railroad.	5,000,000 00	4,636,200 00	100.	31,937 66	4,636,200 00
37	Mahoning Coal Railroad.	1,500,000 00	1,373,000 00	42.99	31,937 66	1,373,000 00
38	Marietta and Cincinnati Railroad.	14,000,000 00	14,000,000 00	275.90	50,743 02	14,000,000 00
39	Marietta, Pittsburgh and Cleveland Railroad.	6,000,000 00	1,473,632 16	100.50	14,663 01	1,473,632 16
40	Massillon and Cleveland Railroad.	200,000 00	196,200 00	12.22	16,042 50	196,200 00
41	Newark, Somerset and Straitsville Railroad.	1,033,000 00	973,450 00	44.	22,123 87	973,450 00
42	North-Western Ohio Railway.	2,600,000 00	1,967,100 00	79.	24,900 00	1,967,100 00

43	Ohio Central Railway.....	12,000,000 00	1,122,430 12	35.30	61,145 00	All.	1,122,430 12
44	Ohio and Mississippi Railway.....	24,030,000 00	24,030,000 00	393.	.....	All.	1,194,461 85
45	Ohio and Toledo Railroad.....	2,000,000 00	160,000 00	23.49	.....	All.	1,104,000 00
46	Painesville and Youngstown Railroad.....	2,000,000 00	2,000,000 00	61.50	32,362 46	All.	2,000,000 00
47	Pittsburgh, Cincinnati and St. Louis Railway.....	13,500,000 00	8,437,200 00	200.	42,166 00	All.	6,693,340 06
48	Pittsburgh, Ft. Wayne and Chicago Railway.....	26,043,385 71	26,043,385 71	468.30	53,613 04	All.	13,693,091 50
49	Sandusky, Mansfield and Newark Railroad.....	1,110,000 00	1,086,435 00	116.35	1,173 65	All.	1,086,435 00
50	Scioto Valley Railway.....	2,000,000 00	1,636,400 00	96.20	17,010 39	All.	1,636,400 00
51	Toledo, Canada Southern and Detroit Railway.....	2,000,000 00	1,547,662 50	34.50	28,347 98	All.	202,758 00
52	Toledo and State Line Railroad.....	100,000 00	100,000 00	4.17	.....	All.	100,000 00
53	Toledo and Woodville Railroad.....	16,000,000 00	16,000,000 00	608.70	26,285 52	All.	1,984,558 76
54	Wabash Railway.....	8,700,000 00	172,497 00	12.30	.....	All.	172,497 00
55	Wheeling and Lake Erie Railroad.....	8,700,000 00	172,497 00	12.30	.....	All.	172,497 00
	Totals.....	\$382,201,629 71	\$275,072,278 44	7,662.79	.....	.....	\$158,393,316 61

(a) Taken from last report.

(b) Not given.

(c) No stock.

(d) Referred to report of 1876.

44	Ohio and Mississippi Railway.....	12,841,000 00	20,879 67	1,785,000 34	2,902 44	14,626,000 34	23,752 11	464,464 60
45	Ohio and Toledo Railroad.....	.....	.....	.....	.....	.....	.....	.....
46	Painesville and Youngstown Railroad.....	.....	.....	.....	.....	.....	.....	.....
47	Pittsburgh, Cincinnati and St. Louis Railway.....	12,497,000 00	62,485 00	770,012 77	.....	13,267,012 77	.....	10,528,037 37
48	Pittsburgh, Ft. Wayne and Chicago Railway.....	13,510,000 00	28,949 00	.....	.....	13,510,000 00	28,849 00	7,259,850 85
49	Sandusky, Mansfield and Newark Railroad.....	.....	.....	.....	.....	.....	.....	.....
50	Scioto Valley Railway.....	.....	.....	.....	.....	.....	.....	.....
51	Toledo, Canada, Southern and Detroit Railway.....	1,511,737 50	27,738 30	962,838 71	17,666 58	2,474,566 21	45,404 81	346,577 90
52	Toledo and State Line Railroad.....	.....	.....	.....	.....	.....	.....	.....
53	Toledo and Woodville Railroad.....	.....	.....	.....	.....	.....	.....	.....
54	Wabash Railway.....	20,792,506 37	34,192 58	.....	.....	20,792,506 37	34,192 58	2,578,994 68
55	Wheeling and Lake Erie Railroad.....	.....	.....	.....	.....	.....	.....	.....
	Totals.....	\$152,534,473 04½	.....	\$9,427,458 61	.....	\$161,961,931 65	.....	\$82,211,750 59

(b) Not given definitely.

(a) No debt.

* Net amount of assets available to payments deducted.

V.—STOCK, DEBT, ETC.

Number.	Company.	Stock and debt.			Ohio stockholders.	
		Total.	Per mile.	Proportion for Ohio.	Number.	Held by them.
1	Ashtabula, Youngstown and Pittsburgh Railroad.....	\$3,156,433 33	.....	83,156,433 33	679	(a) \$247,850 00
2	Atlantic and Great Western Railroad (a).....	108,067,602 95	\$228,576 95	59,585,138 97	7	850 00
3	Baltimore and Ohio and Chicago Railroad (a).....	12,166,392 91	46,436 40	5,083,004 00	4	850 00
4	Baltimore Short Line Railway (a).....	1,993,538 81	63,728 25	1,903,538 81	0	1,900 00
5	Central Ohio Railroad (a).....	5,358,550 00	39,000 58	5,358,550 00	334	387,000 00
6	Chicago and Canada Southern Railway.....	5,929,042 35	87,071 33	1,794,634 78	5	42,300 00
7	Cincinnati and Baltimore Railway.....	1,747,459 00	301,285 34	1,747,459 00	72	1,433,750 00
8	Cincinnati and Eastern Railway.....	704,818 25	11,368 03	6,094,955 66	1,974	940,083 25
9	Cincinnati, Hamilton and Dayton Railroad.....	6,492,965 66	108,219 43	7,323,959 08	419	3,165,000 00
10	Cincinnati, Hamilton and Indianapolis Railroad.....	3,766,689 07	38,367 32	2,372,178 70	1	18,000 00
11	Cincinnati and Indiana Railroad.....	2,372,178 70	115,716 03	6,084,541 39	190	(a) \$1,950 00
12	Cincinnati and Muskingum Valley Railway.....	1,007,600 00	40,987 14	7,007,600 00	16	382,600 00
13	Cincinnati, Richmond and Chicago Railroad.....	6,084,541 39	27,988 89	7,007,600 00	(b)	794,600 00
14	Cincinnati, Sandusky and Cleveland Railroad (a).....	7,091,964 76	41,778 15	5,291,264 86	14	794,600 00
15	Cincinnati and Springfield Railway.....	5,371,586 71	111,731 91	5,371,586 71	(a) 220	(a) 419,400 00
16	Cleveland, Columbus, Cincinnati and Indianapolis Railroad.....	20,918,472 12	53,854 37	(a) 16,503,619 38	(a) 220	(a) 419,400 00
17	Cleveland and Mahoning Valley Railway.....	4,726,800 00	38,320 00	4,726,800 00	11	146,650 00
18	Cleveland, Mt. Vernon and Delaware Railroad.....	5,459,832 49	37,904 97	4,459,832 49	567	2,321,700 00
19	Cleveland and Pittsburgh Railroad.....	16,406,401 41	82,956 11	13,166,865 59	387	777,250 00
20	Cleveland, Tuscarawas Valley and Wheeling Railway.....	4,714,030 92	46,609 56	4,714,030 92	94	92,300 00
21	Columbus, Chicago and Indiana Central Railway (a).....	38,993,331 46	61,175 76	3,529,189 78	36	1,763,200 00
22	Columbus and Hooking Valley Railroad.....	4,385,061 34	44,022 89	4,385,061 34	464	1,763,200 00
23	Columbus, Springfield and Cincinnati Railroad (a).....	1,072,610 00	53,782 44	1,070,210 00	4	84,750 00
24	Columbus and Xenia Railroad.....	3,613,968 14	30,785 88	3,613,968 14	1,940	1,450,350 00
25	Columbus and Toledo Railroad.....	2,088,200 00	38,147 60	2,088,200 00	330	3,582,327 74
26	Dayton and Michigan Railroad.....	6,873,372 63	46,846 40	6,873,372 63	338	442,130 00
27	Dayton and South-Eastern Railroad (a).....	990,880 97	14,353 34	990,880 97	1,700	76,400 00
28	Dayton and Union Railroad.....	563,744 88	17,761 34	563,744 88	36	76,400 00
29	Eastern Ohio Railroad.....	(a) (c)	.....	.....	.....	.....
30	Harrison Branch Railroad (a).....	200,000 00	.....	200,000 00	.....	.....
31	Iron Railroad.....	365,100 00	18,490 91	365,100 00	33	287,000 00
32	Lake Erie, Alliance and Wheeling Railroad (a).....	647,451 86	56,977 16	647,451 86	295	221,150 00
33	Lake Erie and Louisville Railroad.....	1,703,630 84	15,788 98	1,703,630 84	3	3,066,200 00
34	Lake Shore and Michigan Southern Railway.....	87,024,000 00	84,925 49	33,069,563 54	681	18,000 00
35	Lawrence Railroad (a).....	805,000 00	40,161 58	429,067 54	11	3,231,650 00
36	Little Miami Railroad.....	6,184,200 00	61,842 00	3,184,200 00	793	6,024,650 00
37	Mahoning Coal Railroad.....	3,129,889 91	72,805 07	3,129,889 91	8	1,261,130 00
38	Marietta and Cincinnati Railroad (a).....	32,336,513 38	1,204 83	33,336,513 38	300	128,565 00
39	Marietta, Pittsburgh and Cleveland Railway.....	3,582,538 78	36,476 09	3,582,538 78	(b)	89,550 00
40	Massillon and Cleveland Railroad.....	296,200 00	5,176 61	296,200 00	68	130 00
41	Newark, Somerset and Straitsville Railroad (a).....	1,980,902 03	45,020 50	1,980,902 03	256	.....
42	North-Western Ohio Railway.....	1,867,100 00	24,900 00	1,867,100 00	3	.....

43	Ohio Central Railway (a)	1,391,997 98	.....	1,391,997 98	3,059	1,192,430 12
44	Ohio and Mississippi Railway	38,636,000 34	.....	1,227,563 62	31	394,400 00
45	Ohio and Toledo Railroad (a)	2,481,020 53	.....	2,481,020 53	(b)	(b)
46	Painesville and Youngstown Railroad (a)	3,657,727 65	.....	3,657,727 65	36	600,500 00
47	Pittsburgh, Cincinnati and St. Louis Railway	21,704,212 77	.....	17,223,377 43	129	559,250 00
48	Pittsburgh, Ft. Wayne and Chicago Railway	39,563,587 71	.....	21,254,878 48	167	3,118,900 00
49	Sandusky, Mansfield and Newark Railroad (a)	3,307,435 00	.....	3,367,435 00	49	631,000 00
50	Scioto Valley Railway (a)	1,636,400 00	.....	1,636,400 00	786	1,636,400 00
51	Toledo, Canada Southern and Detroit Railway	4,022,228 71	.....	526,918 85	759	75,950 00
52	Toledo and State Line Railroad (a)	100,000 00	.....	100,000 00	(c)	(c)
53	Toledo and Woodville Railroad (a)	425,000 00	.....	425,000 00	(b)	(b)
54	Wabash Railway	36,792,506 37	.....	4,563,551 44	(c)	(c)
55	Wheeling and Lake Erie Railroad (a)	428,000 00	.....	428,000 00	3,800	172,000 00
Totals		\$577,322,870 51	.....	\$322,807,650 12	20,251	\$35,448,696 11

a) Taken from last report.

(b) No record kept.

(c) No stock.

(e) No debt.

REPORT OF COMMISSIONER.

VI.—ROAD AND EQUIPMENT.

Number.	Company.	Cost.			Total.	Per mile.			Proportion for Ohio.
		Road.	Equipment.			Road.	Equipment.	Total.	
1	Ashtabula, Youngstown and Pittsburgh Railroad.....	\$3,168,633 72	None.	\$3,168,633 72	\$50,617 10		\$192,208 57	\$3,168,633 72	
2	Atlantic and Great Western Railroad (b).....	12,666,752 62		12,666,752 62	65,728 28		30,974 27	47,582,000 33	
3	Baltimore and Ohio and Chicago Railroad (b).....	1,993,538 81	None.	1,993,538 81			71,202 16	1,993,538 81	
4	Baltimore Short Line Railway (b).....	4,937,962 50	\$420,567 50	5,358,530 00			4,813,265 63	5,358,530 00	
5	Central Ohio Railroad (b).....	1,702,749 00	None.	1,702,749 00	293,577 41		573,322 44	320,409 72	
6	Chicago and Canada Southern Railway.....	4,302,158 77	1,119,250 96	5,421,409 73	70,036 41	\$18,654 18	88,690 63	5,421,409 73	
7	Chicago and Baltimore Railway (b).....	2,445,065 69	229,072 48	2,674,138 17	34,898 74	2,332 71	97,231 55	517,389 45	
8	Cincinnati and Eastern Railway.....	2,032,209 16	None.	2,032,209 16	99,132 15		37,322 58	2,032,209 16	
9	Cincinnati, Hamilton and Dayton Railroad.....	828,733 29	184,551 98	1,013,285 27	22,964 00	5,126 45	28,090 45	1,013,285 27	
10	Cincinnati and Indiana Railroad.....	3,100,000 00	651,000 00	3,751,000 00	64,516 13	13,548 39	78,064 52	3,751,000 00	
11	Cincinnati, Richmond and Cleveland Railroad (b).....	3,941,720 61	686,850 00	4,628,570 61	37,365 45	4,769 17	42,134 62	4,628,570 61	
12	Cincinnati and Springfield Railway.....	13,087,797 27	3,527,881 42	16,615,678 69	66,180 20	17,839 21	84,019 41	16,615,678 69	
13	Cincinnati, Sandusky and Cleveland Railroad (b).....	4,516,700 30	87,506 04	4,604,206 34	44,658 49	905 20	45,563 69	4,604,206 34	
14	Cincinnati, Sandusky and Chicago Railroad.....	3,651,598 96	1,311,263 03	4,962,861 99	35,111 52	12,607 72	47,719 24	4,962,861 99	
15	Cincinnati and Springfield Railway.....	2,000,000 00	None.	2,000,000 00	45,075 50		29,636 60	2,000,000 00	
16	Cleveland, Columbus, Cincinnati and Indianapolis Railway.....	3,028,418 90	459,507 42	3,487,926 32	21,730 00	3,906 60	25,636 60	3,487,926 32	
17	Cleveland, Mt. Vernon and Delaware Railroad.....	6,113,920 60	779,064 12	6,892,984 72	43,449 27	5,536 50	48,985 77	6,892,984 72	
18	Cleveland and Pittsburgh Railroad.....	17,826 77	8,228 70	26,055 47			20,125 47	26,055 47	
19	Cleveland, Tuscarawas Valley and Wheeling Railway.....	200,000 00	78,700 00	278,700 00	26,666 67		19,566 46	278,700 00	
20	Columbus, Chicago and Indiana Central Railroad (b).....	349,245 48	None.	349,245 48	21,106 39	4,769 69	25,876 08	349,245 48	
21	Columbus and Hooking Valley Railroad.....	1,733,021 79	14,378,709 04	16,111,730 83	1,733 021 79		16,061 37	1,733 021 79	
22	Columbus, Springfield and Cincinnati Railroad.....	68,866,374 50	808,146 52	69,674,521 02	67,205 70	12,218 48	79,424 18	69,674,521 02	
23	Columbus and Toledo Railroad.....	863,146 52	974,390 64	1,837,537 16	36,667 26	9,743 90	46,411 16	1,837,537 16	
24	Columbus and Xenia Railroad.....	5,361,409 36	None.	5,361,409 36	52,618 09		62,361 99	5,361,409 36	
25	Columbus and Michigan Railroad.....	2,760,429 78	None.	2,760,429 78	2,760 429 78		2,760 429 78	2,760,429 78	
26	Dayton and Michigan Railroad.....	17,826 77	8,228 70	26,055 47	24,099,764 96		27,349 63	24,099,764 96	
27	Dayton and South-Eastern Railroad.....	256,116 02	None.	256,116 02	256,116 02		256,116 02	256,116 02	
28	Dayton and Union Railroad.....	326,914 21	396,914 21	723,828 42	26,730 53		326,914 21	723,828 42	
29	Eastern Ohio Railroad (c).....	1,777,250 00	30,650 00	1,807,900 00	40,892 04		41,088 63	1,807,900 00	
30	Harrison Branch Railroad.....	200,000 00	None.	200,000 00	200,000 00		200,000 00	200,000 00	
31	Iron Railroad.....	349,245 48	78,700 00	427,945 48	37,378 68		37,378 68	427,945 48	
32	Lake Erie, Alliance and Wheeling Railroad (b).....	1,733,021 79	14,378,709 04	16,111,730 83	1,733 021 79		16,061 37	1,733 021 79	
33	Lake Erie and Louisville Railroad.....	68,866,374 50	808,146 52	69,674,521 02	67,205 70	12,218 48	79,424 18	69,674,521 02	
34	Lake Shore and Michigan Southern Railway.....	863,146 52	974,390 64	1,837,537 16	36,667 26	9,743 90	46,411 16	1,837,537 16	
35	Lawrence Railroad (b).....	5,361,409 36	None.	5,361,409 36	52,618 09		62,361 99	5,361,409 36	
36	Little Miami Railroad.....	2,760,429 78	None.	2,760,429 78	2,760 429 78		2,760 429 78	2,760,429 78	
37	Mahoning Coal Railroad.....	256,116 02	None.	256,116 02	256,116 02		256,116 02	256,116 02	
38	Marietta and Cincinnati Railroad (b).....	326,914 21	396,914 21	723,828 42	26,730 53		326,914 21	723,828 42	
39	Marietta, Pittsburgh and Cleveland Railway.....	1,777,250 00	30,650 00	1,807,900 00	40,892 04		41,088 63	1,807,900 00	
40	Massillon and Cleveland Railroad.....	256,116 02	None.	256,116 02	256,116 02		256,116 02	256,116 02	
41	Massillon and Cleveland Railroad.....	326,914 21	396,914 21	723,828 42	26,730 53		326,914 21	723,828 42	
42	Newark, Somerset and Straitsville Railroad (b).....	1,777,250 00	30,650 00	1,807,900 00	40,892 04		41,088 63	1,807,900 00	

42	North-Western Ohio Railway.....	2,135,400 00	17,000 00	2,135,400 00	.....	.....	2,135,400 00
43	Ohio Central Railway (b).....	1,355,066 85	.....	1,372,666 85	.....	.....	1,372,666 85
44	Ohio and Mississippi Railway.....	33,986,356 67	.....	33,986,356 67	.....	55,262 36	1,079,273 89
45	Ohio and Toledo Railroad (b).....	221,980 00	22,465 00	244,475 00	.....	.....	244,475 00
46	Painesville and Youngstown Railroad (b).....	3,331,371 11	121,391 85	3,460,762 96	2,093 72	55,991 40	3,460,762 96
47	Pittsburgh, Cincinnati and St. Louis Railway.....	16,034,263 85	3,808,030 96	19,942,294 81	18,254 15	93,149 12	14,783,696 60
48	Pittsburgh, Ft. Wayne and Chicago Railroad.....	38,611,235 44	.....	38,611,233 44	.....	(a)	.....
49	Sandusky, Mansfield and Newark Railroad (b).....	.....	.....	3,367,762 75	.....	28,970 00	3,367,762 75
50	Seneca Valley Railway (b).....	2,689,256 51	195,432 98	2,884,689 49	2,031 53	29,986 37	2,884,689 49
51	Toledo, Canada Southern and Detroit Railway.....	2,973,632 48	.....	2,973,632 48	.....	54,562 43	389,575 75
52	Toledo and State Line Railroad (b).....	100,000 00	.....	100,000 00	.....	.....	100,000 00
53	Toledo and Woodville Railroad.....	.....	.....	.....	.....	.....	.....
54	Wabash Railway (b).....	.....	.....	.....	.....	.....	.....
55	Wheeling and Lake Erie Railroad (b).....	267,699 74	13,000 00	34,035,555 42	.....	56,688 13	4,379,953 82
	Totals.....	\$258,974,661 28	\$29,204,904 16	\$509,407,151 55	.....	.....	\$260,236,685 33

(a) Proportion for Ohio not given.

(b) Taken from last report.

(c) Not reported.

VII.—CHARACTERISTICS, ETC.

Number.	Company.	Steel rail miles.		Telegraph—miles.		Passenger and freight stations—number.		With telegraph communication.		
		Entire line.	In Ohio.	Entire line.	In Ohio.	Entire line.	In Ohio.	Entire line.	In Ohio.	No. operated by Railroad Co's.
1	Ashtabula and Pittsburgh Railway	3.46	3.46	62.60	62.60	16	16	14	14	14
2	Atlantic and Great Western Railroad	143.78	34.55	512.06	327.82	96	58	96	58	96
3	Baltimore and Ohio and Chicago Railroad	8.47	1.33	271.	110.31	48	20	32	13	45
4	Baltimore Short Line Railway									
5	Central Ohio Railroad	75.22	75.22	137.29	137.29	39	39	17	17	17
6	Chicago and Canada Southern Railway	45.60		67.00	4.50	14	1	11	1	11
7	Cincinnati and Baltimore Railway			47.50						
8	Cincinnati and Eastern Railway	69.15	69.15	60	60	29	29	7	7	7
9	Cincinnati, Hamilton and Dayton Railroad			98.20		33	32	25	25	25
10	Cincinnati, Hamilton and Indianapolis Railroad			25.	25.	33	32	13	13	13
11	Cincinnati and Indiana Railroad	31.08	31.08	25.	25.	23	23	5	5	5
12	Cincinnati and Muskingum Valley Railway			148.	148.	27	27	19	19	19
13	Cincinnati, Richmond and Chicago Railroad			42.	36.	10	9	4	3	4
14	Cincinnati, Sandusky and Cleveland Railroad	30.	30.	175.	175.	38	38	17	17	17
15	Cincinnati and Springfield Railway	48.05	48.05	80.20	80.20	27	27	17	17	17
16	Cleveland, Columbus, Cincinnati and Indianapolis Railway	282.40	220.86	391.15	306.00	51	45	48	48	48
17	Cleveland and Mahoning Valley Railway	.53	.53	35.25	35.25	20	20	20	20	20
18	Cleveland, Mt. Vernon and Delaware Railroad	.34	.34	145.	145.	26	26	20	20	20
19	Cleveland and Pittsburgh Railroad	102.86	101.83	227.	181.	60	46	32	39	36
20	Cleveland, Tuscarawas Valley and Wheeling Railway	19.40	19.40	101.	101.	23	23	23	23	23
21	Columbus, Chicago and Indiana Central Railway	102.20	45.70	581.30	173.60	138	53	89	16	19
22	Columbus and Hocking Valley Railroad	88.51	88.51	104.	104.	26	26	20	20	20
23	Columbus, Springfield and Cincinnati Railroad									
24	Columbus and Toledo Railroad	63.25	63.25	123.70	133.70	25	25	24	24	24
25	Columbus and Xenia Railroad									
26	Dayton and Michigan Railroad	17.	17.	142.	142.	13	10	19	19	17
27	Dayton and South-Eastern Railroad									
28	Dayton and Union Railroad			46.74	46.74	15	15	4	4	3
29	Eastern Ohio Railroad									
30	Harrison Branch Railroad									
31	Iron Railroad									
32	Lake Erie, Alliance and Wheeling Railroad									
33	Lake Erie and Louisville Railroad			98.	98	15	13	11	11	11
34	Lake Shore and Michigan Southern Railway	1,007.93	437.78	1,742.	697.	244	80	201	78	201

35	Lawrence Railroad	1.51	17.42	61.40	6.80	10	5	3	2	3
36	Little Miami Railroad	61.40	195.	61.40	191.	56	50	21	21	21
37	Mahoning Coal Railroad	.....	35.	.....	35.	7	7	7	7	7
38	Maertra and Cincinnati Railroad	52.	931	52.	934.	98	98	39	39	39
39	Martins, Pittsburgh and Cleveland Railroad	.....	98.19	.....	98.19	27	37	16	16	10
40	Massillon and Cleveland Railroad	.....	44.	.....	44.	13	13	4	4	4
41	Newark, Stearns et al Stratonsville Railroad	5.53	80.10	5.53	80.10	18	18	10	10	10
42	North Western Ohio Railroad	.....	340.	.....	340.	132	5	5	5	5
43	Ohio Central Railroad	180.	.....	15.70	19.53	.....	.....	.....	.....	82
44	Ohio and Mississippi Railroad	.....	61.80	.....	61.80	10	10	10	10	10
45	Palmetto and Youngstown Railroad	.....	394.10	.....	394.10	72	44	48	29	48
46	Painesville and Youngstown Railroad	207.49	408.30	150.61	305.10	22	50	63	35	63
47	Pittsburgh, Cincinnati and St. Louis Railroad	465.95	119.25	212.19	251.05	134	50	63	35	63
48	Pittsburgh, Ft. Wayne and Chicago Railroad	17.06	100.	17.06	110.35	25	35	13	13	13
49	Sandusky, Mansfield and Newark Railroad	.....	54.50	.....	100.	39	39	13	13	13
50	Scioto Valley Railroad	66.30	.....	10.50	54.56	20	7	13	7	13
51	Toledo, Canada Southern and Detroit Railroad	.....	17.48	.....	17.48	5	5	3	3	3
52	Toledo and State Line Railroad	5.55	694.80	5.55	75.56	153	15	100	11	100
53	Toledo and Woodville Railroad	344.	.....	75.30	75.56	.....	.....	.....	.....	.....
54	Wabash Railroad	.....	.....	.....	.....	.....	.....	.....	.....	.....
55	Wheeling and Lake Erie Railroad	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Totals	355 102	9,107.51	1,893.08	5,765.21	1,908	1,193	1,239	731	1,160

REPORT OF COMMISSIONER.

VIII.—ROLLING STOCK.

Number.	Company.	Locomotives.	Express and baggage cars.	Passenger cars.	Parlor and sleeping cars.	Freight cars.	Other cars.	Grade crossings in Ohio.		Employees.	
								Highway.	Railroad.	Entire line.	In Ohio.
1	Ashabula, Youngstown and Pittsburgh Railroad	(a)						70	3	269	269
2	Atlantic and Great Western Railroad	(b)									
3	Baltimore and Ohio and Chicago Railroad	57	27	20		630			6	684	5
4	Baltimore Short Line Railway										
5	Central Ohio Railroad	52						105	3	956	956
6	Chicago and Canada Southern Railway	17		2		34	307	6		71	5
7	Cincinnati and Baltimore Railway										
8	Cincinnati and Eastern Railway	3	2	4		60		64	1	92	92
9	Cincinnati, Hamilton and Dayton Railroad	37	13	37		572	10		2	891	891
10	Cincinnati, Hamilton and Indianapolis Railroad	16	4	7		440	9			318	60
11	Cincinnati and Indiana Railroad	50	14	42	4	1,130	6			941	120
12	Cincinnati and Muskingum Valley Railway	13	4	11		359	5	109	9	362	362
13	Cincinnati, Richmond and Chicago Railroad	3	3	2		168	1			97	80
14	Cincinnati, Sandusky and Cleveland Railroad	(b)									
15	Cincinnati and Springfield Railway	16	6	15		294	13	115	5	505	505
16	Cincinnati and Indianapolis Railway	136	23	53	10	3,401	76	278	8	2,672	2,094
17	Cleveland and Mahoning Valley Railway	(b)									
18	Cleveland, Mt. Vernon and Delaware Railroad	22	12	14		598	10	153	4	360	360
19	Cleveland and Pittsburgh Railroad	97	22	43	4	2,970	130	261	6	1,520	1,385
20	Cleveland, Tuscarawas Valley and Wheeling Railway	15	2	7		761	13	90	7	375	375
21	Columbus, Chicago and Indiana Central Railway	163	27	60		1,635	54	561	7	3,199	1,086
22	Columbus and Hooking Valley Railroad	33	3	10		1,997	16	83	5	705	705
23	Columbus, Springfield and Cincinnati Railroad	(b)									
24	Columbus and Toledo Railroad	12	4	11		900	7	138	8	273	273
25	Columbus and Xenia Railroad										
26	Dayton and Michigan Railroad	29	3	16		704	13		3	740	740
27	Dayton and South-Eastern Railroad	(b)									
28	Dayton and Union Railroad	5	3	3	2	28	25		1	104	104
29	Eastern Ohio Railroad	(b)									
30	Harrison Branch Railroad	(b)									
31	Iron Railroad	4		2		185		10		35	35
32	Lake Erie, Alliance and Wheeling Railroad	(b)									
33	Lake Erie and Louisville Railroad	7	4			80		177	6	185	185
34	Lake Shore and Michigan southern Railway	495	80	152	32	9,830	400	1,642	12	9,345	3,340
35	Lawrence Railroad							10		154	80
36	Little Miami Railroad		13	38		646	18		7	1,031	1,031
37	Mahoning Coal Railroad	45									
38	Marletta and Cincinnati Railroad	(a)	15	35		1,293		250	2	1,564	1,564

REPORT OF COMMISSIONER.

IX.—LOSS, DAMAGE, ETC., PAID.

Number.	Company.	For goods and baggage.		For injuries in Ohio to—			For animals killed in Ohio.						
		On goods and baggage.	Passengers.	Employes.	Others.	Horses.	Mules.	Cattle.	Sheep.	Hogs.	Amount.		
1	Ashbula, Youngstown and Pittsburgh Railroad.....	\$115 02		\$59 15				1	3				\$45 00
2	Atlantic and Great Western Railroad.....												
3	Baltimore and Ohio and Chicago Railroad.....												
4	Baltimore Short-Line Railroad.....												
5	Central Ohio Railroad.....												
6	Chicago and Canada Southern Railroad.....	204 62											
7	Cincinnati and Baltimore Railroad.....												
8	Cincinnati and Eastern Railroad.....												
9	Cincinnati, Hamilton and Dayton Railroad.....	1,865 57	407 12	639 31	250 00	2	5					143 50	
10	Cincinnati and Indiana Railroad.....	2,687 50		239 01		4						136 00	
11	Cincinnati and Muskingum Railroad.....	1,953 96		2,000 00	2,500 00	12	17					84 00	
12	Cincinnati and Muskingum Valley Railroad.....	509 14		6,350 00		1	3					460 00	
13	Cincinnati, Richmond and Chicago Railroad.....	5,816 00											
14	Cincinnati, Sandusky and Cleveland Railroad.....												
15	Cincinnati and Springfield Railroad.....	1,377 06			3,953 95	5	12					5	630 00
16	Cleveland, Columbus, Cincinnati and Indianapolis Railroad.....	3,237 43				13	58					7	1,624 00
17	Cleveland and Mahoning Valley Railroad.....												
18	Cleveland, Mc. Vernon and Delaware Railroad.....	168 39	205 00										70 00
19	Cleveland and Pittsburgh Railroad.....	1,323 07		1,305 92	215 00	7	2					5	2,544 59
20	Cleveland, Tuscarawas Valley and Wheeling Railroad.....	216 72		288 50								6	204 13
21	Columbus, Chicago and Indiana Central Railroad.....	8,147 95		1,818 50		9	2					28	1,593 41
22	Columbus and Hooking Valley Railroad.....	58 03		141 00		1	10					7	368 35
23	Columbus, Springfield and Cincinnati Railroad.....												
24	Columbus and Toledo Railroad.....	166 77	150 00									6	237 00
25	Columbus and Xenia Railroad.....											3	286 47
26	Dayton and Michigan Railroad.....	494 76		304 20		1	1					3	403 12
27	Dayton and South-Eastern Railroad.....												
28	Dayton and Union Railroad.....	18 60				3	3					17	
29	Eastern Ohio Railroad.....												
30	Harrison Branch Railroad.....												
31	It n Railroad.....				1,000 00	1	2					4	104 25
32	Lake Erie, Alliance and Wheeling Railroad.....												
33	Lake Erie and Louisville Railroad.....	300 02		619 50		3	38					5	392 92
34	Lake Shore and Michigan Southern Railroad.....	21 81	4,700 00	6,738 00	160 00	3	5					10	282 82
35	Lawrence Railroad.....	240 25											
36	Little Miami Railroad.....	3,132 13		3,466 02	517 00	14	1	33	20				379 00

X.—TRAIN MILEAGE.

Number.	Company.	Passenger.	Freight.	Mixed.	Switching.	Work.	Construction.	Total.
1	Ashabola, Youngstown and Pittsburgh Railroad.	51,091	186,872				6,247	244,210
2	Atlantic and Great Western Railroad.							
3	Baltimore and Ohio and Chicago Railroad.							
4	Baltimore Short Line Railroad.	325,359		929,932			47,720	1,303,011
5	Central Ohio Railroad.	56,330	48,056		873		600	105,859
6	Chicago and Canada Southern Railway							
7	Cincinnati and Baltimore Railway	31,300		35,300				66,600
8	Cincinnati and Eastern Railway	266,583	164,651		175,367		9,700	616,601
9	Cincinnati, Hamilton and Dayton Railroad.	132,720	192,100		50,345		19,405	394,570
10	Cincinnati, Hamilton and Indianapolis Railroad	343,928	343,928				423,936	1,260,551
11	Cincinnati and Indiana Railroad.	492,687						
12	Cincinnati and Muskingum Valley Railway	214,266	192,534			5,300		412,000
13	Cincinnati, Richmond and Chicago Railroad.	91,101	53,190	9,987				154,278
14	Cincinnati, Sandusky and Cleveland Railroad.							
15	Cincinnati and Springfield Railway.	190,637	234,284				10,650	435,571
16	Cleveland, Columbus, Cincinnati and Indianapolis Railway	894,744	2,646,899				47,842	3,589,455
17	Cleveland and Mahoning Valley Railway							
18	Cleveland, Mt. Vernon and Delaware Railroad	184,160	194,290					385,350
19	Cleveland and Pittsburgh Railroad	518,081		1,442,778			6,800	2,024,652
20	Cleveland, Tuscarawas Valley and Wheeling Railway	134,060	184,414	75,395			6,405	397,274
21	Columbus, Chicago and Indiana Central Railway	1,132,953	3,169,498				88,892	4,391,343
22	Columbus and Hocking Valley Railroad	118,111	424,396	45,803		177,878	2,020	771,213
23	Columbus, Springfield and Cincinnati Railroad							
24	Columbus and Toledo Railroad	168,272	178,330	79,220			6,211	432,033
25	Columbus and Xenia Railroad							
26	Dayton and Michigan Railroad	260,965	322,763	121,732			26,550	732,010
27	Dayton and South-Eastern Railroad.							
28	Dayton and Union Railroad.	59,059		37,576				97,235
29	Eastern Ohio Railroad							
30	Harrison Branch Railroad							
31	Iron Railroad	88	7,751				585	30,040
32	Lake Erie, Alliance and Wheeling Railroad							
33	Lake Erie and Louisville Railroad	131,593	67,554				5,000	204,747
34	Lake Shore and a Michigan Southern Railway	2,224,103	7,032,068				309,593	9,565,764
35	Lawrence Railroad	24,506	102,667				1,605	128,778
36	Little Miami Railroad	592,635	569,614				14,433	1,176,682
37	Mahoning Coal Railroad							
38	Marietta and Cincinnati Railroad	801,400	1,329,600	274,600			57,600	2,416,200
39	Marietta, Pittsburg and Cleveland Railway	80,128		64,900			6,000	148,728
40	Massillon and Cleveland Railroad							
41	Newark, Somerset and Strataville Railroad	57,132	143,545				2,200	302,877
42	North-Western Ohio Railroad	104,826	195,344				8,372	308,542
43	Ohio Central Railway.							
44	Ohio and Mississippi Railway.	1,058,678	1,736,895	77,800			21,620	2,864,033

45	Ohio and Toledo Railroad.....											
46	Painesville and Youngstown Railroad.....											2,871,314
47	Pittsburgh, Cincinnati and St. Louis Railway.....	621,978	2,159,627							68,509		8,298,446
48	Pittsburgh, Ft. Wayne and Chicago Railway.....	1,584,704	6,406,177							293,551		834,644
49	Sandusky, Mansfield and Nowack Railroad.....	172,777								4,915		
50	Scioto Valley Railway.....											
51	Scioto, Canada Southern and Detroit Railway.....	194,108	216,514							31,935		631,221
52	Toledo and State Line Railroad.....											
53	Toledo and Woodville Railroad.....											
54	Wabash Railway.....	1,013,926	2,932,736							1,037,056		4,983,718
55	Wheeling and Lake Erie Railroad.....											
	Totals.....	13,999,365	31,398,737							2,655,743	5,200	52,550,370

XL—CAR MILEAGE.

Number.	Company.	Passengers.	Express and baggage.	Freight.		Caboose.	Construction, etc.	Total.
				Loaded.	Empty.			
1	Ashabula, Youngstown and Pittsburgh Railroad	86,933	48,948	1,697,014	656,785	110,170		3,800,736
2	Atlantic and Great Western Railroad							
3	Baltimore and Ohio and Chicago Railroad							
4	Baltimore Short Line Railroad	946,362	358,562	7,748,735	3,905,244		31,534	12,958,943
5	Central Ohio Railroad	103,561	41,674	418,213				594,972
6	Chicago and Canada Southern Railway							
7	Cincinnati and Baltimore Railway	114,714	30,798	98,365	56,927		6,805	306,939
8	Cincinnati and Eastern Railway	1,163,986	432,751	3,753,512	913,235	143,101		6,406,565
9	Cincinnati, Hamilton and Dayton Railroad	269,837	125,017	1,712,802	594,004	131,067		2,835,737
10	Cincinnati, Hamilton and Indiana Railroad	1,397,524	367,360	5,969,283	1,578,681	316,465		9,629,213
11	Cincinnati and Indiana Railroad	418,705	94,816	1,742,723	932,208	108,097	20,500	3,318,840
12	Cincinnati and Muskingum Valley Railway	234,484	66,723	661,093	218,886	51,320		1,932,406
13	Cincinnati, Richmond and Chicago Railroad							
14	Cincinnati, Sandusky and Cleveland Railroad	609,342	333,642	3,198,128	1,608,878	395,741	220,740	6,968,453
15	Cincinnati and Springfield Railway	3,044,145	1,490,048	36,948,536	17,646,725	2,845,951	550,756	63,526,161
16	Cleveland, Columbus, Cincinnati and Indianapolis Railway							
17	Cleveland and Mahoning Valley Railway	295,874		1,492,478	609,553	198,750	9,500	2,895,764
18	Cleveland, Mt. Vernon and Delaware Railroad	1,149,035	710,820	15,153,620	5,204,979	1,014,535	759,400	24,002,389
19	Cleveland and Pittsburgh Railroad	2,651,588	63,776	3,892,784	1,946,393	258,809	160,128	6,580,474
20	Columbus, Tuscawassa Valley and Wheeling Railway	3,005,438	1,487,749	36,014,894	11,496,540	2,388,816	355,568	54,680,005
21	Columbus, Chicago and Indiana Central Railway	286,705	96,324	6,040,729	4,842,665	415,914	14,140	11,666,574
22	Columbus and Hocking Valley Railroad							
23	Columbus, Springfield and Cincinnati Railroad	435,818	170,672	3,859,929	2,666,884	236,440	40,000	7,409,744
24	Columbus and Toledo Railroad							
25	Columbus and Xenia Railroad	749,570	283,348	5,453,846	1,672,308	271,540		8,435,612
26	Dayton and Michigan Railroad							
27	Dayton and South-Eastern Railroad	131,224	60,350	261,213	68,746			539,533
28	Dayton and Union Railway							
29	Eastern Ohio Railroad							
30	Harrison Branch Railroad	16,849		113,261	83,785		913	214,805
31	Iron Railroad							
32	Lake Erie, Alliance and Wheeling Railroad	133,806	131,813	469,762	907,607	67,854	25,000	1,041,102
33	Lake Erie and Louisville Railroad	8,768,140	5,257,493	188,166,531	13,049,925	7,057,189	6,983,236	229,282,514
34	Lake Shore and Michigan Southern Railway	43,281	21,561	834,826	336,132	40,317		1,275,887
35	Lawrence Railroad	1,587,371	819,498	6,462,355	1,537,583	327,142	57,732	10,791,681
36	Ltrle, Miami Railroad							
37	Mahoning Coal Railroad	1,377,746	708,682	12,468,515	4,947,312	895,950	265,000	20,763,205
38	Marleria and Cincinnati Railroad	256,639			803,351		40,000	1,099,990
39	Marleria, Pittsburgh and Cleveland Railway							
40	Massillon and Cleveland Railroad							
41	Newark, Somerset and Straitsville Railroad	112,627		777,099	695,971			1,586,597

42 North-Western Ohio Railway	904,335	100,795	1,384,714	473,656	112,618		2,276,018
43 Ohio Central Railway	3,374,072	1,128,685	22,516,830	9,649,193			36,668,824
44 Ohio and Mississippi Railway							
45 Ohio and Toledo Railroad							
46 Painesville and Youngstown Railroad	2,129,103	1,472,130	33,370,707	6,928,821		352,036	46,072,718
47 Pittsburg, Cincinnati and St. Louis Railway	5,571,353	2,372,636	20,222,623	20,839,755	1,812,891		14,728,254
48 Pittsburg, Ft. Wayne and Chicago Railway	608,683	246,303	6,415,453	3,240,247	4,972,155		10,576,689
49 Sandusky, Mansfield and Newark Railroad							
50 Scioto Valley Railway							
51 Toledo, Canada Southern and Detroit Railway	422,364	179,154	6,999,919		145,547	112,069	6,995,051
52 Toledo and State Line Railroad							
53 Toledo and Woodville Railroad							
54 Wabash Railway	5,902,812		54,205,761	23,054,257		974,471	24,722,301
55 Wheeling and Lake Erie Railroad							
Totals	45,616,176	19,501,828	549,908,538	143,035,305	24,391,009	10,985,814	793,432,676

(✓) Since January 1, 1870.

XII.—PASSENGERS.

Number.	Company.	Number carried.		Miles traveled.		Average received.		
		Local.	Through.	Total.	Average.	For each.	Per mile.	
1	Ashtabula and Pittsburgh Railway			50,940	754,179	14.69	\$0 42 30	2.80
2	Atlantic and Great Western Railroad			140,498	11,408,370	81.24	1 46.	1.79
3	Baltimore and Ohio and Chicago Railroad			228,346	11,337,356	51.84	92.29	1.78
4	Baltimore Short Line Railway			40,363	736,445	18.39	4 14	2.20
5	Central Ohio Railroad			56,451				
6	Chicago and Canada Southern Railway			94,268	16,959,159	17.16	33.98	1.97
7	Cincinnati and Baltimore Railway	894,744		968,012				
8	Cincinnati and Eastern Railway	120,772		4,506	3,849,358	64.94	54.94	2.96
9	Cincinnati, Hamilton and Dayton Railroad	454,931		164,278	3,849,358	92.43	92.43	2.73
10	Cincinnati and Indiana Railroad	170,432		66,649	17,649,617	33.91	53.70	2.60
11	Cincinnati and Indiana Railroad	76,411		5,824	3,561,335	53.70	53.70	2.60
12	Cincinnati and Muskingum Valley Railway			14,953	2,588,663	28.33	68.	2.44
13	Cincinnati, Richmond and Chicago Railroad			379,993	9,530,739	25.70	57 10	2.22
14	Cincinnati, Sandusky and Cleveland Railroad	630,109		697,796	20,546,932	42.30	97.	3.28
15	Cincinnati and Springfield Railway			222,518	221,176	23.12	55 28	2.49
16	Cleveland, Columbus, Cincinnati and Indianapolis Railway	579,436		29,481	14,794,537	24.	68.	3.81
17	Cleveland and Mahoning Valley Railway	106,833		21,870	2,792,315	31.	55.92	2.66
18	Cleveland, Mt. Vernon and Delaware Railroad	564,889		61,885	31,995,691	49.08	1 21.53	2.47
19	Cleveland and Pittsburgh Railroad	126,775		5,978	3,076,229	23.20	26.66	2.70
20	Columbus, Chicago and Indiana Central Railway			135,841	145,788	32.70	81.43	2.49
21	Columbus and Hooking Valley Railroad			297,534	10,350,860	32.41	75.53	3.35
22	Columbus and Toledo Railroad			69,547	1,944,977	24.38	59 80	2.45
23	Columbus and Xenia Railroad			12,395	134,925	8.60	37.80	3.30
24	Dayton and Michigan Railroad			108,262	2,178,180	20.12	55 54	2.76
25	Dayton and South Eastern Railroad			55,819	197,842,694	48.	1 11.50	2.33
26	Dayton and Union Railroad			43,193	492,884	11.40	34 10	2.90
27	Eastern Ohio Railroad			729,649	19,072,822	23.70	51.42	2.21
28	Harrison Branch Railroad			650,421			47.	
29	Iron Railroad			3,130	1,852,230	45.	54 50	2.13
30	Lake Erie, Alliance and Wheeling Railroad			74,090				
31	Lake Erie and Louisville Railroad			36,183	583,269	16.12	49.70	3.03
32	Lake Erie and Louisville Railroad			77,984	1,896,136	23.40	64.80	2.20
33	Lake Shore and Michigan Southern Railway							
34	Lawrence Railroad							
35	Little Miami Railroad							
36	Mahoning Coal Railroad							
37	Maripeta and Cincinnati Railroad							
38	Maripeta, Pittsburg and Cleveland Railway							
39	Massillon and Cleveland Railroad							
40	Newark, Somerset and Straitsville Railroad							
41	North-Western Ohio Railway							
42	Ohio Central Railway							

44	Ohio and Mississippi Railway	602,614	71,563	674,177	39,092,031	58.	1 37.70	2.37
45	Ohio and Toledo Railroad .....	.....	.....	.....	.....	.....	.....	.....
46	Painesville and Youngstown Railroad .....	.....	.....	.....	.....	.....	.....	.....
47	Pittsburgh, Cincinnati and St. Louis Railway	635,662	92,673	718,335	28,724,784	39.99	97.35	2.43
48	Pittsburgh, Ft. Wayne and Chicago Railway	2,104,789	114,138	2,218,927	80,692,677	36.30	82.30	2.20
49	Sa. dusky, Mansfield and Newaok Railroad .....	.....	.....	163,065	6,686,134	41.15	79.52	1.93
50	Scioto Valley Railway .....	.....	.....	.....	.....	.....	.....	.....
51	Toledo, Canada Southern and Detroit Railway .....	.....	.....	148,430	6,010,273	44.54	90.41	2.03
52	Toledo and State Line Railroad .....	.....	.....	.....	.....	.....	.....	.....
53	Toledo and Woodville Railroad .....	.....	.....	.....	.....	.....	.....	.....
54	Wabash Railway .....	.....	.....	789,257	44,389,835	56.24	.....	2.66
55	Wheeling and Lake Erie Railroad .....	.....	.....	.....	.....	.....	.....	.....
	Totals	12,186,003	971,978	15,040,873	.....	.....	.....	.....

XIII.—FREIGHT TONNAGE.

Number.	Company.	Yielding revenue.			Total	Total movement tons.	Average received.	
		Local.	Through.	Total			For each ton.	Per mile for each ton.
1	Ashtabula, Youngstown and Pittsburgh Railroad.			423,448	20,491,935	\$0 52.72	1,088	
2	Atlantic and Great Western Railroad.			494,621	88,926,856	1 53	.220	
3	Baltimore and Ohio and Chicago Railroad.	84,379	410,342	494,621				
4	Baltimore Short Line Railway.			787,799	71,487,922	72.70	.78	
5	Central Ohio Railroad.	67,650	720,119	89,233	2,822,142	42.12	1.47	
6	Chicago and Canada Southern Railway.			16,229				
7	Cincinnati and Baltimore Railway.			267,607	31,290,240	61.31	1.540	
8	Cincinnati and Eastern Railway.	518,552	786,159	1,304,711	14,838,836	96.60	1.40	
9	Cincinnati, Hamilton and Dayton Railroad.	176,122	39,600	215,722	14,838,836	96.60	1.40	
10	Cincinnati, Hamilton and Indianapolis Railroad.	188,440	356,375	544,815	48,637,803	1 36.91	1.52	
11	Cincinnati and Indiana Railroad.	157,941	91,556	249,497	15,102,552	90.80	1.500	
12	Cincinnati and Muskingum Valley Railway.	62,895	82,326	145,221	5,891,680	97	1.965	
13	Cincinnati, Richmond and Cleveland Railroad.			345,062	32,608,096	71	1.260	
14	Cincinnati, Sandusky and Cleveland Railroad.	233,533		233,533	365,074,376	1 22.20	.689	
15	Cincinnati and Springfield Railway.	668,784	1,329,045	2,057,799				
16	Cleveland, Columbus, Cincinnati and Indianapolis Railway.			295,986	14,056,552	81.49	1.716	
17	Cleveland and Mahoning Valley Railway.	282,052	13,934	295,986				
18	Cleveland, Mt. Vernon and Delaware Railroad.	997,325	573,414	1,570,769	151,068,686	1 13	1.17	
19	Cleveland and Pittsburgh Railroad.	405,971	184,864	590,835	39,287,311	67.91	1.21	
20	Cleveland, Tuscarawas Valley and Wheeling Railway.	832,931	1,175,037	2,007,968	352,091,919	1 25	.70	
21	Columbus, Chicago and Indiana Central Railroad.			1,168,997	70,556,622	72.40	1.20	
22	Columbus and Hocking Valley Railroad.	1,161,529	7,378	1,168,997				
23	Columbus, Springfield and Cincinnati Railroad.			243,912	34,480,531	1 15	1.14	
24	Columbus and Toledo Railroad.	97,445		97,445				
25	Columbus and Xenia Railroad.	463,824	46,261	510,085	46,849,851	1 09	1.107	
26	Dayton and Michigan Railroad.			64,300	2,743,915	84.41	.230	
27	Dayton and South-Eastern Railroad.	39,029	25,370	64,300				
28	Dayton and Union Railroad.			105,728	1,030,818	47.60	4.88	
29	Eastern Ohio Railroad.			31,477				
30	Harrison Branch Railroad.	74,251		74,251				
31	Iron Railroad.			88,782	4,033,901	1 07.74	.237	
32	Lake Erie, Alliance and Wheeling Railroad.			6,730,519	1,333,007,158	1 53	.669	
33	Lake Erie and Louisville Railroad.			672,965	8,661,465	21.60	1.269	
34	Lake Shore and Michigan Southern Railway.	5,761,594	958,925	6,720,519	51,457,374	95.40	1.20	
35	Lawrence Railroad.			307,842				
36	Little Miami Railroad.	365,078		365,078				
37	Mahoning Coal Railroad.			423,022				
38	Marietta and Cincinnati Railroad.	410,274		410,274				

39	Marietta, Pittsburgh and Cleveland Railroad	69,133	12,199	81,332	89.34	98.
40	Massillon and Cleveland Railroad	14,039	136,322	150,361	68.69	1.77
41	Newark, Somerset and Straffsville Railroad	108,419	91,023	199,442	54.75	.537
42	North-Western Ohio Railway	638,419	525,740	1,164,159	174.30	.99
43	Ohio Central Railway					
44	Ohio and Mississippi Railway					
45	Ohio and Toledo Railroad					
46	Painesville and Youngstown Railroad					
47	Pittsburgh, Cincinnati and St. Louis Railway	1,150,094	1,179,222	2,329,316	97.	.70
48	Pittsburgh, Fort Wayne and Chicago Railway	1,922,919	1,379,108	3,302,027	177.17	1.801
49	Sandusky, Mansfield and Newark Railroad	51,054	602,031	653,105	82.25	1.09
50	Scioto Valley Railway					
51	Toledo, Canada Southern and Detroit Railway	129,168	1,368,821	1,497,989	150.80	.63
52	Toledo and State Line Railroad					
53	Toledo and Woodville Railroad					
54	Wabash Railway					
55	Wheeling and Lake Erie Railroad					
	Totals	17,152,825	12,989,884	33,487,248	4,914,503,869	

XIV.—TONNAGE CLASSIFIED.

Number.	Company.	Coal.	Stone, lime, etc.	Petroleum.	Ores.	Pig and bloom iron.	Manufactured iron.	Lumber, etc.
1	Ashtrubula, Youngstown and Pittsburgh Railroad	110,501	27,177	170	233,835	20,927	1,298	9,591
2	Atlantic and Great Western Railroad							
3	Baltimore and Ohio and Chicago Railroad	11,604	15,337		1,166	22,358	20,795	75,936
4	Baltimore Short Line Railway							
5	Central Ohio Railroad	102,180	30,658		42,450	10,129	31,760	38,615
6	Chicago and Canada Southern Railway	206	638	63			2,318	41,094
7	Cincinnati and Baltimore Railway							
8	Cincinnati and Eastern Railway							
9	Cincinnati, Hamilton and Dayton Railroad	79,015	39,813	7,795	983	21,254	14,718	103,489
10	Cincinnati, Hamilton and Indianapolis Railroad	33,534	5,016	1,342	11	2,667	4,955	33,496
11	Cincinnati and Indiana Railroad	23,919	25,363	11,373	450	2,152	15,569	77,397
12	Cincinnati and Muskingum Valley Railway	74,148	4,011	4,410	3,299	7,819	6,857	12,681
13	Cincinnati, Richmond and Chicago Railroad	11,532	1,473	2,694	47	7,789	3,560	36,028
14	Cincinnati, Sandusky and Cleveland Railroad							
15	Cincinnati and Springfield Railway	53,170	12,845	15,070			10,710	47,667
16	Cleveland, Columbus, Cincinnati and Indianapolis Railway	250,116	79,980	50,179	5,734		23,048	171,319
17	Cleveland and Mahoning Valley Railway							
18	Cleveland, Mt. Vernon and Delaware Railroad	132,308	11,026	979	470	7,836	8,515	21,615
19	Cleveland and Pittsburgh Railroad	402,046	37,305	20,354	316,005	39,884	19,143	70,194
20	Cleveland, Tuscarawas Valley and Wheeling Railway	594,947	13,630		2,416	4,125		17,142
21	Columbus, Chicago and Indiana Central Railway	280,309	17,925	5,103		14,872	47,558	147,882
22	Columbus and Hocking Valley Railway							
23	Columbus, Springfield and Cincinnati Railroad	1,013,629	20,458		19,989	35,443		10,991
24	Columbus and Toledo Railroad							
25	Columbus and Xenia Railroad	213,057	12,152		5,399	11,374		56,054
26	Dayton and Michigan Railroad							
27	Dayton and South-Eastern Railroad	16,407	21,872	2,217	285	7,433	5,008	168,189
28	Dayton and Union Railroad							
29	Eastern Ohio Railroad							
30	Harrison Branch Railroad							
31	Iron Railroad	49,908	4,400		37,081	10,080	106	465
32	Lake Erie, Alliance and Wheeling Railroad							
33	Lake Erie, Alliance and Wheeling Railroad	2,009	2,056	1,167	14	24	455	19,944
34	Lake Shore and Louisville Railroad	88,4719	120,367	536,022	23,399	113,342	166,449	517,191
35	Lawrence Railroad							
36	Little Miami Railroad	124,441	11,901	7,382	241,677	50,883	25,304	73,769
37	Mahoning Coal Railroad							
38	Marietta and Cincinnati Railroad	103,609	3,963	8,923	14,893	34,550	5,949	10,179
39	Marietta, Pittsburgh and Cleveland Railway	41,729	2,122	4,003	453	1,141	1,368	5,747
40	Massillon and Cleveland Railway							
41	Newa k Summeret and Straitsville Railroad	101,442	8,483	288	579	25,856	449	1,527
42	North-Western Ohio Railway							
43	Ohio Central Railway	31,651	6,789	326		241	1,718	33,060
44	Ohio and Mississippi Railway							

REPORT OF COMMISSIONER.

XIV.—TONNAGE CLASSIFIED—Continued.

Number.	Company.	Grain, flour, etc.	Live stock.	Annual products.	Manufactures.	Merchandise.	Miscellaneous.	Total.
1	Ashabala, Youngstown and Pittsburgh Railroad.....	1,419	1,939	2,656	2,655	2,728	9,152	423,448
2	Atlantic and Great Western Railroad.....	162,637	40,447	23,608	.....	10,961	109,772	494,621
3	Baltimore and Ohio and Chicago Railroad.....	.....	.....	.....	.....	.....	.....	.....
4	Baltimore Short Line Railroad.....	307,681	23,081	24,589	.....	13,830	161,863	787,700
5	Central Ohio Railroad.....	23,300	2,066	3,198	10,860	5,129	1,051	29,823
6	Chicago and Canada Southern Railway.....	.....	.....	.....	.....	.....	.....	.....
7	Cincinnati and Baltimore Railway.....	.....	.....	.....	.....	.....	.....	.....
8	Cincinnati and Eastern Railway.....	.....	.....	.....	.....	.....	.....	.....
9	Cincinnati, Hamilton and Dayton Railroad.....	247,018	74,801	23,595	26,555	144,205	3,415	786,159
10	Cincinnati, Hamilton and Indianapolis Railroad.....	79,968	31,950	1,463	7,544	38,250	225	914,722
11	Cincinnati and Indiana Railroad.....	180,921	44,054	20,319	46,612	12,540	63,105	540,815
12	Cincinnati and Muskingum Valley Railway.....	80,218	24,608	3,755	31,746	4,710	405	249,397
13	Cincinnati, Richmond and Chicago Railroad.....	30,081	25,896	2,638	5,349	30,446	1,008	143,221
14	Cincinnati, Sandusky and Cleveland Railroad.....	.....	.....	.....	.....	.....	.....	.....
15	Cincinnati and Springfield Railway.....	118,378	51,624	12,664	20,358	122,239	.....	578,025
16	Cleveland, Columbus, Cincinnati and Indianapolis Railway.....	788,963	165,933	78,765	83,411	360,411	.....	2,057,739
17	Cleveland and Mahoning Valley Railway.....	.....	.....	.....	.....	.....	.....	.....
18	Cleveland and Painesville Railroad.....	32,231	11,223	2,611	17,000	16,972	2,530	295,986
19	Cleveland and Painesville and Wheeling Railway.....	43,636	16,351	11,951	120,504	36,410	27,326	1,270,769
20	Cleveland, Tuscarawas Valley and Wheeling Railway.....	13,561	1,110	.....	6,280	1,364	12,431	320,833
21	Columbus, Chicago and Indiana Central Railway.....	722,234	94,977	222,529	228,274	52,271	21,054	2,007,968
22	Columbus and Hooking Valley Railway.....	27,316	1,428	.....	.....	.....	39,713	1,166,967
23	Columbus, Springfield and Cincinnati Railroad.....	.....	.....	.....	.....	.....	.....	.....
24	Columbus and Toledo Railroad.....	13,381	4,328	.....	.....	.....	19,662	341,357
25	Columbus and Xenia Railroad.....	.....	.....	.....	.....	.....	.....	.....
26	Dayton and Michigan Railroad.....	194,303	4,755	4,278	13,981	64,025	9,332	512,085
27	Dayton and North-Eastern Railroad.....	.....	.....	.....	.....	.....	.....	.....
28	Dayton and Union Railroad.....	.....	.....	.....	.....	.....	.....	.....
29	Eastern Ohio Railroad.....	.....	.....	.....	.....	.....	.....	.....
30	Harrison branch Railroad.....	.....	.....	.....	.....	.....	.....	.....
31	Iron Railroad.....	1,220	3	368	273	317	1,557	165,728
32	Lake Erie, Alliance and Wheeling Railroad.....	.....	.....	.....	.....	.....	.....	.....
33	Lake Erie and Lonsville Railroad.....	35,053	8,503	2,917	4,668	3,650	8,352	88,762
34	Lake Shore and Michigan Southern Railway.....	2,219,379	562,733	253,899	422,475	422,475	569,446	6,720,519
35	Lawrence Railroad.....	2,077	3,833	1,881	3,975	4,169	10,366	673,015
36	Little Miami Railroad.....	152,362	42,925	41,067	151,338	17,319	5,639	672,920
37	Mahoning Coal Railroad.....	.....	.....	.....	.....	.....	.....	.....
38	Mariceta and Cincinnati Railroad.....	390,575	49,334	15,810	16,694	58,183	120,734	833,236

39	Marietta, Pittsborough and Cleveland Railway.....	8,110	4,514	1,321	2,924	5,723	2,061	81,326
40	Massillon and Cleveland Railroad.....	4,447	2,579	53	7	511	3,800	150,261
41	Newark, Somerset and Straitsville Railroad.....	92,448	3,927	2,445	15,276	11,104	457	139,442
42	North-Western Ohio Railway.....							
43	Ohio Central Railway.....							
44	Ohio and Mississippi Railway.....							1,184,159
45	Ohio and Toledo Railroad.....							
46	Painesville and Youngstown Railroad.....							
47	Pittsboro, Cincinnati and St. Louis Railway.....	681,143	147,768	135,472	273,271	41,305	14,467	2,323,316
48	Pittsboro, Ft. Wayne and Chicago Railway.....	686,454	231,389	236,451	273,624	151,803	105,026	3,303,027
49	Sandusky, Mansfield and Newark Railroad.....	188,797	36,287	23,869	1,897	12,922	132,957	653,105
50	Scioto Valley Railway.....							
51	Toledo, Canada Southern and Detroit Railway.....	791,078	31,757	96,321	144,706	111,001	8,560	1,497,980
52	Toledo and State Line Railroad.....							
53	Toledo and Woodville Railroad.....	1,108,143	129,386	39,790	33,702		343,439	2,052,692
54	Walash Railway.....							
55	Wheeling and Lake Erie Railroad.....							
	Totals.....	9,543,702	1,871,708	1,345,651	1,923,831	1,821,693	1,808,436	33,401,073

XV.—EARNINGS FOR THE YEAR.

Number.	Company.	Passenger.	Freight.	Mail.	Express.	Other sources.	Total.
1	Ashland, Youngstown and Pittsburgh Railroad.	\$21,546 66	\$223,281 48	\$2,625 08	\$9,487 47	\$1,857 80	\$251,798 49
2	Atlantic and Great Western Railroad.	204,542 93	772,069 46	64,698 74	1,704 50	1,043,015 63	1,043,015 63
3	Baltimore and Ohio and Chicago Railroad.	16,024 58	530,055 23	24,673 00	37,097 19	6,428 74	602,450 00
4	Baltimore Short Line Railway.	16,201 78	49,367 49	3,514 92	938 16		89,451 00
5	Central Ohio Railroad	21,909 83	26,233 58	2,284 93	2,005 60	523 38	55,697 32
6	Cincinnati and Baltimore Railway.	335,734 36	482,036 60	8,433 21	12,609 84	56,106 51	894,930 52
7	Cincinnati and Eastern Railway.	114,059 85	208,517 68	5,444 10	5,527 16	3,044 36	336,563 15
8	Cincinnati, Hamilton and Indianapolis Railroad	460,431 99	763,420 02	51,606 31	28,501 18	38,741 95	1,342,701 45
9	Cincinnati and Indiana Railroad.	80,391 50	226,329 32	8,047 44	6,124 17	2,559 09	337,651 52
10	Cincinnati and Muskingum Valley Railway.	62,135 44	115,805 21	3,470 45	7,311 54	222 36	188,945 00
11	Cincinnati, Richmond and Cleveland Railroad	211,936 81	410,895 04	19,567 02	24,345 66	32,244 78	698,989 31
12	Cincinnati and Springfield Railway.	676,449 66	2,514,350 48	75,397 57	69,870 46	91,869 80	3,427,937 97
13	Cleveland, Columbus, Cincinnati and Indianapolis Railway	974,272 00	2,514,350 48	75,397 57	69,870 46	14,103 66	3,883,375 66
14	Cleveland and Mahoning Valley Railway.	123,793 29	341,217 60	11,070 36	10,103 99	2,995 82	388,481 06
15	Cleveland, Mt. Vernon and Delaware Railroad.	416,362 79	1,773,157 53	25,515 63	34,030 92	357,234 32	2,506,301 19
16	Cleveland and Pittsburgh Railroad	71,956 30	401,233 36	6,377 40	1,533 97	1,718 70	482,819 63
17	Cleveland, Tuscarawas Valley and Wheeling Railway	792,204 49	2,504,747 14	100,972 23	61,810 83	77,635 80	3,537,370 49
18	Columbus, Chicago and Indiana Central Railway	83,178 36	847,350 44	5,133 83	4,193 65	13,701 65	953,560 93
19	Columbus and Hocking Valley Railroad	118,731 97	393,368 40	5,966 41	8,194 95	9,523 24	535,784 97
20	Columbus, Springfield and Cincinnati Railroad	242,833 38	558,653 12	15,645 55	21,135 84	20,481 35	858,799 14
21	Columbus and Xenia Railroad	25,036 47	55,887 43	3,091 85	500 12	401 73	55,007 60
22	Dayton and Michigan Railroad	47,700 29	63,110 06	2,265 23	1,681 58	4,866 68	119,623 84
23	Dayton and South-Eastern Railroad						
24	Dayton and Union Railroad.						
25	Eastern Ohio Railroad						
26	Harrison Branch Railroad	4,530 83	50,372 60			2,500 19	57,412 62
27	Iron Railroad						
28	Lake Erie, Alliance and Wheeling Railroad.	60,129 33	95,657 59	5,062 51	2,436 12	1,136 66	164,421 66
29	Lake Erie and Louisville Railroad.	2,984,335 05	10,473,806 97	513,706 15	22,831 42	118,910 48	14,319,184 07
30	Lake Shore and Michigan Southern Railway.	14,747 13	161,944 43	974 67	2,437 11	200 75	180,373 09
31	Lawrence Railroad	482,595 20	642,015 70	46,328 43	41,858 60	50,950 15	1,203,748 08
32	Little Miami Railroad						
33	Mahoning Coal Railroad	392,269 32	1,067,670 90	54,455 04	54,326 73	14,867 73	1,513,589 72
34	Marietta and Cincinnati Railroad	40,372 74	72,662 83	4,615 15	3,468 53		121,109 25
35	Marietta, Pittsburgh and Cleveland Railway						
36	Marietta and Cleveland Railroad						
37	Massillon and Cleveland Railroad	17,792 45	110,703 01	1,506 32	2,278 59		132,279 35
38	Newark, Somerset and Stritsville Railroad	50,607 06	109,194 51	5,498 76	10,180 00		194,699 70
39	North-Western Ohio Railway						
40							
41							
42							

XVI.—OPERATING EXPENSES.

Number.	Company.	Maintenance of way and structures.	Maintenance of cars.	Motive power.	Conducting transportation.	General.	Total.	Percent. of earnings.
1	Ashland, Youngstown and Pittsburgh Railroad.....	\$67,030 86	\$10,114 08	\$35,797 60	\$57,308 07	\$13,715 70	\$184,046 31	73.09
2	Atlantic and Great Western Railroad.....	122,727 94	173,057 56	206,996 94	296,572 56	107,152 86	906,507 86	86.91
3	Baltimore and Ohio and Chicago Railroad.....	152,312 10	46,454 55	99,372 16	214,165 94	52,430 61	564,725 38	70.37
4	Baltimore Short Line Railroad.....	31,326 45	9,325 22	16,542 83	23,335 13	8,601 98	80,431 74	128.77
5	Central Ohio Railroad.....	11,015 26	1,384 60	10,740 79	9,974 66	5,316 50	38,434 11	68.00
6	Cincinnati and Eastern Railroad.....	121,929 76	68,698 70	139,310 36	154,413 89	81,346 95	565,693 66	63.21
7	Cincinnati, Hamilton and Dayton Railroad.....	79,573 01	27,003 01	76,984 24	43,483 36	39,694 26	295,938 42	74.87
8	Cincinnati and Indiana Railroad.....	211,592 75	94,083 13	47,190 35	404,954 53	77,070 39	834,781 15	62.17
9	Cincinnati and Muskingum Valley Railroad.....	109,432 14	26,104 05	68,040 78	71,231 70	19,656 83	294,485 50	87.91
10	Cincinnati, Richmond and Chicago Railroad.....	51,571 67	18,971 96	38,007 82	22,313 95	11,853 52	143,620 92	75.69
11	Cincinnati, Sandusky and Cleveland Railroad.....	81,257 11	45,470 98	20,646 42	456,887 01	26,521 44	630,782 96	90.90
12	Cincinnati and Springfield Railroad.....	451,266 11	262,824 07	181,118 11	1,695,831 95	125,062 05	2,716,232 29	79.21
13	Cleveland, Columbus, Cincinnati and Indianapolis Railroad.....	118,394 71	23,056 96	78,911 52	71,137 30	30,320 50	221,750 90	51.13
14	Cleveland and Mahoning Valley Railroad.....	329,746 64	103,778 41	300,578 36	436,236 09	167,923 08	1,281,962 58	50.68
15	Cleveland, Mt. Vernon and Delaware Railroad.....	86,687 63	37,577 95	24,586 97	103,023 09	35,006 23	288,041 87	86.80
16	Cleveland, Tuscarawas Valley and Wheeling Railroad.....	789,565 28	246,708 18	816,290 56	992,279 54	225,832 87	3,070,634 43	86.80
17	Columbus andocking Valley Central Railroad.....	130,488 33	55,674 00	122,773 55	140,445 12	71,228 36	350,609 36	51.59
18	Columbus andocking Valley Railroad.....	63,008 86	16,780 43	41,588 71	123,615 23	52,480 77	297,774 00	55.57
19	Columbus and Toledo Railroad.....	169,589 57	71,682 19	144,369 14	127,484 63	92,376 11	605,401 67	70.40
20	Dayton and Michigan Railroad.....	14,159 21	4,300 15	15,282 06	14,833 57	8,493 25	57,698 34	67.30
21	Dayton and North-Eastern Railroad.....	15,317 20	5,327 32	12,463 90	21,217 79	16,443 67	70,770 08	59.16
22	Eastern Ohio Railroad.....	8,761 90	4,273 22	2,829 14	6,441 51	12,189 55	34,498 32	60.00
23	Harrison Branch Railroad.....	34,931 92	7,409 31	35,730 53	39,237 57	13,589 03	123,898 32	75.29
24	Lake Erie, Alliance and Wheeling Railroad.....	1,623,200 09	675,327 94	483,778 91	4,314,303 18	737,315 89	8,534,546 01	59.67
25	Lake Shore and Michigan Southern Railroad.....	41,817 33	4,095 76	17,391 72	294,069 34	4,500 24	96,784 45	53.67
26	Little Miami Railroad.....	260,653 13	60,611 97	205,990 09	299,214 20	101,762 42	1,228,232 71	77.11
27	Mahoning Coal Railroad.....	416,301 04	99,485 76	306,118 09	353,695 34	148,219 31	1,233,810 56	87.40
28	Marion and Cincinnati Railroad.....	41,831 93	7,154 77	7,778 45	35,769 42	15,048 77	107,883 34	88.00
29	Massillon, Pittsburgh and Cleveland Railroad.....	20,244 79	7,319 05	13,800 43	28,294 55	6,394 48	75,063 30	57.42
30	Massillon, Cleveland and Railroad.....	78,030 63	1,429 21	45,122 70	51,629 35	16,015 70	192,257 65	98.75
31	Newark, Somerset and Straitsville Railroad.....							
32	North-Western Ohio Railroad.....							

43	Ohio Central Railway.....	647,628 82	195,187 30	173,495 24	1,153,918 86	191,394 79	2,364,624 91	73.95
44	Ohio and Mississippi Railway.....							
45	Ohio and Toledo Railroad.....							
46	Painesville and Youngstown Railroad.....							
47	Pittsburgh, Cincinnati and St. Louis Railway.....	383,978 41	916,580 30	511,953 82	856,679 01	87,033 06	2,056,223 10	65.24
48	Pittsburgh, Ft. Wayne and Chicago Railway.....	815,462 96	440,919 65	1,914,873 10	1,547,915 84	317,326 15	4,355,797 70	53.49
49	Sandusky, Mansfield and Newark Railroad.....	98,096 70	39,836 66	76,616 51	160,880 17	43,070 67	420,500 71	69.75
50	Scioto Valley Railway.....							
51	Toledo, Canada, Southorn and Detroit Railway.....	148,880 96	36,884 67	86,288 00	140,978 90	24,295 76	437,423 29	118.09
52	Toledo and State Line Railroad.....							
53	Toledo and Woodville Railroad.....	774,752 50	1,294,675 38		1,562,735 88	240,932 69	3,473,096 45	
54	Wabash Railway.....							
55	Wheeling and Lake Erie Railroad.....							
	Totals.....	\$4,598,698 70	\$4,439,771 07	\$5,779,214 52	\$16,251,004 23	\$3,166,416 88	\$38,251,123 77	

XVII.—RESULTS OF OPERATING.

Number.	Company.	Miles operated.		Net earnings.	Deficits.	Rentals of road, track, depots, etc.	Net income over operating expenses and rentals.	Loss in operating line.
		Entire line.	In Ohio.					
1	Ashtabula, Youngstown and Pittsburg Railroad.....	62.60	62.60	\$67,562 18		\$6,508 51	\$61,243 67	
2	Atlantic and Great Western Railroad.....							
3	Baltimore and Ohio and Chicago Railroad.....	271.	110.30	136,507 77			136,507 77	
4	Baltimore Short Line Railway.....							\$43,132 88
5	Central Ohio Railroad.....	137.29	137.29	237,724 62	\$2,473 76	290,857 50	2,473 76	
6	Chicago and Canada Southern Railway.....	67.60	4.50					
7	Cincinnati and Baltimore Railway.....	62.	62.	17,465 21			17,465 21	
8	Cincinnati and Eastern Rai way.....	60.	60.	329,237 86			329,237 86	
9	Cincinnati, Hamilton and Dayton Railroad.....	94.20	19.	84,554 73			84,554 73	
10	Cincinnati, Hamilton and Indianapolis Railroad.....	178.50	20.50	507,920 30			507,920 30	
11	Cincinnati and Indiana Railroad.....	148.40	148.40	43,166 02		(c) 105,000 00	61,833 98	
12	Cincinnati and Maskingon Valley Railway.....	42.	36.	45,924 08		18,000 00	27,924 08	
13	Cincinnati, Richmond and Chicago Railroad.....							
14	Cincinnati, Sandusky and Cleveland Railroad.....							
15	Cincinnati and Springfield Railway.....	80.20	80.20	68,206 35		161,327 79	93,121 44	
16	Cleveland, Columbus, Cincinnati and Indianapolis Railway.....	391.15	306.60	711,725 68		711,725 68		
17	Cleveland and Mahoning Valley Railway.....	156.63	156.63	66,730 07		26,516 48	40,213 59	
18	Cleveland, Mc. Vernon and Delaware Railroad.....	223.40	184.77	1,225 038 61		1,384,421 94		
19	Cleveland and Pittsburg Railroad.....	101.14	101.14	194,777 76		11,215 58	183,562 18	
20	Cleveland, Tuscarawas Valley and Wheeling Railway.....	580.50	135.90	466,686 06			(b) 466,686 06	
21	Columbus, Chicago and Indiana Central Railway.....	104.70	104.70	492,951 57		2,628 72	430,322 85	
22	Columbus and Hooking Valley Railroad.....							
23	Columbus, Springfield and Cincinnati Railroad.....	123.70	123.70	238,040 97		10,704 45	227,336 52	
24	Columbus and Toledo Railroad.....							
25	Columbus and Xenia Railroad.....							
26	Dayton and Michigan Railroad.....	142.	142.	27,309 36		12,900 00	240,437 47	
27	Dayton and South-Eastern Railroad.....	68.80	68.80	48,853 76		802 92	26,586 44	
28	Dayton and Union Railroad.....	46.74	46.74			15,226 45	33,627 31	
29	Eastern Ohio Railroad.....							
30	Harrison Branch Railroad.....			22,914 30			22,914 30	
31	Iron Railroad.....	16.50	16.50					
32	Lake Erie, Alliance and Wheeling Railroad.....			40,523 28			36,523 28	
33	Lake Erie and Louisville Railroad.....	109.10	109.10	5,784,698 06		4,000 00	5,534,178 45	
34	Lake Shore and Michigan Southern Railroad.....	1,176.80	420.60	83,548 64		290,459 61	11,415 41	
35	Lawrence Railroad.....	22.04	12.68	384,959 37		72,133 23		
36	Little Miami Railroad.....	196.14	191.95			741,273 76	356,314 39	
37	Mahoning Coal Rail-oad.....			139,770 16				
38	Marietta and Cincinnati Railroad.....	382.70	382.70	13,525 91		331,192 07	141,421 91	
39	Marietta, Pittsburgh and Cleveland Railroad.....	98.19	98.19			848 59	12,677 32	
40	Massillon and Cleveland Railroad.....			56,316 05		39,663 80	16,632 25	
41	Newark, Somerset and Straitsville Railroad.....	44.	44.	2,442 05		36,578 51	34,136 46	
42	North-Western Ohio Railway.....	80.05	80.05					

43	Ohio Central Railway	61.50	19.53	892,942 71		892,942 71	
44	Ohio and Mississippi Railway						
45	Ohio and Toledo Railroad						
46	Painesville and Youngstown Railroad						
47	Pittsburgh, Cincinnati and St. Louis Railway	201.14	158.96	1,095,133 43		1,057,633 43	
48	Pittsburgh, Ft. Wayne and Chicago Railway	408 30	251.65	3,768 818 66		644,836 45	
49	Sandusky, Mansfield and Newark Railroad	116.25	116.25	182,308 20		7,958 20	
50	Scioto Valley Railway						
51	Toledo, Canada Southern and Detroit Railway	54.50	7.14		73,307 97		73,307 97
52	Toledo and State Line Railroad						
53	Toledo and Woodville Railroad						
54	Wabash Railway	686.55	75.50	1,295,323 26		1,072,523 19	
55	Wheeling and Lake Erie Railroad						
	Totals	6,860.31	4,096.57	\$18,957,204 51	\$75,781 73	\$6,900,912 19	\$12,775,636 71
							895,126 12

(a) Interest on bonds of company, paid by lessee, according to terms of lease.

(b) This road is operated by this company under orders of the U. S. Court, and the net earnings paid over to receivers.

42	North-Western Ohio Railway	2,432 07	2,401 56	30 51	194,689 70	198,237 65	2,442 05
43	Ohio Central Railway	.....	.....	.....	.....	.....	.....
44	Ohio and Mississippi Railway	5,199 30	3,844 92	1,354 37	101,542 13	75,091 29	26,450 84
45	Ohio and Toledo Railroad	.....	.....	.....	.....	.....	.....
46	Painesville and Youngstown Railroad	.....	.....	.....	.....	.....	.....
47	Pittsburgh, Cincinnati and St. Louis Railway	15,667 47	10,222 84	5,444 63	2,490,562 30	1,625,023 48	865,478 82
48	Pittsburgh, Ft. Wayne and Chicago Railway	17,306 46	9,258 59	8,047 87	4,355,222 57	2,329,951 94	2,025,270 63
49	Sandusky, Mansfield and Newark Railroad	(a)	.....	.....	.....	.....	.....
50	Scioto Valley Railway	.....	.....	.....	.....	.....	.....
51	Toledo, Canada Southern and Defroit Railway	.....	.....	.....	48,524 55	57,307 11	\$6,782 56
52	Toledo and State Line Railroad	.....	.....	.....	.....	.....	.....
53	Toledo and Woodville Railroad	6 945 48	5,038 76	1,886 72	524,383 74	381,936 38	142,447 36
54	Wabash Railway	.....	.....	.....	.....	.....	.....
55	Wheeling and Lake Erie Railroad	.....	.....	.....	.....	.....	.....
	Totals	.....	.....	.....	\$27,496,914 77	\$18,246,873 23	\$9,250,041 54
		.....	.....	.....	.....	.....	\$8,782 56

(a) No report whatever pertaining to Table XVIII.

(b) Proportion for Ohio not given.

40	Massillon and Cleveland Railroad	7,097 50								
41	Newark, Somerset and Straitsville Railroad									
42	North-Western Ohio Railway									
43	Ohio Central Railway									
44	Ohio and Mississippi Railway	693,052 50	26,648 63						164,102 64	
45	Ohio and Toledo Railroad									
46	Painesville and Youngstown Railroad									
47	Pittsburgh, Cincinnati and St. Louis Railway	639,395 00	118,429 65						6,350 00	
48	Pittsburgh, Ft. Wayne and Chicago Railway	955,700 00								
49	Sandusky, Mansfield and Newark Railroad									
50	Scioto Valley Railroad									
51	Toledo, Canada Southern and Detroit Railway									
52	Toledo and State Line Railroad									
53	Toledo and Woodville Railroad									
54	Wabash Railway									
55	Wheeling and Lake Erie Railroad									
	Totals	\$7,594,946 33	\$200,374 35			\$5,829,753 33		\$573,195 00	\$132,530 10	\$409,331 08

(a) Report of Company not received.

(b) Two dividends of 3 per cent. each.

XXI.—RAILWAY LINES IN PROGRESS.

Number.	Company.	Length—miles.		Capital stock.			Debt.		Construction account.
		Proposed.	Graded.	Authorized.	Subscribed.	Paid in.	Funded.	Other—net.	
1	Cleveland, Canton, Coshocton and Straitsville R. Co.	110	35	\$500,000 00	\$492,739 00	\$422,348 36	.....	\$25,690 68	\$455,039 04
2	Columbus, Jeffersonville and Cincinnati Railway Co.	114	14	400,000 00	43,900 00	5,784 99	.....	7,395 13	13,380 05
3	Island Creek and Richmond Mineral Railroad Co.	11	.....	60,000 00	30,000 00	.....	.....	.....	39,000 00
4	Michigan and Ohio Railway Co.	400	45	15,000,000 00	.....	14,900 00	\$200,900 00	24,603 11	39,598 11
5	Pandling and Cecil Railroad Co.	6.70	2.50	13,000 00	17,000 00	17,000 00	.....	.....	.....
6	Tiffin and North-Western Railroad Co.	75	35	1,500,000 00	590,350 00	500,350 00	.....	.....	36,500 00
7	Youngstown and Connotton Valley Railroad Co.	58.50	17	1,000,000 00	.....	.....	750,000 00	.....	.....
8	Valley Railway Co.	75.20	48	6,500,000 00	921,400 00	746,012 16	515,032 52	101,174 90	1,364,850 73
	Totals.....	775.20	186.50	\$25,273,000 00	\$2,005,389 00	\$1,713,395 44	\$1,465,032 52	\$178,568 83	\$1,939,277 83

XXII.—STOCK, DEBT, AND CONSTRUCTION.

Number.	Company.	Length—miles.		Capital stock.		Debt.		Construction.
		Proposed.	Graded.	Authorized.	Paid in.	Funded.	Not funded.	
1	Cincinnati and Portsmouth Railroad Company.....	100	18	\$500,000 00	\$30,049 21	\$5,100 00	\$153,871 97	\$252,786 80
2	Cincinnati and Fayetteville Railroad Company.....	150	20	750,000 00	27,375 46	.....	7,650 43	35,025 89
3	Martin's Ferry and Bellaire Railway Company.....	6.93	.....	50,000 00	52 00	.....	.....	40 50
4	Painesville, Canton and Bridgeport Railroad Company.....	140	8	1,000,000 00	60,650 00	.....	.....	76,050 00
5	Springfield, Jackson and Pomeroy Railroad Company.....	140	.....	2,000,000 00	635,240 65	137,234 43	768,479 42	302,058 33
6	Toledo and Maumee Narrow Gauge Railroad Company.....	.....	.....	125,000 00	41,200 00	10,091 23	11,140 17	.....
	Totals.....	536.93	46	\$4,425,000 00	\$854,567 32	\$142,435 66	\$941,141 99	\$665,961 59

XXIII.—RESULTS OF OPERATING.

Number.	Company.	Laid with rail—miles.	Passengers carried—number.	Freight carried—tons.	Gross earnings.	Operating expenses.	Net earnings.	Deficit.
1	Cincinnati and Portsmouth Railroad Company.....	21.50	30,144	1,834	\$12,605 19	\$9,782 01	\$2,823 18	.....
2	Springfield, Jackson and Pomeroy Railroad Company.....	123.03	73,869	91,422	117,400 08	107,108 35	10,291 73	.....
3	Toledo and Maumee Narrow Gauge Railroad Company.....	8.50	35,674	276	6,166 42	6,520 60	.....	(a) \$354 18
	Totals.....	153 03	139,707	93,532	\$136,171 69	\$123,410 96	\$13,114 91	\$354 18

(a) For ten months.

REPORTS
OF
RAILROAD COMPANIES
FOR THE YEAR ENDING JUNE 30, 1879.

ASHTABULA AND PITTSBURGH RAILWAY COMPANY.

[OPERATED BY THE PENNSYLVANIA COMPANY.]

Location of principal office : Ashtabula, Ohio.

CHANGES WITHIN THE YEAR.

This company was organized as the Ashtabula, Youngstown and Pittsburgh Railroad Company, was sold under foreclosure of mortgage August 21, 1878, and reorganized under its present title September 25, 1878. The road is leased to the Pennsylvania Company for ninety-nine years from August 1, 1878, the Pennsylvania Company to pay over to the Ashtabula and Pittsburgh Railway Company the net earnings each year.

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized, general	\$1,000,000 00	
preferred or guaranteed	700,000 00	
		\$1,700,000 00
Par value of shares.....	\$50 00	
Amount paid in, general	\$961,533 33	
preferred	694,900 00	
		\$1,656,433 33
Total paid in capital stock.....		
Average amount paid in per mile (62.60)	\$26,460 59	
Stockholders, residents of Ohio, 679.		
Agent authorized to transfer stock: Frank Semple, Secretary, Pittsburgh, Pa.		

FUNDED DEBT.

First mortgage 6 per cent. bonds, due August 1, 1908	\$1,500,000 00
Average amount per mile.....	23,961 60

OTHER INDEBTEDNESS.

Contracted for construction, equipment, or real estate....	\$10,459 02
All other debts, current credit balances, etc	2,430 00
	\$12,889 02
Total unfunded debt	
Cash, securities, debit balances, etc., available to payment.	32,247 36

COST OF ROAD, EQUIPMENT, ETC.

ROAD CONSTRUCTED BY COMPANY.

Total expended for construction	\$3,168,633 72
Additions within the year ending June 30, 1879	10,459 02
Average cost per mile of road constructed	50,617 10
Value of real estate included, exclusive of roadway	150,000 00

LINE OWNED BY COMPANY—MILES.

Single main track—Ashtabula Harbor to Youngstown	62.60
Aggregate of sidings and other tracks	6.18
Total length of rail, computed as single track	68.78
All in Ohio, and distributed as follows:	
County.	Main track. Sidings, etc. Total.
Ashtabula	29.064 3.650 32.714
Trumbull	29.709 1.620 31.329
Mahoning	3.831 915 4.746
Totals	62.604 6.185 68.789
Laid with steel rail	2.467

CONDENSED GENERAL BALANCE SHEET, JULY 1, 1878.

Taken after making all proper entries affecting or pertaining to the business and transactions of the company or line to date.

LIABILITIES.

Capital stock—issued	\$961,533 32	
unissued	10,333 34	
		\$971,866 67
Preferred capital stock—issued	\$694,900 00	
unissued	5,100 00	
		700,000 00
First mortgage bonds		1,500,000 00
Unsecured liabilities		12,889 02
Profit and loss		5,666 37
		\$3,190,422 06

ASSETS.

Cost of road	\$3,158,174 70
Cash in treasury	87 60
Accounts receivable	32,159 76
	\$3,190,422 06

OFFICERS.

Directors—Warren Packard	Warren, Ohio.
Henry Hubbard	Ashtabula, Ohio.
H. L. Morrison	“ “
A. C. Fisk	“ “
J. J. Brooks	Cleveland, “
C. B. Wick	Youngstown, “
F. Harrington	Rock Creek, “

Directors—George B. Roberts	Philadelphia, Pa.
William Mullins	Pittsburgh, “
W. S. Bissell	“ “
William Thaw	“ “
Thos. D. Messler	“ “
John Scott	“ “
President, John Scott	“ “
Treasurer and Secretary, Frank Semple.....	“ “
Assistant Treasurer and Secretary, A. F. Hubbard.....	Ashtabula, Ohio.

State of Pennsylvania, County of Allegheny, ss.:

John Scott, President of the Ashtabula and Pittsburgh Railway Company, being duly sworn, deposes and says that having carefully examined the foregoing statements prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1879.

[Signed]

JOHN SCOTT.

Subscribed and sworn to before me, this 6th day of September, A.D. 1879.

[SEAL.]

FRANK SEMPLE, *Notary Public.*

REPORT OF LESSEE.

CHARACTERISTICS, Etc.

Weight of rail per yard on main track, 56 lbs. Gauge of track, 57 inches.

Main track ballasted, 62.60 miles, with gravel and cinder.

BRIDGES, TRESTLES, ETC., IN OHIO.

Bridges—Wood, 5; greatest age, 7 years; aggregate length, 402; stone arch, 1; aggregate length, 8 feet; total, 410 feet.

Trestles—56; greatest age, 6 years; greatest height, 20 feet; greatest length, 292 feet; aggregate length, 3,148 feet.

Length of shortest span of truss, 29 feet; of longest, 75 feet; greatest length of beams between points of support, if not trussed, 16 feet.

Greatest space between cross ties upon bridges and trestles, 8 inches; length of ties, 12 feet.

Number of track stringers, 2 main and 2 side, 4.

Are all bridges and trestles provided with guard rails? Yes.

Do all bridges and trestles receive stated examinations? Yes.

How often? Once a week by bridge foreman, and semi-annually by inspector.

Are the examinations analytical, and are they made by a competent person? Yes.

Fencing—Miles of single fence, 98.74; additional required to inclose road, both sides, 11.26.

Length through towns, etc., not requiring fence, 15.02.

Grade Crossings—Highway, number on operated line included in report, 70.

Railroad—Austintown Coal Road, at Youngstown, Ohio.

A. and G. W., one mile north of Warren.

L. S. and M. S. Railway, Ashtabula, Ohio.

Do all trains on your road stop at these crossings as required by law? Yes.

Are flagmen stationed at each? Yes.

Telegraph Line—Miles on line of road operated, 62.6.

Miles of same owned by railroad company, 62.6.

Stations—Passenger and freight, 16.

Number with telegraph communication, 14.

Number of same operated by railroad company, 14.

Is pay received for messages sent over line owned by railroad company? Yes.

Terms of service: For locomotives, current expenses, etc., 6 per cent. on value.

For passenger cars, 2½c., and baggage cars 1½c. per mile.

For freight cars, current repairs, etc., 6 per cent. on valuation.

Number of locomotives equipped with train brakes, 4.

Kind of brake: Westinghouse air brake.

Number of passenger cars with Miller platform: None.

Method of bridging between passenger cars, when two or more are run in trains:

The Janney patent platform and coupler.

Are all cars run on this road heated and lighted as prescribed by law? Yes.

State methods of heating cars used for the transportation of passengers: Dripps and Spear's patent safety stoves.

Means of lighting same: Candles and lard-oil lamps.

Speed of Trains—Express passenger, average rate, including stops, 20 miles per hour.

Mail and accommodation, 20 miles per hour.

Freight trains, 10 miles per hour.

Employees—Superintendents	1
Clerks	9
Mechanics	19
Telegraph operators	15
Train dispatchers	3
Conductors	10
Engineers	11
Firemen	11
Brakemen	25
Baggagemen	2
Wipers	2
Station agents	14
Flagmen, switch tenders, and watchmen	2
Section men	15
Laborers	106
Other employes	24

Total number employed by company in operating line..... 269

Proportion for Ohio

269

EXPRESS AND TRANSPORTATION COMPANIES.

Express companies run on this road : Union Express Company.

Terms : From July to December 31, 1878, \$12.50 per day, and from January to June 30, 1879, 40.78 per cent. of gross earnings.

Special freight and transportation lines : None.

RATES FOR TRANSPORTATION.

PASSENGER.

Fare charged per mile :	Highest.	Lowest.
For distance less than 8 miles	5 cents.	5 cents.
more than 8 miles and less than entire length of main road....	3 “	3 “
through passengers	2 “	1 cent.

FREIGHT.

Rate charged per ton per mile :	Highest.	Lowest.
For the shortest distance carried (2½ miles).....	48 cents.	18 cents.
more than 10 and less than 30 miles	5.50 “	3.27 “
more than 30 miles and less than entire length of main road	4.32 “	1.44 “
through freight.....	1.129 “	1.129 “

DOINGS OF THE YEAR.

Rail laid—steel, 60 lbs. per yard—miles of track, 2.44.	
Train mileage—Passenger.....	51,091
Freight.....	186,872
Construction	6,247
Total	244,210
Car mileage—Passenger.....	86,933
Express and baggage.....	48,934
Freight, loaded.....	1,897,914
empty	656,735
Caboose	110,170
Total	2,800,736
Losses, etc., paid—For injuries in Ohio, fatal and non-fatal :	
to employes	\$59 15
For animals killed in Ohio :	
1 horse and 3 cattle	45 00

TRANSPORTATION.

Passengers—Number carried.....	50,940
Average number carried in each car per trip	8.6
Average number of miles traveled by each	14.8
Total mileage, or number carried one mile.....	754,179
Average amount received for each.....	42.3 cents.
Average amount per mile received for each	02.8 “

Freight—Tons carried	423,448
Average tons in each loaded car per trip.....	10.79
Average tons in each loaded car per mile.....	10.70
Total movement, or tons carried one mile.....	20,491,935
Average amount received for each ton.....	52.72 cents.
Average amount per mile received for each ton.....	1.089 "

Articles transported:

	Tons.	Per cent.
Coal.....	110,501	25.97
Stone, lime, sand, etc.....	27,177	6.41
Petroleum	170	0.04
Ores.....	233,835	55.34
Pig and bloom iron.....	20,927	4.94
Manufactured iron.....	1,298	0.31
Lumber and other forest products	9,591	2.27
Grain, flour, and other agricultural products.....	1,419	0.34
Live stock.....	1,939	0.46
Animal products.....	2,056	0.49
Manufactures, including agricultural implements	2,655	0.63
Merchandise	2,728	0.64
Miscellaneous.....	9,152	2.16
Total tonnage yielding revenue.....	423,448	100.
Supplies for company's use.....	8,636	

EARNINGS, OPERATING EXPENSES, ETC., FOR YEAR ENDING JUNE 30.

EARNINGS.

Passenger transportation.....	\$21,546 66
Freight transportation	223,281 48
Mail service	2,625 08
Express service	2,487 47
Other sources.....	1,857 80
Total earnings of line operated included in this report.....	\$251,798 49

OPERATING EXPENSES.

Maintenance of way and structures	\$67,030 86
Maintenance of cars.....	10,114 08
Motive power.....	35,797 60
Conducting transportation.....	57,388 07
General expenses:	
Taxes	\$8,267 97
Other general expenses of operating.....	5,438 73
	<u>13,715 70</u>
Total operating expenses, being 73.09 per cent. of earnings	184,046 31
Net earnings of 62.60 miles operated	\$67,752 18
Hire of equipment.....	6,508 51
Net income over operating expenses	\$61,243 67

Per mile of earnings.....	\$4,022.35 ; prop'n for Ohio, (62.60 miles)	\$251,798 49
operating expense....	2,940.03	184,046 31
net earnings	1,082.32	67,752 18

CASUALTIES TO PERSONS.

Statement for the year ending June 30, 1878, of all accidents in Ohio resulting in injuries to persons, giving extent and cause thereof:

November 25, 1878. Stephen Murphy, track laborer on Lawrence Railroad, got on early morning passenger train at passenger depot, Youngstown, to ride to freight depot, going to work; rear coach of train left track at yard switch and struck against end of car standing on siding. Murphy was riding on platform of car, and was caught between ends of cars and instantly killed. Accident was beyond his control. Inquest held; verdict, accidental death—no person to blame. Coroner, Samuel McGowan, Youngstown.

January 25, 1879. John Whitaker, of Niles, Ohio, had been drinking all day, and was last seen walking on the railroad track. His body was found next morning lying near track, and blood marks were found on engine of freight train which went south during the night. None of the train men saw anything of the man or knew of the accident until the next day. Inquest held; verdict, "accidental death." Coroner, T. Ewalt, Warren, Ohio, or Howland Corners, Ohio.

June 21, 1879. John Pledge, laborer on docks at Harbor, got on car of coal to unload it before being in position to be unloaded, and when engineer moved car Pledge lost his balance and fell off, striking with head on rail; car wheel passed over his head, killing him. No inquest.

RECAPITULATION.

Killed—Employees—Misconduct or want of caution.....	3
Others—Trespassing on track.....	1
	<u>3</u>

OFFICERS OF PENNSYLVANIA COMPANY.

President, Thomas A. Scott	Philadelphia, Pa.
First Vice-President, J. N. McCullough.....	Pittsburgh, Pa.
Second Vice-President, Wm. Thaw.....	"
Third Vice-President and Comptroller, Thos. D. Messler.....	"
General Manager, J. D. Layng	"
General Counsel, J. T. Brooks.....	"
Auditor, J. P. Farley	"
Treasurer, W. H. Barnes	"
Secretary, Clifford S. Sims	Philadelphia, Pa.
Superintendent, D. B. McCoy	Ashtabula, Ohio.
Chief Engineer, F. Slataper.....	Pittsburgh, Pa.
General Ticket Agent, F. R. Myers.....	"
General Freight Agent, Wm. Stewart.....	"
Purchasing Agent, Wm. Mullins	"

State of Pennsylvania, County of Allegheny, ss.

Thos. D. Messler, Third Vice-President of the Pennsylvania Company, operating the Ashtabula and Pittsburgh Railway Company, being duly sworn, deposes and says that having carefully examined the foregoing statements prepared by the proper officers and agents of said company, from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A. D. 1879.

(Signed)

THOS. D. MESSLER, *Vice-President.*

Subscribed and sworn to before me, this 3d day of September, A. D. 1879.

[SEAL.]

FRANK SEMPLE, *Notary Public.*

BALTIMORE AND OHIO AND CHICAGO RAILROAD COMPANY:

Location of principal office of the company : Chicago, Illinois.

CHARACTERISTICS, ETC.

LINE OWNED BY COMPANY—MILES.

	Length.	In Ohio.
Single main track—Chicago Junction to Baltimore Junction.....	262.60	110.31
Aggregate of sidings and other tracks.....	39.10	17.86
Total length laid with rail computed as single track.....	301.70	128.17
Laid with steel rail.....	8.47	1.33

Length in Ohio, distributed as follows :

County.	Main track.	Sidings, etc.	Total.
Huron	5.79	4.03	9.82
Seneca	31.46	3.47	34.63
Hancock	5.63	.53	6.16
Wood	18.57	2.94	21.49
Henry	18.51	2.92	21.45
Defiance	30.35	4.01	34.36
Totals.....	110.31	17.86	127.17

LINE OPERATED.

Chicago Junction to Baltimore Junction..... 262.60 miles,
 Illinois Central, Baltimore Junction to Chicago, (operated under lease).. 8.40 "

Weight of rail per yard, 60 and 64 lbs.; gauge of track, 4 feet $8\frac{1}{2}$ inches.

Main track in Ohio ballasted, 110.31 miles, with gravel.

BRIDGES, TRESTLES, ETC., IN OHIO.

Bridges—Wood, 1; greatest age, 6 years; aggregate length, 169 feet.

Iron, 7; greatest age, 6 years; aggregate length, 1,719 feet. 8 inches.

Trestles—387; greatest age, 6 years; greatest height, 30 feet; greatest length, 4,000; aggregate length, 4,991 feet 6 inches.

Length of shortest span of truss, 23 feet; of longest, 153 feet 4 inches; greatest length of beams between points of support, if not trussed, 17 feet.

Greatest space between cross ties upon bridges and trestles, 8 inches; length of ties, 8 feet.

Number of track stringers, 2.

Are all bridges and trestles provided with guard rails? Yes.

Do all bridges and trestles receive stated examinations? Yes.

How often? Daily, by trackman, and monthly by supervisor of bridges.

Are the examinations analytical, and are they made by a competent person? Yes.
 Grade Crossings—Railroad—Mansfield, Coldwater and Lake Michigan, at Tiffin.
 Cincinnati, Sandusky and Cleveland, at Tiffin.
 Columbus and Toledo, at Fostoria.
 Lake Erie and Louisville, at Fostoria.
 Dayton and Michigan, at Deshler.
 Wabash, at Defiance.

Do all trains on your road stop at these crossings as required by law? Yes.

Are flagmen stationed at each? Yes.

Telegraph Line—Miles on line of road operated, 271½ in Ohio, 110.31.

Stations—Passenger and freight, 48; in Ohio, 20. Number with telegraph communication, 32; in Ohio, 13. Number of same operated by railroad company, 48; in Ohio, 20.

Rolling Stock*—Locomotives.....	57	average weight †.....	114,000
Express and baggage cars...	27		
Passenger cars.....	20		
Freight cars.....	630		

Above includes not owned by company reporting.

Freight cars, 364, furnished by B. and O. R. R.

Number of locomotives equipped with train brakes: All passenger engines.

Kind of brake: Loughbridge.

Number of cars equipped with train brakes: All cars in passenger equipment.

Method of bridging between passenger cars, when two or more are run in trains: Movable bridge, secured by chains.

State method of heating cars used for the transportation of passengers: Baker's patent hot water heaters and wood stoves, the doors of which are locked.

Means of lighting same: Candles and mineral sperm oil.

Speed of trains—Express passenger, average rate, including stops, 25 miles per hour; mail and accommodation, 25; freight trains, 14.

Employees—Telegraph operators and station agents	67
Engineers	37
Flagmen, switch-tenders, and depot laborers.....	98
Firemen and wipers.....	50
Mechanics.....	92
Conductors.....	25
Brakemen	50
Section men.....	55
Other employes.....	310

EXPRESS AND TRANSPORTATION COMPANIES.

Express companies run on this road: Baltimore and Ohio Express Company.

Special freight and transportation lines: The Baltimore and Ohio owns and controls its own fast freight lines.

* Includes all run on the road.

† Including tenders in working order.

RATES OF TRANSPORTATION.

PASSENGERS.

Fare charged per mile :	Highest.	Lowest.
For distance less than 8 miles.....	20 cents.	--
more than 8 miles and less than entire length of main road ..	..	3 cents.

DOINGS OF THE YEAR ENDING JUNE 30.

Bridges built in Ohio, as follows : None.

Trestles built in Ohio: None.

Length filled and converted into embankment: None.

Fencing in Ohio—Miles of single fence built (average cost per rod, 80 cents), 1 mile.

Grading—Miles of main track graded, none; in Ohio, none.

Ballasting—Miles of main track ballasted, 1½; in Ohio, 1½.

Rail laid—Steel, 60 lbs. per yard—miles of track, 2.01; in Ohio, none.

New iron, 64 lbs. per yard—miles of track, .99; in Ohio, none.

TRANSPORTATION.

Passengers—Number carried.....		140,428
Average number of miles traveled by each.....		81.24
Total mileage, or number carried one mile.....		11,408,370
Average amount received for each.....		1.46 cents.
Average amount per mile received for each.....		1.79 cents.
Freight—Tons carried, local.....	84,279	
through.....	410,342	
Total.....		*494,622
Total movement, or tons carried one mile*.....		88,926,856
Average amount received for each ton.....		1.53 cents.
Average amount per mile received for each ton.....		0.22 cents.

Articles transported :

	Tons.	Per cent.
Coal.....	11,604	.....
Stone, lime, sand, etc.....	15,337	.....
Petroleum.....	935	.....
Ores.....	1,166	.....
Pig and bloom iron.....	22,353	.....
Manufactured iron.....	20,795	.....
Lumber and other forest products.....	75,936	.....
Grain.....	162,637	.....
Live stock.....	40,447	.....
Animal products.....	23,608	.....
Tobacco.....	1,749	.....
Flour.....	10,961	.....
Miscellaneous.....	107,078	.....
Total tonnage yielding revenue.....	494,621	100

* Exclusive of supplies for company's use.

EARNINGS, OPERATING EXPENSES, ETC., FOR YEAR ENDING JUNE 30.

EARNINGS.	
Passenger transportation.....	\$204,542 93
Freight transportation.....	772,069 46
Mail service.....	64,698 74
Other sources.....	1,704 50
Total earnings of line operated included in this report.....	
	\$1,043,015 63

OPERATING EXPENSES.	
Maintenance of way and structures.....	\$122,727 94
Maintenance of cars.....	173,057 56
Motive power.....	206,996 94
Conducting transportation.....	296,572 56
General expenses:	
Taxes—Ohio.....	\$26,575 58
Indiana.....	23,066 13
Illinois.....	4,780 68
Other general expenses of operating.....	42,730 47
	107,152 86
Total operating expenses, being 86.91 per cent. of earnings.....	903,507 86
Not earnings of ——— miles operated.....	\$136,507 77

CASUALTIES TO PERSONS.

Statement for the year ending June 30, 1879, of all accidents in Ohio resulting in injuries to persons, giving extent and cause thereof:

November 26, 1878. R. Gilloway, brakeman; attempted to catch on a moving train at Republic, Ohio; missed his aim and fell; knees and shoulders sprained. Carelessness.

February 14, 1879. E. L. Boggs, brakeman; caught between two cars while coupling, at Fostoria, Ohio; shoulder bruised

February 18, 1879. M. Halliman, brakeman; hand caught coupling at Tiffin, Ohio. Own fault.

March 27, 1879. Henry Bade, intoxicated; trespassing on track; was knocked down and foot run over by a switching train. Own fault.

April 18, 1879. Albert Tyner, while playing on track at Hoyt's Corners, Ohio, was run over and killed by passing train. Stephen Burns, Coroner. Verdict: "Deceased came to his death by stepping on the railroad track ahead of the cars."

April 18, 1879. D. A. McGrady, brakeman; arm injured coupling, at Deshler, Ohio. Own fault.

May 5, 1879. M. Gessner, trespassing on track at Fostoria; was struck and killed by passing train.

June 12, 1879. C. L. Bapp, brakeman; arm injured coupling at Republic, Ohio. Own fault.

June 28, 1879. C. H. Torrence, switchman, Chicago Junction, Ohio; foot caught in rail while coupling. Want of caution.

RECAPITULATION.

Killed—Other than passengers and employes—trespassing on track, etc	2
Injured—Employes—misconduct or want of caution	6
Others—trespassing on track, etc.....	1
Total injured.....	9

TRAIN ACCIDENTS—ENTIRE LINE.

Return of accidents to trains occurring within the year ending June 30, 1879:

July 1, 1878. A freight backed into an Illinois Central train at Chicago, Ill., breaking off four doors, caused by fireman moving engine without instructions.

August 28, 1878. A Cincinnati, Wabash and Michigan train collided with a Baltimore and Ohio train at Milford Junction, damaging several Baltimore and Ohio cars and track. Fault of the Cincinnati, Wabash and Michigan men.

August 28, 1878. Four gondolas were thrown from the track at Fostoria, Ohio, by brake beam coming down. Damage small.

October 23, 1878. An empty express car was broken by climbing the track at Edgewood, Indiana.

January 12, 1879. A passenger train ran off the track near Auburn Junction, Indiana, on account of a broken rail. Damage small.

January 15, 1879. A freight car jumped the track near Fostoria, caused by broken beam. Damage small.

January 29, 1879. A freight was thrown from the track by a brake beam catching on the track, at Chicago, Illinois. Damage slight.

State of Illinois, County of Cook, ss.:

C. H. Hudson, Superintendent of the Baltimore and Ohio Railroad Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1879.

[Signed]

C. H. HUDSON, *Superintendent.*

Subscribed and sworn to before me this 5th day of November, A.D. 1879.

[SEAL.]

FRED. G. WAITE, *Notary Public.*

CENTRAL OHIO RAILROAD COMPANY.

As Reorganized.

[OPERATED BY BALTIMORE AND OHIO RAILROAD COMPANY.]

Location of principal office: Zanesville, Ohio.

LINE OPERATED—MILES.

Bellaire to Columbus	137.29
Aggregate of sidings and other tracks	36.38
Total length of track.....	173.67

CHARACTERISTICS, Etc.

LINE OWNED BY COMPANY—MILES.

Single main track, Bellaire to Columbus.....	137.29
Aggregate of sidings and other tracks	36.61

Total length of rail, computed as single track 173.90

All in Ohio, and distributed as follows:

County.	Main track.	Sidings, etc.	Total.
Belmont.....	31.52	7.47	39.29
Noble.....	.45	---	.45
Guernsey	28.55	3.96	32.51
Muskingum	32.70	6.31	39.71
Licking.....	31.60	11.53	43.34
Franklin	12.17	7.37	19.54
Totals	137.29	36.64	173.93
Steel rail.....	71.58	3.69	75.22

LINE OPERATED UNDER LEASE.

Weight of rail per yard, 60 and 64 lbs.; gauge of track, 55½ inches.

Main track in Ohio ballasted, 137.29 miles; with stone, 65 miles; with gravel, 72.29.

Thirty-two miles of main track between Newark and Columbus is jointly owned by Central Ohio and P. C. and St. L. Railway Company.

BRIDGES, TRESTLES, ETC., IN OHIO.

Bridges—Wood, 58; greatest age, 26 years; aggregate length, 43.38 feet; iron, 8; greatest age, 23 years; aggregate length, 12.37½ feet; total, 55.75½ feet.

Trestles—Number, 5; greatest age, 13 years; greatest height, 18 feet; greatest length, 195 feet; aggregate length, 418 feet.

Length of shortest span of truss, 21 feet; of longest, 160 feet; greatest length of beams between points of support, if not trussed, 15 feet.

Greatest space between cross-ties upon bridges and trestles, 10 inches; length of ties, 9 feet.

Number of track stringers, 1 and 2 in bridges, 3 in trestles, under each rail.

Are all bridges and trestles provided with guard rails? Yes.

Do all bridges and trestles receive stated examinations? Yes.

How often? Daily by track man, and monthly by superintendent of bridges.

Are the examinations analytical, and are they made by a competent person? Yes.

Tunnels—Stone, 3; aggregate length, 1,106 feet; wood, 2; aggregate length, 757 feet; total length, 1,953 feet.

Fencing—Miles of single fence, 225.

Additional required to inclose road, both sides, 9 miles.

Length through towns, etc., not requiring fence, about 9 miles.

Grade Crossings—Highway, 105.

Railroad—Marietta, Pittsburgh and Cleveland, at Cambridge.

Cincinnati and Muskingum Valley, at Zanesville.

Sandusky, Mansfield and Newark, at Newark.

Do all trains on your road stop at these crossings as required by law? Yes.

Are flagmen stationed at each? Yes.

Telegraph Line—Miles on line of road operated, 137.29; in Ohio, 137.29.

Miles of same owned by railroad company, 137.29; in Ohio, 137.29.

Stations—Passenger and freight, 39; in Ohio, 39.

Number with telegraph communication, 17; in Ohio, 17.

Number of same operated by railroad company, 17; in Ohio, 17.

Is pay received for messages sent over line owned by railroad company? Yes.

Rolling Stock—Locomotives (average weight in working order, 114,000 lbs.), 52.

Number of locomotives equipped with train brakes: All passenger train engines.

Kind of brake: Loughbridge air brake.

Number of cars equipped with train brakes: All passenger, baggage, express, and mail cars.

Method of bridging between passenger cars when two or more run in trains: Moveable platform, secured by chain.

State methods of heating cars used for the transportation of passengers: Air-tight wood stove, and Baker's patent heater.

Means of lighting same: Candles and mineral sperm oil.

Speed of Trains—Express passenger, average rate, including stops, 24 miles per hour; mail and accommodation, 22; freight trains, 10½.

Emploves—Clerks.....	40
Mechanics.....	193
Telegraph operators.....	33
Train dispatchers.....	4
Conductors.....	31
Engineers.....	40
Brakemen.....	70
Baggagemen.....	5
Firemen.....	37
Station agents.....	9
Flagmen, switch-tenders, and watchmen.....	42
Section men.....	192
Laborers.....	118
Other employes.....	142

OHIO RAILWAY RETURNS.

EXPRESS AND TRANSPORTATION COMPANIES.

Express companies run on this road: B. and O. R. R. Company runs its own express. Special freight and transportation lines: The lease owns and controls its own fast freight lines.

RATES FOR TRANSPORTATION.

PASSENGERS.

Fare charged per mile:

	Highest.	Lowest.
For distance less than 8 miles: no charge less than 15 cents.		
more than 8 miles and less than entire length of main road...	20 cents.	10 cents.
through passengers	3 " .. "	" .. "
through passenger, emigrants	3 " .. "	" .. "

Amount charged in addition to regular fares, in sleeping or other cars run on the road: For seat, \$1; berth, \$; section, \$1: state-room, \$6.

FREIGHT.

Rate charged per ton per mile:

	Highest.	Lowest.
For the shortest distance carried (5 to 10 miles).....	36 cents.	5 cents.
more than 10 and less than 30 miles	11 " 4.30 "	" "
more than 30 miles and less than entire length of main road..	6 " 2.20 "	" "
through freight	3.10 " .35 "	" "

DOINGS OF THE YEAR ENDING JUNE 30.

Bridges built in Ohio, as follows:

Location, or how designated.	Construction.	Material.	Length—feet.
No. 5, over Raccoon Creek..	Keystone	Iron	1 span, 102.
Upper Camp Creek.....	Trussed girder....	Wood	2 spans, 32 each.
Lower Camp Creek.....	Trussed girder....	Wood	2 spans, 32 each.
Concord Creek	Trussed girder....	Wood	1 span, 33.
Mill Run	I beam girder.....	Iron	1 span, 24.
Mineral Siding	I beam girder.....	Iron	1 span, 24.

Trestles built in Ohio—None.

Length filled and converted into embankment—None.

Fencing in Ohio—Miles of single fence built, none.

Ballasting—Miles of main track re-ballasted with stone, 2.87; gravel, 2.35; total, 5.22.

Rail laid—Steel, 60 lbs. per yard—miles of track, 21.41.

New iron, 64 lbs. per yard—miles of track, 2.33.

Train mileage—Passenger	325,359
Freight and mixed.....	929,932
Construction.....	47,720
Total	1,303,011

Car mileage—Passenger	946,382	
Express and baggage	358,582	
Freight—loaded	7,748,735	
empty.....	3,905,244	
	<hr/>	
Total		12,958,843
Fuel consumed—Wood, 1,025 cords; coal, 51,058 tons; total cost.....		\$40,076 24

TRANSPORTATION.

Passengers—Number carried, local and through		228,346
Average number of miles traveled by each		51.84
Total mileage, or number carried one mile.....		11,837,356
Average amount received for each		92.29 cents.
Average amount per mile received for each.....		1.78 cents.
Freight—tons carried, local.....	67,680	
through.....	720,119	
	<hr/>	
Total		787,799
Total movement, or tons carried one mile.....		71,487,929
Average amount received for each ton		72.7 cents.
Average amount per mile received for each ton.....		.78 cents.

Articles transported:

	Tons.	Per cent.
Coal	102,180	.....
Stone, lime, sand, etc.....	30,688	.....
Wool.....	4,409	.....
Ores	42,480	.....
Pig and bloom iron	10,129	.....
Manufactured iron.....	31,760	.....
Lumber and other forest products.....	38,615	.....
Grain	307,681	.....
Live stock.....	23,981	.....
Animal products.....	24,592	.....
Tobacco	13,830	.....
Flour	16,793	.....
Miscellaneous	140,663	.....
	<hr/>	<hr/>
Total tonnage yielding revenue	787,799	100

EARNINGS, OPERATING EXPENSES, Etc., FOR YEAR ENDING JUNE 30.

EARNINGS.

Passenger transportation—local and through.....	\$210,624 58
Freight transportation—local and through	530,055 23
Mail service.....	24,673 00
Express service	37,097 09
	<hr/>
Total earnings of line operated included in this report.....	\$802,450 00

OPERATING EXPENSES.

Maintenance of way and structures	\$152,312 10	
Maintenance of cars	46,454 55	
Motive power	99,372 18	
Conducting transportation	214,165 94	
General expenses :		
Taxes—Ohio	\$34,634 95	
Other general expenses of operating	17,735 66	
	52,420 61	
Total operating expenses, being 70 37-100 per cent. of earnings....		564,725 38
Net earnings of miles operated		237,724 62
Rentals paid for use of road, track, depots, equipment, etc., 35 per cent. of \$302,450.00		280,857 50
Net income over operating expenses and rents paid—deficit		43,132 80

CASUALTIES TO PERSONS.

Statement for the year ending June 30, 1879, of all accidents in Ohio resulting in injuries to persons, giving extent and cause thereof:

August 9, 1878. Robert Claybourne, colored: in attempting to board a train near Cambridge, was run over and killed. J. H. Larchet, coroner. Verdict: deceased came to his death without any force or violence of any person or persons.

August 18. Michael O'Grady, boy: attempting to board a train at Franklin Station, fell and had his leg broke; his own fault.

August 18. J. Sweart: arm broken; E. Whittington, slightly injured: stealing ride; were injured jumping off train while in motion, at Belmont.

September 29. J. O'Neal, old man: trespassing on track near Zanesville; was struck and killed by passing train. No inquest.

October 18. M. J. Francis, tonnage brakeman: slightly bruised falling from car-box to coal car train, at Zanesville. Carelessness.

October 29. B. H. Shaw, tonnage brakeman: finger broke; coupling at Cambridge. Carelessness.

November 12. J. W. Pack, tonnage brakeman: finger mashed; coupling near Quincy. Want of care on his part.

November 13. James Meister, yard brakeman: finger caught while coupling; East Newark. Want of caution on his part.

November 17. Thomas Connely: intoxicated; lying on the track, near Bellaire; was run over and killed. Verdict of coronor's jury in accordance with above facts.

November 20. M. Crossan, tonnage brakeman: was caught between cars and cattle-chute and had collar bone broken; Warnock's. Want of care on his part.

December 26. P. H. Smith, engineer: slightly injured on ankle; caused by side-rod of engine breaking near Cassell's. Beyond his control.

January 14, 1879. F. J. Lynn, yard foreman: Zanesville; hand injured coupling. Carelessness.

January 24. W. J. Adkins, passenger: intoxicated; standing on platform of train while in motion, near Burr's Mills; either fell or jumped off; head slightly bruised; own fault.

March 16. Samuel Somers, brakeman: East Newark; finger hurt coupling. Carelessness.

April 21. Salem DuBois, tonnage brakeman: Cambridge; hip slightly bruised by swinging out of caboose side-door too far to go on top of train. Own fault; want of care.

RECAPITULATION.

Killed—Stealing ride	1	
trespassing, on track, etc	2	
	<u>3</u>	
Total killed.....		3
Injured—Passengers—misconduct or want of caution	1	
Employes—from causes beyond their control	1	
misconduct or want of caution	8	
	<u>9</u>	
Others—stealing rides		3
Total injured.....		13

TRAIN ACCIDENTS—ENTIRE LINE.

Return of accidents to trains occurring within the year ending June 30, 1879.

August 21, 1878. West-bound freight train came too fast to meeting point, at Pleasant Valley, Ohio, and ran into east-bound freight that was waiting there, breaking both engines and four cars slightly.

September 6. A freight broke in two near Neff's, Ohio: rear part running into front part, breaking a few cars slightly.

October 1. First section of a freight backing a few cars slightly, at Cassel's, Ohio: was run into by second section approaching too fast; two cars and front of engine slightly damaged.

October 11. Freight broke in three pieces near Bellaire, Ohio, and ran together, damaging four cars slightly.

October 22. Three cars of a freight were thrown from track, near Concord, Ohio, and slightly injured by brake-beam coming down.

November 2. Freight was cut to get over grade near Concord, Ohio, and front cut was run into by rear cut, breaking five cars.

November 19. Two sections of a freight, which had broken apart, came together, damaging two cars, near Concord, Ohio.

November 29. Freight ran off track, near Pleasant Valley, Ohio, where section men had a rail cut: engine and cars slightly damaged.

January 6, 1879. Five cars of a freight were damaged by being thrown from track by broken rail, near Salesville, Ohio.

January 18. Freight ran off track, near Bellaire, Ohio, on account of broken rail; six cars slightly damaged.

January 23. Light engine ran into a freight, near Dillon's Falls: Damage slight; no one hurt.

February 14. Two freight cars thrown from track by flanges of wheel breaking, near Coal Dale, Ohio: damage slight.

February 25. Two cars of a freight ran off track by a broken rail, near Zanesville, Ohio: damage slight.

March 26. Three cars of a freight were thrown from track by switching, at Pleasant Valley: siding having been left unlocked by previous train, and switch rails working partly open by passing train; damage slight.

March 31. West-bound passenger ran into two box cars, near East Newark, that had escaped from yard; front of engine, platform, and draw-bars slightly damaged.

May 4. Engine and four cars of freight were thrown off track, by running over two cows: engine thrown on its side and four cars slightly broken; no one hurt.

State of Illinois, County of Cook, ss.:

C. H. Hudson, Superintendent of the Baltimore and Ohio Railroad Company, being duly sworn, deposes and says that having carefully examined the foregoing statements prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof, on the 30th day of June, A.D. 1879.

[Signed]

C. H. HUDSON, *Superintendent.*

Sworn and subscribed to before me, this fifth day of November, A.D. 1879.

[SEAL.]

FRED. G. WAITE, *Notary Public.*

CHICAGO AND CANADA SOUTHERN RAILWAY COMPANY.

Location of principal office of the company in Ohio: Toledo.

PROPOSED LINE.

From Grosse Isle, Michigan, via Fayette, Ohio, to Chicago	257 50 miles.
Length graded not laid with rail, west of Fayette	34.51 "
This road was built under contract, the contractors having paid for all work done and material furnished, including right of way and equipment, the total cost of which to June 30, 1879, is.....	
	4,813,265 63

LINE OPERATED EMBRACED IN REPORT—MILES.

Grosse Isle, Michigan, to Fayette, Ohio.....	67.6
Double main track.....	None.
Aggregate of sidings and other tracks	4.6
	72.11

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized.....	\$10,000,000 00
Amount issued	2,667,400 00
Par value of shares.....	\$100 00
	\$2,667,400 00
Total amount paid in.....	\$2,667,400 00
Average amount paid in per mile (67.60)	\$39,458 58
Proportion of same for Ohio (4.50)	177,563 61
Stockholders, residents of Ohio, 5.	
Amount of stock held by them June 30, 1879—423 shares....	42,300 00
Agent authorized to transfer stock: C. F. Cox, Grand Central Depot, New York.	
Number of shares transferred within the year at such agency	29,401

FUNDED DEBT.

First mortgage 7 per cent. bonds, due 1902	\$2,576,000 00
Average amount per mile (67.6)	38,106 51
Proportion of same for Ohio.....	171,479 29

OTHER INDEBTEDNESS.

Contracted for construction, equipment, or real estate.....	\$13,139 12
All other debts, current credit balances, past due coupons, etc	1,077,720 00
	\$1,090,859 12
Total unfunded debt.....	\$1,090,859 12
Cash, securities, debit balances, etc., available to payment.	405,216 77
	685,642 35
Net unfunded debt.....	685,642 35

Average amount per mile	\$10,147 63
Proportion of same for Ohio	45,641 83
Total net debt liabilities	\$3,261,642 35
Total of paid in stock and debt	\$5,929,043 35
Total average amount per mile	87,707 73
Proportion of same for Ohio	394,684 78

ROAD ACQUIRED BY PURCHASE.

Total expended for construction and purchase	\$4,813,265 63
Additions within the year ending June 30, 1879	\$16,940 70
Average cost per mile of road constructed	71,202 16
Average cost per mile of road owned by company	71,202 16
Proportion of same for Ohio	320,409 72

EQUIPMENT.

Total for road and equipment	\$4,813,265 63
Total average amount per mile	\$71,202 16
Proportion of same for Ohio	320,409 72

CHARACTERISTICS, Etc.

LINE OWNED BY COMPANY—MILES.

	Length.	In Ohio.
Single main track, Gross Isle, Michigan, to Fayette, Ohio	67.60	4.50
Aggregate of sidings and other tracks	4.51	.30
Total length laid with rail computed as single track	72.11	4.80
Laid with steel rail	45.60	.....

Length in Ohio, distributed as follows: all in Fulton county.

Weight of rail per yard, 60 lbs.; gauge of track, 56½ inches.

Main track in Ohio ballasted, 4.50 miles, with sand.

BRIDGES, TRESTLES, ETC., IN OHIO.

Bridges—none.

Trestles—7; greatest age, 7 years; greatest height, 20 feet; greatest length, 135; aggregate length, 360.

Greatest space between cross ties upon bridges and trestles, 12 inches; length of ties, 12 feet.

Number of track stringers, 6 by 16 inches, packed, 6.

Are all bridges and trestles provided with guard rails? Yes.

Do all bridges and trestles receive stated examinations? Yes.

How often? All once in three months; many of them much oftener.

Are the examinations analytical, and are they made by a competent person? Yes.

Fencing—Miles of single fence, 132.09; additional required to inclose road [both sides] 191; length through towns, etc., not requiring fence: none.

Grade Crossings—Highway, 6.

Railroad, none in Ohio.

Do all trains on your road stop at these crossings as required by law? Yes.

Are flagmen stationed at each? Yes.

Telegraph Line—Miles on line of road operated, 67.60; in Ohio, 4.50. Miles of same owned by railroad company, 67.60; in Ohio, 4.50.

Stations—Passenger and freight, 14; in Ohio, 1. Number with telegraph communication, 11; in Ohio, 1. Number of same operated by railroad company, 11; in Ohio, 1.

Is pay received for messages sent over line owned by railroad company? Yes; except for railroad business.

Rolling Stock—Locomotives.....	17;	Average weight, lbs.....	.....
Passenger cars.....	2;		.....
Freight cars.....	34;		.....
Other cars.....	307;		.....

Above includes not owned by company reporting.

Locomotives, express and baggage cars, passenger cars, parlor and sleeping cars, Freight cars, and other cars, owned by C. S. R'y Co.

Number of locomotives equipped with train brakes: All used.

Kind of brake: Westinghouse and Ward air brake.

Number of cars equipped with train brakes: All used.

Kind: Westinghouse, Ward, and common brakes.

Number of passenger cars with Miller platform: All.

Method of bridging between passenger cars, when two or more are run in trains: Miller coupler and platform.

Are all cars run on this road heated and lighted as prescribed by law? Yes.

State methods of heating cars used for the transportation of passengers: Baker & Smith's heaters.

Means of lighting same: Candles.

Speed of Trains—Express passenger, average rate, including stops, 25 miles per hour.

Mail and accommodation, 20. Freight trains, 12.

Employees—Superintendents.....	1
Engineers.....	2
Baggagemen.....	1
Flagmen, switch-tenders and watchmen.....	1
Train dispatchers.....	1
Firemen.....	2
Wipers.....	1
Conductors.....	2
Brakemen.....	5
Station agents.....	13
Section men.....	36
Other employes.....	6

Total number employed by the company in operating line..... 71

Proportion for Ohio..... 5

EXPRESS AND TRANSPORTATION COMPANIES.

Express companies run on this road: The American Express Co.

Terms: Taking freight at depot and paying once and a half regular freight rates.

Special freight and transportation lines: None.

RATES OF TRANSPORTATION.

PASSENGERS.

Fare charged per mile :	Highest.	Lowest.
For distance less than 8 miles, one trip (7 miles)	3 cents.*	3 cents.
more than 8 miles and less than entire length of main road, one trip.....	3 “	2 “
through passengers, (excursion rates)	1 “	$\frac{1}{2}$ “

FREIGHT.

Rate charged per ton per mile :	Highest.	Lowest.
For the shortest distance carried (3 miles).....	53 cents.	20 cents.
more than 10 miles and less than 30 miles (20 miles).....	10 “	4 “
more than 30 miles and less than entire length of main road (64 miles)	7 “	2 “
through freight, none.		

DOINGS OF THE YEAR ENDING JUNE 30.

Grading—Miles of main track graded in Ohio, none.

Ballasting—Miles of main track ballasted, none.

Train mileage—Passenger	56,330	
Freight.....	48,056	
Switching	873	
Construction	100	
Total		105,856
Car mileage—Passenger	102,561	
Express and baggage	41,674	
Freight—loaded	418,213	
Construction and other	31,524	
Total		594,972
Fuel consumed—Wood, 336 cords ; coal, \$3,018 tons ; total cost.....		\$8,353 03
Losses, etc., paid—On goods and baggage		204 62
For injuries in Ohio, fatal and non-fatal, none.		
For animals killed in Ohio, none.		

TRANSPORTATION.

Passengers—Number carried, local and through	40,363
Average number of miles traveled by each.....	18 3
Total mileage, or number carried one mile.....	736,445
Average amount received for each	40.14 cents.
Average amount per mile received for each	02.2 cents.
Freight—Tons carried, local and through	89,823
Total movement, or tons carried one mile	2,882,142
Average amount received for each ton	67.12 cents.
Average amount per mile received for each ton.....	01.47 cents.

Articles transported :

	Tons.	Per cent.
Coal	206	.23
Stone, lime, sand, etc	636	.71
Petroleum	63	.07
Manufactured iron	2,218	2.47
Lumber and other forest products	41,094	45.75
Grain, flour, and other agricultural products	23,300	25.94
Live stock	2,066	2.30
Animal products	3,198	3.56
Manufactures, including agricultural implements	10,860	12.09
Merchandise	5,129	5.11
Miscellaneous	1,051	1.17
Total tonnage yielding revenue	89,823	100
Supplies for company's use	983	

EARNINGS, OPERATING EXPENSES, Etc., FOR YEAR ENDING JUNE 30.

EARNINGS.

Passenger transportation—local and through	\$16,201 78
Freight transportation—local and through	42,361 49
Mail service	3,514 92
Express service	938 16
Other sources	6,428 74
Total earnings of line operated included in this report	\$69,451 09

OPERATING EXPENSES.

Maintenance of way and structures	\$31,326 45
Maintenance of cars	9,325 22
Motive power	16,842 96
Conducting transportation	23,335 13
General expenses :	
Ohio	\$666 12
Michigan	1,257 11
	\$1,923 23
Salaries	3,874 82
Other general expenses of operating	2,803 93
	8,601 98
Total operating expenses, being 123.77 per cent. of earnings	89,432 74
Rentals paid for use of road, track, depots, etc	2,473 76
Net income over operating expenses and rents paid—Nothing.	
Percentage of same to capital stock and debt—None.	
Percentage of to total means applied to construction, etc.—None.	
Per mile of earnings	\$1,027 38.3; proportion for Ohio (4.05 miles) \$4,160 90
operating expenses	; " " 5,353 02
deficit	; " " 1,197 12

OTHER RECEIPTS AND PAYMENTS WITHIN THE YEAR.

RECEIPTS OTHER THAN EARNINGS.

Increase of floating debt	\$193,459 12
---------------------------------	--------------

PAYMENTS OTHER THAN OPERATING EXPENSES AND RENTALS.

Construction of new work	\$10,940 70
Increase of unfunded	176,518 42
	<hr/>
	\$193,459 12

CONDENSED GENERAL BALANCE SHEET.

Taken after making all proper entries affecting or pertaining to the business and transactions of the company or line to date.

LIABILITIES.

Capital stock	\$2,667,400 00
First mortgage bonds.....	2,576,000 00
Bills and accounts payable.....	11,431 14
Interest.....	1,707 98
Past due coupons.....	1,077,720 00
	<hr/>
	\$6,334,259 12

ASSETS.

Construction	\$4,813,265 63
Capital stock C. S. Bridge Co.....	225,000 00
Canada Southern Railway Co.....	156,458 13
Canada Southern Railway Line.....	23,758 64
Interest on bonds	1,677,720 00
Income account	29,785 64
Expense	2,185 28
Interest bond, coupons, 1 and 2	6,085 80
	<hr/>
	\$6,334,259 12

CASUALTIES TO PERSONS.

Statement for the year ending June 30, 1879, of all accidents in Ohio resulting in injuries to persons, giving extent and cause thereof:

June 12, 1879. Lewis Baker, passenger, Fayette Station. Train had come to a stand, and passengers had all alighted upon the platform. Train was then started backward, and Baker, who lived a short distance down the track, wishing to ride towards his home, attempted to get on, but was thrown down and both feet run over across the toes. The fault was entirely his own. Not fatal.

TRAIN ACCIDENTS—ENTIRE LINE.

Return of accidents to trains occurring within the year ending June 30, 1878, whether attended with personal injury or not:

April 9, 1879. Freight train. A Merchants' Dispatch car, loaded with A.A. goods, got off the track two miles west of Weston, caused by a broken axle. The only damage done was a broken truck. No personal injury.

OFFICERS.

Directors—W. H. Vanderbilt	New York City.
C. Vanderbilt	“
Sidney Dillon	“
Augustus Schell	“
E. D. Worcester	“
Sam. F. Barger	“
W. L. Scott	Erie, Pa.
John Newell	Cleveland, Ohio.
E. A. Wickes	New York City.
President, Augustus Schell	“
Vice-President, E. A. Wickes	“
General Manager, W. P. Taylor	St. Thomas, Ont.
Treasurer, C. Vanderbilt	New York City.
Secretary, C. F. Cox	“
Treasurer, M. H. Taylor	St. Thomas, Ont.
Assistant Superintendent, M. D. Woodford	Toledo, Ohio.
Master Mechanic, I. Orton	St. Thomas, Ont.
Chief Engineer, B. W. Gossage	“
General Ticket Agent, Frank E. Snow	Detroit.
General Freight Agent, W. H. Perry	Buffalo.
Purchasing Agent, E. W. Porter	St. Thomas, Ont.

Province of Ontario, Dominion of Canada, County of Elger, ss. :

I, M. Henry Taylor, Cashier of the Chicago and Canada Southern Company, being duly sworn, deposes and says that having carefully examined the foregoing statements prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1879.

(Signed)

M. H. TAYLOR,
Cashier C. & C. S. R. R. Co.

Subscribed and sworn to before me, this 29th day of September, A.D. 1879.

[SEAL.]

S. HORTON,
Notary Public, Province of Ontario, Canada.

CINCINNATI AND EASTERN RAILWAY COMPANY.

Location of principal office of the company: Batavia, Ohio.

PROPOSED LINE—ALL IN OHIO.

From Cincinnati via Batavia and Winchester, to Portsmouth	108 miles.
Branch from Richmond Junction to Richmond	14 "
Proposed gauge, 36 inches	122 "

CHANGES WITHIN THE YEAR ENDING JUNE 30, 1879.

On January 27, 1879, Stephen Feike took possession of the Cincinnati and Eastern Railway, as Receiver, under an order of the Probate Court of Clermont county, Ohio.

CONSTRUCTION ACCOUNT.

All the expenditures for construction, etc., up to June 30, 1879, inclusive:

Right of way	\$1,433	55
Civil engineering.....	1,331	76
Grading and masonry	8,046	99
Bridges	9,760	57
Timber and ties	3,720	57
Iron rails, chairs, and spikes	49,656	10
Fencing	1,462	77
Passenger and freight stations	650	59
Locomotives and fixtures.....	9,846	47
Passenger, baggage, freight, and other cars.....	10,917	39
Interest and discount.....	28,747	79
Contingent expenses	6,448	05
Ballast	1,854	92
Track laying.....	386	07
Machine shops, machinery, etc.....	177	80
		\$134,441 39

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized.....	\$500,000	00
Amount subscribed.....	298,527	89
Par value of shares	\$50	00
Total paid-in capital stock.....		\$240,063 25
Increase since June 30, 1878	\$44,623	51
Average amount paid in per mile	3,968	76
Stockholders, residents of Ohio, 1,974.		
Amount of stock held by them June 30, 1879	240,063	25
Agent authorized to transfer stock: William Mansfield, Secretary, Batavia, Ohio.		

FUNDED DEBT.

1st mortgage 7 per cent. bonds, due July, 1896.....	\$225,600 00	
1st mortgage 7 per cent. bonds, due July 1, 1908, on Ohio River and Branch	54,000 00	
Income note, to run five years from April 1, 1878.....	12,750 00	
	<hr/>	
Total funded debt.....		\$292,350 00
Average amount per mile	\$4,715 32	
Increase since June 30, 1878.....	1,483 43	

OTHER INDEBTEDNESS.

Contracted for construction, equipent or real estate	\$141,082 18	
All other debts, current credit balances, etc	31,322 82	
	<hr/>	
Total unfunded debt		172,405 00
Cash, securities, debit balances, etc., available to payment ...	\$131,095 85	
	<hr/>	
Net unfunded debt		41,309 15
Average amount per mile.....	\$666 27	
Total net debt liabilities	333,659 15	
	<hr/>	
Total of paid-in stock and debt.....		\$704 81
Total average amount per mile.....	11 26	

COST OF ROAD, EQUIPMENT

Total expenditures

1
C

Ag

Laid

All

C.

Hamilt

Clermoi

Brown .

Adams ..

Tot.

Bridges—W

Trestles—Nu

775 feet.

Employes—Baggagemen.....	2
Wipers	3
Station agents	6
Flagmen, switch tenders, and watchmen.....	2
Section men	35
Laborers	13
Other employes.....	4
<hr/>	
Total number employed by company in operating line	92

EXPRESS AND TRANSPORTATION COMPANIES.

Adams Express Company.

Terms: Railway company receives 40 per cent. of gross earnings.

RATES FOR TRANSPORTATION.

PASSENGER.			
	Highest.	Lowest.	
For distance less than 8 miles	3 cents.	1½ cents.	
more than 8 miles and less than entire line.....	3 “	1½ “	

FREIGHT.			
	Highest.	Lowest.	
For shortest distance carried (4 miles)	18 cents.	6 cents.	
more than 10 and less than 30 miles.....	11 “	2.25 “	
more than 30 and less than entire line	9 “	1.40 “	

DOINGS OF THE YEAR.

Train mileage—Passenger.....	31,300	
Mixed	35,300	
<hr/>		
Total		66,600
Car mileage—Passenger.....	114,714	
Express and baggage, since January 1, 1879.....	30,798	
Freight, loaded	98,365	
empty	56,257	
Construction and other.....	6,505	
<hr/>		
Total.....		306,939
Fuel consumed—Coal, 1,182.11 tons: cost.....		\$3,302 23

TRANSPORTATION.

Passengers—Number carried, local.....	56,451
Average amount per mile received for each .....	.03 cents.
Freight—Tons carried, local.....	16,829

EARNINGS, OPERATING EXPENSES, ETC., FOR YEAR ENDING JUNE 30.

EARNINGS.

Passenger transportation, local	\$24,909 33
Freight transportation, local	26,233 58
Mail service	2,224 93
Express service	2,005 60
Other sources	523 38
Total earnings of line operated included in this report	<u>\$55,897 32</u>

OPERATING EXPENSES.

Maintenance of way and structures	\$11,015 26
Maintenance of cars	1,384 60
Motive power	10,740 79
Conducting transportation	9,974 66
General expenses: taxes	\$987 28
Salaries	2,951 87
Other general expenses of operating	1,377 65
	<u>5,316 80</u>
Total operating expenses, being 68 per cent. of earnings	<u>38,432 11</u>
Net earnings of 62 miles operated	\$17,465 21
Percentage to capital stock and debt	2.4
Per mile of earnings	901 57
operating expenses	619 87
net earnings	281 70

OTHER RECEIPTS AND PAYMENTS WITHIN THE YEAR.

RECEIPTS.

Payments on capital stock	\$13,021 33
Sale of bonds of company	95,900 00

PAYMENTS.

Interest on bonds	7,383 67
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CONDENSED GENERAL BALANCE SHEET, JULY 1, 1879,

Taken after making all proper entries affecting or pertaining to the business and transactions of the company or line to date.

LIABILITIES.

Stock	\$240,063 25
Bonds	279,600 00
Miscellaneous liabilities	185,155 00
	<u>\$704,818 25</u>

ASSETS.

Cost of road and equipment	\$573,322 44
Unsold bonds of Cincinnati and Eastern Co	84,500 00
Unpaid stock of	43,488 60
Cash	3,507 21
	<u>\$704,818 25</u>

OFFICERS.

Directors—N. R. Thompson.....	Scott P. O., Ohio.
S. E. Carey.....	Fincastle, “
S. Feike.....	Sardinia, “
F. M. Smith.....	Mt. Orb, “
O. H. Harden.....	Williamsburg, “
Chas. H. Thomas.....	“ “
Jas. Hulick.....	Batavia, “
G. W. Gregg.....	“ “
J. M. Neely.....	“ “
J. P. Duchwalt.....	Locust Corners, “
W. R. McGill.....	Newton, “
Sam. Woodward.....	Morrow, “
President, Sam. Woodward.....	“ “
Vice-President, S. Feike.....	Sardinia, “
Auditor, William Mansfield.....	Batavia, “
Treasurer, M. Jamison.....	“ “
Secretary, William Mansfield.....	“ “
General Superintendent, Geo. H. Wilbur.....	“ “
Master Mechanic, P. W. Naughton.....	Scott P. O., “
General Ticket Agent, William Mansfield.....	Batavia, “
General Freight Agent, Geo. H. Wilbur.....	“ “

State of Ohio, County of Brown, ss.:

Stephen Feike, Receiver of the Cincinnati and Eastern Railway Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1879.

(Signed)

STEPHEN FEIKE, *Receiver.*

Subscribed and sworn to before me, this 5th day of September, A.D. 1879.

[SEAL.]

WM. J. MARSHALL, *Notary Public.*

CINCINNATI, HAMILTON AND DAYTON RAILROAD COMPANY.

[This company also controls and operates the Dayton and Michigan, the Cincinnati, Richmond and Chicago, and the Cincinnati, Hamilton and Indianapolis Railroads, making a separate report for each line.]

Location of principal office of the company : Cincinnati, Ohio.

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized.....	\$3,500,000 00	
Amount issued	3,500,000 00	
Par value of shares	\$100	
Total paid-in capital stock.....		\$3,500,000 00
Average amount paid in per mile (60).....	\$58,333 33	
Stockholders residents of Ohio, 419.		
Amount of stock held by them June 30, 1879	3,165,000 00	
Agents authorized to transfer stock : None.		

FUNDED DEBT.

1st mortgage 7 per cent. bonds, due May 1, 1880	}	\$2,736,000 00
2d mortgage 7 per cent. bonds, due July 20, 1885.....		
3d mortgage 7 per cent. bonds, due October 1, 1904		
Average amount per mile	\$15,560 00	
Proportion of same for Ohio	45,560 00	
Increase since June 30, 1878.....	1,000 00	

OTHER INDEBTEDNESS.

Total unfunded debt.....	\$476,096 34	
Cash securities, debit balances, etc., available to payment..	219,430 68	
Net unfunded debt		\$256,565 66
Average amount per mile.....	\$4,276 09	
Proportion of same for Ohio	256,565 66	
Decrease since June 30, 1878	88,997 13	
Total debt liabilities.....	2,992,565 66	
Proportion of same for Ohio	2,992,565 66	
Total of paid-in stock and debt.....		6,492,565 66
Total average amount per mile.....	\$108,209 43	
Proportion of same for Ohio	6,492,565 66	

COST OF ROAD EQUIPMENT, Etc.

ROAD CONSTRUCTED BY COMPANY.

Total expended for construction and purchase		\$5,202,185 77
Additions within the year ending June 30, 1879	\$70,036 44	
Average cost per mile of road constructed	70,036 44	
Average cost per mile of road owned by company	4,202,186 77	

EQUIPMENT.

Locomotives		37
Passenger, express, and baggage cars		50
Freight, construction, and other cars		582
Total expended for equipment		1,119,250 96
Additions within the year ending June 30, 1879	\$18,654 18	
Average amount per mile	1,119,250 96	

Total for road and equipment		\$5,321,437 73
Total average amount per mile	\$88,690 63	
Proportion of same for Ohio	5,321,437 73	
Value of real estate included, exclusive of roadway	45,000 00	

LINE OWNED BY COMPANY—MILES

Single main track—Cincinnati to Dayton		50.93
Double track—Cincinnati to Carthage		9.22
Aggregate of sidings and other tracks		30.58
Total length laid with rail computed as single track		99.73

All in Ohio, distributed as follows:

County.	Main track.	Double track.	Sidings, etc.	Total.
Hamilton	17.488	9.216	12.914	39.618
Butler	24.127	.....	12.506	36.633
Warren	3.721	.....	.616	4.337
Montgomery	14.591	.....	4.546	19.157
Totals	59.927	9.216	30.582	99.725

CHARACTERISTICS, Etc.

Miles of main track ballasted, 60, with gravel.

Weight of rail per yard on main track, 60 lbs.; gauge of track, 57 inches.

Bridges—Wood, 15; greatest age, 3 years; aggregate length, 3,372 feet.

Trestles—1; age, 3 years; height, 22 feet; length, 83 feet.

Length of shortest span of truss, 60 feet; of longest, 200 feet 4 inches; greatest length of beams between points of support, if not trussed, 24 feet.

Greatest space between cross ties upon bridges and trestles, 2 inches; length of ties, 10 feet.

Number of track stringers, 180.

Are all bridges and trestles provided with guard rails? Yes.

Do all bridges and trestles receive stated examinations? Yes.

How often? Every thirty days.

Are the examinations analytical, and are they made by a competent person? Yes.

Grade crossings—Railroad—Cincinnati and Baltimore, at Cincinnati.

Cincinnati and Springfield, at Dayton.

Do all trains on your road stop at these crossings as required by law? Yes.

Are flagmen stationed at each? Yes.

Telegraph line—Miles on line of road operated, 60; miles of same owned by railroad company, 60.

Stations—Passenger and freight, 32; number with telegraph communication, 25.

Is pay received for messages sent over line owned by railroad company? Yes.

Rolling stock—Locomotives	37;	average weight.....	55,000
Express, baggage, and mail cars...	13;	.....	30,000
Passenger cars.....	37;	.....	.....
Freight cars	527;	.....	16,800
Other cars.....	10;	.....	17,000

Number of locomotives equipped with train brakes, 16.

Kind of brake: Westinghouse air-brake.

Number of cars equipped with train brakes, 50.

Number of passenger cars with Miller platform, 37.

Method of bridging between passenger cars: Miller's platform buier.

Are all cars run on this road heated and lighted as prescribed by law? Yes.

State method of heating cars used for the transportation of passengers: Wood and coal; apart with Baker heaters.

Means of lighting same: Candles.

Speed of trains—Express passenger, average rate, including stops, 28 miles per hour; mail and accommodation, 23; freight trains, 10.

Employees—Superintendents	1
Clerks.....	81
Mechanics	171
Telegraph operators.....	15
Train dispatchers.....	3
Conductors	22
Engineers	29
Firemen.....	31
Brakemen.....	51
Baggagemen.....	11
Wipers	10
Station agents.....	27
Flagmen, switch-tenders, and watchmen.....	103
Section men.....	96
Laborers	113
Other employes.....	126
Total number	891

EXPRESS AND TRANSPORTATION COMPANIES.

Express companies run on this road:

American Express Company. Terms, \$7.50 per diem between Cincinnati and Hamilton, and 15 cents per 100 pounds for excess.

United States Express Company. Terms, \$100 per diem, Cincinnati and Toledo, for 10,000 pounds, and 80 cents per 100 pounds for excess.

RATES FOR TRANSPORTATION.

PASSENGERS.

Fare charged per mile :		Highest.	Lowest.
For distances less than 8 miles		10 cents.	3 cents.
more than 8 miles and less than entire length of main road....	3.75	“	3 “
through passengers	3	“	.75 “

Amount charged in addition to regular fares, in sleeping or other cars run on the road: For berth, \$2; section, \$4.

FREIGHT.

Rate charged per ton per mile :		Highest.	Lowest.
For the shortest distance carried (1 mile).....		20 cents.	10 cents.
more than 10 and less than 30 miles.....	6	“	3 “
more than 30 miles and less than entire length of main road...	5	“	3 “

DOINGS OF THE YEAR ENDING JUNE 30.

Bridges built in Ohio, as follows:

Location, or how designated.	Construction.	Material.	Length—feet.
No. 4	Howe truss	Wood	238
No. 12	“	“	120
No. 13	“	“	60

Rail laid—Steel, 60 lbs. per yard—miles of track, 8½.

Train Mileage—Passenger	266,883	
Freight	164,651	
Mixed, switching	175,367	
Construction, other trains.....	9,700	616,601
Car Mileage—Passenger	1,163,956	
Express and baggage	432,751	
Freight—loaded	3,753,512	
empty	913,235	
Caboose.....	143,101	
Construction and other	6,406,585	4,476,968
Losses, etc., paid—On goods and baggage		\$1,668 57
For injuries in Ohio, fatal and non-fatal:		
To passengers.....	\$407 12	
employees	629 34	
others	250 00	\$1,286 46
For animals killed in Ohio:		
Horses, 2.....	\$52 50	
Cattle, 5	91 00	\$143 50

OPERATING EXPENSES.

Maintenance of way and structures.....	\$116,642 76	
Maintenance of cars.....	68,698 70	
Motive power.....	139,310 36	
Conducting transportation.....	154,413 89	
General expenses, as follows:		
Taxes—Ohio.....	\$35,906 64	
Salaries.....	19,801 27	
Other general expenses of operating.....	25,639 01	
		81,346 95
Total operating expenses, being 63.21 per cent. of earnings.....		\$566,692 66
Net earnings.....		\$329,287 86
Net income over operating expenses and rents paid.....		329,287 86
Per mile of earnings.....\$13,249.67; proportion for Ohio (60 miles).		894,980 52
operating expenses, 9,428.21;.....		565,692 66
net earnings..... 3,821.46;.....		329,287 86

OTHER RECEIPTS AND PAYMENTS WITHIN THE YEAR.

RECEIPTS OTHER THAN EARNINGS.

Sale of bonds of company, \$11,000, at \$110.50.....	\$11,050 00	
Sale of other stocks, bonds and securities.....	20,460 00	
Iron from broad gauge track.....	983 00	
		\$32,493 00

PAYMENTS OTHER THAN OPERATING EXPENSES AND RENTALS.

Interest on bonds—net.....	\$191,450 00	
Last dividend declared on general stock, April 22, 1873.		
Bonds of company cancelled, par value, \$10,000.		
Floating debt liquidated.....	28,428 00	
Applied to sinking fund.....	10,000 00	
		\$229,878 00

CONDENSED GENERAL BALANCE SHEET JULY 1, 1879,

Taken after making all proper entries effecting or pertaining to the business and transactions of the company or line to date.

LIABILITIES.

Capital stock.....	\$3,500,000 00	
First mortgage bonds.....	4,245,000 00	
Second “.....	494,000 00	
Consolidated mortgage.....	997,000 00	
Surplus earnings.....	1,652,232 42	
Bills payable.....	306,457 48	
Unpaid dividends.....	2,849 28	
Railroad and individual account.....	155,091 72	
Cincinnati, Richmond and Chicago Railroad.....	11,697 86	
		\$8,364,328 76

ASSETS.

Construction.....	\$3,827,078 37	
Equipment.....	1,119,250 96	
Real estate.....	375,108 46	
Stock and bonds.....	946,661 18	
Material for repairs.....	153,186 70	
Daniel McLaren, trustee.....	86,924 57	
Cincinnati, Richmond and Ft. Wayne Railroad.....	149,912 72	
Dayton and Michigan lessors.....	532,852 89	
Cincinnati, Hamilton and Indianapolis.....	916,689 07	
Coupon ledger account.....	37,233 22	
Bills receivable.....	2,167 15	
Individual account.....	6,276 14	
Cash and cash assets.....	210,957 39	
		\$8,364,328 76

CASUALTIES TO PERSONS.

Statement for the year ending June 30, 1879, of all accidents in Ohio resulting in injuries to persons, giving extent and cause thereof:

July 5, 1878. August Burnhart, Cincinnati: struck by train in Cincinnati yard walking on track. Not dangerously hurt.

July 22. Mrs. Rachael Coovert: jumped from train at North Hamilton, while in motion. Injuries slight.

August 12. George Graham, night-switchman, Hamilton: had finger on right hand mashed while pulling pin.

August 20. Jacob Tucker, while laying asleep on bridge over Miami river, at Hamilton, was run over by freight train, and had both legs cut off below the knee. He recovered.

August 2. T. R. Hassard, conductor C. H. and I.: foot crushed; amputation not necessary.

September 13. Thos. C. Ross, conductor C. H. and D., in stepping from car at Hamilton, slipped, breaking right leg.

September 26. Thos. Fahey, switchman Cincinnati yard: hand crushed making coupling.

October 3. Frank F. Voorhees, Dayton: baggagemaster; putting trunk on train caught between trunk and pillow of depot, breaking collar-bone.

October 7. L. Flannagan, switchman Hamilton yard: fell from car and slightly hurt about head.

October 8. Jno. Gleason, switchman Cincinnati yard: foot caught in frog, and throwing him down, slightly injuring leg.

October 14. Chas. Meyer, Cincinnati: was found on track in Cincinnati yard dead, having been cut in two below shoulders by some train. Every indication proved deceased had committed suicide. Coroner was notified, and verdict of suicide rendered.

October 16. Geo. Meyer, Covington, Kentucky: run over and killed by train at Cumminsville. Deceased was walking on track when first seen, but did not get off in time.

October 31. A. J. Comer, switchman Cincinnati yard: hand hurt making coupling; injuries slight.

December 12. C. Keys, Cumminsville: struck by train; injuries slight; walking on track.

January 14, 1879. Mr. Hatmaker: brakeman; foot bruised at Jones' station, and toe cut off.

February 19. Owen Kearns, switchman, Hamilton: fell from car, breaking arms and otherwise injuring him.

February 21. Henry Rubenheim, Hamilton: struck and killed at Hamilton. Coroner since rendered a verdict of carelessness.

February 22. W. Lonsdale, Lockland: was struck by train at Spring Grove; walking on track.

OFFICERS.

Directors—R. M. Shoemaker	Cincinnati, Ohio.
Rufus King	“
J. N. Kinney	Dayton, Ohio.
Jas. H. Rogers	Cincinnati, Ohio.
Martin Bare	“
L. B. Harrison	“
Theodore Cook	“
Henry Lewis	“
President, R. M. Shoemaker	“
Vice President, Rufus King	“
General Solicitors, Mathews, Ramsey & Mathews	“
Treasurer and Secretary, F. K. Short	“
Cashier, C. B. Marsh	“
General Superintendent, Lewis Williams	“
Master of Trains, D. E. Sheehan	“
Master Mechanic, Jas. Echferd	“
Chief Engineer, George Huntington	“
General Ticket Agent, Samuel Stevenson	“
General Freight Agent, A. H. McLeod	“
Purchasing Agent, P. Dickey	“

State of Ohio, County of Hamilton, ss.:

R. M. Shoemaker, President of the Cincinnati, Hamilton and Dayton Railroad Company, being duly sworn, deposes and says that having carefully examined the foregoing statements prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1879.

[Signed]

R. M. SHOEMAKER, *President.*

Subscribed and sworn to before me, this 16th day of October, A.D. 1879.

[SEAL.]

S. A. MEDARY, *Notary Public.*

CINCINNATI, HAMILTON AND INDIANAPOLIS RAILROAD COMPANY.

[OPERATED BY THE CINCINNATI, HAMILTON AND DAYTON RAILROAD.]

Location of principal office of the company in Ohio: Hamilton.

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized.....	\$2,500,000	00
[No stock issued or paid in.]		

FUNDED DEBT.

First mortgage 6 per cent. bonds, due January, 1903.....	\$2,500,000	00
Average amount per mile (98.20)	\$25,458	25
Proportion of same for Ohio (19 miles).....	483,706	75

OTHER INDEBTEDNESS.

Contracted for construction, equipment, etc	\$916,689	07
All other debts, current credit balances, etc.....	350,000	00
<hr style="width: 50%; margin-left: auto; margin-right: 0;"/>		
Net unfunded debt		1,266,689 07
Average amount per mile	\$12,899	07
Proportion of same for Ohio.....	245,032	33
Increase since June 30, 1878.....	39,691	19
<hr style="width: 50%; margin-left: auto; margin-right: 0;"/>		
Total of paid-in stock and debt.....		3,766,689 07
Total average amount per mile.....	\$38,367	32
Proportion of same for Ohio.....	728,979	08

COST OF ROAD, EQUIPMENT, Etc.

ROAD.

Acquired by purchase	\$1,890,000	00
Subsequent expenditures for construction	555,065	00
<hr style="width: 50%; margin-left: auto; margin-right: 0;"/>		
Total expenditures for purchase and construction.....		\$2,445,065 69
Average cost per mile of road	\$24,893	74

EQUIPMENT.

Total expended for equipment	\$229,072	84
Average amount per mile.....	\$2,332	71
Proportion for Ohio	44,321	49
<hr style="width: 50%; margin-left: auto; margin-right: 0;"/>		
Total for road and equipment.....		2,674,138 17
Total average amount per mile.....	\$27,231	55
Proportion of same for Ohio	517,399	45
Value of real estate included, exclusive of road	50,876	91

LINE OF ROAD OWNED BY COMPANY—MILES.

	Length.	In Ohio.
Single main track, Hamilton, Ohio, to Indianapolis, Indiana.....	98.20	19.
Aggregate of siding and other track.....	8.90	1.60
Total length of rail, computed as single track.....	107.10	20.60

CHARACTERISTICS, ETC.

Weight of rail per yard on main track, 60 lbs.; gauge of track, 57 inches.

Main track in Ohio ballasted, 19½ miles with gravel and sand.

BRIDGES, TRESTLES, ETC., IN OHIO.

Bridges—Wood, 3; greatest age, 6 years; aggregate length, 1,004 feet.

Trestles—2; greatest age, 6 years; greatest height, 12 feet; greatest length, 90 feet.

Length of shortest span of truss, 42 feet; of longest, 165 feet.

Greatest space between cross ties upon bridges and trestles, 2 inches; length of ties, 10 feet.

Number of track stringers, 58, 12 by 14 inches, 40 feet.

Are all bridges and trestles provided with guard rails? Yes.

Do all bridges and trestles receive stated examinations? Yes.

How often? Average every two months.

Are the examinations analytical, and are they made by a competent person? Yes.

Telegraph Line—Miles on line of road operated, 98.2; in Ohio, 19.

Miles of same owned by railroad company, 98.2; in Ohio, 19.

Stations—Passenger and freight, 13; in Ohio, 2.

Number with telegraph communication, 13; in Ohio, 2.

Is pay received for messages sent over line owned by railroad company? Yes.

Rolling Stock—Locomotives.....	16;	average weight, lbs.....	55,000
Express and baggage cars ...	4;	.....	30,000
Passenger cars.....	7;	.....	34,000
Freight cars.....	440;	.....	16,800
Other cars.....	9;	.....	16,800

Number of locomotives equipped with train brakes, 5.

Kind of brake: Westinghouse air brake.

Number of cars equipped with train brakes, 7 passenger; 4 baggage.

Number of passenger cars with Miller platform, 7.

Method of bridging between passenger cars, when two or more are run in trains:

Miller platform.

Are all cars run on this road heated and lighted as prescribed by law? Yes.

State methods of heating cars used for the transportation of passengers: Wood and coal.

Means of lighting same: Oil and candles.

Speed of Trains—Express and passenger, average rate, including stops, 24 miles per hour.

Mail and accommodation, 24 miles per hour.

Freight trains, 10 miles per hour.

Employees—Superintendents	1
Clerks	10
Mechanics	12
Telegraph operators	8
Train dispatchers	3
Conductors	11
Engineers	13
Firemen	15
Brakemen	22
Baggagemen	2
Wipers	5
Station agents	21
Flagmen, switch tenders, and watchmen	28
Section men	120
Laborers	15
Other employes	32
Total number employed by company in operating line	318
Proportion for Ohio	60

EXPRESS AND TRANSPORTATION COMPANIES.

Express companies run on this road: United States Express Company.
 Terms: \$14 per day for 4,000 lbs; excess at 33½ cents per 100 lbs.

RATES FOR TRANSPORTATION.

PASSENGER.

Fare charged per mile:

	Highest.	Lowest.
For distance less than 8 miles	15 cents.	2 cents.
more than 8 miles and less than entire length of main road	3 "	2 "
through passengers	3 "	2 cent.

FREIGHT.

Rate charged per ton per mile:

	Highest.	Lowest.
For the shortest distance carried	20 cents.	10 cents.
more than 10 and less than 30 miles	7 "	3 "
more than 30 miles and less than entire length of main road	5 "	2 "
through freight	3 "	1 "

DOINGS OF THE YEAR ENDING JUNE 30.

Train mileage—Passenger	132,720
Freight	192,100
Switching	50,345
Other	19,405
Total	394,570

Car mileage—Passenger.....	269,837
Express and baggage.....	125,047
Freight—loaded.....	1,712,802
empty.....	594,004
Caboose.....	134,067
Total.....	2,835,757
Fuel consumed—Wood, 1,120½ cords; coal, 11,030 tons; total cost	\$26,379 69
Losses, etc., paid—On goods and baggage.....	2,687 50

TRANSPORTATION.

Passengers—Number carried, local.....	129,772	
through.....	4,506	
		134,278
Average number carried in each car per trip.....		45
Total mileage, or number carried one mile.....		3,849,358
Average amount received for each.....		84 94 cents.
Average amount per mile received for each.....		2,964 “
Freight—Tons carried, local.....	176,122	
through.....	39,600	
		215,722
Average tons in each loaded car per trip.....		8.44
Average tons in each loaded car per mile.....		8.69
Total movement, or tons carried one mile.....		14,883,836
Average amount received for each ton.....		96 6 cents.
Average amount per mile received for each ton.....		1.4 “

Articles transported:

	Tons.	Per cent.
Coal.....	15,524	7.20
Stone, lime, sand, etc.....	5,016	2.32
Petroleum.....	1,342	0.62
Ores.....	11	0.00
Pig and bloom iron.....	2,667	1.13
Manufactured iron.....	4,955	2.30
Lumber and other forest products.....	32,496	15.06
Grain, flour, and other agricultural products.....	79,268	36.74
Live stock.....	31,956	14.80
Animal products.....	1,468	0.70
Manufactures, including agricultural implements.....	7,541	3.50
Merchandise.....	32,250	15.52
Miscellaneous.....	225	0.10
Total tonnage yielding revenue.....	215,722	100.
Supplies for company's use.....	2,104	

EARNINGS, OPERATING EXPENSES, ETC., FOR YEAR ENDING JUNE 30.

EARNINGS.		
Passenger transportation—local.....	\$86,329 61	
through.....	27,730 24	
		\$114,059 85
Freight transportation—local.....	164,892 36	
through.....	43,625 32	
		208,517 6

Mail service	\$5,444 10
Express service	5,527 16
Other sources	3,014 36
Total earnings of line operated included in this report.....	<u>\$36,593 15</u>

OPERATING EXPENSES.

Maintenance of way and structures	\$72,573 01
Maintenance of cars	27,003 01
Motive power.....	76,254 75
Conducting transportation	43,483 36
General expenses :	
Taxes	\$25,325 00
Other states	807,133 00
Salaries	9,133 38
Other general expenses of operating	13,236 33
	<u>32,694 29</u>
Total operating expenses, being 71.87 per cent. of earnings.....	<u>252,038 42</u>
Net earnings of 98.2 miles operated	\$4,554 73
Net income over operating expenses and rents paid	84,554 73
Per mile of earnings..... \$342,762 00; proportion for Ohio (19 miles)	65,124 78
operating expenses 256,658 00; " "	<u>48,765 02</u>
Net earnings..... \$6,104 00; " "	<u>\$16,359 76</u>

OTHER RECEIPTS AND PAYMENTS WITHIN THE YEAR.

RECEIPTS.

Sale of real estate.....	\$200 00
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PAYMENTS.

Interest on floating debt.....	\$23,970 48
Additional real estate.....	425 00
	<u>\$24,395 48</u>

CONDENSED GENERAL BALANCE SHEET, JULY 1, 1879,

Taken after making all proper entries affecting or pertaining to the business and transactions of the company or line to date.

LIABILITIES.

First mortgage bonds	\$2,500,000 00
Cincinnati, Hamilton and Dayton R. R. Co.....	916,689 07
Past due coupons.....	350,000 00
	<u>\$3,766,689 07</u>

ASSETS.

Construction.....	\$2,436,087 69
Equipment	229,072 48
Real estate.....	51,101 91
Steam excavator	8,975 00
Profit and loss	1,041,443 99
	<u>\$3,766,689 07</u>

CASUALTIES TO PERSONS.

Statement for the year ending June 30, 1879, of all accidents in Ohio resulting in injuries to persons, giving extent and cause thereof:

June 25, 1879. Asa Freeland, an old man, very deaf, while walking beside the track near Hamilton, stepped upon the track but a few feet ahead of an approaching train, by which he was struck, receiving injuries from which he died three days thereafter. Want of caution on part of deceased.

RECAPITULATION.

Others—Trespassing on track: Killed	1
Directors—R. M. Shoemaker	Cincinnati, Ohio.
J. H. Rogers	“
J. N. Kinney	“
Martin Bare	“
Theodore Cook	“
Henry Lewis	“
J. M. Ridenour	Indianapolis, Ind.
William Beckett	Hamilton, Ohio.
P. Smith	Dayton, Ohio.
President, R. M. Shoemaker	Cincinnati, Ohio.
Vice-President, J. H. Rogers	“
Secretary, F. H. Short	“
General Superintendent, L. Williams	“
Master Mechanic, Edw. Moore	Indianapolis, Ind.
General Ticket Agent, Samuel Stevenson	Cincinnati, Ohio.
General Freight Agent, A. H. McLeod	“
Purchasing Agent, P. Hickey	“

State of Ohio, County of Hamilton, ss.:

R. M. Shoemaker, President of the Cincinnati, Hamilton and Indianapolis Railroad Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A. D. 1879.

(Signed)

R. M. SHOEMAKER, *President.*

Subscribed and sworn to before me, this 16th day of October, A. D., 1879.

[SEAL.]

S. A. MEDARY, *Notary Public.*

CINCINNATI AND INDIANA RAILROAD COMPANY.

[CONTROLLED AND OPERATED BY THE INDIANAPOLIS, CINCINNATI AND LAFAYETTE RAILROAD COMPANY.]

Location of principal office of the company: Cincinnati, Ohio.

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized	\$2,000,000 00	
Amount issued.....	43,350 00	
Par value of shares.....	\$50	
Amount paid in		\$43,350 00
Average amount per mile (20.50).....	\$2,114 63	
Stockholders, residents of Ohio, 1.		
Amount of stock held by him June 30, 1879	18,000 00	
Agent authorized to transfer stock: E. F. Osborn, Secretary, Cincinnati.		

FUNDED DEBT.

First mortgage 7 per cent. bonds, due December 1, 1892 ..	\$499,000 00	
Second mortgage 7 per cent. bonds, due January 1, 1892 ..	1,000,000 00	
Second mortgage 7 per cent. bonds, due January 1, 1882 ..	501,000 00	
Third mortgage 7 per cent. bonds, due June 1, 1899.....	*2,000,000 00	
Funded coupon 7 per cent. bonds, due September 1, 1878..	†62,300 00	
Funded coupon 7 per cent. bonds, due September 1, 1883..	‡320,750 00	
Total funded debt, including mortgages.....	\$4,383,050 00	
Average amount per mile, apportioning joint mortgages on basis of 178.50 miles.....	113,601 40	
Proportion of same for this company.....		2,328,828 70
Total of paid in stock and (company's proportion of) debt.....		\$2,372,178 70
Total average amount per mile	\$115,716 03	

COST OF ROAD, Etc.

ROAD.

Total expended for construction and purchase.....		\$2,032,209 16
Average cost per mile	\$99,132 15	

* This is a joint mortgage of this and the Indianapolis, Cincinnati and Lafayette Railroad Company, and is a lien upon the road and equipment of lessee in Indiana, as well as upon the road in Ohio, of this company.

† For extended overdue coupons from second mortgage bonds.

‡ For extended overdue coupons from third mortgage bonds.

CHARACTERISTICS, ETC.

Bridges—Wood, 3; greatest age, 7 years; aggregate length, 1,002 feet; stone arch, 1, length, 120 feet—total length, 1,122 feet.

Length of shortest span of truss, 67 feet; of longest, 153 feet.

Greatest space between cross ties upon bridges and trestles, 2 inches; length of ties, 10 feet.

Number of track stringers, 2.

Are all bridges and trestles provided with guard rails? Yes.

Do all bridges and trestles receive stated examinations? Yes.

How often? They are carefully watched by engineers and road-master.

Tunnels—Brick, 1; length, 1,346 feet.

Fencing—Miles of single fence, 11; additional required to inclose road (both sides) 15.

Grade crossings—Highway, 15; railroad, 1—within city limits.

Do all trains on your road stop at these crossings as required by law? Yes.

Are flagmen stationed at each? Yes.

Telegraph line—Miles on line of road operated in Ohio, 25.

Stations—Passenger and freight, 25.

Number with telegraph communication, 5, operated by railroad company.

LINE OWNED BY COMPANY—MILES.

	Length in Ohio.
Single main track, Cincinnati to State line	20.50
Double track in yard at Cincinnati .....	.89
Aggregate of sidings and other tracks	9.69
	<hr/>
Total length laid with rail, computed as single track	31.08
All in Hamilton county, Ohio.	

OFFICERS.

Directors—M. E. Ingalls	Cincinnati, Ohio.
S. J. Broadwell	“
Joshua H. Bates	“
George Hoadley	“
George Wilshire	“
Henry Hanna	“
Theodore Cook	“
President, M. E. Ingalls	“
Secretary, E. F. Osborn	“

State of Ohio, County of Hamilton, ss :

Melville E. Ingalls, President of the Cincinnati and Indiana Railroad Company, being duly sworn, deposes and says that having carefully examined the foregoing statements prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A. D. 1879.

(Signed)

M. E. INGALLS, *President.*

Subscribed and sworn to before me, this 7th day of October, A. D. 1879.

[SEAL.]

A. W. GOLDSMITH, *Notary Public.*

REPORT OF LESSEE.

August 1, 1876, Receiver appointed by United States Court.

LINE OPERATED—MILES.

	Length.	In Ohio.
Single main track—Cincinnati, Ohio, to Lafayette, Indiana.....	178.50	20.50
Double track—In Cincinnati yards .....	.89	.89
Aggregate of sidings and other tracks.....	45 00	9 69
Total length of track	224 39	31 08
Laid with steel rail	91.50	20.50

CHARACTERISTICS, ETC.

Weight of rail per yard, 56 and 60 lbs.; gauge of track, 56½ inches.

Main track in Ohio ballasted (20.50 miles) with gravel.

Rolling Stock—Locomotives	50; average weight, lbs.....	64,000
Express and baggage cars....	14; “ “	36,000
Passenger cars	42; “ “	40,000
Parlor cars.....	4; “ “	55,000
Freight cars	1130; “ “	17,800
Other cars (postal)	6; “ “	43,000

Terms of service: Pullman sleeping cars are run by the Pullman Company, for which this road pays mileage of three cents per mile run.

Number of locomotives equipped with train brakes, 17.

Kind of brake: Westinghouse.

Number of cars equipped with train brakes: All.

Kind: Westinghouse.

Number of passenger cars with Miller Platform: All.

Method of bridging between passenger cars when two or more are run in trains: Miller platform.

State methods of heating cars used for the transporting of passengers: Water-base stoves at each end of car, securely fastened, and base filled with water to put out fire in case of cars being upset.

Means of lighting same: By lamps filled with non-explosive oil, at sides and center of cars.

Speed of trains—Express passenger, average rate, including stops..	28 miles per hour.
Mail and accommodation	22 “ “
Freight trains.....	12 “ “

Employees—Superintendents	1
Clerks	59
Mechanics	201
Telegraph operators	18
Train dispatchers.....	3
Conductors.....	28
Engineers	42
Firemen.....	48
Brakemen	52

mployes—Baggagemen.....	22
Wipers.....	12
Station agents.....	42
Flagmen, switch-tenders and watchmen.....	66
Section men.....	228
Laborers.....	43
Other employes.....	76

Total number employed by the company in operating line 941

EXPRESS AND TRANSPORTATION COMPANIES.

Express companies run on this road : American Express and Adams Express.

State terms: American Express, \$1,700 per month to carry 7,000 lbs. of freight between Cincinnati and Indianapolis, and 4,000 lbs. between Indianapolis and Lafayette, daily, to be averaged monthly. Excess over and above these amounts, 40 cents per 100 lbs. between Cincinnati and Indianapolis, and 20 cents per 100 lbs. between Indianapolis, and Lafayette.

Adams Express: 40 cents per 100 lbs. between Cincinnati and Indianapolis.

Special freight and transportation lines: None.

RATES FOR TRANSPORTATION.

PASSENGER.

Fare charged per mile :

	Highest.	Lowest.
For distance less than 8 miles.....	3.75 cents.	1 cent.
more than 8 miles and less than entire length of main road... 3.	“	1 “
through passengers.....	3.50 “	1 “

Amount charged in addition to regular fares, in sleeping or other cars run on your road: For seat, parlor car, 25, 50, and 75 cents; chair cars, 25 cents.

FREIGHT.

Rate charged per ton per mile :

	Highest.	Lowest.
For the shortest distance carried (5 miles).....	20 cents.	10 cents.
more than 10 and less than 30 miles.....	8 “	3.25 “
more than 30 miles and less than entire length of main road... 5	“	.75 “
through freight.....	2 “	.25 “

DOINGS OF THE YEAR ENDING JUNE 30.

Rail laid—Steel, 56 lbs. per yard; miles of track.....	27 14
Train mileage—Passenger.....	492,687
Freight.....	343,923
Construction and switching.....	423,936
Total.....	1,160,551

Car mileage—Passenger	1,397,524	
Express and baggage	367,360	
Freight—loaded	5,969,223	
empty	1,578,681	
Caboose	316,365	
	<hr/>	
Total		9,629,213
Fuel consumed—Wood, 587 cords; coal, 884,414 lbs.; total cost		\$69,032 92
Losses, etc., paid—On goods and baggage		1,953 96
For injuries on entire line, fatal and non-fatal:		
to employes	\$229 00	
For animals killed in Ohio:		
Horses, 4	136 00	

TRANSPORTATION.

Passengers—Number carried, local	454,931	
through	66,649	
	<hr/>	521,580
Average number carried in each car per trip		23.01
Average number of miles traveled by each		33.91
Total mileage, or number carried one mile		17,629,617
Average amount received for each		92.42 cents.
Average amount per mile received for each		2.73 cents.
Freight—Tons carried, local	188,440	
through	356,375	
	<hr/>	540,815
Average tons in each loaded car per trip		5.54
Total movement, or tons carried one mile		48,637,803
Average amount received for each ton		1.36 cents.
Average amount per mile received for each ton		1.52 cents.

Articles transported:

	Tons.	Per cent.
Coal	33,979	6.27
Stone, lime, sand, etc.	25,503	4.22
Petroleum	11,273	2.08
Ores	450	.08
Pig and bloom iron	2,152	.40
Manufactured iron	15,569	2.88
Lumber and other forest products	77,397	14.31
Grain, flour, and other agricultural products	186,921	34.56
Live stock	44,654	8.26
Animal products	20,319	3.76
Manufactures, including agricultural implements	46,612	8.62
Merchandise	12,940	2.39
Miscellaneous	63,106	11.67
	<hr/>	<hr/>
Total tonnage yielding revenue	540,815	100

EARNINGS, OPERATING EXPENSES, Etc., FOR YEAR ENDING JUNE 30.

EARNINGS.		
Passenger transportation—local.....	\$394,821 57	
through.....	65,610 42	
		\$460,431 99
Freight transportation—local.....	\$512,589 62	
through.....	250,830 40	
		763,420 02
Mail service.....		51,606 31
Express service.....		23,501 18
Other sources.....		38,741 95
Total earnings of line operated included in this report.....		\$1,342,701 45

OPERATING EXPENSES.		
Maintenance of way and structures.....	\$211,502 75	
Maintenance of cars.....	94,063 13	
Motive power.....	47,190 35	
Conducting transportation.....	404,954 53	
General expenses:		
Taxes—Ohio.....	\$12,444 73	
Indiana.....	22,977 11	
Salaries, etc.....	38,409 36	
Other general expenses of operating.....	3,229 19	
		77,070 39
Total operating expenses, being 62.17-100 per cent. of earnings....		834,781 15
Net earnings of 178.50 miles operated.....		\$507,920 30
Net income over operating expenses and rents paid.....		507,920 30
Per mile of earnings.....	\$7,522 14; propotion for Ohio (20.50 miles)	154,203 81
operating expense 4,676 65;.....		95,871 22
net earnings.....		58,332 59

PAYMENTS OTHER THAN OPERATING EXPENSES.

Interest on bonds.....	\$391,036 00	
Interest on floating debt.....	17,325 64	
		\$408,361 64

*LIABILITIES.

CAPITAL STOCK.

Ind. Cin. and Laf. Common.....	\$3,587,150 00
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* Since August 1, 1876, this property has been in the hands of a receiver, appointed by the United States Court. Certain maturing coupons have not been paid, nor entered upon the company's books as a liability. A balance sheet in form can not, therefore, be given, but the following is a correct statement of liabilities to July 1, 1879, including coupons due on that day.

OUTSTANDING FUNDED DEBT.

I. and C. bonds of 1858—first mortgage	\$1,600,000 00	
C. and I bonds of 1862—first mortgage	499,000 00	
C. and I. bonds of 1867—second mortgage.....	1,501,000 00	
Funded coupon bonds (from C. and I., second mortgage)..	44,000 00	
I. C and L. bonds, of 1867.....	\$2,800,000	
Add for unpaid matured coupons on same, with estimated interest July 1, 1879	934,000	
	<hr/>	3,734,000 00
Funded coupons (from I. C. and L. bonds of 1867).....	79,000 00	
Equipment bonds	562,000 00	
	<hr/>	\$7,819,000 00
I., C. and L. bonds of 1869—third mortgage....	\$1,767,000	
Funded coupon bonds from same	320,750	
	<hr/>	2,087,750 00
I., C. and L. funded debt bonds of 1873	1,419,300 00	
	<hr/>	\$11,326,050 00

OTHER INDEBTEDNESS.

Due sundry persons from I., C. and L. R. R (old company)	\$140,584 67	
Due sundry persons from M. E. Ingalls, receiver	233,182 93	
	<hr/>	373,767 60
Total indebtedness		\$17,286,967 60

CASUALTIES TO PERSONS.

Statement for the year ending June 30, 1879, of all accidents in Ohio resulting in injuries to persons, giving extent and cause thereof:

June 3, 1878. John Elm, near South Bend, Ohio: fatal. Inquest held by John Stech, Coroner, Hamilton county, Ohio. Verdict, deceased came to his death from a fracture of the skull received by engine No. 52 of a passenger train on I. C. and L. Railroad, and further find that the accident was due to the deceased having an altercation on the track of said road with one Martin Hammersmith, being indirectly responsible for said accident through said altercation with the deceased.

June 12, 1878. Andy Brown, at Zionsville, Indiana: Simon Buchanan, Coroner; fatal. Verdict, deceased came to his death by being struck by an engine attached to the regular passenger train on I. C. and L. Railroad, and further find that he was deaf and dumb, and was walking on track with his back to train; that the employes did all to avert the danger.

June 6, 1878. Gus Smith, LaFayette, Indiana: struck by an engine attached to a passenger train; walking on track and under influence of liquor; rib broken; man recovered.

August 24, 1878. ——— White, near Clark's Hill, Indiana: walking on track while under the influence of liquor, and struck by an engine attached to a passenger train; injured about the head. Recovered in three weeks.

August 26, 1878. A. K. Aholtz, near North Bend, Ohio: struck by engine No. 40, attached to passenger train No. 1; did not hear sound of whistle. Recovered and sent to his home at Lafayette, Indiana.

October 8, 1878. Thomas Donahue, Lebanon, Indiana: R. A. Williamson, Coroner; verdict, that the deceased came to his death by purposely allowing the engine of train No. 1, west bound on the I. C. and L. Railroad, to strike him; the deceased intending then and there to commit suicide, and find the employes of said railroad blameless in the manner of said death.

November 22, 1878. Name unknown, near Delhi, Ohio: struck by freight engine; man got up and walked off. No injuries received.

December 25, 1878. Florence Rudolph, Lawrenceburg Junction: struck and killed by engine attached to passenger train east bound. Deceased attempted to cross bridge while train was near her; failed to get across before being struck. No inquest.

January 2, 1879. At Greensburg, Indiana: O. Miser, an employe was killed by having foot caught in frog and train running over him. No inquest.

January 29, 1879. C. Wicks, at McCoy's Indiana: had a leg crushed by freight train running over it, rendering amputation necessary.

March —, 1879. ——— Hambric, killed at Holmes, Indiana: attempted to get on to a freight train and fell under the wheels; killed instantly. No inquest held.

March 23, 1879. Grester Nockles, near Delhi, Ohio: deceased was under influence of liquor and went to sleep on track, train passing over him killing him. Coroner's verdict, deceased came to his death by being run over by a freight train, while under the influence of liquor.

RECAPITULATION.

Killed—Employes—from misconduct or want of caution	1
Others—trespassing on track, etc	6
Total killed	7
Injured—Employes—from misconduct or want of caution	1
Others—trespassing on track, etc	3
Total injured	4

OFFICERS OF LESSEE.

Directors—M. E. Ingalls	Cincinnati, Ohio.
Theo. Cook	“ “
T. A. Morris	Indianapolis, Ind.
Moses Fowler	Lafayette, Ind.
W. F. Reynolds	“ “
William A. Booth	New York City.
George Bliss	“ “
Chas G. Landon	“ “
Thos. H. Perkins	Boston, Mass.
President, M. E. Ingalls	Cincinnati, Ohio.
Treasurer, E. F. Osborn	“ “
Secretary, C. H. Booth	New York City.
Master of Transportation, J. W. Sherwood	Indianapolis, Ind.
Master Mechanic, J. S. Patterson	Cincinnati, Ohio.
General Ticket Agent, John Egan	“ “
General Freight Agent, H. J. Paige	“ “

State of Ohio, County of Hamilton, ss.:

Melville E. Ingalls, President of the Indianapolis, Cincinnati and Lafayette Railroad Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1879.

[Signed]

M. E. INGALLS, *President.*

Sworn and subscribed to before me, this seventh day of October, A.D. 1879.

[SEAL.]

A. W. GOLDSMITH, *Notary Public.*

CINCINNATI AND MUSKINGUM VALLEY RAILWAY COMPANY.

[OPERATED BY THE PITTSBURGH, CINCINNATI AND ST. LOUIS RAILWAY CO.]

Location of principal office of the company: Zanesville, Ohio.

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized	\$1,000,000 00	
Amount subscribed	4,000,000 00	
Amount issued	3,985,250 00	
Par value of shares	\$50	
Total paid in		\$3,997,320 00
Average amount paid in per mile (148.45)	\$26,927 05	
Stockholders, residents of Ohio, 120.		
Amount of stock held by them June 30, 1878	81,350 00	

FUNDED DEBT.

1st mortgage 7 per cent. bonds, due January, 1901		1,500,000 00
Average amount per mile	\$10,144 41	

OTHER INDEBTEDNESS.

All other indebtedness, current credit balances, etc.	\$613,436 29	
Cash, securities, debit balances, etc., available to payment.	26,215 90	
Excess of liabilities		587,221 29
Total net debt liabilities	\$2,087,221 29	
Total of paid-in stock and net debt		6,984,511 29
Total average amount per mile	\$10,987 14	

COST OF ROAD, EQUIPMENT, Etc.

Total for road and equipment		\$5,540,164 38
Total average amount per mile	\$37,322 58	
Value of real estate included, exclusive of roadway	30,576 09	

LINE OWNED BY COMPANY—MILES.

Single main track—Dresden Junction to Morrow	148 45	
Aggregate of sidings and other tracks	13 47	
Total length of rail, computed as single track		161.92

All in Ohio, and distributed as follows :

County.	Main track.	Sidings, etc.	Total.
Warren	9.81	.66	10.47
Clinton	23.66	1.44	25.10
Fayette	17.18	1.34	18.52
Pickaway	23.04	2.13	25.17
Fairfield	28.52	3.62	32.14
Perry	19.63	1.38	21.01
Muskingum	26.61	2.96	29.57
Totals.....	148.45	13.53	161.98

RECEIPTS AND EXPENDITURES FOR THE YEAR ENDING JUNE 30.

RECEIPTS.

Increase of floating debt	\$61,833 98	
Lessee, for rent of road, etc.—net earnings.....	43,166 02	
		\$105,000 00

EXPENDITURES.

Interest on bonds.....		105,000 00
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CONDENSED GENERAL BALANCE SHEET, JULY 1, 1879,

Taken after making all proper entries affecting or pertaining to the business and transactions of the company to date :

LIABILITIES.

Capital stock.....	\$3,997,320 00	
Funded debt.....	1,500,000 00	
Interest on bonds.....	157,815 00	
Accounts payable	124 39	
Pittsburgh, Cincinnati and St. Louis Railway, lessee.....	455,496 90	
		\$6,048,922 31

ASSETS.

Roadway, equipment, etc.....	\$5,540,164 38	
Material in hands of lessee	13,690 00	
Accounts receivable	4,338 67	
Moran Bros., N. Y., payment of interest.....	26,215 00	
Income account—balance.....	526,343 24	
		6,048,922 31

OFFICERS.

Directors—Thomas D. Messler	Pittsburgh, Pa.
George B. Roberts	Philadelphia, Pa.
Charles Moran	New York City.
James Buckingham.....	Zanesville, Ohio
M. Churchill.....	“ “
George W. Adams	Dresden, “
David S. Gray	Columbus, “
President, Thomas D. Messler	Pittsburgh, Pa.
Treasurer and Secretary, C. C. Waite.....	Zanesville, Ohio.

State of Pennsylvania, County of Allegheny, ss.:

Thomas D. Messler, President of the Cincinnati and Muskingum Valley Railroad Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1879.

[Signed]

THOS. D. MESSLER, *President.*

Subscribed and sworn to before me this 23d day of September, A.D. 1879.

[SEAL.]

W. F. ROBB, /

Commissioner for the State of Ohio in Pittsburgh, Pa.

REPORT OF LESSEE.

Location of principal office: Corner Penn and 10th streets, Pittsburgh, Pa.

Principal office of the lessee in Ohio: Columbus.

CHARACTERISTICS, Etc.

Bridges—Wood, 43; greatest age, 19 years; aggregate length, 6,756 feet. Iron girder, 2; greatest age, 5 years; aggregate length, 49 feet. Combination, 1; age, 8 years; length, 102 feet. Stone arch, 2; aggregate length, 190 feet. Total, 7,127 feet.

Trestles—90; greatest age, 10 years; greatest height, 32 feet; greatest length, 1,178 feet; aggregate length, 7,479 feet.

Length of shortest span of truss, 43 feet; of longest, 163 feet; greatest length of beams between points of support, 20 feet.

Greatest space between cross ties upon bridges and trestles, 16 inches; length of ties, 8 feet 6 inches and 12 feet.

Number of track stringers, 2 and 4.

Are all bridges and trestles provided with guard rails? All with wooden rails.

Do all bridges and trestles receive stated examinations? Yes.

How often? Once a year by officers, and by man in charge of bridges frequently.

Are the examinations analytical, and are they made by a competent person? Yes.

Tunnels—Stone, 1; length, 1,185 feet.

Fencing—Miles of single fence, 196; additional required to inclose road (both sides) 77; length through towns, etc., not requiring fence, 23.7.

Grade Crossings—Highway, 109.

Railroad, Little Miami, at Morrow.

Dayton and South-Eastern (narrow gauge) at Washington Court House.

Springfield, Jackson and Pomeroy (narrow gauge) at Washington Court House.

Scioto Valley, at Circleville.

Columbus and Hocking Valley, at Lancaster.

Newark, Somerset and Straits. (B. and O.), at Junct'n City

Columbus and Sunday Creek Valley, at New Lexington.

Baltimore and Ohio (Cent. O. Div.), at Zanesville.

P. C. and St. L. Railway, at Dresden Junction.

Do all trains on your road stop at these crossings as required by law? Yes.

Are flags stationed at each? Not all.

Telegraph Line—Miles on line of road operated, 148. Miles of same owned by railroad company, jointly with Western Union, 148.

Stations—Passenger and freight, 27; in Ohio, 1. Number with telegraph communication, 19; number of same operated by railroad company, 18.

Is pay received for messages sent over line owned by railroad company? No.

Rolling Stock—Locomotives.....	13;	Average weight, lbs.....	64,720
Express and baggage cars. . .	4;		30,000
Passenger cars.....	11;		30,000
Freight cars.....	39;		18,500
Other cars.....	1;		30,000
Caboose cars.....	4;		16,000

Number of locomotives equipped with train brakes: 5.

Kind of brake: Westinghouse air brake.

Number of cars equipped with train brakes: 16.

Number of passenger cars with Muller platform: None. Janney couplers and platform, 2.

Method of bridging between passenger cars, when two or more are run in trains: Gang planks between cars.

Are all cars run on this road heated and lighted as prescribed by law? Yes.

State methods of heating cars used for the transportation of passengers: Spear's and Drupp's patent heaters.

Means of lighting same: Candles and mineral sperm 300° oil lamps.

Speed of Trains—Express passenger, average rate, including stops, 24 miles per hour. Mail and accommodation, 22. Freight trains, 10.

Employees—Superintendents.....	1
Clerks.....	13
Mechanics.....	57
Telegraph operators.....	12
Train dispatchers.....	1
Conductors.....	9
Engineers.....	13
Firemen.....	11
Brakemen.....	22
Baggage-men.....	4
Wipers.....	7
Station agents.....	29
Flagmen, switch-tenders, and watchmen.....	8
Station men.....	111
Laborers.....	34
Other employes.....	30
Total.....	362

EXPRESS AND TRANSPORTATION COMPANIES.

Express companies run on this road: Adams Express.

Terms: Forty per cent. of gross receipts (not including oyster business); 70 per cent. of gross receipts from oyster traffic.

Special freight and transportation lines: The through freight cars of the Pennsylvania

route, now owned by the Pennsylvania Company under various names, as Union Line, National Line, and Allentown Line. They carry the through freight traffic at current rates, and are paid pro rata for terminal expenses.

RATES FOR TRANSPORTATION.

PASSENGER.

Fare charged per mile:	Highest.	Lowest.
For distances less than 8 miles	4 cents.	4 cents.
more than 8 miles and less than entire length of main road. 3 "	3 "	3 "
excursions, 20 or more persons	2 "	0.75 "
through passengers.....	3 "	1 "

FREIGHT.

Rate charged per ton per mile:	Highest.	Lowest.
For the shortest distance carried (8 miles)	20 cents.	7.50 cents.
more than 10 and less than 30 miles.....	9.29 "	5 "
more than 30 miles and less than entire length of main road 4.75 "	1.64 "	1.64 "
through freight.....	3.26 "	.65 "

DOINGS OF THE YEAR ENDING JUNE 30.

Bridges rebuilt in Ohio, as follows:

Location, or how designated	Construction.	Material.	Length—feet.
No. 25 $\frac{1}{2}$ 1 mile w. of Bremen	2 spans, Howe Truss	Wood	119.
No. 44, Zanesville.....	" "	Wood	290 $\frac{1}{2}$.
" "	Iron girder	Iron	24.
" "	Arch	Stone.....	50.

Trestles rebuilt in Ohio, 5; aggregate length, 443 feet.

Length filed and converted into embankment, 671 feet.

Fencing in Ohio—Miles of single fence built (average cost per rod, \$1.00) 8.42.

Ballasting—Miles of main track ballasted with gravel, average depth 4 inches, 83.10.

Rail laid—Re-rolled iron, 60 lbs. per yard, 10.13.

Train mileage—Passenger.....	214,266	
Freight	192,534	
Work.....	5,200	412,000
Car mileage—Passenger	417,705	
Express and baggage.....	94,746	
Freight, loaded.....	1,742,723	
empty.....	932,708	
Caboose	107,997	
Construction and other.....	20,700	3,317,849

Fuel consumed—Wood, 575 cords; coal, 10,933 tons; total cost, \$16,360.47.

EARNINGS, OPERATING EXPENSES, ETC., FOR YEAR ENDING JUNE 30.

EARNINGS.		
Passenger transportation—local.....	\$89,578 43	
through	4,813 07	
		\$94,391 50
Freight transportation—local.....	\$161,827 88	
through	64,701 44	
		226,529 32
Mail service		8,047 44
Express service		6,124 17
Other sources		2,559 09
		\$337,651 52

OPERATING EXPENSES.		
Maintenance of way and structures.....	\$109,452 14	
Maintenance of cars	26,101 05	
Motive power	68,040 78	
Conducting transportation.....	71,231 70	
General expenses:		
Taxes	\$14,557 01	
Salaries	3,012 94	
Other general expenses of operating.....	2,036 88	
		19,656 83
Total operating expenses, being 87.21 per cent. of earnings.....		294,485 50
Net earnings of miles operated		\$43,166 02
Advances for interest paid on bonds of the Cincinnati and Muskingum Valley Railway Co		105,000 00
Deficit to lessee		61,833 98
Per mile of earnings	\$2,275 27; proportion for Ohio (148.4 miles)	2,275 27
operating expenses 1,984 40; " "		1,984 40
net earnings 290 87; " "		290 87

CASUALTIES TO PERSONS.

Statement for the year ending June 30, 1879, of all accidents in Ohio resulting in injuries to persons, giving extent and cause thereof:

September 5, 1878. Martin Hartigan, a loiterer, one-fourth mile east of New Lexington: asleep by side of track; presumed to have been struck by train after engine had passed; killed. W. G. Buckner, coroner. Verdict exonerating the company.

October 18, 1878. Wm. Willison, a loiterer, one-fourth mile east of Circleville, Ohio drunk and asleep in cattle guard; struck by truck of engine tank and killed. Jason Case, coroner. Verdict exonerating the company.

October 21, 1878. Thomas McGevenay, a loiterer, two miles west of Zanesville, Ohio: sitting on end of cross-ties; paid no attention to alarm whistle; brakes applied; car step struck him on the head, inflicting serious but not fatal injuries. Fault of party injured.

November 25, 1878. Wm. Drohan, brakeman at McLuney's Station: coupling cars; body crushed badly, but not fatally; cause, his being on inside of curve. Fault of party injured.

November 5, 1878. David W. Lucas, colored, passenger, one mile east of Circleville, Ohio: under influence of liquor; fell from steps of passenger car into cattle-guard, cars passing over him; killed. Verdict exonerating the company.

March 19, 1879. Henry Lease, a brakeman in the Zanesville yard: coupling cars; hand badly crushed. Attached no blame to company.

April 7, 1879. William Laddington, brakeman at New Holland, Ohio: coupling cars; hand crushed badly. Attached no blame to company.

RECAPITULATION.

Killed—Passengers—misconduct or want of caution	1
Others—trespassing on track, etc	2
Total killed.....	3
Injured—Employes—misconduct or want of caution	3
Others—trespassing on track, etc.....	1
Total injured.....	4

OFFICERS OF LESSEE.

Directors—Thomas A. Scott.....	Philadelphia, Pa.
George B. Roberts	“
Wistor Morris	“
Strickland Knease	“
J. N. Dubarry	“
H. H. Houston	“
J. N. McCullough.....	Pittsburgh, Pa.
Wm. Thaw.....	“
Thomas D. Messler.....	“
W. H. Barnes	“
Robert Sherrard, Jr.....	Stenbenville, Ohio.
David S. Gray	Columbus, Ohio.
Jno Price Wetherill	Philadelphia, Pa.
President, Thomas A. Scott	Philadelphia, Pa.
2d Vice President, Wm. Thaw.....	Pittsburgh, Pa.
3d Vice President, J. N. McCullough.....	“
Assistant to President and Comptroller, Thos. D. Messler.....	“
Assistant Comptroller, John E. Davidson.....	“
Auditor, John W. Renner.....	“
Treasurer, M. C. Spencer	“
Secretary, C. F. Sims	Philadelphia, Pa.
Assistant Secretary, S. B. Liggett.....	Pittsburgh, Pa.
General Counsel, J. T. Brooks	“
Assistant General Counsel, Geo. Driggs.....	“
General Manager, D. W. Caldwell.....	Columbus, Ohio.
Chief Engineer, M. J. Becker.....	“
General Passenger and Ticket Agent, W. L. O'Brien	“
General Freight Agent, W. Stewart	Pittsburgh, Pa.
Assistant General Freight Agent, F. H. Kingsbury.....	Columbus, Ohio.
General Purchasing Agent, W. Mullins	Pittsburgh, Pa.

State of Pennsylvania, County of Allegheny, ss.:

Thos. D. Messler, Assistant to President of the Pittsburgh, Cincinnati and St. Louis Railway Company, lessee of Cincinnati and Muskingum Valley Railway Company, being duly sworn, deposes and says that having carefully examined the foregoing statements prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1879.

[Signed]

THOS. D. MESSLER,

Assistant to President.

Subscribed and sworn to before me, this 23d day of September, A. D. 1879.

WM. F. ROBB,

Commissioner for the State of Ohio in Pittsburgh, Pa.

CINCINNATI, RICHMOND AND CHICAGO RAILROAD COMPANY.

[OPERATED BY CINCINNATI, HAMILTON AND DAYTON RAILROAD COMPANY.]

Location of principal office of the company in Ohio: Hamilton, Ohio.

LINE OPERATED—MILES.

Hamilton, Ohio, to Richmond, Indiana.....	42
Aggregate of sidings and other track.....	2.80
Total length of track.....	44.80

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized	\$500,000 00
Par value of shares.....	\$50 00
Total paid-in capital stock.....	\$382,600 00
Average amount per mile (36)	\$10,627 78
Stockholders, residents of Ohio, 16.	
Amount of stock held by them June 30, 1878	382,600 00

FUNDED DEBT.

First mortgage 7 per cent. bonds, due July, 1885.....	\$560,000 00
Second mortgage 7 per cent. bonds, due July, 1889	65,000 00
Total funded debt.....	625,000 00
Average amount per mile	\$17,361 11

OTHER INDEBTEDNESS.

Net unfunded debt: None.

Total paid-in stock and debt	\$1,007,600 00
Total average amount per mile	\$27,988 89

COST OF ROAD, EQUIPMENT, Etc.

ROAD.

Total expended for construction and purchase	\$826,733 29
Average cost per mile of road constructed.....	\$22,964 00
Average cost per mile of road owned by company	22,964 00
Proportion of same for Ohio	826,733 29

EQUIPMENT.

Locomotives	3
Passenger, express and baggage cars.....	5
Freight, construction and other cars	169
Total expended for equipment	\$184,551 98
Average amount per mile.....	\$5,126 45
Proportion for Ohio	184,551 98
Total for road and equipment.....	\$1,011,285 27

Total average amount per mile	\$28,090 45
Proportion of same for Ohio	1,011,225 27
Value of real estate included, exclusive of roadway.....	700 00

CHARACTERISTICS, ETC.

LINE OWNED BY COMPANY.

Single main track, Hamilton to State line.....	36
Aggregate of sidings and other tracks	2 80
Total length laid with rail, computed as single track	38.80

Length in Ohio, distributed as follows:

County.	Main track.	Sidings, etc.	Total.
Butler county	25	.90	25 90
Preble county	11	1 90	12 90
Totals.....	36	2.80	38.80

LINE OPERATED UNDER LEASE.

	Length.
Richmond and Miami Railway.....	6 miles.
Weight of rail per yard, 60 lbs; gauge of track, 57 inches.	
Main track in Ohio ballasted, 36 miles, with gravel.	

BRIDGES, TRESTLES, ETC., IN OHIO.

Bridges—Wood, 24; greatest age, 9 years; aggregate length, 2,529.

Length of shortest span of truss, 31 feet; of longest, 143; greatest length of beams between points of support, if not trussed, 20 feet.

Greatest space between cross-ties upon bridges and trestles, 2 inches; length of ties, 10 feet

Number of track-stringers, 126.

Are all bridges and trestles provided with guard-rails? Yes.

Do all bridges and trestles receive stated examinations? Yes.

How often? Average two months.

Are the examinations analytical, and are they made by a competent person? Yes.

Do all trains on your road stop at these crossings, as required by law? Yes.

Are flagmen stationed at each? Yes.

Rolling stock—Locomotives	3; average weight.....	55,000
Express, baggage, and mail cars....	3;	30,000
Passenger cars	2;	34,000
Freight cars	162;	16,800
Other cars	1;	17,000

Number of locomotives equipped with train brakes, 2.

Kind of brake: Westinghouse air-brake.

Number of cars equipped with train brakes, 2.

Kind: Westinghouse air-brake.

Number of passenger cars with Miller platform, 2.

Method of bridging between passenger cars when two or more are run in trains: Miller platform.

Are all cars run on this road heated and lighted as prescribed by law? Yes.

State method of heating cars used for the transportation of passengers: Wood and coal.

Means of lighting same: Oil and candles.

Speed of trains—Express passenger, average rate, including stops..	20 miles per hour.
mail and accommodation	20 " "
freight trains	10 " "
Employees—Superintendents	1
Clerks	3
Mechanics	4
Telegraph operators	3
Train dispatchers	3
Conductors	5
Engineers	5
Firemen	6
Brakemen	12
Baggagemen	2
Wipers	2
Station agents	7
Flagmen, switch-tenders, and watchmen	1
Section men	42
Laborers	1

Total number employed by company in operating line	97
Proportion for Ohio	80

EXPRESS AND TRANSPORTATION COMPANIES.

Express companies run on this road: American Express \$60 per week for 4,000 pounds daily, and 16 cents per 100 pounds excess.

United States, 30 cents per 100 pounds, Cincinnati to Richmond.

RATES OF TRANSPORTATION.

PASSENGER.

Fare charged per mile:

	Highest.	Lowest.
For distances less than 8 miles	10 cents.	3 cents.
more than 8 miles and less than entire length of main road...	3 $\frac{3}{4}$ "	3 "
through passengers	3 "	2 $\frac{1}{2}$ "

FREIGHT.

Rate charged per ton per mile:

	Highest.	Lowest.
For the shortest distance carried	20 cents.	8 cents.
more than 10 and less than 30 miles	6 "	3 "
more than 30 miles and less than entire length of main road...	5 "	1 $\frac{1}{4}$ "
through freight	3 "	1 "

DOINGS OF THE YEAR ENDING JUNE 30.

Bridges built in Ohio, as follows:

Location or how designated.	Construction.	Material.	Length—feet.
No. 6, Seven Mile Creek	Howe truss	Wood	215.
No. 9, Seven Mile Creek	Howe truss	Wood	215.
No. 11, Seven Mile Creek	Howe truss	Wood	220.
No. 19, Branch Seven Mile Creek..	Stevens' beam ...	Wood	35.

Train mileage—Passenger	91,101	
Freight	53,190	
Mixed	9,987	
		154,278
Car mileage—Passenger	224,484	
Express and baggage	66,723	
Freight, loaded	681,093	
empty	218,886	
Caboose	51,220	
		1,252,405
Fuel consumed—Wood, 307½ cords; coal, 5,124½ tons; total cost		\$11,910 33
Losses, etc., paid—On goods and baggage		5,843 00
For injuries in Ohio, fatal and non-fatal:		
to employes		6,350 00
For animals killed in Ohio:		
1 horse	\$50 00	
3 mules	300 00	
4 cattle	800 00	
		1,180 00

TRANSPORTATION.

Passengers—Number carried, local	76,411	
through	14,953	
		91,364
Average number carried in each car per trip		17 13-100
Average number of miles traveled by each		28 33 100
Total mileage, or number carried one mile		2,552,663
Average amount received for each		65 cts.
Average amount per mile received		24.10 cts.
Freight—Tons carried, local	62,895	
through	82,326	
		145,221
Average tons in each loaded car per trip		8 43 100
Average tons in each loaded car per mile		8 65-100
Total movement, or tons carried one mile		5,811,690
Average amount received for each ton		0.97 cts.
Average amount per mile received for each ton		1.965 cts.

Articles transported :	Tons.	Per cent.
Coal.....	11,332	7.90
Stone, lime, sand, etc	1,473	0 10
Petroleum	2,094	1.44
Ores	47	0 03
Pig and bloom iron.....	7,789	5 36
Manufactured iron	3,560	2 50
Lumber and other forest products.....	26,083	18.69
Grain, flour, and other agricultural products	30,081	20 72
Live stock	23,896	16.45
Animal products	2,058	1.42
Manufacturers, including agricultural implements.....	5,349	3.70
Merchandise	30,446	21.00
Miscellaneous	1,008	0.69
Total tonnage yielding revenue.....	145,221	100
Supplies for company's use	243	

EARNINGS, OPERATING EXPENSES, ETC., FOR YEAR ENDING JUNE 30.

EARNINGS.		
Passenger transportation—local.....	\$46,875 91	
through.....	15,259 53	
		\$62,135 44
Freight transportation—local	\$66,109 79	
through	54,695 42	
		115,805 21
Mail service.....		3,470 45
Express service		7,311 54
Other sources		222 36
Total earnings of line operated included in this report.....		\$188,945 00

OPERATING EXPENSES.

Maintenance of way and structures.....	\$51,871 67	
Maintenance of cars.....	18,973 96	
Motive power	38,007 82	
Conducting transportation	22,313 95	
General expenses as follows :		
Taxes—Ohio	\$3,725 27	
Other States	631 88	
Salaries	4,575 77	
Other general expenses of operating	3,120 60	
		11,873 52
Total operating expenses, being 75.69 per cent. of earnings.....		143,020 92
Net earnings of 42 miles operated		45,924 08
Rentals paid—C. H. and D. R. R.	\$10,000 00	
Rich. and Miami R. R.	8,000 00	
		18,000 00
Net income over operating expenses and rents paid..		\$27,924 08
Per mile of earnings.....\$419,870 00; proportion for Ohio (36 miles)		161,953 20
operating expenses 340,526 00;		122,529 16
Net earnings	\$109,344 90;	\$39,364 04

OTHER RECEIPTS AND PAYMENTS WITHIN THE YEAR.

PAYMENTS OTHER THAN OPERATING EXPENSES AND RENTALS.

Interest on bonds—net	\$43,750 00	
Premiums and commissions for paying coupons.....	77 27	
		\$43,827 27

CONDENSED GENERAL BALANCE SHEET JULY 1, 1878,

Taken after making all proper entries affecting or pertaining to the business and transactions of the company or line to date.

LIABILITIES.

Capital stock	\$382,600 00	
First mortgage bonds.....	560,000 00	
Second mortgage bonds	65,000 00	
Coupons unpaid	8,190 00	
Profit and loss	7,493 13	
		\$1,023,683 13

ASSETS.

Equipment.....	\$184,551 98	
Real estate	700 00	
Construction	826,733 29	
Cincinnati, Hamilton and Dayton Railroad.....	11,697 86	
		\$1,023,683 13

CASUALTIES TO PERSONS.

Statement for the year ending June 30, 1878, of all accidents in Ohio resulting in injuries to persons, giving extent and cause thereof:

August 16, 1878. Latham Karn, intoxicated, was run over near Camden, Ohio. When first seen by engineer was lying on track with feet in culvert, evidence that he had sat down to vomit and fell over in a drunken stupor. Inquest rendered, no blame to employes of railroad company.

April 29, 1879. J. Loss was struck by rear car of train near Seven Mile, Ohio, receiving serious injuries about the head. Was slightly under influence of liquor and staggered too near the passing train.

OFFICERS.

Directors—R. M. Shoemaker.....	Cincinnati, Ohio.
Wm. Beckett	Hamilton, Ohio.
Preserved Smith	Dayton, Ohio.
Theodore Cook.....	Cincinnati, Ohio.
Jos. H. Rogers	“ “
J. N. Kioney.....	“ “
E. W. McGuire.....	Richmond, Ind.
Henry Lewis	Cincinnati, Ohio.
Martin Bare	“ “

President, R. M. Shoemaker	Cincinnati, Ohio.
Vice President, J. H. Rogers	“ “
Treasurer and Secretary, F. H. Short	“ “
General Superintendent, Lewis Williams	“ “
Master of Trains, D. E. Sheehan	“ “
General Ticket Agent, Samuel Stevenson	“ “
General Freight Agent, A. H. McLeod	“ “

State of Ohio, County of Hamilton, ss. :

R. M. Shoemaker, President of the Cincinnati, Richmond and Chicago Railroad Company, being duly sworn, deposes and says that having carefully examined the foregoing statements prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1879.

[Signed]

R. M. SHOEMAKER, *President.*

Subscribed and sworn to before me, this 16th day of October, A.D. 1879.

[SEAL.]

S. A. MEDARY, *Notary Public.*

CINCINNATI AND SPRINGFIELD RAILWAY COMPANY.

[OPERATED BY THE C. C. C. AND I. RAILWAY COMPANY.]

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized.....	\$5,000,000 00
Amount issued.....	1,100,000 00
Par value of shares.....	\$100 00
Total paid in.....	\$1,100,000 00
Average amount paid in per mile (48.05).....	\$22,892 82
Stockholders, residents of Ohio, 14.	
Amount of stock held by them June 30, 1879.....	724,000 00
Agent authorized to transfer stock: none.	

FUNDED DEBT.

First mortgage 7 per cent. bonds, due April 1, 1901.....	\$2,000,000 00
Second mortgage 7 per cent bonds, due January 1, 1902....	61,000 00
Total funded debt.....	\$2,061,000 00
Average amount per mile.....	\$55,171 70

OTHER INDEBTEDNESS.

Net unfunded debt, advanced by lessee.....	\$1,605,86 71
Average amount per mile (48.05).....	\$33,727 01
Increase since June 30, 1878.....	278,705 09
Total net debt liabilities.....	4,271,586 71
Total of paid in stock and debt.....	5,371,586 71
Total average amount per mile (48.05).....	\$111,791 61

COST OF ROAD, EQUIPMENT, ETC.

ROAD CONSTRUCTED BY COMPANY.

Total expenditures by company for construction.....	\$3,100,000 00
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ROAD ACQUIRED BY PURCHASE.

Average cost per mile of road constructed, \$4,805.....	\$64,516 13
Average cost per mile of road owned by company.....	64,516 13

EQUIPMENT.

Locomotives	16	
Passenger, express and baggage cars	13	
Freight, construction and other cars	305	
Total expended for equipment.....		\$651,000 00
Average amount per mile.....	\$13,548 39	
Total for road and equipment.....		3,751,000 00
Total average amount per mile	\$78,064 52	

LINE OWNED BY COMPANY—MILES.

Single main track—Ludlow Grove to Dayton	48.05
Aggregate of sidings and other tracks	12.36
Total length laid with rail, computed as single track	60.41

All in Ohio, and distributed as follows:

	Main track.	Sidings, etc.	Total.
Montgomery.....	13.41	2.05	15.46
Warren	4.32	1.23	5.52
Butler.....	19.74	4.21	23.95
Hamilton	10.58	4.90	15.48
Totals.....	48.05	12.36	60.41
Steel rail.....	48.05	.....	48.05

LINE UNDER LEASE.

Cincinnati and Baltimore	6.23
Cincinnati and Indiana	1.33
Pittsburgh, Cincinnati and St. Louis	1.25
Cincinnati, Sandusky and Cleveland.....	23.34
Total single track.....	32.15
Sidings and other tracks.....	7.18
Total.....	39.33

OTHER RECEIPTS AND PAYMENTS WITHIN THE YEAR.

RECEIPTS.

Increase of floating debt	\$278,705 09
Profit and loss	56 35
	\$278,761 44

PAYMENTS.

Interest on bonds	\$185,640 00
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CONDENSED GENERAL BALANCE SHEET, JULY 1, 1879,

Taken after making all proper entries affecting or pertaining to the business and transactions of the company or line to date.

LIABILITIES.

Capital stock	\$1,100,000 00
First mortgage bonds.....	2,000,000 00

Second mortgage bonds.....	\$651,000 00	
Cleveland, Columbus, Cincinnati and Indianapolis Railway advances	1,620,586 71	\$5,371,586 71

ASSETS.

Railway equipment and real estate	\$3,751,000 00	
Loss in operating.....	1,620,586 71	5,371,586 71

OFFICERS.

Directors—J. H. Devereaux.....	Cleveland, Ohio.
H. B. Hurlbut.....	“ “
S. Burke	“ “
James Burnett	“ “
M. C. Shoemaker	“ “
T. P. Handy	“ “
Amos Townsend.....	“ “
R. M. Shoemaker	Cincinnati, Ohio.
A. Schell.....	New York.
President, H. B. Hurlbut.....	Cleveland, Ohio.
Secretary, M. C. Shoemaker.....	Cincinnati, “

State of Ohio, County of Cuyahoga, ss.:

I, H. B. Hurlbut, President of the Cincinnati and Springfield Railway Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1879.

(Signed)

H. B. HURLBUT, *President.*

Subscribed and sworn to before me, this 27th day of September, A.D. 1879.

[SEAL.]

J. T. MANN, *Notary Public.*

REPORT OF THE LESSEE.

LINE OPERATED EMBRACED IN THIS REPORT—MILES.

Cincinnati and Springfield Railway, single main track.....	80.20	
Sidings and other tracks.....	19.54	99.74

CHARACTERISTICS, ETC.

Weight of rail per yard, 60 lbs.

Gauge of track, 56½ inches.

Main track all ballasted with gravel.

Bridges—Wood, 27; greatest age, 7 years; aggregate length, 3,363 feet. Stone arch, 2; length, 80 feet. Total, 3,443.

Length of shortest span of truss, 24 feet; of longest, 152; greatest length of beams between points of support, if not trussed, 15 feet.

Greatest space between cross-ties upon bridges and trestles, 12 inches; length of ties, 9 feet 6 inches.

Number of track-stringers, 2.

Are all bridges and trestles provided with guard-rails? No.

Do all bridges and trestles receive stated examinations? Yes.

How often? Monthly.

Are the examinations analytical, and are they made by a competent person? Yes.

Fencing—Miles of single fence: All fenced. Additional required to inclose road [both sides]: None. Length through towns, etc, not requiring fence: Stations are not fenced.

Grade Crossings—Highway—on operated line included in report, 115.

Railroad—Atlantic and Great Western, at Dayton.

Cincinnati, Hamilton and Dayton, at Dayton.

Dayton and Union, at Dayton.

Dayton and Western, at Dayton.

Dayton and Michigan, at Dayton.

Do all trains on your road stop at these crossings, as required by law? Yes.

Are flagmen stationed at each? Yes.

Telegraph Line—Miles on line of road operated, 80.20.

Miles of same owned by railroad company, none.

Stations—Passenger and freight, 27.

Number with telegraph communication, 16.

Number of same operated by railroad company, 16.

Is pay received for messages sent over line owned by railroad company? No.

Rolling Stock—Locomotives	16;	average weight, lbs.....	60,000
Express and baggage cars ...	6;	.....	29,000
Passenger cars.....	15;	.....	36,000
Freight cars	294;	.....	16,000
Other cars.....	10;	.....	21,000
Postal cars	2;	.....	29,000

Number of locomotives equipped with train brakes, none.

Number of cars equipped with train brakes, 23.

Kind of brake: Westinghouse air brake.

Number of passenger cars with Miller platform, 23.

Method of bridging between passenger cars, when two or more are run in trains: Miller platform and coupling.

Are all cars run on this road heated and lighted as prescribed by law? We think so.

State methods of heating cars used for the transportation of passengers: Baker's heater and safety stoves.

Means of lighting same: 300° oil.

Speed of Trains—Express passenger, average rate, including stops, 32 miles per hour.

Mail and accommodation, 25 miles per hour.

Freight trains, 10 miles per hour.

Employees—Superintendents	1
Clerks	48
Mechanics	40
Telegraph operators.....	18

Emploves—Train dispatchers	3
Conductors	22
Engineers	40
Firemen	40
Brakemen	39
Baggagemen	12
Wipers	11
Station agents	23
Flagmen, switch tenders, and watchmen.....	44
Section men	64
Other employes.....	4
Total number employed by company in operating line	505

EXPRESS AND TRANSPORTATION COMPANIES.

Express companies run on this road: American and United States.

Terms: About double first-class rates.

Special freight and transportation lines: White Line, Great Western Despatch, Merchants' Despatch Transportation Company.

Terms as to rates, etc., with each: White Line and Great Western Despatch, co-operative lines owned by the different railways in the line; Merchants' Despatch Transportation Company, nine per cent. of the business done.

RATES FOR TRANSPORTATION.

PASSENGER.

Fare charged per mile:

	Highest.	Lowest.
For distance less than 8 miles.....	10 cents.	3 cents.
more than 8 miles and less than entire length of main road.....	3 "	2.70 "
through passengers.....	3 "	.75 "

Amount charged in addition for regular fares in sleeping or other cars run on your road: Berth, \$2.00; section, \$4.00.

FREIGHT.

Rate charged per ton per mile:

	Highest.	Lowest.
For the shortest distance carried	5 cents.	2.50 cents.
more than 10 miles and less than 30 miles	5 "	2.50 "
more than 30 miles and less than entire length of main road.....	5 "	2.50 "
through freight.....	1 "	.30 "

DOINGS OF THE YEAR ENDING JUNE 30.

RENEWALS.

Bridges built in Ohio:

Location, or how designated.	Construction.	Material.	Length—feet.
No. 29	Howe truss	Wood	70½
No. 30	"	"	70½
No. 32	"	"	55½
No. 33	"	"	55½
No. 36	"	"	55½
No. 38	"	"	55½

Train mileage—Passenger	190,637	
Freight and mixed	234,284	
Construction	10,650	
Total		435,571
Car mileage—Passenger	609,342	
Express and baggage	333,624	
Freight—loaded	3,198,128	
empty	1,608,878	
Caboose	395,741	
Construction and other	220,740	
Total		6,366,453
Fuel consumed—Wood, 357 cords; coal, 14,829 tons; total cost.....		\$24,977 73
Losses, etc., paid—On goods and baggage		1,377 06
For injuries in Ohio, fatal and non-fatal:		
to passengers, employes, and others.....		3,953 95
For animals killed in Ohio:		
5 horses.....	\$410 00	
12 cattle	210 00	
5 hogs	19 00	
		639 00
Amount claimed, in litigation, etc., for injuries in Ohio to persons:	Unknown.	

TRANSPORTATION.

Passengers—Number carried, local	309,408	
through	61,585	
		370,993
Average number carried in each car per trip.....		30
Average number of miles traveled by each.....		25.7
Total mileage, or number carried one mile.....		9,530,739
Average amount received for each.....		57.1 cents.
Average amount per mile received for each		2.223 cents.
Freight—Tons carried, local	233,533	
through	345,092	
		578,625
Average tons in each loaded car per trip.....		10
Average tons in each loaded car per mile.....		10
Total movement, or tons carried one mile.....		33,608,096
Average amount received for each ton		71 cents.
Average amount per mile received for each ton		1.260 cents.

Articles transported:

	Tons.	Per cent.
Coal	83,140	14.4
Stone, lime, sand, etc.....	12,845	2.2
Petroleum	15,070	2.6
Pig and bloom iron, and manufactured iron	15,710	2.7
Lumber and other forest products	47,667	8.2
Grain, flour, and other agricultural products.....	118,378	20.5
Live stock.....	51,624	8.9

	Tons.	Per cent.
Animal products.....	12,664	2.2
Manufactures, including agricultural implements	39,258	68
Merchandise	182,239	31.5
Total tonnage yielding revenue	578,625	100
Supplies for company's use.....	17,625	

EARNINGS, OPERATING EXPENSES, ETC., FOR YEAR ENDING JUNE 30.

EARNINGS.

Passenger transportation—local.....	\$105,226 73	
through	106,710 08	
		\$211,936 81
Freight transportation—local	\$212,432 74	
through	198,462 30	
		410,895 04
Mail service		19,567 02
Express service		24,745 66
Other sources		32,244 78
Total earnings of line operated included in this report		\$698,989 31

OPERATING EXPENSES.

Maintenance of way and structures.....	\$81,257 11	
Maintenance of cars.....	45,470 98	
Motive power	20,646 42	
Conducting transportation	456,887 01	
General expenses:		
Taxes—Ohio	26,521 44	
Total operating expenses, being 90.2 per cent. of earnings.....		630,782 95
Net earnings of 80.2 miles operated.....		\$68,206 35
Rentals paid Cincinnati and Baltimore R. R. Co.....	\$40,000 00	
Cincinnati and Indiana R. R. Co.....	51,458 94	
Cincinnati, Sandusky and Cleveland R. R. Co.....	69,868 85	
		161,327 79
Net income over operating expenses and rents paid—deficit		\$93,121 44
Percentage of same to capital stock and debt.....	1.74	
Percentage of to total means applied to construction, etc.....	2.48	
Per mile of earnings.....	\$8,715.57; proportion for Ohio (80.2 miles)...	698,989 31
operating expense 7,865.12;		630,782 96
net earnings..... 850.45;		68,206 35

CASUALTIES TO PERSONS.

Statement for the year ending June 30, 1879, of all accidents in Ohio resulting in injuries to persons, giving extent and cause thereof:

July 26, 1878. John Slattery, bootblack, of Dayton, stealing ride on freight train, fell between cars; one arm injured, necessitating amputation. No fault of company.

August 19. Mrs. Ester M. Clevenger, of Franklin, struck by cars, receiving injuries from which she died. No one saw accident, but supposed to be walking on end of ties.

June 19, 1879. Jacob Reitz, run over near Dayton and instantly killed; was lying on track and supposed to have been drunk. Coroner's verdict—No blame to company.

June 20. Fred. Slancher, lying on track near Cincinnati, was struck by engine and bruised about the head and side; supposed to have been drunk.

RECAPITULATION.

Killed—trespassing, on track, etc	2
Injured—stealing rides.....	2
trespassing, on track, etc.....	1
	2

TRAIN ACCIDENTS—ENTIRE LINE.

Return of accidents to trains occurring within the year ending June 30, 1879.

July 19, 1878. Passenger train No. 1 run into by freight No. 17 at Miamisburg, damaging cars somewhat.

August 29. Freight trains Nos. 21 and 22 collided near Enore, damaging both engines and several cars, and injuring man in charge of horses; caused by overlooking order.

OFFICERS.

Directors—J. H. Devereaux.....	Cleveland, Ohio.
H. B. Hurlbut	“
S. Burke	“
James Barnett.....	“
L. M. Hubby	“
T. P. Handy.....	“
Amos Townsend	“
B. S. Brown	Columbus, Ohio.
R. M. Shoemaker.....	Cincinnati, Ohio.
H. J. Jewett.....	New York City.
Hermann R. Baltzer.....	“
F. L. Leland.....	“
Walter Ferguson.....	“
President, J. H. Devereaux	Cleveland, Ohio.
Vice-President, H. B. Hurlbut.....	“
General Manager, E. B. Thomas.....	“
General Solicitor, H. H. Poppleton.....	“
Auditor, A. Ely	“
Treasurer, Geo. H. Russell	“
General Superintendent, E. S. Flint.....	“
Assistant Superintendent, Robert Blee.....	“
“ “ C. C. Gale.....	Indianapolis, Ind.
Master Mechanic, L. S. Young.....	Cleveland, Ohio.
Chief Engineer, F. Ford	“
General Ticket Agent, A. J. Smith.....	“
General Freight Agent, Lucien Hills	“
Purchasing Agent, E. B. Thomas.....	“

State of Ohio, County of Cuyahoga, ss. :

J. M. Devereux, President of the Cleveland, Columbus, Cincinnati and Indianapolis Railway Company, being duly sworn, deposes and says that having carefully examined the foregoing statements prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1879.

(Signed)

J. M. DEVEREUX, *President.*

Subscribed and sworn to before me, this 23d day of September, A.D. 1879.

[SEAL.]

J. T. WANN, *Notary Public.*

CLEVELAND, COLUMBUS, CINCINNATI AND INDIANAPOLIS RAILWAY COMPANY.

Location of principal office of the company: Cleveland, Ohio.

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized.....		\$15,000,000 00
Amount issued.....		14,991,800 00
Par value of shares.....	\$100	
Total amount paid in.....		\$14,991,800 00
Average amount paid in per mile (391.15)	\$33,329 49	
Proportion of same for Ohio (306.60 miles)	11,751,208 43	
Stockholders, residents of Ohio, 164.		
Amount of stock held by them June 30, 1879.....	280,900 00	
Agents authorized to transfer stock: United States Trust Company, New York.		
Number of shares transferred within the year at such agency, 134,218.		

FUNDED DEBT.

C., C. C. and I. R'y mort. 7 p. ct. bonds, due \$25,000 each year		\$125,000 00
C. C. C. and I. R'y 1st mort. 7 per cent. bonds, due June, 1914		2,535,000 00
“ “ “ “ due May, 1899		3,000,000 00
B. and I. R'y 1st mort. 7 per cent. bonds, due January, 1899.		409,000 00
Total funded debt.....		\$6,069,000 00
Average amount per mile.....	\$15,515 79	
Proportion of same for Ohio.....	4,757,141 21	
Decrease since June 30, 1878.....	68,000 00	

OTHER INDEBTEDNESS.

All other debt, current credit balances, etc.....		\$773,441 56
Cash, debit balances, etc., available to payment.....		915,769 44
Net surplus		142,327 88
Decrease since June 30, 1878.....	\$209,535 30	
Total net debt liabilities.....	5,926,672 12	
Total of paid-in stock and debt		20,918,472 12

COST OF ROAD, EQUIPMENT, Etc.

All kept in construction account.

Total for road and equipment.....	\$18,007,186 54
Average cost per mile	\$46,036 52
Proportion of same for Ohio	14,114,797 03
Value of real estate included, exclusive of roadway: Not known.	

LINE OWNED BY COMPANY—MILES.

	Length.	In Ohio.
Cleveland to Columbus.....	138.	138.
Delaware to Springfield	50.	50.
Galion to Indianapolis.....	203.15	118.60
Total single main track	391.15	306.60
Double track, Cleveland to Berea.....	13.06	13.06
Crestline to Galion.....	5 08	5 08
Indianapolis to Brightwood	1.89	.....
Aggregate of sidings and other tracks	106.20	81.61
Total length laid with rail, computed as single track.....	517.38	406.35
Laid with steel rail, main track	282.40	220.86

Length in Ohio, distributed as follows:

County.	Main track.	Branches.	Sidings, etc.	Total.
Cuyahoga	16.05	13.06	29.87	58.98
Lorain	27.73	....	5.81	34.54
Huron	14.74	....	1.87	16.61
Richland.....	15.78	....	4.45	20.23
Crawford	9.73	5.08	6.95	21.76
Morrow	24.72	....	1.65	26 37
Delaware	33.10	....	6.45	39.55
Franklin.....	11.73	....	2.74	14.47
Union	17.87	....	1.78	19.65
Champaign	10.61	....	1.45	12.06
Madison .....	.12	....	....	.12
Clarke	11.04	....	3.35	14.39
Marion.....	31.31	....	2.91	34.21
Hardin	9.29	....	1.21	10.50
Logan	30.06	....	4.03	34.09
Shelby.....	23.05	....	2.93	25.98
Darke	19.68	....	3.16	22.84
Totals.....	306.60	18.14	81.61	406.35

CHARACTERISTICS, Etc.

Weight of rail per yard, 60 lbs.; gauge of track, 56½ inches.

BRIDGES, TRESTLES, ETC., IN OHIO.

Bridges—Wood, 18; greatest age, 17 years; aggregate length, 2,540 feet; iron, 13; greatest age, 29 years; length, 1,557 feet; stone arch, 14; length, 1,469 feet; total, 5,666 feet.

Length of shortest span of truss, 31 feet; of longest, 144 feet; greatest length of beams between points of support, if not trussed, 15 feet.

Greatest space between cross-ties upon bridges and trestles, 12 inches; length of ties, 8 feet 6 inches.

Number of track stringers, 2.

Are all bridges and trestles provided with guard rails? No.

Do all bridges and trestles receive stated examinations? Yes.

How often? Monthly.

Are the examinations analytical, and are they made by a competent person? Yes.

Fencing—Miles of single fence, all fenced; additional required to inclose road, none; length through towns, etc., not requiring fence; stations are not fenced.

Grade Crossings—Highways, 278.

Railroads—Cleveland, Tuscarawas and Wheeling, at Grafton.

Baltimore and Ohio, at Shelby.

Mansfield and Coldwater, at Vernon.

Pittsburgh, Ft. Wayne and Chicago, at Crestline.

Atlantic and Great Western, at Galion.

Atlantic and Great Western, at Marion.

Columbus and Toledo, at Delaware.

Columbus and Toledo, at Marion.

Columbus, Chicago and Indiana Central, at Milford.

Cincinnati, Sandusky and Cleveland, at Springfield.

Cincinnati, Sandusky and Cleveland, at Bellefontaine.

Do all trains on your road stop at these crossings, as required by law? Yes.

Are flagmen stationed at each? Yes.

Telegraph Line—Miles on line of road operated, 391.15; in Ohio, 306.60. Miles of same owned by railroad company: none.

Stations—Passenger and freight, 81; in Ohio, 81.

Number with telegraph communication, 48; in Ohio, 48.

Number of same operated by railroad company, 48; in Ohio, 48.

Is pay received for messages sent over line owned by railroad company? No.

Rolling Stock—Locomotives.....	136;	average weight, lbs.....	60,000
Express and baggage cars ...	23;	.....	29,000
Passenger cars	33;	.....	36,000
Parlor and sleeping cars.....	10;	.....	42,000
Freight cars	401;	.....	16,000
Other cars.....	76;	.....	21,000

Number of locomotives equipped with train brakes: None.

Number of cars equipped with train brakes, 81.

Kind of brake: Westinghouse air brake.

Number of passenger cars with Miller platform, 81.

Method of bridging between passenger cars, when two or more are run in trains: Miller platform and coupling.

Are all cars run on this road heated and lighted as prescribed by law? We think so.

State methods of heating cars used for the transportation of passengers: Baker heater and safety stove; Winslow heater and safety stoves.

Means of lighting same: 300° oil.

Speed of Trains—Express and passenger, average rate, including stops, 32 miles per hour.

Mail and accommodation, 25 miles per hour.

Freight trains, 10 miles per hour.

Employees—Superintendents	2
Clerks	138
Mechanics	509
Telegraph operators	89
Train dispatchers	8
Conductors	86
Engineers	164
Firemen	162
Brakemen	243
Baggagemen	33
Wipers	57
Station agents	71
Flagmen, switch tenders, and watchmen	148
Section men	531
Laborers	376
Other employes	55
Total number employed by company in operating line	2,672
Proportion for Ohio	2,094

EXPRESS AND TRANSPORTATION COMPANIES.

Express companies run on this road: American and United States Express companies.

Terms: About double first-class rates.

Special freight and transportation lines: White line, Empire Line, Great Western Despatch Company, Merchants' Despatch Transportation Company.

Terms as to rates (use of track, machinery, repair of cars, etc., with each: White Line and Great Western Despatch coöperative lines; owned by the different railways on the line; the others, about 9 per cent. of the business done.

RATES FOR TRANSPORTATION.

PASSENGER.

Fare charged per mile:

	Highest.	Lowest.
For distance less than 8 miles	10 cents.	3 cents.
more than 8 miles and less than entire length of main road...	3 " 2.70 "	
through passengers	3 " .75 "	

Amount charged in addition to regular fares, in sleeping or other cars run on your road: For berth, \$2; section, 4.

FREIGHT.

Rate charged per ton per mile:

	Highest.	Lowest.
For the shortest distance carried	5 cents.	2.50 cents.
more than 10 and less than 30 miles	5 " 2.50 "	
more than 30 miles and less than entire length of main road..	5 " 2.50 "	
through freight	1 " .30 "	

DOINGS OF THE YEAR ENDING JUNE 30.

Bridges built in Ohio, as follows:

RENEWALS.

Location, or how designated.	Construction.	Material.	Length—feet.
No. 18. Springfield Branch.....	1 span truss.....	Iron.....	135
No. 21. Columbus Division	1 span Howe truss	Wood	57

Fencing in Ohio—Miles of single fence built, average cost per rod, \$0.90.		
Rail laid—Steel, 60 lbs. per yard; miles of track.....	18.39	
New iron.....	1.81	
Train mileage—Passenger	894,744	
Freight—mixed.....	2,646,899	
Construction.....	47,812	
Total		3,589,455
Car mileage—Passenger	3,044,145	
Express and baggage	1,490,048	
Freight—loaded	36,943,536	
empty.....	17,646,725	
Caboose.....	2,845,931	
Construction and other	550,756	
Total		62,526,161
Fuel consumed—Wood, 11,889 cords; coal, 118,022 tons; total cost		\$256,175 02
Losses, etc., paid—On goods and baggage.....		3,737 43
For injuries in Ohio, fatal and non-fatal:		
to passengers, employes, and others.....		14,470 79
For animals killed in Ohio:		
Horses, 13	\$598 50	
Cattle, 58	965 50	
Sheep, 13.....	22 50	
Hogs, 7	37 50	
		\$1,624 00
Amount claimed in litigation, etc., for injuries in Ohio to persons: Unknown.		

TRANSPORTATION.

Passengers—Number carried, local.....	630,109	
through.....	67,687	
		697,796
Average number carried in each car per trip		30
Average number of miles traveled by each		42 3-10
Total mileage, or number carried one mile		29,546,922
Average amount received for each.....		97 cents.
Average amount per mile received for each		2,283 "
Freight—Tons carried, local	668,784	
through	1,389,015	
		2,057,799

Freight—Average tons in each loaded car per trip.....	10
Average tons in each loaded car per mile.....	10
Total movement, or tons carried one mile.....	365,074,376
Average amount received for each ton.....	122.2-10 cents.
Average amount per mile received for each ton.....	689-1000 "

Articles transported :

	Tons,	Per cent.
Coal.....	250,116	12.2
Stone, lime, sand, etc.....	79,980	3.9
Petroleum.....	50,179	2.4
Ores.....	5,734	0.3
Pig, bloom, and manufactured iron.....	23,048	1.1
Lumber and other forest products.....	171,319	8.3
Grain, flour, and other agricultural products.....	788,963	38.3
Live stock.....	165,933	8.1
Animal products.....	78,705	3.8
Manufactures, including agricultural implements.....	83,411	4.1
Merchandise.....	360,411	17.5
Total tonnage yielding revenue.....	2,057,799	109.
Supplies for company's use.....	26,287	

EARNINGS, OPERATING EXPENSES, Etc., FOR YEAR ENDING JUNE 30.

EARNINGS.

Passenger transportation—local.....	\$416,692 99	
through.....	259,756 67	
		\$676,449 66
Freight transportation—local.....	\$877,507 32	
through.....	1,636,843 16	
		2,514,350 48
Mail service.....		75,397 57
Express service.....		69,870 46
Other sources.....		91,889 80
Total earnings of line operated included in this report.....		\$3,427,957 97

OPERATING EXPENSES.

Maintenance of way and structures.....	\$451,266 11	
Maintenance of cars.....	262,324 07	
Motive power.....	181,148 11	
Conducting transportation.....	1,695,931 95	
General expenses :		
Taxes—Ohio.....	\$102,179 77	
Indiana.....	22,882 28	
		125,062 05
Total operating expenses, being 79.24 per cent. of earnings.....		2,716,232 29
Net earnings of 391.15 miles operated.....		\$711,725 68

Net income over operating expenses and rents paid		\$711,725 68
Percentage of same to capital stock and debt.....	3.4-10	
Percentage of to total means applied to construction, etc.....	3.95-100	
Per mile of earnings.....	\$8,763 79; proportion for Ohio (306.6 miles)	2,686,978 01
operating expenses 6,914 22;	“ “	2,129,097 85
Net earnings.....	\$1,819 57; “ “	\$557,880 16

OTHER RECEIPTS AND PAYMENTS WITHIN THE YEAR.

RECEIPTS OTHER THAN EARNINGS.

Sale of bonds of company, \$115,000, at about 81.15-100 cents.	\$93,325 00	
Sale of other stocks, bonds and securities	157,950 00	\$251,275 00

PAYMENTS OTHER THAN OPERATING EXPENSES AND RENTALS.

Interest on bonds—net	\$423,587 50	
Last dividend declared on general stock, February 1, 1876.		
Bonds of company cancelled, par value.....	47,000 00	
Floating debt liquidated	39,816 26	
Construction of new work	8,544 32	
Additional real estate	3,712 49	522,660 57

CONDENSED GENERAL BALANCE SHEET JULY 1, 1879,

Taken after making all proper entries effecting or pertaining to the business and transactions of the company or line to date.

LIABILITIES.

Capital stock	\$15,000,000 00	
Less amount owned by this company	8,200 00	
		\$14,991,800 00
C. C. and C. R. R. Co. 1st mortgage bonds.....	125,000 00	
B. and I. “ “ “	409,000 00	
C. C. C. and I. Ry. Co. “ “	3,000,000 00	
“ “ consolidated bonds	2,535,000 00	
Bills payable	402,144 14	
Bills audited.....	248,412 14	
New York dividends unpaid	22,885 28	
Surplus	654,937 50	\$22,489,179 06

ASSETS.

Construction	\$18,007,186 54
Material on hand	187,322 25
Cash in hands of treasurer.....	149,446 94
Due from R. R. Co.'s agents, etc.....	766,321 50
I. and St. L. R. R. Co. stock and bonds, cost	976,750 00
C. and S. R. R. Co. bonds, cost.....	526,000 00
“ “ advances, cost.....	1,620,586 71

D. and M. R. R. Co., stock and bonds, cost	\$129,235 77
Columbus Union Depot Co., stock and bonds, cost.....	46,595 75
Merchants' Express Despatch Transportation Co. stock, cost	25,000 00
Scioto and Hocking Valley R. R. Co bonds, cost	2,000 00
Ohio and Mississippi R. R Co. bonds, cost.....	1,000 00
Galion Stock Yard Co. stock, cost	2,557 50
Real estate.....	48,573 10
	<hr/> \$22,489,179 06

CASUALTIES TO PERSONS.

Statement for the year ending June 30, 1879, of all accidents in Ohio resulting in injuries to persons, giving extent and cause thereof:

January 8, 1878. W. W. Williams, of Bellefontaine, found dead near track about one mile from Bellefontaine; supposed to have voluntarily placed himself on track while laboring under temporary depression.

January 13. — Snyder had right leg and left foot run over by getting off moving train at Berea.

August 3. James Grant, Jr, of Cleveland, attempting to cross track in front of moving train, stepped in front of engine backing upon another track; was run over and killed. Inquest by Coroner Isom. Verdict—company in no way at fault.

October 1. Ignas Kornfeld, found dead near track at La Grange. Inquest by Acting Coroner L. L. Craner. Verdict—death by being run over by cars on C. C. & I. R'y.

October 25. Geo. Stott, aged 11 years, while attempting to get on moving train had one leg and one foot crushed. No fault of railway company.

October 26. Peter Thooley, brakeman, of Springfield, fell from moving cars by the brake wheel coming off; both legs run over and amputated.

November 7. James Harris, colored boy, of Milford, jumped on moving cars; was thrown off, injuring his legs; was taken to infirmary.

November 9. Mrs. Bridget Doyle, aged 72 years, stepped on track in front of train No. 3, and was instantly killed. No inquest; company not at fault.

November 30. Bady D. Jourdan, brakeman, had fingers crushed while coupling cars at Versailles.

December 3. David McGraw, of Cleveland, walking on track while intoxicated, was run over by engine and instantly killed. Inquest by coroner Isom; verdict exonerating railway company.

December 7. James Ferrie, lying on track near Ostrander, was run over and killed. Verdict by coroner—no blame attached to railway company.

December 15. J. H. Brakan, freight conductor, fell from train at Sidney, cutting face and slightly bruising him otherwise.

December 20. Helbert Stedwell, freight conductor, of Cleveland, stepped in front of moving train in the dark, and was killed. No fault of company.

December 20. J. H. Royer, of Ansonia, had right arm caught while uncoupling cars, necessitating amputation. Railway company not at fault.

December 26. J. H. Canter, brakeman, climbing to top of car, slipped and right leg was caught and broken.

January 15, 1879. Mrs. Margaret Cafferty, of Cleveland, attempting to cross track under car attached to yard engine, was run over, receiving injuries resulting in death.

January 23. Patrick Curren, of Galion, walking along track near Crestline while drunk, staggered and fell against pilot of moving engine, breaking arm in two places.

January 26. A. Holmes, freight conductor, walking across trestle at Caledonia slipped and fell to the ground, injuring one foot and ankle.

January 30. Gilbert Seibert, brakeman, had left hand bruised while coupling cars at Versailles. No bones broken.

January 31. G. W. Crissinger, brakeman, had right hand bruised while coupling cars at Versailles. No bones broken.

February 17. Daniel Etter, of Crestline, while stealing ride, fell between cars, receiving injuries from which he died next day.

March 12. Neal McMillan, brakeman, attempted to go from engine of No. 35 extra to caboose of No. 35, fell, was run over, and instantly killed.

March 17. John Cashion, of Sidney, while intoxicated and walking on track, was run over by train No. 20 and killed. Inquest by Coroner Applegate; verdict exonerating railway company.

March 18. James Campbell and Frank Fisk, living near Rochester, attempted to cross track in front of train No. 4, and were both killed. They were advised not to cross ahead of train, but would not stop.

March 20. Ramie Bryan, boy, attempting to get on moving caboose at Galion, was run over, and left leg badly crushed. No fault of company.

March 31. Manus Mullen, conductor of yard pony at Cleveland, was killed by train No. 21 breaking in two and forward part colliding with rear.

April 10. Michael McMahon, brakeman, while switching cars at Ansonia, fell from top of car, breaking right leg and bruising him otherwise.

April 22. W. Quigley, run over in Cleveland yard and killed by yard engine about two o'clock A. M.; supposed to have been drunk.

May 3. John Whitycomb, car repairer at Cleveland, injured while working at Shiloh, by breaking of derrick chain, resulting in his death May 7.

May 11. Michael Hamfin's body found near Bellefontaine; supposed to have been killed by some train during night. Inquest by Acting Coroner R. C. Humphrey; verdict as above.

May 19. Stephen Carney, of Berea, found dead near track between Columbia and North Eaton; was intoxicated. No inquest.

May 22. — Knupper, boy about nine years old, of Cleveland, while kicking at wheels of moving cars, had one foot run over.

RECAPITULATION.

Killed—Employees—from causes beyond their control	2
from misconduct or want of caution	2
Others—at stations and highway crossings	2
stealing rides	1
trespassing on track, etc.....	11
Total killed	18
Injured—Employees—from causes beyond their control	1
from misconduct or want of caution	8
Others—stealing rides	3
trespassing on track, etc.....	3
Total injured.....	15

TRAIN ACCIDENTS—ENTIRE LINE.

Return of accidents to trains occurring within the year ending June 30, 1879.

October 18, 1878. Passenger train No. 2 ran into rear of freight No. 23, extra, at Irwin, damaging engine on passenger train and several freight cars.

October 21. Freight train No. 22 broke near Rushsylvania, and ran together near station, slightly injuring J. H. Fear, driver on train, and damaging car slightly.

November 21. Passenger train No. 6 ran into rear of freight train No. 32, extra, at Crestline, damaging engine and two freight cars.

November 22. Passenger train No. 3 ran into four cars near Union, damaging engine and cars and slightly injuring fireman, Samuel Densmore.

December 21. Freight trains Nos. 11 and 22 collided near Caledonia, badly damaging both engines and several stock cars. No one injured.

April 28, 1879. Freight train No. 22 ran off track near Shiloh, caused by section men having a rail up.

OFFICERS.

Directors—J. H. Devereux	Cleveland, Ohio.
H. B. Hurlbut	“
S. Burke	“
Jos. Barnett	“
L. M. Hubby	“
T. P. Handy	“
Amos Townsend	“
Geo. H. Russell	“
B. S. Brown	Columbus, Ohio.
H. J. Jewett	New York.
H. R. Baltzer	“
J. R. Keene	“
Walter Ferguson	“
President, J. H. Devereux	Cleveland, Ohio.
Vice-President, H. B. Hurlbut	“
General Manager, E. B. Thomas	“
General Solicitor, H. H. Poppleton	“
Auditor, A. Ely	“
Treasurer and Secretary, Geo. H. Russell	“
Assistant Superintendent, Robert Bleo	“
“ “ C. C. Gale	Indianapolis, Ind.
Master Mechanic, L. S. Young	Cleveland, Ohio.
Chief Engineer, F. Ford	“
General Ticket Agent, A. J. Smith	“
General Freight Agent, Lucien Hills	“
Purchasing Agent, E. B. Thomas	“

State of Ohio, County of Cuyahoga, ss.:

I, J. H. Devereux, President of the Cleveland, Columbus, Cincinnati and Indianapolis Railway Company, being duly sworn, deposes and says that having carefully examined

the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1879.

(Signed)

J. H. DEVEREUX, *President.*

Subscribed and sworn to before me, this 23d day of September, A.D. 1879.

[SEAL.]

J. T. WANN, *Notary Public.*

CLEVELAND AND MAHONING VALLEY RAILWAY COMPANY.

Location of principal office of the company : Cleveland, Ohio.

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized.....	\$2,759,200	00
Amount issued.....	2,759,200	00
Par value of shares.....	\$50	
Total paid in capital stock.....	\$2,759,200	00
Average amount paid in per mile (123.35).....	\$22,368	87
Stockholders residents of Ohio, 11.		
Amount of stock held by them June 30, 1878.....	950	00

FUNDED DEBT.

1st mortgage 7 per cent. bonds, due August 1, 1893.....	\$740,500	00
2d " 7 " " " September 15, 1864..	100	00
3d " 7 " " " September 15, 1896..	654,500	00
Hubbard Br. 7 " " " July 15, 1873 ...	72,500	00
N. & N. L. Ry 7 " " " January 1, 1890.....	500,000	00
Total funded debt.....	1,967,600	00
Average amount per mile.....	\$15,951	00
Amount in hands of trustees of sinking fund for redemption	323,600	00
Total of paid-in stock and net debt.....	\$4,726,800	00
Total average amount per mile.....	\$38,320	00

COST OF ROAD, EQUIPMENT, Etc.

ROAD.

Total expenditures by company for purchase and construction.....	\$4,526,777	03
--	-------------	----

LINE OWNED BY COMPANY—MILES.

Cleveland to Youngstown.....	67	
Youngstown to State Line.....	13	
Niles to New Lisbon.....	35.60	
Vienna Junction to Vienna.....	7.75	
Total single main track.....	123.35	
Main track constructed, double gauge.....	47.52	
Main track constructed with three rails, 1.316 miles; extra rail equivalent to...	.60	
Aggregate of single track, sidings, etc.....	31.45	
Sidings, etc., constructed, double gauge.....	14.84	
Total equivalent length of rail.....	217.82	

All in Ohio, distributed as follows:

	Main track.	Branches.	Sidings, etc.	Double gauge.		Total.
				Main line.	Sidings.	
Cuyahoga	19.84	---	15.14	19.18	9.57	63.73
Geauga	1.79	---	---	1.79	---	3.58
Portage	22.01	---	2.85	22.01	2.85	49.72
Trumbull	19.04	20.74	8.40	5.20	2.42	55.80
Mahoning	4.32	20.35	4.54	---	---	29.21
Columbiana	---	15.26	.52	---	---	15.78
Totals	67	56.35	31.45	48.18	14.84	217.82

RECEIPTS AND EXPENDITURES TO JUNE 30.

RECEIPTS.

Lessee, for rent of road, etc.....	\$274,272 00	
All other sources of income for the year.....	14,103 66	
	<hr/>	\$288,375 66

EXPENDITURES.

Taxes.....	\$157 73	
Salaries and other office expenses	10,869 84	
Other general expenses.....	943 53	
	<hr/>	11,818 37

PAYMENTS OTHER THAN OPERATING EXPENSES, ETC.

Interest on bonds.....	\$81,091 50	
Premiums and commissions for paying coupons.....	608 01	
Dividends, rate 7 per cent., on general stock	193,077 50	
	<hr/>	274,777 01

CONDENSED GENERAL BALANCE SHEET, JULY 1, 1879,

Taken after making all proper entries affecting or pertaining to the business and transactions of the company or line to date.

LIABILITIES.

Capital stock.....	\$2,759,200 00	
Stock scrip.....	591 43	
Funded debt.....	1,967,600 00	
Unpaid coupons.....	2,245 65	
Unpaid dividends	489 88	
Profit and loss	1,574,023 97	
	<hr/>	\$6,304,159 93

ASSETS.

Construction	\$4,526,777 03	
Canal contract	11,100 00	
Sinking fund.....	323,600 00	
Real estate.....	12,353 74	
Personal account.....	600 00	
Unsettled claims	13,127 55	
A. and G. W. K. R. Co.....	1,339,374 33	
J. H. Devereux, Receiver.....	70,176 44	
Cash.....	2,000 00	
Bonds extended	5,011 84	
	<hr/>	\$6,304,159 93

OFFICERS.

Directors—Reuben Hitchcock	Painesville, Ohio.
Henry E. Parsons	Ashtabula, “
Henry S. Hindekoper	Indianapolis, Ind.
Stevenson Burke	Cleveland, Ohio.
Joseph Perkins	“ “
John Tod	“ “
A. K. Spencer	“ “
J. H. Devereux	“ “
Charles Pearce	“ “
President, Reuben Hitchcock	Painesville, Ohio.
Vice-President, John H. Devereux	Cleveland, Ohio.
General Solicitor, S. Burke	“ “
Treasurer, A. K. Spencer	“ “
Secretary, E. E. Poppleton	“ “

State of Ohio, County of Cuyahoga, ss.:

E. E. Poppleton, Secretary of the Cleveland and Muskingum Valley Railway Company, being duly sworn, deposes and says that having carefully examined the foregoing statements prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1879.

[Signed]

E. E. POPPLETON, *Secretary.*

Subscribed and sworn to before me, this 27th day of August, A.D. 1879.

C. N. SHELDON, *Notary Public.*

CLEVELAND, MT. VERNON AND DELAWARE RAILROAD COMPANY.

Location of principal office of the company: Mt. Vernon, Ohio.

PROPOSED LINE OF DRESDEN BRANCH.

From Killbuck Station, via Warsaw, Coshocton county, to Dresden..... 33 miles.
Length graded not laid with rail—about three-fourths graded 17 “

On what portion of line? From 3.62 miles south of Killbuck Station, Holmes county, to a point 3.60 miles south of Warsaw. (Some work done on tunnel five miles south of Warsaw.)

CONSTRUCTION ACCOUNT.

All the expenditures for construction, etc , up to June 30, 1878, inclusive :

Right of way	\$14,042 20	
Civil engineering	4,276 85	
Grading and masonry.....	116,344 46	
Bridges.....	21,025 89	
Superstructure.....	8,811 12	
Timber and ties.....	3,843 96	
Iron rails, chairs, and spikes	*37,897 81	
		\$206,398 22

LINE OPERATED BY COMPANY—MILES.

Hudson to Columbus.....	144.40	
Clinton to Massillon	12.23	
		156.63
Aggregate of sidings and other tracks	21.17	
		177.80

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized—general.....	\$5,000,000 00	
preferred or guaranteed.....	500,000 00	
		\$5,500,000 00
Amount subscribed.....	\$1,825,900 00	
Amount issued.....	1,708,200 00	
Par value of shares.....	\$50 00	
Amount paid in—general	\$1,316,461 16	
preferred.....	451,450 00	
		1,768,911 16
Total paid-in capital stock		1,768,911 16
Increase since June 30, 1878	\$657 73	
Average amount per mile (144.04 miles)	12,280 69	

*Diminished \$4,550 since June 30, 1878, by transfer of iron rails to main line.

Stockholders, residents of Ohio, 567.

Amount of stock held by them June 30, 1879 \$146,650 00

Agent authorized to transfer stock: J. S. Davis, Secretary,
Mt. Vernon, Ohio.

Number of shares transferred within the year at such agencies, 28.

FUNDED DEBT.

1st mortgage 7 per cent. bonds, dne January, 1900	\$1,350,000 00	
1st mortgage 7 per cent. bonds, due January, 1902	950,000 00	
1st mortgage 7 per cent. coupons, to July 1, 1879	477,267 00	
1st mortgage 7 per cent. coupons, unfunded	171,884 35	
1st mortgage 7 per cent. income bonds, due January, 1905.	669,000 00	
Interest on funded coupons	62,750 02	
		<hr/>
Total funded debt, including mortgages		\$3,680,901 37
Average amount per mile	\$25,554 73	
Increase since June 30, 1878	175,143 48	

OTHER INDEBTEDNESS.

All other debts, current credit balances, etc	\$45,504 46	
Cash securities, debit balances, etc., available to payment.	* 35,484 50	
		<hr/>
Net unfunded debt		10,019 96
Average amount per mile	69.56	
Decrease since June 30, 1878	\$16,748 98	
Total net debt liabilities	3,690,921 33	
		<hr/>
Total of paid-in stock and net debt		\$5,459,832 49
Total average amount per mile	\$37,904 97	

COST OF ROAD, EQUIPMENT, Etc.

ROAD.

Right of way and fencing	\$167,839 96	
Grading, masonry, and bridging	1,426,563 03	
Superstructure, including rails	1,786,532 20	
Stations, engine and car houses, machine shops, etc	253,668 22	
Telegraph	5,801 06	
Interest and discount paid during construction	261,767 18	
Engineering, salaries, etc., paid during same period	44,448 96	
		<hr/>
Total expenditures for construction		\$3,941,720 61

EQUIPMENT.

Locomotives, 16	\$176,500 00	
Passenger, express and baggage cars, 26	89,500 00	
Freight, construction and other cars, 598	394,250 00	
Machinery, hand-cars, tools, etc	26,700 00	

*This is exclusive of certain assets considered doubtful or worthless.

Total expended for equipment		\$686,950 00
Average amount per mile	\$4,769 17	
Total for road and equipment		4,628,670 61
Total average amount per mile	\$32,134 62	
Value of real estate included, exclusive of roadway	65,000 00	

LINE OF ROAD OWNED BY COMPANY—MILES.

Hudson to Columbus	144.04
Aggregate of sidings, etc	19.18
Total length of rail, computed as single track	163.22

All in Ohio, and distributed as follows:

County.	Main track.	Sidings, etc.	Total.
Summit	27.53	4.96	32.49
Wayne	24.18	1.87	26.06
Holmes	29.12	4.95	34.07
Knox	35.93	5.69	41.62
Licking .....	.25	.....	.25
Delaware	14.73	.72	15.45
Franklin	12.30	.99	13.29
Totals	144.04	19.18	163.22

LINE OPERATED UNDER LEASE—MILES.

Massillon and Cleveland Railroad	12.23
Track of Central Ohio at Columbus .....	.36
Total single track	12.59
Sidings and other tracks	2.07
Total	14.67

CHARACTERISTICS, Etc.

Weight of rail per yard on main track, 56 pounds; gauge of track, 57 inches.
Main track ballasted, 121 miles with gravel.

BRIDGES, TRESTLES, ETC., IN OHIO.

Bridges—Wood, 33; greatest age, 3 years; aggregate length, 3,551 feet. Iron, 1; greatest age, 7 years; aggregate length, 313 feet. Stone arch, 3; aggregate length, 265 feet. Stone and brick, 1; aggregate length, 40 feet. Total, 4,169 feet.

Trestles—47; greatest age, 10 years; greatest height, 63 feet; greatest length, 1,410 feet; aggregate length, 10,000 feet.

Length of shortest span of truss, 25½ feet; of longest, 175 feet. Greatest length of beams between points of support, if not trussed, 16 feet.

Greatest space between cross ties upon bridges and trestles, 24 inches; when renewed, 8 inches; length of ties—old ties, various; when renewed, 12 inches.

Number of track-stringers: General, 4 or 2 for each rail; some small spaces have 1 under each rail.

Are all bridges and trestles provided with guard-rails? Not all, but are being added.

Do all bridges and trestles receive stated examinations? No.

Fencing—Miles of single fence, 241; additional required to inclose road, 42, length through towns, etc., not requiring fence, 7.

Grade Crossings—Highway, 153.

Railroads—Atlantic and Great Western, at Akron.

Cleveland, Tuscarawas Valley and Wheeling, at Warwick.

Pittsburgh, Ft. Wayne and Chicago, at Orrville.

Lake Erie Div. Baltimore and Ohio, at Mt. Vernon.

Do all trains on your road stop at these crossings, as required by law? Yes.

Are flagmen stationed at each? Yes.

Telegraph line—Miles on line of road operated in Ohio, 145. Miles of same owned by railroad company, none.

Stations—Passenger and freight, 20.

Number with telegraph communication, 20; number of same operated by railroad company, 20.

Is pay received for messages sent over line owned by railroad company? No.

Rolling stock—Locomotives	22;	average weight.....	64,000
Express and baggage cars.....	12;	.....	24,000
Passenger cars.....	14;	.....	30,000
Freight cars	598;	.....	18,000
Caboose cars.....	10;	.....	23,000

Above includes not owned by company: Locomotives, 6, owned by Pennsylvania Railroad Company.

Terms of service: Ten per cent. per annum of actual cost.

Number of locomotives equipped with train brakes, 3.

Kind of brake: Westinghouse air-brake.

Number of cars equipped with train brakes, 17.

Number of passenger cars with Miller platform, 10.

Method of bridging between passenger cars when two or more are run in trains: Portable platform.

Are all cars run on this road heated and lighted as prescribed by law? As near as practicable.

State method of heating cars used for the transportation of passengers: Safety stoves.

Means of lighting same: Candles.

Speed of trains—Express passenger, average rate, including stops..	25 miles per hour.
Mail and accommodation	25 " "
Freight trains	12 " "

Employees—Superintendents	1
Clerks	10
Mechanics	35
Telegraph operators.....	6
Train dispatchers.....	1
Conductors	11
Engineers	17
Firemen.....	16
Brakemen	20
Baggagemen.....	6

Employees—Wipers	8
Station agents	26
Flagmen, switch-tenders, and watchmen	6
Section men	164
Laborers	18
Other employes	12
Total number employed by company in operating line	360

EXPRESS AND TRANSPORTATION COMPANIES.

Express companies run on this road : Union Express.

Terms : 40 per cent. of earnings.

RATES OF TRANSPORTATION.

PASSENGER.

Fare charged per mile :		Highest.	Lowest.
For distances less than 8 miles		5 cents.	3 cents.
more than 8 miles and less than entire length of main road....		3 “	3 “
through passengers		3 “	1½ “

FREIGHT.

Rate charged per ton per mile :		Highest.	Lowest.
For the shortest distance carried		40 cents.	30 cents.
more than 10 and less than 30 miles		23 “	.. “
more than 30 miles and less than entire length of main road.		5 “	3.50 “
through freight		3.75 “	.80 “

DOINGS OF THE YEAR ENDING JUNE 30.

Ballasting—Miles of track ballasted, 1.25.

Rail laid—Steel, — lbs. per yard—miles of track, .34.

New iron, 56 lbs. per yard—miles of track, 2.

Train Mileage—Passenger	184,160	
Freight	194,290	
Construction	6,800	
		385,250
Car Mileage—Passenger	295,874	
Express and baggage	289,610	
Freight—loaded	1,492,478	
empty	609,552	
Caboose	198,750	
Construction and other	9,500	
		2,895,764
Fuel consumed—Wood, 1,343 cords; coal, 9,185 tons; total cost		\$18,665 39
Losses, etc., paid—On goods and baggage		168 39
For injuries in Ohio, fatal and non-fatal :		
To passengers		205 00
For animals killed in Ohio :		
Cattle, 5		70 00
Amount claimed in litigation, etc., for injuries in Ohio to persons		20,000 00

OPERATING EXPENSES.

Maintenance of way and structures.....	\$118,324 71	
Maintenance of cars	23,056 96	
Motive power	78,911 52	
Conducting transportation	71,137 30	
General expenses:		
Taxes—Ohio	\$13,102 16	
Salaries	11,515 00	
Other general expenses of operating.....	5,703 34	
		30,320 50
Total operating expenses, being — per cent. of earnings.....		\$321,750 99
Net earnings of miles operated		\$66,730 07
Rentals paid for use of M. and C. R. R	\$20,000 00	
for use of locomotives.....	6,516 48	
		26,516 48
Net income over operating expenses and rents paid.....		40,213 59
Per mile of earnings		2,480 24
operating expenses		2,054 21
Net earnings		\$426 03

OTHER RECEIPTS AND PAYMENTS WITHIN THE YEAR.

RECEIPTS OTHER THAN EARNINGS.

Payments on capital stock.....	\$657 78	
Sale of real estate..	300 00	
Transfer of iron from Dresden Branch.....	4,550 00	
Coupons added to funded debt	79,005 50	
Funded interest	96,137 98	
		\$180,651 26

PAYMENTS OTHER THAN OPERATING EXPENSES AND RENTALS.

Interest on bonds, paid and funded	\$191,643 49	
Floating debt liquidated	29,121 36	
Additional real estate.....	100 00	
		\$220,864 85

CONDENSED GENERAL BALANCE SHEET, JULY 1, 1879,

Taken after making all proper entries affecting or pertaining to the business and transactions of the company or line to date:

LIABILITIES.

Common stock	\$1,317,461 16
Preferred stock.....	451,450 00
First mortgage bonds	1,350,000 00
First mortgage bonds, Columbus extension.....	950,000 00
Coupons funded.....	477,267 00
Income bonds.....	669,000 00
Accounts payable	29,176 65

Due other companies	\$14,897 03	
Coupons matured and unpaid.....	171,884 35	
Interest account on funded coupons	62,750 02	
Miscellaneous.....	1,430 78	\$5,495,316 99

ASSETS.

Cost of road and equipment	\$4,666,670 61	
Expended on Dresden Branch.....	206,398 22	
Bills receivable	5,300 55	
R. C. Hurd's estate.....	7,274 22	
Due by other companies.....	7,633 78	
Due by station agents.....	14,981 07	
Due by U. S. Post Office Department.....	2,620 44	
Due by Union Express Co.....	791 55	
Cash in hands of treasurer.....	3,787 45	
Cash in hands of Winslow, Lanier & Co.....	2,371 03	
Miscellaneous	4,199 18	
Profit and loss	612,188 89	\$5,495,316 99

OFFICERS.

Directors—Thomas D. Messler	Pittsburgh, Pa.
Wm. Thaw	“
George B. Roberts	Philadelphia, Pa.
Samuel Israel.....	Mt. Vernon, Ohio.
Charles Cooper	“
M. White.....	Gambier Ohio.
Wm. M. Orr.....	Orrville, Ohio.
Isaac Harpster.....	Millersburg, Ohio.
D. W. Caldwell.....	Columbus, Ohio.
President, Thomas D. Messler	Pittsburgh, Pa.
Auditor, E. Mize	Mt. Vernon, Ohio.
Treasurer, J. D. Thompson	“
Secretary, J. L. Davis	“
Superintendent, G. A. Jones	“
Master Mechanic, J. M. Holloway.....	Akron, Ohio.
Chief Engineer, J. N. Lewis	Mt. Vernon, Ohio.
General Ticket and Freight Agent, J. A. Tilton.....	“
Purchasing Agent, G. A. Jones	“

State of Pennsylvania, County of Allegheny, ss.:

Thos. D. Messler, President of the Cleveland, Mt. Vernon and Delaware Railroad Company, being duly sworn, deposes and says that having carefully examined the foregoing statements prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1879.

[Signed]

THOS. D. MESSLER, *President.*

Subscribed and sworn to before me, this 23d day of September, A.D. 1879.

[SEAL.]

WM. F. ROBLE,
Commissioner for the State of Ohio in Pittsburgh, Pa.

CLEVELAND AND PITTSBURGH RAILROAD COMPANY.

[ROAD OPERATED BY PENNSYLVANIA RAILROAD COMPANY.]

Location of principal office of the company in Ohio: Cleveland, Ohio.

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized	\$11,250,854 00
Amount issued	11,244,057 78
Total paid-in capital stock	\$11,244,057 78
Increase since June 30, 1878	299 96
Average amount per mile (197.76 miles)	\$56,857 08
Proportion of same for Ohio (182.83 miles)	10,395,179 94
Stockholders, residents of Ohio, 327.	
Amount of stock held by them June 30, 1879 (46,434 shares)	2,321,700 00
Agent authorized to transfer stock: Farmers' Loan and Trust Co., New York City.	
Number of shares transferred within the year at such agencies, 165,712.	

FUNDED DEBT.

*2d mortgage 7 per cent. bonds, due July 1, 1873	\$500 00
*3d mortgage 7 per cent. bonds, due May 1, 1875	5,000 00
4th mortgage 6 per cent. bonds, due January 1, 1892	1,104,843 63
Consolidated S. F. mortgage 7 per cent. bonds, due November 1, 1900	2,626,000 00
Construction and equipment 7 per cent. bonds, due January 1, 1913	1,425,000 00
Total funded debt	\$5,161,343 63
Average amount per mile	\$26,099 03
Proportion of same for Ohio	4,771,685 65
Increase since June 30, 1878	86,000 00
Amount in hands of trustees of sinking fund for redemption	104,765 60
Total paid-in stock and debt	\$16,405,401 41
Total average amount per mile	\$82,956 11
Proportion of same for Ohio	15,166,865 59

COST OF ROAD, EQUIPMENT, ETC.

ROAD.

Right of way and fencing	}	\$13,064,526 79
Grading, masonry, and bridging		
Superstructure, including rails		
Stations, engines, and car-houses, machine shops, etc ...		
Telegraph		23,270 48
		\$13,087,797 27

*Redemption provided for.

Average cost per mile of road constructed	\$66,180 20
Proportion of same for Ohio	12,099,725 97

EQUIPMENT.

Locomotives	97
Passenger, express and baggage cars	65
Freight, construction and other cars	3100
Total expended for equipment.....	\$3,527,881 42
Average amount per mile.....	\$17,839 21
Proportion for Ohio	3,961,542 76
<hr/>	
Total for road and equipment.....	\$16,615,678 99
Total average amount per mile.....	\$84,019 41
Proportion of same for Ohio	15,361,268 73

LINE OWNED BY COMPANY.

	Length.	In Ohio.
Single main track, Cleveland to Yellow Creek	97.60	97.60
Bellaire to Rochester, Pa.....	68.97	54.04
Bayard to New Philadelphia	31.19	31.19
<hr/>		<hr/>
Total single main track.....	197.76	182.83
Double track	3.72	3.72
Aggregate of sidings and other tracks.....	60.64	50.05
<hr/>		<hr/>
Total length laid with rail, computed as single track.....	262.12	236.60
Laid with steel rail	102.86	101.83

Length in Ohio, distributed as follows:

County.	Main track.	Double track.	Sidings, etc.	Total.
Cuyahoga	16.53	1.42	19.05	.37
Summit	12.06	.....	2.13	14.19
Portage	22.04	.....	4 59	26.63
Mahoning	0.90	.....	.....	0.90
Stark	9.93	.....	2.57	12.50
Columbiana	44.97	1.64	12.67	59.28
Carroll.....	11.49	.....	0.60	12.09
Tuscarawas	15.08	0.20	1.45	16.73
Jefferson	39.38	0.46	4.60	44.44
Belmont.....	10.45	.....	2.39	32.84
<hr/>		<hr/>	<hr/>	<hr/>
Totals	182.83	3.72	50.05	236.60
Steel rail	101.83	.....	.....	101.83

OTHER RECEIPTS AND PAYMENTS WITHIN THE YEAR.

RECEIPTS.

Sale of bonds of company (\$127,000 at \$1.00).....	\$127,000 00
From lessee, in accordance with terms of lease.....	1,212,426 44
Conversion of old stock into guaranteed stock.....	299 96
<hr/>	
	\$1,339,726 40

PAYMENTS.

Interest on bonds.....	\$345,620 00	
Interest, rate 7 and 10 per cent. on general stock	786,795 00	
Last interest declared on general stock, June 1, 1879.		
Bonds of the company canceled (par value \$1,000).....	41,000 00	
General expenses of organization	9,288 71	
Expenditures in closing up business previous to lease.....	376 99	
	<u> </u>	\$1,183,080 70

CONDENSED GENERAL BALANCE SHEET, JULY 1, 1879,

Taken after making all proper entries affecting or pertaining to the business transactions of the company to date:

LIABILITIES.

Capital stock	\$11,232,850 00	
Scrap issue outstanding.....	11,207 78	
	<u> </u>	\$11,244,057 78
Second mortgage bonds.....	500 00	
Third mortgage bonds	5,000 00	
Fourth mortgage bonds.....	\$1,096,000 00	
Scrap	8,843 63	
	<u> </u>	1,104,843 63
Mortgage bonds of 1900.....	\$2,840,500 00	
Less sinking fund bonds.....	214,500 00	
	<u> </u>	2,626,000 00
Construction and equipment bonds	\$1,487,000 00	
Less sinking fund bonds	62,000 00	
	<u> </u>	1,425,000 00
Balance of old income account	388,588 38	
Guaranteed income—lessee account.....	389,392 35	
Due and unpaid on dividends and coupons	118,336 59	
Due to railroads and individuals.....	144,774 36	
	<u> </u>	\$17,446,493 09

ASSETS.

Construction	\$13,064,526 79	
Equipment	3,375,744 31	
Machinery and tools.....	102,024 14	
Personal property.....	50,112 97	
Telegraph line	23,270 48	
Cash in treasurer's hands and at New York agency.	269,736 75	
Stock and bonds of railroad companies.....	82,500 00	
Due from railroad companies and individuals.....	217,366 99	
Material account Pennsylvania Railroad Co.—lessee	261,210 66	
	<u> </u>	17,446,493 09

OFFICERS.

Directors—J. N. McCullough	Pittsburgh, Pa.
B. F. Jones	“
Thomas A. Scott	Philadelphia, Pa.
August Belmont	New York.
S. J. Tilden	“
Charles Lanier	“

Directors—Wm. Bucknell	Philadelphia, Pa.
Francis T. Walker	New York.
A. E. Ferguson	Cincinnati, Ohio.
J. V. Painter	Cleveland, “
James F. Clark	“ “
R. P. Ranney	“ “
President, J. N. McCullough	Pittsburgh, Pa.
Treasurer and Secretary, George A. Ingersoll	Cleveland, Ohio.

State of Ohio, County of Cuyahoga, ss.:

G. A. Ingersoll, Secretary of the Cleveland and Pittsburgh Railroad Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1879.

[Signed]

G. A. INGERSOLL, *Secretary.*

Sworn and subscribed to before me, this 15th day of September, A.D. 1879.

[SEAL.]

L. P. CARR, *Notary Public.*

REPORT OF LESSEE.

LINE OPERATED EMBRACED IN THIS REPORT—MILES.

Cleveland and Pittsburgh Railroad	197.76
Pittsburgh, Ft. Wayne and Chicago Railway (joint use)	25.64
	223.40
Double track	3.72
Sidings and other tracks	60.64
Total	287.76

CHARACTERISTICS, ETC.

Weight of rail per yard, 60 lbs.; gauge of track, 4 feet 9 inches.

Main track in Ohio ballasted (182.83 miles) with gravel and cinder.

Bridges—Wood, 56; greatest age, 11 years; aggregate length, 4,602 feet. Iron, 6; greatest age, 12 years; aggregate length, 555 feet. Stone arch, 14; aggregate length, 1,618. Total, 6,775.

Trestles—5; greatest age, 8 years; greatest height, 30 feet; greatest length, 585 feet; aggregate length, 883 feet.

Length of shortest span of truss, 17 feet; of longest, 160 feet; greatest length of beams between points of support, if not trussed, 14 feet 2 inches.

Greatest space between cross-ties upon bridges and trestles, 24 inches; length of ties, 8 feet.

Number of track stringers, 2.

Are all bridges and trestles provided with guard rails? No. The most important ones are.

Do all bridges and trestles receive stated examinations? Yes.

How often? From one to four times per month.

Are the examinations analytical, and are they made by a competent person? Yes.

Tunnels—Brick, 1; aggregate length, 1,010 feet.

Fencing—Miles of single fence, 308; additional required to inclose road [both sides], 70. Length through towns, etc., not requiring fence, 70.

Grade Crossings—Highway, 261.

Railroad—Ohio and Toledo, at Oneida station.

Ohio and Toledo, at Minerva.

P. Ft. W. and C., at Alliance.

A. and G. W., 3½ miles north of Ravenna.

Mahoning Branch A. and G. W., 1 mile north of Newburgh.

L. S. and M. S., at Cleveland yard.

C. C. C. and I., at Cleveland yard.

Do all trains on your road stop at these crossings as required by law? Yes.

Are flagmen stationed at each? Yes.

Telegraph Line—Miles on line of road operated, 227; in Ohio, 181. Miles of same owned by railroad company jointly with Western Union, 227; in Ohio, 181.

Stations—Passenger and freight, 60; in Ohio, 46. Number with telegraph communication, 19. Number of same operated by railroad company, 36; in Ohio, 31.

Is pay received for messages sent over line owned by railroad company? No.

Rolling stock—Locomotives	97; average weight, lbs.....	60,000
Express and baggage cars...	22;	28,000
Passenger cars	43;	32,000
Parlor and sleeping cars ...	4;	.....
Caboose cars.....	46;	18,000
Freight cars.....	2,970;	16,000
Other cars.....	84;	20,000

Above includes not owned by company reporting.

Parlor and sleeping cars, 4, owned by Pullman Palace Car Co.

Number of locomotives equipped with train brakes, 18.

Kind of brake: Westinghouse air brake.

Number of cars equipped with train brakes, 61. Kind: Westinghouse air brake.

Method of bridging between passenger cars when two or more run in trains: By use of compression buffer and raised platform on level with car floor and running close together, and used in connection with Janney's coupling.

State methods of heating cars used for the transportation of passengers: 19 with Spear heater, 3 with Winslow heater, 4 with Bissell's Improved Dripp's heater, 8 with Dripp's heater, 4 with Bissell's Victor stoves. Other passenger cars and cabooses heated by bituminous coal stoves.

Means of lighting same: Candles.

Speed of Trains—Express passenger, average rate, including stops, 28 miles per hour; mail and accommodation, 20; freight trains, 10.

Employees—Superintendents	1
Clerks.....	86
Mechanics	220
Telegraph operators.....	50

Emploves—Train dispatchers	17
Conductors	64
Engineers	72
Firemen	72
Brakemen	119
Baggagemen	20
Wipers	38
Station agents	54
Flagmen, switch tenders, and watchmen	76
Section men	400
Laborers	176
Other employes	55
Total number employed by company in operating line	1,520
Proportion for Ohio	1,385

EXPRESS AND TRANSPORTATION COMPANIES.

Express companies run on this road: Adams Express Company and Union Exp. Co.

Special freight and transportation lines: Union Line.

Terms: No rates; line owned by Pennsylvania Company, operating this road.

RATES FOR TRANSPORTATION.

PASSENGER.

Fare charged per mile:

	Highest.	Lowest.
For distance less than 8 miles .....	.05 cents.	03.33 cents.
more than 8 miles and less than entire length of main road .....	.0375 "	.0277 "
through passengers .....	.0293 "	.75 "

Amount charged in addition to regular fares in sleeping or other cars on your road:

For seat, \$1.00.

FREIGHT.

Rate charged per ton per mile:

	Highest.	Lowest.
For the shortest distance carried (1 mile*)	1.60 cents.	.40 cents.
more than 10 and less than 30 miles .....	.16 "	03.50 "
more than 30 miles and less than entire length of main road	07.50 "	.98 "
through freight	04.25 "	.20 "

DOINGS OF THE YEAR ENDING JUNE 30.

Bridges built in Ohio, as follows:

Location or how designated.	Construction.	Material.	Length—feet.
Bridge 38	Iron girder	Iron	66.
" 76	" 	Iron	29.

* The same rate per 100 pounds is charged for any distance up to 8 miles.

Trestles built in Ohio, 2; aggregate length, 122 feet.		
Fencing in Ohio—Miles of single fence built (average cost per rod, \$1.34), 7 miles.		
Ballasting—Miles of main track ballasted in Ohio, 25.		
Rail laid—Steel, 60 lbs per yard—miles of track, 25.36; in Ohio, 24.33.		
Train mileage—Passenger	518,081	
Freight and mixed	1,442,778	
Construction	63,823	
	<hr/>	2,024,682
Car mileage—Passenger	1,149,035	
Express and baggage	710,820	
Freight, loaded	15,163,620	
empty	5,204,979	
Caboose	1,014,535	
Construction and other	759,400	
	<hr/>	24,002,389
Fuel consumed—Wood, 5,911 cords; coal, 46,332 tons; total cost.....		\$60,234 93
Losses, etc., paid—On goods and baggage		1,323 07
For injuries in Ohio, fatal and non-fatal :		
to employes.....	\$1,308 92	
to others.....	215 00	
	<hr/>	1,523 92
For animals killed in Ohio :		
7 horses.....		} 2,544 59
2 mules		
51 cattle		
7 sheep		
5 hogs		

TRANSPORTATION.

Passengers—Number carried, local	579,436	
through.....	29,481	
	<hr/>	608,917
Average number carried in each car per trip.....		18.64
Average number of miles traveled by each.....		24.
Total mileage, or number carried one mile		14,794,537
Average amount received for each .....		.68 cents.
Average amount per mile received for each		02.81 cents.
Freight—Tons carried, local	997,325	
through	573,444	
	<hr/>	1,570,769
Average tons in each loaded car per trip		5.75
Average tons in each loaded car per mile.....		9.96
Total movement, or tons carried one mile		151,068,686
Average amount received for each ton		1.13 cents.
Average amount per mile received for each ton.....		01.17 cents.

Articles transported :	Tons.	Per cent.
Coal.....	802,646	51.10
Stone, lime, sand, etc	37,305	2.37
Petroleum	29,354	1.87
Ores	316,095	20.12
Pig and bloom iron.....	39,884	2.54
Manufactured iron	19,143	1.22
Lumber and other forest products.....	70,194	4.47
Grain, flour, and other agricultural products	43,656	2.77
Live stock.....	16,331	1.04
Animal products	11,951	.77
Manufactures, including agricultural implements.....	120,104	7.67
Merchandise	36,410	2.32
Miscellaneous	27,296	1.74
Total tonnage yielding revenue.....	1,570,769	100
Supplies for company's use	68,941	

EARNINGS, OPERATING EXPENSES, ETC, FOR YEAR ENDING JUNE 30.

EARNINGS		
Passenger transportation—local.....	\$323,029 72	
through	93,333 07	
		\$416,362 79
Freight transportation—local.....	\$975,998 68	
through.....	797,158 85	
		1,773,157 53
Mail service		25,515 63
Express service		34,030 92
Other sources		257,234 32
Total earnings of line operated included in this report		\$2,506,301 19

OPERATING EXPENSES.

Maintenance of way and structures.....	\$332,746 64	
Maintenance of cars.....	103,778 41	
Motive power	300,578 36	
Conducting transportation	436,236 09	
General expenses:		
Taxes—Ohio	\$70,621 99	
Pennsylvania	4,528 48	
Salaries.....	5,085 12	
Other general expenses of operating	27,687 49	
		107,923 08
Total operating expenses, being 51.13 per cent. of earnings.....		1,281,262 58
Net earnings of 223.40 miles operated		\$1,225,038 61
Rentals paid: C. and P. R. R., payments under lease	\$1,212,426 44	
P, Ft. Wayne and C. R'y, joint use of track..	85,000 00	
P., Ft. W. and C. R'y, int. on improvements.	16,995 50	
		1,314,421 94
Deficit.....		\$89,383 33

Per mile of earnings.....	\$11,218 89;	prop'n for Ohio (182.83 miles)	\$2,051,149 66
operating expenses	5,735 28;	.....	1,048,581 24
net earnings	5,483 61;	.....	1,002,568 42

CASUALTIES TO PERSONS.

Statement for the year ending June 30, 1879, of all accidents in Ohio resulting in injuries to persons, giving extent and cause thereof:

July 10, 1878. H. Krish, painter for the company: ankle dislocated; near Macedonia.

July 29. Michael Tucker: killed about half mile east of Bellaire; was intoxicated. Verdict exonerated company.

August 3. Jacob Starn: killed three-fourths mile west of Wellsville shop, while under the influence of liquor.

August 14. Maggie Mark: collar bone dislocated by being knocked out of wagon, one and a half miles east of Newburgh.

August 16. Nicholas Farrell: fell under train, at Hudson, while trying to get aboard, and had both legs run over; one was amputated.

August 24. J. E. Chapman, brakeman: while walking over car of coal, at Newburgh, a piece turned under his foot, and he fell against brake-wheel, breaking one of his ribs.

August 31. Walter Hughes: was struck by train near Kensington, while walking along track, and right arm broken.

October 8. W. J. Elder: was walking on track, and was struck by train, not seriously injuring him; accident occurred between Mingo Junction and Stenbenville.

October 22. A. J. Thompson, repairman: seriously injured by train striking him, near Kensington; he was walking on track.

October 24. John Kelly, brakeman: arm badly injured while making coupling, at Island Creek, Cleveland.

November 16. John McGarry, conductor: left leg broken and head badly cut by train hitting him, at Macedonia.

November 12. Oscar Quinn: leg broken by tie falling on it at Zoar; the starting of the train displaced the tie.

December 2. Clement Daniels, carpenter: struck by train, in Wellsville shop-yard, injuring arm so that it was necessary to amputate it.

December 7. George Wise: jumped off moving train and fell into pile of ties, breaking his leg and injuring him internally.

December 13. Unknown man: killed west of Rootstown Station. Coroner's verdict: railroad not in any way to blame.

December 14. Thomas E. James: killed at Newburgh. No inquest held.

December 26. P. Clark: was fatally injured at Euclid avenue, while climbing into moving train.

February 22, 1879. John Baker, watchman: caught between cars, at Cleveland shop, and two ribs were broken and one lung injured.

March 10. Unknown man: killed, between Rush Run and La Grange; actions indicated derangement of mind, or a desire to commit suicide.

March 25. Unknown man: killed, near Portland; deliberately lay down in middle of track about thirty feet in front of engine.

April 26. Peter McMann: killed, near Minoral Point, in attempting to climb on moving train.

June 21. John Nath: hit by train, near Wellsville, and left arm and two ribs broken; his left temple was injured, also.

RECAPITULATION.

Killed—at stations and highway crossings	1
stealing rides	2
trespassing on track, etc	5
Total killed	8
Injured—Employes—from causes beyond their control	4
from misconduct or want of caution	3
Others—at stations and highway crossings	4
trespassing, on track, etc	3
Total injured	14

TRAIN ACCIDENTS—ENTIRE LINE.

Return of accidents to trains occurring within the year ending June 30, 1879 :

No accidents to trains have occurred during the year resulting in loss of life or injury to individuals. The following have occurred, resulting in damage to engines or cars.

July 8, 1878. Rear end collision between two sections of same freight train near Salineville. Damage slight.

October 4, 1878. Collision of two freight trains near Alliance ; both engines damaged and one thrown from track. Operator at Alliance failed to deliver orders.

December 4, 1878. Forward section of freight train parted near Yellow Creek ; in endeavoring to recover the rear end, owing to a slippery track, the two parts came together with violence, and were thrown into the section following ; engine and cars somewhat damaged.

January 30, 1879. Six cars went down through bridge near New Salisbury, caused by broken flange on freight car, throwing cars off track just as they come on to the bridge ; cars broken up and bridge badly damaged ; engine passed over safely.

February 8, 1879. Rear end collision near Hammondsville, between hill train and freight No. 15, which had stopped for wood ; caboose of freight, and engine of hill train somewhat injured.

OFFICERS.

President, Thomas A. Scott	Philadelphia, Pa.
First Vice-President, J. N. McCullough	Pittsburgh, Pa.
Second Vice-President, Wm. Thaw	"
Third Vice-President and Comptroller, Thos. D. Messler	"
General Manager, J. D. Layng	"
General Counsel, J. T. Brooks	"
Auditor, James Instanc	Cleveland, Ohio.
Treasurer, W. H. Barnes	Pittsburgh, Pa.
Secretary, C. S. Sims	Philadelphia, Pa.
Cashier, Geo. A. Ingersoll	Cleveland, Ohio.
Assistant General Manager, Reuben F. Smith	"
Superintendent, John Thomas	"
Solicitor, Hon. R. P. Ranney	"
Master of Machinery, N. E. Chapman	"
Chief Engineer, Felician Slatapar	Pittsburgh, Pa.
General Ticket Agent, F. R. Myers	Chicago, Illinois.
General Freight Agent, William Stewart	Pittsburgh, Pa.
Purchasing Agent, Wm. Mullins	"

State of Pennsylvania, County of Allegheny, ss. :

Thomas D. Messler, Third Vice-President of the Pennsylvania Company, lessee of the Cleveland and Pittsburgh Railroad Company, being duly sworn, deposes and says that having carefully examined the foregoing statements prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1879.

(Signed)

THOS. D. MESSLER, *Third Vice-President.*

Subscribed and sworn to before me, this 16th day of September, A.D. 1879.

[SEAL.]

WM. F. ROBB,

Commissioner for the State of Ohio in Pittsburgh, Pa.

CLEVELAND, TUSCARAWAS VALLEY AND WHEELING RAIL- WAY COMPANY.

Location of principal office of company: Grafton, Ohio.

WHEELING EXTENSION.

PROPOSED LINE—MILES.

From Uhrichsville, via Flushing, to West Wheeling	57
Length graded, not laid with rail	45
State on what part of line: Scattered.	
Proposed gauge, 56½ inches.	

CONSTRUCTION ACCOUNT.

All expenditures for construction, etc., up to June 30, 1879, inclusive:

Right of way	\$45,201	66
Civil engineering	16,929	06
Grading and masonry	171,631	17
Bridges, trestles, and culverts	27,820	48
Timber and ties	13,546	81
Superstructure—tunnels	37,729	06
Steel rails, chairs, and spikes	7,369	35
Fencing	116	73
Other buildings and fixtures	217	46
Interest and discount	14,556	34
Contingent expenses	12,845	58
Real estate	27,171	40
		\$375,135 10

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized	\$3,000,000	00
Amount issued	1,055,950	00
Total paid in capital stock		*\$1,055,950 00
Average amount paid in per mile (101.14)	\$10,440	48
Stockholders, residents of Ohio, 94.		
Amount of stock held by them June 30, 1879	771,850	00
Agents authorized to transfer stock: none.		

* There has been issued stock certificates (on account of the Wheeling extension, not yet complete) amounting to \$134,100, not included in this statement.

OHIO RAILWAY RETURNS.

FUNDED DEBT.

L. S. and T. V. R'y 7 per cent. bonds, due October, 1901*...	\$2,000,000 00	
E. and B. K. R. R'y 7 per cent. bonds, due May, 1892.....	150,000 00	
C. T. V. and W. R'y 7 per cent. bonds, due July, 1907	1,297,000 00	
Scrip convertible into bonds.....	7,746 17	
		<hr/>
Total funded debt.....		\$3,484,746 17
Average amount per mile (101.14).....	\$31,454 68	
Decrease since June 30, 1878, bonds and scrip	17,980 00	

OTHER INDEBTEDNESS.

Total unfunded debt.....	\$215,536 09	
Cash securities, debit balances, etc., available to payment..	42,141 34	
		<hr/>
Net unfunded debt		\$173,394 75
Average amount per mile (101.14).....	\$1,714 40	
Increase since June 30, 1878.....	26,313 42	
Total net debt liabilities	3,658,140 92	
		<hr/>
Total of paid-in stock and debt		4,714,090 92
Total average amount per mile (101.14).....	\$46,609 56	

COST OF ROAD EQUIPMENT, Etc.

ROAD ACQUIRED BY PURCHASE.

At judicial sale, January 26, 1875	4,369,903 76	
Unsettled claims paid since purchase.....	5,814 39	
		<hr/>
Total original cost.....	\$4,375,718 15	
Subsequent expenditures for construction	141,042 15	
		<hr/>
Total expended for construction and purchase		\$4,516,760 30
Additions within the year ending June 30, 1879	\$21,025 84	
Average cost per mile of road owned by company.....	44,658 49	

EQUIPMENT.

Passenger, express, and baggage cars	7,862 30	
Freight, construction, and other cars.....	79,635 28	
Machinery, hand-cars, tools, etc.....	8 50	
		<hr/>
Total expended for equipment		87,506 08
Additions within the year ending June 30, 1879.....	\$33,377 13	
		<hr/>
Total for road and equipment.....		\$4,604,266 38
Total average amount per mile.....	\$45,523 69	

* There have been issued first mortgage bonds (on account of the Wheeling extension, not yet completed) amounting to \$82,200, not included in this report.

LINE OWNED BY COMPANY—MILES.

Single main track—Black River to Urichsville.....			101.14
Aggregate of sidings and other tracks.....			35.39
			136.53
Total length laid with rail computed as single track.....			
All in Ohio, and distributed as follows :			
County.	Main track.	Sidings, etc.	Total.
Lorain	22.67	9.18	31.85
Medina	17.81	2.76	20.57
Wayne.....	12.75	6.43	19.18
Summit	92.35.	.35	1 27
Stark	24.49	11.75	36.24
Tuscarawas	22 50	4.92	27.42
	101.14	35 39	136.53

Steel rail laid, 19.40 miles.

Bridges—Wood, 2; greatest age, 7 years; aggregate length, 1,553 feet.

Trestles—110; greatest age, 6 years; greatest height, 30 feet; greatest length, 20 feet; aggregate length, 6,755 feet.

Length of shortest span of truss, 40 feet; of longest, 180 feet.

Greatest space between cross ties upon bridges and trestles, 24 inches; length of ties, 8 feet 6 inches.

Number of track stringers, 2 to 8.

Are all bridges and trestles provided with guard rails? Yes.

Do all bridges and trestles receive stated examinations? Yes.

How often? As frequently as considered necessary, by foreman of bridge repairs.

Fencing—Total length of single fence, 180 miles; additional required to inclose road, both sides, 20.

Grade Crossings—Highway, 90.

Railroad—Lake Shore and Michigan Southern, at Elyria.

Cleveland, Columbus, Cincinnati and Indianapolis, at Grafton.

Atlantic and Great Western, at Russell.

Cleveland, Mt. Vernon and Delaware, at Warwick.

Pittsburga, Ft. Wayne and Chicago, at Massillon.

Marietta, Pittsburgh and Cleveland, at Canal Dover.

Pittsburgh, Cincinnati and St. Louis, at Uhrichsville.

Do all trains on your road stop at these crossings, as required by law? Yes.

Are flagmen stationed at each? Yes.

Telegraph Line—Miles on line of road operated, 101.

Miles of same owned by railroad company, none.

Stations—Passenger and freight, 23.

Number with telegraph communication, 23.

Number of same operated by railroad company, 23.

Rolling Stock—Locomotives	13; average weight, lbs.....	70,500
“	2;	51,500
Express and baggage cars ...	2;	.....
Passenger cars.....	7;	.....
Parlor and sleeping cars.....	1;	.....
Freight cars	761;	15,000
Other cars.....	12;	.....

Above includes, not owned by company : Freight cars, 11, owned by T. C. and I. Co.

Terms of service : Usual mileage.

Number of locomotives equipped with train brakes, 4.

Kind of brake : Westinghouse air brake.

Number of cars equipped with train brakes, 10.

Number of passenger cars with Miller platform, 8.

Method of bridging between passenger cars, when two or more are run in trains :
Miller platform.

Are all cars run on this road heated and lighted as prescribed by law ? Yes.

State methods of heating cars used for the transportation of passengers : Dry pipe
patent anthracite coal stoves.

Means of lighting same : Oil.

Speed of Trains—Express passenger, average rate, including stops, 25 miles per hour.

Mail and accommodation, 25 miles per hour.

Freight trains, 10 miles per hour.

Employees—General manager	1
Clerks	8
Mechanics	87
Telegraph operators and agents	6
Train dispatchers	2
Conductors	14
Engineers	16
Firemen	46
Brakemen	42
Baggagemen	2
Wipers	13
Station agents and operators	17
Flagmen, switch tenders, and watchmen	6
Section men	113
Laborers	13
Other employes	19
Total number employed by company in operating line	375

EXPRESS AND TRANSPORTATION COMPANIES.

Express companies run on this road : Union.

Terms : One and one half first-class rates.

Special freight and transportation lines : None.

RATES FOR TRANSPORTATION.

PASSENGER.

Fare charged per mile :

	Highest.	Lowest.
For distances less than 1½ miles	6.67 cents.	6.67 cents.
more than 8 miles and less than entire length of main road..	3 "	3 "
through passengers	2.97 "	2.97 "

FREIGHT.

Rate charged per ton per mile :

	Highest.	Lowest.
For the shortest distance carried (1.46 miles).....	11.98 cen'ts.	11.98 cents.
more than 10 and less than 30 miles.....	8. " "	.3 " "
more than 30 miles and less than entire length of main road	5. " "	.1 " "
through freight, 101.4 miles.....	5. " "	.1 " "

Bridges built in Ohio, as follows :

At Seville—Howe truss ; constructed of wood ; length, 40 feet.		
Rail laid—Steel, 56 lbs. per yard ; miles of track	7.34	
New iron, 36 lbs. per yard.....	2.09	
Train mileage—Passenger	134,060	
Freight.....	184,414	
Mixed.....	72,395	
Construction	6,405	
Total		397,274
Car mileage—Passenger	261,583	
Express and baggage	62,766	
Freight—loaded	3,892,784	
empty	1,946,392	
Caboose	256,809	
Construction and other	160,125	
Total		6,580,474
Fuel consumed—Wood, 54 $\frac{1}{4}$ cords ; coal, 13,376 tons ; total cost.....		\$7,367 67
Losses, etc., paid—On goods and baggage		216 72
For injuries in Ohio, fatal and non-fatal :		
to employes		388 50
For animals killed in Ohio :		
cattle, 5.....	\$138 93	
sheep, 6	30 20	
hogs, 13.....	35 00	
Total		294 13

TRANSPORTATION.

Passengers—Number carried, local	106,833	
through	21,876	
Average number carried in each car per trip.....		128,703
Average number of miles traveled by each.....		49.07
Total mileage, or number carried one mile.....		21.
Average amount received for each.....		2,702,315
Average amount per mile received for each		55.92 cents.
Freight—Tons carried, local	405,971	
through	184,864	
Total		590,835

Average tons in each loaded car per trip.....	10.83
Average tons in each loaded car per mile.....	10.83
Total movement, or tons carried one mile.....	33,287,311
Average amount received for each ton	67.91 cents.
Average amount per mile received for each ton	1.21 cents.

Articles transported :

	Tons.	Per cent.
Coal.....	504,947	85.46
Stone, lime, sand, etc	13,630	2.31
Salt	3,002	.51
Ores	2,416	.41
Pig and railroad iron.....	4,125	.72
Lumber and other forest products.....	17,142	2.90
Grain, flour, and other agricultural products	77,261	2.93
Live stock	1,110	.19
Manufactures, including agricultural implements.....	6,169	1.05
Merchandise	11,584	1.93
Miscellaneous	9,429	1.59
Total tonnage yielding revenue.....	590,835	100.
Supplies for company's use.....	9,763	

EARNINGS, OPERATING EXPENSES, Etc., FOR YEAR ENDING JUNE 30.

EARNINGS.

Passenger transportation—local	\$50,760 28	
through.....	21,196 02	
	<hr/>	\$71,956 30
Freight transportation—local	\$338,303 62	
through.....	62,929 64	
	<hr/>	401,233 26
Mail service.....		6,377 40
Express service.....		1,533 97
Other sources		1,718 70
		<hr/>
Total earnings of line operated included in this report.....		\$482,819 63

OPERATING EXPENSES.

Maintenance of way and structures.....	\$86,667 63	
Maintenance of cars	37,357 95	
Motive power	24,586 97	
Cost of running	103,023 09	
General expenses :		
Taxes	\$11,856 73	
Salaries	14,242 00	
Other general expenses of operating.....	9,807 50	
	<hr/>	35,906 23
Total operating expenses, being 59.66 per cent. of earnings		288,041 87
Net earnings of 101.14 miles operated		<hr/>
		\$194,777 76

Rentals paid: car service.....	\$9,306 21	
rents	1,909 37	
		\$11,215 58
Net income over operating expenses and rents paid.....		\$183,662 18
Percentage of same to capital stock and debt.....	3.69	
Percentage of to total means applied to construction, etc.....	3.98	
Per mile of earnings		\$4,773 77
operating expenses		2,847 95
net earnings		1,925 82

OTHER RECEIPTS AND PAYMENTS WITHIN THE YEAR.

RECEIPTS.

Accounts and bills receivable	\$1,930 75	
Wheeling extension repaid.....	18,320 73	
		\$20,251 48

PAYMENTS.

Interest on bonds, net	\$632 36	
Interest on floating debt.....	1,475 41	
Bonds of company bought (par value \$17,980.10).....	17,980 10	
Floating debt liquidated	120,435 97	
Construction of new work and additional equipment	54,402 97	
General supplies	1,735 49	
		196,662 30

CONDENSED GENERAL BALANCE SHEET, JULY 1, 1-79,

Taken after making all proper entries affecting or pertaining to the business and transactions of the company or line to date:

LIABILITIES.

Capital stock	\$1,055,950 00	
First mortgage L. S. and I. V. R'y	2,000,000 00	
First mortgage E and B K. R. R	1,000,000 00	
Mortgage C. T. V. and W. R'y and scrip.....	1,304,746 17	
Unfunded liabilities.....	155,190 97	
Bills payable.....	19,061 48	
Bills and accounts audited.....	27,352 74	
Labor	13,930 90	
		\$4,756,232 26

ASSETS.

Cost of road, equipment, etc	\$4,604,266 38	
Wheeling extension	70,144 96	
Accounts and bills receivable.....	6,120 80	
General supplies	9,020 65	
Income account	30,658 93	
Treasurer	36,020 54	
		4,756,232 26

CASUALTIES TO PERSONS.

Statement for the year ending June 30, 1879, of all accidents in Ohio resulting in injuries to persons, giving extent and cause thereof:

July 12, 1878. Joseph Klause, freight brakeman, injured near Chippewa Lake: was riding on pilot of engine, and attempted to step off while train was in motion; engine truck passed over his leg, badly crushing it. Want of caution.

September 10. E. M. Wood, brakeman, injured fatally at Seville by falling from moving train, cars passing over him; died in a few hours. Want of caution.

September 13. Thos. Cantwell, coal miner, struck by coal train near Massillon: was cut on head and collar-bone broken; was lying on track, intoxicated. No blame attached to company.

September 24. Jacob Kranibehil, brakeman, killed near Strasburgh: fell from train while in motion. Want of caution.

October 30. Jos. Dargue, brakeman: arm injured while coupling cars near Medina. Want of caution.

October 30. David Barnhard, found dead upon track at Canal Fulton: he was insane, and supposed to have committed suicide. No blame attached to company.

November 28. Wm. Pinckney, brakeman: shoulder and arm slightly injured while coupling cars at Grafton. Want of caution.

February 25, 1879. Charles Craig, brakeman: arm smashed while coupling cars near Massillon. Want of caution.

March 10. Unknown man, killed by being struck by train No. 2, between Medina and York stations; was walking on track, and supposed to be insane. No blame attached to company.

May 8. John L. Reeves, assistant car inspector: killed at Massillon by stepping in front of moving train in yard. Want of caution.

RECAPITULATION.

Killed—Employes—misconduct or want of caution	3
Others—trespassing on track, etc	2.
Total killed	5
Injured—Employes—misconduct or want of caution	4
Others—trespassing on track, etc	1
Total injured	5

OFFICERS.

Directors—S. Chamberlain	Cleveland, Ohio.
Amasa Stone	“
W. S. Streator	“
H. Cooke	“
H. A. Kent	New York City.
C. Russell	Massillon, Ohio.
W. W. Holloway	Bridgeport, Ohio.
E. P. Rhodes	“
Jas. Mason	Cleveland, Ohio.
President, S. Chamberlain	“
Vice-President, W. S. Streator	“

Secretary, Treasurer, and Auditor, P. A. Hewitt	Cleveland, Ohio.
General Manager, Oscar Townsend.....	"
Chief Engineer, W. W. Card	"
General Ticket and Freight Agent, W. H. Grout.....	"
General Solicitor, Hon. J. W. Tyler	"
Train Master and Master Mechanic, W. F. Turreff.....	Elyria, Ohio.

State of Ohio, County of Cuyahoga, ss.:

Oscar Townsend, General Manager of the Cleveland, Tuscarawas Valley and Wheeling Railway Company, being duly sworn, deposes and says that having carefully examined the foregoing statements prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A. D. 1879.

(Signed)

OSCAR TOWNSEND, *General Manager.*

Subscribed and sworn to before me, this 23d day of September, A. D. 1879.

[SEAL.]

GEO. W. SHUMWAY, *Notary Public.*

COLUMBUS, CHICAGO AND INDIANA CENTRAL RAILWAY.

[OPERATED BY THE PITTSBURGH, CINCINNATI AND ST. LOUIS RAILWAY COMPANY.]

CHARACTERISTICS, ETC.

Weight of rail per yard on main track, 60 lbs. Gauge of track, 57 inches.

Main track in Ohio ballasted: 135.90 miles with gravel.

BRIDGES AND TRESTLES, ETC., IN OHIO.

Bridges—Wood, 7; greatest age, 12 years; aggregate length, 1,513 5 feet. Stone, 1; length, 146.5 feet.

Trestles—46; greatest age, 6 years; greatest height, 27 feet; greatest length, 602 feet; aggregate length, 3,940 feet.

Length of shortest span of truss, 50 feet; of longest, 140 feet; greatest length of beams between points of support, if not trussed, 26 feet.

Greatest space between cross-ties upon bridges and trestles, 8 inches; length of ties, 8 feet 6 inches.

Number of track-stringers, 2.

Are all bridges and trestles provided with guard-rails? Yes.

Do all bridges and trestles receive stated examinations? Yes.

How often? At least once a month.

Are the examinations analytical, and are they made by a competent person? Yes.

Fencing—Miles of single fence, 229 3; additional required to inclose road (both sides), 37.2; length through towns, etc, not requiring fence, 5.3.

Grade crossings—Highway, 561.

Railroad, Columbus, Springfield and Cincinnati, at Columbus.

Columbus and Hocking Valley, at Columbus.

Cleveland, Columbus, Cincinnati and Indianapolis, at Milford Center.

Cincinnati, Sandusky and Cleveland, at Urbana.

Atlantic and Great Western, at Urbana.

Dayton and Michigan, 8-10 of a mile east of Piqua.

Dayton and Union, at Greenville.

Do all trains on your road stop at these crossings as required by law? Yes.

Are flagmen stationed at each? All except Greenville.

Telegraph Line—Miles on line of road operated, 581.30; in Ohio, 173.60.

Miles of same owned by railroad company: [Not answered.]

Stations—Passenger and freight, 135; in Ohio, 32; number with telegraph communication, 99; in Ohio, 16; number of same operated by railroad company, 99; in Ohio, 16.

Is pay received for messages sent over line owned by railroad company? Western Union Telegraph Company receives pay for all messages except those relating to company business.

Rolling stock—Locomotives	163; average weight, lbs..	60,000
Passenger cars	60;	45,000
Express and baggage cars	27;	20,000
Freight cars	1,635;	20,000
Caboose cars	54;	18,000

Above includes, not owned by company, locomotives, 38: owned by Pennsylvania Company, 10; Pittsburgh, Cincinnati and St. Louis Company, 28.

Terms of service: For the 10 locomotives belonging to the Pennsylvania Company this company pays 7 per cent. per annum on their original cost; for the 28 locomotives, 7 per cent. per annum on their original cost, and repairs are charged.

Number of locomotives equipped with train brakes, 38.

Kind of brake: Westinghouse air brake.

Number of cars equipped with train brakes, 82.

Method of bridging between passenger cars when two or more are run in trains: By the use of a movable wooden bridge, and the Janney platform and coupler, which is being applied to the equipment.

Are all cars run on your road heated and lighted as prescribed by law? No. Passenger cars by wood and coal stoves and Spear's and Drupp's heaters; sleeping, parlor, and dining-room cars by Baker's patent car warmer and Winslow stoves.

Means of lighting same: Candles and oil lamps.

Speed of trains—Express passenger, average rate, including stops, 30 miles per hour; mail and accommodation, 20; freight trains, 10.

Employees—Superintendents	2
Clerks	111
Mechanics	533
Telegraph operators	95
Train dispatchers	8
Conductors	126
Engineers	159
Firemen	168
Brakemen	271
Baggagemen	25
Wipers	66
Station agents	109
Flagmen, switch-tenders, and watchmen	135
Section men	579
Laborers	476
Other employes	336
Total number	3,199
Proportion for Ohio	1,086

EXPRESS AND TRANSPORTATION COMPANIES.

Express companies run on this road: Adams, American, and United States.

Adams—Between Columbus and Indianapolis, 40 per cent. of gross receipts (not including oyster business) and 70 per cent. on gross receipts of oyster traffic.

American—Between Indianapolis and Richmond, \$15.54 per day; between Richmond and Chicago, \$50.46 per day.

United States—Between Columbus and Indianapolis, Columbus and Chicago, and

Logansport and State line, \$84 per day for 4,000 lbs. daily, and 92 cents per 100 pounds either way between Columbus and Chicago in excess over 4,000 pounds daily; and between Columbus and Indianapolis and Logansport and State line at one and one-half times first-class freight rates in excess of 4,000 pounds daily, either way.

Special freight and transportation lines run on the road: The through freight cars of the Pennsylvania route, now owned by the Pennsylvania Company, under various names as Union Line, National Line, and Allentown Line; they carry the through freight traffic at current rates, and are paid a pro rata for terminal expenses. Also the Erie and Pacific Dispatch, who owns their own cars, and all expense of forwarding, receiving, and bill of freight, except hauling trains, and paying therefor rates which are regulated by current traffic.

RATES FOR TRANSPORTATION.

PASSENGER.

Fare charged per mile:		Highest.	Lowest.
For distance less than 8 miles.....		4 cents.	4 cents.
more than 8 miles and less than entire length of main road,			
not including excursions.....		3 "	3 "
excursions, 20 or more persons.....		2 "	.75 "
through passengers.....		3 "	1 "
Amount charged in addition for regular fares in sleeping or other cars run on your road: For seat, \$1; berth, \$2; section, \$4; state-room, \$4.			

FREIGHT.

Rate charged per ton per mile:		Highest.	Lowest.
For the shortest distance carried.....		20 cents.	7.50 cents.
more than 10 miles and less than 30 miles.....		9.29 "	5 "
more than 30 miles and less than entire length of main road.....		4.55 "	1.64 "
through freight.....		3.26 "	.65 "

DOINGS OF THE YEAR ENDING JUNE 30.

Trestles rebuilt in Ohio, 1; length, 250 feet.

Fencing in Ohio—Miles of single fence built, average cost per rod, \$0.87, 9.2.

Ballasting—Miles of main track ballasted, 133; in Ohio, 41.

Rail laid—Steel, 60 lbs. per yard; miles of track, 77.6; in Ohio, 33.

Re-rolled iron, 39.9; in Ohio, 3.4.

Train mileage—Passenger.....	1,132,953	
Freight.....	3,169,498	
Work.....	83,892	
Total.....		4,391,343
Car mileage—Passenger.....	3,006,438	
Express and baggage.....	1,467,749	
Freight—loaded.....	36,014,894	
empty.....	11,426,540	
Caboose.....	2,388,816	
Construction and other.....	355,569	
Total.....		54,680,005

Fuel consumed—Wood, 13,862 $\frac{3}{4}$ cords; coal, 126,815 $\frac{1}{4}$ tons; total cost.....	\$305,585 11
Losses, etc., paid—On goods and baggage.....	8,147 95
For injuries in Ohio, fatal and non-fatal:	
to employes.....	1,818 50
For animals killed in Ohio:	
Horses, 9	\$672 66
Mules, 2.....	80 00
Cattle, 28	740 75
Hogs, 13	100 00
	<hr/>
	\$1,593 41
Amount claimed in litigation, etc., for injuries in Ohio to persons.....	215,000 00

TRANSPORTATION.

Passengers—Number carried, local	564,889	
through.....	86,996	
	<hr/>	651,885
Average number carried in each car per trip		10.66
Average number of miles traveled by each.....		49,081
Total mileage, or number carried one mile		31,995,624
Average amount received for each.....	\$1 21-476 cents.	
Average amount per mile received for each.....	.02476	“
Freight—Tons carried, local	832,931	
through	1,175,037	
	<hr/>	2,007,968
Average tons in each loaded car per trip.....		9.78
Average tons in each loaded car per mile.....		9.78
Total movement, or tons carried one mile		352,091,919
Average amount received for each ton.....		\$1 25
Average amount per mile received for each ton		00.7-10 cents.

Articles transported:

	Tons.	Per cent.
Coal	290,509	14.5
Stone, lime, sand, etc	17,925	.9
Petroleum	5,103	.3
Ores	9,780	.5
Pig and bloom iron	14,872	.7
Manufactured iron.....	47,558	2.4
Lumber and other forest products	147,882	7.4
Grain, flour, and other agricultural products.....	792,234	39.4
Live stock.....	94,977	4.7
Animal products.....	228,529	11.4
Manufactures, including agricultural implements	285,274	14.2
Merchandise.....	52,271	2.6
Miscellaneous	21,054	1.0
	<hr/>	
Total tonnage yielding revenue.....	2,007,968	100
Supplies for company's use	156,856	

EARNINGS, OPERATING EXPENSES, Etc., FOR YEAR ENDING JUNE 30.

EARNINGS.

Passenger transportation—local.....	\$482,438 16	
through	309,766 33	
	<hr/>	\$792,204 49
Freight transportation—local.....	\$1,276,287 52	
through.....	1,228,459 62	
	<hr/>	2,504,747 14
Mail service.....		100,972 23
Express service		61,810 83
Other sources		77,635 80
	<hr/>	
Total earnings of line operated, included in this report		\$3,527,370 49

OPERATING EXPENSES.

Maintenance of way and structures	\$789,565 28	
Maintenance of cars	246,708 18	
Motive power.....	816,298 56	
Conducting transportation.....	992,279 54	
General expenses:		
Taxes—Ohio	\$23,311 80	
Indiana	60,142 55	
Illinois.....	16,105 46	
Other general expenses of operating	121,273 06	
	<hr/>	225,832 87
Total operating expenses, being 86.80 per cent. of earnings.....		3,070,694 43
	<hr/>	
Net earnings of 580.5 miles operated		\$466,686 06
This road is now operated by this company under orders of United States court and the net earnings paid over to the receiver		466,686 06
Per mile of earnings..... \$6,093 66; prop'n for Ohio (135.9 miles)		828,128 58
operating expenses.. 5,239 72;		718,873 40
net earnings..... 803 94;		109,255 18

CONDENSED GENERAL BALANCE SHEET, JULY 1, 1879,

Taken after making all proper entries affecting or pertaining to the business and transactions of the company or line to date.

LIABILITIES.

Stock of supplies, etc., received from the P. C. and St. L. Ry Co. March 31, 1875	\$295,598 13	
Amount due other companies	93,085 84	
Amount due for current expenses	301,682 07	
Balance	18,656 70	
	<hr/>	\$709,022 74

ASSETS.

Supplies on hand.....	\$213,238 68	
Cash on hand	135,544 83	
Amount due by station agents and conductors.....	72,713 37	
Amount due by other companies	248,603 66	
Miscellaneous	38,922 20	
		\$709,022 74

CASUALTIES TO PERSONS.

Statement for the year ending June 30, 1879, of all accidents in Ohio resulting in injuries to persons, giving extent and cause thereof:

July 15, 1878. Adam Truckee, civilian, near Monnds Station: found by track injured through back and hips; fell asleep on cross ties. His own fault.

August 28, 1878. I. E. Taylor, brakeman, Bradford: squeezed through hips while coupling cars. His own fault.

August 26, 1878. John Ryan, brakeman, Piqua: finger pinched coupling cars. His own fault.

September 4, 1878. Jay Donahue, citizen, Bradford: run over and killed while jumping on train. His own fault. No inquest.

September 18, 1878. Wm. A. Carr, tramp, Scioto: fell over bridge; arm, back, and breast injured. His own fault.

September 28, 1878. J. W. Johnston, brakeman, Unionville: left hand mashed coupling cars. His own fault.

October 7, 1-78. J. H. Morrow, switchman, Piqua: left elbow bruised coupling cars. His own fault.

October 12, 1-78. Daniel Ruoff, laborer, Columbus: trestle broke, and car sill fell on his leg, breaking small bones. Beyond his control.

October 18, 1878. S. J. Hartzell, brakeman, Columbus: squeezed through left breast while coupling cars. His own fault.

October 19, 1878. John B. Yoder, brakeman, St. Paris: squeezed through chest while coupling cars. His own fault.

October 25, 1878. Archie Adams, brakeman, Piqua: jolted off top of car by misplaced switch; back sprained. Beyond his control.

November 3, 1878. W. G. Richart, brakeman, Garnetts: right arm squeezed while coupling cars. His own fault.

November 17, 1878. J. W. Johnston, brakeman, St. Paris: leg bruised, finger broken, and slightly injured internally, by collision. Beyond his control.

November 20, 1878. Clemence Bond, shopman, Columbus: scalded on legs and back by stay-bolt breaking in engine. Beyond his control.

November 29, 1878. Thomas Newall, brakeman, at Fletcher: back sprained, foot bruised, and head slightly cut, by falling off train while releasing brake. His own fault.

December 13, 1878. By collision, at St. Paris: John Scott, conductor, lip cut, and badly bruised; E. Denmead, pay-master, cut on back of head; W. S. Tibbetts, passenger, cut over left eye; May Tibbetts, passenger, left leg bruised. Beyond their control.

December 23, 1878. J. R. Seaman, brakeman, Piqua: leg bruised below knee. His own fault.

December 24, 1878. C. H. Baker, brakeman, Conover: hand-hold broke while climbing on car; bruised about head and shoulders. Beyond his control.

December 22, 1878. Jerry Draher, switchman, Bradford: left thumb broken while coupling cars. His own fault.

January 1, 1879. John B. Yoder, brakeman, Hilliards: left hand bruised while coupling cars. His own fault.

January 9, 1879. Chas. Royer, citizen, Columbus: bruised on hips while walking on track. His own fault.

January 12, 1879. John Ferguson, brakeman, Woodstock: left hand mashed while coupling cars. His own fault.

January 15, 1879. Wm. Weaver, brakeman, Bradford: hand injured by draw-bar slipping under car. Beyond his control.

January 17, 1879. Thomas Kelley, brakeman, Gettysburg: hand injured coupling cars. His own fault.

January 21, 1879. Solomon Murphy, brakeman, Hilliards: hand mashed coupling cars. His own fault.

January 28, 1879. Bridget Greenwood, Union City: injured while walking on track. Her own fault.

February 1, 1879. Thomas W. Collier, brakeman, Garnetts: fell through trap door in top of car; strained his back and hips. His own fault.

February 17, 1879. Samuel S. Bell, brakeman, Gettysburg: left arm broken while coupling cars. His own fault.

March 4, 1879. Thomas Costello, brakeman, Covington: fell off train; right shoulder dislocated. His own fault.

March 5, 1879. George P. Dawson, conductor, Bradford: head cut and back sprained in collision. Cause beyond control.

March 5, 1879. Con. A. Harrington, brakeman, Bradford: left shoulder dislocated in collision. Beyond his control.

March 8, 1879. John Kain, brakeman, St. Paris: two ribs broken coupling cars. His own fault.

March 17, 1879. Samuel Bannings, citizen, Bradford: struck by train while standing near track; right leg broken. His own fault.

March 27, 1879. J. B. Grove, engineer, Bradford: scalded on arms and face by engine turning over. Beyond his control.

March 29, 1879. Michael Liddy, section foreman, Fletcher: found dead by track. E. Kitzmiller, Coroner, Piqua, Ohio.

April 11, 1879. Joseph Walker, yard foreman, Columbus: fell from car; left leg sprained. His own fault.

April 7, 1879. John Daley, citizen, Columbus: right leg mashed by going against train in motion. His own fault.

April 18, 1879. George Schwable, bridge carpenter, Columbus: fell off bridge; right leg and arm broken. His own fault.

April 29, 1879. Clarence H. King, brakeman, Bradford: fell off a brake-wheel, and was run over and killed. No inquest. His own fault.

May 26, 1879. Sol Murphy, brakeman, Urbana: struck by bridge, and skull fractured. His own fault.

June 18, 1879. Henry Sabansteiner, passenger, Fletcher: foot bruised attempting to get on train in motion. His own fault.

June 18, 1879. Wm. Beeckel, station laborer, St. Paris: feet mashed while getting hand-car off track. His own fault.

June 22, 1879. J. W. Johnston, conductor, Hilliards: killed coupling cars. No inquest. His own fault.

RECAPITULATION.

Killed—Employes—misconduct or want of caution	3	
Others—stealing rides	1	
Total killed		4
Injured—Passengers—from causes beyond their control	2	
misconduct or want of caution	1	
		3
Employes—from causes beyond their control	11	
misconduct or want of caution	22	
		33
Others—at stations and highway crossings	4	
stealing rides	1	
trespassing, on track, etc	1	
		6
Total injured		42

TRAIN ACCIDENTS—ENTIRE LINE.

Return of accidents to trains occurring within the year ending June 30, 1879:

July 2, 1879. Freight; Milford Center; car caught fire.

July 16. Freight; Onward; struck horse and colt on track; several cars injured.

July 17. Freight; Monticello; bridge broke down; several cars destroyed; two persons killed and three persons injured.

August 4. Freight; Indianapolis; collision while switching trains; several cars injured.

September 1. Freight; Cleveland; collision; several cars injured.

September 18. Freight; Scioto; collision; several cars injured.

September 24. Passenger; Frankton; struck a wagon on crossing; one person killed and one injured.

November 4. Switch; Chicago; collision; one car injured.

November 17. Freight; St. Paris; collision; several cars injured; one person injured.

December 2. Passenger; Urbana; struck a buggy on crossing; damage light.

December 31. Freight; Centreville: struck a push car maliciously placed on track; engine slightly damaged.

January 4, 1879. Freight; North Judson; loose wheel; several cars thrown from track and damaged.

January 7. Switch; Columbus; struck a sled on track, killing horse.

January 21. Freight; Peoria Junction; collision: two cars injured.

January 30. Passenger and freight; Gundrum; slight collision; engine and two cars damaged.

February 17. Passenger; Hagerstown; broken rail; engine and cars slightly damaged, and seven persons slightly injured.

March 5. Switch; Bradford; collision; engine and one ear slightly damaged, and two persons injured.

March 27. Passenger; Bradford; train jumped the track; one person slightly injured.

April 8. Freight; Winamac; broken rail; several cars injured, and one person injured.

May 24. Freight; Jordau's; car caught fire and destroyed.

June 6. Freight; Bradford; collision; several cars injured.

June 13. Freight; Indianapolis; collision, damaging engine and car slightly.

June 25. Freight; near Columbus crossing of C. I. and C. R. R.; our train struck their passenger train; damage slight.

OFFICERS.

Directors—Thomas A. Scott	Philadelphia, Pa.
George B. Roberts	“
Wistar Morris	“
Strickland Kneass	“
H. H. Houston	“
J. N. Du Barry	“
J. N. McCullough	Pittsburgh, Pa.
Wm. Thaw	“
Thomas D. Messler	“
W. H. Barnes	“
Robert Sherrard, Jr	Stenbenville, Ohio.
D. S. Gray	Columbus, Ohio.
John P. Wetherill	Philadelphia, Pa.
President, Thomas A. Scott	“
Second Vice-President, William Thaw	Pittsburgh, Pa.
Third Vice-President, J. N. McCullough	“
Assistant to President and Comptroller, Thomas D. Messler	“
Assistant Comptroller, John E. Davidson	“
Auditor, John W. Renner	“
Treasurer, M. C. Spencer	“
Secretary, Clifford S. Sims	Philadelphia, Pa.
Assistant Secretary, S. B. Liggett	Pittsburgh, Pa.
General Counsel, J. T. Brooks	“
Associate General Counsel, Geo. Driggs	“
General Manager, D. W. Caldwell	Columbus, Ohio.
Chief Engineer, M. J. Becker	“
General Passenger and Ticket Agent, W. L. O'Brien	“
General Freight Agent, Wm. Stewart	Pittsburgh, Pa.
Assistant General Freight Agent, F. H. Kingsbury	Columbus, Ohio.
Purchasing Agent, Wm. Mullins	Pittsburgh, Pa.

State of Pennsylvania, County of Allegheny, ss.:

Thomas D. Messler, Assistant to President of the Pittsburgh, Cincinnati and St. Louis Railway Company, operating the Columbus, Chicago and Indiana Central Railway

Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1879.

(Signed)

THOS. D. MESSLER,

Assistant to President.

Subscribed and sworn to before me, this 23d day of September, A.D. 1879.

[SEAL.]

WM. F. ROBB,

Commissioner for the State of Ohio in Pittsburgh, Pa.

COLUMBUS AND HOCKING VALLEY RAILROAD.

Location of principal office of the company in Ohio: Columbus, Ohio.

PROPOSED LINE.

From Nelsonville, via Monday Creek and Sonw Fork Valley—miles	21
Proposed gauge—inches	57

CONSTRUCTION ACCOUNT.

Right of way	\$12,993 65	
Civil engineering	9,613 24	
Grading and masonry	114,202 31	
Bridges	4,710 83	
Timber and ties	20,980 88	
Superstructure	13,165 79	
Iron rails, chairs, and spikes	48,707 69	
Fencing	5,982 62	
Passenger and freight stations	2,619 27	
Telegraph	592 63	
	\$233,496 91	

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized—general	\$2,500,000 00	
Amount issued	2,030,150 00	
Par value of shares	\$50	
Total paid-in capital stock		\$2,030,150 00
Average amount paid in per mile (104 miles)	\$19,520 67	
Stockholders, residents of Ohio, 454.		
Amount of stock held by them June 30, 1879	1,763,200 00	
Agent authorized to transfer stock: Transfers made only at principal office of company at Columbus.		

FUNDED DEBT.

1st mortgage 7 per cent. bonds, due October, 1897	\$1,500,000 00	
Branch mortgage 7 per cent. bonds, due July, 1880	300,000 00	
2d mortgage 6 per cent. bonds, due January, 1892	700,000 00	
Total funded debt		2,500,000 00
Average amount per mile	\$24,038 46	
Amount in hands of trustees of sinking fund for redemption	174,400 00	

OTHER INDEBTEDNESS.

Contracted for construction, equipment, or real estate	\$51,204 70	
All other debts, current credit balances, etc	48,112 92	
	<hr/>	
Total unfunded debt	\$99,317 62	
Cash, debit balances, etc., available to payment	43,806 23	
	<hr/>	
Net unfunded debt		\$55,511 34
Average amount per mile	\$533 76	
Decrease since June 30, 1878	34,198 76	
Total net debt liabilities	2,555,511 34	
	<hr/>	
Total of paid-in stock and debt		\$1,585,001 34
Total average amount per mile	\$14,092 89	

COST OF ROAD, EQUIPMENT, ETC.

ROAD CONSTRUCTED BY COMPANY.

Right of way and fencing	\$142,718 58	
Grading, masonry, bridging and superstructure, including rails	2,918,988 45	
Stations, engine and car houses, machine shops, etc	170,280 41	
Telegraph	4,862 85	
Interest and discount paid during construction	315,675 72	
Engineering, salaries, etc., paid during same period	99,072 95	
	<hr/>	
Total expended for construction and purchase		\$3,651,598 96
Additions within the year ending June 30, 1879	\$31,540 59	
Average cost per mile of road constructed	35,111 52	

EQUIPMENT.

Locomotives, 33	\$415,670 59	
Passenger, express and baggage cars, 13	50,560 55	
Freight, construction, and other cars, 1,327	839,971 89	
Machinery, hand-cars, tools, etc	5,000 00	
	<hr/>	
Total expended for equipment		1,311,203 03
Additions within the year ending June 30, 1879	\$46,161 06	
Average amount per mile	12,607 72	
	<hr/>	
Total for road and equipment		4,962,801 99
Total average amount per mile	\$47,719 24	
Value of real estate included, exclusive of roadway	149,804 20	

LINE OWNED BY COMPANY—MILES.

Single main track, Columbus to Athens	75.62 miles.
Logan to New Straitsville	12.39 "
Nelsonville to Orbiston and Greendale	16.06 "
	<hr/>
Total single main track	104.07
Aggregate of sidings and other tracks	31.42
	<hr/>
Total length laid with rail, computed as single track	135.49
Laid with steel rail	88.51

All in Ohio, and distributed as follows:

County.	Main track.	Branches.	Sidings, etc.	Total.
Franklin	15.87	.....	10.05	25.92
Fairfield	23.53	.....	5.00	28.53
Hocking	19.27	19.44	7.04	45.75
Athens	16.95	7.12	6.04	30.11
Perry .....	.....	1.89	3.29	5.18
Totals	75.52	28.45	31.42	135.49
Steel rail	75.62	12.89	.....	88.51

CHARACTERISTICS, ETC.

Weight of rail per yard, 52½ and 60 lbs.; gauge of track, 57 inches.

Main track in Ohio ballasted, 104.07 miles, with gravel, broken stone, iron cinders and slack.

BRIDGES, TRESTLES, ETC., IN OHIO.

Bridges—Wood, 25; greatest age, 11 5-12 years; aggregate length, 2,898 feet; iron, 7; greatest age, 5 8-12 years; length, 803 feet; combination, 4; greatest age, 7 6-12 years; aggregate length, 400 feet; total, 4,101.

*Trestles—37; greatest age, 7 years; greatest height, 15 feet; greatest length, 333 feet; aggregate length, 3,038 feet.

Length of shortest span of truss, 24½ feet; of longest, 181 feet; greatest length of beams between points of support, if not trussed, 13 feet.

Greatest space between cross ties upon bridges and trestles, 16 inches; length of ties, 10 to 14 feet.

Number of track stringers, 2 and 4.

Are all bridges and trestles provided with guard-rails? Yes.

Do all bridges and trestles receive stated examinations? Yes.

How often? Once a month.

Are the examinations analytical, and are they made by a competent person? About twice a year.

Fencing—Miles of single fence, 179; additional required to inclose road, both sides, 22.

Length through towns, etc, not requiring fence, 13.

Grade Crossings—Highway, 83.

Railroad—Little Miami Division P., C. and St. L. R'y, at Columbus, O.

C. and Mt. V. Division P., C. and St. L. R'y, at Lancaster, O.

Scioto Valley R. R., at 7 miles east of Columbus.

Also, a spur track crosses C., C. and I. C. Division, P., C.

and St. L. R'y, Columbus and Toledo R. R., and C., S.

and C. R. R., at Columbus.

Do all trains on your road stop at these crossings, as required by law? Yes.

Are flagmen stationed at each? At Scioto Valley and Little Miami crossings.

Telegraph Line—Miles on line of road operated, 104.

Miles of same owned by railroad company, jointly. All.

Stations—Passenger and freight, 26.

Number with telegraph communication, 23.

Number of same operated by railroad company, 23.

* These trestles are being renewed constantly, as required, and no one of them is seven years old in all its parts.

Is pay received for messages sent over line owned by railroad company? Telegraph company charges for commercial messages.

Rolling Stock—Locomotives	33; average weight, lbs.....	110,000
Express and baggage cars .	3;	33,000
Passenger cars	10;	46,000
Freight cars	1,997;	.....
Other cars.....	16;	.....

Above includes not owned by company reporting.

Freight cars, 686, owned by coal operators and miners; 100 of these are four-wheel dump cars.

Terms of service: Three-fourths of one cent per mile run, loaded and empty.

Number of locomotives equipped with train brakes, 6.

Kind of brake: Westinghouse air-brake.

Number of cars equipped with train-brakes, 10.

Kind: Westinghouse air brake.

Number of passenger cars with Miller platform: None.

Method of bridging between passenger cars, when two or more are run in trains: By plank.

Are all cars run on this road heated and lighted as prescribed by law? Yes, so far as is practicable.

State methods of heating cars used for the transportation of passengers: car stove.

Means of lighting same: Candles.

Speed of Trains—Express passenger, average rate, including stops, 22 miles per hour.

Freight trains, 12 miles per hour.

Employes—Superintendents	2
Clerks	49
Mechanics	169
Telegraph operators	14
Train dispatchers	2
Conductors	30
Engineers	30
Firemen	30
Brakemen	98
Baggagemen	3
Wipers	24
Station agents	26
Flagmen, switch-tenders and watchmen	9
Section men	146
Laborers	49
Other employes	33

Total number employed by company in operating line..... 705

EXPRESS AND TRANSPORTATION COMPANIES.

Express companies run on this road: Adams Express Company.

Terms: From 16 to 32 cents per hundred pounds.

RATES FOR TRANSPORTATION.

PASSENGER.

Fare charged per mile :	Highest.	Lowest.
For distance less than 8 miles	5 cents.	3.25 cents.
more than 8 miles and less than entire length of main road	3 " "	2.70 " "
through passengers	3 " "	2.12 " "
Amount charged in addition to regular fares, in sleeping or other care on your road :		
None on our road.		

FREIGHT.

Rate charged per ton per mile :	Highest.	Lowest.
For shortest distance carried	5 cents.	4 cents.
more than 10 and less than 30 miles	5 " "	2 " "
more than 30 miles and less than entire length of main road	4 " "	1 " "
through freight	2.25 " "	7.10 " "

DOINGS OF THE YEAR ENDING JUNE 30.

Trestles built: None.		
Length filled and converted into embankment, 96 feet.		
Grading—Miles of main track graded		4.2
Ballasting—Miles of main track ballasted with stone, cinders, and slack ..		4.2
Rail laid—Old iron, 50 lbs. per yard—miles of track (on M. & S. F. Branch)		4.2
Train mileage—Passenger	118,111	
Freight	424,396	
Mixed	48,808	
Switching	177,878	
Construction	2,020	
		<hr/> 771,213
Car mileage—Passenger	256,705	
Express and baggage	96,324	
Freight, loaded	6,040,729	
empty	4,842,665	
Caboose	415,914	
Construction and other	14,140	
		<hr/> 11,666,477
Fuel consumed—Wood, 983 cords; coal, 17,241 tons; total cost		\$16,920 85
Losses, etc., paid—On goods and baggage		58 03
For injuries in Ohio, fatal and non-fatal :		
to employes		141 00
For animals killed in Ohio :		
1 horse	\$150 00	
10 cattle	190 00	
7 sheep	21 00	
2 hogs	7 35	
		<hr/> 368 35

General expenses:	
Taxes—Ohio	\$28,537 60
Salaries	31,850 92
Other general expenses of operating.....	10,839 84
	\$71,228 36
Total operating expenses, being 54.59 per cent. of earnings.....	\$520,609 35
Net earnings of 104.7 miles operated.....	\$432,951 57
Rentals paid C. C. and I. C. Div. P. C and St. L. R'y.....	2,628 72
	\$430,322 85
Net income over operating expenses and rents paid	
Percentage of same to capital stock and debt.....	09.3
Percentage of to total means applied to construction, etc.....	08.6
Per mile of earnings: proportion for Ohio (104 miles)	9,168 85
operating expenses.....	5,031 13
	\$4,137 72

OTHER RECEIPTS AND PAYMENTS WITHIN THE YEAR.

RECEIPTS.

Increase of floating debt (bills payable and other indebtedness).....	\$34,198 76
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PAYMENTS.

Interest on bonds.....	\$175,000 00
Interest on floating debt	4,699 21
Dividends, rate, 8 per cent., on general stock.....	162,412 00
Last dividend declared on general stock, February 10, 1879.	
Applied to sinking fund	29,500 00
Construction of new work	31,540 59
Additional equipment	46,161 06
Additional real estate	5,400 00
	\$454,712 80

CONDENSED GENERAL BALANCE SHEET, JULY 1, 1879,

Taken after making all proper entries affecting or pertaining to the business and transactions of the company or line to date:

LIABILITIES.

Capital stock.....	\$2,030,150 00
Bonds issued (30 years, 7 per cent., 1st mortgage).....	1,500,000 00
“ (10 “ “ 2d “).....	300,000 00
“ (20 “ “ 2d “).....	700,000 00
Bills payable.....	51,118 59
Dividends unpaid	1,500 00
Renewal account.....	72,000 00
Due agents	6,320 50
Due connecting roads	923 05
Due individual accounts.....	21,323 48
Coupons unpaid.....	24,447 50
Contingent account	501,329 30
	\$5,209,117 42

ASSETS.

Cash on hand	\$29,729 98	
Construction (main line).....	2,832,717 23	
" (Straitsville Branch)	251,677 50	
" (Snow Fork and Monday Creek Branch).....	217,352 48	
Equipment.....	1,311,203 03	
Real estate.....	159,804 20	
Tools and machinery	33,356 75	
Right of way and fencing	142,718 58	
Telegraph line	4,862 85	
Steam excavator	9,079 37	
Bills receivable	4,009 57	
Dues from agents	1,660 13	
" connecting roads.....	5,858 65	
" individual accounts.....	4,208 08	
Sinking Fund Commissioners	174,400 00	
Supplies on hand	26,449 02	
	<hr/>	\$5,209,117 42

CASUALTIES TO PERSONS.

Statement for the year ending June 30, 1878, of all accidents in Ohio resulting in injuries to persons, giving extent and cause thereof:

August 19, 1878. A boy, name unknown, was run over and his arm so injured that it had to be amputated. Several boys jumped upon the train while passing the camp-meeting grounds near Lancaster, and this boy fell between the cars. The accident was no fault of the company.

October 7, 1878. Mrs. McCabe, while trying to cross the track in Straitsville yard, had both hands cut off by the cars. She attempted to crawl under some loaded cars that were standing on a side track, and the yard men, unaware of what she was doing, dropped some other cars down against the former ones, causing them to move forward, so that the wheels passed over her hands. No fault of company.

November 12, 1878. Mr. Irvin was struck by a yard engine on crossing at Straitsville, and injured so badly that he afterwards died. He was riding one horse and leading another. He saw the engine coming, but tried to make the crossing first, and motioned for them to come on, that he could beat them. No inquest was held.

January 22, 1879. John Crouch, yard-brakeman, had his hand crushed while making a coupling in the Coluimbus yard. No fault of company.

June 4, 1879. Charles Sweeney, killed by the cars at Straitsville yard. Found dead on the track; supposed to have been intoxicated and asleep on the track. Inquest held by Coroner Dorsey, and company exonerated from blame.

RECAPITULATION.

Killed—at stations and highway crossings.....	1	
trespassing on track, etc.....	1	
Total killed.....	<hr/>	2
Injured—Employes—misconduct or what of caution.....	1	
Others—stealing rides.....	1	
trespassing on track, etc	1	
Total injured.....	<hr/>	3

OFFICERS.

Directors—M. M. Greene	Columbus, Ohio.
Wm. G. Deshler	“ “
Henry C. Noble	“ “
B. S. Brown	“ “
P. W. Huntington	“ “
W. B. Hawkes	“ “
Isaac Eberly	“ “
Wm. Dennison	“ “
H. Wm. Jaeger	“ “
John L. Gill	“ “
John D. Martin	Lancaster, “
C. H. Rippey	Logan, “
S. W. Pickering	Athens, “
President, M. M. Greene	Columbus, Ohio.
General Solicitor, James A. Wilcox	“ “
Auditor, T. J. Janney	“ “
Treasurer and Secretary, J. J. Janney	“ “
General Superintendent, Orland Smith	“ “
Assistant Superintendent, Geo. R. Carr	“ “
Master Mechanic, Ira G. Hutchins	“ “
Chief Engineer, W. H. Jennings	“ “
General Ticket and Freight Agent, W. A. Mills	“ “

State of Ohio, County of Franklin, ss.:

M. M. Greene, President of the Columbus and Hocking Valley Railroad Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1879.

[Signed]

M. M. GREENE, *President.*

Sworn and subscribed to before me, this 27th day of September, A.D. 1879.

[SEAL.]

F. A. MEDARY, *Notary Public.*

COLUMBUS AND TOLELO RAILROAD COMPANY.

Location of principal office of the company: Columbus, Ohio.

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized—general	\$2,500,000	00
Amount subscribed	1,055,900	00
Amount issued	854,750	00
Par value of shares	\$50	
Amount paid in—general		\$910,842 85
Stockholders, residents of Ohio, 1,240.		
Amount of stock held by them June 30, 1879	\$81,350	00

Agents authorized to transfer stock: At the office of the Secretary of the Company.
 No agents authorized to transfer.

FUNDED DEBT.

1st mortgage 7 per cent. bonds, due August 1, 1905	\$2,446,000	00
Installment interest scrip	149,293	12
Total funded debt		\$2,595,293 12
Average amount per mile	\$22,950	07
Increase since June 30, 1878	197,262	83

OTHER INDEBTEDNESS.

Contracted for construction, equipment, or real estate	\$155,366	74
All other debts, current credit balances, etc	19,759	27
Total unfunded debt		\$175,126 01
Cash, securities, debit balances, etc., available to payment	\$61,293	84
Net unfunded debt		113,832 17
Average amount per mile	\$967	13
Decrease since June 30, 1878	34,148	59
Total net debt liabilities	2,709,125	29
Total of paid in stock and debt		3,619,968 14
Total average amount per mile	\$39,755	88

COST OF ROAD EQUIPMENT, Etc.

ROAD.

Right of way and fencing	\$294,852 99	
Grading, masonry, and bridging.....	445,184 73	
Toledo and Woodville betterments.....	23,344 59	
Superstructure, including rails	1,328,948 93	
Stations, real estate, and Toledo Docks	340,401 06	
Telegraph.....	6,235 93	
Interest and discount paid during construction.....	450,118 72	
Engineering, salaries, etc., paid during same period	139,331 95	
		<hr/>
Total expended for construction and purchase		\$3,928,418 99
Additions within the year ending June 30, 1879	\$12,775 33	
Average cost per mile of road constructed	25,730 00	

EQUIPMENT.

Locomotives.....	\$86,867 92	
Passenger, express, and baggage cars	57,864 11	
Freight, construction, and other cars	311,378 89	
Machinery, hand-cars, tools, etc.....	3,697 40	
		<hr/>
Total expended for equipment		\$459,807 42
Additions within the year ending June 30, 1879.....	\$114,014 92	
Average amount per mile.....	3,906 60	
		<hr/>
Total for road and equipment.....		\$3,488,226 32
Total average amount per mile.....	\$29,636 60	
Value of real estate included, exclusive of roadway.....	61,637 12	

LINE OWNED BY COMPANY—MILES.

Single main track—Columbus to Walbridge.....	117.77		
Aggregate of sidings and other tracks	14.96		
		<hr/>	
Total length laid with rail, computed as single track			132.73
Laid with steel rail.....			63.25
All in Ohio, and distributed as follows :			
County.....	Main track.	Sidings, etc.	Total.
Franklin	12.21	0.87	13.08
Delaware	22.21	2.15	24.36
Marion	19.53	2.61	22.14
Wyandot.....	22.14	2.21	24.35
Seneca.....	15.96	2.16	18.12
Wood	25.72	2.83	28.55
Lucas.....	.....	2.13	2.13
		<hr/>	
Totals	117.77	14.96	132.73
Steel rail.....	63.25	.....	63.25

CHARACTERISTICS, ETC.

Weight of rail per yard, 60 pounds; gauge of track, 57 inches.

Main track in Ohio ballasted, 117.77 miles with gravel, rock, and sand.

BRIDGES, TRESTLES, ETC.

Bridges—Wood, 8; greatest age, $3\frac{1}{2}$ years; aggregate length, 397 feet. Iron, 3; greatest age, $2\frac{1}{2}$ years; aggregate length, 488 feet. Total, 885 feet.

Trestles—35; greatest age, $3\frac{1}{2}$ years; greatest height, 45 feet; greatest length, 854 feet; aggregate length, 1,914 feet.

Length of shortest span of truss, 20 feet; of longest—iron, 150 feet; wood, 120 feet; greatest length of beams between points of support, if not trussed, 16 feet.

Greatest space between cross ties upon bridges and trestles, 12 inches; length of ties, 8 to 13 feet.

Number of track stringers, 2 and 4.

Are all bridges and trestles provided with guard rails? Yes.

Do all bridges and trestles receive stated examinations? Yes.

How often? Once every three months.

Are the examinations analytical, and are they made by a competent person? Yes.

Fencing—Miles of single fence, 231.12; additional required to inclose road, both sides, 4.42; length through towns, etc., not requiring fence, 3.96.

Grade Crossings—Highway, 138.

Railroad—C. and H. V. spur track, at Columbus.

C. S. and C., and C. C. and I. C., at Columbus.

C. C. C. and I., at Delaware.

C. C. C. and I., and A. and G. W., at Marion.

P. Ft. W. and C., at Upper Sandusky.

Cincinnati, Sandusky and Cleveland, at Carey.

B. and O. (Chicago Div.), at Fostoria.

Lake Erie and Western, at Fostoria.

Do all trains on your road stop at these crossings as required by law? Yes.

Are flagmen stationed at each? Yes.

Telegraph Line—Miles on line of road operated, 123.7. Miles of same owned by railroad company: Jointly by this company and Western Union Telegraph Company.

Stations—Passenger and freight, 25.

Number with telegraph communication, 24; number of same operated by railroad company, 19

Is pay received for messages sent over line owned by railroad company? Pay is collected for commercial messages.

Rolling stock—Locomotives.....	12; av. wt., including tanks....	110,000
Express and baggage cars....	4; average weight.....	38,000
Passenger cars.....	11;	40,000
Freight cars.....	900;	17,093
Other cars.....	7;	14,000

Number of locomotives equipped with train brakes, 5.

Kind of brake: Westinghouse air-brake.

Number of cars equipped with train brakes, 20.

Number of passenger cars with Miller platform, 11.

Method of bridging between passenger cars when two or more are run in trains: Miller platform.

Are all cars run on this road heated and lighted as prescribed by law? As far as practicable.

State method of heating cars used for the transportation of passengers: Car stoves.

Means of lighting same: Oil lamps.

Speed of trains—Express passenger, average rate, including stops.. 25 miles per hour.
 Through freight and accommodation..... 15 “ “
 Freight trains 10 “ “

Employees—Superintendents	2
Clerks.....	3
Mechanics	8
Telegraph operators.....	10
Conductors	12
Engineers	13
Firemen.....	14
Brakemen	24
Baggagemen.....	3
Station agents.....	26
Flagmen, switch-tenders, and watchmen.....	14
Section men.....	130
Laborers	4
Other employes	10
<hr/>	
Total number employed by company in operating line	273

EXPRESS AND TRANSPORTATION COMPANIES.

Express companies run on this road: American Express.

Terms: From 35 to 55 cents per 100 pounds.

RATES OF TRANSPORTATION.

PASSENGER.

Fare charged per mile:		Highest.	Lowest.
For distances less than 8 miles	5 cents.	3.25 cents.	
more than 8 miles and less than entire length of main road..	3 “	2 “	“
through passengers.....	3 “	2 “	“

FREIGHT.

Rate charged per ton per mile:		Highest.	Lowest.
For the shortest distance carried.....	5 cents.	4 cents.	
more than 10 and less than 30 miles	5 “	2 “	“
more than 30 miles, and less than entire length of main road.	4 “	1 “	“
through freight	1.50 “	.65 “	

DOINGS OF THE YEAR ENDING JUNE 30.

Train mileage—Passenger	168,272	
Freight	178,330	
Mixed	97,220	
Construction	6,211	432,033
Car mileage—Passenger	435,818	
Express and baggage	170,672	
Freight—loaded	2,859,929	
empty	2,666,885	
Caboose	236,440	
Construction and other	40,000	7,409,744
Fuel consumed—Wood, 420 cords; coal, 10,752 tons; total cost.....		\$16,968 00
Losses, etc., paid—On goods and baggage		166 77
For injuries in Ohio, fatal and non-fatal:		
To passengers		150 00
For animals killed in Ohio:		
Cattle, 6	\$167 00	
Sheep, 33	75 00	
Hogs, 5	15 00	
Total		257 00

TRANSPORTATION.

Passengers—Number carried, local	135,241	
through	10,547	145,788
Average number carried in each car per trip		41
Average number of miles traveled by each		32 7-10
Total mileage, or number carried one mile		4,770,551
Average amount received for each		81.43 cts.
Average amount per mile received for each		2.49 cts.
Freight—Tons carried, local	97,445	
through	243,912	341,357
Average tons in each loaded car per trip		12
Average tons in each loaded car per mile		8 9-10
Total movement, or tons carried one mile		34,480,531
Average amount received for each ton		\$1 15
Average amount per mile received for each ton		1.14 cts.
Articles transported:		
	Tons.	Per cent.
Coal	213,057	62.4
Stone, lime, sand, etc	12,152	03.5
Iron ores	5,399	01.6
Pig iron	11,374	03.3
Lumber and other forest products	56,054	16.4
Grain, flour, and other agricultural products	19,331	05.7
Live stock	4,328	01.3
Salt	2,820	00.8
Miscellaneous	16,842	05.0
Total tonnage yielding revenue	341,357	100.
Supplies for company's use	3,160	

EARNINGS, OPERATING EXPENSES, Etc., FOR YEAR ENDING JUNE 30.

EARNINGS.		
Passenger transportation—local	\$89,543 15	
through	29,188 82	
	\$118,731 97	
Freight transportation—local	\$138,182 94	
through	255,185 46	
	393,368 40	
Mail service	5,966 41	
Express service	8,194 95	
Other sources	9,523 24	
	\$535,784 97	

OPERATING EXPENSES.		
Maintenance of way and structures	\$63,008 86	
Maintenance of cars	16,780 43	
Motive power	41,858 71	
Conducting transportation	123,615 23	
General expenses:		
Taxes	\$21,466 26	
Salaries	24,124 80	
Other general expenses of operating	6,809 71	
	52,480 77	
Total operating expenses, being 55.57 per cent. of earnings.....	\$297,744 00	
Net earnings of 123.7 miles operated	\$238,040 97	

Rentals paid:		
C. and H. V. R. R.	\$9,704 45	
C. C. and I. C. R. R.	1,000 00	
	10,704 45	
Net income over operating expenses and rents paid.....	\$227,336 52	
Percentage of same to capital stock and debts.....	6.2	
Percentage of to total means applied to construction, etc.....	6.3	
Per mile of earnings	4,331 32	
operating expenses	2,407 00	
	\$1,924 32	

OTHER RECEIPTS AND PAYMENTS WITHIN THE YEAR.

RECEIPTS.		
Payments on capital stock.....	\$27,961 70	
Sale of bonds of company.....	71,450 00	
	\$99,411 70	
PAYMENTS.		
Interest on bonds—net.....	\$166,548 63	
Interest on T. and W. lease	21,097 88	
Interest on floating debt.....	9,300 74	
Floating debt liquidated	27,426 85	
Other indebtedness liquidated	6,721 74	
Construction of new work	12,775 33	
Additional equipment	114,014 02	
	\$357,885 19	

CONDENSED GENERAL BALANCE SHEET, JULY 1, 1879,

Taken after making all proper entries affecting or pertaining to the business and transactions of the company or line to date:

LIABILITIES.

Capital stock	\$910,842 85	
Installment, interest scrip (stock).....	149,293 12	
Bonds issued (30 years' 7 per cent., first mortgage).....	2,466,000 00	
Bills payable (principally real estate notes, at 10 years....	155,366 74	
Due to agents.....	1,294 28	
Due to connecting roads.....	14,036 00	
Due to individual accounts	4,188 99	
Unpaid coupons.....	245 00	
Contingent account.....	34,518 48	
		\$3,735,785 46

ASSETS.

Cash on hand	\$42,195 23	
Construction	2,386,250 19	
Equipment.....	459,807 42	
Real estate.....	81,743 64	
Toledo and Woodville betterments.....	23,344 59	
Right of way and fencing.....	294,852 99	
Telegraph line	6,235 93	
Toledo dock and accretions.....	235,991 56	
Bills receivable.....	627 00	
Due from agents	1,632 31	
Due from connecting roads	13,351 48	
Due from individuals.....	3,487 82	
Interest on dock purchase *.....	37,254 00	
Installment interest	146,804 07	
Supplies on hand.....	2,207 23	
		\$3,735,785 46

OFFICERS.

Directors—M. M. Greene.....	Columbus, Ohio.
William G. Deshler	“ “
David S. Gray.....	“ “
P. W. Huntington	“ “
E. L. Hinman	“ “
Isaac Eberly	“ “
John Greenleaf	“ “
J. D. Van Deman.....	Delaware, “
A. H. Kling.....	Marion, “
McD. M. Carey	Crawford, “
Samuel M. Young.....	Toledo, “
Abner L. Backus.....	“ “
H. S. Walbridge	“ “

* Amount of notes given for interest on dock purchase at Toledo, and remaining unpaid, 10 per cent. of original amount is charged annually in interest account against net earnings.

President, M. M. Greene.....	Columbus, Ohio.
Solicitor, Treasurer and Secretary, James A. Wilcox	“ “
Auditor, T. J. Janney	“ “
General Superintendent, Orland Smith.....	“ “
Master of Transportation, M. T. Seymour.....	“ “
Engineer, F. B. Shelden.....	“ “
General Ticket and Freight Agent, W. A. Mills.....	“ “

State of Ohio, County of Franklin, ss.:

M. M. Greene, President of the Columbus and Toledo Railroad Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1879.

(Signed)

M. M. GREENE, *President.*

Subscribed and sworn to before me, this 27th day of September, A.D. 1879.

[SEAL.]

E. H. MEDARY, *Notary Public.*

COLUMBUS AND XENIA RAILROAD COMPANY.

[ROAD INCLUDED IN LITTLE MIAMI DIV. P. C. AND ST. L. RAILWAY.]

Location of principal office of the company: Columbus, Ohio.

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized.....	\$1,800,000 00	
Amount issued	1,786,200 00	
Par value of shares.....	\$50 00	
Total paid-in		\$1,786,200 00
Average amount paid in per mile (54.74 miles)	\$32,630 63	
Stockholders, residents of Ohio, 230.		
Amount of stock held by them June 30, 1879	1,459,350 00	
Agent authorized to transfer stock: Rob't S. Smith, Secretary, Columbus.		
Number of shares transferred within the year at such agency, 1,374.		

FUNDED DEBT.

First mortgage 7 per cent. bonds, due September 1, 1890.....	\$302,000 00	
Average amount per mile.....	\$5,516 93	
Total of paid-in stock and net debt.....		\$2,088,200 00
Total average amount per mile	\$38,147 60	

COST OF ROAD, EQUIPMENT, Etc.

ROAD.

Total expenditures by company for construction.....	\$1,493,146 00	
Average cost per mile	\$27,277 06	
Value of real estate included, exclusive of roadway: None.		

EQUIPMENT.

None.

LINE OWNED BY COMPANY—MILES.

Single main track—Columbus to Xenia.....			54.74
Aggregate of sidings and other tracks			9.98
Total length of rail, computed as single track.....			64.72
All in Ohio, and distributed as follows:			
County.	Main track.	Sidings, etc.	Total.
Franklin	13	4.47	17.47
Madison.....	19.04	2.11	21.15
Clark.....	9.66	1.02	10.68
Greene	13.04	2.38	15.42
Totals.....		54.74	9.98
			64.72

RECEIPTS AND EXPENDITURES FOR THE YEAR ENDING JUNE 30.

RECEIPTS.

Lessee, for rent of road, etc.....	\$142,896 00	
Interest on bonds, etc.....	21,840 00	
Expense of organization.....	2,500 00	
All other sources of income for the year.....	7,814 10	
		\$175,050 10

EXPENDITURES.

Interest on bonds.....	\$21,140 00	
Dividends, rate, 8.40 per cent., on stock.....	150,040 80	
General expense of organization.....	2,500 00	
		173,680 80

CONDENSED GENERAL BALANCE SHEET JULY 1, 1879,

Taken after making all proper entries effecting or pertaining to the business and transactions of the company or line to date.

LIABILITIES.

Capital stock.....	\$1,786,200 00	
Funded debt.....	302,000 00	
Surplus.....	153,416 06	
		\$2,241,606 00

ASSETS.

Lease to Little Miami R. R. Co.....	\$2,137,134 54	
Columbus and Xenia R. R. stock.....	17,050 00	
\$4,000 United States 5s, cost.....	4,480 00	
First mortgage 7 per cent. bonds, P. C. & St. L. R'y Co....	33,000 00	
" " " Col. & Toledo R. R. Co.....	41,000 00	
Cleveland and Cincinnati Telegraph stock.....	2,000 00	
Cash in hands of treasurer.....	951 52	
		\$2,241,606 00

OFFICERS.

Directors—Joseph R. Swan.....	Columbus, Ohio.
Henry C. Noble.....	“
Robert Neil.....	“
George M. Parsons.....	“
P. W. Huntington.....	“
William Dennison.....	“
John W. Andrews.....	“
Alfred Thomas.....	“
Thos. D. Messler.....	Pittsburgh, Pa.
Henry Hanna.....	Cincinnati, Ohio.
C. P. Cassilly.....	“
R. A. Harrison.....	London, Ohio.
President, Joseph R. Swan.....	Columbus, Ohio.
Treasurer and Secretary, Robt. S. Smith.....	“

State of Ohio, County of Franklin, ss.:

Robert S. Smith, Treasurer of the Columbus and Xenia Railroad Company, being duly sworn, deposes and says that having carefully examined the foregoing statements prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1879.

[Signed]

ROBERT S. SMITH, *Treasurer.*

Subscribed and sworn to before me, this 23d day of September, A.D. 1879.

[SEAL.]

SAM. C. BELL,
Clerk for Commissioner.

DAYTON AND MICHIGAN RAILROAD COMPANY

[OPERATED BY THE C. H. AND D. RAILROAD COMPANY.]

Location of principal office of the company in Ohio: Toledo.

LINE OPERATED.

Dayton to Toledo..... 142 miles.

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized—general.....	\$2,500,000 00	
preferred or guaranteed	3,700,000 00	
	\$6,200,000 00	
Par value of shares.....	\$50 00	
Amount paid in—general	2,401,527 74	
preferred	1,211,250 00	
	\$3,612,777 74	
Total paid in capital stock (includes all issued, contractors, etc).....		\$3,612,777 74
Average amount paid in per mile (140.714 miles).....	\$25,674 62	
Proportion of same for Ohio	3,612,777 74	
Stockholders, residents of Ohio, 333.		
Amount of stock held by them June 30, 1879	3,522,327 74	
Agents authorized to transfer stock: None.		

FUNDED DEBT.

First mortgage 7 per cent. bonds.....	\$1,846,000 00	
Second " " "	426,000 00	
Third " " "	351,000 00	
First Toledo depot mortgage 7 per cent. bonds.....	52,500 00	
Second " " " "	53,000 00	
	\$2,728,500 00	
Total funded debt.....		\$2,728,500 00
Average amount per mile	\$19,390 39	
Proportion of same for Ohio	2,728,500 00	

OTHER INDEBTEDNESS.

Total unfunded debt.....	\$532,852 89	
Cash securities, debit balances, etc., available to payment.	758 00	
	\$532,094 89	
Net unfunded debt.....		\$532,094 89
Average amount per mile.....	\$3,781 39	
Proportion of same for Ohio	532,094 89	
Increase since June 30, 1878	84,275 26	
	\$3,260,594 89	
Total net debt liabilities		\$3,260,594 89
Proportion of same for Ohio	3,260,544 89	
	\$6,873,372 63	
Total of paid in stock and debt.....		6,873,372 63
Total average amount per mile.....	\$48,846 40	
Proportion of same for Ohio	6,873,372 63	

COST OF ROAD, EQUIPMENT, ETC.

Total expended for construction and purchase	\$6,113,920	60
Additions within the year ending June 30, 1879	13,783	36
Average cost per mile constructed	43,449	27
Proportion of same for Ohio	6,113,920	60

EQUIPMENT.

Locomotives	29	
Passenger, express and baggage cars	19	
Freight, construction and other cars	704	
Total expended for equipment	779,064	12
Average amount per mile	\$5,536	50
Proportion for Ohio	779,064	12
Total for road and equipment	6,892,984	72
Total average and amount per mile	\$148,985	77
Proportion of same for Ohio	6,892,984	72
Value of real estate included, exclusive of roadway	170,000	00
Employees—Superintendent		1
Clerks		31
Mechanics		129
Telegraph operators		13
Train dispatchers		3
Conductors		17
Engineers		26
Firemen		28
Brakemen		39
Baggagemen		7
Wipers		14
Station agents		27
Flagmen, switch tenders, and watchmen		65
Section men		190
Laborers		69
Other employees		81
Total number employed by company in operating line		740

EXPRESS AND TRANSPORTATION COMPANIES.

Express companies run on this road : United States Express Company.

Terms : \$1.00 per day for 10,000 lbs. between Cincinnati and Toledo, and 55 cents per 100 lbs. excess.

Special freight and transportation lines : None.

RATES FOR TRANSPORTATION.

PASSENGER.

Fare charged per mile :		
	Highest.	Lowest.
For distance less than 8 miles	10 cents.	3 cents.
more than 8 miles and less than entire length of main road..	3.75 "	3 "
through passengers	3 "	0.75 "

Amount charged in addition to regular fares in sleeping or other cars on your road: Berth, \$2.00; section, \$4.00.

FREIGHT.

Rate charged per ton per mile :	Highest.	Lowest.
For the shortest distance carried	20 cents.	7 cents.
more than 10 and less than 30 miles	6 "	3.50 "
more than 30 miles and less than entire length of main road	4 "	3 "
through freight	4 "	1 "

DOINGS OF THE YEAR ENDING JUNE 30.

Bridges built in Ohio: Wood, 2; Howe trnss; No. 2, Mad River, 300 feet; No. 4, Pica-
yua Creek, 42 feet.

Train mileage—Passenger	250,965	
Freight	32,763	
Mixed	121,732	
Construction	26,550	
Total		732,010
Car mileage—Passenger, 6,518 cars	749,570	
Express and baggage, 2,750 cars	288,348	
Freight—loaded, 93,867	5,453,846	
empty	1,672,338	
Caboose	271,540	
Total		8,435,612
Fuel consumed—Wood, 5,510 cords; coal, 14,977 tons; total cost		\$14,508 55
Losses, etc., paid—On goods and baggage		494 76
For injuries in Ohio, fatal and non-fatal:		
to employes		304 20
For animals killed in Ohio:		
Horse, 1	\$166 47	
Cattle, 1	30 00	
Hogs, 3	70 00	
Total		236 47

TRANSPORTATION.

Passengers—number carried, local	297,534	
through	23,966	
Total		321,500
Average number carried in each car per trip		49.3
Average number of miles traveled by each		32.11
Total mileage, or number carried one mile		10,325,860
Average amount received for each		75.53 cents.
Average amount per mile received for each		2.352 "
Freight—tons carried, local	463,824	
through	23,966	
Total		512,085

Average tons in each loaded car per trip.....	5.18
Average tons in each loaded car per mile.....	8.69
Total movement, or tons carried one mile.....	46,849,851
Average amount received for each ton.....	1.09
Average amount per mile received for each ton.....	1.107 cents.

Articles transported:

	Tons.	Per cent.
Coal.....	16,407	03.20
Stone, lime, sand, etc.....	21,872	04.27
Petroleum.....	2,217	00.43
Ores.....	285	00.04
Pig and bloom iron.....	7,433	01.45
Manufactured iron.....	5,008	00.98
Lumber and other forest products.....	168,189	32.84
Grain, flour, and other agricultural products.....	194,303	37.94
Live stock.....	4,755	00.93
Animal products.....	4,278	00.83
Manufactures, including agricultural implements.....	13,981	02.73
Merchandise.....	64,025	12.54
Miscellaneous.....	9,332	01.82
Total tonnage yielding revenue.....	512,085	100.
Supplies for company's use.....	26,275	

EARNINGS, OPERATING EXPENSES, Etc., FOR YEAR ENDING JUNE 30.

EARNINGS.

Passenger transportation—local.....	\$199,795 15	
through.....	43,028 23	
		\$242,823 38
Freight transportation—local.....	\$456,412 07	
through.....	102,241 05	
		558,653 12
Mail service.....		15,645 55
Express service.....		21,125 84
Other sources.....		20,481 25
Total earnings of line operated included in this report.....		\$858,729 14

OPERATING EXPENSES.

Maintenance of way and structures.....	\$160,186 54	
Maintenance of cars.....	71,682 19	
Motive power.....	144,269 14	
Conducting transportation.....	127,484 63	
General expenses as follows:		
Taxes.....	\$48,968 89	
Salaries.....	16,032 01	
Other general expenses of operating.....	27,375 24	
		92,376 14
Total operating expenses, being 70.49 per cent. of earnings.....		605,401 67
Net earnings of 142 miles operated.....		\$253,327 47
Rentals paid—L. S. and M. S. R. R.....		12,900 00
Net income over operating expenses and rentals paid.....		\$240,427 47

Per mie of earnings.....	\$6,047 39 ;	proportion for Ohio (142 miles)	\$858,729 14
operating expenses.	4,263 29 ;	“	605,401 67
net earnings	\$1,784 00 ;	“	\$253,327 47

OTHER RECEIPTS AND PAYMENTS WITHIN THE YEAR.

RECEIPTS.

Sale of real estate.....	\$105 00	
Advances by C. H. and D. R. R	11,612 58	
Preferred stock fund	170 78	
Locomotive sold.....	2,000 00	
		<u>\$13,888 36</u>

PAYMENTS.

Interest on bonds, net.....	\$188,238 42	
Premiums and commissions for paying coupons.....	199 01	
Dividends, rate 3½ per cent. on general stock.....	34,974 62	
Last dividend declared on general stock: April 1, 1879.		
Dividends, rate 8 per cent. on preferred stock	99,894 00	
Last dividend declared on preferred stock: April 1, 1879.		
Construction of new work.....	10,874 08	
Additional real estate	3,014 28	
		<u>\$37,194 41</u>

CONDENSED GENERAL BALANCE SHEET JULY 1, 1879,

Taken after making all proper entries affecting or pertaining to the business and transactions of the company or line to date.

LIABILITIES.

Capital stock—common.....	\$2,401,527 74	
“ preferred	1,211,250 00	
First mortgage.....	1,846,000 00	
Second mortgage.....	426,000 00	
Third mortgage	351,000 00	
Toledo depot—1st mortgage bonds	52,500 00	
“ 2d mortgage.....	53,000 00	
Income bonds	300 00	
C. H. and D. R. R.—lessee	532,852 89	
Premium on preferred stock	5,048 33	
Gain in exchange of bonds	159,872 45	
		<u>\$7,030,351 41</u>

ASSETS.

Construction	\$5,722,106 07	
Right of way	109,661 05	
Rolling stock	779,064 12	
Real estate	282,153 48	
R. R. and Ind. account	758 00	
Profit and loss	145,608 69	
		<u>7,039,351 41</u>

CASUALTIES TO PERSONS.

Statement for the year ending June 30, 1879, of all accidents in Ohio resulting in injuries to persons, giving extent and cause thereof:

July 2, 1878. George Eicher jumped from a moving train at Belmore, Ohio. Injuries very slight.

July 8, 1878. Joseph Sprauh, laborer on section, while unloading lumber from car was knocked off the car and slightly injured about the head and shoulders. Purely accidental.

August 2, 1878. H. Derby, brakeman, while coupling cars at Wapakoneta, Ohio, had left hand badly crushed. Accidental. Amputation not necessary.

August 28, 1878. Benj. Morgan and wife, occupants of a buggy, were caught by train No. 29, on crossing near Troy, Ohio. Mrs. Morgan suffered a broken leg and other less injuries; Mr. Morgan slightly injured. Want of caution.

October 21, 1878. Wm. Henderson and R. M. Toland, occupants of a wagon, were caught on the crossing near Anna, Ohio, by train No. 25; wagon demolished; Henderson badly injured about the head, one leg cut off, and collar-bone broken. Toland injured about the head; not serious. Cause: their own carelessness. Train in full view, and giving proper warning signals; noise of the wagon, and being in conversation, probably prevented them hearing the warnings of the engine, as also that of the occupant of a buggy behind them.

November 22, 1878. George Updyke, brakeman, while in the act of coupling cars at Sidney, Ohio, received slight injuries about the shoulders by being caught between the cars. Accidental.

November 23, 1878. Wm. Bangle, Jr., brakeman, had one hand crushed between draw bars while making coupling at Piqua; three fingers amputated.

November 23, 1878. Thos. O'Neil, brakeman, fell from top of train and killed, near Pontiac, Ohio, near half of train passing over him.

December 13, 1878. Jas. Meese, passenger in smoking car, went out on platform of car for fresh air, and fainting, fell from the train, near Troy, Ohio; not seriously injured.

April 22, 1879. Jerry Shein, brakeman, attempting to get on moving train, struck his knee against corner of car, breaking knee-cap.

June 22, 1879. O. Olney, brakeman, arm crushed at Johnson station; no bones broken.

May 14, 1879. M. McCormick, brakeman, hand hurt at Deshler; pulling pins; no bones broken.

May 20, 1879. D. Heffner, brakeman, finger pinched at Dayton; pulling pin; no bones broken.

June 4, 1879. John Sullivan, section-hand, foot crushed between draw-bars at Perrysburg, Ohio; fell as engine was taking stock of train.

RECAPITULATION.

Injured	14
Killed	1

OFFICERS.

Directors—R. M. Shoemaker	Cincinnati, Ohio.
Matthew Shoemaker	Toledo, “
Preserved Smith	Dayton, “

Directors—Theodore Cook	Cincinnati, Ohio.
J. A. Rogers	" "
J. N. Kinney	" "
Rufus King	" "
Henry Lewis	" "
Wm. Beckett	Hamilton,
President, R. M. Shoemaker	Cincinnati,
Vice-President, Matthew Shoemaker	Toledo,
General Solicitor, R. D. Marshall	Dayton,
Treasurer and Secretary, F. H. Short	Cincinnati,
General Superintendent, L. Williams	" "
Assistant Superintendent, John H. Weller	Dayton,
Master Mechanic, John Black	Lima,
General Ticket Agent, Samuel Stevenson	Cincinnati,
General Freight Agent, A. H. McLeod	" "
Cashier, C. B. Marsh	" "
Master of Trains, A. M. Metheny	Lima,
Chief Engineer, Geo. Huntington	Cincinnati,
Purchasing Agent, P. Hickey	" "

State of Ohio, County of Hamilton, ss.:

R. M. Shoemaker, President of the Dayton and Michigan Railroad Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1879.

[Signed]

R. M. SHOEMAKER, *President.*

Subscribed and sworn to before me this 16th day of October, A.D. 1879.

[SEAL.]

S. A. MEDARY, *Notary Public.*

DAYTON AND UNION RAILROAD COMPANY.

[The road was transferred to trustees December 23, 1871. Since that date it is operated under the trusteeship.]

Location of principal office of company: Dayton, Ohio.

LINE OPERATED—MILES.

Dayton to Union City	46.74	
Aggregate of sidings and other tracks	1.79	
Total length of track		48.53

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized	\$1,000,000 00	
Amount issued	86,300 00	
Par value of shares	\$50	
Amount paid in—general	64,450 00	
preferred	20,850 00	
Total paid in		\$86,300 00
Average amount paid in per mile (31.74)	\$2,718 99	
Stockholders, residents of Ohio, 56.		
Amount of stock held by them June 30, 1879	76,400 00	

Agent authorized to transfer stock: John L. Miller, Secretary, Dayton, Ohio.

FUNDED DEBT.

1st mortgage 7 per cent. bonds, due January, 1879	\$90,000 00	
2d mortgage 7 per cent. bonds, due January, 1879	135,000 00	
Income 7 per cent. bonds, due January, 1879	252,444 88	
Total funded debt		\$487,444 88
Average amount per mile	\$15,042 37	
Decrease since June 30, 1878	10,000 00	

OTHER INDEBTEDNESS.

All other debts, current credit balances, etc	\$711 05	
Cash securities, debit balances, etc., available to payment	9,746 47	
Decrease since June 30, 1879	4,182 56	
Total of paid-in stock and debt		\$563,744 88
Total average amount per mile	\$17,761 34	

COST OF ROAD, EQUIPMENT, Etc.

Total for road and equipment.....	\$621,039 35
Total average amount per mile	\$19,566 46

LINE OWNED BY COMPANY—MILES.

Single main track—Dodson to Union	31.74
Aggregate of sidings and other tracks.....	1.79

All in Ohio, and distributed as follows :

County.	Main track.	Sidings, etc.	Total.
Montgomery	3.5030	.0234	3.5264
Preble	1.2050	.1444	1.3924
Darke.....	26.1468	1.2706	27.4174
Totals	31.3898	1.4184	33.2802

LINE OPERATED UNDER LEASE.

Main track of Dayton and Western, from Dayton to Dodson, jointly with P. C. and St. L. R. R	15 miles.
--	-----------

CHARACTERISTICS, Etc.

Weight of rail per yard, 56 pounds; gauge of track, 58 inches.

Main track in Ohio ballasted: Nearly all with gravel.

Bridges—Wood, 1; age, 6 months; aggregate length, 142 feet.

Trestles—55; greatest age, 11½ years; greatest height, 10 feet; greatest length, 30 feet;
aggregate length, 1,150 feet.

Length of shortest span of truss, 40 feet; of longest, 46 feet.

Greatest space between cross ties upon bridges and trestles, 12 inches; length of ties,
8 feet 6 inches.

Number of track stringers, 20.

Are all bridges and trestles provided with guard rails? No.

Do all bridges and trestles receive stated examinations? Yes.

How often? Every three months.

Are the examinations analytical, and are they made by a competent person? By
roadmaster.

Fencing—Total length of single fence, 58 miles; additional required to inclose road,
about 2 miles; length through towns, etc., not requiring fence, 2.

Grade Crossings—Highway—Can't give the exact number.

Railroad—P. C. and St. L. R. R., at Greenville, Ohio.

Do all trains on your road stop at these crossings as required by law? Yes.

Are flagmen stationed at each? Yes.

Telegraph Line—Miles on line of road operated, 46.74.

Miles of same owned by railroad company, none.

Stations—Passenger and freight, 15.

Number with telegraph communication, 4.

Number of same operated by railroad company, 3.

Rolling Stock—Locomotives	5; average weight, lbs.	60,000
Express and baggage cars ...	3;	29,000
Passenger cars	3;	26,000
Parlor and sleeping cars	2; .....	.....
Freight cars	28;	17,000
Other cars	25; .....	.....

Above includes, not owned by company: Locomotives, 2, owned by C. C. C. and I. Railroad; parlor and sleeping cars, 2, owned by Woodruff Palace Sleeping Car Co.

Terms of service: For one of the locomotives, 5 cents per mile; coaches and parlor cars, 3 cents per mile; freight cars, $\frac{2}{3}$ cents per mile.

Number of locomotives equipped with train brakes, 2.

Kind of brake: Westinghouse air brake.

Number of cars equipped with train brakes, 3.

Kind of brake: Westinghouse.

Number of passenger cars with Miller platform, 3.

Are all cars run on this road heated and lighted as prescribed by law? Yes.

State methods of heating cars used for the transportation of passengers: Winslow safety car stove.

Means of lighting same: Candles, fully protected.

Speed of Trains—Express passenger, average rate, including stops, 25 miles per hour.

 Mail and accommodation, 12 miles per hour.

 Freight trains, 10 miles per hour.

Employees—Superintendents	1
Clerks	2
Mechanics	6
Telegraph operators	3
Train dispatchers	1
Conductors	2
Engineers	4
Firemen	4
Brakemen	4
Baggagemen	1
Wipers	4
Station agents	15
Flagmen, switch tenders, and watchmen.....	4
Section men	30
Laborers	3
Other employees.....	20
<hr/>	
Total number employed by company in operating line	104

EXPRESS AND TRANSPORTATION COMPANIES.

Express companies run on this road: United States.

Terms: 25 cents per 100 pounds for any distance, and half fare for messenger.

Special freight and transportation lines: None.

RATES FOR TRANSPORTATION.

PASSENGER.

Fare charged per mile :

	Highest.	Lowest.
For distances less than 8 miles	10 cents.	3 cents.
more than 8 miles and less than entire length of main road..	3 "	3 "
through passengers	3 "	1.66 "

FREIGHT.

Rate charged per ton per mile :

	Highest.	Lowest.
For the shortest distance carried	30 cents.	10 cents.
more than 10 and less than 30 miles	5 "	0.66 "
more than 30 miles and less than entire length of main road	5 "	0.66 "
through freight	5 "	0.66 "

DOINGS OF THE YEAR ENDING JUNE 30.

Bridges built in Ohio, as follows:

At Greenville: Wood, 1; length, 142 feet.

Grading—Miles of main track graded in Ohio: None.

Rail laid—Steel, none.

New iron 102,1760 tons.

Train mileage—Passenger	59,659	
Mixed freight, with passenger cars attached...	37,576	
Car mileage—Passenger	131,224	97,235
Express and baggage	60,350	
Freight—loaded	261,213	
empty	86,746	
Caboose	None.	
Construction and other	None.	
		539,633
Fuel consumed—Wood, 4,637½ cords; total cost		\$10,123 39
Losses, etc., paid—On goods and baggage		18 00
For injuries in Ohio, fatal and non-fatal: None.		
For animals killed in Ohio—		
Horses, 3	\$205 00	
Cattle, 3	37 50	
Hogs, 17	160 62	
		\$403 12
Amount claimed, in litigation, etc., for injuries in Ohio to persons: None.		

TRANSPORTATION.

Passengers—Number carried, local	69,547	
through	10,223	
		79 770
Average number of miles traveled by each		24.38
Total mileage, or number carried one mile		1,944,976
Average amount received for each		£9.80 cents.
Average amount per mile received for each		2.45 cents.

Freight—Tons carried, local	39,020	
through	25,370	
	<u>64,390</u>	64,390
Average tons in each loaded car per trip		10
Total movement, or tons carried one mile		2,743,915
Average amount received for each ton		84.41 cents.
Average amount per mile received for each ton.....		2 30 cents.

Articles transported: Keep no classified account.

EARNINGS, OPERATING EXPENSES, Etc., FOR YEAR ENDING JUNE 30.

EARNINGS.		
Passenger transportation—local.....	\$37,470 26	
through	10,230 03	
	<u>\$47,700 29</u>	\$47,700 29
Freight transportation—local.....	\$18,605 70	
through	14,504 36	
	<u>63,110 06</u>	63,110 06
Mail service.....	2,265 23	
Express service	1,681 58	
Other sources	4,866 68	
	<u>\$119,623 84</u>	\$119,623 84

OPERATING EXPENSES.

Maintenance of way and structures	\$15,317 20	
Maintenance of cars.....	5,327 52	
Motive power.....	12,463 90	
Conducting transportation	21,217 79	
General expenses, as follows:		
Taxes—Ohio	\$3,599 14	
Salaries.....	3,705 00	
Other general expenses of operating.....	9,139 53	
	<u>16,443 67</u>	
Total operating expenses, being 59.165 per cent. of earnings	<u>\$70,770 03</u>	\$70,770 03
Net earnings of 46.74 miles operated		\$43,853 76
Rentals paid, for use of road, track, depots, equipment, etc.:		
Lease of track	\$10,000 00	
Rent of depot.....	3,600 00	
Rent of locomotives.....	1,626 45	
	<u>15,226 45</u>	
Net income over operating expenses and rents paid	<u>\$33,627 31</u>	\$33,627 31
Percentage of same to capital stock and debt.....	5,965	
Per mile of earnings		2,559 35
operating expenses		1,514 12
Per mile of net earnings.....		<u>\$1,045 23</u>

OTHER RECEIPTS AND PAYMENTS WITHIN THE YEAR.

PAYMENTS.	
Interest on bonds—net	\$16,380 00
Bonds of the company cancelled, par value	\$10,000 00
Construction of new work	1,768 57
	\$18,148 75

CONDENSED GENERAL BALANCE SHEET, JULY 1, 1878,

Taken after making all proper entries affecting or pertaining to the business and transactions of the company or line to date:

LIABILITIES.	
Capital stock	\$86,300 00
Bond account	477,444 88
Income account, including surplus	132,267 52
Individual account.....	192 14
Incidental	3,792 20
Pay-rolls.....	3,022 90
Wood.....	707 51
Due railroads	4,788.50
	\$708,515 65
ASSETS.	
Road, equipment, and real estate	\$621,039 35
Interest on bonds	12,880 00
Individual accounts	376 67
Due from post-office department.....	302 22
Tie account.....	422 70
Expense account	60,863 66
Greenville bridge	1,768 75
Car service.....	1,794 72
Due from railroads	1,646 19
Cash on hand	7,421 39
	\$708,515 65

CASUALTIES TO PERSONS.

Statement for the year ending June 30, 1879, of all accidents in Ohio resulting in injuries to persons, giving extent and cause thereof:

On the 28th of October, 1878, a soldier from the Home, near Dayton, named William Eberlein, was killed by being run over by a switch engine and cars, about 25 yards north of the crossing on Fifth street, in Dayton. There were two freight cars ahead of the engine, and when the train approached within about seven feet of where Eberlein was standing, near the track, he threw himself prostrate in front of the forward car, with his head on the rail. This testimony was given at the inquest, and the verdict of the coroner's jury was suicide. D. K. Boyer was the acting coroner.

OFFICERS.

Directors—J. McDaniel	Dayton, Ohio.
J. H. Devereux	Cleveland, Ohio.
H. B. Hurlbut.....	" "
F. H. Short	Cincinnati, Ohio.
E. M. Shoemaker	" "

Directors—H. H. Poppleton	Cleveland, Ohio.
Henry Lewis	Cincinnati, “
G. N. Rogers	Dayton, “
P. Smith	“ “
President, J. McDaniel	Dayton, Ohio.
Auditor, John L. Miller	“ “
Treasurer, S. W. Rogers	“ “
Secretary, John L. Miller	“ “
Cashier, John L. Miller	“ “
General Superintendent, C. C. Gale	Indianapolis, Ind.
Master Mechanic, L. S. Young	Cleveland, Ohio,
General Ticket Agent, John L. Miller	Dayton, “
General Freight Agent, C. E. Miller	“ “

State of Ohio, County of Montgomery, ss. :

James McDaniel, President of the Dayton and Union Railroad Company, being duly sworn, deposes and says that having carefully examined the foregoing statements prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1879, to the best of his knowledge and belief.

(Signed)

JAMES MCDANIEL.

Subscribed and sworn to before me, this 23d day of October, A.D. 1879.

[SEAL.]

A. HUMPHREYS,

Notary Public, Morrow county, Ohio.

IRON RAILROAD COMPANY.

Location of principal office of the company: Ironton, Ohio.

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized	\$500,000 00	
Amount subscribed	305,100 00	
Amount issued	305,100 00	
Par value of shares	\$50 00	
Total paid-in capital stock		\$305,100 00
Average amount paid in per mile (16.50)		18,490 91
Stockholders, residents of Ohio, 333.		
Amount of stock held by them June 30, 1879		257,000 00
Agents authorized to transfer stock: Samuel Richards, Secretary, Ironton, Ohio.		
Number of shares transferred within the year, 10.		

FUNDED DEBT.

None.

OTHER INDEBTEDNESS.

Other debts, current credit balances, etc	\$3,381 00	
Cash, debit balances, etc., available to payment	12,474 57	
Total of paid-in stock and debt		\$305,100 00
Total average amount per mile	\$18,490 91	

COST OF ROAD, EQUIPMENT, ETC.

ROAD.

Total expended for construction, etc	\$349,245 48
Average cost per mile	21,166 39

EQUIPMENT.

Locomotives, 4	\$33,900 00	
Passenger cars, 2; freight cars, 185	44,800 00	
Total expended for equipment		\$78,700 00
Average amount per mile	\$4,769 69	
Total for road and equipment		\$427,945 48
Total average amount per mile	\$25,936 08	

LINE OF ROAD OWNED BY COMPANY—MILES.

Whitwell to Ironton	1.75
Ironton to Centre Station	12.75
Etna Station to Ellison	2.
Total single main track	16.50
Aggregate of sidings and other track	2.75
Total length of rail, computed as single track	19.25
All in Lawrence county, Ohio.	
Laid with steel rail: None.	

CHARACTERISTICS, Etc.

Weight of rail per yard on main track, 60 lbs.; gauge of track, 58 inches.

Main track ballasted, 16.50 miles with gravel, ashes, and cinder.

Bridges—Wood, 23; greatest age, 9 years; aggregate length, 662 feet. Iron, 1; age, 8 years; length, 94 feet. Total, 756 feet.

Length of shortest span, 15 feet; of longest span, 94 feet.

Greatest space between cross ties upon bridges, 24 inches; length of ties, 8 feet.

Number of track stringers, 2.

Are all bridges provided with guard rails? No.

Do all bridges receive stated examinations? Yes.

How often? About once every month.

Are the examinations analytical, and are they made by a competent person? Yes.

Tunnels—Solid rock, 1; length, 1,020 feet.

Fencing—Mile: of single fence, none; length through towns, etc., not requiring fence, 6 miles; additional required to inclose both sides of road, 34 miles.

Grade Crossings—Highway, 10.

Railroad, none.

Stations—Passenger and freight, 15.

Rolling Stock—Locomotives	4;	average weight, lbs	50,400
Passenger cars	2;	.....	22,500
Freight cars	185;	.....	10,000

Number of locomotives equipped with train brakes, none.

Kind of brake: We use only the ratchet hand brake.

Number of passenger cars with Miller platform, none.

Method of bridging between passenger cars when two or more are run in trains: We use only one passenger car attached to a freight train.

State methods of heating cars used for the transportation of passengers: We use a Beeman's patent railroad stove—a heating apparatus so constructed that the fire will be extinguished as soon as the car is overturned.

Means of lighting same: Candles.

Speed of trains—Mixed, average rate, including stops, 15 miles per hour; coal trains, 12.

Employees—Superintendent	1
Clerks	2
Mechanics	4
Conductor	1
Engineers	2
Firemen	2
Brakemen	5
Wipers	2
Flagmen, switch tenders, and watchmen	4
Section men	9
Other employes	3
Total number	35

RATES FOR TRANSPORTATION.

PASSENGER.

Fare charged per mile :	Highest.	Lowest.
For distances less than 8 miles.....	5 cents.	3.3 cents.
more than eight miles and less than entire length of main road	3 "	2.7 "
through passengers.....	3 "	2.9 "

FREIGHT.

Rate charged per ton per mile :	Highest.	Lowest.
For the shortest distance carried (3 miles).....	33.33 cents	8.33 cents.
more than 10 and less than 30 miles.....	11.54 "	2.33 "
through freight	11.54 "	2.33 "

DOINGS OF THE YEAR ENDING JUNE 30.

Ballasting—We are constantly ballasting, using gravel.

Train mileage—Passenger.....	88	
Freight	7,751	
Mixed	21,616	
Construction and other.....	585	
		30,040
Car mileage—Passenger	16,849	
Freight, loaded	113,261	
empty	83,785	
Construction and other	913	
		214,808
Fuel consumed—Coal, 297 tons; cost.....		1,075 30
Losses, etc., paid—For injuries to persons.....		1,000 00
For animals killed :		
1 mule	\$50 00	
2 cattle	45 00	
4 hogs	9 25	
		\$104 25

TRANSPORTATION.

Passengers—number carried, local.....	12,395	
through	3,861	
		16,256
Average number carried in each car per trip.....		13
Average number of miles traveled by each		8.6
Total mileage, or number carried one mile		134,925
Average amount received for each		27.8 cents.
Average amount per mile received for each.....		3.2 "
Freight—Tons carried, local	74,251	
through	31,477	
		105,728
Average tons in each loaded car per trip.....		10
Average tons in each loaded car per mile		10
Total movement, or tons carried one mile.....		1,030,848
Average amount received for each ton		47.6 cents.
Average amount per mile received for each ton.....		4.88 cents.

Articles transported:		Tons.	Per cent.
Coal.....		49,908	47.2
Stone, lime, sand, etc		4,400	4.2
Ores		37,031	35
Pig and bloom iron		10,000	9.5
Manufactured iron		100	} 2.6
Lumber and other forest products		465	
Grain, flour, and other agricultural products		1,220	
Live stock.....		3	
Animal products		308	
Manufactures, including agricultural implements.....		273	
Merchandise		317	
Miscellaneous		1,517	
Total tonnage yielding revenue.....		105,728	100
Supplies for company's use		573	

EARNINGS, OPERATING EXPENSES, Etc., FOR YEAR ENDING JUNE 30.

EARNINGS.

Passenger transportation	\$4,530 83
Freight transportation	50,372 60
Other sources	2,509 19
<hr/>	
Total earnings of line operated included in this report	\$57,412 62

OPERATING EXPENSES.

Maintenance of way and structures.....	\$8,761 90
Maintenance of cars	4,273 22
Motive power	2,829 14
Conducting transportation	6,444 51
General expenses:	
Taxes	\$2,926 57
U. S. revenue tax	2,971 96
Salaries.....	4,354 18
Other general expenses of operating ...	1,936 84
	<hr/>
	12,189 55
<hr/>	
Total operating expenses, being 60 per cent. of earnings.....	34,498 32
<hr/>	
Net earnings of 16 50 miles operated	\$22,914 30
Net income over operating expenses and rents paid	22,914 30
Percentage of same to capital stock and debt.....	7.51
Percentage of to total means applied to construction, etc	5.1
Per mile of earnings	3,479 53
operating expenses.....	2,090 80
net earnings	1,388 73

OTHER RECEIPTS AND PAYMENTS WITHIN THE YEAR.

RECEIPTS.

Dividends on investment with trustee.....	\$354 00
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PAYMENTS.

*Dividends, rate 6 per cent. on general stock	18,306 00
Last dividend declared May 14, 1879.	

CONDENSED GENERAL BALANCE SHEET, JULY 1, 1879,

Taken after making all proper entries affecting or pertaining to the business and transactions of the company or line to date :

LIABILITIES.

Capital stock	\$305,100 00	
Dividends unpaid	31 40	
Hands' pay-roll.....	1,055 15	
Book accounts.....	1,494 45	
Current income accounts	29,732 13	
Profit and loss.....	195,027 14	
Bills payable	800 00	
	<hr/>	\$533,240 27

ASSETS.

Construction accounts	\$323,596 37	
Rolling stock accounts.....	78,700 00	
Real estate and building accounts	44,479 36	
Stock in hands of trustees	5,900 00	
Cash on hand.....	3,044 72	
Cash in transit	148 45	
Bills receivable.....	3,901 43	
Accounts receivable	31,225 86	
Judgment, law, Court of Common Pleas	2,701 75	
Suspended accounts.....	23,715 16	
Current expense account.....	15,827 17	
	<hr/>	533,240 27

CASUALTIES TO PERSONS.

Statement for the year ending June 30, 1879, of all accidents in Ohio resulting in injuries to persons, giving extent and cause thereof:

December 31, 1878. Thomas McKee, roadmaster, was on engine No. 6, train coming south, and at Rogersville stepped from the engine to change a switch for a brakeman. He slipped upon the frozen surface of an ash-pile, fell, became entangled in the hind trucks of tender, and was caught and pressed about hips and back between trucks and ground. His injuries were internal, from the effects of which he died January 8, 1879.

RECAPITULATION.

Killed—Employees—want of caution.....	1
---------------------------------------	---

* Two dividends of 3 per cent. each.

OFFICERS.

Directors—John Campbell.....	Ironton, Ohio.
Thos. W. Means	Hanging Rock, Chic.
Charles Campbell	Ironton, Ohio.
Oscar Richey.....	“
John C. Clarke.....	“
W. W. Johnson	“
C. C. Clarke	“
President, Charles Campbell.....	“
Treasurer, W. W. Johnson	“
Secretary, C. C. Clarke	“
Master Mechanic, James R. Martin	“

State of Ohio, County of Lawrence, ss.:

Charles Campbell, President of the Iron Railroad Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1879.

(Signed)

CHARLES CAMPBELL, *President.*

Subscribed and sworn to before me, this 28th day of August, A.D. 1879.

[SEAL.]

D. W. VOGLESONG, *Notary Public.*

LAKE ERIE AND LOUISVILLE RAILROAD COMPANY.

Location of the principal office of the company: Fremont, Ohio.

LINE OPERATED EMBRACED IN REPORT—MILES.

Fremont to Celina	99.18
St. Mary's to Minster	9.92
Total	109.10
Aggregate of sidings and other tracks	6.98
Total length of track	116.08

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized	\$1,500,000	00
Amount subscribed for purchase of road	1,500,000	00
Amount issued for purchase of road	1,500,000	00
Par value of shares	\$50	
Total amount paid in		\$1,500,000 00
Average amount paid in per mile (107.90 miles)	13,901	76
Stockholders residents of Ohio, 3.		
Amount of stock held by them June 30, 1879	150	00
Agents authorized to transfer stock: None, excepting Secretary.		

OTHER INDEBTEDNESS.

Contracted for construction, equipment, or real estate	\$204,000	00
All other debts, current credit balances, etc	20,725	77
Total unfunded debt	\$224,725	77
Cash, securities, debit balances, etc., available to payment	21,094	93
Net unfunded debt		\$203,630 84
Average amount per mile (107.90)	\$1,887	21
Increase since June 30, 1878	5,425	59
Total net debt liabilities	203,630	84
Total of paid in stock and debt		1,703,630 84
Total average amount per mile (107.90)	\$15,780	98

COST OF ROAD, EQUIPMENT, Etc.

Road acquired by purchase	\$1,477,787	45
Subsequent expenditures for construction	255,232	34
Total expended for construction and purchase		\$1,733,021 79
Additions within the year ending June 30, 1878	39,207	44
Average cost per mile of road owned by company (107.90)	16,061	37

LINE OWNED BY COMPANY.

Single main track—Fremont to Celina	97.98	miles.
St. Marys to Minster	9.92	“
	<hr/>	“
Total single main track	107.90	“
Aggregate of sidings and other tracks	6.98	“
	<hr/>	“
Total length laid with rail, computed as single track	114.90	“

Length in Ohio, distributed as follows:

County.	Main track.	Branches.	Sidings, etc.	Total.
Sandusky	11.55	.....	1.35	12.90
Seneca	10.44	.....	.65	11.09
Hancock	30.32	.....	1.23	31.55
Allen	22.91	.....	.84	23.75
Anglaize	16.49	9.92	2.34	28.75
Mercer	6.27	.....	.57	6.84
	<hr/>	<hr/>	<hr/>	<hr/>
Totals	97.98	9.92	6.98	114.86

LINE OPERATED UNDER LEASE—MILES.

We rent and use jointly 1 2:10 miles of track through the city of Lima.

CHARACTERISTICS, ETC.

Weight of rail per yard, 50 and 56 lbs.; gauge of track, 56½ inches.

Main track in Ohio ballasted 70 miles, with stone and gravel.

BRIDGES, TRETTLES, ETC., IN OHIO.

Bridges—Wood, 6; greatest age, 6 years; aggregate length, 640 feet.

Trestles—47; greatest age, 7 years; greatest height, 28 feet; greatest length, 640 feet; aggregate length, 3,324 feet.

Length of shortest span of truss, 79 feet; of longest, 150 feet; greatest length of beams between points of support, if not trussed, 15 feet.

Greatest space between cross ties upon bridges and trestles, 14 inches; length of tie, 8 feet.

Number of track stringers, 2.

Are all bridges and trestles provided with guard rails? Not all.

Do all bridges and trestles receive stated examinations? Yes.

How often? Once a month.

Are the examinations analytical, and are they made by a competent person? Yes.

Fencing—Miles of single fence, 169.7; additional required to inclose road, 33; length through towns, etc., not requiring fence, 13.10.

Grade Crossings—Highway, 177.

Railroads—Lake Shore and Michigan Southern, at Fremont, Ohio.

Northwestern Ohio, at Bnrgoon, Ohio.

Columbus and Toledo, at Fostoria, Ohio.

Baltimore and Ohio, at Fostoria, Ohio.

Dayton and Michigan, at Lima, Ohio.

Pittsburgh, Ft. Wayne and Chicago, at Lima, Ohio.

Do all trains on your road stop at these crossings, as required by law? Yes.

Are flagmen stationed at each? Yes.

Telegraph Line—Miles on line of road operated, 98; miles of same owned by railroad company: None.

Stations—Passenger and freight, 25. Number with telegraph communication, 11; number of same operated by railroad company, 11.

Rolling stock—Locomotives	7; average weight, lbs....	99,000
Express and baggage cars.....	4;	30,000
Passenger cars	4;	34,000
Freight cars.....	80;	14,000

Above includes, not owned by company.

Locomotives, 1; owned by United States Rolling Stock Company.

Express and baggage cars, 1; owned by United States Rolling Stock Company.

Terms of service: Pay rentals monthly.

Number of locomotives equipped with train brakes: None.

Number of passenger cars with Miller platform: None.

Method of bridging between passenger cars when two or more are run in trains: Only run one coach on regular trains.

Are all cars run on your road heated and lighted as prescribed by law? Yes.

State method of heating passenger cars run on your road: Substantial wood stoves, bolted to the floor and protected at the sides.

Means of lighting same: Car candles in glass globes.

Speed of trains—Express passenger, average rate, including stops, 18 miles per hour; mail and accommodation, 18; freight trains, 10.

Employes—Superintendent	1
Clerks	9
Mechanics	19
Telegraph operators	7
Conductors	6
Engineers	7
Firemen	7
Brakemen	8
Baggagemen	2
Wipers	7
Station agents	15
Flagmen, switch-tenders, and watchmen.....	3
Section men	16
Laborers	64
Other employes.....	13
Train dispatchers	1
Total number	170

EXPRESS AND TRANSPORTATION COMPANIES.

Express companies run on this road: United States.

Terms: They pay us double first class freight tariff rates per 100 lbs.

Special freight and transportation lines: There are no freight, transportation, or other special lines run on this road. We run cars owned by transportation companies, paying railrage on them the same as on other foreign cars.

RATES FOR TRANSPORTATION.

PASSENGER.

Fare charged per mile :	Highest.	Lowest.
For distance less than 8 miles	7.7 cents.	3.457 cents.
more than 8 miles and less than entire length of main road	3 "	2. "
through passengers	3 "	2. "

FREIGHT.

Rate charged per ton per mile :	Highest.	Lowest.
For shortest distance carried	30 cents.	18 cents.
more than 10 and less than 30 miles	5.35 "	3.40 "
more than 30 miles and less than entire length of main road	5 "	.883 "
through freight	3 "	.85 "

DOINGS OF THE YEAR ENDING JUNE 30.

Fencing in Ohio—Fencing built this year was on extension from St. Marys to Celina, and by agreement was built by land owners; can not name place.

Train mileage—Passenger	131,893	
Freight.....	67,854	
Construction.....	5,000	
Total		204,747
Car mileage—Passenger	138,806	
Express and baggage	131,813	
Freight—loaded	469,762	
empty.....	207,867	
Caboose	67,854	
Construction and other.....	25,000	
Total		1,041,102
Fuel consumed—Wood, 4,595 cords; coal, 1,260 tons; total cost.....		\$12,151 77
Losses, etc., paid—On goods and baggage.....		300 02
For injuries in Ohio, fatal and non-fatal:		
to employes.....		619 50
For animals killed in Ohio:		
Horses, 3	\$95 00	
Cattle, 38	297 92	
		\$392 92

TRANSPORTATION.

Passengers—Number carried, local.....		108,262
Average number carried in each car per trip		16
Average number of miles traveled by each		20.19
Total mileage, or number carried one mile		2,178,180
Average amount received for each		\$0 55.54
Average amount per mile received for each.....		2.76
Freight—Tons carried, through		832,931
Average tons in each loaded car per trip.....		8.6
Average tons in each loaded car per mile.....		8.6
Total movement, or tons carried one mile		4,038,991
Average amount received for each ton		\$1 07.74
Average amount per mile received for each ton		2.37

Articles transported :

	Tons.	Per cent.
Coal	2,009	2.26
Stone, lime, sand, etc	2,056	2.39
Petroleum	1,167	1.30
Ores	14	.02
Pig and bloom iron	24	.03
Manufactured iron	485	.54
Lumber and other forest products	19,944	22.40
Grain, flour, and other agricultural products.....	35,053	39.36
Live stock	8,503	9.67
Animal products	2,917	3.28
Manufactures, including agricultural implements	4,608	5.19
Merchandise.....	3,650	4.11
Miscellaneous	8,352	9.04
Total tonnage yielding revenue.....	88,782	100

EARNINGS, OPERATING EXPENSES, Etc., FOR YEAR ENDING JUNE 30.

EARNINGS.

Passenger transportation.....	\$60,129 38
Freight transportation.....	95,657 59
Mail service	5,062 51
Express service	2,436 12
Other sources	164,421 66
Total earnings of line operated, included in this report	\$327,707 26

OPERATING EXPENSES.

Maintenance of way and structures	\$4,931 92
Maintenance of cars	7,409 33
Motive power.....	35,730 53
Conducting transportation	32,237 57
General expenses :	
Taxes—Ohio	\$5,226 74
Salaries.....	4,900 00
Other general expenses of operating	3,462 29
	13,589 03
Total operating expenses, being 75.29 per cent. of earnings.....	\$123,898 38
Net earnings of 109.10 miles operated	\$40,523 28
Rentals paid :	
D. and M. R. R., for rent of track and station facilities at Lima, Ohio....	4,000 00
Net income over operating expenses and rentals paid.....	\$36,523 28
Percentage of same to capital stock and debt.....	.0214
Percentage of to total means applied to construction, etc.....	.0210
Per mile of earnings	\$1,507 07
operating expenses.....	1,135 64
Net earnings.....	\$371 43

OTHER RECEIPTS AND PAYMENTS WITHIN THE YEAR.

RECEIPTS.	
Increase of floating debt.....	\$19,575 27
PAYMENTS.	
Construction of new work.....	\$39,207 44

CONDENSED GENERAL BALANCE SHEET, JULY 1, 1879,

Taken after making all proper entries affecting or pertaining to the business and transactions of the company or line to date.

LIABILITIES.	
Capital stock.....	\$1,500,000 00
Bills payable.....	204,000 00
Interest accrued.....	4,236 49
June bills and pay-rolls.....	12,858 11
Due on sundry accounts.....	3,631 17
Income of expense account.....	36,970 92
	<hr/>
	\$1,761,696 69
ASSETS.	
Cost of road.....	\$1,733,021 79
Due from sundry accounts.....	4,723 04
Material and supplies on hand.....	7,479 97
Due from local aid, Celina, Ohio.....	9,877 00
Cash on hand.....	3,118 09
Brown, Howard & Co.....	3,471 80
	<hr/>
	\$1,761,696 69

CASUALTIES TO PERSONS.

Statement for the year ending June 30, 1878, of all accidents in Ohio resulting in injuries to persons, giving extent and cause thereof:

July 23, 1878. J. K. Patterson, at Arcadia: injured; two fingers of left hand mashed coupling cars. Want of caution. Not an employe.

July 25, 1878. V. H. Huchett, freight conductor, injured at Rawson: sprained leg pushing flat cars. Want of caution.

August 5, 1878. Pat. Dillane, brakeman, at Fostoria: injured right arm coupling cars. Want of caution.

August 11, 1878. J. B. Martin, an employe, at K——: injured; right leg amputated; attempted to board a moving train. Want of caution.

September 23, 1878. J. W. Witmer, brakeman, at Binfton: injured shoulder attempting to let brake off; brake slipped, throwing him from train. Want of caution.

September 24, 1878. Geo. Remsburgh, brakeman, at Rawson: injured finger on right hand coupling cars. Want of caution.

May 15, 1879. Chas. Yerger, brakeman, at Bluffton: injured; finger on right hand mashed while coupling cars; took hold of stall of stock car and horse fell on it. Want of caution.

TRAIN ACCIDENTS—ENTIRE LINE.

Return of accidents to trains occurring within the year ending June 30, 1878, whether attended with personal injury or not:

July 25, 1879. Baggage car of passenger train derailed near St. Mary's: cause, defective joint. Damage, \$25.

August 1, 1879. Ten cars of freight train derailed near Davis: cause, defective joint. Damage, \$500.

August 3, 1879. Engine, baggage and passenger car of excursion train derailed while backing up at Blenheim: cause, bad track. Damage, \$500.

OFFICERS.

Directors—Adrian Iselin, Jr	New York City.
A. Hagervisch	“
Chas. Foster	Fostoria, Ohio.
N. C. West	Fremont, Ohio.
C. S. Brice	Lima, Ohio.
A. B. Williams	Cincinnati, Ohio.
I. H. Burgoon	Fremont, Ohio.
A. H. Miller	“
C. O. Tillotson	“
W. H. Andrews	“
President, Charles Foster	Fostoria, Ohio.
Vice-President, C. S. Brice	Lima, Ohio.
Treasurer and Secretary, W. H. Andrews	Fremont, Ohio.
Superintendent, I. H. Burgoon	“
Master Mechanic, John Pero	“
General Ticket Agent, W. H. Andrews	“
General Freight Agent, I. H. Burgoon	“
General Solicitor, C. S. Brice	Lima, Ohio.

State of Ohio, County of Sandusky, ss.:

W. H. Andrews, Secretary and Treasurer of the Lake Erie and Louisville Railroad Company, being duly sworn, deposes and says that having carefully examined the foregoing statements prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1879.

(Signed)

W. H. ANDREWS, *Treasurer and Secretary.*

Subscribed and sworn to before me, this 2d day of September, A.D. 1879.

[SEAL.]

T. M. HOBART, *Notary Public.*

LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY COMPANY.

Principal office of the company : Cleveland, Ohio.

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized.....	\$50,000,000 00
Par value of shares.....	\$100
Amount paid in—general.....	49,466,500 00
preferred.....	533,500 00
Total paid in.....	\$50,000,000 00
Average amount paid in per mile (1,024 71 miles)	\$48,794 30
Proportion for Ohio (377.62 miles)	18,425,703 57
Stockholders, residents of Ohio, 681.	
Amount of stock held by them June 30, 1879	3,066,200 00
Agent authorized to transfer stock: E. D. Worcester, Treasurer, Grand Central Depot, New York.	
Number of shares transferred within the year at such agency, \$407,462.	

FUNDED DEBT.

	On miles	Due		
L. S. and M. S. con. 1st mort., S. F..	864	July 1, 1900..	\$3,159,000 00	
L. S. and M. S. \$2,000,000 issue	864	Oct. 1, 1879..	630,000 00	
Lake Shore Railway dividend bonds.	258	April 1, 1899..	1,356,000 00	
C. P. and A. R. R. registered.....	95	Jan. 1, 1880..	891,000 00	
C. P. and A. R. R. 3d mortgage.....	95	Oct. 1, 1892..	920,000 00	
Mich. S'n and Nor. Ind. 1st mort	451	May 1, 1885..	5,255,000 00	
Cleveland and Toledo 1st mort.....	162	July 1, 1885..	1,595,000 00	
Cleveland and Toledo 2d mort	162	April 1, 1886..	849,000 00	
Buffalo and State line mort.....	83	July 1, 1882..	200,000 00	
Buffalo and State line mort.....	83	Sept 1, 1886..	300,000 00	
Buffalo and Erie mort.....	88	April 1, 1891..	2,834,000 00	
Total amount outstanding on the first general mortgage of \$25,000,000.....			\$23,000,000 00	
L. S. and M. S. con. 2d general mort..	864	Dec. 1, 1903..	\$9,350,000 00	
L. S. and M. S. bonds of 1882.....	...	Oct. 1, 1882..	3,150,000 00	
Total amount outstanding of the second general mortgage of \$25,000,000.....			\$12,500,000 00	
Total funded debt proper			\$35,500,000 00	

1st mortgage 7 per cent. bonds, due July 1, 1900.....	\$23,000,000 00	
2d mortgage 7 per cent. bonds, due December 1, 1903.....	12,500,000 00	
Detroit, Monroe and Toledo bonds	924,000 00	
Kalamazoo and W. Pigeon bonds.....	600,000 00	
		<hr/>
Average amount per mile.....	\$36,131 19	
Proportion for Ohio.....	13,643,859 97	
Decrease since June 30, 1878.....	250,000 00	\$37,024,000 00

COST OF ROAD, EQUIPMENT, ETC.

ROAD.

Total expenditures by company for construction	\$15,601,205 65
--	-----------------

ROAD ACQUIRED BY PURCHASE.

Detroit, Monroe and Toledo.....	\$1,295,600 00	
Kalamazoo and White Pigeon.....	610,000 00	
Northern Central, Michigan	1,359,548 85	
		<hr/>
Total expended for construction and purchase.....		68,866,354 50
Additions within the year ending June 30, 1879	\$13,149 50	
Average cost per mile of road owned by company	67,205 70	
Proportion of same for Ohio	25,378,216 43	

EQUIPMENT.

Locomotives, 495; Passenger, express and baggage cars, 266; freight, construction, and other cars, 10,280; total expended for equipment...	14,378,709 04
Average amount per mile (1,176.80 miles).....	\$12,218 48
Proportion for Ohio	5,139,214 87
	<hr/>
Total for road and equipment.....	\$83,245,063 50
Total average amount per mile	\$79,424 18
Proportion of same for Ohio	30,517,431 30
Value of real estate included, exclusive of roadway.....	2,000,000 00

LINE OWNED BY COMPANY—MILES.

	Length.	In Ohio.
Buffalo to Chicago	549.37	195.01
Elyria Junction, via Sandusky, to Millbury Junction.....	72.95	72.95
Sandusky Junction Pier Branch to old depot	3.74	3.74
Air Line Junction to Elkhart	130.70	64.90
Air Line Junction to Detroit.....	62.29	7.70
Lenawee Junction to Jackson.....	41.90	.....
Lenawee Junction to Monroe	29.50	.....
Palmyra to Adrain, via K. and E. R. E	5.33	.....
White Pigeon to Kalamazoo	36.68	.....
Jonesville to North Lansing	61.14	.....
Ashtabula to Ashtabula Harbor.....	2.51	2.51
Ashtabula to Jamestown	36.09	30.80
Junction with D., A. V. and Pitts. R. E. at Dunkirk	1.50	.....
	<hr/>	<hr/>
Total single main track	1,024.70	377.61

Double track—Buffalo to Cleveland.....	Length.	In Ohio.
between Cleveland and west end of Maumee bridge...	183.50	69.94
" Toledo and Chicago.....	19.63	3.60
Aggregate amount of sidings and other tracks.....	424.57	412.41
Total length laid with rail computed as single track.....	1,697.64	708.80
Laid with steel rail	1,007.93	437.78

Length in Ohio, distributed as follows :

County.	Main track.	Branches.	Double track.	Sidings, etc.	Total.
Ashtabula.....	27.78	33.31	27.78	18.14	107.01
Lake	28.50	....	28.50	8.40	65.40
Cuyahoga.....	31.23	....	31.30	47.97	110.59
Lorain	34.97	....	15.93	20.53	71.43
Erie	28.74	3.74	9.06	22.23	54.76
Huron	26.63	....	....	11.86	38.49
Sandusky	26.66	....	....	8.75	35.41
Ottawa	41.67	....	3.97	17.82	63.46
Wood	7.70	....	7.24	1.87	16.81
Lucas	13.99	23.81	4.	45.39	87.19
Fulton .....	....	24.49	....	5.60	30.09
Williams.....	....	24.30	....	3.86	28.16
Totals	267.96	109.65	118.78	212.41	708.80

LINE OPERATED UNDER LEASE.

	Length.	In Ohio.
Kalamazoo, Allegan and Grand Rapids R. R.—Kalamazoo to Grand Rapids	58.	....
Jamestown and Franklin Railroad—Jamestown to Oil City.....	51.10	....
Mahoning Coal Railroad—Andover to Youngstown	38.	
Tyrrel Hill to Vienna.....	2.60	
Vienna to Holliday Bank	1.41	
Coalburgh to New York, Ohio.....	.98	
	<u>42.99</u>	42.99
Total single track	152.09	42.99
Sidings and other tracks	26.07	7.59
Totals	<u>178.15</u>	50.58

CHARACTERISTICS, ETC.

Weight of rail per yard: Main track, 60 and 65 lbs.

Gauge of track: 4 feet 8½ inches and 4 feet nine inches.

Main track in Ohio ballasted: All, with gravel and stone.

BRIDGES, TRESTLES, ETC., IN OHIO.

Bridges—Wood, 27; greatest age, 11 years; aggregate length, 3,170 feet. Iron, 14; greatest age, 10 years; aggregate length, 2,304 feet. Stone arch, 11; aggregate length, 2,039 feet. Total, 7,513 feet.

Trestles—117; greatest age, 5 years; greatest height, 41 feet; aggregate length, 7,497 feet.

Length of shortest span of truss, 31 feet; of longest, 175½ feet; greatest length of beams between points of support, if not trussed, 24 feet.

Greatest space between cross-ties upon bridges and trestles, 5 inches; length of ties, 8 to 12 feet.

Number of track stringers, 4.

Are all bridges and trestles provided with guard rails? Yes.

Do all bridges and trestles receive stated examinations? Yes.

How often? Monthly.

Are the examinations analytical, and are they made by a competent person? Yes.

Tunnels—Stone, 1; aggregate length, 114 feet.

Fencing—Miles of single fence, all fenced.

Grade Crossings—Highway, 1,642; in Ohio, 505.

Railroad—C. T. V. and W., at Elyria.

B. and O. (L. E. Div.), at Monroeville and Sandusky.

C. S. and C., at Clyde and Sandusky.

A. and Gt. W., at Johnstown, Latimer and Doughton.

L. E. and L., at Fremont.

T. T. and E., at East Toledo.

D. yton and Michigan, at East Toledo.

Wabash, at Toledo.

Toledo and Ann Arbor, at Alexis.

C. and P., at Cleveland.

A. Y. and P., at Ashtabula.

P. and Y., at Painesville.

Do all trains on your road stop at these crossings, as required by law? Yes.

Are flagmen stationed at each? Yes.

Telegraph Line—Miles on line of road operated, 1,742; in Ohio, 306.60.

Miles of same owned by railroad company, 1,076; in Ohio, 621.

Stations—Passenger and freight, 244; in Ohio, 80.

Number with telegraph communication, 201; in Ohio, 78.

Number of same operated by railroad company, 201; in Ohio, 78.

Is pay received for messages sent over line owned by railroad company? No.

Rolling Stock—Locomotives	435; average weight, lbs.....	81,000
Express and baggage cars..	80;	28,000
Passenger cars	152;	34,000
Parlor and sleeping cars...	32;	62,300
Freight cars	9,880;	16,600
Other cars	400;	12,000
Parlor, 3; sleeping cars, 6; total, 32. Owned by New York Central Sleeping Car Co.		

Terms of service: The N. Y. Central Sleeping Car Co. place the cars upon the road at their own expense, and maintain the interior, receiving therefrom the revenue from both berths and seats.

Number of locomotives equipped with train brakes, 117.

Kind of brake: Westinghouse air-brake.

Number of cars equipped with train-brakes: All passenger.

Kind: Westinghouse air-brake.

Number of passenger cars with Miller platform: All.

Method of bridging between passenger cars, when two or more are run in trains: Miller platform.

Are all cars run on this road heated and lighted as prescribed by law? Lighted as prescribed.

State methods of heating cars used for the transportation of passengers: Baker and Smith's heaters, with hot water pipes, except in smoking and baggage cars, in which the Winslow safety stove is generally used.

Means of lighting same: Candles in globes, and lamps burning kerosene of 300°, fire test.

Speed of Trains—Express passenger, average rate, including stops, 30 miles per hour.

Mail and accommodation, 22 miles per hour.

Freight trains, 12 miles per hour.

Employees—Superintendents	9
Clerks	600
Mechanics	1,805
Telegraph operators	337
Train dispatchers	28
Conductors	383
Engineers	470
Firemen	470
Brakemen	705
Baggagemen	144
Wipers	58
Station agents	261
Flagmen, switch-tenders and watchmen	610
Section men	264
Laborers	2,988
Other employes	216
Total number employed by company in operating line.....	9,348
Proportion for Ohio	3,340

EXPRESS AND TRANSPORTATION COMPANIES.

Express companies run on this road: American, United States, Union.

Terms—American: Buffalo and Cleveland, \$168 per day.

United States: Cleveland and Chicago, \$250 per day.

Union: (Ashtabula to Oil City) through, 40 cents; way, 25 cents per 100 lbs.

Special freight and transportation lines: 1. Red Line; 2. White Line; 3. Great Western Despatch; 4. Hoosac Tunnel Line; 5. Merchants' Despatch; 6. Empire Line.

Terms as to rates: Nos 1, 2, 3, and 4 are cooperative lines, owned by the railroad companies pro rata; Nos. 5 and 6 are stock cars, and receive the current rate of mileage on cars, and a commission on all freight they receive for this company.

RATES FOR TRANSPORTATION.

PASSENGER.

Fare charged per mile:

	Highest.	Lowest.
For distances less than 8 miles	5 cents.	2½ "
more than 8 miles and less than entire length of main road.	3 "	1 "
through passengers.....	2.59 "	.88 "

Amount charged in addition to regular fares in sleeping or other cars run on your road: For seat, 50 cents; berth, \$1.50 and \$2; section, \$3.50; state-room, \$5.

FREIGHT.

Rate charged per ton per mile :	Highest.	Lowest.
For the shortest distance carried.....	5 cents.	5 cents.
more than 10 and less than 30 miles	5 "	2½ "
more than 30 miles and less than entire length of main road... 5 "	5 "	1½ "
through freight.....	2 "	½ "

DOINGS OF THE YEAR ENDING JUNE 30.

Bridges built in Ohio, as follows :

Location, or how designated.	Construction.	Material.	Length—feet.
Converted part of No. 5 trestle into Howe truss bridge, Ashtabula Br.	Howe truss.....	Wood	130
Converted part of trestle No. 37 in- to Howe truss bridge.....	Howe truss.....	Wood	72

Trestles built in Ohio, none; converted into wood bridge 202 feet; length filled and converted into embankment, 820 feet.

Fencing in Ohio—Miles of single fence built (average cost per rod, \$1.00): Cannot state; constantly renewing.

Rail laid—Steel, 60 and 65 lbs per yard—miles of track, 84.15; in Ohio, 28.58.

Train mileage—Passenger	2,224,193	
Freight	7,052,068	
Construction	309,593	
		9,585,764

Average number of cars in train, 6; freight, 40.

Car mileage—Passenger	8,768,140	
Express and baggage.....	5,257,493	
Freight, loaded.....	188,166,531	
empty.....	13,049,935	
Caboose	7,057,189	
Construction and other	6,983,236	
		229,282,514

Fuel consumed—Wood, 47,828 cords; coal, 319,576 tons; total cost..... \$817,851 20

Losses, etc., paid—On goods and baggage..... 21,081 00

For injuries in Ohio, fatal and non-fatal :

to passengers, 4	\$4,700 00	
to employes, 27.....	6,700 38	
to others, 2.....	160 00	
		11,560 38

For animals killed in Ohio :

3 horses	\$167 50	
5 cattle	60 00	
10 sheep	55 32	
		282 82

Amount claimed in litigation, etc., for injuries in Ohio to persons, estim'd. 30,000 00

OPERATING EXPENSES.

Maintenance of way and structures.....	\$1,623,200 09	
Maintenance of cars.....	675,357 94	
Motive power.....	583,778 91	
Conducting transportation	4,914,893 18	
General expenses:		
Taxes—Ohio	\$233,429 13	
New York, Pennsylvania and Indiana.....		} 224,746 44
Michigan		
Illinois.....		
Salaries officers and clerks	230,183 77	
Other general expenses of operating.....	18,956 55	
		<u>737,315 89</u>
Total operating expenses, being 59.67 per cent. of earnings.....		<u>\$8,534,546 01</u>
Net earnings of 1176.80 miles operated.....		\$3,784,633 06
Rentals paid:		
Erie and Kalamazoo Railroad	\$30,000 00	
Kalamazoo, Allegan and Grand Rapids Railroad.....	103,800 00	
Jamestown and Franklin Railroad	72,416 34	
Mahoning Coal Railroad.....	44,213 27	
		<u>250,459 61</u>
Net income over operating expenses and rents paid		\$5,534,178 45
Percentage of same to capital stock and debt.....	6.36	
Percentage of to total means applied to construction, etc.....	6.65	
Per mile of earnings.....	\$12,165 83; proportion for Ohio (420.61 miles)	5,117,069 75
operating expenses <u>7,251 10;</u>		<u>3,049,885 17</u>
Net earnings	4,914 76;	<u>\$2,067,184 58</u>

OTHER RECEIPTS AND PAYMENTS WITHIN THE YEAR.

PAYMENTS.

Interest on bonds	\$2,405,982 10
Dividends, rate 5½ per cent. on general stock	2,720,657 50
Last dividend declared on general stock: August 1, 1879.	
Dividends, rate 10 per cent. on preferred stock	53,350 00
Last dividends declared on preferred stock: Aug. 1, 1879.	
Applied to sinking fund	250,000 00
Construction of new work.....	13,149 50
Ashtabula accident, and other items	41,193 16
	<u>\$5,484,337 26</u>

CONDENSED GENERAL BALANCE SHEET, JULY 1, 1879,

Taken after making all proper entries affecting or pertaining to the business and transactions of the company or line to date:

LIABILITIES.

Capital stock	\$50,000,000 00
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FUNDED DEBT.

Lake Shore and Michigan Southern	\$35,500,000 00
Detroit, Morrow and Toledo	924,000 00
Kalamazoo and White Pigeon	600,000 00
June liabilities, payable in July	945,591 00
Dividends, payable August 1	1,263,337 50
Income, or profit and loss	3,376,460 88
	\$92,609,359 36

ASSETS.

Railroads owned, 1,024.71 miles	\$68,866,354 50
Equipment owned for 1,176.80 miles	14,378,709 04
Investment in Jamestown and Franklin Railroad	1,866,081 56
Lake Shore and Michigan Southern R'y stock, 2,654 shares	265,400 00
Detroit, Monroe and Toledo R. R. stock, 4,136 shares	413,600 00
Stocks of other companies, 1,117,469 04	896,695 32
Bonds of other companies, 1,572,500.00	1,510,123 02
Bills receivable	522,459 20
General office property and other real estate	227,513 22
Supplies, rails, fuel, etc	637,577 61
Pacific Hotel Co., Chicago	415,712 50
Sundry bond scrips	3,515 61
Cash and earnings in transit June 30	2,605,948 40
	\$92,609,389 36

CASUALTIES TO PERSONS.

Statement for the year ending June 30, 1879, of all accidents in Ohio resulting in injuries to persons, giving extent and cause thereof:

July 5, 1878. E. Lewis, trespasser, Port Clinton: lying on track asleep; killed by passing train.

July 16. H. Marston, brakeman, Graytown: fell from train; right arm amputated.

July 18. G. F. Eichenlaub, passenger, Swanton: jumped from train; lost six teeth.

July 20. Herman Kline, trespasser, Cleveland: attempted to board moving train; killed.

July 31. Mrs. Shaw, passenger, Cleveland: getting off a moving train; leg broken.

August 1. W. M. Burton, brakeman, Sandusky: brake-wheel came off; fell; arm broken.

August 3. Peter Mahanney, trespasser, Monroeville; stealing a ride; fell and killed.

August 19. Frank Gilbraith, trespasser: jumped from box-car to platform; fell back on the rail; ran over and killed.

August 23. H. Perry, assistant yard-master, Sandusky: caught in rails near frog; ribs broken.

August 26. August Keidenbauer, trespasser, Millbury: intoxicated; fell into cut-vert; died.

August 26. George Webster, boy, Cleveland: getting on freight train fell; right foot crushed; amputated.

August 28. J. Wood, brakeman, Geneva: train broke in two; ribs crushed; collar-bone broken.

August 31. Jacob Shum, trespasser: jammed between tender and engine house; ribs and collar-bone broken and ruptured.

August 31. Daniel Sullivan, trespasser: walking on track; hit by train; leg cut off.

September 1. George Johnson, tramp, Graytown: stealing ride; fell from train; arm off.

- September 2. John Frey, employe, Cleveland: standing on track; struck by engine; left leg broken and smashed below knee.
- September 7. Unknown, Sandusky: trying to steal a ride; fell and killed.
- September 9. Thomas Fitzgerald, trespasser, Cleveland: running across track; hit by train; leg fractured and arm broken.
- September 14. George Graves, trespasser, Genoa: intoxicated; hit by engine; skull fractured.
- September 14. Barney O'Connor, tramp, Elyria: Walked into train; arm broken.
- September 19. John Welker, boy, Norwalk: run over by pony engine and killed.
- September 21. Mrs. Riley, Ashtabula: walking on track; hit by train and bruised.
- September 27. R. W. Boyd, trespasser, Huron: trying to board moving train; intoxicated; killed.
- October 2. William Schullinger, trespasser, Toledo: lying on track; run over and killed.
- October 3. Mrs. J. Barger, Lindsay: crossing track in front of train; hit; leg broken.
- October 13. John Joyce, trespasser, Amherst: lying on track; run over and killed.
- October 21. Kingler, Sandusky: team scared by train; leg broken.
- October 26. Louis Dankut, employe, Toledo: struck by pony engine; three ribs broken.
- October 29. Thomas Russell, Nottingham: crossing track in wagon; hit by train; killed.
- November 1. Joseph Wemarl, switchman, Toledo; coupling cars; foot smashed.
- November 16. Thomas Ainsworth, trespasser, Kipton; walking on track; killed.
- November 27. L. A. Richmond, depot master, Toledo: struck by pony engine; died in four days.
- December 9. John Homsay, employe, Cleveland; struck by car; foot broken.
- January 3, 1879. A. Scofield, brakeman, Sylvania: fixing coupling under cars; train moved and hurt his head.
- January 10. Peter Wilder, trespasser, Benton: crossing track; hit by train; arm broken.
- January 23. Patrick Shea, trespasser, Ashtabula: hit by train; died January 23.
- February 4. James Ryan, tramp, Painesville; walking on track; hit by train; bruised.
- February 5. Charles Matherson, brakeman, Cleveland; jarred from car by air-brake; wrist broken.
- February 8. John Mitchell, trespasser, Huron: walking on track; hit by train and killed.
- February 26. Pat. C. Reidy, employe, Cleveland; brake broke; fell under car and killed.
- March 1. H. L. Diehl, trespasser, Fremont; walking on track; hit by train and killed.
- March 7. Charles Porter, employe, Cleveland: fell from train; killed.
- March 7. Pat. Daly, employe, Kinsman: run over by hand-car; fatally injured.
- March 12. Wesley Putman, child, Millbury: walking on track; hit by train; bruised.
- March 13. Hiram Hoard, brakeman: Berea; standing on switch; switch knocked down; injured internally.
- March 24. M. M. Specht, trespasser, Elyria: walking on track; struck by engine; leg broken.
- John Hoover, brakeman, Stryker: setting brake; fell from train; arm broken.

- April 6. Pat. Carney, brakeman, Berea: trying to climb upon a moving train; intoxicated; killed.
- April 9. D. McComenghey, conductor, Millbury: fell from car; heel crushed.
- April 10. D. L. Bradley, conductor, Vermillion: coupling cars; killed.
- April 12. B. D. Stone, brakeman, Sandusky: fell from train; killed.
- April 12. Charles Bludham, tramp, West Cleveland: walking on track; hit by train; fatally injured.
- April 20. Caroline Benner, child, Cleveland: playing on track, struck by train; foot off.
- April 25. John Latimer, trespasser, Port Clinton; crossing track before train; fatally injured.
- April 29. J. B. Shephard, Saybrook: driving across track; killed.
- April 29. Douglass Williams, age 13, Jefferson: walking on track; skull fractured and arm broken.
- May 3. Charles Sarah, employe, Collinswood: hit by car; ribs broken.
- May 11. Edward Kelly, boy, Cleveland; left foot crushed.
- May 13. John Gatley, trespasser, Cleveland; struck by passenger train; killed.
- May 13. George Flint, trespasser, Madison: walking on track; injured fatally.
- May 13. Peter Schanbryer, trespasser, Amherst: struck by train; killed.
- May 15. Peter George Eno, tramp, Kingsville; stealing ride; killed.
- May 23. H. Aubin, trespasser, Toledo: walking on track; hit by train; foot injured. Also, twenty-eight minor accidents from coupling cars, resulting in loss of ten fingers, one toe, and one arm.
- Only four coroners' inquests recorded; no blame attached to the company.

RECAPITULATION.

Killed—Employes—misconduct or want of caution	8
Others—stealing rides	3
trespassing, on track, etc	19
	<u>22</u>
Total killed	30
Injured—Passengers—misconduct or want of caution	2
Employes—from causes beyond their control	5
misconduct or want of caution	9
	<u>14</u>
Others—stealing rides	2
trespassing, on track, etc	16
	<u>18</u>
Total injured	34

TRAIN ACCIDENTS—ENTIRE LINE.

Return of accidents to trains occurring within the year ending June 30, 1879:

December 5, 1878. Freight train: collision at Dover, Michigan. Brakeman injured.

March 12, 1879. Passenger train: collision at Berea, Ohio. Three persons slightly injured.

March 28, 1879. Passenger train: collision at Dunkirk, New York. One person injured.

June 25, 1879. Passenger train: car jumped the track between Hamburg and Buffalo, New York. Seven persons injured.

OFFICERS.

Directors—Wm. H. Vanderbilt	New York.
Cornelius Vanderbilt	“
Wm. K. Vanderbilt	“
Samuel F. Barger	“
Augustus Scheil	“
John E. Burrill	“
Francis P. Freeman	“
Henry B. Payne	Cleveland, Ohio.
Amasa Stone	“ “
Wm. L. Scott	Erie, Pennsylvania.
Chas. M. Reed	“ “
Rasselas Brown	Warren, “
Albert Keep	Chicago, Illinois.
President, Wm. H. Vanderbilt	New York.
Vice-President, Augustus Schell	“
Treasurer and Secretary, Edwin D. Worcester	“
Asst. Secretary and Asst. Treasurer <i>pro tem.</i> , N. Bartlett	Cleveland, Ohio.
Auditor, C. P. Leland	“ “
General Manager, John Newell	“ “
General Superintendent, Chas. Payne	“ “
General Freight Agent, Addison Hills	“ “
Assistant General Freight Agent, Chas. M. Gray	Chicago, Illinois.
“ “ “ George H. Vaillant	Cleveland, Ohio..
“ “ “ J. T. R. McKay	“ “
General Ticket Agent, J. W. Cary	“ “
Chief Engineer, L. H. Clarke	“ “
General Master Mechanic, James Sedgely	“ “
Master Car Builder, John Kirby	“ “
Purchasing Agent, A. C. Armstrong	“ “

State of Ohio, County of Cuyahoga, ss :

John Newell, General Manager of the Lake Shore and Michigan Southern Railway Company, being duly sworn, deposes and says that having carefully examined the foregoing statements prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A. D. 1879.

(Signed)

JOHN NEWELL, *General Manager.*

Subscribed and sworn to before me, this 5th day of September, A. D. 1879.

[SEAL.]

N. BARTLETT, *Notary Public.*

REPORT OF THE LESSEE.

[OPERATING LAWRENCE RAILROAD COMPANY.]

CHARACTERISTICS, ETC.

Weight of rail per yard on main track, 60 pounds. Laid with steel rail, none. Gauge of track, 57 inches.

Main track and branch in Ohio ballasted, 12.68 miles with gravel and cinder.

Bridges—Wood, 4; greatest age, 7 years; aggregate length, 404 feet. Stone arch, 1 double; aggregate length, 30 feet. Total, 434 feet.

Length of shortest span of truss, 29 feet; of longest, 104 feet; greatest length of beams between points of support, if not trussed, 16 feet.

Greatest space between cross ties upon bridges and trestles, 8 inches; length of ties, 12 feet.

Number of track stringers: 2 main, and 2 side.

Are all bridges and trestles provided with guard rails? Yes.

Do all bridges and trestles receive stated examinations? Yes.

How often? Once a week by bridge foreman, and semi-annually by inspector.

Are the examinations analytical, and are they made by a competent person? Yes.

Fencing—Miles of single fence, 11; additional required to inclose road, both sides, 1.

Length through towns, etc., not requiring fence, 1.

Grade Crossings—Highway, 10.

Railroad—P. and L. E., at Hazelton and Youngstown.

A. and G. W., at Youngstown.

Do all trains on your road stop at these crossings as required by law? Yes.

Are flagmen stationed at each? Yes.

Telegraph Line—Miles on line of road operated, 17.49; in Ohio, 8. Miles of same owned by railroad company, 11; in Ohio, 11.

Stations—Passenger and freight, 10; in Ohio, 5. Number with telegraph communication, 3; in Ohio, 2. Number of same operated by railroad company, 3; in Ohio, 2.

Is pay received for messages sent over line owned by railroad company? Yes, where company has contract with Western Union Telegraph Company.

Rolling stock—Operated by rolling stock of Pennsylvania Company, operating Pittsburgh, Ft. Wayne and Chicago Railway.

Number of locomotives equipped with train brakes, —.

Kind of brake: Westinghouse air brake.

Method of bridging between passenger cars when two or more run in trains: By continuous platforms, joined together with the Janney coupler and buffer.

Are all cars run on this road heated and lighted as prescribed by law? Yes.

State methods of heating cars used for the transportation of passengers: By Speer's and Drripp's patent safety stoves.

Means of lighting same: Candles.

Speed of Trains—Express passenger, average rate, including stops, 25 miles per hour; mail and accommodation, 20; freight trains, 12.

Employees—Superintendents	1
Clerks	4
Telegraph operators	9
Train dispatchers	1
Conductors	10
Engineers	5
Firemen	5
Brakemen	37
Baggagemen	2
Station agents	4
Flagmen, switch-tenders and watchmen	2
Section men	5
Laborers	67
Other employees	2
Total number employed by company in operating line	154
Proportion for Ohio	80

EXPRESS AND TRANSPORTATION COMPANIES.

Express companies run on this road: Adams Express Company.

Terms: \$10 per day, part of the time, and 40 per cent. of their earnings over this railroad the balance of time.

Special freight and transportation lines: None.

RATES FOR TRANSPORTATION.

PASSENGERS.

Fare charged per mile:

	Highest.	Lowest.
For distance less than 8 miles	5 cen's.	5 cents.
more than 8 miles and less than entire length of main road ...	3 " "	3 " "
through passengers	1 " "	1 " "

FREIGHT.

Rate charged per ton per mile:

	Highest.	Lowest.
For the shortest distance carried (2.50 miles)	48 cents.	18 cents.
more than 10 and less than 30 miles	5.50 " "	3.27 " "

DOINGS OF THE YEAR ENDING JUNE 30.

Grading—Miles of main track graded: None.

Ballasting—Miles of main track ballasted: None.

Train mileage—Passenger	24,506	
Freight	102,667	
Construction	1,605	
	<hr/>	128,778
Car mileage—Passenger	43,261	
Express and baggage	21,561	
Freight—loaded	834,626	
empty	336,122	
Caboose	40,317	
	<hr/>	1,275,887
Losses, etc., paid—On goods and baggage		\$240 25
Amount claimed, in litigation, etc, for injuries in Ohio to persons: None.		

TRANSPORTATION.

Passengers—Number carried	43,193
Average number carried in each car per trip	11.39
Average number of miles traveled by each	11.4
Total mileage, or number carried one mile	492,884
Average amount received for each	34.1 cts.
Average amount per mile received for each	2.9 cts.
Freight—Tons carried	672,965
Average tons in each loaded car per trip	10.37
Average tons in each loaded car per mile	10.37
Total movement, or tons carried one mile	8,661,465
Average amount received for each ton	024.06 cts.
Average amount per mile received for each ton	1.869 cts.

Articles transported:	Tons.	Per cent.
Coal	235,684	35.02
Stone, lime, sand, etc	102,930	15.29
Petroleum	152	0.02
Ores	241,677	35.91
Pig and bloom iron	50,883	7.54
Manufactured iron	10,734	1.59
Lumber and other forest products	2,514	0.37
Grain, flour, and other agricultural products	2,077	0.30
Live stock	3,833	0.57
Animal products	1,881	0.27
Manufactures, including agricultural implements	5,975	0.90
Merchandise	4,169	0.66
Miscellaneous	10,506	1.56
	<hr/>	<hr/>
Total tonnage yielding revenue	672,965	100
Supplies for company's use	11,733	

EARNINGS, OPERATING EXPENSES, Etc., FOR YEAR ENDING JUNE 30.

EARNINGS.

Passenger transportation	\$14,747 13
Freight transportation	161,944 43
Mail service	974 67
Express service	2,457 11
Other sources	209 75
	<hr/>
Total earnings of line operated included in this report	\$180,333 09

OPERATING EXPENSES.

Maintenance of way and structures	\$41,817 33
Maintenance of cars	4,005 76
Motive power	17,391 78
Conducting transportation	29,069 34

General expenses:	
Taxes—Ohio	\$1,180 50
Pennsylvania	684 67
Salaries	757 57
Other general expenses of operating.....	1,877 50
	<u>\$4,500 24</u>
Total operating expenses, being 53.67 per cent. of earnings.....	<u>\$96,784 45</u>
Net earnings of 22.04 miles operated	\$33,548 64
Rentals paid: Amount paid Lawrence R. R. Co. as rental, being 40 per cent. of gross earnings.....	<u>72,133 23</u>
Net income over operating expenses and rents paid.....	\$11,415 41
Per mile of earnings	\$3,182 08; proportion for Ohio (12.68 miles)
operating expenses 4,391 30; “ “ “	<u>103,748 77</u>
net earnings	\$3,790 78; “ “ “
	<u>\$48,067 09</u>

CASUALTIES TO PERSONS.

Statement for the year ending June 30, 1879, of all accidents in Ohio resulting in injuries to persons, giving extent and cause thereof:

November 25, 1878. S. Murphy, track laborer, Youngstown, Ohio: fell off car; was stealing ride. Want of caution. Coroner, S. R. McGowan, Youngstown.

May 14, 1879. W. Tyson, track laborer, Struthers, Ohio: coupling cars; finger of one hand cut off. Want of caution.

RECAPITULATION.

Killed—Employes—want of caution.....	1
Injured “ “ “	1

TRAIN ACCIDENTS.

Return of accidents to trains occurring within the year ending June 30, 1879.

August 14, 1878. Shifting; Canfield Branch; track spread; two cars damaged.

October 26, 1878. Shifting; Youngstown; brake chain broke: one car damaged.

January 23, 1879. Shifting; Youngstown; cars pushed into cars; one car damaged.

April 2, 1879. Shifting; Struther's; link parted; two cars damaged.

May 13, 1879. No. 63; Youngstown; narrow tread wheels; two cars damaged.

OFFICERS OF LESSEE.

President, Thomas A. Scott	Philadelphia, Pa.
1st Vice-President, J. N. McCullough.....	Pittsburgh, Pa.
2d Vice-President, William Thaw	“
3d Vice-President and Comptroller, Thomas D. Messler	“
Assistant Comptroller, John E. Davidson.....	“
General Manager, J. D. Layng.....	“
General Counsel, J. T. Brooks.....	“
Auditor, J. P. Farley	“
Treasurer, W. H. Barnes	“
Secretary, C. F. Sims.....	Philadelphia, Pa.

Cashier, J. P. Henderson.....	Pittsburgh, Pa.
Master Mechanic, Geo. J. Parkin.....	“
Chief Engineer, F. Slataper.....	“
General Ticket Agent, F. R. Myers.....	Chicago, Illinois.
General Freight Agent, William Stewart.....	Pittsburgh, Pa.
Purchasing Agent, William Mullins.....	“

State of Pennsylvania, County of Allegheny, ss.:

Thomas D. Messler, Third Vice-President of the Pennsylvania Company, operating the Lawrence Railroad Company, being duly sworn, deposes and says that having carefully examined the foregoing statements prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1879.

(Signed)

THOS. D. MESSLER, *Vice-President.*

Subscribed and sworn to before me, this 3d day of September, A.D. 1879.

[Signed.]

FRANK SEMPLE, *Notary Public.*

LITTLE MIAMI RAILROAD COMPANY.

Location of principal office of the company: Cincinnati, Ohio.

This road was leased in perpetuity to the Pittsburgh, Cincinnati and St. Louis Railway Company, from December 1, 1869. [At that date the Little Miami held, under similar lease, the Columbus and Xenia Railroad, and the Dayton and Western Railroad, and re-leased these, with its own, to the P. C. and St. Louis Company.]

The construction and equipment accounts, the capital stock account, and funded debt of the Little Miami remain as last year; except that during this year the company has paid off \$14,000 of its funded debt by the application of that amount of its sinking fund in liquidation of its loan of bonds of the city of Cincinnati (originally \$100,000), due December 31, 1880. The amount of this loan still unpaid is only \$48,000.

DAYTON AND WESTERN RAILROAD.—During the past year \$28,000 of the first mortgage 7 per cent. bonds of this company, due in 1881, have been paid and canceled, leaving outstanding June 30, 1879, \$12,000. This issue, originally \$300,000, will, during this year, be entirely canceled, under the provisions of the perpetual lease of the Dayton and Western road to the Little Miami and Columbus and Xenia companies.

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized—general	\$5,000,000	00
Amount issued	4,636,200	00
Par value of shares	\$50	00
Amount paid in—general	4,636,200	00
<hr style="width: 50%; margin-left: auto;"/>		
Total paid-in capital stock		\$4,636,200 00
Average amount paid in per mile (100 miles)	\$46,362	00
Stockholders, residents of Ohio, 793.		
Amount of stock held by them June 30, 1879	3,231,650	00
Agent authorized to transfer stock: S. E. Wright, treasurer, Cincinnati, Ohio.		
Number of shares transferred within the year at such agency, 11,598.		

FUNDED DEBT.

First mortgage 6 per cent. bonds, due May 2, 1883	\$1,500,000	00
Loan from the city of Cincinnati in 1844, six per cent. bonds, due December 31, 1880	48,000	00
<hr style="width: 50%; margin-left: auto;"/>		
Total funded debt		1,548,000 00
Average amount per mile (100 miles)	\$15,480	00
Decrease since June 30, 1878 (payment on city loan)	44,000	00
Amount in hands of treasurer of sinking fund for redemption (being the surplus, \$103,293.33, less payment to city of Cincinnati)	52,000	00

OTHER INDEBTEDNESS.

None.

Total of paid in stock and debt	\$6,184,200 00
Total average amount per mile (100 miles)	\$16,842 00

COST OF ROAD, EQUIPMENT, ETC.

ROAD.

Total expenditures by company for construction (Little Miami proper)	\$4,848,934 24
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ROAD ACQUIRED BY PURCHASE.

Dayton, Xenia and Belpre R. R. (16 miles), original cost, \$600,000.00, estimated, purchased for	412,325 12
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Total expended for construction and purchase	5,261,869 36
Average cost per mile of road constructed (84 miles)	\$57,726 00
Average cost per mile of road owned by company	52,618 09

EQUIPMENT.

Total expended for equipment	574,390 64
Average amount per mile	\$9,743 90

Total for road and equipment	\$6,236,200 00
Total average amount per mile	\$62,362 00
Value of real estate included, exclusive of roadway	933,123 42

LINE OWNED BY COMPANY—MILES.

Cincinnati to Springfield	84
Xenia to Dayton	16
Total single main track	100

UNDER LEASE—EMBRACED IN THIS REPORT.

	Length.	In Ohio.
Cincinnati to Columbus	119.35	119.35
Xenia to Springfield	19.37	19.37
Dayton to Richmond	57.42	53.23
Total single main track	196.14	191.95
Double track, Cincinnati to Foster's	25.49	25.49
Sidings, etc	30.10	29.14
Total length laid with rail, computed as single track	251.73	246.58
Laid with steel rail	61.40	61.40

Length in Ohio, and distributed as follows :

County.	Main track.	Branches.	Double track.	Sidings, etc.	Total.
Franklin	13.00	.....	.....	4.47	17.47
Madison	19.04	.....	.....	2.11	21.15
Clarke	9.06	7.85	.....	1.89	19.40
Greene	22.30	22.75	.....	5.60	50.65
Warren	22.27	.....	4.30	2.51	38.78
Clermont	6.15	.....	6.15	0.73	13.03
Hamilton	16.93	.....	15.34	7.83	40.10
Montgomery .....	.....	22.50	.....	2.99	25.49
Preble .....	.....	19.50	.....	1.61	20.51
Totals	119.35	72.60	25.49	29.14	246.58

RECEIPTS AND EXPENDITURES FOR YEAR ENDING JUNE 30.

RECEIPTS.

Lessee, for rent of road, etc	\$379,360 00
“ “ Col. and X	142,896 00
“ “ Rich'd and Miami	5,500 00
“ interest and commissions on L. M. bonds	89,844 29
“ “ “ D. and W. bonds	32,491 65
“ “ “ C. and X. bonds	21,245 70
“ “ on city of Cincinnati bonds	6,000 00
Redemption of D. and W. 1st mortgage bonds	27,678 45
Lessee, expenses of organization	5,000 00
Total received from lessee	\$710,016 09
Income from investment of surplus or sinking fund	5,954 00
Sale of securities, applied on city loan	26,387 50
Unclaimed dividends credited to surplus	45 00
Total receipts	\$742,402 59

PAYMENTS.

Interest on Little Miami bonds—net	\$92,442 89
“ Dayton and Western bonds—net	35,657 27
“ Columbus and Xenia bonds—net	21,297 50
“ City of Cincinnati bonds—net	5,454 56
Commissions on paying coupons	727 02
Dividends, rate, 8 per cent., last dividend paid June 10, 1879	372,207 00
Rental of Columbus and Xenia Road	142,896 00
“ Richmond and Miami Road (in Indiana)	5,500 00
Investment of sinking fund	145 50
City of Cincinnati, on loan due in 1880	44,000 00
Dayton and Western 1st mortgage bonds, paid and cancelled	28,000 00
Expenses of organization	2,812 85
Total payments	\$751,180 53

CONDENSED GENERAL BALANCE SHEET JULY 1, 1879,

Taken after making all proper entries affecting or pertaining to the business and transactions of the company or line to date.

LIABILITIES.

Capital stock issued	\$4,636,200 00.	
First mortgage 6 per cent. bonds, due May 2, 1883	1,500,000 00	
Loan from city of Cincinnati, 6 per cent. due Dec. 31, 1880	48,000 00	
Interest coupons not presented, viz :		
Little Miami bonds	3,916 76	
Columbus and Xenia bonds	437 96	
Dayton and Western bonds	13,145 91	
Dividends not called for	9,391 00	
Dayton and Western sinking fund, uninvested	202 24	
Commission funds	79 89	
Balance to credit of income account—surplus	103,293 33	
		<u>\$6,314,667 08</u>

ASSETS.

Road and equipment, viz :		
General construction account	\$4,848,981 24	
Equipment	974,390 64	
Dayton and Xenia branch	412,825 12	
Sinking Fund investments, viz :		
Bond of Cincinnati Street Connection Railroad	36,882 50	
Bond of Dayton and Western Railroad Co	2,000 00	
Stock of L. M. Railroad Co	12,537 69	
Cash in the Treasury	17,597 40	
Cash in New York banks for coupons	9,449 50	
		<u>\$6,314,667 08</u>

OFFICERS.

Directors—A. D. Bullock	Cincinnati, Ohio.
C. P. Cassilly	“
W. H. Clement	Morrow, Ohio.
Julius Dexter	Cincinnati, Ohio.
Henry Hanna	“
L. B. Harrison	“
H. J. Jewett	New York City.
Coates Kinney	Xenia, Ohio.
Joseph Longworth	Cincinnati, Ohio.
Thos. D. Messler	Pittsburgh, Pa.
Joseph H. Rogers	Cincinnati, Ohio.
Joseph R. Swan	Columbus, Ohio.
President, H. J. Jewett	New York City.
Vice-President, Henry Hanna	Cincinnati, Ohio.
Treasurer, S. E. Wright	“
Secretary, Julius Dexter	“

State of Ohio, County of Hamilton, ss. :

S. E. Wright, Treasurer in actual charge of the books and records of the Little Miami Railroad Company, being duly sworn, deposes and says that having carefully prepared from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1879.

(Signed)

S. E. WRIGHT, *Treasurer.*

Subscribed and sworn to before me, this 8th day of November, A.D. 1879.

[SEAL]

L. S. COTTON,

Notary Public, Hamilton county, Ohio.

OPERATING REPORT LITTLE MIAMI DIVISION PITTSBURGH, CINCINNATI AND ST. LOUIS RAILWAY.

CHARACTERISTICS, ETC.

Weight of rail per yard, 60 lbs; gauge of track, 57 inches.

Bridges—Wood, 69; greatest age, 11 years; aggregate length, 5,799 feet. Iron, 16; greatest age, 12 years; aggregate length, 768 feet. Stone arch, 3; aggregate length, 194 feet. Total length, 6,761 feet.

Length of shortest span of truss, 41 feet; of longest, 134 feet; greatest length of beams between points of support, if not trussed, 31 feet.

Greatest space between cross ties upon bridges and trestles, 9 inches; length of ties, 10 feet.

Number of track stringers, 2.

Are all bridges and trestles provided with guard rails? Yes.

Do all bridges and trestles receive stated examinations? Yes.

How often? Once each month.

Are the examinations analytical, and are they made by a competent person? Yes.

Fencing—Miles of single fence, 341; additional required to inclose road, 6; length through towns, etc., not requiring fence, 36.

Grade Crossings—Railroad—C. and H. V. R. R.. at Columbus.

C. S. and C. R. R., near Columbus.

“ “ near London.

S. J. and P. R. R. (narrow gauge), at S. Charleston.

D. and S. E. R. R. “ at Xenia.

Cin. and Eastern R. R. “ at Batavia Junction.

M. and C. R. R., at Loveland.

Do all trains on your road stop at these crossings, as required by law? Yes.

Are flagmen stationed at each? No.

Telegraph line—Miles on line of road operated, 195; in Ohio, 191.

Stations—Passenger and freight, 56; number with telegraph communication, 21; number of same operated by railroad company, 21.

Is pay received for messages sent over line owned by railroad company? Western Union Telegraph Company receives pay for all messages except those relating to company business.

Rolling Stock—Locomotives	45 ; average weight, lbs.....	60,000
Express and baggage cars .	13 ;	26,000
Passenger cars	38 ;	33,250
Freight cars	646 ;	17,500
Other cars	18 ;	18,000

Number of locomotives equipped with train brakes, 19.

Kind of brake: Westinghouse air brake.

Number of cars equipped with train brakes: All passenger, baggage, and express cars, with Westinghouse air brake.

Number of passenger cars with Janney platform and coupler, 36.

Method of bridging between passenger cars when two or more are run in trains: Janney platform.

Are all cars run on this road heated and lighted as prescribed by law? Yes.

State methods of heating cars used for the transportation of passengers: Winslow's and Dripp's patent heaters.

Means of lighting same: Candles and mineral sperm oil.

Speed of trains—Express passenger, average rate, including stops, 35 miles per hour; mail and accommodation, 30; freight trains, 15.

Emploves—Superintendent	1
Clerks	75
Mechanics	110
Telegraph operators	39
Train dispatchers	3
Conductors	28
Engineers	39
Firemen	39
Brakemen	53
Baggagemen	14
Station agents	57
Flagmen, switch tenders, and watchmen	54
Section men	228
Laborers	196
Other employes	104
Total number employed by company in operating line	1,039
Proportion for Ohio	1,031

EXPRESS AND TRANSPORTATION COMPANIES.

Express companies run on this road: Adams and American.

Terms: Adams—Between Columbus and Cincinnati 40 per cent. of gross receipts (except from oyster business); 70 per cent. of gross receipts from oyster traffic.

American—Between Columbus and Cincinnati, \$50 per day; Dayton and Richmond, \$4.77 3-10 per day; Dayton and Xenia, 13½ cents per 100 lbs., and messenger fares, \$1.00 per day; Springfield and Xenia, 20 cents per 100 lbs.

Special freight and transportation lines: The through freight cars of the Pennsylvania route, now owned by the Pennsylvania Company, under various names, as Union Line, National Line, and Allentown Line. They carry the through freight traffic at current rates, and are paid a pro rata for terminal expenses.

RATES FOR TRANSPORTATION.

PASSENGER.

Fare charged per mile :	Highest.	Lowest.
For distances less than 8 miles	4 cents.	4 cents.
more than 8 miles and less than entire length of main road..	3 "	3 "
excursions—20 or more persons	2 "	0.75 "
through passengers	3 "	1 "
Amount charged in addition to regular fares in sleeping or other cars on your road :		
For seat, 50 cents; berth, \$2.00; section, \$4.00; state-room, \$7.00.		
These charges vary according to distance and accommodations furnished.		

FREIGHT.

Rate charged per ton per mile :	Highest.	Lowest.
For the shortest distance carried	20 cents.	7.50 cents.
more than 10 and less than 30 miles	9.29 "	5 "
more than 30 miles and less than entire length of main road	4.55 "	1.64 "
through freight	3.26 "	0.65 "

DOINGS OF THE YEAR ENDING JUNE 30.

Bridges rebuilt in Ohio, as follows:

Location or how designated.	Construction.	Material.	Length—feet.
No. 3, 24 feet long	} Iron girder.	281 feet.
No. 10, 40 feet long		
No. 13, 23 feet long		
No. 14½, 20 feet long		
No. 15, 24 feet long		
No. 16, 24 feet long		
No. 20, 28 feet long		
No. 24, 24 feet long		
No. 25, 23 feet long		
No. 26, 23 feet long		
No. 28, 24 feet long		

Fencing in Ohio—Miles of single fence built (average cost per rod, 79 cents).	
Rail laid—Steel, 60 lbs. per yard—miles of track	27.20
Train mileage—Passenger	592,635
Freight	569,614
Construction and other	14,433
	<u>1,176,682</u>

Car mileage—Passenger	1,587,371	
Express and baggage	819,498	
Freight, loaded	6,462,355	
empty	1,537,583	
Caboose	327,142	
Construction and other	57,732	
		10,791,681
Fuel consumed—Wood, 859 cords; coal, 29,043 tons; cost		\$62,741 88
Losses, etc., paid—On goods and baggage		3,132 13
For injuries in Ohio, fatal and non-fatal:		
to employes	\$3,466 02	
to others	517 00	
		3,983 02
For animals killed in Ohio:		
Horses, 14; mule, 1; cattle, 33; sheep, 20		379 00
Amount claimed in litigation, etc., for injuries in Ohio to persons		133,000 00

TRANSPORTATION.

Passengers—number carried, local	729,649	
through	921,178	
		821,827
Average number carried in each car per trip		12.01
Average number of miles traveled by each		23.207
Total mileage, or number carried one mile		19,072,822
Average amount received for each		51.421 cents.
Average amount per mile received for each		02.215 "
Freight—Tons carried, local	365,078	
through	307,842	
		672,920
Average tons in each loaded car per trip		8.42
Average tons in each loaded car per mile		8.42
Total movement, or tons carried one mile		54,457,374
Average amount received for each ton .....		.954 cents.
Average amount per mile received for each ton .....		.012 cents.

Articles transported:

	Tons.	Per cent.
Coal and coke	124,441	18.5
Stone, lime, sand, etc	11,901	1.8
Petroleum	7,382	1.1
Ores	200	0.2
Pig and bloom iron	16,873	2.5
Manufactured iron	28,304	4.2
Lumber and other forest products	73,769	11.
Grain, flour, and other agricultural products	152,362	22.6
Live stock	42,925	6.4
Animal products	41,067	6.1
Manufactures, including agricultural implements	151,338	22.5
Merchandise	17,319	2.6
Miscellaneous	5,039	.7
Total tonnage yielding revenue	672,920	100
Supplies for company's use	34,566	

EARNINGS, OPERATING EXPENSES, Etc., FOR YEAR ENDING JUNE 30.

EARNINGS.		
Passenger transportation—local.....		\$224,044 66
through		198,550 54
		\$422,595 20
Freight transportation—local		\$381,415 89
through		260,599 81
		642,015 70
Mail service		46,328 43
Express service.....		41,358 60
Other sources		50,950 15
		1,203,748 08
Total earnings of line operated included in this report		\$1,203,748 08

OPERATING EXPENSES.		
Maintenance of way and structures.....		\$260,653 13
Maintenance of cars.....		60,611 97
Motive power.....		205,990 99
Conducting transportation.....		299,214 20
General expenses :		
Taxes—Ohio.....	\$48,453 17	
Indiana	406 49	
Salaries	10,009 95	
Other general expenses of operating.....	42,892 81	
		101,762 42
Total operating expenses, being 77.11 per cent. of earnings....		928,332 71
Net earnings of 196.14 miles operated		\$275,515 37
Add dividends and interest on Little Miami R. R. Co.'s securities, received with lease of line	\$79,444 00	
Add amount due on division of earnings with C. C. and I. C.	30,000 00	
		109,444 00
Rentals paid		\$384,959 37
Rent of Little Miami R. R. and leased lines.....	\$712,516 09	
Loss in operating Cincinnati and Newport bridge.....	5,008 24	
Loss in operating Cincinnati Street Connection Railway	124 43	
Interest on bonds of Cincinnati Street Connection Railway.	23,625 00	
		741,273 76
Deficit to lessee		\$356,314 39
Per mile of earnings	\$6,137 18; proportion for Ohio (191.95 miles)	1,178,033 25
operating expenses. 4,732 50;		908,403 53
net earnings.....	1,404 68	269,629 72

CASUALTIES TO PERSONS.

Statement for the year ending June 30, 1879, of all accidents in Ohio resulting in injuries to persons, giving extent and cause thereof:

July 31, 1878. J. M. Ward, of Pendleton, brakeman: was climbing from roof of car down into car, near South Charleston, and fell backward, striking his head on cross-tie and was killed.

August 18. C. Lewis, boy, 6 years old, of West Jefferson: stealing ride on train; fell off and had his leg crushed; amputated above knee.

November 9. F. Bonner, a tramp, 15 years old, attempted to get on freight while in motion, near Dayton: fell and had his right arm crushed near shoulder.

December 23. Mahala Brown, age 40 years, walking on track near Tusculum: was struck by train No. 2; her left leg was broken in two places.

January 20, 1879. James Maloy, brakeman, attempted to get on train No. 9 while in motion, at Russell's Station: slipped on the ice, fell under the last car, and had both legs crushed; died same day.

January 28. A. Garrison, tanner; deaf and dumb, living near Blanchester: walking on track near Morrow, was struck by train No. 1 and instantly killed.

RECAPITULATION.

Killed—Employees—misconduct or want of caution	2
stealing rides	1
trespassing, on track, etc	1
Total killed	4
Injured—Others—stealing rides	2
trespassing, on track, etc	1
Total injured	3

OFFICERS OF LESSEE.

Directors—Thomas A. Scott	Philadelphia, Pa.
George B. Roberts	“ “
Wistar Morris	“ “
Strickland Kneass	“ “
H. H. Houston	“ “
J. N. Du Barry	“ “
J. N. McCullough	Pittsburgh, “
William Thaw	“ “
Thomas D. Messler	“ “
W. H. Barnes	“ “
Robert Shearard, Jr	Stenbenville, Ohio.
David S. Gray	Columbus, “
John Price Witherill	Philadelphia, Pa.
President, Thomas A. Scott	“ “
Second Vice-President, William Thaw	Pittsburgh, “
Third Vice-President, J. N. McCullough	“ “
Assistant to President and Comptroller, Thomas D. Messler	“ “
Assistant Comptroller, John E. Davidson	“ “
Auditor, John W. Renner	“ “
Treasurer, M. C. Spencer	“ “
Secretary, Clifford S. Sims	Philadelphia, “
Assistant Secretary, S. B. Liggett	Pittsburgh, “

General Counsel, J. T. Brooks.....	Pittsburgh, Pa.
General Manager, D. W. Caldwell.....	Columbus, Ohio.
Superintendent, J. D. Ellison	Cincinnati, “
Master Mechanic, J. H. Setchtel.....	Pendleton, “
Chief Engineer, M. J. Becker	Columbus, “
General Passenger and Ticket Agent, W. L. O'Brien.....	“ “
General Freight Agent, William Stewart	Pittsburgh, Pa.
Assistant General Freight Agent, F. H. Kingsbury	Columbus, Ohio.
General Purchasing Agent, William Mullins	Pittsburgh, Pa.
Associate General Counsel, George Driggs	“ “

State of Pennsylvania, County of Allegheny, ss.:

Thomas D. Messler, Assistant to President of the Pittsburgh, Cincinnati and St. Louis Railroad Company, lessee of the Little Miami Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1879.

[Signed]

THOS. D. MESSLER, *Ass't to President.*

Sworn and subscribed to before me, this 23d day of September, A.D. 1879.

[SEAL.]

WM. F. ROBB,

Commissioner of the State of Ohio in Pittsburgh, Pa.

MAHONING COAL RAILROAD COMPANY.

[OPERATED BY THE LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY COMPANY.]

Location of principal office of the company : Cleveland, Ohio.

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized.....	\$1,500,000	00
Amount issued	1,373,000	00
Par value of shares	\$50	
Total paid in		\$1,373,000 00
Average amount paid in per mile (42.99).....	\$31,937	66
Stockholders residents of Ohio, 8.		
Amount of stock held by them June 30, 1879.....	602,650	00
Agents authorized to transfer stock : Union Trust Co., New York City.		
Number of shares transferred within the year at such agency : None.		

FUNDED DEBT.

1st mortgage 7 per cent. bonds, due January 1, 1902	1,480,000	00
Average amount per mile.....	\$34,426	61

OTHER INDEBTEDNESS.

Contracted for construction, etc.....	\$2,230	05
All other debts, current credit balances, etc	276,115	50
Total unfunded debt		278,345 55
Cash, debit balances, etc, available to payment.....	1,455	64
Net unfunded debt		276,889 91
Average amount per mile.....	\$6,440	80
Increase since June 30, 1878.....	112,242	84
Total net debt liabilities.....	1,756,889	91
Total of paid-in stock and net debt		\$3,129,889 91
Total average amount per mile.....	\$72,805	07

COST OF ROAD, EQUIPMENT, Etc.

ROAD.

Total expended for construction and purchasing.....	\$2,760,429	78
Average cost per mile.....	\$64,210	97

EQUIPMENT.

None owned by company.

LINE OWNED BY COMPANY—MILES.

Andover to Youngstown.....				38.
Tyrrell Hill to Holliday Coal Mine.....				4.01
Coalburg to New York, Ohio .....				.98
				<hr/>
Total single main track.....				42.99
Aggregate of sidings and other tracks.....				5.40
				<hr/>
Total length of rail, computed as single track.....				48.39
All in Ohio, and distributed as follows:				
County.....	Main track.	Branches.	Sidings, etc.	Total.
Ashtabula	7.60	-----	1.40	9.
Trumbull	26.40	4.99	2.60	34.19
Mahoning	4.	-----	1.20	5.20
	<hr/>	<hr/>	<hr/>	<hr/>
Totals	38.	4.99	5.40	48.39

CHARACTERISTICS, ETC.

Bridges—Wood, 3; greatest age, 7 years; aggregate length, 173 feet.

Trestles—40; greatest age, 7 years; greatest height, 31 feet; greatest length, 723 feet; aggregate length, 3,007 feet.

Length of shortest span, 10 feet; of longest span, 100 feet.

Greatest space between cross ties upon bridges, 12 inches; length of ties, 8 feet.

Number of track stringers, 4.

Are all bridges and trestles provided with guard rails? Yes.

Do all bridges and trestles receive stated examinations? Yes.

How often? Monthly.

Are the examinations analytical, and are they made by a competent person? Yes.

Fencing—Miles of single fence, 84; additional required to inclose road, none.

Grade crossings—Railroad—A. and Gt. W. R'y, at Youngstown.

“ “ near Kinsman.

Do all trains on your road stop at these crossings as required by law? Yes.

Are flagmen stationed at each? Yes.

Telegraph Line—Miles on line of road operated, 38; in Ohio, all.

Miles of same owned by railroad, none.

Stations—Passenger and freight, 7.

Number with telegraph communication, 7.

Number of same operated by railroad company, 7.

RECEIPTS AND EXPENDITURES FOR YEAR ENDING JUNE 30.

RECEIPTS.

Increase of floating debt	\$61,420 00	
Rental of road	44,213 27	
Interest on deposits	213 15	
	<hr/>	\$105,846 42

EXPENDITURES.

Interest on bonds	\$103,600 00	
General expenses.....	1,269 26	
	<hr/>	104,869 26

CONDENSED GENERAL BALANCE SHEET, JULY 1, 1879,

Taken after making all proper entries affecting or pertaining to the business and transactions of the company or line to date:

LIABILITIES.	
Capital stock.....	\$1,374,000 00
First mortgage bonds.....	1,480,000 00
Floating debt.....	278,345 55
	\$3,131,345 55

ASSETS.	
Railroad.....	\$2,760,429 78
Cash.....	1,455 64
Profit and loss to balances.....	369,460 13
	3,131,345 55

OFFICERS.

Directors—August Schell	New York City.
H. B. Payne.....	Cleveland, Ohio.
Amasa Stone.....	“ “
Dan. P. Eells.....	“ “
W. C. Andrews.....	“ “
L. C. Higgins	“ “
C. H. Andrews	Youngstown, “
President, Dan. P. Eells	Cleveland, “
Treasurer and Secretary, L. C. Higgins.....	“ “

State of Ohio, County of Cuyahoga, ss :

Lewis C. Higgins, Secretary of the Mahoning Coal Railroad Company, being duly sworn, deposes and says that having carefully examined the foregoing statements prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1879.

[Signed]

LEWIS C. HIGGINS, *Secretary.*

Sworn and subscribed to before me this 18th day of August, A.D. 1879.

[SEAL]

NICHOLAS BARIETT, *Notary Public.*

MARIETTA AND CINCINNATI RAILROAD—REPORT OF THE RECEIVER.

Location of principal office of the company: Cincinnati, Ohio.

LINE OPERATED UNDER LEASE—MILES.

Cincinnati and Baltimore Railway	5.80
Baltimore Short Line Railway	30.30
Total single track	36 10
Double track, Cincinnati and Baltimore Railway	5.80
Sidings and other tracks	15.
Total	56.90

CHARACTERISTICS, ETC.

Weight of rail per yard, 60 and 64 lbs.; gauge of track, 56½ inches.

Main track ballasted: 252 miles with rock, gravel, and cinder.

BRIDGES, TRESTLES, ETC.

Bridges—Wood, 44; greatest age, 17 years; aggregate length, 6,721 feet. Iron, 11; greatest age, 9 years; aggregate length, 1,685 feet. Stone arch, 22; aggregate length, 440 feet. Total, 8,846 feet.

Trestles—263; greatest age, 12 years; greatest height, 90 feet; greatest length, 912 feet; aggregate length, 31,705 feet.*

Length of shortest span of truss, 20 feet; of longest, iron, 150 feet; greatest length of beams between points of support, if not trussed, 15 feet.

Greatest space between cross ties upon bridges and trestles, 8 inches; length of ties, 9 feet.

Number of track stringers, 2 and 4.

Are all bridges and trestles provided with guard rails? Yes.

Do all bridges and trestles receive stated examinations? Yes.

How often? Monthly—oftener if necessary.

Are the examinations analytical, and are they made by a competent person? Yes.

Tunnels—Stone, 6; aggregate length, 3,705.5. Wood, 2; aggregate length, 1,209; total, 4,914.5 feet.

Fencing—Miles of single fence, 348.18; additional required to inclose road (both sides), 191.4 feet; length through towns, etc., not requiring fence, not known.

Grade Crossings—Highway, 250.

Railroad, Cincinnati, Hamilton and Dayton, at Cincinnati.

Cincinnati and Springfield, at C. and S. Junction.

Little Miami, at Loveland.

Scioto Valley, at Chillicothe.

* Of which 16,448 feet are an old line, between Old Line Junction and Scott's Landing.

Do all trains on your road stop at these crossings, as required by law? Yes.

Are flagmen stationed at each? Yes.

Telegraph Line—Miles on line of road operated, 934, all in Ohio; miles of same owned by railroad company, 595.

Stations—Passenger and freight (owned by company), 98; number with telegraph communication, 38; number of same operated by railroad company, 39.

Is pay received for messages sent over line owned by railroad company? Yes.

LINE OWNED BY COMPANY—MILES.

C. and B. Junction to Main Line Junction	156.80
Main Line Junction to Scott's Landing	31.20
Marietta to Belpre	11.10
Portsmouth to Hamden	55.40
Blanchester to Hillsboro	21.40
<hr/>	
Total single main track	275.90
Double track—east terminus C. and B. Junction to Norwood.....	3.40
Aggregate of sidings and other tracks.....	46.7
<hr/>	
	49.90
<hr/>	
Total length of rail, computed as single track.....	366.20

All in Ohio, and distributed as follows:

County.	Main track.	Branches.	Double track.	Sidings, etc.	Total.
Hamilton	17.70	.....	3.40	4.30	25.40
Clermont	5.	.....	.....	1.20	6.20
Warren	9.70	.....	.....	1.30	11.
Clinton	17.80	11.10	.....	3.80	32.70
Highland	17.70	10.30	.....	3.30	31.30
Ross	33.10	.....	.....	9.60	47.40
Vinton.....	25.60	.90	.....	5.80	32.30
Jackson.....	8.90	29.50	.....	6.40	44.70
Lawrence .....	.....	1.60	.....	.10	1.70
Scioto .....	.....	23.40	.....	1.90	25.30
Athens.....	16.30	10.40	.....	8.70	35.30
Washington.....	.32	32.	.....	.60	32.60
<hr/>		<hr/>	<hr/>	<hr/>	<hr/>
Totals	156.80	119.10	3.40	46.90	346.20

Steel rail, main track, 52 miles.

Rolling Stock—Locomotives.....	53; average weight, lbs	62,000
Express and baggage cars...	15;	32,000
Passenger cars.....	35;	36,900
Freight cars.....	1,293;	18,000

Number of locomotives equipped with train brakes, 16.

Kind of brake: Loughbridge air brake.

Number of cars equipped with train brakes, 46.

Number of passenger cars with Miller platform: None.

Method of bridging between passenger cars when two or more are run in trains: Platform bridge from car to car.

Are all cars run on this road heated and lighted as prescribed by law? All owned by this company are.

State method of heating cars used for transportation of passengers: Wood and coal stoves (Baker heaters).

Means of lighting same: Candles.

Speed of trains—Express passenger, average rate, including stops, 30 miles per hour; mail and accommodation, 20; freight trains, 10.

Employees—Superintendents	—
Clerks	59
Mechanics	457
Telegraph operators	42
Train dispatchers	5
Conductors	56
Engineers	65
Firemen	66
Brakemen	105
Baggagemen	26
Wipers	28
Station agents	79
Flagmen, switch-tenders, and watchmen	84
Section men	418
Other employes	41
Laborers	43
Total number	1,564

EXPRESS AND TRANSPORTATION COMPANIES.

Express companies run on this road: None, the Receivers doing express business on line.

RATES FOR TRANSPORTATION.

PASSENGER.

Fare charged per mile:

	Highest.	Lowest.
For distances less than 8 miles	3.50 cents.	.75 cents.
more than 8 miles and less than entire length of main road. 3	“	2.60 “
through passengers	3	“ 1.50 “

Amount charged in addition to regular fares in sleeping or other cars run on your road: For seat, \$1; berth, \$2; section, 4.

FREIGHT.

Rate charged per ton per mile:

	Highest.	Lowest.
For the shortest distance carried (5 miles)	40 cents.	14 cents.
more than 10 and less than 30 miles	15 “	6 “
more than 30 miles and less than entire length of main road. 7	“	2 “
through freight	3.90 “	.65 “

DOINGS OF THE YEAR ENDING JUNE 30.

Bridges built in Ohio, as follows:

Location or how designated.	Construction.	Material.	Length—feet.
Scioto River (2 spans)	Howe truss	Wood	312
Salt Creek (2 spans)	“	“	300
O'Barnnon Creek, 5 bridges (9 spans)	“	“	644½
Paint Creek	Quadrang'r truss.	Iron	145

Ballasting—Miles of main track ballasted with cinder, 3.

Rail Laid—Steel, 60 lbs. per yard, miles of track, 37.70.

Train Mileage—Passenger	804,400	
Freight	1,279,600	
Mixed	274,690	
Construction	57,600	
		3,416,200
Car Mileage—Passenger	1,377,746	
Express and baggage	708,683	
Freight—loaded	12,468,515	
empty	4,947,312	
Caboose	995,950	
Construction and other	265,000	
		20,763,205

Fuel Consumed—Wood, 638 cords; coal, 70,069 tons; total cost..... \$77,797 64

Losses, etc., Paid—On goods and baggage

For injuries in Ohio, fatal and non-fatal:

to passengers	\$193 00
to employes	958 20
to others	73 00

\$1,229 20

For animals killed in Ohio:

Horses, 12	\$552 00
Mules, 9	90 00
Cattle, 38	595 80
Sheep, 4	7 50
Hogs, 50	78 28

\$1,473 58

Amount claimed in litigation, etc., for injuries in Ohio to persons. Unknown.

TRANSPORTATION.

Passengers—Number carried, local	650,499	
through	32,922	
		683,421
Average amount received for each		47 cents.
Freight—Tons carried, local	410,274	
through	423,022	
		833,290
Average amount received for each ton		1.47 cents.

Articles transported:		
	Tons.	Per cent.
Coal	103,609	12.43
Stone, lime, sand, etc	3,963	.48
Petroleum	8,923	1.07
Ores	14,893	1.79
Pig and bloom iron	34,550	4.15
Manufactured iron	5,949	.71
Lumber and other forest products	10,179	1.22
Grain, flour and other agricultural products.....	390,575	46.87
Live stock.....	49,234	5.91
Animal products.....	15,810	1.90
Manufactures, including agricultural implements.....	16,694	2.00
Merchandise	58,183	6.98
Miscellaneous.....	120,734	14.49
<hr/>		
Total tonnage yielding revenue.....	833,296	100
Supplies for company's use: No record kept.		

EARNINGS, OPERATING EXPENSES, ETC., FOR YEAR ENDING JUNE 30.

EARNINGS.		
Passenger transportation—local.....	\$228,144 59	
through	94,124 73	
	<hr/>	\$322,269 32
Freight transportation—local.....	\$540,236 07	
through	527,434 83	
	<hr/>	1,067,670 90
Mail service.....		54,455 04
Express service.....		54,326 73
Other sources		14,867 73
		<hr/>
Total earnings of line operated included in this report.....		\$1,513,589 72

OPERATING EXPENSES.		
Maintenance of way and structures.....	\$416,301 04	
Maintenance of cars.....	99,485 76	
Motive power	306,118 09	
Conducting transportation.....	353,695 34	
Conducting telegraph	25,571 29	
General expenses, as follows:		
Taxes—Ohio	\$54,254 37	
Salaries	37,134 46	
Other general expenses of operating.....	31,759 21	
	<hr/>	122,648 04
Total operating expenses, being 87.4 per cent. of earnings.....		\$1,323,819 56
<hr/>		
Net earnings of 387.7 miles operated.....		\$189,770 16

Rentals paid, for use of road, track, depots, equipment, etc.:	
Portsmouth Branch	\$20,486 01
Cincinnati and Baltimore Railway	96,603 09
Baltimore Short Line Railway	152,475 47
I. C. and L. R. R., depot and tracks	61,527 50
	\$331,192 07
Deficit	\$141,421 91
Per mile of earnings	\$3,955 02
operating expenses	3,459 15
	495 87
Net earnings	495 87
Deficit	369 53

OTHER RECEIPTS AND PAYMENTS WITHIN THE YEAR.

RECEIPTS.

Assets of M. and C. R. R. (business prior to July, 1877) collected by receiver.	\$3,891 84
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PAYMENTS.

Outstanding claims and labor and material paid by receiver per order of court	3,169 30
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CONDENSED GENERAL BALANCE SHEET, JULY 1, 1879,

Taken after making all proper entries affecting or pertaining to the business and transactions of the company or line to date:

LIABILITIES.

June pay-rolls	\$59,963 49
Accounts payable for material unpaid	173,794 42
Bills payable and rentals of leased lines	113,546 04
Due other railroads and individuals	147,749 35
	\$494,853 30

ASSETS.

M. and C. R. R. advances to creditors	\$73,470 71
M. and C. R. R. advances to 1st mortgage bondholders	122,252 50
Cash in banks	1,974 69
Uncollected revenue	33,254 99
Material and supplies on hand	82,226 44
Due from United States Postoffice Department	13,491 42
Due from other railroads, individuals, bills receivable, etc.	37,436 72
Profit and loss, July, 1879, to date	130,745 83
	494,853 30

CASUALTIES TO PERSONS.

Statement for the year ending June 30, 1879, of all accidents in Ohio resulting in injuries to persons, giving extent and cause thereof:

July 6, 1878. T. Shay, section hand, killed; John Moriarity, leg broken; A. Warf, three ribs broken; Jacob Albright, Thos. Podden, and R. Campbell, brakemen, slightly injured. Caused by construction train being thrown from track.

July 16, 1878. John Bucks, near Milton station: slightly injured in attempting to

drive across track in front of train on down grade; whistle was sounded, and every effort made to stop train.

August 11, 1878. Thos. Baker, colored, passenger, at Hamden: injured while trying to board train in motion; under the influence of liquor. Want of caution.

August 14, 1878. Wm. M. Henry, brakeman, and B. Shayue, fireman, killed; J. Batters-ton, engineer, slightly injured, near Chillicothe. Caused by freight train running over horse, which threw it from track, destroying seventeen cars and badly damaging five.

August 19, 1878. Sherman Rathkamp, at Norwood: lying on track; passenger train No. 5 run over and killed him. Verdict: Deceased came to his death by being run over by the 10:30 P.M. passenger train east. No blame attached to said railroad company.

October 7, 1878. Frank J. Riley, brakeman, killed at Chillicothe; caused by leaning too far out of baggage car; his head struck telegraph pole. Want of caution.

October 23, 1878. — Rabbott, killed near McArthur; trespassing on track; whistle sounded, and every effort made to stop; under the influence of liquor.

October 24, 1878. John Brnk, boy, injured at Zaleski; caused by climbing on cars while switching them; knocked between cars and leg crushed; had to be amputated.

October 28, 1878. Two unknown men, trespassing on track at Brighton, were struck by freight train and slightly injured; usual signals given; they were watching an incoming passenger train on double track. Want of caution.

October 31, 1878. J. O'Rourke, brakeman, killed near Athens; caused by his foot getting caught in guard rail and track, throwing him down and train running over him. Unavoidable.

November 8, 1878. Wm. West and D. Hogap, citizens, slightly injured at Blanchester; caused by car jumping track. Want of caution.

November 14, 1878. A. Maxon, brakeman, slightly injured at Zaleski; coupling cars. Want of caution.

November 25, 1878. — Suctillo and wife, injured near Brighton: trying to cross track in front of train; usual signals given, but no attention paid to them; woman had leg broken, and man slightly injured. Want of caution.

November 25, 1878. A. L. Routt, conductor, leg broken at Madisonville; caused by side of car breaking, which threw trucks from under the caboose. Unavoidable.

November 26, 1878. Wm. Booth, fireman, and Henry Klunk, baggage-master, slightly injured at Cincinnati; caused by train running into cars on siding. Misplaced switch.

January 9, 1879. Gus. Bennett, conductor (switching engine), arm cut off at Cincinnati; caused by being knocked down by I. C. and L. accommodation train, and thrown under a passing stock train while attending target.

January 11, 1879. Washington Reifsunder, passenger on freight train: killed. William King and John Betz, passengers, injured, near King's switch: caused by jumping from train while on trestle; train having broken in two was run into by an approaching freight. Want of caution.

January 3, 1879. L. Mott, citizen: killed near Belpre; walking on track; usual signals given; no attention paid to them; man was feeble in mind and body; run over and instantly killed. Want of caution.

January 23, 1879. David E. Willey, brakeman: killed near Cozaddale; fell between cars while attempting to climb from coal car to box. Want of caution.

January 25, 1879. G. Bazler, engineer, J. Stanton, brakeman: slightly injured; caused by some one placing timber on track, which threw train off. Unavoidable.

February 8, 1879. ——— McKinney, brakeman, slightly injured, near Marshfield: caused by two sections of a freight train jamming together; thrown against stove and burned.

February 13, 1879. Gottlieb Brant, citizen: killed near Hamden; supposed to have been under the influence of liquor; laid down on track and was struck by passing train; trespassing; inquest held; verdict not given.

March 7, 1879. John Kueifer, engineer, James Caldwell, fireman: slightly injured near Musselman's; caused by heavy fog preventing one section from seeing other; run into it.

March 23, 1879. William Murphy, brakeman, injured at Cincinnati: caused by brake-wheel coming off, which threw him off car. Unavoidable.

March 28, 1879. Wm H. H. Lewis, citizen, killed while trespassing on track near Greenfield: struck by passing train. Want of caution.

March 29, 1879. Matthew G. Ashley, boy, killed at Zaleski: caused by climbing on freight train while in motion; trespassing and want of caution.

April 13, 1879. B. Betz, killed near Hope Furnace: trespassing on track; usual signals given, but without effect; intoxicated; want of caution.

March 22, 1879. William Perdew, conductor, George Derwester, brakeman, slightly injured, near Hope Furnace: caused by train going off track.

March 28, 1879. William Walpole, killed near Brighton: threw himself in front of approaching train; struck by engine and instantly killed.

June 9, 1879. James McDonough, child five years old, injured near Cincinnati: was under cars on side-track; cars were pulled out and child struck by cars.

June 10, 1879. Unknown man, badly injured, near Madisonville: afterward taken to hospital; caused by throwing himself under a passing train.

June 12, 1879. Adolphus Dill, badly injured, near Brighton: intoxicated and asleep on track; trespassing.

June 26, 1879. James Quinn, passenger, killed near Raysville, on top of passenger car; struck by cross-beam of bridge and knocked off car; carelessness.

RECAPITULATION.

Killed—Passengers—misconduct or want of caution	2
Employes—from causes beyond their control	4
misconduct or want of caution	3
Others—trespassing on track, etc	8
Total killed	17
Injured—Passengers—misconduct or want of caution	3
Employes—from causes beyond their control	18
misconduct or want of caution	1
Others—trespassing on track, etc	11
Total injured	41

TRAIN ACCIDENTS—ENTIRE LINE.

Return of accidents to trains occurrng within the year ending June 30, 1879.

July 6, 1878. Construction train, near Athens, thrown from track; caboose entirely destroyed; one person killed, two badly injured, and three slightly hurt.

July 28. Freight train near Chillicothe, extra No. 2, run into extra No. 1; engine

badly damaged. Cause—extra No. 1 off track, and flagman did not have time to go back far enough to stop No. 2.

August 9. Freight train, near Greensfield; third section of No. 6 backing out of side track, was run into by fourth section of No. 6; engine and two cars slightly damaged; no person injured.

August 9, 1879. Extra freight, near Zaleski; in switching cars from track, by running over horse, seventeen cars entirely destroyed, five badly damaged and six slightly; two persons killed and one slightly injured.

September 6. Freight train, near Mineral City; extra ran into freight train while taking water, four cars slightly damaged; no person injured.

September 15, 1878. Passenger train, near Belpre; caused by passenger train running into freight which had broke in two; flagmen not far enough back to flag passenger train; engine and two cars slightly damaged; no person injured.

September 16. Mixed train, near Jackson; cause, broken rail; one car slightly damaged; no person injured.

October 31. Freight train, near Leesburg; extra freight running into No. 11 (freight) while taking water; one car destroyed, two slightly damaged; flagmen not far enough back to stop extra.

November 8. Freight train, at Banchester, caused by freight car jumping track; two persons slightly injured; three cars slightly damaged.

November 16. Freight, near Londonderry, caused by breaking of tank wheel, which got under train; two cars wrecked and engine slightly damaged; no person injured.

November 25. Freight train, near Madisonville, caused by axle breaking; two cars slightly damaged; conductor had leg broken.

November 27. Passenger train, at Cincinnati, caused by misplaced switch; train ran on siding and struck standing cars; two cars slightly damaged and two persons slightly injured.

December 6. Freight train, at stock yards, caused by flange breaking on narrow car; slightly damaged.

December 26. Passenger train, at Jackson, caused by axle breaking under baggage car; car slightly damaged.

January 11, 1879. Freight train, near King's Switch, caused by way freight train breaking in two; was run into by extra freight train following before it could be flagged; engine and two cars slightly damaged; one person killed and two injured.

January 17. Freight train, near Greenfield, caused by broken rail; two cars badly damaged; no person injured.

January 21. Freight train, near Athens, caused by broken rail; six cars thrown from track and slightly damaged; no person injured.

January 24. Freight train, near Gravel Bank, caused by broken rail; eight cars thrown from track and slightly damaged; no one injured.

January 26. Freight train near Londonderry: caused by track giving way; three cars destroyed and seven damaged; no person injured.

January 28. Passenger train, near Moonville: cause, broken rail; tender and baggage car off track; car badly damaged; no person injured.

January 30. Freight train, near Raysville: caused by a stick of timber being placed on track by persons unknown; engine and six cars slightly damaged; two persons injured.

February 8. Freight train, Marshfield: caused by two shackled freights starting;

Jammed together, slightly damaging six cars; one brakeman thrown against stove in caboose and burned.

February 12. Freight train near Harper's Station: collision; both engines and four cars badly damaged; no person injured.

February 20. Freight train near Zaleski: caused by one section of freight train running into rear of another; six cars slightly damaged; no person injured; flagmen not seen by approaching train.

February 21. Freight train near Loudonville: caused by truck breaking down; four cars thrown from track; three of them damaged; no person injured.

March 5. Switching engine at Cincinnati: caused by running into Cincinnati, Hamilton and Dayton train at crossing; heavy fog; three cars damaged; no person injured.

March 7. Freight train near Musselman: caused by heavy fog, preventing one section of freight train seeing another; run into it; three cars damaged; two persons injured.

March 11. Freight train near McArthur: caused by misconstruing orders; run into freight; engine and thirteen cars damaged; no person injured.

March 12. Passenger train near Raysville: cause, broken rail; engine and one car damaged; no person injured

May 22. Freight train near Hope Furnace: bad joint in track; four cars damaged; two persons injured.

June 22. Freight train near Athens: caused by journal breaking; two cars badly, and four slightly damaged; no person injured.

OFFICERS.

Receiver, John King, Jr	Cincinnati, Ohio.
Auditor, Charles F. Low	“ “
Cashier, W. E. Jones.....	“ “
Master of Transportation, W. H. Lankester	“ “
Master Mechanic, E. Bosley.....	Chillicothe, “
Chief Engineer, John Waddle.....	Cincinnati, “
General Freight Agent, R. M. Fraser.....	“ “
Purchasing Agent, H. McKee	“ “

State of Ohio, County of Hamilton, ss.:

John King, Jr., Receiver of the Marietta and Cincinnati Railroad Company, as Receiver, being duly sworn, deposes and says that having carefully examined the foregoing statements prepared by the proper officers and agents of said company, from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1879.

(Signed)

JOHN KING, JR.,

Receiver Marietta and Cincinnati Railroad.

Subscribed and sworn to before me this 19th day of September, A.D. 1879.

[SEAL.]

WILLIS H. HIGGINS,

Notary Public, Hamilton County.

MARIETTA, PITTSBURGH AND CLEVELAND RAILWAY COMPANY.

Location of the principal office of the company : Marietta, Ohio.

CHANGES WITHIN THE YEAR ENDING JUNE 30, 1879.

Sold by A. J. Warner, Receiver, June 13, 1877, at Cambridge, Ohio, to Cyrus W. Field,
John Patton, Isaac Morfon, trustees for bondholders. Consideration, \$200,000.00.

STOCK AND DEBT.

FUNDED DEBT.

Consolidated 7 per cent. bonds, due 1903	\$3,500,000	
City Branch 8 per cent. bonds, due 1883	30,000	
Total funded debt		\$3,530,000
Average amount per mile	\$35,959	

OTHER INDEBTEDNESS.

Contracted for real estate	\$7,401	
All other debts, current credit balances, etc.	51,583	
Total unfunded debt	\$58,984	
Cash securities, debit balances, etc., available to payment ..	6,445	
Net unfunded debt		52,538
Average amount per mile	525	
Increase since June 30, 1878	36,269	

COST OF ROAD, EQUIPMENT, Etc.

June 13, 1879	\$200,000	
Subsequent expenditures for construction since June 13, 1877 ..	56,116	
Total expended for construction and purchase		\$256,116

LINE OWNED BY COMPANY—MILES.

Single main track, Marietta, Ohio, to Dover, Ohio	98.19	
Aggregate of sidings and other tracks	5.49	
Total length of rail, computed as single track		103.68

All in Ohio, and distributed as follows :

County.	Main track.	Sidings, etc.	Total.
Washington	26.45	2.27	28.72
Noble	21.07	.83	21.90
Guernsey	27.87	1.41	29.28
Tuscarawas	22.80	.98	23.78
Totals	98.19	5.49	103.68

LINE OPERATED UNDER LEASE—MILES.

Marietta City Branch 1.26
 Weight of rail per yard, 50 lbs.; gauge of track, 4 feet 8½ inches.

CHARACTERISTICS, ETC.

BRIDGES, TRESTLES, ETC., IN OHIO.

Bridges—Wood, 46; age, 8 years; aggregate length, 3,039 feet.
 Trestles—244; greatest height, 41.6 feet; greatest length, 2,100 feet; aggregate length, 28,274 feet.

Length of shortest span of truss, 30 feet; of longest, 147; greatest length of beams between points of support, if not trussed, 21 feet 4 inches.

Greatest space between cross-ties upon bridges and trestles, 12 inches; length of ties, 8 feet 6 inches.

Number of track stringers mostly single, some double—2 and 4.

Are all bridges and trestles provided with guard rails? Yes.

Do all bridges and trestles receive stated examinations? Yes.

How often? Constantly.

Are the examinations analytical, and are they made by a competent person? Yes.

Tunnels—Stone, 1, through rock; aggregate length, 991 feet; wood, 2; aggregate length, 1,870½ feet—total, 2,771½.

Grade Crossings—Railroad—B. and O., Central Division, at Cambridge.

P. C. and St. Louis, at Newcomerstown.

C. T. V. and W., at Canal Dover.

Do all trains on your road stop at these crossings, as required by law? Yes.

Are flagmen stationed at each? Signals at 2 crossings, attended by station agents.

Telegraph Line—Miles on line of road operated, 88.19.

Stations—Passenger and freight, 29.

Number with telegraph communication, 17.

Number of same operated by railroad company, 17.

Rolling Stock—Locomotives	9;	average weight, lbs.....	55,000
Express and baggage cars..	2;	.....	24,000
Passenger cars	8;	.....	36,000
Freight cars	10;	.....	18,600
Other cars	116;	.....	14,000

Owned by purchasing committee.

Number of locomotives equipped with train brakes, 3.

Kind of brake: Westinghouse air-brake.

Number of cars equipped with train-brakes, 7.

Number of passenger cars with Miller platform: None.

Method of bridging between passenger cars, when two or more are run in trains: Portable bridge.

Are all cars run on this road heated and lighted as prescribed by law? Yes.

State methods of heating cars used for the transportation of passengers: Coal stoves,

A. P. Winslow & Co's safety car stove.

Means of lighting same: Candles.

Speed of Trains—Express passenger, average rate, including stops, 20 miles per hour.
Accommodation, 12 miles per hour.
Freight trains, 10 miles per hour.

Employes—Superintendents	2
Clerks	4
Mechanics	17
Telegraph operators	17
Train dispatchers	1
Conductors	6
Engineers	8
Firemen	8
Brakemen	8
Baggagemen	4
Station agents	29
Flagmen, switch-tenders and watchmen	5
Section men	60
Other employes	27
Total number employed by company in operating line	195

EXPRESS AND TRANSPORTATION COMPANIES.

Express companies run on this road : American Express Co.
Terms : One and one-half first class rates and \$4.00 per day.
Special freight and transportation lines : None.

RATES FOR TRANSPORTATION.

PASSENGER.

Fare charged per mile :	Highest.	Lowest.
For distances less than 8 miles	25 cents.	10 cents.
more than 8 miles and less than entire length of main road. 3 "	"	---
through passengers..... 3 "	"	---

FREIGHT.

Rate charged per ton per mile :	Highest.	Lowest.
For the shortest distance carried (153 miles).....	1.30 cents.	39 cents.
more than 10 and less than 30 miles	14.7 "	9.1 "
more than 30 miles and less than entire length of main road. 8.1 "	"	2.6 "
through freight..... 5.9 "	"	.8 "

DOINGS OF THE YEAR ENDING JUNE 30:

Bridges built—2 wood, Howe truss, as follows :

No. 2, length, feet	110
No. 5, "	86

Fencing—Miles single fence built (average cost per rod, \$1.00), 5.7.

Ballasting—Miles of main track ballasted with stone, gravel, cinder and slack, 15.

Rail Laid—New and re-rolled iron, 577.56.

Train mileage—Passenger	80,178	
Freight and mixed	62,600	
Construction	6,000	
	<hr/>	148,728
Car mileage—Passenger, express and baggage	256,639	
Freight—loaded and empty	803,351	
Construction and other	40,000	
	<hr/>	1,091,720
Fuel consumed—Coal, 6,100 tons; total cost		\$6,100 00
Losses, etc., paid—On goods and baggage		412 49
For animals killed in Ohio :		
Horses, 2	\$115 00	
Cattle, 4	99 10	
Sheep, 8	40 10	
	<hr/>	254 10

TRANSPORTATION.

Passengers—Number carried, local	70,960	
through	3,130	
	<hr/>	74,090
Average number carried in each car per trip		26
Average number of miles traveled by each		25
Total mileage, or number carried one mile		1,852,250
Average amount received for each		54½ 55.54.
Average amount per mile received for each		2.18 cents.
Freight—Tons carried, local	69,133	
through	12,190	
	<hr/>	81,332
Average amount received for each ton		89.34 cents.
Average amount per mile received for each ton		95.08 cents.

Articles transported :

	Tons.	Per cent.
Coal	41,729.1137	51.3
Stone, lime, sand, etc	2,122.653	2.6
Petroleum	4,093.965	5.
Ores	453.562	.6
Pig and bloom iron	1,141.159	1.4
Manufactured iron	1,368.1811	1.8
Lumber and other forest products	5,747.508	7.1
Grain, flour, and other agricultural products	8,110.1651	10.
Live stock	4,514.697	5.5
Animal products	1,321.710	1.6
Manufactures, including agricultural implements	2,924.1719	3.6
Merchandise	5,723.1556	7.
Miscellaneous	2,081.319	2.5
	<hr/>	<hr/>
Total tonnage yielding revenue	81,332.437	100.
Supplies for company's use	135.792	

EARNINGS, OPERATING EXPENSES, ETC., FOR YEAR ENDING JUNE 30.

EARNINGS.		
Passenger transportation—local	\$31,600 80	
through	8,771 94	
	\$40,372 74	
Freight transportation—local	\$48,441 89	
through	24,220 94	
	72,662 83	
Mail service	4,615 15	
Express service	3,458 53	
	\$121,109 25	

OPERATING EXPENSES.		
Maintenance of way and structures	\$41,831 93	
Maintenance of cars	7,154 77	
Motive power	7,778 45	
Conducting transportation	35,769 42	
General expenses as follows :		
Taxes	\$4,563 75	
Salaries	7,787 42	
Other general expenses of operating	2,697 60	
	15,048 77	
Total operating expenses, being 88.8 per cent. of earnings	107,583 34	
Rentals paid, etc	848 59	
	\$12,677 32	
Per mile of earnings	1,211 09	
operating expenses	1,075 83	
	\$126 77	

OTHER RECEIPTS AND PAYMENTS WITHIN THE YEAR.

RECEIPTS.		
Sale of old materials, scrap, etc	\$1,201 33	
Loans	10,000 00	
	\$11,201 33	
PAYMENTS.		
Construction of new work	\$28,678 46	
Additional equipment	3,039 93	
Additional real estate	8,180 06	
New fences	1,825 64	
Filing trestles, ballasting, etc	3,658 51	
Miscellaneous	1,258 80	
	46,641 40	

CONDENSED GENERAL BALANCE SHEET, JULY 1, 1879,

Taken after making all proper entries affecting or pertaining to the business and transactions of the company or line to date.

LIABILITIES.

Individual accounts.....	\$857 41	
Notes payable.....	20,018 07	
Other railroad accounts.....	2,058 72	
Supply accounts.....	16,490 46	
Pay-roll accounts.....	19,559 83	
	<hr/>	\$58,984 49

ASSETS.

Cash balance.....	\$3,376 64	
Due from agents and conductors.....	3,068 87	
Material and supplies on hand.....	2,610 49	
	<hr/>	9,106 00

TRAIN ACCIDENTS—ENTIRE LINE.

Return of accidents to trains occurring within the year ending June 30, 1879.

October 7, 1878. Freight train going north, at Cambridge, Ohio; engine ran through switch across turn-table and off the track; cause, misplaced switch, through misunderstanding between train men. None injured; damage slight.

October 21. Freight train, going north; a foreign car left track near bridge and caused two others to leave track; damage to bridge and cars slight; none injured.

January 13, 1879. Near Kimbolton, Ohio, mail train south; engine left track, and with one set of trucks ran about 200 feet over the ties; no damage.

January 17. Butting collision between accommodation train south and mail train north, near Elba, Ohio, caused by flagman of accommodation train not being far enough in to protect his train, according to rules. No one injured; damage, \$50.

February 23. Freight train going north wrecked a foreign car loaded with flour near Dudley. Cause of derailment unknown; track apparently in good order. Damage, \$500.

OFFICERS.

Trustees—Cyrus W. Field.....	New York City.
John Paton.....	“
Isaac Morton.....	Cambridge, Ohio.
Geo. W. Davis, Secretary to Trustees.....	Detroit, Mich.
General Manager, C. S. Baldwin.....	Marietta, Ohio.
Auditor, E. E. Krenthoffer.....	“
Treasurer, Isaac Morton.....	Cambridge, Ohio.
Cashier and Purchasing Agent, R. B. Hoover.....	Marietta, Ohio.
Master Mechanic, Thomas Robertson.....	“
Chief Engineer, C. B. Childs.....	Cincinnati, Ohio.
General Freight Agent, General Ticket Agent, and Master of Transportation, J. A. Kingsbury.....	Marietta, Ohio.

State of Ohio, County of Washington, ss.:

S. C. Baldwin, Manager of the Marietta, Pittsburgh and Cleveland Railway Company, being duly sworn, deposes and says that having carefully examined the foregoing statements prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1879.

(Signed)

SETH C. BALDWIN, *Manager.*

Subscribed and sworn to before me this 11th day of November, A.D. 1879.

[SEAL.]

THOS. EWART, *Notary Public.*

MASSILLON AND CLEVELAND RAILROAD COMPANY.

[OPERATED BY THE CLEVELAND, MT. VERNON AND DELAWARE RAILROAD CO.]

Location of principal office of the company: Pittsburgh, Pa.

Principal office in Ohio: At Massillon.

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized.....	\$200,000 00	
Amount subscribed.....	196,200 00	
Par value of shares.....	\$50	
Total paid in.....		\$106,200 00
Increase since June 30, 1877.....	\$545 00	
Average amount paid in per mile (12.23).....	16,042 50	
Proportion of same for Ohio (12.23).....	196,200 00	
Stockholders, residents of Ohio, 68.		
Amount of stock held by them June 30, 1878.....	128,595 00	
Agents authorized to transfer stock: F. M. Hutchinson, Secretary and Treasurer, No. 175 Wood street, Pittsburgh, Pa.		

FUNDED DEBT.

First mortgage 7 per cent. gold bonds.....		\$100,000 00
Average amount per mile.....	\$8,176 61	
Total paid-in stock and debt.....		\$296,200 00

COST OF ROAD, EQUIPMENT, Etc.

ROAD.

Total expenditures by company for construction.....		\$326,839 21
Subsequent expenditures for construction.....		75 00
Average cost per mile of road constructed.....		26,730 53
Proportion of same for Ohio.....		326,914 21
Average cost per mile.....		26,724 39
Proportion of same for Ohio.....		326,839 21

LINE OWNED BY COMPANY—MILES.

Single main track—Massillon to Clinton.....		12.23	
Aggregate of sidings and other tracks.....		2.07	
Total length of rail, computed as single track.....		14.30	
All in Ohio, and distributed as follows:			
County.	Main track.	Sidings, etc.	Total.
Stark.....	11.24	1.62	12.86
Summit.....	.99	.45	1.44
Totals.....	12.23	2.07	14.30

OTHER RECEIPTS AND PAYMENTS WITHIN THE YEAR.

RECEIPTS.

Rent received from lessee.....	\$20,000 00
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PAYMENTS.

Interest on bonds, gold	\$7,097 50
Dividends, rate, 5 per cent., on general stock.....	9,807 50
Construction of new work	75 00
General expenses.....	693 30

CONDENSED GENERAL BALANCE SHEET, JULY 1, 1879,

Taken after making all proper entries effecting or pertaining to the business and transactions of the company or line to date:

LIABILITIES.

Capital stock	\$196,200 00	
1st mortgage bonds.....	100,000 00	
Coupons outstanding	122 50	
United States Treasury Department, taxes	175 85	
Income account	45,939 44	
		\$342,437 79

ASSETS.

Construction account.....	\$326,914 21	
Winslow, Lanier & Co., to pay coupons	245 00	
C. Mt. V. and D. R. R. Co., old account.....	226 17	
F. M. Hutchinson, treasurer	14,552 41	
Unpaid stock subscriptions	500 00	
		342,437 79

OFFICERS.

Directors—Thos. D. Messler.....	Pittsburgh, Pa.
Geo. W. Cass.....	“
J. N. McCullough	“
Wm. Stewart	“
M. A. Hanna	Cleveland, Ohio.
Jno. G. Warwick	Massillon, “
Charles Stuse	“ “
President, Thos. D. Messler	Pittsburgh, Pa.
Treasurer and Secretary, F. M. Hutchinson	“

State of Pennsylvania, County of Allegheny, ss.:

Thomas D. Messler, President of the Massillon and Cleveland Railroad Company, being duly sworn, deposes and says that having carefully examined the foregoing statements prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1879.

(Signed)

THOS. D. MESSLER, *President.*

Subscribed and sworn to before me this 25th day of September, A.D. 1879.

[SEAL.]

WILLIAM F. ROBB,

Commissioner for the State of Ohio in Pittsburgh, Pa.

NEWARK, SOMERSET, AND STRAITSVILLE RAILROAD COMPANY.

Location of principal office of the company: Newark, Ohio.

CHARACTERISTICS, ETC.

LINE OPERATED EMPRACED IN REPORT—MILES.

Newark to Shawnee	44
Double main track	44
Aggregate of sidings and other tracks	4.81
Total length of track	48 81

Length in Ohio, distributed as follows:

County.	Main track.	Sidings, etc.	Total.
Licking	19.55	1.50	12.05
Perry	33 45	3.31	36.76
Total	44	4 81	48 81

Do all trains on your road stop at these crossings, as required by law? Yes

Telegraph Line—Miles on line of road operated, 44.

Miles of same owned by railroad company, 44.

Stations—Passenger and freight, 13.

Number with telegraph communication, 4.

Number of same operated by railroad company, 4.

Rolling stock—Furnished by Baltimore and Ohio R. R.

Number of locomotives equipped with train brakes: All passenger train engines.

Kind of brake: Longbridge air-brake.

Method of bridging between passenger cars when two or more are run in trains: A moveable wooden bridge, secured by chain.

Speed of trains—Mail and accommodation, average rate, including stops, 20 miles per hour; freight, 10.

Weight of rail per yard on main track, 55, 60, and 64 lbs.; gauge of track, 57½ inches. Main track ballasted, 44 miles: with stone, 96, and gravel, 18.

Bridges—Wood, 14, greatest age, 8 years; aggregate length, 768 feet.

Trestles—6; greatest age, 8 years; greatest height, 36 feet; greatest length, 555 feet; aggregate length, 2,000 feet.

Length of shortest span of truss, 32 feet; of longest, 121 feet; greatest length of beams between points of support, if not trussed, 15 feet.

Greatest space between cross ties upon bridges and trestles, 10 inches; length of ties, 9 feet.

Number of track stringers, 2.

Are all bridges provided with guard rails? Yes.

Do all bridges and trestles receive stated examinations? Yes.

How often? By track men daily; by superintendent of bridges monthly.

Are the examinations analytical, and are they made by a competent person? Yes.

Tunnels—Wood, 1; length, 1,100 feet.

Fencing—Miles of single fence, 50.14; additional required to inclose road, 37.86; length through towns, etc., not requiring fence, about 2 miles.

Grade Crossings—Highway, 30.

Railroad—Cincinnati and Muskingum Valley, at Junction City.

Employees—Clerks	3
Mechanics	22
Telegraph operators	3
Train dispatchers	1
Conductors	4
Engineers	5
Firemen	5
Brakemen	7
Baggagemen	1
Station agents	10
Flagmen, switch-tenders, and watchmen	3
Section men	30
Other employes	11
Total number employed	104

EXPRESS AND TRANSPORTATION COMPANIES.

Express companies run on this road: Baltimore and Ohio Express Company.

Special freight and transportation lines: Baltimore and Ohio Railroad owns and controls its own fast freight lines.

RATES FOR TRANSPORTATION.

PASSENGER.

Fare charged per mile:

For distance less than 8 miles—no charge less than	20 cents.
more than 8 miles and less than entire length of main road	3 “
through passengers—highest, 3 cents; lowest	2 “

FREIGHT.

Rate charged per ton per mile:

	Highest.	Lowest.
For the shortest distance carried (5 to 10 miles)	36 cents.	5 cents.
more than 10 and less than 30 miles	11 “	4.30 “
more than 30 and less than entire length of main road ..	9 “	4 “
through freight	3.10 “	.35 “

DOINGS OF THE YEAR ENDING JUNE 30.

Trestles built in Ohio, 1; length, 30 feet.

Fencing in Ohio—Miles of single fence built (average cost per rod, \$1.95), 802.

Rail laid—New iron, 64 lbs. per yard—miles of track, 1.66.

Train mileage—Passenger	57,132	
Freight and mixed	143,545	
Construction	2,00	
Total		202,877
Car mileage—Passenger, express and baggage	112,627	
Freight—loaded	777,999	
empty	695,971	
Construction and other	None.	
Total		1,586,597
Fuel consumed—Wood, 147 $\frac{7}{8}$ cords; coal, 7,705 $\frac{1}{2}$ tons; total cost.....		\$6,187 34

TRANSPORTATION.

Passengers—Number carried		36,183
Average number of miles traveled by each		16.12
Total mileage, or number carried one mile		583,269
Average amount received for each		49.7 cents.
Average amount per mile received for each .....		.0308 "
Freight—Tons carried, local	14,039	
through	136,222	
		150,261
Total movement, or tons carried one mile		5,893,087
Average amount received for each ton		68.69 cents.
Average amount per mile received for each ton		1.77 cents.

Articles transported :

	Tons.	Per cent.
Coal	101,442	.....
Stone, lime, sand, etc	8,483	.....
Wool	228	.....
Ores	579	.....
Pig and bloom iron	25,856	.....
Manufactured iron	449	.....
Lumber and other forest products	1,527	.....
Grain	4,447	.....
Live stock	2,879	.....
Animal products	53	.....
Tobacco	7	.....
Flour	511	.....
Miscellaneous	3,800	.....
Total tonnage yielding revenue	150,261	100

EARNINGS, OPERATING EXPENSES, ETC, FOR YEAR ENDING JUNE 30.

EARNINGS

Passenger transportation—through	\$17,792 45
Freight transportation—through	110,702 01
Mail service	1,506 32
Express service	2,278 57
Total earnings of line operated included in this report.....	\$132,279 35

OPERATING EXPENSES.

Maintenance of way and structures	\$20,214 79
Maintenance of cars	7,319 05
Motive power	13,800 43
Conducting transportation	23,294 55
General expenses:	
Taxes—Ohio	\$5,024 64
Salaries	1,279 84
	6,304 48
Total operating expenses, being 57.24 per cent. of earnings	\$75,963 30
Net earnings	\$56,316 05
Rentals paid, 30 per cent. of \$132,279.35	39,683 80
Net income over operating expenses and rentals paid	\$16,632 25

CASUALTIES TO PERSONS.

Statement for the year ending June 30, 1879, of all accidents in Ohio resulting in injuries to persons, giving extent and cause thereof:

March 7, 1879. George Martin, yard foreman, East Newark: hand caught attempting to pull a pin between engine and car; slightly injured. Want of proper care and attention on his part.

RECAPITULATION.

Injured—Employe—misconduct or want of caution	1
Others—trespassing on track, etc	1
Total injured	2

TRAIN ACCIDENTS—ENTIRE LINE.

Return of accidents to trains occurring within the year ending June 30, 1879.

September 4, 1878. Freight broke in two near Bristol, Ohio: two cars were slightly injured by the sections coming together.

January 4, 1879. Freight was thrown from track by broken rail, near Junction City: four cars were slightly damaged.

February 22, 1879. Freight ran into three cars, near Charfants, that had escaped from Lee's siding, damaging engine front and two cars slightly.

June 11, 1879. Freight was thrown from track at Dickson Station by striking a horse running at large; seven cars damaged.

State of Illinois, County of Cook, ss.:

C. H. Hudson, Superintendent of the Baltimore and Ohio Railroad Company, being duly sworn, deposes and says that having carefully examined the foregoing statements prepared by the proper officers and agents of said company, from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1879.

(Signed)

C. H. HUDSON, *Superintendent.*

Subscribed and sworn to before me, this 5th day of November, A.D. 1879.

[SEAL.]

FRED. G. WAITE,

Notary Public.

NORTHWESTERN OHIO RAILWAY COMPANY.

Principal office of the company: Toledo, Ohio.

Since report of 1877 the Northwestern Ohio Railroad Company has acquired, by purchase, the railroad lying between Tiffin and Toledo Junction, being a portion of road formerly known as the Mansfield, Coldwater and Lake Michigan Railroad, paying therefor 20,000 shares of capital stock, at par, equal to \$1,000,000. The entire road being operated by the Pennsylvania Company; and still later has purchased, at public sale, the Toledo and Woodville Railroad, forming now a complete line of road from Toledo to Toledo Junction, a distance of 79 miles, having perfected arrangements with the Pennsylvania Company for running of trains between Toledo Junction and Mansfield, over the Pittsburgh, Ft. Wayne and Chicago Railroad.

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized—general.....	\$2,600,000	00
Increase since June 30, 1878.....	66,750	00
Amount subscribed.....	1,967,100	00
Par value of shares	\$50	00
Amount paid in—general	1,967,100	00
Total paid-in capital stock.....		\$1,967,100 00
Average amount paid in (79 miles).....	\$24,900	00
Proportion of same for Ohio: All.		
Stockholders, residents of Ohio: 3.		
Amount of stock held by them June 30, 1879	150	00
Agent authorized to transfer stock: S. B. Leggett, Assistant Sec'y, Pittsburgh, Pa.		
Number of shares transferred within the year at such agencies, 1,337.		

CONDENSED GENERAL BALANCE SHEET JULY 1, 1879,

Taken after making all proper entries effecting or pertaining to the business and transactions of the company or line to date.

LIABILITIES.

Capital stock	\$1,967,100	00
Other liabilities.....	195,128	49
Profit and loss	819	55
		\$2,163,048 04

ASSETS.

Cost of railroad and appurtenances.....	2,135,400	00
Current accounts.....	27,335	54
Cash.....	312	50
		\$2,163,048 04

OFFICERS.

Directors—J. N. McCullough	Pittsburgh, Pa.
William Thaw	“ “
Thos. D. Messler	“ “
R. F. Smith	Cleveland, Ohio.
George Driggs	Pittsburgh, Pa.
George W. Layng	Toledo, Ohio.
Frank Janes	“ “
President, Thomas D. Messler	Pittsburgh, Pa.
Secretary, Frank Janes	“ “
Treasurer, W. H. Barnes	“ “
Assistant Secretary, S. B. Liggitt	“ “

State of Pennsylvania, County of Allegheny, ss.:

Thomas D. Messler, President of the Northwestern Ohio Railway Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company, from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1879.

(Signed)

THOS. D. MESSLER, *President.*

Subscribed and sworn to before me this 3d day of September, A.D. 1879.

[SEAL.]

FRANK SEMPLE,

Notary Public in and for said county and State.

REPORT OF PENNSYLVANIA COMPANY—LESSEE.

On the 1st day of September, 1878, the North Western Ohio Railway Co. purchased the Toledo and Woodville Railroad, extending from Toledo to Woodville, Ohio. This report embraces the transactions of the Toledo and Woodville Railroad for months of July and August, 1878.

CHARACTERISTICS, ETC.

LINE OPERATED EMBRACED IN REPORT—MILES.

Toledo Junction to Toledo, Ohio	80.055
Aggregate of sidings and other tracks	7.418
Total length of track	87.473
Laid with steel rail	5,533

Length in Ohio, distributed as follows:

County.	Main track.	Sidings, etc.	Total.
Richland	7.461	.383	7.834
Crawford	11.759	.413	13.172
Seneca	26.533	2.070	28.603
Sandusky	19.160	1.107	20.267
Ottawa .....	.553	....	.553
Wood	9.548	.875	10.423
Lucas	4.051	2.570	6.621
Totals	80.155	7.418	87.473

Steel rail—Main track, 5.533 miles.

Weight of rail per yard, 52 lbs.; gauge of track, 57 inches.

Main track in Ohio ballasted 80.055 miles, with sand, gravel and stone.

BRIDGES, TRESTLES, ETC., IN OHIO.

Bridges—Wood, 7; greatest age, 8 years; aggregate length, 1,711 feet. Iron, one fixed span, new, 500 feet.

Trestles—28; greatest age, 7 years; greatest height, 25 feet; greatest length, 1,333 feet; aggregate length, 3,227 feet.

Length of shortest span of truss, 42½ feet; of longest, 193 feet; greatest length of beams between points of support, if not trussed, 16 feet.

Greatest space between cross ties upon bridges and trestles, 8 inches; length of ties, 12 feet.

Number of track stringers, 4.

Are all bridges and trestles provided with guard rails? Yes.

Do all bridges and trestles receive stated examinations? Yes.

How often? Once a week by bridge foremen, and semi-monthly by inspector.

Are the examinations analytical, and are they made by a competent person? Yes.

Fencing—Miles of single fence, 148; additional required to inclose road, 10; length through towns, etc., not requiring fence, none.

Grade Crossings—Highway, 101.

Railroad—Cleveland, Columbus, Cincinnati and Indianapolis R'y, at Vernon.

Baltimore and Ohio R. R., at Tiffin.

Cincinnati, Sandusky and Cleveland R. R., at Tiffin.

Lake Erie and Louisvile R. R., at Burgoon.

Lake Shore and Michigan Southern R'y, at East Toledo.

Do all trains on your road stop at these crossings as required by law? Yes.

Are flagmen stationed at each? Yes.

Telegraph Line—Miles on line of road operated, 80.1.

Miles of same owned by railroad company, 80.1.

Stations—Passenger and freight, 18.

Number with telegraph communication, 10.

Number of same operated by railroad company, 10.

Is pay received for messages sent over line owned by railroad company? Yes.

Rolling stock—Equipment furnished by Pennsylvania Co.

Terms of service: Engines, 6 per cent. per annum on value and current repairs; freight cars, ½ cent per mile; passenger cars, 2½ cents per mile; baggage cars, 1½ cents per mile.

Number of locomotives equipped with train brakes, 3

Kind of brake: Westinghouse air-brake.

Number of cars equipped with train brakes, 10.

Kind: Westinghouse air-brake.

Number of passenger cars with Miller platform: None.

Method of bridging between passenger cars when two or more are run in trains: Janney patent platform and coupler.

Are all cars run on your road heated and lighted as prescribed by law? Yes.

State method of heating passenger cars run on your road: Dripp's patent anthracite coal burner.

Means of lighting same: Oil and candles.

Speed of Trains—Express passenger, average rate, including stops, 18 miles per hour.

Mail and accommodation, 19.

Freight trains, 15.

Employees—Superintendent	1
Clerks	16
Mechanics	18
Telegraph operators	23
Train dispatchers	1
Conductors	18
Engineers	15
Firemen	15
Brakemen	30
Baggagemen	5
Wipers	4
Station agents	19
Flagmen, switch-tenders, and watchmen	8
Section men	17
Laborers	125
Other employes	7
Total number	332

EXPRESS AND TRANSPORTATION COMPANIES.

Express companies run on this road: American Express.

Terms: \$30 00 per day.

Special freight and transportation lines: None.

RATES FOR TRANSPORTATION.

PASSENGER.			
Fare charged per mile:		Highest.	Lowest.
For distance less than 8 miles	5 cents.	5	cents.
more than 8 miles and less than entire length of main road	3 "	3	"
through passengers	2 "	1	"
FREIGHT.			
Rate charged per ton per mile:		Highest.	Lowest.
For shortest distance carried	48 cents.	18	cents.
more than 10 and less than 30 miles	5.5 "	3.27	"
more than 30 miles and less than entire length of main road	4.32 "	1.44	"
through freight	1.118 "	1.118	"

DOINGS OF THE YEAR ENDING JUNE 30.

Bridges built in Ohio, as follows: Bridge No. 27, partly renewed in iron, total length, 1,507 feet; 1 fixed span, iron, 22 feet; 1 draw, 300 feet.

Trestles rebuilt in Ohio: None.

Length filled and converted into embankment, 250 feet.

Fencing in Ohio—Miles of single fence built (average cost per rod, 70c.) 9 miles 1,453 feet.

Grading—Miles of main track graded: None.

Ballasting—Miles of main track ballasted with sand, gravel, and stone, 60,055.

Train mileage—Passenger	184,826	
Freight.....	195,344	
Construction.....	8,372	
Total		308,542
Car mileage—Passenger	204,235	
Express and baggage	100,795	
Freight—loaded	1,384,714	
empty.....	473,656	
Caboose	112,618	
Total		2,276,018
Fuel consumed—Furnished by P. Ft. W. and C. R'y, and shown in its report.		
Losses, etc., paid—On goods and baggage.....		\$32 06
For injuries in Ohio, fatal and non-fatal:		
to employes.....		130 30
For animals killed in Ohio:		
Horses, 1	\$25 00	
Cattle, 1	15 00	
		40.00

TRANSPORTATION.

Passengers—Number carried		77,924
Average number carried in each car per trip		8.9
Average number of miles traveled by each		23.4
Total mileage, or number carried one mile	1,826,136	
Average amount received for each		64.8 cts.
Average amount per mile received for each		2.2 cts.
Freight—Tons carried, local	108,419	
through	91,013	
		199,442
Average tons in each loaded car per trip		9.41
Average tons in each loaded car per mile.....		9.41
Total movement, or tons carried one mile.....	13,032,941	
Average amount received for each ton		54.75 cts.
Average amount per mile received for each ton.....		.837 cts.
Articles transported:	Tons.	Per cent.
Coal.....	31,651	15.89
Stone, lime, sand, etc	6,789	3.40
Petroleum	326	.16

	Tons.	Per cent.
Pig and bloom iron	241	.12
Manufactured iron	1,718	.86
Lumber and other forest products	33,060	15.58
Grain, flour, and other agricultural products	92,448	46.36
Live stock	3,927	1.97
Animal products	2,445	1.23
Manufactures, including agricultural implements	15,276	7.65
Merchandise	11,104	5.56
Miscellaneous	457	.22
Total tonnage yielding revenue	199,442	100
Supplies for company's use	8,467	

EARNINGS OPERATING EXPENSES, ETC., FOR YEAR ENDING JUNE 30.

EARNINGS.

Passenger transportation—local and through	\$50,607 06
Freight transportation—local and through	109,194 51
Mail service	5,498 96
Express service	10,180 00
Other sources	19,219 37
Total earnings of line operated included in this report	\$194,699 70

OPERATING EXPENSES.

Maintenance of way and structures	\$78,030 63
Maintenance of cars	1,429 21
Motive power	45,122 76
Conducting transportation	61,659 35
General expenses, as follows :	
Taxes—Ohio	\$13,283 74
Salaries and other general expenses of operating	2,732 02
	16,015 76
Total operating expenses, being 98.75 per cent of earnings	192,259 65
Net earnings of 80.055 miles operated	\$2,442 05
Rentals paid, for use of road, track, depots, equipment, etc. :	
Hire of equipment	\$23,311 71
Amount paid Pittsburgh, Ft. Wayne and Chicago Railway for use of track from Mansfield to Toledo Junction	13,266 80
	\$36,578 51
Deficit	\$34,136 46
Per mile of earnings	\$2,432 07; proportion for Ohio (80.055 miles)
operating exp's..	2,401 56; "
	192,257 65
net earnings	30 51; "
	\$2,442 05

State of Pennsylvania, County of Allegheny, ss.:

Thomas D. Messler, 3d Vice-President of the Pennsylvania Company, operating the Northwestern Ohio Railway, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company, from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June A.D. 1879.

(Signed)

THOS. D. MESSLER, *Vice-President.*

Subscribed and sworn to before me this 3d day of September, A.D. 1879.

[SEAL]

FRANK SEMPLE, *Notary Public.*

OHIO AND MISSISSIPPI RAILWAY COMPANY.

Location of the principal office of the Company in Ohio: Cincinnati.

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized—general.....	\$20,000,000 00	
preferred or guaranteed	4,030,000 00	
		\$24,030,000 00
Amount issued		24,030,000 00
Par value of shares	\$100	
Amount paid in—general		20,000,000 00
preferred		4,030,000 00
		\$24,030,000 00
Total paid in capital stock		\$24,030,000 00
Average amount paid in per mile (393—main line and Louisville Branch)		\$61,145 00
Proportion for Ohio (19.58)		1,194,161 85
Stockholders residents of Ohio, 31.		
Amount of stock held by them June 30, 1879		394,400 00
Agents authorized to transfer stock: W. M. Walton, Secretary, New York City.		

FUNDED DEBT.

1st mortgage 7 per cent. bonds, due January 1, 1898	\$6,719,000 00	
2d mortgage 7 per cent. bonds, due April 1, 1911.....	3,836,000 00	
Income and funded debt bonds, 7s, due October 1, 1882.....	174,000 00	
Sinking fund bonds, 7s, May 1, 1883	140,000 00	
1st mortgage Springfield Div., 7s, due April 1, 1905.....	1,972,000 00	
		\$12,841,000 00
Total funded debt		\$12,841,000 00
Average amount per mile (615)	\$20,879 67	
Proportion of same for Ohio	407,779 95	
Amount in hands of trustees of sinking fund for redemption	13,438 75	

OTHER INDEBTEDNESS.

Coupons due and unpaid	\$1,269,485 00	
All other debts, current credit balances, etc	754,167 11	
		\$2,023,652 11
Total unfunded debt		\$2,023,652 11
Cash securities, debit balances, etc, available to payment .	238,651 77	
		1,785,000 34
Net unfunded debt		1,785,000 34
Average amount per mile (615 miles).....	\$2,902 44	
Proportion of same for Ohio (19.53)	56,684 65	
Increase since June 30, 1878.....	178,087 78	
Total net debt liabilities.....	14,626,000 34	
Proportion of same for Ohio (19.53 miles)	464,464 60	
		\$38,656,000 34
Total of paid-in stock and net debt		\$38,656,000 34

Total average amount per mile (615 miles).....	\$62,855 28
Proportion of same for Ohio (19.53 miles)	1,227,563 62

COST OF ROAD, EQUIPMENT, Etc.

ROAD.

Total expenditures by company for construction as per last report	\$3,398,476 03
Subsequent expenditures for construction during the year	4,800 64
Total expended for construction and equipment	\$33,986,366 67

EQUIPMENT.

Locomotives	120
Passenger, express and baggage cars	82
Freight, construction and other cars	2,455
Machinery, hand cars, tools, etc	306
Total average amount per mile (615 miles)	\$55,262 36
Proportion of same for Ohio (19.53 miles).....	1,079,273 98

LINE OWNED BY COMPANY—MILES.

	Length.	In Ohio.
Cincinnati, Ohio, to East St. Louis, Illinois.....	340	19.53
North Vernon, Indiana, to Jeffersonville, Indiana	53	....
Shawneetown, Ill.nois, to Beardstown, Illinois.....	222	....
Total single main track.....	615	19 53
Aggregate of sidings and other tracks	107	7.20
Total length of rail, computed as single track	922	26.73
Laid with steel rail	186	15.7

CHARACTERISTICS, Etc.

Weight of rail per yard, 56 lbs; gauge of track, 4.9 inches.

Main track in Ohio ballasted, 19.3 miles, with gravel.

Bridges—Wood, 2; greatest age, 20 years; aggregate length, 520 feet. Iron, 1; greatest age, 12 years; length, 630 feet; total, 1,150.

Trestles—1; age, 9 years; greatest height, 8 feet; length, 109 feet.

Length of shortest span of truss, 20 feet; of longest, 210 feet; greatest length of beams between points of support, if not trussed, 20 feet.

Greatest space between cross ties upon bridges and trestles, 6 inches; length of ties, 9 and 12 feet.

Number of track stringers, 4 and 6.

Are all bridges and trestles provided with guard rails? Nearly all.

Do all bridges and trestles receive stated examinations? Yes.

How often? Monthly by supervisors, weekly by foreman.

Are the examinations analytical, and are they made by a competent person? Yes.

Fencing—Miles of single fence, 6; additional required to inclose road, 10; length through towns, etc., not requiring fence, 3.

Grade Crossing—Highway, 17.

Do all trains on your road stop at this crossing, as required by law? Yes.

Are flagmen stationed at it? Yes.

Telegraph line—Miles on line of road operated, 640; in Ohio, 39.06.

Miles of same owned by railroad company, 340; in Ohio, 19.53.

Stations—Passenger and freight, 132; in Ohio, 5; number with telegraph communication, 82; in Ohio, 5; number of same operated by railroad company: All.

Is pay received for messages sent over line owned by railroad company? No.

Rolling Stock—Locomotives.....	120;	average weight, lbs.....	60,000
Express and baggage cars ...	22;		35,000
Passenger cars.....	53;		45,000
Parlor and sleeping cars.....	5;		60,000
Freight cars	2455;		18,000
Other cars.....	64;		16,000

Number of locomotives equipped with train brakes, 29.

Kind of brake: Loughbridge brake.

Number of cars equipped with train brakes, 72.

Number of passenger cars with Miller platform: All.

Method of bridging between passenger cars, when two or more are run in train: Miller platform.

Are all cars run on this road heated and lighted as prescribed by law? Yes.

State methods of heating cars used for the transportation of passengers: Furnaces, with hot water pipes, etc.

Means of lighting same: Candles and oil-lamps.

Speed of Trains—Express passenger, average rate, including stops, 23 miles per hour;

Mail and accommodation, 25 miles per hour; freight trains, 15.

Employees—Superintendents	3
Clerks	141
Mechanics	524
Telegraph operators	63
Train dispatchers	8
Conductors	74
Engineers	123
Firemen	123
Brakemen	143
Baggagemen.....	37
Wipers	103
Station agents.....	126
Flagmen, switch tenders, and watchmen.....	61
Section men	961
Laborers	355
Other employes.....	181
Total number	3,026
Proportion for Ohio	96

EXPRESS AND TRANSPORTATION COMPANIES.

Express companies run on this road: American, on Springfield Division, between Mocasín and Beardstown. Adams, between Louisville and St. Louis.

Terms: American, \$20.00 per day for 3,500 lbs., excess, one and a half first-class rates.

Adams, \$1.31 per 100 lbs, and one-half earnings on money traffic, applies for business for the two points named only.

Since September 1, 1877, the O. and M. Railway Co. has operated its own express.

Special freight and transportation lines: Great Western Dispatch and Continental Line.

Terms as to rates, etc., with each:

Both co-operative, each road forming the lines furnishing its pro rata of cars. Earnings and expenses pro rated on a mileage basis.

RATES FOR TRANSPORTATION.

PASSENGER.

Fare charged per mile:

	Highest.	Lowest.
For distances less than 8 miles	3 cents.	2.75 cents.
more than 8 miles and less than entire length of main road..	3 " "	2.75 " "
through passengers	2.65 " "	.80 " "

Amount charged in addition to regular fares, in sleeping or other cars run on your road: For seat, 50 cents; berth, \$2; section, \$4; state-room, \$4.

FREIGHT.

Rate charged per ton per mile:

	Highest.	Lowest.
For the shortest distance carried (1 mile)	55 cents.	24 cents.
more than 10 and less than 30 miles	15 " "	6 " "
more than 30 miles, and less than entire length of main road.	8.50 " "	3.90 " "
through freight	5 " "	.84 " "

DOINGS OF THE YEAR ENDING JUNE 30.

Rail laid—Steel, 58 lbs. per yard—miles of track, 69 992; in Ohio, 6.5.

New iron, 56 lbs. per yard—miles of track, 2- $\frac{1}{2}$.

Train mileage—Passenger	1,058,678	
Freight	1,726,835	
Mixed	77,800	
Construction	21,620	
		2,884,933
Car mileage—Passenger	3,374,070	
Express and baggage	1,128,625	
Freight, loaded	22,516,956	
empty	2,649,123	
		36,668,834
Fuel consumed—Coal, 132,911 tons; total cost, \$154,455.25.		
Losses, etc., paid—On goods and baggage, \$11,817 88.		

TRANSPORTATION.

Passengers—Number carried, local	602,614	
through	71,563	
		674,177

Expense of O. and M. R'y Co. (old account)	\$45,699 28	
Increase of supplies on hand	13,424 13	
		<u>\$972,028 13</u>
Less decrease of floating assets	139,085 42	
		<u>\$832,942 71</u>

CONDENSED GENERAL BALANCE SHEET JULY 1, 1879,

Taken after making all proper entries affecting or pertaining to the business and transactions of the company or line to date.

LIABILITIES.

Common stock	\$20,000,000 00	
Preferred stock	4,030,000 00	
Bonded debt	12,841,000 00	
Due individuals, R. R. Co., S. and C.	754,167 11	
Coupons (overdue)	1,269,485 00	
		<u>\$38,894,652 11</u>

ASSETS.

Cost of road, equipment, etc	\$33,986,356 67	
Cost of new round house and machine shops, East St. Louis	24,220 13	
Due from individuals, R. R. Co., S. and C.	238,651 77	
Supplies on hand	64,002 14	
Profit and loss	3,311,336 40	
Balance (coupons overdue)	1,269,485 00	
		<u>\$38,894,652 11</u>

CASUALTIES TO PERSONS.

Statement for the year ending June 30, 1879, of all accidents in Ohio resulting in injuries to persons, giving extent and cause thereof:

July 21, 1878. James Mulcahey, brakeman, Cincinnati: coupling; one finger off.

July 28, 1878. Frank Kantentatz, tramp, one mile east of North Bend: walking on track; head badly cut and otherwise badly bruised.

August 21, 1878. Mike Boehm, Riverside: walking on track; seventy-one years old; deaf; paid no attention to signals; left leg broken in two places.

November 22, 1878. John Cummings, yardmaster, Cincinnati: struck by corner of car; knocked senseless; nothing serious.

January 19, 1879. J. E. Nathan, passenger, scalp wound; Jas. McSherry, passenger, leg broken; J. M. Barrett, sleeping car conductor, slightly injured; C. S. Wight, employe, slightly injured; C. Mendenhall, employe, slightly injured; T. Van Name, employe, slightly injured; at Gravel Pit; broken rail.

March 3, 1879. John Burns, brakeman, Cincinnati: coupling; two fingers and thumb off.

March 29, 1879. Jno. A. Brigman, Sedamville: standing on crossing; signal given, stepped off, but not far enough; bumper hit him and knocked him senseless; not seriously hurt.

April 30, 1879. John Bill, brakeman, Gravel Pit: switching; right leg broken.

June 18, 1879. John Cummings, brakeman, Storrs: coupling; finger crushed.

June 25, 1879. Unknown man, one and a half miles east of Delphi: walking on ties; killed. Verdict exonerated company and employes.

RECAPITULATION.

Killed—trespassing on track, etc	1
Total killed	1
Injured—Passengers—from causes beyond their control	2
Employes—from causes beyond their control	9
Others—at stations and highway crossings	1
trespassing, on track, etc	2
Total injured	14

OFFICERS.

Directors—Gov. R. M. Bishop	Cincinnati, Ohio.
W. T. McClintock	“
W. W. Scarborough	“
C. A. Beecher	St. Louis, Mo.
Theo. G. Meier	“
Frank W. Tracy	Springfield, Ill.
Lewis B. Parsons	Flora, Ill.
Robert Garret	Baltimore, Md.
W. Whitewright, Jr	New York City.
M. H. Bloodgood	“
Adrian Iselin, Jr	“
M. M. Day	“
R. L. Cutting	“
President, Lewis B. Parsons	Flora, Ill.
Receiver, John King, Jr	Baltimore, Md.
General Solicitor, C. A. Beecher	St. Louis, Mo.
Auditor, E. K. Punnett	“
Treasurer, Chas. S. Cone	“
Secretary, W. M. Walton	New York City.
Paymaster, Andrew Donaldson	St. Louis, Mo.
General Superintendent, W. W. Peabody	Cincinnati, Ohio.
Assistant Superintendents, { C. B. Cole	Seymour, Ind.
{ C. M. Stanton	Flora, Ill.
Master Mechanic, J. F. Sechler	Vincennes, Ind.
Chief Engineer, N. A. Gurney	St. Louis, Mo.
General Ticket Agent, Charles S. Cone, Jr	“
General Freight Agent, Wm. Duncan	“
Purchasing Agent, Geo. E. Atwood	“
Master of Road, S. R. Johnson	Cincinnati, Ohio.

State of Ohio, County of Hamilton, ss.:

John King, Jr., Receiver of the Ohio and Mississippi Railway Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A. D. 1879.

(Signed)

JOHN KING, JR.,
Receiver Ohio and Mississippi Railway.

Subscribed and sworn to before me this 19th day of September, A.D. 1879.

[SEAL.]

WILLIS H. HIGGINS,
Notary Public Hamilton County.

PITTSBURGH, CINCINNATI AND ST. LOUIS RAILWAY COMPANY.

Location of principal office of the company: Corner Penn and Tenth streets, Pitts-
burgh, Pa.

Principal office in Ohio at Columbus.

LINE OPERATED EMBRACED IN REPORT—MILES.

Pittsburgh, Pa., to Columbus, Ohio.....	193.04	
Cadiz Junction to Cadiz, Ohio.....	8.10	
	<u> </u>	
Total		201.14
Double main track.....	15.8	
Aggregate of sidings and other tracks.....	50.29	
	<u> </u>	
		66.09
		<u> </u>
Total length of track.....		267.23

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized—common	\$7,000,000 00	
1st preferred.....	3,000,000 00	
2d preferred.....	3,500,000 00	
	<u> </u>	
		\$13,500,000 00
Amount subscribed.....		8,437,200 00
Amount issued		8,437,200 00
Par value of shares.....	\$50 00	
Total paid-in capital stock.....		\$8,437,200 00
Average amount paid in per mile (200 miles).....	\$42,186 00	
Proportion of same for Ohio (158.71)	6,695,340 06	
Stockholders, residents of Ohio, 129.		
Amount of stock held by them June 30, 1879	559,250 00	
Agent authorized to transfer stock: S. B. Liggett, Assist- ant Secretary, Pittsburgh, Pa.		
Number of shares transferred within the year at such agency, 266.		

FUNDED DEBT.

P. C. and St. L. 1st mortgage 7 per cent. bonds, due August 1, 1900.....	\$6,519,000 00
B. C. and St. L. 2d mortgage 7 per cent. bonds, due April 1913	2,500,000 00

S and I. 1st mortgage 6 per cent. bonds, due January 1, 1884	\$3,000,000 00	
Columbus and Newark Division 7 per cent. bonds, due January 1, 1890.....	478,000 00	
Total funded debt.....		\$12,497,000 00
Average amount per mile.....	\$62,485 00	
Proportion of same for Ohio.....	9,916,994 35	
Decrease since June 30, 1878	6,350 00	

OTHER INDEBTEDNESS.

All other debts, current credits, balances, etc	\$2,341,369 10	
Cash securities, debit balances, etc., available in payment.....	1,571,356 33	
Excess of liabilities		770,012 77
Total net debt liabilities.....	\$13,267,012 77	
Proportion of same for Ohio	10,528,037 37	
Total of paid-in stock and debt.....		\$21,704,212 77
Total average amount per mile.....	\$103,521 06	
Proportion of same for Ohio	17,223,377 43	

COST OF ROAD, EQUIPMENT, Etc.

ROAD.

Total expended for construction and purchase.....	\$16,037,063 85	
Additions within the year ending June 30, 1879, real estate	6,000 00	
Total	\$16,043,063 85	
Less amount charged to operating expenses, Dec. 31, 1878.....	8,800 00	
		\$16,034,263 85
Average cost per mile of road constructed.....	\$74,894 97	
Average cost per mile of road owned by company.....	74,894 97	
Proportion of same for Ohio	11,886,580 45	

EQUIPMENT.

Total expended for equipment		3,908,030 96
Average amount per mile.....	\$18,254 15	
Proportion for Ohio	2,897,116 15	
Total for road and equipment.....		\$19,942,294 81
Total average amount per mile	\$93,149 12	
Proportion of same for Ohio	14,783,696 60	

LINE OWNED BY COMPANY—MILES.

	Length.	In Ohio.
Single main track—Pittsburgh, Pa., to Newark, Ohio.....	158.54	117.59
*Newark, Ohio, to Columbus, Ohio.....	33.02	33.02
Cadiz Junction to Cadiz, Ohio	8.10	8.10
Total single main track.....	199.66	158.71

* P. C. and St. L. R'y Company owns an undivided half of the railroad between Newark and Columbus, Ohio.

	Length.	In Ohio.		
Double track—South Pittsburgh, Pa., to Noblestown, Pa.	14.43	-----		
Aggregate of sidings and other tracks	48.30	41.29		
Total length of rail, computed as single track	262.39	200.00		
Laid with steel rail.	207.49	150.61		
All in Ohio, and distributed as follows:				
County.	Main track.	Branches.	Sidings, etc.	Total.
Jefferson	22.74	-----	5.92	28.69
Harrison	24.24	8.10	3.94	36.28
Tuscarawas	21.72	-----	6.88	28.60
Coshocton	23.26	-----	2.99	26.25
Muskingum	14.09	-----	2.66	16.75
Licking	32.21	-----	9.27	41.48
Franklin	12.25	-----	9.60	21.95
Totals	150.61	8.10	41.29	200.00
Steel rail	150.61	-----	-----	150.61

LINE OPERATED UNDER LEASE—MILES.

	Length.	In Ohio.
Monongehala extension of P. R. R. in Pittsburgh, Pa.	1.23	-----
Union Depot track in Columbus, Ohio .....	.25	.25
Total single track	1.48	.25

CHARACTERISTICS, ETC.

BRIDGES, TRESTLES, ETC., IN OHIO.

Bridges—Wood, 31; greatest age, 20 years; aggregate length, 4,114 feet. Iron, 7; greatest age, 9 years; aggregate length, 766 7-12 feet. Stone arch, 16; aggregate length, 1,834 8-12 feet. Total, 6,715½ feet.

Trestles—5; greatest age, 11 years; greatest height, 23 feet; greatest length, 161 feet; aggregate length, 409½ feet.

Length of shortest span of truss, 28 feet; of longest, 160 feet. Greatest length of beams between points of support, if not trussed, 15 feet.

Greatest space between cross ties upon bridges and trestles, 8 inches; length of ties, 10 feet.

Number of track stringers, 6.

Are all bridges and trestles provided with guard rails? Yes.

Do all bridges and trestles receive stated examinations? Yes.

How often? Daily and monthly by superintendent of bridges.

Are the examinations analytical, and are they made by a competent person? Yes.

Tunnels—Stone, 2; aggregate length, 2,234 feet. Brick, 3; aggregate length, 3,106 feet. Total, 5,340 feet.

Fencing—Miles of single fence, 231; additional required to inclose road, both sides, 27 4-10; length through towns, etc., not requiring fence, 12.

Grade Crossings—Highway, 194.

Railroad—C. T. V. and W. R'y, at Uhrichsville.

M. P. and C. R. R., at Newcomerstown.

L. E. Div. B. and O. R. R., at Newark.

Do all trains on your road stop at these crossings as required by law? Yes.

Are flagmen stationed at each? No.

Telegraph Line—Miles on line of road operated, 394.1; in Ohio, 398.1. Miles of same owned by railroad company, all.

Stations—Passenger and freight, 72; number with telegraph communication, 48; in Ohio, 29; number of same operated by railroad company, 48; in Ohio, 29.

Is pay received for messages sent over line owned by railroad company? Over all joint wires.

Rolling Stock—Locomotives	115;	average weight, lbs.....	70,000
Express and baggage cars.....	23;		30,000
Passenger cars	39;		41,600
Parlor and sleeping cars	4;		56,400
Postal cars	3;		48,500
Freight cars.....	2,170;		17,000
Other cars	358;		15,000

Above includes, not owned by company reporting—

Locomotives, 6, owned by Pennsylvania Company.

Locomotives, 3, owned by P. R. R. Co.

Parlor and sleeping cars, 4, owned by Pullman Palace Car Co.

Terms of service: Monthly rental on locomotives, 6 per cent. per annum on their valuation. For Pullman palace cars, company keeps cars in repair, clean, heat, and light them.

Number of locomotives equipped with train brakes, 30.

Kind of brake: Westinghouse air and driver brake.

Number of cars equipped with train brakes, 70.

Kind: Westinghouse air brake.

Number of passenger cars with Janney coupler and platform, 69.

Method of bridging between passenger cars when two or more are run in trains: By bridge-board, 18 inches wide, fastened to hand rails; not used with Janney platforms.

Are all cars run on this road heated and lighted as prescribed by law? Yes.

State methods of heating cars used for the transportation of passengers: Spear's and Dripp's heaters, Winslow's and Bissell's patent stoves.

Means of lighting same: With candles, or lamps with mineral sperm oil.

Speed of trains—Express passenger, average rate, including stops, 30 miles per hour; mail and accommodation, 20; freight trains, 12.

Employees—Superintendents	3
Clerks	55
Mechanics	375
Telegraph operators.....	72
Train dispatchers.....	8
Conductors	85
Engineers	98
Firemen	103
Brakemen	235
Baggagemen	10
Wipers	50
Station agents	72
Flagmen, switch-tenders, and watchmen.....	51

Employees—Section men	198
Laborers	380
Other employes	335
<hr/>	
Total number employed by company in operating line	2,130
Proportion for Ohio	1,425

EXPRESS AND TRANSPORTATION COMPANIES.

Express companies run on this road: Adams.

Terms: Forty per cent. of gross receipts from all business excepting oyster traffic; 70 per cent. on gross receipts from oyster traffic.

Special freight and transportation lines: The through freight cars of the Pennsylvania route, now owned by the Pennsylvania Company, under various names, as Union Line, National Line, and Allentown Line.

Terms as to rates: See former report.

RATES FOR TRANSPORTATION.

PASSENGER.

Fare charged per mile:

	Highest.	Lowest.
For distances less than 8 miles	4 cents.	4 cents.
more than 8 miles and less than entire length of main road..	3 "	3 "
through passengers	2 & 3 "	.75 & 1 "

Amount charged in addition to regular fares in sleeping or other cars on your road:

For seat, \$1.00; berth, \$2.00; section, \$4.00; state-room, \$4.00.

FREIGHT.

Rate charged per ton per mile:

	Highest.	Lowest.
For the shortest distance carried (8 miles)	20 cents.	7.50 cents.
more than 10 and less than 30 miles	9 29 "	5 "
more than 30 miles and less than entire length of main road	4.55 "	1.64 "
through freight	3.25 "	0.65 "

BRIDGES OF THE YEAR ENDING JUNE 30.

Bridges rebuilt in Ohio, as follows:

Location or how designated.	Construction.	Material.	Length—feet.
Bridge 52	Boiler plate girder	Iron	37.5 feet.
Bridge 54	" "	Iron	37.5 "
Bridge 35	Howe truss	Wood	180 "
Bridge 40 (2 spans)	Stone arch	Stone	65 "
Bridge 5	Thos. Pratt truss	Iron	102 "
Bridge 65	" "	Iron	447 "
Upper Komp Creek, C. & M. Div } Lower " " " }	Trussed girder	Wood	32 "

Trestles built in Ohio—Temporary, 3; aggregate length, 1,000 feet; length filled and converted into embankment (two of above), 800 feet.

Fencing in Ohio—Miles of single fence built (average cost per rod, 91 cents), 24 8-10.

Ballasting—Miles of main track ballasted with stone, slag and gravel, 18.00; in Ohio, 8.00

Rail laid—Miles of track..... 10 32; " 10.01

Train mileage—Passenger..... 621,978

Freight..... 2,159,827

Construction and other..... 89,509

2,871,314

Car mileage—Passenger..... 2,129,103

Express and baggage..... 1,478,130

Freight, loaded..... 33,370,797

empty..... 6,928,831

Caboose..... 1,813,821

Construction and other..... 358,036

46,078,718

Fuel consumed—Wood, 2,877 8-10 cords; coal, 112,768 964-2000 tons; cost... \$96,269 78

Losses, etc., paid—On goods and baggage..... 22,670 59

For injuries in Ohio, fatal and non-fatal:

to passengers..... \$30,404 50

to employes..... 12,478 30

42,882 80

For animals killed in Ohio:

Horses, 10..... \$143 75

Mules, 2..... 56 25

Cattle, 28..... 188 45

Sheep, 51..... 57 00

Hogs, 33..... 10 00

455 45

Amount claimed in litigation, etc., for injuries in Ohio to persons..... 175,000 00

TRANSPORTATION.

Passengers—number carried, local..... 625,662

through..... 92,673

718,335

Average number carried in each car per trip..... 13.50

Average number of miles traveled by each..... 39.99

Total mileage, or number carried one mile..... 28,724,784

Average amount received for each..... 97.253 cents.

Average amount per mile received for each..... 2.432 cents.

Freight—Tons carried, local..... 1,150,094

through..... 1,179,222

2,329,316

Average tons in each loaded car per trip..... 9.43

Average tons in each loaded car per mile..... 9.43

Total movement, or tons carried one mile..... 314,883,912

Average amount received for each ton..... 97.1 cents.

Average amount per mile received for each ton..... .907 cents.

Articles transported:	Tons.	Per cent.
Coal	735,474	31.6
Stone, lime, sand, etc.	39,027	1.7
Petroleum	9,774	.4
Ores	68,883	3.
Pig and bloom iron	30,654	1.3
Manufactured iron	90,505	3.9
Lumber and other forest products	61,573	2.6
Grain, flour, and other agricultural products	681,143	29.3
Live stock	147,768	6.3
Animal products	135,472	5.6
Manufactures, including agricultural implements	273,271	11.7
Merchandise	41,305	1.6
Miscellaneous	14,467	.6
Total tonnage yielding revenue	2,329,316	100
Supplies for company's use	107,743	

EARNINGS, OPERATING EXPENSES, Etc., FOR YEAR ENDING JUNE 30.

EARNINGS.

Passenger transportation—local	\$359,923 09	
through	338,681 72	
		\$698,604 81
Freight transportation—local	\$1,027,161 96	
through	1,234,482 40	
		2,261,644 36
Mail service		123,264 68
Express service		55,441 67
Other sources		12,401 01
Total earnings of line operated included in this report		\$3,151,356 53

OPERATING EXPENSES.

Maintenance of way and structures	\$383,978 41	
Maintenance of cars	216,580 80	
Motive power	511,958 82	
Conducting transportation	856,672 01	
General expenses, as follows:		
Taxes—Ohio	\$33,554 19	
Pennsylvania	5,496 42	
West Virginia	1,481 67	
Salaries	25,403 70	
Other general expenses of operating	21,097 08	
		87,033 06
Total operating expenses, being 65.24 per cent. of earnings		\$2,056,223 10
Net earnings of 201.14 miles operated		\$1,095,133 43

Rentals paid, for use of road, track, depots, equipment, etc.:	
Rent of Monongahela Extension of Pennsylvania Railroad.....	\$37,500 00
Net income over operating expenses and rents paid.....	\$1,057,633 43
Percentage of same to capital stock and debt.....	05.052
Percentage of total means applied to construction, etc.....	05.308
Per mile of earnings.....	\$15,667 47; proportion for Ohio (158.96 miles) . 2,490,502 30
operating exp's . 10,222 84; “	1,625,023 48
net earnings \$5,444 63; “	\$865,478 82

OTHER RECEIPTS AND PAYMENTS WITHIN THE YEAR.

RECEIPTS.

Income on sinking fund investment	\$20,057 60
Other sources :	
Sundry liabilities canceled and surrendered by Pennsylvania Company, under arrangement with that company.....	180,400 00
	<u>\$200,459 60</u>

PAYMENTS.

Interest on bonds—net	\$659,395 00
Interest on floating debt	118,429 65
Bonds of company canceled	6,350 00
Other payments.....	473,918 38
	<u>\$1,258,093 03</u>

CONDENSED GENERAL BALANCE SHEET, JULY 1, 1879,

Taken after making all proper entries affecting or pertaining to the business and transactions of the company or line to date :

LIABILITIES.

Capital stock	\$8,437,200 00
Funded debt.....	12,497,000 00
Value of supplies, etc., received from leased roads.....	1,386,898 98
Amount due other companies	247,701 38
Amount due for current expenditures in June, and prior thereto	437,230 59
Miscellaneous	467,829 25
	<u>\$23,473,860 20</u>

ASSETS.

Cost of P. C. and St. L. R'y, construction, equipment, etc., to June 30, 1879.....	\$19,942,294 81
Supplies on hand for current operations.....	165,330 26
Cost of additions and improvements to leased roads	721,426 71
Cash on hand	145,054 76
Amount due by station agents and conductors	90,029 30
Amount due by other companies	577,282 11
Miscellaneous	1,370,562 83
Balance.....	461,879 42
	<u>\$23,473,860 20</u>

CASUALTIES TO PERSONS.

Killed—Passengers—from causes beyond their control.....	11	
misconduct or want of caution	1	
Employes—from causes beyond their control.....	6	
misconduct or want of caution	4	
Others—at stations and highway crossings	1	
stealing rides	1	
trespassing, on track, etc	3	
Total killed.....		27
Injured—Passengers—from causes beyond their control.....	22	
Employes—from causes beyond their control	4	
misconduct or want of caution	1	
Others—stealing rides.....	2	
trespassing, on track, etc	1	
Total injured.....		30

OFFICERS.

Directors—Thomas A. Scott.....	Philadelphia, Pa.
Geo. B. Roberts	“
Wistar Morris.....	“
Strickland Kneass.....	“
H. H. Houston	“
J. N. Du Barry	“
J. N. McCullough	Pittsburgh, Pa.
Wm. Thaw.....	“
Thos. D. Messler	“
W. H. Barnes.....	“
Robert Sherrard, Jr	Stenbenville, Ohio.
David S. Gray.....	Columbus, Ohio.
Alfred Gaither	Cincinnati, Ohio.
President, Thomas A. Scott	Philadelphia, Pa.
Second Vice President, William Thaw	Pittsburgh, Pa.
Third Vice-President, J. N. McCullough	“
Assistant to President and Comptroller, Thomas D. Messler	“
Assistant Comptroller, Jno. E. Davidson	“
Auditor, Jno. W. Renner	“
Treasurer, M. C. Spencer.....	“
Secretary, Clifford S. Sims	Philadelphia, Pa.
Assistant Secretary, Jno. C. Conn	Pittsburgh, Pa.
General Counsel, Jno. Scott	“
General Manager, D. W. Caldwell.....	Columbus, Ohio.
General Superintendent, S. M. Felton, Jr.....	Pittsburgh, Pa.
Chief Engineer, M. J. Becker	Columbus, Ohio.
General Passenger and Ticket Agent, W. L. O'Brien	“
General Freight Agent, Wm. Stewart	Pittsburgh, Pa.
Assistant General Freight Agent, F. H. Kingsbury	Columbus, Ohio.
General Purchasing Agent, Wm Mullins	Pittsburgh, Pa.

State of Pennsylvania, County of Allegheny, ss. :

Thomas D. Messler, assistant to President of the Pittsburgh, Cincinnati and St. Louis Railway Company, being duly sworn, deposes and says that having carefully examined the foregoing statements prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1879.

(Signed)

THOS. D. MESSLER.

Subscribed and sworn to before me this 23d day of September, A.D. 1879.

[SEAL.]

WILLIAM F. ROBB,

Commissioner for the State of Ohio in Pittsburgh, Pa.

PITTSBURGH, FT. WAYNE AND CHICAGO RAILWAY COMPANY.

[ROAD OPERATED BY PENNSYLVANIA COMPANY.]

Location of principal office of the company: Pittsburgh, Pa.

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized—general	\$19,714,285 71	
guaranteed special.....	6,329,300 00	
		\$26,043,585 71
Increase since June 30, 1877.....		660,000 00
Amount issued		26,043,585 71
Par value of shares.....	\$100	
Amount paid in—general		19,714,285 71
guaranteed		6,329,300 00
Total paid-in capital stock.....		\$26,043,585 71
Increase of special stock since June 30, 1878.....	\$660,000 00	
Average amount paid in per mile (468.30 miles).....	55,613 04	
Proportion of same for Ohio (251.70)		13,995,021 50
Stockholders residents of Ohio, 167.		
Amount of stock held by them June 30, 1879	3,118,960 00	
Agents authorized to transfer stock: Winslow, Lanier & Co., 26 Nassau street, New York City.		

FUNDED DEBT.

First mortgage 7 per cent. bonds, due July 1, 1912.....		\$5,250,000 00
Second " 7 " " July 1, 1912.....		5,160,000 00
Third " 7 " " July 1, 1912.....		2,000,000 00
Construction 7 " " January 1, 1887		100,000 00
Equipment 8 " " March 1, 1879		1,000,000 00
Total funded debt		\$13,510,000 00
Average amount per mile.....		23,849 00
Proportion for Ohio		7,259,850 85
Amount in hands of trustees of sinking fund for redempt'n		2,467,190 47

OTHER INDEBTEDNESS.

Total of paid in stock and debt.....		\$39,553,585 71
Total average amount per mile	\$84,462 06	
Proportion of same for Ohio		21,254,878 48

COST OF ROAD, EQUIPMENT, ETC.

Cost of original purchase.....	\$18,910,000 00
Amount resulting from capitalization of rental at 7 per ct.	8,205,714 29
Construction and equipment	5,166,221 15
Subsequent expenditure for construction, July 1 to June 30, 1879	6,329,300 00
Total expended for construction and purchase.....	\$38,611,235 44

LINE OWNED BY COMPANY—MILES.

	Length.	In Ohio.
Single main track, Pittsburgh to Chicago	468.30	251.653
Double track	56.53	.....
Aggregate of sidings and other tracks.....	137.89	62.755
Total length of rail, computed as single track.....	662.720	314.408
Laid with steel rail	465.953	212 197

Length in Ohio, distributed as follows:

County.	Main track.	Sidings, etc.	Total.
Columbiana	23 734	5.211	28.945
Mahoning	10 205	1.918	12.123
Stark	35.016	13.925	48.941
Wayne.....	30.873	6.226	37.101
Holmes	7.151	.861	8.012
Ashland	8.127	6 177	10.304
Richland	24.149	5 017	29.166
Crawford	20.418	11 629	31.647
Wyandot.....	22.233	4.032	24.265
Hardin	20.232	3.035	23.267
Allen	25.935	6 426	32.361
Van Wert	25.580	2.696	28.276
Totals	251.653	62.755	314.408

OTHER RECEIPTS AND PAYMENTS WITHIN THE YEAR.

RECEIPTS.

Increase of capital stock	\$660,000 00
Interest on bonds	995,700 00
Sinking fund.....	104,100 06
Lessee, for rent of road, etc	1,829,122 48
Expense of organization, transfer, and register	19,000 00
Income on sinking fund investment	159,349 85
Taxes on stock	9,471 48
Other sources	17,830 75
	<u>\$3,754,574 56</u>

PAYMENTS.

Interest on bonds.....	\$955,700 00
Dividends, rate 7 per cent. on general stock	1,330,000 00
Last dividend declared on general stock: June 30, 1879.	

Dividends, rate 7 per cent. on guaranteed stock	\$419,951 00	
Last dividend declared on guaranteed stock : June 30, 1879.		
Applied to sinking fund	104,100 00	
Construction of new work, expenses of organization, etc. . .	19,000 00	
Additional equipment	660,000 00	
Additional real estate, taxes on stock	9,471 48	
		<u>\$3,548,222 40</u>

CONDENSED GENERAL BALANCE SHEET, JULY 1, 1879,

Taken after making all proper entries affecting or pertaining to the business and transactions of the company or line to date.

LIABILITIES.		
Capital stock issued	\$26,043,595 71	
Funded debt	13,510,000 00	
Interest on funded debt, coupons not presented	29,031 75	
Dividends not called for	22,911 25	
Miscellaneous items	34,542 62	
Balance to credit of income account	2,219,873 11	
		<u>\$41,859,944 44</u>

ASSETS.		
Cost of railway, equipment, etc.	\$38,611,235 44	
Sinking fund	2,467,190 47	
Supplies transferred to Pennsylvania R. R. Co., lessee. . . .	468,804 59	
Stock of P. Ft. W. and C. R'y Co., 1,400 shares, at \$100. . .	140,000 00	
Stock of Massillon and Cleveland R. R. Co., 1,235 shares, at 20 cents	24,700 00	
Stock of Lawrence R. R. Co., 409 shares, at \$50.	20,000 00	
Bonds of P. Ft. W. and C. R'y Co., 10, at \$1,000	10,000 00	
Bonds of Allegheny Valley R. R. Co.	16,500 00	
Cash in hands of Winslow, Lanier & Co	81,920 00	
F. M. Hutchinson, Treasurer	19,593 94	
		<u>\$41,859,944 44</u>

OFFICERS.

Directors—G. W. Cass	New York City.
J. F. D. Lanier	“
Louis H. Meyer	“
Samuel J. Tilden	“
Charles E. Speer	Pittsburgh, Pa.
J. N. McCullough	“
John N. Hutchinson	Philadelphia, Pa.
L. B. Harrison	Cincinnati, Ohio.
R. R. Springer	“
Thos. A. Scott	Philadelphia, Pa.
Pliny Hoagland	Ft. Wayne, Ind.
Jesse L. Williams	“
John Sherman	Mansfield, Ohio.
President, G. W. Cass	New York City.
Treasurer and Secretary, F. M. Hutchinson	Pittsburgh, Pa.

State of Pennsylvania, County of Allegheny, City of Pittsburgh, ss :

F. M. Hutchinson, Secretary and Treasurer of the Pittsburgh, Ft. Wayne and Chicago Railway Company, being duly sworn, deposes and says that having carefully examined the foregoing statements prepared by the proper officers and agents of lessee of road of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 4th day of September, A. D. 1879.

(Signed)

F. M. HUTCHINSON,
Secretary and Treasurer.

Subscribed and sworn to before me this 10th day of September, A. D. 1879.

{SEAL.}

WM. F. ROBB,
Commissioner for the State of Ohio in Pittsburgh, Pa.

REPORT OF LESSEE.

CHARACTERISTICS, Etc.

Weight of rail per yard on main track, 60 lbs.; gauge of track, 57 inches.

Main track in Ohio ballasted; 251.70 miles with sand, gravel, and cinder.

Bridges—Wood, 15; greatest age, 7 years; aggregate length, 1,359 feet. Iron, 43; greatest age, 16 years; aggregate length, 3,680 feet. Stone arch, 14; aggregate length, 349 feet; total, 5,388 feet.

Trestles—11; renewed every five years; greatest height, 20 feet; greatest length, 60 feet; aggregate length, 419 feet.

Length of shortest span of truss, 30 feet; of longest, 120 feet; greatest length of beams between points of support, if not trussed, 16 feet.

Greatest space between cross ties upon bridges and trestles, 8 inches; length of ties, 12 feet.

Number of track stringers, 2 main and 2 side, 4.

Are all bridges and trestles provided with guard rails? Have outside wooden guard-rails.

Do all bridges and trestles receive stated examinations? Yes.

How often? Once a week by bridge foreman, and semi-annually by inspector.

Are the examinations analytical, and are they made by a competent person? Yes.

Fencing—Miles of single fence, 497½ miles; additional required to inclose road, 2 miles; length through towns, etc., not requiring fence, 3 miles.

Grade Crossings—Highway, 318.

Railroad—Niles and New Lisbon, at Leetonia.

Cleveland and Pittsburgh, at Alliance.

Cleveland, Tuscarawas Valley and Wheeling, at Massillon.

Atlantic and Great Western, at Mansfield.

Baltimore and Ohio, L. E. Division, at Mansfield.

C. C. C. and Ind., at Crestline.

C. S. and C., at Forest.

Dayton and Michigan, at Lima.

Columbus and Toledo, at Upper Sandusky.

Toledo, Delphos and Ind., at Delphos.

Do all trains on your road stop at these crossings as required by law? Yes.

Are flagmen stationed at each? Yes.

Telegraph Line—Miles on line of road operated, 463.3; in Ohio, 251.653.

Miles of same owned by railroad company, 463.3; in Ohio, 251.653.

Stations—Passenger and freight, 134; in Ohio, 50.

Number with telegraph communication, 63; in Ohio, 35.

Number of same operated by railroad company, 63; in Ohio, 35.

Is pay received for messages sent over line owned by railroad company? Yes, when company has contract with W. D. Telegraph Company.

Rolling Stock—Locomotives	278; average weight, lbs...	60,000
Express, market and baggage cars	59;	30,000
Passenger cars	153;	46,000
Freight cars	7,055;	18,000
Other cars	139;	16,000
Locomotives owned by Pennsylvania Company, 5.		
Freight cars, flat, owned by Pennsylvania Company, 400.		

Terms of service: Engines, 6 per cent. per annum on value; cars, $\frac{3}{4}$ per mile run.

Number of locomotives equipped with train brakes, 77.

Kind of brake: Westinghouse air brake.

Number of cars equipped with train brakes, 153.

Kind: Westinghouse air brake.

Number of passenger cars with Miller platform. None.

Method of bridging between passenger cars, when two or more run in trains: By continuous platforms, joined together with the Janney coupler and buffer.

Are all cars run on this road heated and lighted as prescribed by law? Yes.

State methods of heating cars used for the transportation of passengers: By Dripp's, Spear & Bissell safety stoves.

Means of lighting same: By candles and safety oil lamps.

Speed of Trains—Express passenger, average rate, including stops, 25 miles per hour.

Mail and accommodation, 20 miles per hour.

Freight trains, 12 miles per hour.

Employees—Superintendents	2
Clerks	331
Mechanics	1,622
Telegraph operators	189
Train dispatchers	21
Conductors	301
Engineers	296
Firemen	414
Brakemen	631
Baggagemen	62
Wipers	105
Station agents	98
Flagmen, switch tenders, and watchmen	199
Section foremen	141
Laborers	2,225
Other employes	257

Total number employed by company in operating line

Proportion for Ohio

6,894

3,158

EXPRESS AND TRANSPORTATION COMPANIES.

Express companies run on this road: Adams Express Company.

Terms: \$477 per day, part of the time, and balance 40 per cent. of their earnings over this railway.

Special freight and transportation lines: Union line, owned by the Pennsylvania Company, operating this railway.

RATES FOR TRANSPORTATION.

PASSENGER.

Fare charged per mile:

	Highest.	Lowest.
For distances less than 8 miles.....	5 cents.	5 cents.
more than 8 miles and less than entire length of main road...	3 "	3 "
through passengers.....	2 "	1 "

Amount charged in addition to regular fares, in sleeping or other cars run on your road: Pullman Palace Company charge: For seat, \$1.00 per day; berth, \$2.50; section, \$5.00; state room, \$5.00.

FREIGHT.

Rate charged per ton per mile:

	Highest.	Lowest.
For the shortest distance carried (2.50 miles)	48 cents	18 cents.
more than 2.50 and less than 30 miles (27.50 miles).....	11.20 "	4.80 "
more than 30 miles and less than entire length of main road (250 miles).....	4.32 "	1.44 "
through freight	780.1000 "	780.1000 "

DOINGS OF THE YEAR ENDING JUNE 30.

Bridges built in Ohio, as follows:

Location or how designated.	Construction.	Material.	Length—feet.
Bridge No. 17.....	Pratt.....	Iron.....	79.5
" " 30.....	Boiler plate.....	".....	65
" " 38.2.....	".....	".....	29
" " 198.....	".....	".....	27
" " 207.....	".....	".....	62.5
" " 219.....	".....	".....	34

Fencing in Ohio—Miles of single fence built (average cost per rod, \$1.00)..... \$2 50

Ballasting—Miles of main track ballasted with furnace cinder and limestone, 66.

Rail laid—Steel, 60 lbs. per yard; miles of track, 43 $\frac{3}{4}$; in Ohio, 33 $\frac{1}{4}$.

Train mileage—Passenger..... 1,594,708

Freight..... 6,403,177

Construction..... 295,551

8,298,436

Car mileage—Passenger	5,871,595	
Express and baggage.....	2,872,656	
Freight, loaded.....	80,222,093	
empty.....	20,859,755	
Caboose	4,972,155	
		<u>114,798,254</u>
Fuel consumed—Wood, 9,571 cords; coal, 155,884 tons; total cost	\$253,123 02	
Losses, etc., paid—On goods and baggage		10,193 84
For injuries in Ohio, fatal and non-fatal:		
to employes	\$101 00	
to others	405 30	
		<u>506 30</u>
For animals killed in Ohio:		
15 horses	\$101 00	
35 cattle	932 78	
45 sheep.....	88 00	
56 hogs	91 00	
		<u>1,911 78</u>

TRANSPORTATION.

Passengers—Number carried, local	2,104,789	
through	114,138	
		<u>2,218,927</u>
Average number carried in each car per trip.....		13.73
Average number of miles traveled by each		36.3
Total mileage, or number carried one mile.....		80,602,677
Average amount received for each		82.3 cents.
Average amount per mile received for each		2.2 cents.
Freight—Tons carried, local	1,922,919	
through	1,379,108	
		<u>3,302,027</u>
Average tons in each loaded car per trip		9.34
Average tons in each loaded car per mile		9.34
Total movement, or tons carried one mile.....		749,553,268
Average amount received for each ton		177.17 cents.
Average amount per mile received for each ton.....		.780 cents.

Articles transported :

	Tons.	Per cent.
Coal	794,794	24.12
Stone, lime, sand, etc.....	96,059	2.91
Petroleum.....	17,710	0.53
Ores	212,359	6.43
Pig and bloom iron	127,272	3.85
Manufactured iron.....	160,824	4.87
Lumber and other forest products	186,052	5.61
Grain, flour, and other agricultural products.....	686,454	20.79
Live stock.....	231,599	7.01
Animal products.....	256,451	7.77

	Tons.	Per ce
Manufactures, including agricultural implements	275,624	8.34
Merchandise	151,803	4.59
Miscellaneous	105,026	3.18
Total tonnage yielding revenue	3,302,027	100
Supplies for company's use	342,949	

EARNINGS, OPERATING EXPENSES, Etc., FOR YEAR ENDING JUNE 30.

EARNINGS.

Passenger transportation—local	\$1,054,802 39	
through	765,538 30	
	<hr/>	\$1,820,340 69
Freight transportation—local	\$2,135,934 53	
through	3,714,482 51	
	<hr/>	5,850,417 04
Mail service		137,798 65
Express service		126,504 38
Other sources		169,555 60
		<hr/>
Total earnings of line operated included in this report		\$5,104,616 36

OPERATING EXPENSES.

Maintenance of way and structures	\$315,462 96	
Maintenance of cars	440,919 65	
Motive power	1,214,273 10	
Conducting transportation	1,547,215 84	
General expenses:		
Taxes—Ohio	\$150,725 35	
Pennsylvania	22,945 34	
Indiana	56,284 12	
Illinois	23,297 34	
Salaries	36,208 08	
Other general expenses of operating	27,205 92	
	<hr/>	317,326 15
Total operating expenses, being 53.49 per cent. of earnings		4,335,797 70
Net earnings of 463.30 miles operated		\$3,768,818 66
Rentals paid—P. F. W. and C. R'y Co as rental	\$2,888,222 48	
C. and P. R. R. for account division joint earnings	235,759 73	
	<hr/>	3,123,982 21
Net income over operating expenses and rents paid		\$641,836 45
Percentage of same to capital stock and debt	2.47	
Per mile of earnings	\$17,306 46; prop'n for Ohio (251.653 miles)	4,355,222 57
operating expenses	9,258 59; " " " "	55,681 68
	<hr/>	<hr/>
net earnings	\$8,047 87; " " " "	\$2,025,270 53

CASUALTIES TO PERSONS.

Statement for the year ending June 30, 1879, of all accidents in Ohio resulting in injuries to persons, giving extent and cause thereof:

July 3, 1878. G. Wood, Beloit: tried to get on train; foot crushed. Want of caution.

July 12, 1878. E. Peterman, brakeman, Wooster: hanging out of car; struck bridge; slightly hurt. Want of caution.

July 20, 1878. N. Paml, track laborer, Wooster: run over by hand car; leg broken. Want of caution.

August 4, 1878. F. Shilling, brakeman, Alliance: caught between car and spout of water tank; slightly hurt. Want of caution.

August 10, 1878. J. Werner, tramp, Canton; jumped off train; leg broken. Want of caution.

August 17, 1878. H. Carpenter, tramp, Loudonville: jumped of train; slightly hurt. Want of caution.

August 17, 1878. S. Poole, tramp, Palestine: stealing ride; fell off car; killed. Want of caution. No inque t.

August 20, 1878. W. Ford, tramp, Massillon: trying to get on train; foot crushed. Want of caution.

August 21, 1878. L. Keil, tramp, Mansfield: found dead on track; cause unknown. Want of caution. A. J. Ervin, coroner.

August 24, 1878. E. Wilson, brakeman, Alliance: coupling cars; finger crushed. Want of caution.

September 1, 1878. W. W. Morton, tramp, Columbus: struck by engine while walking on track; killed. Want of caution.

September 2, 1878. J. Huffman, tramp, Mansfield: stealing ride; fell from car; injuries slight. Want of caution.

September 5, 1878. J. Adams, tramp, Louisville: stealing ride; fell from cars; badly bruised. Want of caution.

September 6, 1878. J. Mullen, brakeman, Alliance: hand slightly hurt coupling cars. Want of caution.

September 13, 1878. A. Poneld, engineer, Salem: track washed away by a sudden storm; engineer hurt. Want of caution.

September 13, 1878. G. Whitehead, fireman, Salem: track washed away by a sudden storm; fireman injured. Want of caution.

September 13, 1878. C. Heacock, brakeman, Salem: track washed away by a sudden storm; brakeman hurt. Want of caution.

October 6, 1878. J. Evans, Marion: drunk; struck by engine; killed. Want of caution. R. H. Anderson, coroner.

October 10, 1878. J. Acker, Alliance: drunk; struck by engine; injuries slight. Want of caution.

October 12, 1878. J. Fink, Mansfield: drunk; struck by engine; injuries slight. Want of caution.

November 2, 1878. S. Smith, brakeman, Alliance; coupling cars; hand badly hurt. Want of caution.

November 8, 1878. J. St. John, Leetonia: put his head on rail in front of wheel; suicide. No inquest.

November 19, 1878. N. Harrington, conductor, Alliance: coupling cars; hand badly hurt. Want of caution.

- November 25, 1878. D. Marlin, brakeman, Columbus: telegraph wire down; struck him; injuries slight. Want of caution.
- November 23, 1877. O. Emerson, brakeman, Wooster: brake broke, throwing him off car; injuries slight.
- December 1, 1878. J. Jackson, brakeman, Marion; coupling cars; thrown from car; injuries slight. Want of caution.
- December 18, 1878. ———, Alliance: struck by engine; killed. Want of caution. Justice Noolsman, Alliance.
- December 3, 1878. C. Jones, tramp, Beloit: stealing ride; fell off; badly hurt. Want of caution.
- December 3, 1878. J. Johuson, brakeman, Alliance: coupling cars; hand badly hurt. Want of caution.
- December 12, 1878. S. Youal, cleaner, Alliance: fell off engine; leg broken. Want of caution.
- December 18, 1878. R. Verner, brakeman, Louisville: struck cattle-guard; badly hurt. Want of caution.
- December 22, 1878. J. Eteam, brakeman, Canton: coupling broke and struck him on face; slightly cut.
- December 31, 1878. W. Shotnell, brakeman, Shreve; broke his arm setting a brake. Want of caution.
- January 9, 1879. H. Kuller, brakeman, Orrville: coupling cars; hand crushed. Want of caution.
- January 14, 1879. G. C. Peck, brakeman, Mansfield: coupling cars; hand crushed. Want of caution.
- January 21, 1879. T. Gilson, brakeman, Massillon: coupling cars; hand crushed. Want of caution.
- January 16, 1879. G. Sefert, brakeman, Canton: foot run over. Want of caution.
- January 24, 1879. K. Haltibiddle, brakeman, Canton: coupling cars; hand hurt. Want of caution.
- January 30, 1879. J. Bead, conductor, Fairview: fell off cars; injuries slight. Want of caution.
- February 1, 1880. J. Meshore, brakeman, Alliance; coupling cars; hand hurt. Want of caution.
- February 1, 1879. M. Kestler, brakeman, Massillon: fell off cars; badly hurt. Want of caution.
- February 5, 1879. R. Purcell, brakeman, Leetonia: coupling cars; hand slightly hurt. Want of caution.
- February 17, 1879. W. Landis, brakeman, Alliance: coupling cars; hand slightly hurt. Want of caution.
- February 21, 1879. H. Stewart, brakeman, Alliance: coupling cars; hand slightly hurt. Want of caution.
- February 25, 1879. L. Badger, brakeman, Massillon; struck by bridge; badly cut. Want of caution.
- February 28, 1879. F. Wild, brakeman, Salem: coupling cars; hand badly crushed. Want of caution.
- March 11, 1879. F. Rhodes, brakeman, Crestline: coupling cars; hand slightly crushed.
- March 12, 1879. B. Rickard, brakeman, Wooster; coupling cars; hand slightly crushed. Want of caution.

- March 17, 1879. F. Long, brakeman, Wooster: coupling cars; hand slightly crushed. Want of caution.
- March 21, 1879. P. Lignor, brakeman, Newman: car left track; hand slightly hurt. Want of caution.
- March 24, 1879. J. Coats, brakeman, Crestline: coupling cars; hand hurt. Want of caution.
- March 26, 1879. F. Mullen, Crestline: struck by engine. Want of caution.
- March 26, 1879. A. Hainter, brakeman, Mansfield: coupling car; badly hurt. Want of caution.
- April 13, 1879. J. McDonough, Canton: stealing ride; crushed by cars. Want of caution.
- April 14, 1879. W. Hawley, Columbiana: slept on track; struck by engine; badly hurt. Want of caution.
- April 17, 1879. S. Moore, brakeman, Perryville: coupling cars; hand hurt. Want of caution.
- April 24, 1879. G. Sifert, brakeman, Massillon: finger cut off by lever at water plug. Want of caution.
- May 2, 1879. J. O'Brien, tramp, Mansfield: stealing ride; fell off and killed. Want of caution.
- May 5, 1879. R. Critchfield, brakeman, Mansfield: coupling cars; hurt his arm. Want of caution.
- May 24, 1879. E. Aikens, brakeman, Alliance: coupling cars; hurt his hand. Want of caution.
- June 3, 1879. A. Marline, brakeman, Leetonia: coupling cars; hurt his hand. Want of caution.
- June 7, 1879. J. Carthon, brakeman, Perrysville: coupling cars; arm sprained. Want of caution.
- June 21, 1879. J. Deck, track laborer, Nevada: engine run into hand car; injured. Want of caution.
- June 21, 1879. G. Kains, track laborer, Nevada: engine run into hand car; injured. Want of caution.
- June 23, 1879. D. Sherer, brakeman, Wooster: coupling cars; hand hurt. Want of caution.
- June 24, 1879. C. Gallagher, Mansfield: stealing ride; fell off car; leg hurt. Want of caution.
- June 24, 1879. J. Ereken, brakeman, Van Wert: coupling cars; hand hurt. Want of caution.
- September 23, 1879. M. Groves, Delphos: struck by engine; killed. No inquest.
- September 23, 1879. N. Haffer: stealing ride; foot hurt. Want of caution.
- September 28, 1879. D. Phillips: stealing ride; foot hurt. Want of caution.
- November 14, 1879. Mrs. Nisding: jumped from train; slightly hurt. Want of caution.
- December 2, 1879. W. Booth, brakeman: coupling cars; hand hurt. Want of caution.
- January 1, 1879. B. Dills: struck by engine; killed. Want of caution. No inquest.
- January 5, 1879. D. Sefton, conductor: fell from cars; badly hurt. Want of caution.
- May 7, 1879. J. Sullivan: struck by engine; killed. Want of caution. No inquest.

RECAPITULATION.

Killed—Employees—misconduct or want of caution.....	1	
Others—stealing rides	2	
trespassing, on track, etc.....	7	
	<u>9</u>	
Total killed.....		10
Injured—Passengers—misconduct or want of caution.....	1	
Employees—from causes beyond their control	2	
misconduct or want of caution.....	47	
	<u>49</u>	
Others—stealing rides	11	
trespassing, on track, etc.....	11	
	<u>15</u>	
Total injured.....		65

TRAIN ACCIDENTS.

Return of accidents to trains occurring within the year ending June 30, 1879.

July 4, 1878. Fairview: train parted and ran together; one engine and two cars damaged.

July 29, 1878. Mansfield: four cars thrown off track by broken rail and damaged.

July 12, 1878. Toledo Junction: broken axle; threw car off track; slight damage.

July 29, 1878. State Line: bad brakes; three cars off; all damaged.

September 15, 1878. Massillon: bad brakes; one car off; wrecked.

September 20, 1878. Freight, Wooster: engine ran into caboose; one engine and one car damaged.

September 21, 1878. Freight, Londonville: engine ran into caboose; one engine and one car damaged.

October 17, 1878. Freight, Columbiana: engine ran into caboose; one engine and one car damaged.

October 25, 1878. Freight, Big Prairie: freight train backed into another; two cars damaged.

November 21, 1878. Freight, Wooster: train parted and ran together; two cars damaged.

December 26, 1878. Freight, Mansfield: engine ran into caboose; both damaged.

December 26, 1878. Freight, Shreve: engine ran into caboose; both damaged.

January 3, 1879. Freight, Smithville: broken axle; one car damaged.

January 3, 1879. Palestine: narrow tread wheels; car off track; slightly damaged.

January 6, 1879. Damascus: narrow tread wheels; car off track; slightly damaged.

January 7, 1879. Damascus: loose wheel; car off track; slightly damaged.

January 21, 1879. Freight, Louisville: engine ran into caboose; both slightly damaged.

January 22, 1879. Massillon: engine ran into caboose; five cars damaged.

February 6, 1879. Newman: engine ran into caboose; both damaged.

February 8, 1879. Lucas: driving pin of engine broke.

February 13, 1879. Freight, Leetonia: plank fell off car throwing four cars off and damaging them.

February 21, 1879. Massillon: journal broke.

February 13, 1879. Mansfield: engine ran into caboose; both damaged.

- February 21, 1879. Palestine: engine ran into caboose; both damaged.
- April 2, 1879. Freight, Columbiana: engine ran into caboose; engine, caboose and two cars damaged.
- February 6, 1879. Freight, Lawrence: train parted and ran together; three cars damaged.
- February 9, 1879. Freight, Canton: truck broke down; one car damaged.
- February 9, 1879. Wooster: engine struck repairmen's truck.
- February 13, 1879. Alliance: engine ran into train; one car damaged.
- May 20, 1879. Canton: misplaced switch; one car damaged.
- May 30, 1879. Wooster: train parted and ran together; five cars damaged.
- June 7, 1879. Lucas: engine ran into caboose; both damaged.
- July 30, 1879. Alliance: two engines collided; both damaged.
- January 22, 1879. Kirby: train parted and ran together; three cars damaged.
- March 1, 1879. Valparaiso: collision; misplaced switch; engineer and fireman killed; engine badly damaged.
- August 3, 1879. Upper Sandusky: rail maliciously placed across track; engine and tender ran off.
- August 3, 1878. ———: brake beam came down throwing car off.
- August 3, 1878. South Chicago: train broke and run together; damage slight.
- , ——. Ft. Wayne: collision; engine and several cars slightly damaged.
- , ——. Adams: ran off track; misplaced switch; no damage.
- , ——. Englewood: collision; no damage.

OFFICERS OF LESSEE.

President, Thomas A. Scott	Philadelphia, Pa.
First Vice-President, J. N. McCullough	Pittsburgh, Pa.
Second Vice-President, William Thaw	"
Third Vice-President and Comptroller, Thomas D. Messler	"
Asst. Comptroller, Jno. E. Davidson	"
General Manager, J. D. Layng	"
General Counsel, J. T. Brooks	"
Auditor, J. P. Farley	"
Treasurer, W. H. Barnes	"
Secretary, C. F. Sims	Philadelphia, Pa.
Cashier, J. P. Handerson	Pittsburgh, Pa.
Master Mechanic (Eastern Division), Geo. J. Parkin	"
" (Western Division), J. M. Bloom	Ft. Wayne, Ind.
Chief Engineer, F. Slataper	Pittsburgh, Pa.
General Ticket Agent, F. R. Myers	Chicago, Ill.
General Freight Agent, William Stewart	Pittsburgh, Pa.
Purchasing Agent, William Mullins	"

State of Pennsylvania, County of Allegheny, ss.:

Thomas D. Messler, Third Vice President of the Pennsylvania Company, operating the Pittsburgh, Ft. Wayne and Chicago Railway Company, being duly sworn, deposes and

says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1879.

[Signed]

THOS. D. MESSLER, *Vice-President.*

Sworn and subscribed to before me this 3d day of September, A.D. 1879.

[SEAL.]

FRANK SEMPLE, *Notary Public.*

SANDUSKY, MANSFIELD AND NEWARK RAILROAD COMPANY.

[OPERATED BY BALTIMORE AND OHIO RAILROAD COMPANY.]

Location of principal office of company: Baltimore, Maryland.

LINE OPERATED—MILES.

Newark to Sandusky.....	116.25	
Aggregate of sidings and other tracks.....	20.62	
Total length of track.....		136.86

CHARACTERISTICS, Etc.

LINE OWNED BY COMPANY—MILES.

	Length.	In Ohio.
Single main track—Newark to Sandusky.....	116.25	116.25
Aggregate of sidings and other tracks.....	20.62	20.62
Total length laid with rail, computed as single track.....	136.87	136.97
Laid with steel rail.....	17.06	17.06
Length in Ohio, distributed as follows:		
County.	Main track.	Sidings, etc.
Erie.....	11.80	9.99
Huron.....	22.75	2.11
Richland.....	43.95	8.18
Knox.....	23.45	3.19
Licking.....	14.30	3.15
Totals.....	166.25	20.62
Steel rail.....	17.06	14.06

BRIDGES, TRESTLES, ETC., IN OHIO.

Bridges—Wood, 19; greatest age, 20 years; aggregate length, 19 50 feet. Iron, 3; greatest age, 8 years; aggregate length, 5.06 feet; total, 24.56 feet.

Trestles—54; greatest age, 10 years; greatest height, 18 feet; greatest length, 222 feet.

Length of shortest span of truss, 25 feet; of longest, 132 feet; greatest length of beams between points of support, if not trussed, 15 feet.

Number of track stringers: On bridges, 1 and 2; on trestles, 2 and 3, under each rail.

Are all bridges and trestles provided with guard rails? Yes.

Do all bridges and trestles receive stated examinations? Yes.

How often? Daily, by trackman; monthly, by supervisor of bridges.

Are the examinations analytical, and are they made by a competent person? Yes.

Grade Crossings—Highway, 149.

Railroad—Central Ohio, at Newark.

Cleveland, Mt. Vernon and Delaware, at Mt. Vernon.

Atlantic and Great Western, at Mansfield.

Pittsburgh, Ft. Wayne and Chicago, at Mansfield.

Cleveland, Columbus, Cincinnati and Indianapolis, at Shelby.

Lake Shore and Michigan Southern, at Monroeville.

Lake Shore and Michigan Southern, $\frac{1}{4}$ mile south of Sandusky.

Lake Shore and Michigan Southern, at Sandusky.

Do all trains on your road stop at these crossings, as required by law? Yes.

Are flagmen stationed at each? Yes.

Telegraph Line—Miles on line of road operated, 116.25; in Ohio, 116.25.

Miles of same owned by railroad company, 116.25; in Ohio, 116.25.

Stations—Passenger and freight, 25; in Ohio, 25.

Number with telegraph communication, 13; in Ohio, 13.

Number of same operated by railroad company, 13; in Ohio, 13.

Rolling Stock—Locomotives—35; average weight, 114,000 lbs.

Number of locomotives equipped with train brakes: All passenger engines.

Kind of brake: Loughbridge air-brake.

Number of cars equipped with train-brakes: All passenger, baggage and express.

Number of passenger cars with Miller platform: None.

Method of bridging between passenger cars when two or more are run in trains: A moveable wooden bridge, secured by a chain.

State methods of heating cars used for the transportation of passengers: Baker's patent heater, and wood stoves with door locks.

Means of lighting same: mineral, sperm oil and candles.

Speed of Trains—Express passenger, average rate, including stops, 25 miles per hour; mail and accommodation, 21; freight trains, 10 to 14.

Employees—Clerks	21
Telegraph operators	19
Train dispatchers	2
Conductors	18
Engineers	20
Firemen	20
Brakemen	38
Baggagemen	3
Station agents	18
Flagmen, switch-tenders, and watchmen	17
Section men	130
Laborers	90
Other employes	24
Mechanics	130
Total number employed	405

EXPRESS AND TRANSPORTATION COMPANIES.

Express companies run on this road: Baltimore and Ohio runs its own express.

RATES FOR TRANSPORTATION.

PASSENGER.

Fare charged per mile :

For distance less than 8 miles—no charge less than	15 cents.
more than 8 miles and less than entire length of main road.....	3 “
through passengers.....	2.4 “

Amount charged in addition to regular fares, in sleeping or other cars run on your road: berth, \$2; section, \$4; state-room, \$6.

DOINGS OF THE YEAR ENDING JUNE 30.

Bridges built in Ohio, as follows:

Location, or how designated.	Construction.	Material.	Length—feet.
North Fork of Licking	Detroit bolt and iron works ...	Iron	105
Clear Fork of Mohican	Detroit bolt and iron works ...	Iron	105
Mt. Vernon	Trussed girder...	Wood	30
Hunts	“ “ ...	“	38
Lexington	“ “ ...	“	24 and 25
Pipe Creek.....	“ “ ...	“	32

Trestles re-built in Ohio, 5; aggregate length, 168 feet; length filled and converted into embankment, 40 feet.

Fencing in Ohio—Miles of single fence built (average cost per rod, 95 cents) \$224.

Grading—Miles of main track graded: None.

Ballasting—Miles of main track ballasted: None.

Rail laid—Steel, 60 lbs per yard—miles of track 7.65.

New iron, 64 lbs. per yard—miles of track, 3.15.

Train mileage—Passenger	172,777	
Mixed freight	656,952	
Construction.....	4,915	
		834,644
Car mileage—Passenger	668,693	
Express and baggage	246,305	
Freight—loaded.....	6,415,453	
empty	3,240,247	
		10,570,698
Fuel consumed—Wood, 830 cords; coal, 33,195 tons; total cost		\$27,580.58

TRANSPORTATION.

Passengers—Number carried, local and through.....	163,065
Average number of miles traveled by each	41.15
Total mileage, or number carried one mile.....	6,686,124
Average amount received for each.....	79.52 cents.
Average amount per mile received for each.....	1.93 cents.
Freight—Tons carried, local	51,054
through.....	602,051
	653,105
Total movement, or tons carried one mile	49,202,982
Average amount received for each ton	82.25 cents.
Average amount per mile received for each ton.....	1.09 "

Articles transported :

	Tons.	Per cent.
Coal.....	73,655	.....
Stone, lime, sand, etc	19,684	.....
Wool.....	1,767	.....
Ores	42,112	.....
Pig and bloom iron.....	29,756	.....
Manufactured iron	27,087	.....
Lumber and other forest products	62,315	.....
Grain	188,797	.....
Live stock.....	36,287	.....
Animal products	23,869	.....
Tobacco	1,897	.....
Flour	12,922	.....
Miscellaneous	132,957	.....
	653,105	100
Total tonnage yielding revenue.....	653,105	100

EARNINGS, OPERATING EXPENSES, Etc., FOR YEAR ENDING JUNE 30.

EARNINGS.

Passenger transportation	\$140,720 20
Freight transportation	417,303 42
Mail service.....	21,026 96
Express service	23,415 95
Other sources	342 38
	\$602,802 91
Total earnings of line operated included in this report.....	\$602,802 91

OPERATING EXPENSES.

Maintenance of way and structures	\$98,096 70
Maintenance of cars.....	39,836 66
Motive power	76,616 51
Conducting transportation.....	160,880 17
General expenses :	
Taxes—Ohio.....	\$29,229 43
Salaries	15,841 24
	45,070 67
Total operating expenses, being 69 75-100 per cent. of earnings....	\$420,500 71
Net earnings of miles operated	\$182,308 20

Rentals paid	\$174,350 00
Net income over operating expenses and rents paid	7,958 29

CASUALTIES TO PERSONS.

Statement for the year ending June 30, 1879, of all accidents in Ohio resulting in injuries to persons, giving extent and cause thereof:

July 23, 1878. Benj. Davis, visitor to soldiers' reunion, was run over and killed in the west end of bridge over Licking River by passing engine; intoxicated. Inquest by Coroner C. A. Stevens, Newark. Verdict—accidental, and no blame to any one.

July 27, 1878. Richard Wells, brakeman, fell from top of train near Mansfield, and was run over and killed. Inquest by Coroner A. J. Irwin. Verdict—accident.

July 31, 1878. Chas Napier, tramp, stealing ride on freight, jumped off near Fredrick, Ohio, and broke his leg; own fault.

August 29, 1878. J. H. Meyers, brakeman, run over and killed at Chicago Junction, Ohio; supposed to have walked out of caboose door asleep and fallen on track. Deceased was a somnambulist. No inquest.

September 19, 1878. Richard Garnier, intoxicated; attempted to board a freight at Mt. Vernon, Ohio, to steal a ride, and fell, the wheels passing over one arm; own fault.

October 6, 1878. Robert Goodsite, employe, was bruised by being caught between car and pile of ore; own fault—had notice and time to get away.

October 30, 1878. Mat. Kinney, old man, instantly killed near Sandusky; was lying on track. Inquest by Coroner M. A. Hughes, Sandusky. Verdict—accidental.

October 31, 1878. John L. Ice, brakeman, caught between two cars and killed. Inattention; own fault. No inquest.

November 6, 1878. Scott Forbes, brakeman, hand injured while coupling at Monroeville, Ohio; own fault.

November 13, 1878. Chas Sisk, brakeman, slightly injured by being struck while passing through an overhead bridge, Mt. Vernon; inattention.

November 29, 1878. David Hooper, brakeman, had hand slightly injured while coupling, Monroeville, Ohio. Own fault.

January 6, 1879. J. H. Roe, passenger, jumped from train, Ankenytown; bruised; own fault.

January 23, 1879. Chas. McGuire, yard foreman, East Newark; hand injured while coupling; own fault.

March 1, 1879. Benj. Dash, yard brakeman, Mansfield; shoulder injured while coupling; own fault.

June 9, 1879. Charles Streck, boy, had foot hurt while climbing on cars at Shelby; own fault.

RECAPITULATION.

Killed—Passengers—misconduct or want of caution	3
Others—trespassing on track, etc	2
Total killed	5
Injured—Passengers—misconduct or want of caution	1
Employes—misconduct or want of caution	6
Others—stealing rides	1
trespassing on track, etc	3
Total injured	10

TRAIN ACCIDENTS—ENTIRE LINE.

Return of accidents to trains occurring within the year ending June 30, 1879.

October 24, 1878. Freight ran into two cars on main track at Utica; front of engine considerably and three cars slightly damaged.

January 3, 1879. Five freight cars were broken by being thrown from track by broken rail near Utica.

March 6, 1879. Eight cars of a freight were thrown from track near Lexington, by rail turning; four cars slightly damaged.

June 4, 1879. Two cars in freight were thrown from track near Ankenytown by running over cattle; damage slight.

June 18, 1879. Three cars of a freight were thrown from track by axle breaking, near Hunt's, Ohio; very little damage.

July 29, 1878. Five coaches and sleeper of a passenger train were thrown from track north of Shelby Junction, Ohio; cause unknown. Three employes slightly and no passengers injured. Slight damage to cars.

State of Illinois, County of Cook, ss. :

C. H. Hudson, Superintendent of the Baltimore and Ohio Railroad Company, being duly sworn, deposes and says that having carefully examined the foregoing statements prepared by the proper officers and agents of said company, from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1879.

(Signed)

C. H. HUDSON, *Superintendent.*

Subscribed and sworn to before me, this 5th day of November, A.D. 1879.

[SEAL]

FRED. G. WAITE,

Notary Public.

SCIOTO VALLEY RAILWAY COMPANY.

Location of principal office of the company: Columbus, Ohio.

STOCK AND DEBT.

FUNDED DEBT.

Amount authorized	\$2,000,000 00
Amount subscribed	2,000,000 00
Amount issued	1,777,750 00
Par value of shares.....	\$50 00
Amount paid in	1,777,750 00
Increase since June 30, 1878	141,350 00
Average amount paid in per mile (97.2 miles).....	18,289 60

FUNDED DEBT.

First mortgage 7 per cent. bonds, due January 1, 1896	\$1,299,000 00
Second mortgage bonds, due April 1, 1894.....	290,000 00
Car trust certificates	46,040 00
Total funded debt	\$1,635,040 00
Average amount per mile	\$16,821 15
Increase since June 30, 1878	390,540 00

OTHER INDEBTEDNESS.

All other debts, current credit balances, etc	\$148,158 03
Cash securities, debit balances, etc, available to payment ..	81,499 29
Net unfunded debt	66,658 74
Average amount per mile	\$685 80
Increase since June 30, 1878.....	66,658 74
Total net debt liabilities	1,701,698 74
Total of paid-in stock and debt	\$3,479,448 74
Total average amount per mile.....	\$35,796 79

COST OF ROAD, EQUIPMENT, ETC.

ROAD CONSTRUCTED BY COMPANY.

Total expenditures by company for construction	\$1,186,065 01
Additions within the year ending June 30, 1879	496,808 50
Average cost per mile of road constructed.....	32,778 44

EQUIPMENT.

Total expended for equipment	\$252,603 10
Additions within the year ending June 30, 1879.....	57,170 12
Average amount per mile	\$2,598 80
Total for road and equipment.....	\$3,438,668 11

CHARACTERISTICS, ETC.

LINE OWNED BY COMPANY—MILES.

Single main track—Caldwell to Portsmouth	37.29
Aggregate of sidings and other tracks	6.03

Total length laid with rail, computed as single track	103.23
Laid with steel rail.....	none.

Length in Ohio, distributed as follows :

County.	Main track.	Sidings, etc.	Total.
Franklin	12.87	0.97	13.84
Pickaway	23.47	1.71	25.18
Ross	24.86	1.00	25.86
Pike	19.35	1.08	20.43
Scioto.....	15.65	1.27	17.92
Totals	97.20	6.03	106.23

LINE OPERATED UNDER LEASE.

Use joint tracks of Pittsburgh, Cincinnati and St. Louis R. R. Co., and Baltimore and Ohio R. R. Co., from Union Depot, Columbus, to Caldwell Junction, 2 30 miles.

Weight of rail per yard, 50.56 lbs.; gauge of track, 57 inches.

Main track in Ohio ballasted 97.2 miles, with gravel.

BRIDGES, TRESTLES, ETC., IN OHIO.

Bridges—Wood, 8; greatest age, 3 years; aggregate length, 1,766 feet. Combination, 1; greatest age, 1 year; aggregate length, 465 feet.

Trestles—118; greatest age, 3 years; greatest height, 37 feet; greatest length, 2,052 feet; aggregate length, 18,882 feet.

Length of shortest span of truss, 26 feet; of longest, 154 feet; greatest length of beams between points of support, if not trussed, 16 feet.

Greatest space between cross ties upon bridges and trestles, 12 inches; length of ties, 8 feet.

Number of track stringers, generally two, but often 4.

Are all bridges and trestles provided with guard rails? Yes.

Do all bridges and trestles receive stated examinations? Yes.

How often? Not regularly—frequently once a month—always every two months.

Fencing—Miles of single fence, —; additional required to inclose road (both sides) 100; length through towns, etc., not requiring fence, 7 miles.

Grade Crossings—Highway, 96.

Railroad—Columbus and Hocking Valley, at Nine Mile post.

Cincinnati and Muskingum Valley, at Circleville.

Marietta and Cincinnati, at Chillicothe.

Dayton and South Eastern, at Chillicothe.

Springfield, Jackson and Pomeroy, at Waverly.

Do all trains on your road stop at these crossings as required by law? Yes.

Are flagmen stationed at each? Yes.

Telegraph Line—Miles on line of road operated, 100.

Miles of same owned by railroad company: None.

Stations—Passenger and freight, 39.

Number with telegraph communication, 11.

Number of same operated by railroad company, 11.

Is pay received for messages sent over line owned by railroad company? Line not owned by company.

Rolling Stock—Locomotives	10; average weight, lbs.....	60,000
Express and baggage cars ...	4;	40,000
Passenger cars	10;	33,000
Parlor and sleeping car	1;	36,000
Freight cars	153;	16,000
Other cars	6;	17,000
Locomotives, owned by Perkins, Livingston, Port & Co,	5.	
Freight cars, " " " " "	83.	

Number of locomotives equipped with train brakes, 5.

Kind of brake: Westinghouse automatic.

Number of cars equipped with train brakes, 15.

Kind: Westinghouse automatic.

Number of passenger cars with Miller platform: 15.

Method of bridging between passenger cars, when two or more are run in train: Miller platform.

Are all cars run on this road heated and lighted as prescribed by law? Yes.

State methods of heating cars used for the transportation of passengers: Spear's patent heater.

Means of lighting same: Candles.

Speed of Trains—Express passenger, average rate, including stops, 25 miles per hour;

Mail and accommodation, 25 miles per hour.

Freight trains, 10 miles per hour.

Employees—Superintendents	1
Clerks	6
Mechanics	47
Telegraph operators	19
Train dispatchers	2
Conductors	6
Engineers	11
Firemen	7
Brakemen	14
Baggagemen	3
Wipers	9
Station agents	16
Flagmen, switch-tenders and watchmen	7
Section men	97
Laborers	37
Other employes	4
Total number employed by company in operating line	250

EXPRESS AND TRANSPORTATION COMPANIES.

Express companies run on this road: Adams.

Terms: \$8 10 per day (working days) for a guaranteed amount of 3,000 lbs. through, per day, and 27c. per hundred for all in excess of that amount.

Special freight and transportation lines: none.

Terms as to rates, etc, with each: none.

RATES FOR TRANSPORTATION.

PASSENGER.

Fare charged per mile :	Highest.	Lowest.
For distances less than 8 miles	3 cents.	3 cents.
more than 8 miles and less than entire length of main road.....	3 " "	3 " "
through passengers.....	2 " "	2 " "

FREIGHT.

Rate charged per ten per mile :	Highest.	Lowest.
For the shortest distance carried (4 miles).....	35 cents.	12.50 cents.
more than 10 and less than 30 miles.....	8 " "	3.17 " "
more than 30 miles and less than entire length of main road.....	5.40 " "	2.10 " "
through freight.....	2 " "	.75 " "

DOINGS OF THE YEAR ENDING JUNE 30.

Bridges built in Ohio, as follows:

Location or how designated	Construction.	Material.	Length—feet.
Scioto River, near Waverly	Combination Louisville truss	Wood and iron	465.
" "	Trestle	Wood	1,312.

Trestles built in Ohio, 1; length, 1,312 feet.

Fencing in Ohio—Miles of single fence built (average cost per rod, \$1.10), 10.

Grading—Miles of main track graded, 0.75.

Ballasting—Miles of main track ballasted, 0.75

Train mileage—Passenger.....	142,899	
Freight.....	159,437	
Construction.....	17,675	
		320,011
Car mileage—Passenger.....	347,538	
Express and baggage.....	134,544	
Freight, loaded.....	766,046	
empty	324,412	
Caboose	120,880	
Construction and other.....	100,000	
		1,793,420 00
Fuel consumed—Wood, 64 7-10 cords; coal, 8,817½ tons; total cost.....		\$15,047 79
Losses, etc., paid—On goods and baggage, \$545.25.		
For injuries in Ohio, fatal and non-fatal:		
to employes.....		\$93 50

OPERATING EXPENSES.

Maintenance of way and structures	\$31,621 58	
Maintenance of cars	8,437 48	
Motive power	50,965 00	
Conducting transportation	53,687 53	
General expenses:		
Taxes—Ohio	\$10,896 72	
Salaries	6,493 07	
Other general expenses of operating	13,965 88	
	<hr/>	31,355 67
Total operating expenses, being 73 4-10 per cent. of earnings		\$175,067 25
Net earnings of 99½ miles operated		<hr/> \$63,272 79
Rentals paid:		
For tracks	\$4,522 64	
depots, etc.	1,375 00	
locomotives	1,145 22	
	<hr/>	7,042 86
Net income over operating expenses and rents paid		\$56,229 99
Percentage of same to capital stock and debt	01.7	
Percentage of to total means applied to construction, etc.	01.72	
Per mile of earnings		\$2,395 37
operating expenses		<hr/> 1,759 47
Net earnings		\$635 90

OTHER RECEIPTS AND PAYMENTS WITHIN THE YEAR.

RECEIPTS OTHER THAN EARNINGS.

Payments on capital stock	\$141,350 00	
Sale of bonds of company	345,500 00	
Increase of floating debt	66,653 74	
	<hr/>	\$553,508 74

PAYMENTS OTHER THAN OPERATING EXPENSES AND RENTALS.

Interest on bonds	\$84,927 50
Bonds of company canceled, par value, \$1,000	1,000 00
Applied to sinking fund	5,549 61
Construction of new work	496,808 50
Additional equipment	32,778 44

CONDENSED GENERAL BALANCE SHEET, JULY 1, 1879,

Taken after making all proper entries affecting or pertaining to the business and transactions of the company or line to date:

LIABILITIES.

Capital stock	\$1,777,770 00	
Funded debt	1,635,010 00	
Accounts payable	56,163 82	
Bills payable	7,251 43	
Due other companies	10,932 51	
Due contractor	21,731 56	
Interest due July 1, 1879, on bonds	45,552 50	
Miscellaneous	18,257 77	
Income account	981 74	
	<hr/>	\$3,573,661 33

ASSETS.

Cost of road, equipment, etc	\$3,438,668 11	
Leased equipment	46,040 00	
Contractors certificates of indebtedness	5,542 93	
Supplies on hand	7,029 39	
Due from agents and conductors	5,602 44	
Due from other companies	4,512 75	
Bills receivable	160 85	
Cash remitted by agents, and in transit	7,102 54	
Cash in hands of Winslow, Lanier & Co	47,769 16	
Cash in hands of Fidelity Insurance, Trust and Safe Deposit Co	5,549 61	
Miscellaneous	5,383 55	
	<hr/>	3,573,661 33

CASUALTIES TO PERSONS.

Statement for the year ending June 30, 1879, of all accidents in Ohio resulting in injuries to persons, giving extent and cause thereof:

July 29, 1878. Edward Selby, bridge carpenter, bruised about head by being thrown from a hand car at Indian Creek curve; car left the track. Beyond his control.

July 31, 1878. Negro, name unknown, while laying along side of track at pike crossing south of Kingston, with his foot on rail; had it bruised by passing hand car. His own fault.

August 3, 1878. Wm. Bergin, brakeman, finger injured while pulling pin at Ashville. His own fault.

August 14, 1878. B Cottville, brakeman, shoulder hurt in making a coupling at Ashville. His own carelessness.

August 29, 1878. D. B. Morrey, fireman, fell from top of train at Ashville, injuring his back. His own carelessness.

September 1, 1878. Wm. Bergin, brakeman, wrist sprained at Big Run, while climbing down from car to pull pin. Beyond his control.

September 28, 1878. Wm. Bennet, track walker, jumped in front of passing train, two and one-half miles north of Portsmouth; killed. His own fault.

October 8, 1878. Wm. Hoffman, brakeman, while working at a defective brake at C. and H. V. crossing, his wrist was caught and sprined. Beyond his control.

November 13, 1878. J. W. Drury, freight conductor, arm crushed while making a coupling at Circleville.

December 18, 1878. F. M. Wikoff, while drunk and loitering in Chillicothe yard, was struck by a train, and died soon afterwards from the injury. No formal inquest held, but opinion of coroner exonerates railway company.

December 19, 1878. R. Stout, brakeman, thumb slightly injured while making coupling at C. and H. V. crossing. His own fault.

February 26, 1879. B. Coltonville, brakeman, thumb and two fingers injured at Chillicothe. His own fault.

March 11, 1879. John Story, master mechanic, left arm crushed by tank in Portsmouth yard.

April 11, 1879. Thomas Flannigan, brakeman, hand mashed while coupling cars at Chillicothe. His own fault.

TRAIN ACCIDENTS—ENTIRE LINE.

Return of accidents to trains occurring within the year ending June 30, 1879:

July 3, 1878. Freight train struck hand truck one mile south of Sargent's; broke truck car, pilot of engine, and threw engine from track.

November 1, 1878. Passenger train off track at Big Run, caused by striking point of switch. No damage.

December 12, 1879. Construction train off track at Indian Creek bridge. Caused by broken axle on dump car.

December 31, 1878. Freight train dumped a car one mile south of Wetmore. Caused by bent axle. Damage slight.

January 10, 1879. Passenger train ran into side of freight train at Three Locks. Caused by air brake not holding. Broke cab on engine No. 25, and scratched coach on passenger train.

OFFICERS.

Directors—E. T. Mithoff	Columbus, Ohio.
Geo. D. Chapman	“ “
Wm. Moneypeny	“ “
Horford Toland	London, “
John Groce	Circleville, “
Marcus Boggs	Chillicothe, “
George Davis	Portsmouth, “
John G. Peebles	“ “
Edwin D. Adams	New York City.
President, E. T. Mithoff	Columbus, Ohio.
Vice-President and General Manager, Geo. D. Chapman	“ “
Attorney, C. O. Hunter	“ “
Auditor and Secretary, Jos. P. Curry	“ “
Treasurer, Horford Toland	London, “
Cashier and General Ticket Agent, George Chandler	Columbus, “
General Superintendent, J. B. Peters	“ “
Master Mechanic, John Story	Portsmouth, “
Chief Engineer, Wallace McGraph	Chillicothe, “
General Freight Agent, John J. Archer	Columbus, “

State of Ohio, County of Franklin, ss.:

I, George D. Chapman, Vice-President and General Manager of the Scioto Valley Railway Company, being duly sworn, deposes and says that having carefully examined the foregoing statements prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1879.

(Signed)

GEORGE D. CHAPMAN, *General Manager.*

Subscribed and sworn to before me this 11th day of February, A.D. 1879.

[SEAL]

O. D. KNABENSHUE, *Notary Public.*

TOLEDO, CANADA SOUTHERN AND DETROIT RAILWAY COMPANY.

Location of principal office in Ohio: Toledo.

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized.....	\$2,000,000 00	
Amount issued	1,547,662 50	
Par value of shares	\$100 00	
Total paid-in capital stock		\$1,547,662 50
Average amount paid in per mile (54.50 miles)	\$28,347 98	
Proportion of same for Ohio (7.14)	202,758 00	
Stockholders, residents of Ohio, 7.		
Amount of stock held by them June 30, 1879	75,950 00	
Agent authorized to transfer stock: C. F. Cox, Grand Central Depot, New York.		
Number of shares transferred within the year at such agency, 10,623 $\frac{1}{2}$.		

FUNDED DEBT.

First mortgage 7 per cent. go'd bonds, due January, 1906.....		1,511,737 50
Average amount per mile	\$27,738 30	
Proportion of same for Ohio	198,051 46	

OTHER INDEBTEDNESS.

Contracted for construction, equipment, or real estate.....	\$17,627 15	
All other debts, including past due coupons	975,908 07	
<hr/>		
Total unfunded debt	\$993,625 22	
Cash, debit balances, etc., available payment	30,796 51	
<hr/>		
Net unfunded debt		962,828 71
Average amount per mile.....	\$17,666 58	
Proportion of same for Ohio	126,139 38	
Increase since June 30, 1878.....	174,792 60	
Total net debt liabilities	2,474,566 21	
Proportion of same for Ohio	346,577 90	
<hr/>		
Total of paid-in stock and debt.....		\$4,022,228 71
Total average amount per mile	\$73,802 36	
Proportion of same for Ohio	526,948 85	

COST OF ROAD, EQUIPMENT, ETC.

ROAD.

The road was built by contractors. No details of same in company's books.

Total expenditures by company for construction.....	\$2,973,652 48
Additions within the year ending June 30, 1879	\$6,452 68
Average cost per mile.....	54,562 43
Proportion of same for Ohio	3,9,575 75

EQUIPMENT.

The company owns no rolling stock.

Value of real estate included, exclusive of roadway	16,707 52
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LINE OWNED BY COMPANY—MILES.

	Length.	In Ohio.
Single main track, Toledo, O, to Grand Trunk Junction, Mich.	54.50	7.14
Aggregate of sidings and other tracks.....	11.80	3.36
Total length of rail, computed as single track	66.30	10.50
Laid with steel rail	37.66	

Length in Ohio, Lucas county, 10.50 miles.

CHARACTERISTICS, ETC.

Weight of rail per yard, 56 lbs ; gauge of track, 56½ inches.

Main track in Ohio ballasted: All with gravel.

BRIDGES, TRESTLES, ETC., IN OHIO.

Bridges—Wood, 1 ; age, 7 years ; length, 36 feet. Iron 3 ; age, 7 years ; length, 125 feet. Total, 161 feet.

Trestles—6 ; greatest age, 7 years ; greatest height, 54 feet ; greatest length, 4,130 feet ; aggregate length, 7,204 feet.

Length of shortest span of truss, 36 feet ; of longest, 125 ; greatest length of beams between points of support, if not trussed, 14 feet.

Greatest space between cross-ties upon bridges and trestles, 12 inches ; length of ties, 9 feet.

Number of track stringers, (size, 7 by 16 inches, packed), 4.

Are all bridges and trestles provided with guard rails ? Nearly all.

Do all bridges and trestles receive stated examinations ? Yes.

How often ? All bridges are examined once in three months, many of them much oftener.

Are the examinations analytical, and are they made by a competent person ? Yes.

Fencing—Miles of single fence, all fenced ; length through townes, etc., not requiring fence, not known.

Grade Crossings—Highway, 18.

Railroad—Toledo and Ann Arbor, at Alexis.

Do all trains on your road stop at this crossing as required by law ? Yes.

Are flagmen stationed at each ? Yes.

Telegraph Line—Miles on line of road operated, 54.50 ; in Ohio, 7.14. Miles of same owned by railroad company : All.

Stations—Passenger and freight, 20 ; in Ohio, 7. Number with telegraph communication, 13 ; in Ohio, 7. Number of same operated by railroad company, 13 ; in Ohio, 4.

Is pay received for messages sent over line owned by railroad company? Yes, except for railroad business.

Rolling Stock—Furnished by the Canada Southern Line, as required.

Term of service: \$4 per day for locomotives; $\frac{3}{4}$ cent per mile for express and baggage cars; 2 cents for passenger, drawing-room, and sleeping cars, and $\frac{1}{2}$ cent per mile for freight cars.

Number of locomotives equipped with train brakes: All used.

Kind of brake: Westinghouse and Ward's air-brake.

Number of passenger cars equipped with train-brakes: All used.

Method of bridging between passenger cars, when two or more are run in trains: Miller coupler and platform.

Are all cars run on this road heated and lighted as prescribed by law? Yes.

State methods of heating cars used for the transportation of passengers: Baker and Smith's heaters.

Mans of lighting same: Candles.

Speed of trains—Express passenger, average rate, including stops, 25 miles per hour; mail and accommodation, 20; freight trains, 12.

Employees—Superintendent	1
Clerks	41
Mechanics	119
Telegraph operators	18
Train dispatchers	3
Conductors	21
Engineers	35
Firemen	36
Brakemen	41
Baggagemen	7
Wipers	16
Station agents	14
Flagmen, switch tenders, and watchmen	32
Section men	75
Laborers	38
Other employes	81
Total	578
Proportion for Ohio	74

EXPRESS AND TRANSPORTATION COMPANIES.

Express companies run on this road: The American Express Company.

Terms: Takes freight at stations, and pays once and a half regular freight rates.

RATES FOR TRANSPORTATION.

Fare charged per mile:	PASSENGER.	
	Highest.	Lowest.
For distances less than 8 miles	3 cents.	3 cents.
more than 8 miles and less than entire length of main road..	3 "	3 "
through passengers, east and west, through Canada (emi-		
grant)	3 "	1 "
through passengers, excursion rates	1 "	$\frac{3}{4}$ "

FREIGHT.

Rate charged per ton per mile :	Highest.	Lowest.
For the shortest distance carried (1 mile)	1.60 cents.	60 cents.
more than 10 and less than 30 miles	13 " "	4 " "
more than 30 miles, and less than entire length of main road.	8.45 " "	2.45 " "
through freight, our portion of line, via C. S. Ry through Canada, average	05.561.	
Train mileage—Passenger	194,108	
Freight	216,514	
Switching	185,666	
Construction	34,933	
	631,221	
Car mileage—Passenger	488,364	
Express and baggage	179,154	
Freight—loaded and empty	6,099,918	
Switching	115,517	
Construction and other	117,063	
	6,995,051	
Fuel consumed—Wood, 576 cords; coal, 22,671 tons; total cost		\$57,490 25
Losses, etc, paid—On goods and baggage		761 88
For injuries in Ohio, fatal and non fatal :		
to employes		93 50
For animals killed in Ohio :		
Cattle, 2		25 00

TRANSPORTATION.

Passengers—Number carried, local and through	148,420
Average number of miles traveled by each	41.54
Total mileage, or number carried one mile	6,610,273
Average amount received for each	90 41 cents.
Average amount per mile received for each	2.03 cents.
Freight—Tons carried, local	129,168
through	1,368,821
	1,497,989
Total movement, or tons carried one mile	35,814,206
Average amount received for each ton	15 08 cents.
Average amount per mile received for each ton	0.03 cents.

Articles transported :

	Tons.	Per cent.
Coal	80,292	.0536
Stone, lime, sand, etc.	10,186	.0068
Petroleum	8,688	.0058
Ores	7,909	.0053
Pig and bloom iron	5,992	.0040
Manufactured iron	15,279	.0102
Lumber and other forest products	186,190	.1243
Grain, flour, and other agricultural products	791,078	.5281
Live stock	31,757	.0212

	Tons.	Per cent.
Animal products	96,321	.0643
Manufactures, including agricultural implements.....	144,706	.0966
Merchandise	111,001	.0741
Miscellaneous	8,560	.0057
Total tonnage yielding revenue		1,497,9e9 100
Supplies for company's use.....	4,814	

EARNINGS, OPERATING EXPENSES, ETC., FOR YEAR ENDING JUNE 30.

EARNINGS.

Passenger transportation—local and through.....	\$134,188 56
Freight transportation—local and through.....	225,881 11
Mail service	5,361 12
Express service	4,959 74
Total earnings of line operated included in this report.....	\$370,390 53

OPERATING EXPENSES.

Maintenance of way and structures.....	\$148,880 96
Maintenance of cars	36,884 67
Motive power	86,328 00
Conducting transportation	140,978 90
General expenses as follows:	
Taxes—Ohio	\$1,975 73
Michigan	6,896 53
Salaries	7,753 66
Other general expenses of operating	7,669 84
	<u>24,295 76</u>
Total operating expenses, being 118.09 per cent. of earnings.....	437,423 29
Rentals paid, for use of road, track, depots, equipment, etc.:	
Rent of equipment, including canal transportation.....	\$62,502 60
Rent of road, track, depots, etc.....	10,805 37
	<u>73,307 97</u>
Per mile of earnings (\$6,796.16).....	48,524 55
operating expenses.....	57,307 11
	<u>\$8,782 56</u>
Deficit	\$8,782 56

OTHER RECEIPTS AND PAYMENTS WITHIN THE YEAR.

RECEIPTS.

Increase of floating debt.....	\$174,792 60
--------------------------------	--------------

PAYMENTS.

Construction of new work.....	\$6,452 63
Increase of unfunded debt.....	168,339 92
	<u>174,792 60</u>

CONDENSED GENERAL BALANCE SHEET JULY 1, 1879,

Taken after making all proper entries affecting or pertaining to the business and transactions of the company or line to date.

LIABILITIES.	
Capital stock	\$1,547,662 50
First mortgage bonds	1,511,737 50
Bills payable	17,250 00
Canada Southern Railway Co.....	24,851 72
" " Line.....	316,836 35
Profit and loss	377 15
Past due coupons.....	630,250 00
	\$1,053,025 22
ASSETS.	
Construction.....	\$2,973,652 42
Real estate.....	16,707 52
Bills and accounts receivable	14,088 99
Interest on bonds	656,985 00
Income account.....	389,443 39
Discount and interest	2,107 84
	\$4,053,025 22

CASUALTIES TO PERSONS.

Statement for the year ending June 30, 1879, of all accidents in Ohio, resulting in injuries to persons, giving extent and cause thereof:

December 9, 1878. Charles Lockman, brakeman, Alexis: while coupling at Alexis caught his hand between link-pin and deadwood of freight car, bursting middle finger; accidental, unforeseen and unavoidable.

January 17, 1879. William Harlow, freight conductor, Wagon Works Junction, Toledo: while attempting to make a coupling of a car load of lumber to another freight car, his head was caught between projecting lumber and car next to it; lumber was poorly loaded by the shipper; lumber shifted lengthwise, and was not noticed by conductor. The injury was so severe as to cause disability for about six months. The fault should be charged to both shipper and conductor. Harlow for improper loading and for carelessness in not looking out for danger.

April 19, 1879. F. O. Ward, brakeman, Alexis: coupling car; his middle finger of right hand caught between deadwood of two P. Ft. W. and C. freight cars, crushing end of finger.

RECAPITULATION.

Injured—Employees—causes beyond control.....	2
misconduct or want of caution	1
	3
Total	3

TRAIN ACCIDENTS—ENTIRE LINE.

Return of accidents to trains occurring within the year ending June 30, 1879, whether attended with personal injury or not:

April 8, 1879. Collision between yard engine No. 23 and M. C. R. R. engine No. 155, at M. C. Junction, at 1:20 A.M. on the morning of April 8th, while McR. engine was delivering cars on transfer track. The collision occurred in consequence of switchman

Whitney backing up a pony engine without keeping a proper lookout; was dismissed for carelessness; four cars damaged; no personal injury.

April 26. At 5:25 A.M., engine No. 11 and 14 collided in front of passenger house, at Monroe; caused by engineer Gillett and conductor Turner running their train in too fast, running past water tank. The morning being foggy and rails slippery; both engines and three flat cars damaged. No personal injury.

April 30. 11 P.M.: When freight train No. 31 was about midway between Wyandot and Ecotres something gave way and caught in the ties, about eight car's lengths from engine, causing sudden stoppage to that portion of train. Several cars piled up in a destructive manner, injuring four cars badly, and totally wrecking four others. No serious delay to passenger trains. No personal injury.

OFFICERS.

Directors—C. Vanderbilt	New York.
J. Tillinghast	Buffalo.
S. F. Barger	New York.
Augustus Schell	“
E. D. Worcester	“
E. A. Wickes	“
W. L. Scott	Erie, Pennsylvania.
Joseph Harker	New York
George W. Davis	Toledo.
President, J. Tillinghast	Buffalo, New York.
Vice-President, E. A. Wickes	New York.
General Manager, W. C. Taylor	St. Thomas, Ontario.
Treasurer, C. Vanderbilt	New York.
Secretary, C. F. Cox	“
Assistant Treasurer, M. H. Taylor	St. Thomas, Ontario.
Assistant Superintendent, M. D. Woodford	Toledo.
Master Mechanic, John Orton	St. Thomas, Ontario.
Chief Engineer, B. W. Gessage	“ “
General Ticket Agent, Frank E. Snow	Detroit, Michigan.
General Freight Agent, W. H. Parry	Buffalo, New York.
Purchasing agent, E. W. Porter	St. Thomas, Ontario.

Province of Ontario, Dominion of Canada, County of Elgin, ss.:

I, Matthew Henry Taylor, Cashier of the Toledo, Canada Southern and Detroit Railway Company being duly sworn, deposes and says that having carefully examined the foregoing statements prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A. D. 1879.

(Signed)

M. H. TAYLOR,

Cashier T., C. S. and D. R'y Co.

Subscribed and sworn to before me this 29th day of September, A. D. 1879.

[SEAL.]

Notary Public, Province of Ontario, Canada.

WABASH RAILWAY COMPANY.

Location of principal office of the company: Toledo, Ohio.

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized—general	\$16,000,000 00
Total paid-in capital stock	
Average amount paid in per mile (608.7 miles)	\$26,235 52
Proportion of same for Ohio (75.50 miles)	1,984,556 76

FUNDED DEBT.

First mortgage, 8 per cent. bonds, due various dates	\$9,399,000 00
Second mortgage, 7 per cent. bonds, due various dates	5,000,000 00
Mortgage, 7 per cent. notes, due various dates	80,000 00
Consolidated mortgage, 7 per cent. bonds, due February, 1907	2,610,000 00
F. D. mortgage, various per cent. bonds, due February, 1907	924,500 00
Certificates of indebtedness	2,039,006 37
Total funded debt	
Average amount per mile	\$20,792,506 37
Proportion of same for Ohio	\$34,192 58
Increase since June 30, 1878	2,578,994 68
	323,938 69

OTHER INDEBTEDNESS.

Total of paid in stock and debt	\$36,792,506 37
Total average amount per mile	\$60,444 39
Proportion of same for Ohio	4,563,551 44

LINE OWNED BY COMPANY—MILES.

	Length.	In Ohio.
Single main track—Toledo to Camp Point	452.10	75.50
Clayton to Elvaston	35.10	.....
Bluffs to Naples	3.60	.....
Decatur to East St. Louis	109.40	.....
Edwardsville to Edwardsville Crossing	8.50	.....
Total single main track		75.50
Aggregate of sidings and other tracks .....	.....	26.62
Total length of rail, computed as single track		102.12
Laid with steel rail .....	.....	75.05

Length in Ohio, and distributed as follows :

County.	Main track.	Sidings, etc.	Total.
Lucas	21.58	16.21	37.79
Fulton .....	.31	.....	.31
Henry	20 01	3.	23.04
Defiance	14.32	5 10	19.42
Paulding	19.25	2.31	21.56
Totals.....	75.50	26.62	102.12

LINE OPERATED UNDER LEASE AND JOINT OCCUPANCY.

	Length.
Naples to Hannibal bridge property, and Maysville to Pittsfield	49.6
Camp Point to Quincy	21.77
Elvaston to Hamilton.....	6.48
Total single track	77.85
Weight of rail per yard, 56 lbs; gauge of track, 4 feet 8½ inches.	
Main track in Ohio ballasted, 75 miles, with sand and stone.	

CHARACTERISTICS, ETC.

Bridges—Wood, 2; greatest age, 8 years; aggregate length, 279½ feet. Iron, 1; length, 677 feet. Combination, 2; aggregate length, 228 feet. Stone arch, 1; length, 65 feet. Total, 1,249½ feet.

Trestles—7; greatest age, 8 years; greatest height, 23 feet; greatest length, 403 feet; aggregate length, 1,391 feet.

Length of shortest span of truss, 68 feet; of longest, 151½ feet; greatest length of beams between points of support, if not trussed, 13 feet.

Greatest space between cross ties upon bridges and trestles, 10 inches; length of ties, 8 to 14 feet.

Number of track stringers, 2 to 4.

Are all bridges and trestles provided with guard rails? Yes.

Do all bridges and trestles receive stated examinations? Yes.

How often? Every 30 days.

Are the examinations analytical, and are they made by a competent person? Yes.

Fencing—Miles of single fence, 104; additional required to inclose road, both sides, 1,822; length through towns, etc., not requiring fence, 1,389.

Grade Crossing—Highway, 116.

Railroad—Baltimore and Ohio, at Defiance.

Lake Shore and Michigan Southern, at Toledo.

Do all trains on your road stop at these crossings as required by law? Yes.

Are flagmen stationed at each? No.

Telegraph Line—Miles on line of road operated, 624 80; in Ohio, 75.50. Miles of same owned by railroad company, none.

Stations—Passenger and freight, 158; in Ohio, 15.

Number with telegraph communication, 100; in Ohio, 10.

Rolling Stock—Locomotives	197
Express and baggage cars	40
Passenger cars	68
Parlor and sleeping cars	6
Freight cars	4,042
Other cars	1,539

Number of locomotives equipped with train brakes, 50.

Kind of brake: Westinghouse air brake.

Number of cars equipped with train brakes, —.

Kind: Westinghouse automatic air brakes.

Number of passenger cars with Miller platform, 68.

Method of bridging between passenger cars when two or more are run in trains: By Miller's platform.

Are all cars run on this road heated and lighted as prescribed by law? Yes.

State methods of heating cars used for the transportation of passengers: Coal stoves, and Baker's patent heaters.

Means of lighting same: Candles and signal oil.

Speed of trains—Express passenger, average rate, including stops, 30 miles per hour; mail and accommodation, 22 miles per hour; freight trains, 15 miles per hour.

Employees—Number not reported.

EXPRESS AND TRANSPORTATION COMPANIES.

Express companies run on this road: The United States Express Company.

Terms: Main Line, \$24.00 per day.

St. Louis Division, \$40.00 per day.

Hannibal and Naples R. R., \$5 00 per day.

Special freight and transportation lines: Red Line, Great Western Despatch, South Shore Line, Canada Southern Line, Erie and North Shore Despatch, Hoosac Tunnel Line, Empire Line, and Merchants' Despatch Transportation Company.

Terms as to rates, etc., with each: No special condition as to rate, use of tracks, etc., and, except in cases of the last three, who furnish their own cars, the cars are furnished by the different railroad companies forming the lines. Their cars or freight are given no preference of any kind.

RATES FOR TRANSPORTATION.

PASSENGER.

For seat, per mile, one half cent—no charge less than 25 cents; berth, \$2.00 to \$2.50; section, \$4.00 to \$5 00; state-room, \$9.00.

DOINGS OF THE YEAR ENDING JUNE 30.

Ballasting—Miles of main track ballasted with sand, 73; stone, 2.50; total, 75.50.

Rail laid—Steel, 60 lbs. per yard—miles of track, 3.

Train mileage—Passenger	1,013,926	
Freight	2,932,736	
Construction	1,037,056	
	<hr/>	4,982,716
Car mileage—Passenger, express, and baggage	5,902,812	
Freight, loaded	54,256,761	
empty	23,654,257	
Construction and other	974,471	
	<hr/>	81,788,301

TRANSPORTATION.

Passengers—Number carried	789,257
Average number carried in each car per trip	7.28
Average number of miles traveled by each	56.24
Total mileage, or number carried one mile	44,389,835
Average amount per mile received for each	2.66 cents.
Freight—Tons carried	2,052,692
Average tons in each loaded car per trip	9.828-2000
Total movement, or tons carried one mile	623,383,050
Average amount per mile received for each ton	62.71 cents.

Articles transported :

	Tons.	Per cent.
Coal	171,129	.....
Stone, lime, sand, etc.	31,150	.....
Petroleum	12,522	.....
Ores	5,934	.....
Pig and boom iron	6,368	.....
Manufactured iron	39,018	.....
Lumber and other forest products	133,111	.....
Grain, flour, and other agricultural products	1,108,143	.....
Live stock	129,386	.....
Animal products	39,790	.....
Manufactures, including agricultural implements	32,702	.....
Merchandise	343,439	.....
Miscellaneous		
Total tonnage yielding revenue		100.
Supplies for company's use	266,784	

EARNINGS, OPERATING EXPENSES, ETC., FOR YEAR ENDING JUNE 30.

EARNINGS.

Passenger transportation	\$1,182,120 11
Freight transportation—through	3,251,907 48
Mail service	140,338 80
Express service	85,270 99
Other sources	78,782 33

Total earnings of line operated, included in this report..... \$4,763,419 71

OPERATING EXPENSES.

Maintenance of way and structures	\$774,752 50
Maintenance of cars and motive power	1,294,675 38
Conducting transportation	1,162,735 88

General expenses, as follows :

Taxes—Ohio	\$133,277 99	
Salaries and other general expenses of operating.	107,654 70	
		\$240,932 69
<hr/>		
Total operating expenses		\$3,473,096 45
<hr/>		
Net earnings of 686.55 miles operated		\$1,295,323 26
Rentals paid, etc		122,800 07
<hr/>		
Net income over operating expenses and rents paid		\$1,072,523 19
Per mile of earnings.....	\$6,945 48; proportion for Ohio (75.50 miles).	524,353 74
operating exp's..	5,058 76; "	381,936 38
<hr/>		
net earnings.....	\$1,886 72; "	\$112,447 36

CASUALTIES TO PERSONS.

Statement for the year ending June 30, 1879, of all accidents in Ohio resulting in injuries to persons, giving extent and cause thereof:

September 4, 1878. George Schweitzer, passenger, Liberty: walked or fell from passenger train while in motion, and found dead in cattle yard; own fault. No inquest.

September 13. Joseph Paren, Defiance: drunk, and walking on track; he was struck by an engine; right hand cut off; own fault.

September 21. Unknown man, Antwerp: drunk; he walked onto a bridge and sat down; was struck by passenger train and killed; own fault. No inquest.

October 21. Timothy McCarthy, employe, laborer on wood train, Defiance: stepping from one car to another; fell between; was run over and fatally injured; left leg and hip mashed, and right leg and shoulder broken; own fault. No inquest.

RECAPITULATION.

Killed—Passengers—misconduct or want of caution	1
Employes—misconduct or want of caution	1
Others—trespassing, on track, etc.....	1
<hr/>	
Total killed	3
Injured—Passengers—trespassing, on track, etc.....	1
<hr/>	
Total injured	1

OFFICERS.

Directors—Jay Gould.....	New York.
Sidney Dillon	"
S. Humphreys	"
D. A. Lindsey	"
Cyrus W. Field.....	"
Russell Sage	"
W. R. Garrison	"
J. F. Joy.....	Detroit, Michigan.

Directors—James Cheney	Ft. Wayne, Indiana.
Charles Ridgely	Springfield, Illinois.
George R. Dunlap	Chicago, “
J. Lawler Welch	Philadelphia, Pa.
A. L. Hopkins	Toledo, Ohio.
President, Cyrns W. Field	New York.
Vice-President, O. L. Hopkins	Toledo, Ohio.
General Solicitor, Wager Swayne	“
Auditor, Allyn Cox	“
Treasurer, W. B. Cornean	“
General Superintendent, Robert Andrews	“
Superintendent Eastern Division, R. H. Wade	Ft. Wayne, Indiana.
Master of Transportation Western Division, C. H. Chapell	Springfield, Ill.
Master Mechanic Eastern Division, William Wilson	Ft. Wayne, Indiana.
Master Mechanic Western Division, Jacob Johnson	Springfield, Ill.
Chief Engineer, Robert Andrews	Toledo, Ohio.
General Ticket Agent, H. C. Townsend	“
General Freight Agent, J. M. Osborn	“
Purchasing Agent, W. S. Lincoln	“

State of Ohio, County of Lucas, ss.:

Robert Anderson, General Superintendent of the Wabash Railway, being duly sworn, deposes and says that having carefully examined the foregoing statements prepared by the proper officers and agents of said company, from its books and and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1879.

(Signed)

ROBERT ANDERSON, *Gen'l Superintendent.*

Subscribed and sworn to before me this 20th day of October, A.D. 1879.

[SEAL]

JEROME H. RUSSELL, *Notary Public.*

REPORTS
OF
NARROW GAUGE RAILROAD COMPANIES,
FOR THE YEAR ENDING JUNE 30, 1879.

CINCINNATI AND PORTSMOUTH NARROW GAUGE RAILROAD COMPANY.

Location of principal office of the company: 31½ West Third Street, Cincinnati.

PROPOSED LINE.

From Columbia, via Georgetown, to Portsmouth, 100 miles.

Length graded, not laid with rail, 18 miles.

State on what portion of line: Amelia to Harmerville.

Proposed gauge, 36 inches.

CONSTRUCTION ACCOUNT.

Right of way	\$8,724 44	
Civil engineering	13,103 97	
Grading and masonry	59,033 24	
Bridges	12,710 00	
Timber and ties	56,058 04	
Superstructure, iron rails, chairs, spikes and fencing.....	61,898 85	
Passenger and freight stations.....	220 79	
Engine and car houses.....	1,611 83	
Locomotives and fixtures	13,403 22	
Freight and other cars.....	15,773 60	
Interest and discount.....	10,218 82	
		\$252,786 80

LINE OPERATED EMBRACED IN REPORT—MILES.

Columbia to Cleveland.....	20 4	
Aggregate of sidings and other tracks	1 1	
		21.5

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized—general.....	\$500,000 00	
Amount subscribed.....	173,500 00	
Amount issued	32,500 00	
Par value of shares	\$50	
Amount paid in—general		\$90,049 21
Increase since June 30, 1878.....	\$6,429 39	
Amount of stock held by residents of Ohio June 30, 1879..	32,500 00	

NOTE.—On account of the grading completed and not laid with iron, and other grading partially completed, trestles, etc., completed, the actual cost per mile can not be given accurately.

FUNDED DEBT.

1st mortgage 7 per cent. bonds, due July, 1897.....	\$5,100 00
Increase since June 30, 1878	400 00

OTHER INDEBTEDNESS.

Contracted for construction, equipment, or real estate.....	\$153,871 97
Total paid in stock and debt.....	\$249,021 18

COST OF ROAD, EQUIPMENT, ETC.

ROAD CONSTRUCTED BY COMPANY.

Right of way and fencing.....	\$3,724 44
Grading, masonry, and bridging	71,743 24
Superstructure, including rails.....	117,956 89
Stations, engine and car houses, machine shops, etc.....	1,802 62
Interest and discount received during construction	10,218 82
Engineering, salaries, etc., paid during same period.....	13,103 97
Total expenditures by the company for construction	\$223,609 98

EQUIPMENT.

Total expended for equipment	\$29,176 82
Additions within the year ending June 30, 1879	\$2,820 00
Total for road and equipment.....	\$52,786 80

CHARACTERISTICS, ETC.

LINE OWNED BY COMPANY (MAKING THIS REPORT)—MILES.

Single main track, Columbia to Cleveland	20.4		
Aggregate of sidings and other tracks	1.1		
Total length laid with rail, computed as single track.....	21.5		
Length in Ohio, distributed as follows:			
County.	Main track.	Sidings, etc.	Total.
Hamilton	10.4	7	17.4
Clermont.....	10	4	14
Totals	20.4	11	21.5

BRIDGES, TRESTLES, ETC., IN OHIO.

Bridges—Combination, 1; age, 2 years; length, 508.4 feet.

Trestles—28; greatest age, 2 years; greatest height, 51 feet; greatest length, 1,930 feet; aggregate length, 9,027 feet.

Length of shortest span of truss, 30 feet; of longest, 51 feet.

Greatest space between cross ties upon bridges and trestles, 12 inches; length of ties, 6 and 12 feet.

Number of track stringers, 2 and 4.

Are all bridges and trestles provided with guard rails? Yes.

Do all bridges and trestles receive stated examinations? Weekly.

Are the examinations analytical, and are they made by a competent person? Yes.

Do all trains on your road stop at these crossings, as required by law? When needed.

Stations—Passenger and freight, 20.

Number with telegraph communication, 2.

Rolling stock—Locomotives	2; average weight, lbs.....	36,000
Express and baggage cars...	1; .....	.....
Parlor and sheepling cars	22; .....	.....

Terms of service: Twenty months.

Kind of brake: Westinghouse automatic.

Number of cars equipped with train brakes, 4. Kind: Westinghouse automatic.

Number of passenger cars with Miller platform, 3

Method of bridging between passenger cars when two or more are run in trains: Miller platform.

Are all cars run on this road heated and lighted as prescribed by law? Yes.

State methods of heating cars used for the transportation of passengers: Coal stoves.

Means of lighting same: Candles.

Speed of trains—Express passenger, average rate, including stops, 14 miles per hour; mail and accommodation, 12 miles per hour; freight, 10 miles.

RATES FOR TRANSPORTATION.

PASSENGER.

Fare charged per mile:

	Highest.	Lowest.
For distances less than 8 miles	4 cents.	.7 cents.
more than 8 miles and less than entire length of main road....	.....	3 "

FREIGHT.

Rate charged per ton per mile:

	Highest.	Lowest.
For the shortest distance carried (5 miles)	16 cents.	10 cents.
more than 10 and less than 30 miles	8 "	5 "
through freight .....	.....	5 "

DOINGS OF THE YEAR ENDING JUNE 30.

Bridges built in Ohio: Little Miami River, combination of wood and iron; length, 508.4 feet.

Trestles built in Ohio, 28; aggregate length, 9,027 feet.

Grading—Miles of main track graded in Ohio, 3.

Ballasting—Miles of main track ballasted with sand, gravel, and stone, 8.3

Train mileage—Passenger	19,440	
Freight.....	6,127	
Construction.....	5,245	
	<hr/>	30,812
Car mileage—Passenger	43,278	
Express and baggage	1,240	
Construction and other, no account.	<hr/>	44,815
Fuel consumed—Wood, 34 cords; coal, 750 tons; total cost.....		\$2,005 00

TRANSPORTATION.

Passengers—Number carried, local and through	30,144	
Average amount received for each	33.3 cents.	
Freight—Tons carried, local	1,834	
Average amount received for each ton	94 5 cents.	
Articles transported :		
	Tons.	Per cent.
Coal	859	.....
Stone, lime, sand, etc	39	.....
Lumber and other forest products	627	.....
Live stock	210	.....
Manufactures, including agricultural implements	61	.....
Merchandise	14	.....
Total tonnage yielding revenue	1,834	100

EARNINGS, OPERATING EXPENSES, Etc., FOR YEAR ENDING JUNE 30.

EARNINGS.

Passenger transportation	\$10,048 68
Freight transportation	1,717 60
Mail service	838 90
Total earnings of line operated included in this report	<u>\$12,605 19</u>

OPERATING EXPENSES.

Maintenance of way and structures	\$1,142 54
Maintenance of cars	338 74
Motive power	2,537 70
Conducting transportation	5,244 47
Salaries and taxes	618 56
Total operating expenses, being 77.6 per cent. of earnings	<u>9,782 01</u>
Net earnings of 20.4 miles operated	\$2,823 18

OTHER RECEIPTS AND PAYMENTS WITHIN THE YEAR.

RECEIPTS.

Payments on capital stock	\$6,429 39
Sale of bonds of company (\$400 at 90 cents)	360 00
Increase of floating debt	12,313 29
	<u>\$19,102 68</u>

PAYMENTS.

Interest on bonds	\$343 00
Interest on floating debt	3,845 22
Construction of new work	12,094 46
Additional equipment	2,820 00
	<u>19,102 68</u>

CONDENSED GENERAL BALANCE SHEET, JULY 1, 1879,

Taken after making all proper entries affecting or pertaining to the business and transactions of the company or line to date:

LIABILITIES.		
Payments on account of stock	\$90,049 21	
First mortgage bonds	5,100 00	
Bills payable	153,871 97	
Balance	87,216 41	
		\$336,237 59
ASSETS.		
Unpaid stock	\$83,450 79	
Road equipment, real estate, etc	252,784 80	
		336,237 59

OFFICERS.

Directors—H. Brachmann	Cincinnati, Ohio.
D. K. Este	“ “
A. A. Colter	“ “
W. H. Corbly	“ “
Abram Hopper	“ “
W. W. Duckwall	Mt. Carmel, “
E. G. Perin	Amelia, “
Joseph Clare	Bethel, “
L. B. Miles	Georgetown, “
President, Henry Brachmann	“ “
Vice-President, D. K. Este	“ “
Auditor and Secretary, M. Simmons	“ “
Treasurer, Aaron A. Colter	“ “
General Superintendent, D. K. Este	“ “
Master Mechanic, A. D. Stewart	“ “
Chief Engineer, C. M. Parin	“ “

State of Ohio, County of Hamilton, ss.:

M. Simmons, Secretary and Auditor of the Cincinnati and Portsmouth Railroad Company, being duly sworn, deposes and says that having carefully examined the foregoing statements prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1879.

[Signed]

M. SIMMONS, *Secretary and Auditor.*

Sworn and subscribed to before me this 8th day of September, A.D. 1879.

[SEAL]

A. TEMPLY, *Notary Public.*

CINCINNATI AND FAYETTEVILLE RAILROAD COMPANY.

Certificate of the changes of the eastern terminus and extension of the line of railroad from Fayetteville, Ohio, passing through the counties of Brown, Highland, Clinton, Ross, Hocking, and Athens, to Nelsonville, in Athens county, Ohio. (The same authorized by vote of the requisite amount of stock, May 20, 1878), filed May 31, 1878.

Certificate of the increase of the capital stock of the company to \$750,000—being an increase of \$630,000—(same being authorized by a vote of the requisite amount of stock, May 20, 1878), filed May 31, 1878.

Location of principal office of stock of company: Fayetteville, Brown county, Ohio.

PROPOSED LINE.

From Cincinnati, via Fayetteville, to Nelsonville—miles, about..... 150
 Length graded, not laid with rail—miles, about —
 State on what portion of line: From Milford to Fayetteville.
 Proposed gauge, 36 inches.

CONSTRUCTION ACCOUNT.

All expenditures for construction, etc., up to June 30, 1879, inclusive.

Right of way	\$978 50	
Civil engineering	1,988 66	
Grading and masonry	20,296 45	
Timber and ties	5,282 53	
Interest and discount	221 08	
Contingent expenses	1,682 67	
Bridges	4,576 00	
		\$35,025 89

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized—general	\$750,000 00	
Amount subscribed	56,050 00	
Amount issued	10,200 00	
Par value of shares	\$50 00	
Amount paid in—general	27,375 46	
		\$27,375 46
Total paid in capital stock		\$27,375 46
Increase since June 30, 1879	50 00	
Stockholders residents of Ohio, 473.		
Amount of stock held by them June 30, 1879	54,250 00	

FUNDED DEBT.

None.

OTHER INDEBTEDNESS.

Contracted for construction, equipment, or real estate	\$9,159 90	
Cash, securities, credit balances, etc., available to payment	1,509 47	
Net unfunded debt		\$7,650 43
Total of paid-in stock and debt.....		\$15,025 89

CONDENSED GENERAL BALANCE SHEET, JULY 1, 1879.

Taken after making all proper entries affecting or pertaining to the business and transactions of the company or line to date.

LIABILITIES.

Capital stock paid in.	\$27,375 45	
Bills payable	7,336 96	
Sundry accounts payable	1,322 94	
		\$36,535 36

ASSETS.

Right of way	\$978 60	
Civil engineering	1,958 66	
Grading and masonry	20,296 45	
Bridges	4,576 00	
Timber and ties.....	5,282 53	
Interest and discount.....	221 08	
Contingent expenses	1,652 67	
Individual accounts	1,509 47	
		\$36,535 36

OFFICERS.

Directors—William Roudebush	Newtonville, Ohio.
S. J. Bivans	Fayetteville, Ohio.
James Connally	"
James Campbell	"
Luke Higgins	Logtown, Ohio.
James Clark	Belfast, Ohio.
Wm. P. McCurdy	Eleanor, Ohio.
Stephen J. Rybolt	Mulberry, Ohio.
Daniel H. Harvey	Milford, Ohio.
President, William Roudebush	Newtonville, Ohio.
Vice-President, Silas J. Bivans	Fayetteville, Ohio.
General Solicitor, Samuel A. West	Milford, Ohio.
Treasurer, Sylvester Schriener	Newtonville, Ohio.
Secretary, T. S. Murray	Fayetteville, Ohio.
Chief Engineer, Joshua Gore	Hillsboro, Ohio.

State of Ohio, County of Brown, ss.:

T. S. Murray, Secretary of the Cincinnati and Fayetteville Railroad Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company, from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June A.D. 1879.

(Signed)

T. S. MURRAY.

Subscribed and sworn to before me this 1st day of September, A.D. 1879.

[SEAL]

P. SAVAGE, *Notary Public.*

CLEVELAND, CANTON, COSHOCTON AND STRAITSVILLE RAILWAY COMPANY.

Location of principal office of the company : Coshocton, Ohio.

PROPOSED LINE.

From Cleveland, via Canton, to Coshocton, 110 miles.

Length graded, not laid with rail : Between Bari's Mills (on C. T. V. and W. R'y) and Coshocton, 35 miles.

CONSTRUCTION ACCOUNT.

All expenditures for construction, etc., up to June 30, 1878, inclusive:

Right of way	\$13,387 41	
Civil engineering	7,928 66	
Interest and discount	651 51	
Contingent expenses	15,797 60	
Paid contractor	417,497 34	
		\$451,292 52

OTHER INDEBTEDNESS.

Contracted for construction, equipment or real estate	\$25,690 68	
Net unfunded debt		25,690 68
Increase since June 30, 1878	\$3,746 52	
Total of paid-in stock and debt		455,039 04

EQUIPMENT.

Value of real estate, exclusive of roadway, estimated	\$5,000 00
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OTHER RECEIPTS AND PAYMENTS WITHIN THE YEAR.

RECEIPTS OTHER THAN EARNINGS.

Increase of floating debt	\$3,746 52
---------------------------------	------------

PAYMENTS OTHER THAN OPERATING EXPENSES AND RENTALS.

Interest on floating debt	\$1,694 35	
Right of way	519 85	
Civil engineering	1,439 82	
Contingent expense	94 50	
		\$3,746 52

OFFICERS.

Directors—William H. Morgan	New York.
Frederick C. Goff	Cleveland, Ohio.
Robert B. Dennis	“ “
H. B. Duuold	“ “
James W. Underhill	Canton, “
John C. Fisher	Coshocton, “
E. T. Spangler	“ “
President, R. B. Dennis	Cleveland, “
General Solicitors, Spangler and Permmie	Coshocton, “
Treasurer, F. C. Goff	Cleveland, “
Secretary, H. D. Dennis	“ “

State of Ohio, County of Cuyahoga, ss.:

R. B. Dennis, President of the Cleveland, Canton, Coshocton and Straitsville Railway Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1879.

(Signed)

R. B. DENNIS.

Subscribed and sworn to before me this 22d day of November, A.D. 1879.

[SEAL.]

S. A. SEARLE, *Notary Public.*

COLUMBUS, JEFFERSONVILLE AND CINCINNATI RAILWAY COMPANY.

Location of the principal office of the company: Mt. Sterling, Ohio.

PROPOSED LINE.

From Columbus, via Jeffersonville, to Cincinnati 114 miles.
 Length graded not laid with rail 14 "
 On what portion of line? Between Mt. Sterling and Allentown, Ohio.
 Proposed gauge, 36 inches.

CONSTRUCTION ACCOUNT.

All expenditures for construction, etc., up to June 30, 1879, inclusive.

Right of way.....	\$1,633 99	
Civil engineering.....	1,631 99	
Grading and masonry	1,290 88	
Bridges.....	1,226 69	
Timber and ties.....	3,798 71	
Contingent expenses	1,797 86	
		\$13,380 05

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized—general.....	\$400,000 00	
Amount subscribed.....	43,900 00	
Par value of shares.....	\$50	
Total paid in capital stock.....		\$5,784 92
Stockholders, residents of Ohio : 210.		

FUNDED DEBT.

None.

OTHER INDEBTEDNESS.

Contracted for construction, equipment or real estate		\$7,595 13
Total of paid-in stock and debt		13,380 05

OFFICERS.

Directors—George Kious	Mt. Sterling, Ohio.
S. McClintick	“ “
William McCafferty	“ “
S. F. Rock	“ “
S. W. Brown	Bloomington, Ohio.
Willis Hayes	Jeffers nville, “
Jesse Hegler	Washington C. H., Ohio.
President, George Kious	Mt. Sterling, “
Vice President, S. McClintick	“ “
General Manager and Chief Engineer, S. F. Rock	“ “
Treasurer, J. G. Loofbourrow	“ “
Secretary, O. W. Marshall	Jeffersonville, “

State of Ohio, County of Madison, ss :

S. F. Rock, General Manager of the C. J and C. Railway Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company, from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A. D. 1879.

(Signed)

S. F. ROCK, *General Manager.*

Subscribed and sworn to before me this 27th day of August, A.D. 1879.

[SEAL]

C. H. HANAWALT, *J. P.*

DAYTON AND SOUTHEASTERN RAILROAD COMPANY.

Location of principal office of the company: Dayton, Ohio.

CHANGES WITHIN THE YEAR ENDING JUNE 30, 1879.

The railroad, with all assets and property of the company, was placed in the possession of J. E. Gunperling as Receiver, by order of Montgomery County Superior Court, the Receiver taking possession August 9, 1878. This action was upon suit of the trustees for the bondholders of the first mortgage bonds, together with principal bondholders, for foreclosure and sale, and requesting the appointment of a Receiver.

PROPOSED LINE.

From Dayton to Chillicothe, via Gallipolis.....	144 miles.
Length graded, in part laid with rail, from Musselmas to Wellston	46 1-5 "
Proposed gauge.....	36 inches.

CONSTRUCTION ACCOUNT.

Right of way and real estate.....	\$99,432 50	
Civil engineering.....	36,500 13	
Grading and masonry, bridges, timber and ties, superstructure, iron rails, chairs and spikes	611,505 43	
Fencing	4,455 03	
Passenger and freight stations	2,570 00	
Machine shops, machinery, and fixtures.....	608 76	
Locomotives and fixtures	22,757 12	
Passenger and baggage cars.....	11,250 00	
Freight and other cars.....	23,049 33	
Interest and discount.....	126,008 40	
Ballasting	15,965 11	
Side tracks	4,858 44	
Subscription work	5,738 96	
Debt account transferable to company's account	11,393 71	
		\$976,442 92

LINE OPERATED EMBRACED IN REPORT—MILES.

Dayton to Montgomery county line.....	7.4
Montgomery and Greene county line to Greene and Fayette.....	26.3
Greene and Fayette to Fayette and Ross	22.8
Fayette and Ross to Musselman's.....	12.3
Total	68.8
Aggregate of sidings and other tracks	2.92
Total length of track.....	71.72

STOCK AND DEBT.

FUNDED DEBT.

Amount authorized.....	\$1,000,000 00	
Amount subscribed.....	669,530 00	
Par value of shares.....	\$50 00	
Amount paid in		\$451,884 65
Increase since June 30, 1878.....	\$628 56	
Average amount paid in per mile (63.8 miles).....	7,004 13	
Agent authorized to transfer stock: F. Sprague, Dayton, Ohio.		
Number of shares transferred within the year at such agency, 52.		

FUNDED DEBT.

First mortgage 7 per cent. bonds, due July 1, 1896.....	\$413,500 00	
Interest due on same	43,137 50	
Total funded debt		456,637 50
Average amount per mile	\$6,637 13	
Increase since June 30, 1878	28,633 50	

OTHER INDEBTEDNESS.

Contracted for construction, equipment, or real estate....	\$56,300 47	
All other debts, current credit balances, etc	17,712 72	
Total unfunded debt	\$74,013 19	
*Cash securities, debit balances, etc, available to payment	2,068 36	
Net unfunded debt		71,944 83
Average amount per mile	\$1,045 71	
Decrease since June 30, 1878.....	9,176 05	
Total net debt liabilities.....	528,582 33	
Total of paid-in stock and debt		\$1,010,466 98
Total average amount per mile.....	\$14,687 01	

COST OF ROAD, EQUIPMENT, Etc.

ROAD.

Right of way and fencing.....	\$103,917 53	
Grading, masonry, bridging, and superstructure, including rails	649,481 65	
Stations, engine and car houses, machine shops, etc.....	3,178 76	
Interest and discount paid during construction.....	126,003 40	
Engineering, salaries, etc., paid during same period.....	36,200 13	
Total expenditures by company for construction		\$919,386 47
Additions within the year ending June 30, 1879	\$6,012 01	
Average cost per mile of road constructed (63.8 miles).....	13,363 17	

* In addition to above, bonds unissued, \$186,500.00; stock subscription unpaid, par, \$178,645.35.

EQUIPMENT.

Locomotives	\$22,757 12	
Passenger, express and baggage cars	11,250 00	
Freight, construction, and other cars	22,250 00	
Machinery, hand cars, tools, etc.....	799 33	
Total expended for equipment		\$57,056 45
Average amount per mile	\$529 31	
Total for road and equipment.....		\$976,442 92
Total average amount per mile.....	\$14,192 48	

LINE OWNED BY COMPANY—MILES.

Single main track, Dayton to Musselman's			62.9
Aggregate of sidings and other tracks.....			2.92
Total length of rail, computed as single track			71.72
Length in Ohio, distributed as follows:			
County.	Main track.	Sidings, etc.	Total.
Montgomery	7.4	.92	8.32
Greene	26.3	.86	27.16
Fayette	22.8	.61	23.41
Ross	12.3	.51	12.81
Totals.....	68.8	2.92	71.72

CHARACTERISTICS, ETC.

Weight of rail per yard on main track, 35 lbs ; gauge of track, 36 inches.

Main track ballasted, 68 8-10 miles with gravel.

BRIDGES, TRESTLES, ETC.

Bridges—Wood, 1 ; greatest age, 2½ years ; aggregate length, 50 feet.

Trestles—93 ; greatest age, 3 years ; greatest height, 45 feet ; greatest length, 800 feet ; aggregate length, 6,030 feet.

Length of shortest span of truss, 30 feet ; of longest, 40 feet ; greatest length of beams between points of support, if not trussed, 20 feet.

Greatest space between cross ties upon bridges and trestles, 14 inches ; length of ties, 6 feet.

Number of track stringers, 2.

Are all bridges and trestles provided with guard rails ? Yes.

Do all bridges and trestles receive stated examinations ? Yes.

Fencing—Miles of single fence, 28.

Grade Crossings—Railroad—P. C. and St. L. at Xenia.

P. C. and St. L. R. R. at Washington C. H.

S. J. and P. R. R. at Washington C. H.

Do all trains on your road stop at these crossings, as required by law ? Yes.

Are flagmen stationed at each ? No.

Stations—Passenger and freight, 23

Number with telegraph communication, 4.

Rolling Stock—Locomotives.....	4; average weight, lbs	32,00
Express and baggage cars...	2;	19,300
Passenger cars.....	3;	18,300
Freight cars.....	154;	8,500

Freight cars—10 owned by J. W. King, Xenia, Ohio; 70 owned by V. Winters, Dayton, Ohio.

Terms of service: Monthly payments, and privilege of purchase.

Number of passenger cars with Miller platform, 3

Are all cars run on this road heated and lighted as prescribed by law? Yes.

State methods of heating cars used for the transportation of passengers: Coal burning safety stoves.

Means of lighting same: 300° fire test oil.

Speed of Trains—Express passenger, average rate, including stops, 12 to 15 miles per hour; mail and accommodation, 12 to 15; freight trains, 12 to 15.

Employees—Receiver.....	1
Road master.....	1
Engineers.....	6
Baggagemen.....	3
Clerks.....	5
Firemen.....	5
Wipers.....	6
Mechanics.....	8
Conductors.....	4
Brakemen.....	3
Station agents.....	10
Section men.....	50
Flagmen, switch-tenders, and watchmen.....	2
Auditor.....	1
Other employes.....	11
Total number employed.....	116

EXPRESS AND TRANSPORTATION COMPANIES.

Express companies run on this road: United States and Adams Express Companies.

Terms: \$40 per month and 15 cents per 100 lbs.

RATES FOR TRANSPORTATION.

PASSENGER.

Fare charged per mile:

	Highest.	Lowest.
For distances less than 8 miles.....	10 cents.	10 cents.
more than 8 miles and less than entire length of main road..	3 “	2 “
through passengers.....	3 “	2 “

FREIGHT.

Rate charged per ton per mile:

	Highest.	Lowest.
For the shortest distance carried (2 miles).....	80 cents.	25 cents.
more than 10 and less than 30 miles.....	10 “	4.25 “
more than 30 miles and less than entire length of main road	6.50 “	3 “
through freight.....	5 “	2 “

DOINGS OF THE YEAR ENDING JUNE 30.

Train mileage—Passenger, freight, and mixed.....		118,145
Car mileage—Passenger.....	180,203	
Express and baggage.....	90,801	
Freight, loaded.....	517,129	
empty.....	327,758	
	<hr/>	844,957
Fuel consumed—Wood, 36½ cords; coal, 2,336 tons; total cost.....		\$4,550 58
Losses, etc., paid—On goods and baggage.....		92 19
For injuries in Ohio, fatal and non-fatal:		
to others.....		15 00
For animals killed in Ohio:		
3 cattle.....	\$56 00	
1 hog.....	6 00	
	<hr/>	62 00

TRANSPORTATION.

Passengers—Number carried, through.....	74,757
Average number carried in each car per trip.....	24.9
Average number of miles traveled by each.....	21.3
Total mileage, or number carried one mile.....	1,564,405.1
Average amount received for each.....	.427 cts.
Average amount per mile received for each.....	.022 cts.

EARNINGS, OPERATING EXPENSES, Etc., FOR YEAR ENDING JUNE 30.

EARNINGS.

Passenger transportation.....	\$29,845 67
Freight transportation.....	59,671 93
Mail service.....	3,475 74
Express service.....	646 49
Other sources.....	987 60
	<hr/>
Total earnings of line operated included in this report.....	\$94,630 35

OPERATING EXPENSES.

Maintenance of way and structures.....	\$14,769 11
Maintenance of cars.....	4,445 16
Motive power.....	16,907 77
Conducting transportation.....	25,090 56
General expenses, as follows:	
Taxes—Ohio.....	\$3,013 56
Salaries (included above).	
Other general expenses of operating.....	457 07
	<hr/>
	3,475 33
Total operating expenses, being 68.36 per cent. of earnings.....	\$61,687 93
	<hr/>
Net earnings of 68.8 miles operated.....	\$29,942 42

Rentals paid:		
Ground rents.....	.....	\$523 75
Car rents .....	.....	5,526 70
		<hr/>
		\$6,055 45
<hr/>		
Net income over operating expenses and rents paid .....	.....	\$23,886 97
Per mile of earnings .....	.....	1,376 44
operating expenses.....	.....	940 23
		<hr/>
Net earnings.....	.....	\$435 21

OTHER RECEIPTS AND PAYMENTS WITHIN THE YEAR.

RECEIPTS.

Payments on capital stock.....	.....	\$6,125 24
Decrease in account and bills receivable .....	.....	6,562 62
Increase in interest on bonds.....	.....	28,633 50
Liabilities paid by Receiver.....	.....	11,871 75
Balance derived from earnings, income, etc.....	.....	166 43
		<hr/>
		\$53,359 54

PAYMENTS.

Interest on bonds .....	.....	\$28,703 50
Floating debt liquidated, with interest .....	.....	15,733 67
Construction, increase of.....	.....	6,012 01
Assessments charged to Receiver.....	.....	2,905 36
		<hr/>
		53,359 54

CONDENSED GENERAL BALANCE SHEET, JULY 1, 1879.

Taken after making all proper entries affecting or pertaining to the business and transactions of the company or line to date :

LIABILITIES.

Capital stock subscription.....	.....	\$660,530 00
Less amount unpaid.....	.....	178,645 35
Represented by—		
Stock paid up and issued .....	.....	449,150 00
Partially paid .....	.....	32,734 65
		<hr/>
		\$481,884 66
First mortgage 7 per cent. bonds.....	.....	413,500 00
Amount due, not issued.....	.....	\$186,500 00
Debt on account of construction and equipment .....	.....	56,300 00
Other floating debt .....	.....	47,712 72
Unpaid interest on first mortgage bonds, due		
July 1, 1877 .....	.....	\$21 00
Unpaid interest on first mortgage bonds, due		
January 1, 1878.....	.....	497 00

Unpaid interest on first mortgage bonds, due July 1, 1878	\$12,989 60	
Unpaid interest on first mortgage bonds, due January 1, 1879	14,167 50	
Unpaid interest on first mortgage bonds, due July 1, 1879	14,472 50	
	<hr/>	\$43,137 50
Income account to July 1, 1877.....	\$12,987 69	
July 1, 1877, to July 1, 1878..	63,357 31	
July 1, 1878, to Aug. 9, 1879..	9,622 75	
	<hr/>	85 967 75
Liabilities paid by Receiver.....	11,871 75	
	<hr/>	\$1,110,374 84

ASSETS.

Construction account.....	\$976,442 92	
Total accrued interest on bonds	58,062 41	
Accounts and bills receivable	2,068 35	
Assets realized by Receiver	2,905 36	
Operating expenses:		
Opening to July 1, 1877.....	\$6,975 07	
July 1, 1877, to February 1, 1878	32,363 05	
February 1, 1878 to July 1, 1878.....	20,491 02	
July 1, 1878, to August 9, 1878	5,650 04	
	<hr/>	65,484 18
Miscellaneous expenses:		
February 1, 1878, to July 1, 1878	\$1,605 33	
July 1, 1878, to August 9, 1878	1,489 19	
	<hr/>	3,092 54
Disbursement account since August 8, 1878	2,245 36	
Freight claims since August 8, 1878.....	71 73	
	<hr/>	\$1,110,374 84

OFFICERS.

Directors—D. E. Mead.....	Dayton, Ohio.
Daniel Kifer.....	“
W. P. Callahan.....	“
T. A. Legler.....	“
M. C. Allison.....	Xenia, Ohio.
F. C. Trebein.....	Trebein's, Ohio.
A. J. Christopher.....	Jamestown, Ohio.
John L. Persinger.....	Milledgeville, Ohio.
Daniel McLain.....	Washington C. H.
D. C. Anderson.....	Frankfort, Ohio.
Wm. J. Ingham.....	Chillicothe, Ohio.
John C. Entekin.....	“
Geo. C. Rittenour.....	Richmondale, Ohio.
H. S. Willard.....	Wellston, Ohio.
H. F. Austin.....	“

President, D. E. Mead	Dayton, Ohio.
Vice-President, Daniel Keifer	"
Auditor, F. Sprague	"
Treasurer, J. S. Aikenay	Xenia, Ohio.
Secretary, F. Sprague	Dayton, Ohio.
Master Mechanic, W. E. Cooper	"
Chief Engineer, H. Phillips	"
Purchasing Agent, E. F. Pryer	"

State of Ohio, County of Montgomery, ss. :

Daniel E. Mead, President of the Dayton and Southeastern Railroad Company, being duly sworn, deposes and says that having carefully examined the foregoing statements prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A. D. 1879.

(Signed)

D. E. MeAD, *President.*

Subscribed and sworn to before me this 12th day of January, A. D. 1879.

[SEAL]

WEBSTER W. SLINLEY, *Notary Public.*

MARTIN'S FERRY AND BELLAIRE RAILWAY COMPANY.

Location of principal office of the company: Martin's Ferry, Ohio.

PROPOSED LINE.

From Martin's Ferry, via Bridgeport, to Bellaire, 6.93 miles.

Line located, but no grading done.

Proposed gauge, 36 inches.

CONSTRUCTION ACCOUNT.

Civil engineering	\$30 50	
Contingent expenses	10 00	
		\$40 50

STOCK AND DEBT.

Amount authorized	\$50,000 00
Amount subscribed	36,000 00
Par value of shares	\$50
Stockholders, residents of Ohio, &c.	
Amount of stock held by them June 30, 1879	26,000 00

FUNDED DEBT.

None.

OTHER INDEBTEDNESS.

Total of paid-in stock and debt	\$52 00
Average amount per mile	\$7 04

CONDENSED GENERAL BALANCE SHEET, JULY 1, 1879.

LIABILITIES.

Capital stock	\$52 00
---------------------	---------

ASSETS.

Civil engineering	\$30 50
Contingent expenses	10 00
Cash in hand	11 50

OFFICERS.

Directors—Joseph Bell	Wheeling, W. Va.
R. H. Cochran	“ “
Joel Wood	Martin's Ferry, Ohio.
James Kerr	“ “
C. H. Jenkins	Sandusky, “
L. Spence	Martin's Ferry, “
William H. Wood	“ “
President, Joel Wood	“ “
Treasurer, C. H. Jenkins	Sandusky, “
Secretary, William H. Wood	Martin's Ferry, Ohio.

PAINESVILLE, CANTON AND BRIDGEPORT NARROW-GAUGE RAILROAD COMPANY.

Location of principal office of the company: Minerva, Ohio.

CHANGES WITHIN THE YEAR.

That part of the line in operation is run by the contractors, not yet turned over to the company.

PROPOSED LINE.

From Painesville, via Canton, to Bridgeport..... 140 miles.
Length graded not laid with rail..... 8 "

State on what portion of the line: Between Solon and Hudson, in Cuyahoga and Summit counties.

Proposed gauge, 36 inches.

CONSTRUCTION ACCOUNT.

All expenditures for construction, etc., up to June 30, 1879.

Right of way	\$35,000 00	
Civil engineering	4,500 00	
Grading and masonry	14,000 00	
Timber and ties	2,000 00	
Passenger and freight stations	450 00	
Locomotives and fixtures	5,000 00	
Freight and other cars	100 00	
Interest and discount	3,000 00	
Contingent expenses	12,000 00	
		\$76,050 00

LINE OPERATED EMBRACED IN REPORT—MILES.

Chagrin Falls to Solon*..... 5 miles.

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized	\$1,000,000 00	
Amount subscribed	100,650 00	
Amount issued	50,650 00	
Par value of shares.....	\$50	
Total paid-in capital stock		\$60,650 00
Average amount paid in per mile	\$433 21	
Stockholders, residents of Ohio, 7.		
Amount of stock held by them June 30, 1879		60,350 00

* Operated by the contractors not turned over to the company.

INDEBTEDNESS.

Total net debt liabilities	12,000 00	
Total paid-in stock and debt.		\$80,650 00
Total average amount per mile.....	\$413 21	

OFFICERS.

Directors—M. C. Read	Hudson, Ohio.
A. Waddell	Washingtonville, Ohio.
D. Eckley	Minerva, Ohio.
J. F. Jérôme	“ “
H. Beidler	“ “
L. Barger	“ “
Jacob Kible	Cleveland, “
President, A. Waddell	Washingtonville, Ohio.
Secretary and Treasurer, H. Beidler	Minerva, Ohio.

State of Ohio, County of Carroll, ss.:

A. Waddell, President of the Painesville, Canton and Bridgeport Narrow Gauge Railroad Company, being duly sworn, deposes and says that having carefully examined the foregoing statements prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A. D. 1879.

(Signed)

A. WADDLELL, *President.*

Subscribed and sworn to before me this 1st day of September, A. D. 1879.

[SEAL]

D. ECKLEY, *Mayor.*

SPRINGFIELD, JACKSON AND POMEROY RAILROAD COMPANY.

Location of principal office of the company : Springfield, Ohio.

CHANGES WITHIN THE YEAR ENDING JUNE 30, 1879.

On the first of February, 1879, this road, on application of S. A. Bowman, trustee of the first mortgage bonds, was placed in the hands of a receiver.

William H. Whiteley, Esq., of Springfield, was appointed Receiver by the Clark County Common Pleas Court, Judge Alexander Hume, presiding.

PROPOSED LINE.

From Springfield, via Jackson, to Pomeroy, 110 miles.

Proposed gauge, 36 inches.

CONSTRUCTION ACCOUNT.

All expenditures for construction, etc., up to June 30, 1879, inclusive:

Right of way	\$9,604 47
Civil engineering	4,623 78
Grading and masonry	38,568 56
Bridges	13,894 86
Timber and ties	23,717 89
Superstructure	5,886 81
Iron rails, chairs and spikes	101,093 43
Fencing	2,900 05
Passenger and freight stations	9,107 01
Engine and car houses	1,231 58
Machine shops, machinery and fixtures	19,904 09
Other buildings and fixtures	10,479 69
Telegraph	5,011 21
Locomotives and fixtures	28,671 57
Freight and other cars	26,457 52
Interest and discount	9,936 33
Contingent expenses	12,704 59
Track laying and ballasting	33,677 89
Sidings	1,477 06
	\$302,058 39

LINE OPERATED EMBRACED IN REPORT—MILES.

Springfield to Jackson..... 108

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized	\$2,000,000 00	
Amount subscribed	846,950 00	
Par value of shares	\$50	
Amount paid in	635,240 65	
Total paid-in capital stock		\$635,240 65
Stockholders residents of Ohio, 2,800.		
Amount of stock held by them June 30, 1879.....	\$610,000 00	
Agents authorized to transfer stock: Geo. A. Barnes, Springfield, Ohio.		

FUNDED DEBT.

1st mortgage 7 per cent. bonds, due January 1, 1899.....	\$90,600 00	
2d mortgage 7 per cent. bonds, due October 1, 1893.....	1,500 00	
Certificates of indebtedness	35,134 43	
Average amount per mile	\$1,171 09	
Increase since June 30, 1878.....	80,600 00	
		127,234 43

OTHER INDEBTEDNESS.

Contracted for construction, equipment, or real estate.....	\$312,935 63	
All other debts, current credit balances, etc.....	26,356 56	
Total unfunded debt	\$339,292 19	
Cash securities, debit balances, etc., available to payment.....	70,812 77	
Net unfunded debt		268,479 42
Average amount per mile	\$7,115 25	
Proportion of same for Ohio.....	99.5 per cent.	
Increase since June 30, 1878.....	2,448 60	
Total net debt liabilities	895,713 85	
Total of paid in stock and debt.....		\$1,530,954 50

COST OF ROAD, EQUIPMENT, Etc.

ROAD.

Right of way and fencing	\$106,495 65	
Grading, masonry, and bridging	428,150 00	
Superstructure, including rails	581,935 22	
Stations, engine and car houses, machine shops, etc.....	50,460 91	
Telegraph	5,011 21	
Interest and discount paid during construction.....	41,639 77	
Engineering, salaries, etc., paid during same period.....	73,439 66	
Loss on sale of bonds.....	44,378 42	
Total expended for construction and purchase.....		\$1,334,510 95

EQUIPMENT.

Locomotives.....	\$64,145 58	
Passenger, express, and baggage cars.....	11,638 10	
Freight, construction, and other cars.....	78,886 03	
Total expended for equipment		154,669 71
Total for road and equipment.....		\$1,489,180 66

CHARACTERISTICS, ETC.

LINE OWNED BY COMPANY—MILES.

Single main track—Springfield to Jackson	107.934
Jackson to Eureka ville.....	4.968
Total single main track	112.902
Aggregate of sidings and other tracks	10.135
Total length laid with rail, computed as single track	123.037
All in Ohio, distributed as follows :	
County.	Main track. Sidings, etc. Total
Clark	15.612 1.966 17.578
Madison.....	3.849 .165 4.014
Fayette	28.232 1.184 29.416
Highland	1.695 .232 1.927
Ross	28.816 1.146 29.962
Pike	18.845 .908 19.753
Jackson	15.853 4.534 20.387
Totals.....	112.902 10.135 123.037

Weight of rail per yard, 35 lbs.; gauge of track, 36 inches.

Main track in Ohio ballasted, 96 miles, with gravel and slack.

BRIDGES, TRESTLES, ETC., IN OHIO.

Bridges—Wood, 2; greatest age, 2 years; aggregate length, 2,066 feet. Combination, 1; length, 156 feet. Total, 2,822 feet.

Trestles—32; greatest age, 2 years; greatest height, 34 feet; greatest length, 1,500 feet; aggregate length, 12,000 feet.

Length of shortest span of truss, 29 feet; of longest, 152; greatest length of beams between points of support, if not trussed, 14 feet.

Greatest space between cross-ties upon bridges and trestles, 14 inches; length of ties, 7, 8, and 10 feet.

Number of track stringers, 182.

Are all bridges and trestles provided with guard rails? Yes.

Do all bridges and trestles receive stated examinations? Yes.

How often? Once every sixty days.

Are the examinations analytical, and are they made by a competent person? Yes.

Fencing—Miles of single fence, 17; additional required to inclose road, both sides, 209; length through towns, etc., not requiring fence, 4 miles.

Grade Crossings—Highway, 104.

Railroad—C. S. and C. B. R., one mile from Springfield.

L. M. R. R., at South Charleston, Ohio.

D. and S. E. R'y, at Washington C. H.

Muskingum Valley R'y, at Washington C. H.

Scioto Valley Railway, at Waverly.

M. and C. R. R., at Jackson.

Do all trains on your road stop at this crossing as required by law? Yes.

Are flagmen stationed at each? Yes.

Telegraph Line—Miles on line of road operated, 103. Miles of same owned by railroad company: All.

Stations—Passenger and freight, 23. Number with telegraph communication, 9. Number of same operated by railroad company, 9.		
Rolling Stock—Locomotives	11; average weight, lbs.....	36,000
Express and baggage cars ...	1;	15,000
Passenger cars.....	4;	15,000
Freight cars	275;	10,000
Number of locomotives equipped with train brakes : None.		
Kind of brake : Hand.		
Number of cars equipped with train brakes : All.		
Kind : Hand.		
Number of passenger cars with Miller platform : 2.		
Method of bridging between passenger cars, when two or more are run in train : Miller platform.		
Are all cars run on this road heated and lighted as prescribed by law? Yes.		
State methods of heating cars used for the transportation of passengers : Soft-coal stoves.		
Means of lighting same : Candles.		
Speed of Trains—Express passenger, average rate, including stops, 18 miles per hour;		
Mail and accommodation, 18 miles per hour.		
Freight trains, 10 miles per hour.		
Employes—Superintendent		1
Clerks		5
Mechanics		25
Telegraph operators		3
Train dispatcher.....		1
Conductors		10
Engineers		16
Firemen		15
Brakemen		16
Baggagemen		2
Wipers		9
Station agents		15
Flagmen, switch-tenders and watchmen		1
Section men		96
Laborers		97
Other employes		3
Total number employed by company in operating line		315

EXPRESS AND TRANSPORTATION COMPANIES.

Express companies run on this road : Adams and United States.

Terms : Ten dollars a month paid the railroad company on account of messenger's salary, and one and one-half first-class rates on all freight shipped by express companies.

RATES FOR TRANSPORTATION.

PASSENGER.

Fare charged per mile :	Highest.	Lowest.
For distances less than 8 miles	5 cents.	3 cents.
more than 8 miles and less than entire length of main road..	3 “	.....
through passengers	No rate.	

DOINGS OF THE YEAR ENDING JUNE 30.

Bridges built in Ohio, as follows:

Location or how designated	Construction.	Material.	Length—feet.
Buckskin, No. 2	Howe truss	Wood	152.
Benner's Dam	"	"	250.
Seymore's	"	"	266.

Train mileage—Passenger	66,392	
Freight	71,592	
Mixed	66,392	
Construction	31,200	
		235,586
Car mileage—Passenger	112,622	
Express and baggage	112,622	
Freight, loaded	870,555	
empty	557,896	
Caboose	42,549	
Construction and other	187,200	
		1,883,444

TRANSPORTATION.

Passengers—Number carried	73,889
Freight—Tons carried	91,422 105,2000

Articles transported:

	Tons.	Per cent.
Coal	47,876.1855	.....
Stone, lime, sand, etc	973.1142	.....
Petroleum	73.1860	.....
Ores	428.980	.....
Pig and bloom iron	345.1664	.....
Manufactured iron	27.255	.....
Lumber and other forest products	18,354.1791	.....
Grain, flour, and other agricultural products	19,463.880	.....
Live stock	297.554	.....
Manufactures, including agricultural implements	438.1374	.....
Merchandise	2,873.1025	.....
Miscellaneous	268.1625	.....
	
Total tonnage yielding revenue	91,422.1005	.....
Supplies for company's use	7,500.400	.....

EARNINGS, OPERATING EXPENSES, Etc., FOR YEAR ENDING JUNE 30.

EARNINGS.

Passenger transportation—local and through.....	\$36,359 93
Freight transportation—local and through.....	78,438 88
Mail service.....	353 98
Express service.....	608 19
Other sources.....	1,639 10
Total earnings of line operated included in this report.....	<u>\$117,400 08</u>

OPERATING EXPENSES.

Maintenance of way and structures.....	\$29,943 28
Maintenance of cars.....	4,296 84
Motive power.....	13,332 81
Conducting transportation.....	27,669 11
General expenses as follows:	
Taxes.....	\$2,384 39
Salaries.....	29,481 92
	<u>31,866 31</u>
Total operating expenses, being 91.25 per cent. of earnings....	<u>107,108 35</u>
Net earnings of 103 miles operated.....	\$10,291 73

OTHER RECEIPTS AND PAYMENTS WITHIN THE YEAR.

RECEIPTS.

Payments on capital stock.....	\$60,037 39
Sale of bonds of company.....	80,600 00
Increase of floating debt.....	263,442 21
	<u>\$404,079 60</u>

PAYMENTS.

Interest on floating debt.....	\$14,109 15
Construction of new work.....	302,058 39
Additional equipment.....	54,409 09
Additional real estate.....	1,635 25
	<u>372,212 78</u>

CONDENSED GENERAL BALANCE SHEET, JULY 1, 1879,

Taken after making all proper entries affecting or pertaining to the business and transactions of the company or line to date:

LIABILITIES.

Paid in stock.....	\$635,240 65
First mortgage bonds.....	90,600 00
Second mortgage bonds.....	1,500 00
Certificates.....	35,134 43
Floating debt.....	839,292 19
Earnings.....	117,400 08
Suspense account.....	12,854 02
	<u>\$1,732,021 37</u>

ASSETS.

Construction	\$1,334,510 94	
Equipment	154,669 71	
Operating expense	107,108 35	
Due from individuals	39,117 45	
General account	90,452 59	
Cash	6,162 32	
	<hr/>	\$1,732,021 37

CASUALTIES TO PERSONS.

Statement for the year ending June 30, 1879, of all accidents in Ohio resulting in injuries to persons, giving extent and cause thereof:

December 13, 1878. Chas. Launnehauser, brakeman, had hand injured coupling cars at Washington C. H. Dressed by Dr. Wilson, Greenfield, Ohio. No fault of company.

January 15, 1879. Martin Pendergast had hand injured coupling cars at Greenfield, Ohio. Two first fingers of right hand amputated by Dr Wilson. No fault of company.

January 29, 1879. Francis Daugherty, foreman, in attempting to get on cars while in motion, caught and fell under wheel, passing over leg. Amputated by Dr. Dunlap, and died Sunday. No fault of company.

February 5, 1879. P. J. Lee, fence builder, cut knee with axe. No fault of company.

February 22, 1879. Jacob McDonald (colored), telegraph gang, unloading telegraph poles, fell from car, lacerating hand. Dressed by Dr. Wilson. No fault of company.

April 18, 1879. Alonzo Dubesry, brakeman, coupling engine to train, at Waverly, Ohio, injured right hand. Dressed by Dr. Cruscart, Jackson. No fault of company.

May 10, 1879. John Patton, brakeman, hand injured coupling ears, at Waverly, Ohio. No fault of company.

May 15, 1879. Geo. Perkins, brakeman, coupling cars, injured fore finger of right hand. Dressed by Dr. Dunlap. No fault of company.

July 1, 1879. Wm. Potts, brakeman, coupling cars, slipped and sprained wrist. No fault of company.

RECAPITULATION.

Injured—Employes—misconduct or want of caution 9

OFFICERS.

Directors—George H. Frey	Springfield, Ohio.
Benj. Warder	" "
Amos Whateley	" "
Jno. Foos	" "
H. L. Chapman	Jackson C. H., "
W. B. Lee	Waverly, "
J. L. Tulleys	Bainbridge, "
W. W. Bell	Greenfield, "
Jas. Pursell	Washington C.H., O.
President, Geo. H. Frey	Springfield, Ohio.
Vice-President, H. L. Chapman	Jackson C. H., "
General Solicitor, S. A. Bowman	Springfield, Ohio.
Treasurer, Geo. A. Barnes	" "

General Superintendent, Wm. Thornburg.....	Springfield,	Ohio.
Master Mechanic, F. W. Johnson.....	“	“
Chief Engineer, F. Ellmaker.....	“	“
General Freight Agent, M. G. Smith.....	“	“

State of Ohio, County of Clark, ss. :

Wm. N. Whateley, Receiver of the Springfield, Jackson and Pomeroy Railroad Company, being duly sworn, deposes and says that having carefully examined the foregoing statements prepared by the proper officers and agents of said company, from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1879.

(Signed)

W. N. WHATELEY, *Receiver.*

Subscribed and sworn to before me, this 5th day of September, A.D. 1879.

[SEAL.]

W. F. BEVITT, *Notary Public.*

TOLEDO AND MAUMEE NARROW GAUGE RAILROAD COMPANY.

Location of principal office of the company : South Toledo, Ohio.

CHANGES WITHIN THE YEAR ENDING JUNE 30, 1879.

On the 30th day of April, 1879, the Toledo and Maumee Narrow Gauge Railroad Company, by a vote of its stockholders on that day, became consolidated with the Toledo, Delphos and Indianapolis Railroad Company, the Delphos and Kokomo Railway Company, and the Delphos, Bluffton and Frankfort Railroad Company, the consolidated company taking the name of the Toledo, Delphos and Burlington Railroad Company. The directors were nine in number, three of them to be residents of the State of New York, three of them residents of the State of Ohio, two residents of the State of Indiana, and one a resident of the State of Pennsylvania. Said company elected its directors at Delphos, Ohio, on May 23, 1879. The stockholders of said several companies, except the stockholders of the Toledo and Maumee Narrow Gauge Railroad Company, are entitled to receive from the consolidated company certificates of stock of one share for each \$50 of stock by them held in either of said companies. The stockholders of the Toledo and Maumee Narrow Gauge Railroad Company are entitled to two shares of stock in the consolidated company for one share of stock in the Toledo and Maumee Narrow Gauge Railroad Company.

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized.....	\$125,000 00	
Amount subscribed.....	46,795 00	
Amount issued.....	41,200 00	
Par value of shares.....	\$50 00	
Amount paid in.....		\$41,200 00
Average amount paid in per mile (8 miles).....	\$5,150 00	
Stockholders, residents of Ohio, 9.		
Amount of stock held by them April 10, 1879.....	41,200 00	

FUNDED DEBT.

First mortgage 8 per cent note, due June 13, 1877.....	\$10,091 23	
Total funded debt.....		10,091 23
Average amount per mile.....	\$1,261 40	
Decreased since June 10, 1878—paid orders.....	342 18	

OTHER INDEBTEDNESS.

Contracted for construction, equipment, or real estate, including interest	\$9,001 35	
All other debts, including past due coupons	4,319 61	
Total unfunded debt	\$13,320 96	
Cash, debit balances, real estate, etc., available to payment, doubtful	2,180 79	
Net unfunded debt		\$11,140 17
Average amount per mile	\$1,392 52	
Increase since June 30, 1873—unfunded debt	4,009 60	
Total net debt liabilities	21,231 40	
Total of paid-in stock and debt		\$62,431 40
Total average amount per mile	\$7,603 92	

COST OF ROAD, EQUIPMENT, ETC.

ROAD CONSTRUCTED BY COMPANY.

Right of way and fencing	\$1,320 28	
Grading, masonry and bridging	5,733 63	
Superstructure, including rails	35,780 00	
Stations, engine and car houses, machine shops, etc.	1,239 27	
Interest and discount paid during construction	170 24	
Engineering, salaries, etc., paid during same period	5,754 76	
Total expenditures by company for construction		\$49,998 20
Average cost per mile of road constructed	\$6,249 77	
Average cost per mile of road owned by company	6,249 77	

EQUIPMENT.

Locomotives, 2	\$10,700 00	
Passenger, 1	3,000 00	
Freight, construction and other cars, 4	1,710 00	
Total expended for equipment		15,410 00
Average amount per mile (8 miles)	\$1,926 00	
Total for road and equipment		\$65,408 24
Total average amount per mile	\$8,176 03	
Value of real estate included, exclusive of roadway	1,400 00	

CHARACTERISTICS, ETC.

LINE OWNED BY COMPANY—MILES.

Single main track—Toledo to Maumee (South Toledo) including extension ..	8 miles.
Aggregate of sidings and other tracks .....	.50 "
Total length laid with rail, computed as single track	8 50

LINE OPERATED UNDER TEMPORARY CONTRACT.

Toledo and Grand Rapids Railroad, from South Toledo to Waterville	5.75
Weight of rail per yard, 25 lbs.; gage of track, 36 inches.	

BRIDGES, TRETTLES, ETC., IN OHIO.

Bridges—Wood, 2; greatest age, 2 years; aggregate length, 100 feet.
 Trestles—1; greatest age, 5 years; greatest height, 25 feet; greatest length, 100 feet.
 Fencing—Length through towns, etc., not requiring fence, 2 miles.
 Wabash Railroad—Crossing at or near the western line of the city of Toledo.

Do all trains on your road stop at this crossing as required by law? Yes.

Stations—Passenger and freight, 1; cars stop any where on the road.

Rolling Stock—Locomotives, 2; average weight, 19,000 lbs.

Passenger car, 1; average weight, 15,000 lbs.

Freight cars, 2.

Other cars, 2.

Terms of service: One locomotive and passenger coach, 5 years.

One locomotive and passenger coach, 4 years.

Other cars, 5 years.

Number of locomotives equipped with train brakes, 2.

Kind of brake: common friction brake.

Number of cars equipped with brakes: All.

Kind: common friction brake.

The passenger coach, the only car heated, is heated by a small stove, securely fastened, and protected at the sides and bottom by sheet iron and zinc.

Means of lighting same: Sperm coach candles.

Speed of Trains—Express passenger, average rate, including stops, 12 miles per hour.

Mixed trains, 12 miles per hour.

Employes—Superintendent	1
Clerk and secretary	1
Conductor	1
Engineer	1
Brakemen	1
Station agent	1
Laborer	1
Section men	3

Total number employed by company in operating line 10

RATES FOR TRANSPORTATION.

PASSENGER.

Fare charged per mile:	Highest.	Lowest.
For distances less than 8 miles	3 cents.	2.50 cents.
through passengers—Toledo to Waterville	2 “	2 “

FREIGHT.

Rate charged per ton per mile:		
For the shortest distance carried (7.50 miles)	25 cents.	12 cents.
more than 10 and less than 30 miles (14)	22 “	20 “

DOINGS OF THE YEAR ENDING JUNE 30.

Train mileage—Passenger and locomotive, 10 months	28,000
Car mileage—Passenger, 10 months	28,000

Fuel consumed—Wood, 25 cords; coal, 250 tons; total cost.....		\$513 00
Losses, etc., paid—For animals killed and injured in Ohio:		
Horses.....	\$146 00	
Sheep.....	36 83	
		<u>182 83</u>

TRANSPORTATION.

Passengers—Number carried, local.....		35,674
Average amount received for each.....		15 cents.
Average amount per mile received for each.....		2 cents
Freight—Tons carried—local.....		276
Average amount received for each ton.....	1.40 cents.	
Average amount per mile received for each ton.....	.03 cents.	

Articles transported:

	Tons.	Per cent.
Grain, flour, and other agricultural products.....	35	.....
Manufactures, including agricultural implements.....	6	.....
Miscellaneous.....	235	.....
Total tonnage yielding revenue.....	276	100.
Supplies for company's use.....	251	

EARNINGS, OPERATING EXPENSES, Etc., UP TO APRIL 30.

EARNINGS.

Passenger transportation.....	\$5,625 92
Freight transportation.....	434 62
Mail service.....	55 88
Total earnings of line operated included in this report.....	<u>\$6,166 42</u>

OPERATING EXPENSES.

Maintenance of way and structures.....	\$1,047 26
Maintenance of cars.....	666 11
Motive power.....	813 00
Salaries.....	\$2,803 89
Other general expenses of operating.....	963 46
	<u>3,994 23</u>
Total operating expenses for 10 months.....	\$6,520 60
Per mile of earnings.....	822 19
operating expenses.....	870 00
Deficit.....	<u>\$47 81</u>

CONDENSED GENERAL BALANCE SHEET, JULY 1, 1879,

Taken after making all proper entries affecting or pertaining to the business and transactions of the company or line to date.

LIABILITIES.

Capital stock paid in.....	\$41,200 00
Bills and accounts payable.....	13,320 96
Debt secured by mortgage.....	10,091 23
Donations and cash received from other sources.....	5,526 34
	<u>\$70,138 53</u>

ASSETS.		
Construction of road, etc.....		\$49,998 24
Equipment		15,410 00
Interest secured by notes		1,136 63
Balance due on accounts receivable		1,600 79
Real estate		500 00
Expense account		1,412 87
		<hr/>
		\$70,138 53

CASUALTIES TO PERSONS.

Statement for the year ending June 30, 1879, of all accidents in Ohio resulting in injuries to persons, giving extent and cause thereof:

Nothing to report under this head.

OFFICERS.

Directors—A. H. McVey	Toledo, Ohio.
O. P. Bournan	“
William Taylor	“
J. Kelsey	“
D. W. H. Howard	Wauseon, Ohio.
Justus McDonald	So. Toledo, Ohio.
R. A. Taylor	“
President, William Taylor	Toledo, Ohio.
Vice-President, A. H. McVey	“
Treasurer, C. H. Coy	“
Secretary, S. Smith	So. Toledo, Ohio.
General Superintendent, William Taylor	Toledo, Ohio.

State of Ohio, County of Lucas, ss.:

William Taylor, President of the Toledo and Maumee Narrow Gauge Railroad Company, being duly sworn, deposes and says that having carefully examined the foregoing statements prepared by the proper officers and agents of said company, from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1879.

(Signed)

WM. TAYLOR, *President.*

Subscribed and sworn to before me this 7th day of October, A.D. 1879.

{ SEAL }

A. HALL, *Notary Public.*

YOUNGSTOWN AND CONNOTTON VALLEY RAILROAD COMPANY.

Location of principal office of the company: Carrollton, Carroll county, Ohio.
Report from December 18, 1878, to June 30, 1879.

PROPOSED LINE.

From Bowerston to Youngstown 75 miles.
From Minerva to Canton Branch 17 "
Length graded, not laid with rail, 8 miles on Canton Branch.
Graded and laid with rail $3\frac{1}{4}$ miles, from Oneida to Minerva, to be opened July 4th.
Proposed gauge, 36 inches.

CONSTRUCTION ACCOUNT.

The work is being done by the contractors, and payment made in stock and bonds.

LINE OPERATED—MILES.

Dell Roy to Oneida	18.01
Aggregate of sidings and other tracks .....	.05
	18.06
Total length of track	18.06

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized—general.....	\$1,000,000 00	
Amount issued		\$1,000,000 00
Par value of shares	\$50	
Stockholders, residents of Ohio, 5.		
Amount of stock held by them June 30, 1879.....		250 00
Agents authorized to transfer stock: Stock is transferred by President and Secretary.		

FUNDED DEBT.

First mortgage 6 per cent. bonds, due May 1, 1908	\$750,000 00	
Total funded debt.....		\$750,000 00
Average amount per mile, not including track, only issued on main line	\$10,000 00	

OTHER INDEBTEDNESS.

None.

*EQUIPMENT.

Locomotives, 2; passenger, express and baggage cars, 4; freight, construction and other cars, 20; machinery, hand cars, tools, etc., 4 h'd cars.

Value of real estate included, exclusive of roadway \$2,000 00

CHARACTERISTICS, ETC.

LINE OWNED BY COMPANY—MILES.

Single main track, Dell Roy to Minerva 22 miles.
 Aggregate of sidings and other tracks06 "

Total length laid with rail, computed as single track 22.06 "
 Laid with steel rail 1.50 "

Length in Ohio, distributed as follows:

County.	Main track.	Sidings, etc.	Total.
Carroll	22	0.6	22.06

BRIDGES, TRESTLES, ETC., IN OHIO.

Bridges—Wood, 22; greatest age, 4 years.

Length of shortest span of truss, 48 feet; of longest, 100 feet; greatest length of beams between points of support, if not trussed, 24 feet.

Greatest space between cross ties upon bridges and trestles, 18 inches; length of ties, 6 feet 6 inches.

Number of track stringers, 2.

Are all bridges and trestles provided with guard rails? Not all.

Do all bridges and trestles receive stated examinations? Yes.

How often? Almost daily.

Are the examinations analytical, and are they made by a competent person? Roadmaster or section foreman.

Grade Crossings—Highway, 24.

Railroad—Tuscarawas Branch at Oneida and Minerva.

Do all trains on your road stop at these crossings as required by law? Yes.

Are flagmen stationed at each? Yes.

Telegraph Line—Miles on line of road operated, 13; in Ohio, all.

Stations—Passenger and freight, 3.

Number with telegraph communication, 3.

Rolling Stock—Locomotives.....	2; average weight, lbs.....	15,000
Express and baggage cars	2;	6,000
Passenger cars	2;	4,500
Freight cars	20;	8,000

Are all cars run on this road heated and lighted as prescribed by law? Yes.

Means of lighting same? Oil.

Speed of trains—Mail and accommodation, 14 miles per hour.

*All furnished under contract.

Employes—Superintendent	1
Clerk	1
Conductor	1
Engineers	2
Firemen	2
Brakeman	1
Wipers and station agents	3
Flagmen, switch tenders, and watchmen	2

Total number employed by company in operating line 13

EXPRESS AND TRANSPORTATION COMPANIES.

Express companies run on this road : Union Express Company.

Terms : Fifty dollars per month.

RATES FOR TRANSPORTATION.

PASSENGER.

Fare charged per mile :

	Highest.	Lowest.
For distances less than 8 miles	5 cents.	3 cents.
more than 8 miles and less than entire length of main road	4.15 "	3.88 "
through passengers	4.15 "	4.15 "

Amount charged in addition to regular fares, in sleeping or other cars run on your road : None.

FREIGHT.

Rate charged per ton per mile :

	Highest.	Lowest.
For shortest distance carried (3 miles)	33 cents.	-- cents.
more than 10 and less than 30 miles	20 "	2 "
through freight	15 "	2 "

DOINGS OF THE YEAR ENDING JUNE 30.

Bridges built in Ohio, as follows :

Location or how designated.	Construction.	Material.	Length—feet.
Oneida	Howe truss	Wood	100
“	Trussed stringer	“	20
“	Mill race	“	48
“	Trussed stringer	“	30
Kentner .....	.....	“ .....	50
Bechnets .....	.....	“ .....	50
Hugle Run .....	.....	“ .....	70

Fencing in Ohio—Miles of single fence built (average cost per rod, 80 cents), 4.

Grading—Miles of main track graded in Ohio, 7.

Rail laid—Steel, 35 lbs per yard—miles of track, 1½.

Train mileage—Passenger, freight, and mixed

9,234

Car mileage—Passenger	9,234	
Express and baggage	8,552	
Freight—loaded	2,842	
empty	1,124	
Construction and other	1,025	
	<hr/>	21,773
Fuel consumed—Wood, 26 cords; coal, 142 tons; total cost		\$193 00
Losses, etc., paid—On goods and baggage		21 cts.

TRANSPORTATION:

Passengers—Number carried, local	3,815	
through	157	
	<hr/>	3,972
Average number carried in each car per trip		5.8
Average number of miles traveled by each		9.4
Total mileage, or number carried one mile		37,591
Average amount received for each .....		.44 cents.
Average amount per mile received for each .....		.46 cents.
Freight—Tons carried, local	1,448.57	
through	162.0	
	<hr/>	1,611.47
Average tons in each loaded car per trip		5.54
Average tons in each loaded car per mile		5.64
Total movement, or tons carried one mile		1,5843.50
Average amount received for each ton		1.22 cents.
Average amount per mile received for each ton		12.4 cents.

Articles transported:

	Tons.	Per cent.
Coal	422.46	26.2
Stone, lime, sand, etc.	41.67	2.5
Manufactured iron	58.49	3.6
Lumber and other forest products	309.82	19.2
Grain, flour, and other agricultural products	336.44	20.9
Animal products	17.45	1.
Manufactures, including agricultural implements	15.75	.9
Merchandise	252.36	16.
Miscellaneous	152.06	9.7
	<hr/>	<hr/>
Total tonnage yielding revenue	1,611.47	100
Supplies for company's use	49.5	

EARNINGS, OPERATING EXPENSES, ETC., FOR YEAR ENDING JUNE 30.

EARNINGS.

Passenger transportation—local	\$1,619 37	
through	117 45	
	<hr/>	\$1,736 82
Freight transportation—local	\$1,652 82	
through	316 49	
	<hr/>	1,969 31
Mail service		440 00
Express service		300 00
		<hr/>
Total earnings of line operated included in this report		\$1,416 13

OPERATING EXPENSES.

Maintenance of way and structures	\$35 56	
Maintenance of cars	35 58	
Motive power	217 55	
Conducting transportation	2,688 14	
Total operating expenses, being ----- per cent. of earnings.....		\$3,076 82
Net earnings of miles operated		\$1,369 31

OFFICERS.

Directors—Joseph L. Rue	Carrollton, Ohio.
Samuel Allen	Dell Roy, Ohio.
J. V. Lawler	Carrollton, Ohio.
J. M. Sterling	“
N. A. Smith	“
J. Carnahan	“
J. Y. Patterson	Boston, Mass.
President, J. L. Rue	Carrollton, Ohio.
Vice-President, Samuel Allen	Dell Roy, Ohio.
General Manager, N. A. Smith	Carrollton, Ohio.
Treasurer and Secretary, C. H. Roser	“
General Superintendent N. A. Smith	“

State of Ohio, County of Carroll, ss.:

C. H. Roser, Secretary of the Youngstown and Connetton Valley Railroad Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1879.

(Signed)

C. H. ROSER, *Secretary.*

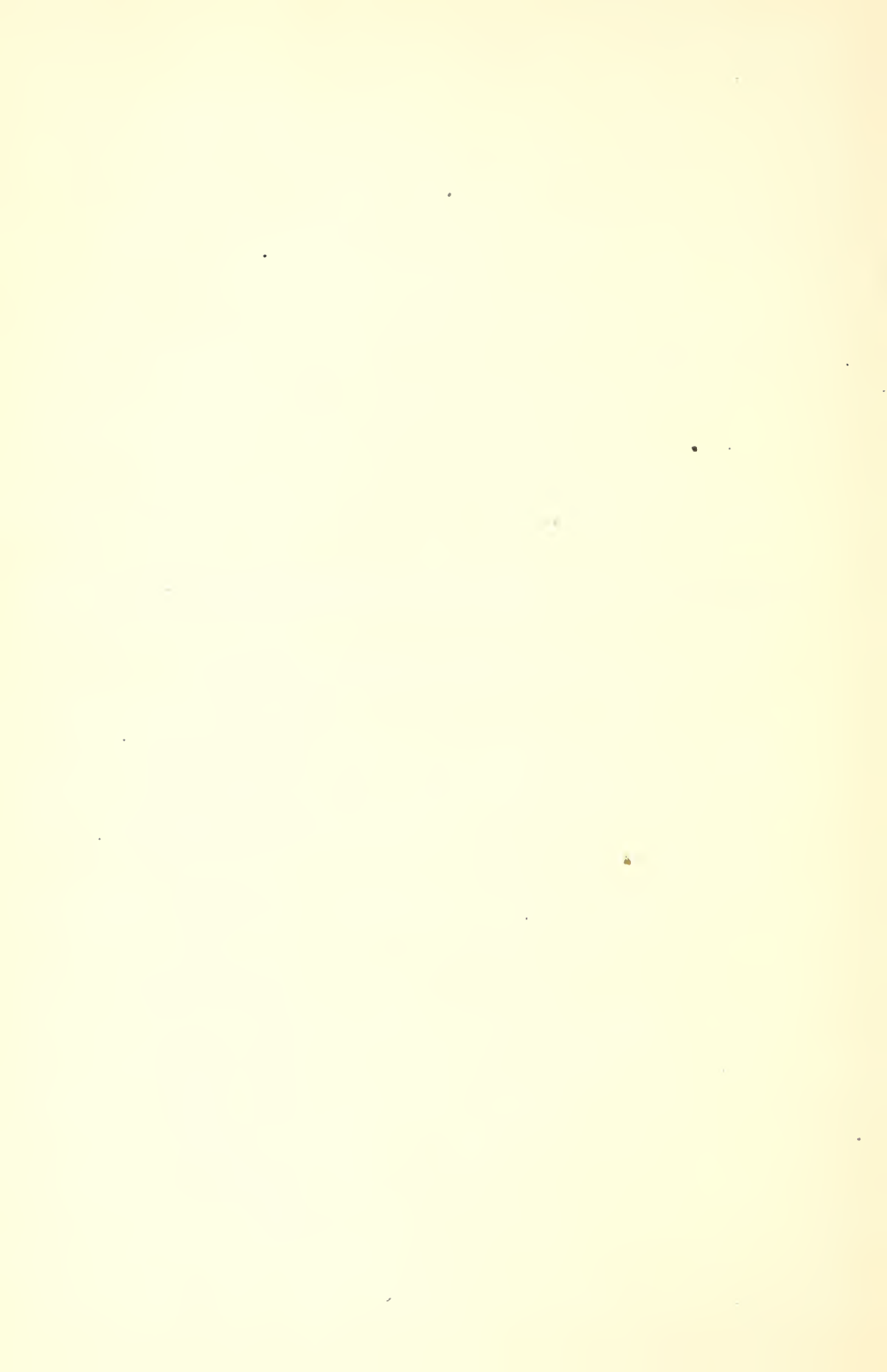
Subscribed and sworn to before me this 3d day of October, A.D. 1879.

[SEAL.]

A. P. MALLOUER, *Justice of the Peace.*

REPORT OF RAILROAD COMPANIES

WITH LINES IN PROGRESS JUNE 30, 1879.



ISLAND CREEK AND RICHMOND MINERAL RAILROAD COMPANY.

Location of the principal office of the Company: Richmond, Ohio.

PROPOSED LINE.

From Brown's Station to Richmond, 11 miles.

Expenditures up to June 30, 1879, for civil engineering, etc \$30,000 00

CAPITAL STOCK.

Amount authorized \$60 000 00

Amount subscribed 30,000 00

Par value of shares \$50 00

OFFICERS.

Directors—S. W. Clark	Richmond, Ohio,
J. B. M. Floyd	“
F. J. Frederick	“
D. Shelly	“
A. J. Ault	Jeddo, Ohio,
J. T. Williamson	Island Creek,
J. W. Stephenson	Richmond, Ohio.
L. Fryer	“
D. Davidson	Island Creek, Ohio.
President, S W Clark	Richmond, Ohio.
Vice-President, A. J. Ault	Jeddo, Ohio.
Treasurer, D. Shelly	Richmond, Ohio.
Secretary, L. Fryer	“
Assistant Treasurer, J. W. Stephenson	“

THE MICHIGAN AND OHIO RAILWAY COMPANY.

Location of principal office of the company: Grand Haven, Michigan.
Principal office in Ohio: Columbus.

PROPOSED LINE.

From Grand Haven, Michigan, via Columbus, to Gallipolis, Ohio, 400 miles.

Length graded, not laid with rail, 45 miles.

State on what portion of line: North-western end of line, in Ottawa county, Mich., 30 miles, and from Bryan, Ohio, to Delaware bend, 15 miles.

Proposed gauge, 56½ inches.

CONSTRUCTION ACCOUNT.

All expenses for construction, etc., up to June 30, 1878, inclusive:

Right of way	\$250 00	
Civil engineering.....	5,789 76	
Interest and discount.....	62 50	
Contingent expenses	33,405 25	
		\$39,508 11

These items appear on the books of the company for the thirty miles graded in Michigan. No estimates given as yet to contractors for this work or for the grading in Ohio.

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized.....	\$15,000,000 00	
Amount issued	None.	
Par value of shares	\$100	
Total paid-in capital stock.....		\$14,900 00

FUNDED DEBT.

First mortgage 7 per cent. bonds, due 1894		200,000 00
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OTHER INDEBTEDNESS.

Contracted for construction, equipment, or real estate		24,608 11
		\$39,508 11

Total paid-in stock and debt..... \$39,508 11

OFFICERS.

Directors—James S. Gibbs	Buffalo, New York.
Henry Merrill	Toledo, Ohio.
John Burt	Detroit, Michigan.
Peter I. Ralph	“ “
F. W. Bathrick	Battle Creek, Mich.
L. Storrs	Grand Haven, “
Edward P. Ferry	“ “
President, James S. Gibbs	Buffalo, New York.
General Manager and Treasurer, John Burt	Detroit, Michigan.
Secretary, F. W. Bathrick	Battle Creek, Mich.

State of New York, County of Erie, ss.:

James S. Gibbs, President of the Michigan and Ohio Railway Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company, from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June A.D. 1879.

(Signed)

JAMES S. GIBBS, *President.*

Subscribed and sworn to before me this 28th day of August, A.D. 1879.

[SEAL]

W. M. HAWKINS,

Notary Public in and for Erie County, N. Y.

PAULDING AND CECIL RAILROAD COMPANY.

Location of principal office of the company : Paulding, Ohio.

PROPOSED LINE.

From Paulding to Cecil, 6.70 miles.
 Length graded, not laid with rail, 2.50 miles.
 Proposed gauge, 56½ inches.

CONSTRUCTION ACCOUNT.

Right of way.....	\$2,500	00
Grading and trestling.....	6,500	00
Bridges.....	1,000	00
Timber and ties.....	5,500	00
Iron rails, chairs, and spikes.....	12,150	00
Locomotives and fixtures.....	4,000	00
Passenger and baggage cars.....	2,000	00
Freight and other cars.....	1,000	00
Contingent expenses.....	1,350	00
		\$36,500 00

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized—general.....	\$130,000	00
Amount subscribed.....	17,000	00
Par value of shares.....	\$50	
Amount paid in.....	17,000	00
Average amount paid in per mile (6.70 miles).....	2,537	00
Stockholders residents of Ohio, 13.		
Amount of stock held by them June 30, 1879.....	17,000	00

FUNDED DEBT.

None.

OTHER INDEBTEDNESS.

Contracted for construction, equipment, or real estate.....	\$14,000	00
All other debts, current credit balances, etc.....	5,500	00
Net unfunded debt.....	19,500	00
Average amount per mile.....	\$2,010	00
Total paid in stock and debt.....	36,500	00
Total average amount per mile.....	\$5,447	00

COMPLETED LINE OWNED BY COMPANY.

Rail relaid, computed as single track, 4.20 miles.

OFFICERS.

Directors—George W. Potter	Paulding, Ohio.
C. L. Noble	“ “
Samuel R. Mott.....	“ “
M. N. Utley.....	Cecil, “
Isaiah Richards.....	Paulding, “
George W. Cox	“ “
A. V. Simpson.....	Cecil, “
President and General Manager, Geo. W. Potter	Paulding, “
Treasurer, Isaiah Richards	“ “
Secretary, C. L. Noble.....	“ “

State of Ohio, County of Paulding, ss.:

George W. Potter, President of the Paulding and Cecil Railroad Company, being duly sworn, deposes and says that having carefully examined the foregoing statements prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1879, to the best of his knowledge and belief.

(Signed)

GEO. W. POTTER, *President.*

Sworn and subscribed to before me this 23d day of August, A.D. 1879.

[SEAL]

A. DUFFEY, *Notary Public.*

TIFFIN AND NORTHWESTERN RAILROAD COMPANY.

Location of principal office: Toledo, Ohio.

CHANGES WITHIN THE YEAR.

This company is the owner, by purchase, December 23, 1878, of that portion of the late Mansfield, Coldwater and Lake Michigan Railroad, between Tiffin and the Ohio and Michigan line.

The road is partly graded, but no portion of it is completed or in operation.

PROPOSED LINE.

From Tiffin to Ohio and Michigan line.

Length, graded not laid with rail: Twenty-five miles of the line fully graded, and balance partially. The twenty-five miles fully graded are from Tiffin west.

Proposed gauge 4 feet 9 inches.

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized	\$1,500,000 00	
Amount subscribed	500,350 00	
Amount issued	500,350 00	
Par value of shares	\$50	
Total paid-in capital stock		\$500,350 00
Stockholders residents of Ohio: 3.		
Amount of stock held by them June 30, 1879	\$150 00	
Agent authorized to transfer stock: S. B. Leggett, assistant secretary, Pittsburgh, Pa.		
Number of shares transferred within the year: 3.		

OTHER RECEIPTS AND PAYMENTS WITHIN THE YEAR.

RECEIPTS.

Payments on capital stock	\$500,350 00
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CONDENSED GENERAL BALANCE SHEET, JULY 1, 1879,

Taken after making all proper entries pertaining to the business and transactions of the company or line to date.

LIABILITIES.

Capital stock	\$500,350 00
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ASSETS.

Cost of road	\$500,350 00
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OFFICERS.

Directors—Thos. D. Messler	Pittsburgh, Pa.
J. N. McCallough	“ “
William Thaw	“ “
George Driggs	“ “
R. F. Smith	Cleveland, “
George W. Layng	Toledo, “
Frank Janes	“ “
President, Thomas D. Messler	Pittsburgh, Pa.
Treasurer, W. H. Barnes	“ “
Secretary, Frank Janes	Toledo, Ohio.
Assistant Secretary, S. B. Leggett	Pittsburgh, Pa.

VALLEY RAILWAY COMPANY.

Location of principal office of the company: 122 Water street, Cleveland, Ohio.

PROPOSED LINE (AT PRESENT UNDER CONSTRUCTION.)

From Cleveland, via Akron, to Canton, 52½ miles.

Length graded, not laid with rail, 48 miles—26 miles between Cleveland and Akron, and 22 miles between Akron and Canton.

Proposed gauge, 5ft ½ inches.

CONSTRUCTION ACCOUNT.

Right of way and real estate.....	\$129,641 63
Civil engineering.....	61,001 87
Grading and masonry.....	629,703 08
Bridges.....	61,777 68
Timber and ties.....	92,094 69
Track laying.....	3,205 42
Iron rails, chairs, and spikes.....	101,580 20
Fencing.....	1,109 23
Passenger and freight stations.....	3,457 00
Engine and car houses.....	264 53
Water tanks.....	2,606 18
Locomotives and fixtures.....	10,460 62
Freight and other cars.....	306,214 57
Interest and discount including discount on bonds.....	145,603 18
Contingent and general expenses.....	93,579 75
	\$1,364,850 73

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized—general.....	\$6,500,000 00
Increase since June 30, 1878.....	None.
Amount subscribed, including constructional.....	921,400 00
Amount issued.....	705,050 00
Par value of shares.....	\$50 00
Amount paid in—general.....	746,012 00
	\$746,012 16
Total paid-in capital stock.....	\$746,012 16

Increase since June 30, 1878.....	\$2,621 31
Stockholders, residents of Ohio, 902.	
Amount of stock held by them June 30, 1879.....	684,850 00
Agents authorized to transfer stock: None except general office of company.	

FUNDED DEBT.

First mortgage 7 per cent. bonds, due June 15, 1906	\$258,900 00
Amount paid on subscription to bonds (bonds not yet issued)	276,132 52
Total funded debt.....	515,032 52

OTHER INDEBTEDNESS.

Contracted for construction, equipment, or real estate.....	\$129,546 52
Cash, securities, debit balances, etc., available to payment.	28,371 62
Net unfunded debt.....	101,174 90
Total of paid-in stock and debt.....	\$1,362,219 58

CHARACTERISTICS, ETC.

LINE OWNED BY COMPANY—MILES.

Single main track	10.5
Length in Ohio, distributed as follows:	
Summit county, main track	10.5
Steel rail	10.5
Weight of rail per yard, 56 lbs.; gauge of track, 56½ inches.	
Main track in Ohio ballasted, 10.5 miles, with gravel.	

BRIDGES, TRESTLES, ETC., IN OHIO.

Bridges—Wood, 8; greatest age, 4 years; aggregate length, 622 feet. Iron, 1; age, 1 month; length, 176 feet. Combination, 16; greatest age, 8 months; aggregate length, 410 feet. Stone arch, 3; aggregate length, 56 feet' Total, 1,258 feet
Trestles—14; greatest age, 4 years; greatest height, 44 feet; greatest length, 1,000 feet; aggregate length, 3,420 feet.
Length of shortest span of truss, 58 feet; of longest, 100 feet; greatest length of beams between points of support, if not trussed, 14 feet.
Greatest space between cross ties upon bridges and trestles, 4 inches; length of ties, 10 feet.
Number of track stringers, 4.
Are all bridges and trestles provided with guard rails? Yes.
Do all bridges and trestles receive stated examinations? Yes.
How often? Monthly.
Are the examinations analytical, and are they made by a competent person? Yes.
Fencing—Miles of single fence, 5; additional required to inclose road, both sides, 110 miles; length through towns, etc., not requiring fence, 3 miles.
Grade crossings—Highway, 76.
Railroad, none.

DOINGS OF THE YEAR ENDING JUNE 30.

Bridges built in Ohio, as follows :

Location or how designated.	Construction.	Material.	Length—feet.
Akron	Howe truss	Wood and iron	124
Several places	Combination	Wood and iron	410
Cleveland	Draw bridge.....	Iron	170

Grading—Miles of main track graded	10½
Ballasting—Miles of main track ballasted with gravel.....	10½
Rail laid—Steel, 56 lbs. per yard, miles of track.....	10½

OTHER RECEIPTS AND PAYMENTS WITHIN THE YEAR.

RECEIPTS.

Payments on capital stock	\$2,621 31	
Sale of bonds of company	451,557 52	
Floating debt for new work.....	101,174 90	
		\$555,353 73

PAYMENTS.

Interest on bonds, net	\$8,471 91	
Interest on floating debt	21,383 97	
Floating debt liquidated.....	158,680 00	
Construction of new work	907,302 05	
Additional equipment.....	41,085 19	
Additional right of way	18,430 60	
		556,353 73

CONDENSED GENERAL BALANCE SHEET, JULY 1, 1879,

Taken after making all proper entries affecting or pertaining to the business and transactions of the company or line to date:

LIABILITIES.

Capital stock.....	\$766,012 16	
Bills payable	50,055 00	
Accounts payable.....	79,491 52	
First mortgage bonds.....	515,032 52	
Donations	5,000 00	
		\$1,395,591 20

ASSETS.

Construction	\$1,364,850 73	
Tools and material	2,368 85	
Cash	10,017 97	
Bills receivable.....	6,705 40	
Accounts receivable.....	11,648 25	
		1,395,591 20

OFFICERS.

Directors—J. H. Wade.....	Cleveland, Ohio.
H. B. Payne.....	“ “
S. T. Everett.....	“ “
H. M. Flagler.....	“ “
W. J. Boardman.....	“ “
L. M. Coe.....	“ “
A. B. Stone.....	New York.
D. L. King.....	Akron, Ohio.
L. V. Bockins.....	Canton, “
President, J. H. Wade.....	Cleveland, Ohio.
Vice-President, S. T. Everett.....	“ “
General Manager, S. C. Baldwin.....	“ “
General Solicitor, W. J. Boardman.....	“ “
Treasurer, S. T. Everett.....	“ “
Secretary, W. B. Porter.....	“ “
Chief Engineer, C. B. Childs.....	Cincinnati, “

State of Ohio, County of Cuyahoga. ss. :

Wm. B. Porter, Secretary of the Valley Railroad Company, being duly sworn, deposes and says that having carefully examined the foregoing statements prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1879.

(Signed)

WM. B. PORTER, *Secretary.*

Subscribed and sworn to before me this 3d day of November, A.D. 1879.

[SEAL.]

GEORGE W. MASON, *Notary Public.*

REPORT OF TELEGRAPH COMPANIES

FOR THE YEAR ENDING JUNE 30, 1879.



CINCINNATI AND EASTERN TELEGRAPH COMPANY.

STOCK AND DEBT.

Amount of capital stock authorized by law	\$10,000 00
Par value of shares, \$100; number issued, 33.	
Amount paid in on each share, \$100.	
Total amount of capital stock paid in June 30, 1879	3,300 00
Amount of floating debt: None.	
Date and rate per cent. of dividend within the year: September 2, 1878, dividend 5 per cent., and March 3, 1879, dividend 5 per cent.	

COST OF LINE AND EQUIPMENT.

Construction and equipment, including stations, etc., to June 30, 1879...	\$3,300 00
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CHARACTERISTICS OF THE LINE.

Miles of main line (poles) from Batavia Junction, Ohio, to Winchester, Adams county, Ohio	47.54
Line all in Ohio.	
Miles of wire oiled	47.54
Number of poles to the mile	30
Number of stations	7
Number of persons employed in operating and maintaining the line	7

TARIFF FOR TRANSMISSION OF MESSAGES.

For ten words (100 miles), 25 cents; each additional word, 2 cents.	
Additional charge made for insuring delivery of messages by repeating or otherwise:	
Half regular tariff.	
Number of messages sent within the year ending June 30, 2,552.	
Number of messages received within the year ending June 30, 1,790.	
Number of same repeated on which an additional charge has been made: None.	
Are messages other than government sent in the order received? No.	
Give preference to: Train orders on C. and E. Railway.	

RECEIPTS AND EXPENSES FOR THE YEAR ENDING JUNE 30, 1878.

Gross receipts and earnings of the entire line (by virtue of a contract with the Western Union Telegraph Company)	\$818 02
Gross expenses for maintenance of line, salaries, amount paid employes, etc.	142 02

SUMMARY OF PAYMENTS.

For purchase of telegraph property.....	\$41 35
For dividends	330 00
For taxes	14 29
For surplus fund	80 20

OFFICERS.

Directors—M. Jamieson.....	Batavia, Ohio.
James Hulick	“
W. R. McGill.....	Newtown, Ohio.
Stephen Feike	Sardinia, Ohio.
S. H. Carey	Fincastle, Ohio.
President, M. Jamieson	Batavia, Ohio.
Secretary, Treasurer and General Superintendent, J. F. Dial.....	“

State of Ohio, County of Clermont, ss.:

Personally appeared before me, a notary public in and for said county, J. F. Dial, Superintendent of the Cincinnati and Eastern Telegraph Company, who, being duly sworn, deposes and says that the foregoing statements of the affairs of said company, on the 30th day of June last, are true and correct, as he verily believes.

(Signed)

J. F. DIAL, *Superintendent.*

Subscribed and sworn to before me, at Batavia, Ohio, this 26th day of August, A.D. 1879.

[SEAL.]

JAMES B. SWING, *Notary Public.*

KINGSVILLE MAGNETIC TELEGRAPH COMPANY.

STOCK AND DEBT.

Amount of capital stock authorized by law	\$150 00
Par value of shares, \$5.00 ; number of shares issued, 30.	
Amount paid in on each share	5 00
Total amount of capital stock paid in June 30, 1879	150 00
Amount of funded debt: None.	
Amount of floating debt: None.	
Date and rate per cent. of dividend or dividends within the year: February 1, 1879, paid 10 per cent. dividend, or fifty cents on each share.	

COST OF LINE AND EQUIPMENT.

Construction and equipment, including stations, etc., to June 30, 1879	\$150 00
Value of real estate owned by company, exclusive of line: None.	

CHARACTERISTICS OF THE LINE.

Length of main line within the State of Ohio, 1 mile and 187 rods.	
Number of poles to the mile, 27.	
Number of stations—entire line, 2.	
Number of persons employed in operating and maintaining the line: All gratuitous.	

TARIFF FOR TRANSMISSION OF MESSAGES.

Rate for 100 miles or under—10 words, 10 cents; each additional word, 1 cent.	
Number of messages sent within the year ending June 30, 1879.	
Number of messages received within the year ending June 30, 1879.	

RECEIPTS AND PAYMENTS FOR THE YEAR ENDING JUNE 30, 1879.

Gross earnings of line in Ohio	\$33 43
Gross expenses in Ohio	26 19

SUMMARY OF PAYMENTS.

For dividends	\$15 00
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OFFICERS.

Directors—Jacob S. Flagler	Kingsville, Ohio.
O. J. Dingee	North Kingsville, Ohio
E. M. Curtiss	Kingsville, Ohio.
President, M. W. Wright	“
Secretary, J. H. Kinnear	“
Treasurer, A. B. Luce	“

State of Ohio, County of Ashtabula, ss. :

Personally appeared before me, a notary public in and for said county, J. H. Kinnear, Secretary of the Kingsville Magnetic Telegraph Company, who, being duly sworn, deposes and says that the foregoing statements of the affairs of said company on the 30th day of June last, are true and correct as he verily believes.

(Signed)

J. H. KINNEAR.

Subscribed and sworn to before me, at Kingsville, this 23d day of August, A.D. 1879.

[SEAL.]

M. W. WRIGHT, *Notary Public.*

WESTERN UNION TELEGRAPH COMPANY.

STOCK AND DEBT.

Amount of capital stock.....	\$41,074,300 00
Par value of shares, \$100; number of shares issued, 410,743.	
Amount of funded debt.....	6,138,166 50
Amount of floating debt: None.	

Total amount of paid-in stock and debt June 30, 1879..... \$47,212,466 50*

Date and rate per cent. of dividends within the year: September, 1878, 1½ per cent.; December, 1878, 1½ per cent.; March, 1879, 1½ per cent.; June, 1879, 1¼ per cent.

COST OF LINE AND EQUIPMENT.

Construction and equipment, including stations, etc., to June 30, 1879: The greater part of the property having been acquired by absorption on consolidation with other companies whose books and records are but partly in our possession, the cost can not be stated.

Cost of real estate owned by company, exclusive of line.....	\$2,039,483 64
Value of real estate owned by company in Ohio: None.	

CHARACTERISTICS OF THE LINE.

Length of entire line (poles).....	82,987
Length of lines within the State of Ohio, about	5,000
Length of submarine cables—entire line, 148 miles; in Ohio, about	1 4 5
Length of wire—entire line.....	211,566
Length within the State of Ohio, plain, about 2,400; galvanized, about 22,600; total, about.....	15,000
Increase within the year ending June 30, in Ohio—miles, about	1,000
Number of stations—entire line, 8,534; in Ohio, about.....	500
Number of poles to the mile	20 to 35
Number of persons employed in operating and maintaining the line.....	11,200
Number employed in Ohio, about	700

Number of miles of poles used jointly with railroad companies in Ohio: Nearly all.

Have the railroad companies a line of wire for their sole use? Generally they have.

TARIFF FOR TRANSMISSION OF MESSAGES.

Rates in Ohio:

For 10 words—lowest, 25 cents; highest, 75 cents.

For each additional word—lowest, 2 cents; highest, 5 cents.

Additional charge made for insuring delivery of messages by repeating or otherwise: None.

Number of messages sent within the year ending June 30, 25,070,105; in Ohio: No record kept by States.

Number of messages received within the year ending June 30: Same number as sent.
In Ohio: No record kept by States.

Number of same repeated, on which an additional charge has been made: No record.
Are messages other than government sent in the order received? They are.

RECEIPTS AND EXPENSES FOR THE YEAR ENDING JUNE 30, 1879.

Gross receipts and earnings of entire line	\$10,072,597 79
Gross earnings of line in Ohio: No accounts kept by States.	
Gross expenses for maintenance of line, salaries, amount paid employes, etc	5,809,119 46
Gross expenses in Ohio: No accounts kept by States.	

SUMMARY PAYMENTS.

For construction of new lines and purchase of telegraph property	\$820,620 77
for interest	430,528 25
dividends	2,295,304 50
taxes (included in expenses), \$127,316.48; in Ohio	14,654 03
sinking fund	40,056 81
surplus fund	683,268 00

OFFICERS.

Directors—Norvin Green	New York.
E. D. Morgan	“
Harrison Durkee	“
Samuel F. Barger	“
A. B. Cornell	“
John Van Horne	“
Moses Taylor	“
E. S. Sanford	“
J. P. Morgan	“
David Jones	“
E. D. Worcester	“
W. H. Vanderbilt	“
Augustus Schell	“
James H. Banker	“
Joseph Harker	“
H. McK. Twombly	“
Cornelius Vanderbilt	“
Wilson G. Hunt	“
Cambridge Livingston	“
R. L. Kennedy	“
C. W. Chapin	New Haven.
John R. Duff	Jamaica Plains.
Geo. M. Pullman	Chicago.
D. O. Mills	San Francisco.
S. A. Munson	Utica, New York.
Anson Stager	Chicago.
H. H. Phillips	Philadelphia.
W. D. Bishop	Bridgeport, Conn.

President, Norvin Green	New York.
Vice Presidents, A. Schell	"
H. Durkee	"
A. Stager	Chicago.
H. McK. Twombly	New York.
John Van Horne	"
Secretary, A. R. Brewer	"
Treasurer, R. H. Rochester	"
General Superintendents, A. Stager	Chicago.
John Van Horne	New York.
J. C. Hinchman	"
James Gamble	San Francisco.

State of Illinois, County of Cook, ss. :

Personally appeared before me, a Notary Public in and for said county, Robert C. Clowry, Assistant General Superintendent Western Union Telegraph Company, who being duly sworn, deposes and says that the foregoing statement of the affairs of said company on the 30th day of June last, are true and correct as he verily believes.

(Signed)

ROBERT C. CLOWRY,

Asst. General Superintendent W. U. Telegraph Co.

Subscribed and sworn to before me, at Chicago, Ill., on the 20th day of October, A.D. 1879.

[SEAL.]

SIMEON W. KING,

Notary Public in and for Cook County and State of Illinois.



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