

ANNUAL REPORT

OF THE

BOARD OF DIRECTORS

OF THE

Delhigh Valley Rail Road Co.

TO THE

STOCKHOLDERS,

JANUARY 14, 1867.

ALSO, THE

REPORT OF THE SUPERINTENDENT AND ENGINEER,

For the Year ending 30th November, 1866.

PHILADELPHIA :

H. G. LEISENRING'S STEAM PRINTING HOUSE,

Jayne's Building, Nos. 237 and 239 Dock Street.

1867.

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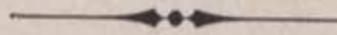
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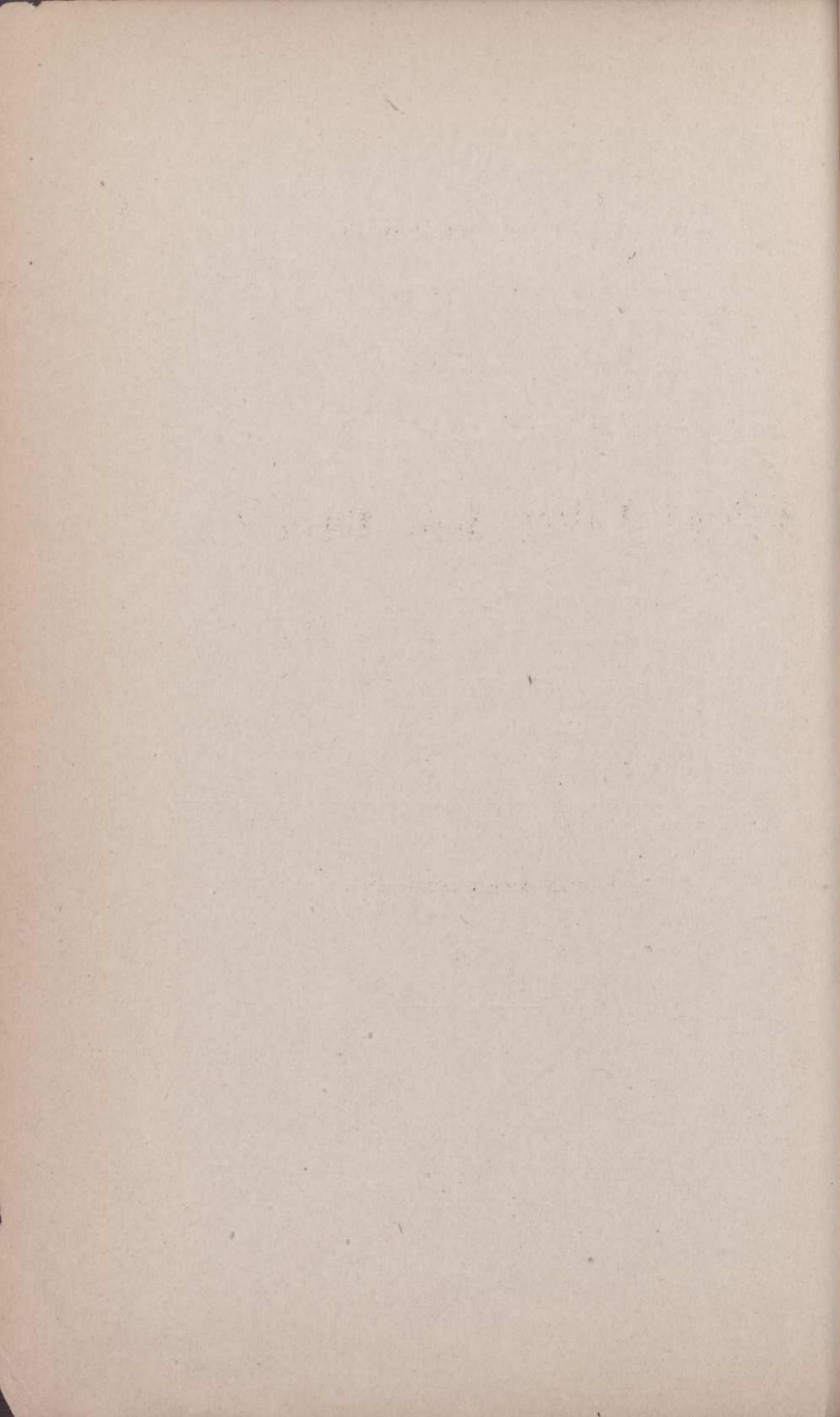


PHILADELPHIA :

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1867.



OFFICERS,

1867.

PRESIDENT,

WM. W. LONGSTRETH.

DIRECTORS,

ASA PACKER,
JOHN TAYLOR JOHNSTON,
WILLIAM H. GATZMER,
J. GILLINGHAM FELL,
ELISHA A. PACKER,
ASHBEL WELCH,
JOHN N. HUTCHINSON,
EDWARD H. TROTTER,
DAVID THOMAS,
JOSIAH O. STEARNS,
JOSEPH H. DULLES,
CHAS. HARTSHORNE.

SECRETARY AND TREASURER,

L. CHAMBERLAIN.

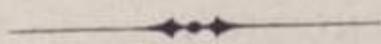
At the annual meeting of the Stockholders of the Lehigh Valley Railroad Company, held January 14th, 1867, the following resolutions were adopted:—

1. *Resolved*, That the Annual Report of the Directors and the Report of the Superintendent and Engineer, just read, be accepted and approved, and referred to the Board, about to be elected, to print and distribute among the Stockholders.

2. *Resolved*, That the Act of the General Assembly of the State of Pennsylvania, approved the third day of April, A. D. 1866, entitled "An Act to extend the time for the completion of the part of the Lehigh Valley Railroad commenced under the laws relating to the Penn Haven and White Haven Railroad Company, and to authorize the Lehigh Valley Railroad Company to increase their stock and to issue bonds, and to secure the same by mortgage, and to build branches and inclined planes, and adopt a terminus," be and the same is hereby accepted and adopted as supplemental to our Charter.

3. *Resolved*, That the action of the Board, with a view of forming a connection with the railroad being built along the line of the North Branch Canal by the Pennsylvania and New York Canal and Railroad Company, and extending such aid to that Company as will insure the completion of that road without delay, is hereby approved of.

ANNUAL REPORT.



The business of the fiscal year, ending on the 30th of November last, has been large. The Coal Tonnage on the main stem of our road, below Mauch Chunk, amounted to $1,730,474\frac{1}{2}\frac{2}{0}$ tons, being an increase over the preceding year of $328,197\frac{1}{2}\frac{6}{0}$ tons, or 23.41 per cent. Owing to the reduction in the charges for transportation, the receipts from that source have exceeded those of the previous year only \$266,561.67.

In addition to the coal carried over our road below Mauch Chunk, there have been carried on our branch roads above that point, and shipped by canal, $305,992\frac{8}{2}\frac{0}{0}$ tons, and $1,272\frac{1}{2}\frac{2}{0}$ tons delivered at Mauch Chunk for consumption—making the aggregate tonnage over the whole, or some part of the Lehigh Valley Railroad and branches, $2,037,714\frac{7}{2}\frac{0}{0}$ tons.

Though the charges on Coal Transportation have been considerably reduced, the cost of conducting the business has remained about the same as last year; no important reduction in either wages or the cost of materials, with few exceptions, has occurred during the year just closed.

The receipts from Miscellaneous Freights have increased, as compared with the previous year, \$175,152.62, equal to 42½ per cent. The Passenger business has also increased, the receipts from that source exceeding the previous year \$40,322.09. The aggregate receipts from all sources for 1866,

were	\$3,711,574 73
And in 1865,	3,229,538 35
	\$482,036 38
Increase,	\$482,036 38

Part of this increase is due to the business from the Lehigh and Mahanoy Branch, since the merging of that road with ours.

The Engineer and Superintendent's Report, which is hereto appended, will exhibit the sources of supply and the distribution of tonnage over the road, and other items of interest in detail.

On the 22d of May last, the Board of Directors of this Company entered into an agreement with the managers of the Lehigh and Mahanoy Railroad Company, to consolidate and merge that Company with ours, by which agreement the stockholders of the Lehigh and Mahanoy Railroad Company were to receive a share of Lehigh Valley Railroad stock for each share held by them in that Company.

That agreement was submitted to a special meeting of the stockholders of this Company, duly called, on the 12th June last, at this office, and a stock vote taken on its adoption or rejection; tellers were appointed to receive the votes of the stockholders, and, on counting the same, there were 61,926 votes cast for the adoption of said agreement, and none against it.

The Articles of Consolidation and Merger were also submitted to a special meeting of the stockholders of the Lehigh and Mahanoy Railroad Company, who ratified the same without a dissenting vote.

The said agreement, being duly executed by the two Companies, was, according to law, deposited in the office of the Secretary of the Commonwealth, at Harrisburg, on the 20th of June last; whereupon the Consolidation and Merger of the Lehigh and Mahanoy Railroad into this Company was lawfully consummated; and, by virtue thereof, 42,917 shares of the stock of the Lehigh and Mahanoy Railroad Company were surrendered and canceled, and Lehigh Valley Railroad stock to that amount was issued in lieu thereof; thus adding \$2,145,850 to the capital of this Company.

Judge Packer, having purchased a controlling interest in the North Branch Canal, extending from Wilkesbarre to the New York State line, a distance of over one hundred miles, with a charter from the Commonwealth authorizing the Company to change its corporate title to the Pennsylvania and New York Canal and Railroad Company, and to build a railroad on either bank of the canal its entire length, offered to transfer his interest

to this Company, which met the approbation of the Board. The canal is in fair order, valued in this arrangement at \$1,050,000, over three-fourths of which is embraced in the purchase.

It is the intention of the Directors, under the charter of that Company, if approved by the stockholders, to aid in the construction of a railroad connecting with the Lehigh Valley road near Wilkesbarre, along the banks of the river and canal to the New York State line. The gradients are so easy, and the work so light—the right of way being already secured—that, after a careful examination, it is estimated that a single track can be completed, early in 1868, at a cost not exceeding \$20,000 per mile. It is therefore proposed to offer to our stockholders the right to subscribe for one share of new stock, at par, for every five shares they now hold, to be paid for in instalments.

When this road is completed, the Lehigh Valley Railroad will be in a position to carry coal to Northern as well as Southern markets, on as favorable terms as any other route. The New York and Erie Railroad Company propose to lay a third rail, narrow gauge, from our junction near Waverly to Owego, from which point a railroad is under construction to Sodus Bay, (now called Fair Haven) the best harbor on Lake Ontario. Other railroad routes are projected to connect with us, that will offer facilities to reach important points from Albany in the east to Buffalo in the west. Though the Coal trade is the prominent object in the undertaking, there is no doubt that the general Freight and Passenger business would alone justify the building of the road. In fact, it is deemed the best unoccupied railroad route in the State of Pennsylvania.

In the last annual report it was stated that a subscription of twenty per cent., in addition to the stock then issued, was authorized by the Board to be made by the stockholders, *pro rata*, at par, to be paid in ten monthly instalments, for the purpose of extending the railroad of the Company from White Haven to the valley of the Wyoming. Books were opened, and subscriptions received for 26,462 shares of stock, amounting to \$1,323,100. The instalments have all been paid and certificates issued therefor.

The extension of our road has been prosecuted with energy, and the prospect is that the line will be opened to Wilkesbarre by the 1st of June next.

A supplement to our charter, approved the 3d day of April, 1866, extending the time for completing our road to the Wyoming valley, to build branch roads and to construct inclined planes; also, to authorize the Company to increase the capital stock and to issue bonds, is herewith submitted to the stockholders, and, if approved of, it will be proper that a resolution to that effect be passed.

The capital stock of the Company consists of

212,455 shares of common stock, @ \$50,	\$10,622,750
2,173 " preferred " 50,	108,650
	<hr/>
Total stock,	\$10,731,400
Mortgage Bonds, due in May, 1873,	1,477,000

By order of the Board.

WM. W. LONGSTRETH,
President.

OFFICE OF THE SUPT. & ENGR., L. V. R. RD.

BETHLEHEM, Nov. 30th, 1866.

WM. W. LONGSTRETH, Esq., Prest. L. V. R. R. Co.,

DEAR SIR:—The following report of the business of the Lehigh Valley Railroad, for the fiscal year ending Nov. 30th, 1866, is respectfully submitted:—

The total amount of coal transported over the main line and branches, was 2,037,714 tons.

This was derived from the following sources:—

	1866	1865
From Hazleton Region.....	864,821	774,536
“ Beaver Meadow.....	522,231	441,936
“ Mahanoy.....	322,230	218,378
“ Wyoming.....	315,443	251,769
“ Miscellaneous.....	12,989	843
Total.....	2,037,714	1,687,462

And was delivered as follows:—

At Penn Haven Junc., for Canal.....	126,475	97,233
“ Mauch Chunk, “ “.....	179,518	197,952
On line of road above Mauch Chunk.....	336	
At Mauch Chunk.....	947	
On line of road below Mauch Chunk.....	635,785	434,280
To East Pennsylvania Railroad.....	10,050	8,845
To North Pennsylvania Railroad.....	141,841	129,695
To Morris Canal.....	111,552	73,965
To Belvidere Delaware Railroad.....	195,016	218,611
To Central Railroad, of New Jersey.....	582,774	536,383
To Morris and Essex Railroad.....	53,420	498
Total by Canal.....	305,992	285,185
“ “ Railroad.....	1,731,722	1,402,277
Grand Total.....	2,037,714	1,687,462

Tons carried one mile above Mauch Chunk.....	38,510,119
“ “ “ below “ “.....	66,548,235
Total.....	105,058,354

During the same period there were transported, without injury to any, 560,922 passengers, equal to 9,508,967 carried one mile; being an increase over the previous year of 61,226, equal to 1,161,032, carried one mile.

Miscellaneous freight transported, amounted to 854,394 tons, equal to 17,328,862 tons one mile; being an increase over the

previous year of 317,114 tons, made up principally of iron, iron ore, lumber, oil and merchandise.

Compared with last year, the receipts from coal show an increase of \$266,561.67, or 10.60 per cent.; from passengers, of \$40,322.09, or 13.24 per cent.; from freight, of \$175,152.62, or 42.57 per cent.

Total increase of receipts, \$482,036.38, or 14.92 per cent.

Increase in expenses, \$384,113.49, or 28.15 per cent.

Increase in net receipts, \$97,922.89, or 5.25 per cent.

The following is a statement of the receipts and expenditures:—

GROSS RECEIPTS.	1866	1865	INCREASE.	INC' SE PER CT.
Coal	\$2,780,262 75	\$2,513,701 08	\$266,561 67	10.60
Freight	586,605 27	411,452 65	175,152 62	42.57
Passengers	344,706 71	304,384 62	40,322 09	13.24
Total	\$3,711,574 73	\$3,229,538 35	\$482,036 38	14.92
EXPENSES.				
Coal	\$1,342,746 74	\$1,032,910 74	\$309,836 00	30.00
Freight	235,008 89	181,860 56	53,148 33	29.23
Passengers	170,813 87	149,684 71	21,129 16	14.12
Total	\$1,748,569 50	\$1,364,456 01	\$384,113 49	28.15
NET RECEIPTS.				
Coal	\$1,437,516 01	\$1,480,790 34	\$43,274 33	2.92
Freight	351,596 38	229,592 09	122,004 29	53.14
Passengers	173,892 84	154,699 91	19,192 93	12.41
Total	\$1,963,005 23	\$1,865,082 34	\$97,922 89	5.25

The mileage of trains and earnings per mile run, were as follows:—

	1866 MILES RUN.	EARNINGS PER MILE.	1865 MS. RUN.	EARN'GS P. MILE.
Coal	672,734	\$4 61 ⁶ / ₁₀ }	693,242	\$4 22
Freight	174,657	3 58 ⁸ / ₁₀ }		
Passenger	231,020	1 63 ⁴ / ₁₀ }	147,151	2 68 ⁵ / ₁₀
Drilling	81,704	}	86,946	
Construction	71,476			
Total	1,231,581	\$3 30 ³ / ₁₀	927,339	\$3 48 ² / ₁₀

Included in the expenses above stated, are the following items:—

Railroad iron, cross-ties, chairs, spikes, switches and tools.....	\$213,250 85
Labor on track, watchman, &c.....	296,510 49
Repairs and renewals of bridges and water-tanks.....	18,481 59
Telegraph.....	11,384 33

The increased amount charged to telegraph is from the extension of the line from Quakake Junction to Mount Carmel.

There was charged to construction as follows:

New tracks and depot grounds.....	\$170,734 01
Lehigh and Mahanoy Division and New Boston Branch	105,327 78
Railroad iron, cross-ties, chairs and spikes.....	7,305 84
Shops at South Easton, Packerton and White Haven.	10,594 85
New shops and engine house at Weatherly.....	38,704 30
“ “ at Delano and Mt. Carmel.....	16,794 19
Extension of Delaware bridge.....	44,580 46
Dwelling houses, offices and station houses.	44,858 82
Water-tanks, turn-tables and weigh scales.....	5,270 96
Bridges, trestlings, &c.....	7,176 43
Coal-depots.....	2,755 08
Total.....	<u>\$454,102 72</u>

The increased percentage of expenses compared with earnings for the present year, is to be attributed to two causes: first, to the increased amount paid for new rails and other materials for track, bridges, &c.; and, second, to the increase in the length of the lateral roads operated, on which the rates charged are the same per mile as on the main line, while the expenses of transportation are necessarily much larger, on account of their heavy grades.

On July 1st, 1866, this Company came into possession of the Lehigh and Mahanoy Railroad, which, by a merger and exchange of stock, then became a part of the Lehigh Valley Railroad. The length of the main line of the Lehigh and Mahanoy road, from Black Creek to Mount Carmel, is 40 miles, and of the second track, used for sidings, $5\frac{1}{2}$ miles; of the other sidings and short branches thereto, $15\frac{1}{4}$ miles—in all, $60\frac{3}{4}$ miles of track.

The rolling stock of this road, which inured to the Lehigh Valley Railroad Company by the merger, was as follows:—14

TAU TAKING IN
ARRIVING BEFORE
1831 PART OF
THE L.S. & S.
BLACK CREEK TO
Q. J. C.

locomotives, 1 passenger car, 2 baggage cars, and 700 coal cars. There are now in use, including all the divisions of the road, 64.6 miles of double track, and 63.01 miles of single track; in addition to which there are 9.01 miles of double track laid, but used as sidings, and 60.26 miles of sidings, making total length of track laid, 261.49 miles. 9.29 miles of sidings have been laid during the year on main line and Beaver Meadow Division, and 7.02 on Lehigh and Mahanoy Division, making in all, 16.31 miles laid during the year; there are also 5.4 miles of grading, &c., completed, ready for the track.

The following materials were used in repairs and construction:—

REPAIRS.	SWITCH FRAMES.	FROGS.	CROSS- TIES.	IRON RAILS.	CHAIRS.	SPIKES. (KEGS.)
Eastern Division	18	69	37,488	4,309	1,459	344
P. H. & W. H. Division			437	70	14	10
Beaver Meadow Division		10	25,093	2,729	895	156
Lehigh and Mahanoy Division.....			11,172	2,296	2,446	89
Total.....	18	79	74,190	9,404	4,814	599
CONSTRUCTION.						
Eastern Division	11	10	13,683	247	969	230
P. H. & W. H. Division	10	13	2,595	281	86	44
Beaver Meadow Division.....			3,110	161	443	62
Lehigh and Mahanoy Division.....	20	24	16,100	582	582	60
Total.....	41	47	35 488	1,271	2,080	396

The condition of the track has been fully maintained, and no accident worthy of note, and no interruption of business has occurred from any defect in it. The filling of the trestle-work on the P. H. and W. H. Division, noted as in progress in last report, has been completed, and the only remaining one, across the mouth of Hickory Run, is now being filled, and the masonry for the necessary bridge is partly built.

The new Delaware bridge is completed, and two tracks laid on it and in use. It is an exceedingly fine structure, and has cost \$129,210.49. In the abutments and piers there are 5,339 cubic yards of masonry, and in the bridge 908,249 feet of timber, 256,921 lbs. wrought iron, and 185,928 lbs. cast iron. Total

length of bridge, 1,050 feet; total cost of masonry, \$59,986.93; total cost of superstructure, \$69,223.54, or \$65.92 per foot, lineal. All the iron work was done in our own shops.

A double-track iron bridge, of thirty-eight feet span, has been built at our shops, but has not yet been put up, to take the place of the timber bridge at Allentown station. Three arched culverts have been built, in place of stringer bridges, at Boyer's, Parryville and Lehigh. All the bridges on the road are in good condition.

The widening of the rock-cut at the west end of Delaware bridge has progressed as rapidly as could be expected, and it is hoped that it will be completed during the coming summer. The rock from this excavation has been used for the masonry of the new Delaware bridge, and for extending the retaining wall along the canal at Easton station, needed for the increase of siding room at that place, between the main track and canal, on the low grade.

BUILDINGS.

The brick freight and passenger house at Lehigh Gap has been completed, and the depot at Slatington has been raised, and the second story fitted up for a dwelling house. A two-story freight house, of brick, has been built at Whitehall, and a two-story frame passenger house, eighteen by fifty feet, is in progress at East Mauch Chunk, in place of the old station house at that place, which has been moved, and is now used for a freight house. Both these new station houses have the second story arranged for dwelling houses.

At Packerton, a new forwarding office, a dispatcher's office, and a coal platform, have been built.

At Mauch Chunk, a new track scale, with platform sixty-two feet long, and an office.

The frame engine house, standing at the bridge below Mauch Chunk, has been moved to East Mauch Chunk.

At Rockport and at Stetler's, each, one dwelling house has been built, and at Bridgeport three dwelling houses; also, at Bridgeport, an engine house 18 by 56 feet, an iron house 12 by 20 feet, and an oil house 16 by 20 feet—all frame buildings.

One dwelling house at the Narrows, one at Hatcheltooth, and eighteen at Delano; five double houses are in progress at Packerton.

The engine house and shops at Weatherly, spoken of in last report, are in progress. They are both of stone, and built in a very substantial manner. The engine house is a half-circle, with stalls for sixteen engines, and will soon be ready for use. A turn-table fifty-five feet in diameter has been built in connection with it. The shops will consist of a machine shop 153 by 110 feet, a foundry, 153 by 52 feet, a carpenter shop and smith shop, each 88 by 42 feet. The foundations are all in, and the buildings will be completed during the next year. These shops are much needed for the current repairs of our machinery and cars, and will be used for that purpose. They are not intended for the building of locomotives, nor to answer the purposes of the general shops, spoken of in last report. I desire again to call your attention to the reasons then urged for the erection of commodious shops, for the extensive repairs and building of machinery and cars.

A new stone engine house has been built at Delano, with stalls for sixteen engines. A stone machine shop, 148 by 100 feet, with a smith shop and boiler shop attached, 40 by 55 feet, were built before we came into possession of this Division. A frame engine house has been built at Mr. Carmel for four engines.

On the Lehigh and Mahanoy Division, the trestle-work at Waste House Run has been filled, and the grading and masonry are in rapid progress for a track-crossing above the grade of the Catawissa Railroad. This, when completed, will be of great advantage to both roads, by avoiding serious detentions to trains and liability to collisions.

A telegraph line has been built on this Division from Quakaka Junction to Mt. Carmel. New water-tanks have been built at Bethlehem, Beaver Meadow and Audenried, and a new iron supply pipe, four inches in diameter and four thousand feet in length, laid at Packerton.

The steel rails continue to give satisfaction, and none of them are apparently any more worn than at last report. A part of these rails have been in constant use at Weatherly since May

1st, 1864, on the heavy grade, where they are subjected to a very severe test, which they have stood well. They may be said to be still in as perfect condition as when first laid, and their very great superiority over iron is fully demonstrated. I would recommend that all renewals on the main line be with steel rails.

The steel tires are giving good satisfaction. Eight sets, (48 tires) of Krupp's make, have been put on that number of engines during the year, and all are wearing well. Those on the engine "Easton," of Butcher's make, have now made a total mileage of 70,000 miles, and show but little more wear than at date of last report.

Our Equipment has been increased during the year as follows:—

Engines purchased.....	12
" received with Lehigh and Mahanoy Railroad.....	14
	—
Total.....	26
	<hr/>
Passenger cars purchased.....	4
" " received with Lehigh and Mahanoy Railroad	1
	—
Total.....	5
	<hr/>
Baggage cars built at South Easton shops.....	1
" " received with Lehigh and Mahanoy Railroad..	2
	—
Total.....	3
	<hr/>
Platform cars built at South Easton shops.....	36
" " purchased.....	30
	—
Total.....	66
	<hr/>
Wreck car built at South Easton shops.....	1
Coal cars as four-wheeled cars:—	
Built at Packerton shops.....	166
Purchased.....	590
Received with Lehigh and Mahanoy Railroad.....	700
	—
Total.....	1,456
	<hr/>

Our Equipment is now as follows:—

Engines, of all classes.....	86
Passenger cars, (16 first class, 3 second class).....	19
Baggage “.....	7
Express “.....	1
Platform “.....	244
House “.....	2
Gravel “.....	40
Wreck “.....	2
Coal “ as four-wheeled cars.....	6,441

Ten of the engines above enumerated are old, and not relied on for general service.

The elongation of our line into Wyoming valley, with the heavy grades to be worked, and the old and almost worn-out condition of some of the drilling engines at Easton, make it indispensable that some additional motive power be provided for. To get such as is adapted for the work to be done, it should be ordered in season, that the engines may be built especially for the work, and not trust to their purchase when our wants are pressing.

We should have, by May next, four heavy freight locomotives for the Mountain Division. The grades coming out of Wyoming valley will require a heavier class of engine than we are now using on our passenger trains. This, in addition to the fact that our line will be longer, and that we have not any excess of passenger engines at the present time, makes it necessary that we should increase our present stock by at least two.

We shall also want two drilling engines, upon the opening of trade in the spring.

Considerable work has been done in cutting away the heavy rock bluff above South Easton shops, to provide two additional tracks. Much more remains to be done to complete the work.

The Morris and Essex Railroad has recently connected with our track at the eastern end of the new Delaware bridge, at Phillipsburg, and is now ready to exchange trade and travel with us. We have, during the year, over the temporary connection, shipped to this road 53,420 tons of coal. This is a fair beginning for a road in an unfinished state, without shipping facilities at tide-water, and other requisites for a large coal tonnage. We may reasonably expect a considerable increase next year. We

may also anticipate a large trade in iron ore, as the furnaces in our valley use large quantities, and the route of the Morris and Essex road is, for a very considerable distance, in close proximity to the rich and extensive iron deposits of New Jersey.

The rich agricultural and mineral districts, and the very considerable manufacturing interests on the line of this road, must contribute largely to our passenger and miscellaneous freight traffic. The Morris Canal Company have increased their shipments from Port Delaware, by a considerably larger percentage than any of our connections; this will be further augmented as additional shipping fixtures are provided.

The Belvidere Delaware Railroad Company have commenced work upon their connection with us at the eastern end of the Delaware bridge, upon the upper grade. Ample grounds have been purchased for sidings, upon which to deliver coal. When these improvements are completed, the lower track through the cut at Easton, and upon the bridge, as well as the span of connecting bridge, may be dispensed with: these changes will much facilitate the delivery of coal to them.

The extension of our road northward into Wyoming valley, from White Haven to Sugar Notch, twenty-seven miles, was put under contract in November of last year. The winter proving unfavorable for commencing work, but little progress was made until the following March, since when it has progressed steadily and vigorously. Sections 3rd and 4th were finished in August, and in each succeeding month other sections were completed: final estimates have been paid on 14 sections; 10 more will be completed in January, thus leaving but three miles, on which a very considerable portion of the work is done, to complete the line to Sugar Notch. Included in the three miles last spoken of, there is, near White Haven, a trestling of 1250 feet in length, (the only temporary part of the line) and, also, three bridges with a total length of 150 feet, in course of construction and well advanced; six and six-tenths miles of the grading is for double track, located at convenient points for sidings, thus affording passing places sufficient for a large trade. In September, the further extension of the line to Mill Creek, (six and a half miles) two and a half miles above Wilkesbarre, was put under contract: this work is of less difficult character than the other,

and rapid progress has been made; it is now nearly if not quite half done.

Track-laying was commenced about the first of November, and there is now about four miles laid and ballasted; also, a temporary connection nearly half a mile in length, from the Lehigh and Susquehanna Railroad, to a favorable point on our line, for extending the track in both directions. We confidently expect to have our road in operation to Wilkesbarre in May next. There has been expended on this work to date, \$891,899.53. The Plymouth Railroad and Coal Company have completed their bridge across the Susquehanna about one mile below Wilkesbarre, and are now about commencing work upon the extension of their line to a connection with our road at South Wilkesbarre: this will give access to the coal operations of Plymouth and Kingston, and form a connection between our road and that of the Lackawanna and Bloomsburg Railroad Company.

The Lehigh Valley Company have become largely interested in the stock of the Pennsylvania and New York Canal and Railroad Company, I deem it proper to say something on the subject of the progress, present condition and prospects of that work. By an Act of the Legislature, granted March, 1865, the North Branch Canal Company, whose works extend from Wilkesbarre to the State line, one hundred and five miles, were authorized to change their name, style and title, to the "Pennsylvania and New York Canal and Railroad Company"; also, to "construct a single or double track along and upon, or near the towing path or berme bank of their canal." The Company having determined to avail themselves of the rights granted, commenced, in January last, the work of construction between the eastern terminus of the Barclay Railroad at Towanda and the State line. The line follows the canal to Athens, a distance of sixteen miles, partly on the towing path, and the residue on the berme bank, crossing the canal twice. At Athens the Chemung river will be crossed upon a bridge 550 feet in length; from thence the line runs between the Chemung and Susquehanna rivers, a distance of four miles to the Erie Railway, at a point about three-fifths of a mile east of Waverly: here it is proposed to erect fixtures for the transfer of coal to the cars of the Erie Railway Company. Up to date, over fifteen miles of the line

has been graded and the balance is well advanced. Over eleven miles of new towing path has been built on the berme side of canal, including 4,616 feet, lineal, built on piles along a narrow part of the canal, where it was deemed advisable not to contract the water-way; and the perpendicular rocky bluff, along which the canal ran, rendered the cutting of a towing path too difficult and expensive to be undertaken. Upon six and three-fourths miles of the grading the cross-ties have been placed ready for the iron; the balance of the cross-ties have been provided, and are placed at convenient points along the road. One bridge, of 152 feet span across the canal, is completed; the bridge across Sugar Creek, two spans of 110 feet each, is also finished; the masonry for the second crossing of canal is about two-thirds done; the masonry for the Chemung river bridge is completed to the bridge-seat. Two spans of the superstructure of this bridge are framed, and the false works erected for one span; the timber and iron for the remaining two spans is nearly all delivered. It is expected that this portion of the road will be opened for business as soon after the opening of the canal as the iron can be delivered and track laid. But little has been done south of Towanda, although shanties are being erected at several points, and preparations made to prosecute the work during the coming winter at such points as cannot be done in the summer without interruption to navigation.

The cost of the work, to November 30th, has been as follows:

Graduation, masonry and bridge superstructure.....	\$130,560 07
New towing path.....	21,315 17
Cross-ties.....	11,843 25
Real estate and right of way.....	11,136 73
Engineering.....	3,401 09
Fencing.....	2,854 43
Tools.....	1,871 58
Shanties.....	937 36
Miscellaneous.....	750 39
	<hr/>
Total.....	\$184,670 06
Work done south of Towanda.....	1,450 71
	<hr/>
Total.....	\$186,120 77
	<hr/> <hr/>

The tonnage of the canal, to the close of navigation, was as follows:

Anthracite coal north from Pittston.....	107,197 tons.
“ “ south “ “	37,720
Bituminous “ north “ Towanda.....	101,159
“ “ south “ “	501
Total.....	<u>246,577 tons.</u>

At Towanda, the P. and N. Y. C. and R. R. will connect with the Barclay Railroad, sixteen miles in length, extending into the bituminous coal-field of Bradford county. The Erie and Sullivan Railroad Company have made a location of their road, from the village of Monroeton on the Barclay Railroad, into the anthracite coal-field of Sullivan county, distant about thirty-five miles from Towanda, and the work of construction has been commenced.

I learn that the Southern Central Railroad Company, of New York, have concluded arrangements with the Erie Railway Company, for a third rail from Waverly to Owego, from whence the former Company will, in the ensuing spring, commence the construction of their road to Fair Haven, on Lake Ontario. The report of their Chief Engineer says, that the counties of Tioga, Cortland, Tompkins and Cayuga are traversed by their line, and that its entire length passes through a fine agricultural country, at present unprovided with railroad accommodations. The only grade opposed to the trade, going north from Owego, is from that place to Dryden Summit, where an ascent of 398 feet is to be overcome in a distance of about twenty-seven miles; average grade, about 15 feet per mile. Maximum gradient, as located, 21 feet per mile, which may be reduced to 18 feet without encountering very heavy work. This line will connect with the New York Central Railroad at Auburn, and the Erie Canal at Weedsport.

My opinion is, that this line of roads can put either anthracite or bituminous coal on the Erie Railway, the New York Central, the Erie Canal, or Lake Ontario, cheaper than by any other route now built. Add to this heavy coal tonnage, anticipated, and sure to come, the products of the farm, the forest and the

factories, the merchandise and the travel of the rich and populous district of country through which it passes, and you may readily imagine how long after its completion stockholders will have to wait for dividends.

My thanks are due to the Assistant General Superintendent, Division Superintendents, Principal Assistant Engineer, and the heads of the various departments, for their zeal and faithfulness in the discharge of the duties devolving upon them.

Very respectfully, Yours,

ROBT. H. SAYRE,
Superintendent and Engineer.

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The Coal was derived from the following sources, and delivered as follows:

FROM WHAT REGION.	AT PENN HAVEN J'N FOR CANAL.	AT MAUCH CHUNK FOR CANAL.	ON LINE OF ROAD AB'VE M. CHUNK.	AT MAUCH CHUNK.	AT MAUCH CHUNK, FOR RAIL.	TOTAL.	PER CENT. OF TOTAL.
1865 {	Hazleton.....				672,448.00	774,536.00	45.90
	Beaver Meadow.....	102,088			364,013.00	441,936.00	26.19
	Mahanoy.....	77,923			200,437.00	218,378.00	12.94
	Wyoming.....	17,941			164,536.00	251,769.00	14.92
	Miscellaneous	87,233			843.00	843.00	.05
Total for 1865.....	87,233	197,952		1,402,277.00	1,687,462.00	100.00	
1866 {	Hazleton.....				864,784.03	864,821.09	42.44
	Beaver Meadow.....	10.10	103,519.00	26.16	418,389.00	522,230.11	25.63
	Mahanoy, 7 months.....	31,685.17	43,933.07	238.00	132,844.02	164,767.19	8.09
	" 5 months.....	126,474.13	369.01	336.10	113,207.11	157,461.18	7.72
	Wyoming.....	126,474.13	369.01	336.10	38.15	315,443.01	15.48
Miscellaneous.....	126,474.13	179,517.15	336.10	947.02	12,989.09	.64	
Total for 1866.....	126,474.13	179,517.15	336.10	947.02	1,730,438.07	2,037,714.07	100.00
Increase and Decrease.....	39,241.13	18,434.05	336.10	947.02	328,161.07	350,252.07	
Per Centage of Inc. and Dec.	44.98	9.31		23.40		20.75	

Coal delivered at Mauch Chunk for Transportation by Rail.

	1865.	1866.	INCREASE.	PER CENT. OF INC.
From Hazleton Region.....	672,443	864,784.03	192,336.03	28.60
From Beaver Meadow Region	364,013	418,389.00	54,376.00	14.94
From Mahanoy Region, 7 months.....	73,687	132,844.02	45,614.13	22.75
" 5 months.....	126,750	113,207.11		
From Wyoming Region.....	164,536	188,224.02	23,688.02	14.40
Miscellaneous.....	843	12,989.09	12,146.09	.....
Total.....	1,402,277	1,730,438.07	328,161.07	23.40

Coal Tonnage for the past Eleven Years.

YEAR.	TONNAGE.	INCREASE.	PER CENTAGE OF INCREASE.
1856, by Rail	165,740.00	.....	.....
1857, "	418,235.03	252,495.03	152.34
1858, "	471,029.10	52,794.07	12.62
1859, "	577,651.10	106,622.00	22.64
1860, "	730,641.17	152,990.07	26.48
1861, "	743,671.18	13,030.01	1.78
1862, "	882,573.14	138,901.16	18.68
1863, "	1,195,154.18	312,581.04	35.42
1864, "	1,295,419.02	100,264.04	8.39
1865, "	1,402,276.16	106,857.14	8.25
1865, " and Canal.....	1,687,462.00	.....	.....
1866, "	2,037,714.07	350,252.07	20.75
Total	10,205,293.19	.....	.....

Details of Coal received at Mauch Chunk for Rail during the year ending November 30th, 1866.

	FROM	1865.	1866.	INCREASE AND DECREASE.
Hazleton Region.	Ashburton Coal Co.....		757.00	757.00
	Mt. Pleasant (W. S. H. & Co.)..	22,213.10	20,388.10	1,825.00
	Hazleton (A. P. & Co.).....	170,717.14	205,914.14	35,197.00
	East Sugar Loaf (P. L. & Co.)...	123,615.03	182,785.01	59,169.18
	Stout Coal Co.	37,835.02	44,949.02	7,114.00
	Harleigh	49,585.00	47,291.06	2,293.14
	Ebervale Coal Co... ..	31,736.12	56,205.16	24,469.04
	Jeddo (G. B. M. & Co.).....	103,136.14	139,494.04	36,357.10
	Cross Creek (Coxe Bros. & Co.)..		17,938.07	17,938.07
	Council Ridge (S. W. & Co.)....	83,248.04	92,444.08	9,196.04
Buck Mountain Coal Co.....	50,360.09	56,615.15	6,255.06	
	Totals.....	672,448.08	864,784.03	.....
Beav. Meadow Region	New York and Lehigh (Hull)..	54,269.07	67,424.15	13,155.08
	Honey Brook Coal Co.....	108,264.05	124,266.09	16,002.04
	German Penna. " "	45,047.10	45,034.16	12.14
	Spring Mt. " "	96,646.04	134,233.13	37,587.09
	Coleraine (Carter & Son).....	36,082.17	34,072.08	2,010.09
	Beaver Meadow, D. W.....	3,022.00	2,114.03	907.17
	John Connery	3,514.18	3,778.06	263.08
	Lehigh Zinc Co.'s.....	17,165.15	7,464.10	9,701.05
	Totals.....	364,012.16	418,389.00	.....
Mahanoy Region.	J. B. Reber & Co.....		7,161.11	
	McNeal Coal Co		54,308.04	
	Knickerbocker Coal Co.....		24,158.16	
	Coal Run " "		155.03	
	Rathbun, Stearns & Co.....		37,638.13	
	Glendon Coal Co.....		23,162.13	
	Mahanoy " "		10,946.07	
	Delano " "		29,066.02	
	H. Meyers.....		9,770.05	
	Trenton Coal Co.....		263.05	
	Silliman.....		47,212.16	
Shamokin.....		2,202.14		
New Boston		5.04		
	Totals	200,437.09	246,051.13	45,614.04
Wyoming Region.	Baltimore Coal Co.....	32,365.07	34,620.17	2,255.10
	Franklin Coal Co.....	20,986.11	19,734.19	1,251.12
	Audenried	18,494.05	14,967.01	3,527.04
	Lehigh & Susquehanna Coal Co..	28,078.04	16,031.01	12,047.03
	Germania Coal Co	10,078.19	9,131.07	947.12
	Wilkesb'e Coal & Iron Co.....	49,879.17	55,760.06	5,880.09
	Warrior Run	33.01	6,739.18	6,706.17
	Parish & Thomas.....	4,620.03	20,953.10	16,333.07
	New Jersey Coal Co.....		3,863.19	3,863.19
	Union Coal Co.....		1,486.10	1,486.10
	Wyoming		3,908.12	3,908.12
Newport.....		1,026.02	1,026.02	
	Totals	164,536.07	188,224.02	.....
	Other Shippers	841.16	12,989.09	12,147.13
	Grand Totals.....	1,402,276.16	1,730,438.07	.....

*Details of the Coal delivered on the Line of the Road below
Mauch Chunk, for the year ending November 30th, 1866.*

CONSIGNED TO.	1865.	1866.	INCREASE AND DECREASE.	Percent- age of In. & De.
Mauch Chunk.....	36.16	.....	36.16	.....
Leighton.....	965.10	1,003.13	38.03	3.95
Parryville.....	23,529.03	121.08	.....	.....
Carbon Iron Co.....	.....	33,958.08	10,550.13	44.84
Lehigh Gap.....	211.18	459.01	247.03	116.58
Slatington.....	1,530.13	3,461.04	1,930.11	126.09
Rockdale.....	275.19	448.19	173.00	62.68
Laurys.....	58.13	256.06	197.13	335.00
Whitehall.....	742.05	1,018.08	276.03	37.34
Coplay.....	3,445.17	5,025.17	1,580.00	45.85
Lehigh Val. Iron Works..	26,122.07	32,417.15	6,295.08	24.09
Hokendauqua.....	73,238.02	265.15	.....	.....
Thomas Iron Co.....	.....	110,370.08	37,398.01	51.06
Catasauqua.....	54,795.12	1,769.19	.....	.....
Lehigh Crane Iron Co....	.....	110,290.04	57,264.11	104.50
Catasauqua M'f'g Co.....	4,098.06	3,688.11	409.15	9.99
Catasq'a & Fogleville RR.	3,436.00	5,068.06	1,632.06	47.50
Fullerton.....	.....	53.09	53.09	.....
East Penn Iron Co.....	1,303.00	1,785.03	482.03	37.00
Allentown Furnace St'n..	.....	1,516.15	1,516.15	.....
Allentown Iron Works...	48,027.16	57,262.12	9,234.16	19.22
Lehigh Rolling Mill.....	.....	3,880.19	3,880.19	.....
Allentown Rolling Mill...	19,287.07	17,349.07	1,938.00	10.00
Roberts Iron Co.....	10,798.14	27,959.13	17,160.19	158.91
Jorden M'f'g Co.....	.....	5,800.15	5,800.15	.....
Allentown.....	13,578.19	13,085.07	493.12	3.63
Bethlehem.....	4,736.09	6,793.14	2,057.05	43.43
Lehigh Zinc Co.....	24,105.09	30,729.00	6,623.11	27.47
Bethlehem Rolling Mills..	42,753.01	43,587.08	834.07	1.95
Freemansburg.....	414.19	443.05	28.06	6.81
Lime Ridge.....	61.12	353.04	291.12	.....
Glendon Iron Works.....	27,735.09	44,373.05	16,637.16	59.98
Easton.....	8,087.06	8,025.02	62.04	0.76
Phillipsburg.....	5,615.02	5,091.05	523.17	9.32
Cooper Iron Works.....	13,651.00	28,262.09	14,611.09	107.03
Warren Foundry.....	.....	4,984.15	4,984.15	.....
Lehigh Val. R. R. Co.....	21,635.17	24,824.05	3,188.08	14.73
Odd cwt.....	19	..	19	.....
Total.....	434,280.00	635,785.14	.....	.....

Passenger Transportation. Year ending Nov. 30, 1866. CR.

NO. PASSENGERS.		BY STATION RECEIPTS.	RECEIPTS.	
1866.	1865.		1866.	1865.
847		Mount Carmel.....	\$1,240 45	
1,090½		Centralia	1,345 15	
1,271½		Shenandoah ..	1,005 70	
5,552¼		Mahanoy City.....	4,957 45	
635		Quakake Junction.....	630 48	
11,026	6,515½	White Haven.....	12,887 70	\$7,209 82
5,047	3,073½	Hickory Run.....	3,091 54	1,797 78
3,933½	2,121	Rockport.....	3,352 63	1,697 59
2,115	2,083½	Jeanesville	1,744 36	2,036 23
970	886½	Beaver Meadow.....	806 85	687 50
2,362½	2,044½	Weatherly.....	2,061 95	1,465 30
2,072	2,236½	Penn Haven.....	929 70	1,053 20
5,822	2,539½	Penn Haven Junction.....	5,255 35	2,032 45
2,094	1,627	East Mauch Chunk.....	1,525 32	1,051 40
36,404	36,322	Mauch Chunk.....	41,767 50	44,857 16
12,047	10,903	Lehighon.....	8,555 44	7,753 80
2,794	2,491½	Parryville.....	1,365 42	1,317 30
3,749	3,237	Lehigh Gap.....	2,341 94	2,315 05
13,494	9,317½	Slatington.....	9,915 35	7,500 53
1,839	1,859½	Rockdale	926 91	922 97
2,255½	2,095½	Laury's.....	988 75	1,102 24
3,669	3,447	White Hall.....	1,883 62	1,955 53
7,250	6,169	Coplay.....	2,830 25	2,200 50
2,629½	2,511	Hokendauqua.....	1,423 95	1,360 44
24,270	23,436	Catasauqua.....	11,137 80	10,816 30
2,460	2,811½	Furnace.....	964 01	1,318 15
60,957	56,229	Allentown.....	37,093 35	36,492 80
943		East Penna. Junction ...	801 80	
46,820	43,784½	Bethlehem.....	30,909 80	31,204 55
9,774½	9,534½	Freemansburg.....	3,392 85	3,344 50
41,861½	42,808½	Easton ..	46,989 21	54,135 43
318,055	280,084½	Total Stations.....	\$244,122 58	\$227,628 52
		BY CONDUCTOR'S RECEIPTS.		
5,815½	5,733½	Train No. 1. L. V., Main Line..	\$2,483 02	\$3,422 98
12,713½	6,133½	" 2, " " ..	6,085 98	3,486 26
13,159½	6,335	" 3, " " ..	5,890 77	3,821 47
11,942	17,564½	" 1, B. M. Div. " ..	5,037 85	7,219 85
2,291		" 1, L. & M. " ..	920 40	
3,156½		" 2, " " ..	1,316 70	
4,759½	6,035	" 1, P. H. & W. H. " ..	1,795 41	3,281 61
3,585½	4,785	" 2, " " ..	1,208 06	1,937 40
2,681	2,592	Western Express.....	1,596 60	1,516 68
791	659	Erie	526 43	481 70
60,895	49,837½	Total Conductors'.....	\$26,861 22	\$25,167 95
		CENTRAL R. R. OF N. J.		
88,024½	69,899½	For our prop'n Reg. Tickets ..	\$60,785 52	\$49,565 60
3,594½	105	20891 Pass. over Del. Bridge ..	1,044 57	837 10
5,399	5,417	Our prop'n Emig'n't Tickets ..	979 79	61 95
333	250½	" Military " ..	2,067 50	2,131 97
1,496	887	" Excursion " ..	383 52	339 00
921	97	" Drovers' " ..	418 88	248 36
		" Laborers' " ..	979 14	95 45
		" Extra Baggage.....	233 78	170 23
99,768	76,656	Total C. R. R. of N. J.....	\$66,892 70	\$53,449 66
		NORTH PENNA. R. R.		
21,281	24,045	For our prop'n Reg. Tickets ..	\$15,940 85	\$16,397 85
1,000	482	" " Excursion " ..	984 39	323 03
106		" " Laborers' " ..	104 94	
22,387	24,527	Total North Penna. R. R. ..	\$17,330 18	\$16,720 88

Pass. Transportation. Year ending Nov. 30, 1866. (Continued.) Cr.

NO. PASSENGERS.			RECEIPTS.	
1866.	1865.		1866.	1865.
		EAST PENNA. R. R.		
9,128½	9,652	For our prop'n Reg. Tickets	\$4,271 32	\$4,547 65
332	127	" " Military "		44 39
	424	" " Excursion "	206 36	216 74
9,460½	10,203	Total East Penna. R. R..	\$4,477 68	\$4,808 78
		PHILA. & READING R. R.		
*9,418½	18,479½	For our prop'n Reg. Tickets	\$5,351 60	\$10,735 43
66	2,524	" " Military "	23 20	745 15
197	29	" " Excursion "	118 20	24 65
9,681½	21,032½	Total Phila. & R. R. R..	\$5,493 00	\$11,505 23
		CATAWISSA R. R.		
2,451½	3,619	For our prop'n Reg. Tickets	\$3,881 66	\$5,231 72
172	1	" " Military "		1 22
	56	" " Excursion "	403 86	72 88
2,623½	3,676	Total Catawissa R. R....	\$4,285 52	\$5,305 82
		LEHIGH & SUSQ. R. R.		
10,021	8,062	For our prop'n Reg. Tickets	\$14,977 16	\$11,720 16
118		" " Excursion "	267 70	
10,139	8,062	Total Lehigh & Susq. R. R.	\$15,244 86	\$11,720 16
		LEHIGH & MAHANoy R. R.		
910½	4,092½	For our prop'n Reg. Tickets	\$875 53	\$4,327 62
	76	" " Excursion "		114 00
910½	4,168½	Tot. Lehigh & Mah. R. R.	\$875 53	\$4,441 62
		PENNA. R. R. Co.		
132	211	For our prop'n Reg. Tickets	\$103 55	\$151 11
		PHILA. & TRENTON R. R. Co.		
17	42	For our prop'n Reg. Tickets	\$13 60	\$29 00
		PHILA. & ERIE R. R. Co.		
259	717	For our prop'n Reg. Tickets	\$137 17	\$518 77
		NORTHERN CENT. RAILWAY.		
384	1,264	For our prop'n Reg. Tickets	\$193 44	\$638 40
20	1,309	" " Military "	11 00	432 19
404	2,573	Total Northern C. R.....	204 44	1,070 59
		READING & COLUMBIA R. R.		
249	181	For our prop'n Reg. Tickets	\$136 97	\$92 69
22		" " Excursion "	13 20	
271	181	Tot. Reading & Col. R. R.	\$150 17	\$92 69

Pass. Transportation. Year ending Nov. 30, 1866. (Continued.) CR.

NO. PASSENGERS.			RECEIPTS.	
1866.	1865.		1866.	1865.
23	20	OIL CREEK R. R. For our prop'n Reg. Tickets	\$35 80	\$36 76
2	2	CLEVELAND P. & A. R. R. For our prop'n Reg. Tickets	\$3 60	\$3 58
2		ATLANTIC & G. W. R. R. For our prop'n Reg. Tickets	\$3 72	
		MILITARY TRANSPORTATION.		
4,390	20	Rec'd Fares coll'd on L. V. R.....	\$	\$20 77
	1,824	Rec'd of U. S. Government.....	2,236 18	1,463 51
		" Penn'a R. R. Co.....		476 17
5,303		" State of Penna.....		9 23
309	6,835	" Phil. & Read. R. Co.....	2,055 87	
	837	" North. Cent. R. R.....	116 69	2,281 74
1		" North Penna. R. Co.....	271 77	352 31
10	8	" Toledo W. & W. R.....	34	
		" Jeffersonville R. Co.....	5 65	3 65
	196	" Del., Lack. & W. ".....	99	
		" Lehigh & Susq. ".....		202 42
10,013	9,720	Total.....	\$4,687 49	\$4,809 80
8,688½	4,391½	Excursion on L. V. Railroad.....	\$6,140 53	\$3,081 94
150	32	Laborers' " " ".....	171 60	77 80
913 }	417 }	Commutation Tickets.....	2,529 69	1,555 06
6,128 }	2,753 }	East Penna. R. Prop. Cond'r.....	13 27	
	389	Lehigh & Mahanoy R. Cash.....	566 35	
		Fireman's Parade, Phila.....		1,000 70
		Mileage on Pass. & Baggage..		
		Cars. L. & S.....	920 27	447 57
		Mileage on Pass. & Baggage..		
		Cars. C. R. R. of N. J.....	73 26	1,756 81
		Freight Train Pass.....	346 13	249 97
		Storage on Baggage..	30 25	2 50
		Express Matter.....	14,275 74	8,295 95
		Mail Service.....	8,491 41	7,479 17
560,922½*	499,695½	Grand Totals.....	\$424,181 31	\$391,408 39

Passenger Transportation. Year ending Nov. 30, 1866. DR.

9,611	8,933½	C. R. R. of New Jersey.....	\$20,498 80	\$18,727 56
18,400½	19,737½	North Penna. R. R. Co.....	28,984 89	32,881 39
7,507	7,784½	East " ".....	7,416 47	7,738 95
2,243	2,842	Phila. & Reading ".....	4,063 95	5,175 68
548	912½	Pennsylvania ".....	4,767 60	7,486 34
1,829½	2,114½	Catawissa ".....	5,037 15	5,783 10
6,167½	4,861	Lehigh & Susq. ".....	5,550 75	4,375 35
2,278	5,412	Lehigh & Mah'oy ".....	1,639 99	3,913 87
4,857½	2,601	Hazleton ".....	1,457 25	780 90
35	98½	Phila. & Trenton ".....	17 50	49 25
35	98½	Bel. Del. ".....	40 25	111 38
53,512	55,396	Totals.....	\$79,474 60	\$87,023 77
		Balance Net Receipts.....	\$344,706 71	\$304,384 62

* Note.—The apparent decrease of passengers from Reading Railroad is due to a different mode of settlement. There was an increase, but the settlement being made through Central Railroad of New Jersey, makes the increase on that road apparently larger.

SUMMARY.	1866.	1865.	Increase and Decrease.	Per Cent. of Inc. & Dec.
No. 1 Train, L. V. R. R	\$44,232 73	\$58,868 09	\$14,635 36	24.86
" 2 " "	73,470 35	55,976 00	17,494 35	31.25
" 3 " "	82,185 96	56,205 70	25,980 26	46.23
" 1 P. H. and W. H. Div.....	9,545 91	15,349 97	5,804 06	37.81
" 2 " "	8,477 70	16,607 59	8,129 89	48.95
" 1 B. M. Div.	14,794 68	17,148 91	2,354 23	13.72
" 1 L. & M. "	4,274 70	.....	4,274 70	.....
" 2 " "	5,143 23	.....	5,143 23	.....
Western Express.....	52,331 20	46,343 06	5,988 14	12.92
Erie	3,764 23	3,197 35	566 88	17.73
Delaware Bridge.....	1,044 57	837 10	207 47	24.78
Military Tickets.....	6,789 53	8,164 72	1,375 19	16.84
Excursion Tickets.....	8,517 42	5,250 74	3,266 68	62.21
Laborers' "	1,255 68	95 45	1,160 23	.....
Emigrant "	979 79	61 95	917 84	.....
Drovers' "	418 88	248 36	170 52	68.76
Extra Baggage.....	264 03	172 73	91 30	52.77
News Boy.....	75 00	133 00	58 00	.....
East Penna. R. R. Prop'tn.....	13 27	.....	13 27	.....
L. and M. " Cash.....	566 35	.....	566 35	.....
Special Rate Passengers.....	2,454 69	1,422 06	1,032 63	72.62
Freight Train "	346 13	249 97	96 16	38.46
Mileage on Passenger Cars.....	993 53	2,204 38	1,210 85	54.94
Express Matter.	14,275 74	8,295 95	5,979 79	72.08
Mail Service.....	8,491 41	7,479 17	1,012 24	13.53
Catawissa R. R. Thro. Tickets..	.....	72 37	72 37	.....
Total.....	\$344,706 71	\$304,384 62	.....	.....

SUMMARY.	1866.	1865.	Increase and Decrease.	Per Cent. of Inc. & Dec.
Regular.....	521,253½	470,208½	51,045	10.85
Military.....	15,498	19,098	3,600	18.85
Excursion.....	10,862½	6,130	4,732½	77.19
Special Rate.....	7,041	3,170	3,871	.....
Drovers.....	1,496	887	609	68.66
Emigrant.....	3,594½	105	3,489½	.....
Laborers.....	1,177	97	1,080	.....
Total	\$560,922½	\$499,695½	.....	.....

Comparison of Passenger Receipts, 1856—1866.

Year.	Number Passengers.	Number Passengers One Mile.	Net Rec'ps.	Increase.	Per Cent. of Inc.
1856.....	98,697	1,816,034	\$67,295 30	.....	.....
1857.....	128,158	1,960,842	71,549 50	.....	.....
1858.....	117,745	1,698,550	61,066 92	\$4,254 20	6.32
1859.....	121,672	1,931,126	68,161 70	10,482 58	14.65
1860.....	158,120½	2,215,682	78,537 79	7,094 78	11.62
1861.....	181,086	2,629,410	82,119 42	10,376 09	15.22
1862.....	193,246	2,812,980	89,470 26	3,581 63	4.56
1863.....	266,235½	3,596,418	118,449 55	7,350 84	8.95
1864.....	424,676½	6,490,457	213,925 46	28,979 29	32.39
1865.....	499,696	8,347,935	304,384 62	95,475 91	80.60
1866.....	560,922½	9,508,967	344,706 71	90,459 16	42.29
Totals.....	2,750,255	43,008,401	\$1,499,667 23	40,322 09	13.24

Comparison of Freight Receipts, 1856—1866.

	No. Tons.	Tons 1 Mile.	Receipts.	Increase.	Per ct. Inc.
1856	48,767 00		\$20,930 58	.....	.....
1857.....	.....		29,280 96	.....	.....
1858.....	125,644 62		42,178 38	\$8,350 38	39.89
1859.....	186,774 00		65,937 97	12,897 42	44.05
1860.....	250,000 00		86,840 40	23,690 67	56.08
1861.....	275,000 00		97,495 45	20,902 43	31.70
1862.....	420,000 00		135,959 36	10,655 05	12.27
1863.....	447,848 00		176,080 61	38,460 12	39.45
1864.....	575,232 00		284,379 39	40,125 04	29.51
1865.....	537,280 00		411,452 65	108,284 91	61.50
1866.....	854,393 81	11,836,100	586,605 27	127,087 13	44.69
Totals..			\$1,937,126 83	175,152 62	42.57

Freight Transportation, 1865 and 1866.

Tons, 1866.	Tons, 1865.	Articles.	Am't, 1866.	Am't, 1865.
78,924 44	56,937 56	Lumber.....	\$120,053 04	\$87,208 96
165,131 01	121,143 71	Pig Iron.....	86,286 45	73,815 84
182,309 36	152,173 27	Iron Ore.....	39,861 64	32,396 30
97,035 15	95,202 50	Limestone.....	6,303 45	7,336 12
25,357 22	19,401 11	Railroad Iron.....	21,281 78	13,153 85
11,547 13	7,579 33	Bituminous Coal.....	10,305 01	8,111 04
2,498 38	1,623 34	Lime.....	3,171 22	2,754 05
8,964 00	7,201 00	Slate.....	2,165 11	1,560 94
10,764 78	4,745 07	Old Iron.....	6,874 88	3,179 42
153 52	113 35	Blooms.....	239 00	178 30
410 00	634 25	Iron Scales and Cinder.....	243 65	307 83
388 70	295 59	Soap-Stone.....	74 43	61 45
624 45	.....	Sand.....	195 68	.....
62 31	.....	Coal Oil.....	132 09	.....
1,701 49	1,070 70	Coal and Coal Dust.....	471 83	287 38
2,408 00	924 40	Railroad Sills.....	2,254 76	668 80
3,419 00	3,356 00	Oxide and Spelter.....	88 47	105 50
474 90	139 97	Castings.....	186 41	95 24
3,070 00	3,246 00	Ice.....	1,597 00	1,998 02
280 00	.....	Logs.....	196 00	.....
84 00	.....	Hay Manure and Derricks.....	45 60	.....
266 25	.....	Wood.....	37 23	.....
575 00	.....	Fire-brick.....	173 40	.....
43 65	.....	Wreck cars, R. R. chains and spikes.....	55 76	.....
.....	.....	Truck at Weatherly.....	2 50	.....
3,581 80	.....	Building Stone.....	745 45	.....
.....	118 30	Refined Iron.....	.....	22 72
6,517 61	.....	Miscellaneous.....	394 62	1,250 26
.....	.....	New Coal Cars.....	898 39	1,277 04
.....	.....	Locomotives.....	555 52	269 00
.....	.....	Error Ironton Railroad, 1863.....	44 62	.....
408 71	.....	Rec'd from L. and M. R. R.....	3,012 12	165 93
140 00	.....	Hope Express.....	555 86	1,468 19
10,628 63	.....	Rec'd from E. P. Railroad.....	84 34	.....
51,074 72	49,177 29	Prop'tn Heavy Frt. do.....	6,741 34	11,031 66
.....	.....	Empire Transportation Co.....	56,868 88	11,953 02
.....	.....	Mileage on Freight Cars.....	3,084 47	1,277 86
62,072 00	.....	Bridge Tonnage.....	886 75	835 50
120,988 30	57,550 97	Thro. Stock Freight.....	37,144 14	14,628 68
2,489 30	.....	Merchandise do.....	172,296 66	133,545 16
.....	.....	Government do.....	995 72	.....
.....	.....	Rec'd from Catawissa R. R. on settlement.....	.....	508 59
854,393 81	537,280 00	Total.....	\$586,605 27	\$411,452 65
LUMBER FROM				
39,894 39	20,985 22	Catawissa Railroad.....	\$61,123 16	\$30,478 31
36,148 56	34,701 61	P. H. & W. H. Div. do.....	56,996 69	55,990 77
871 11	446 81	East Pennsylvania do.....	590 20	320 75
503 25	225 25	C. R. R. of N. J.	425 64	180 20
315 25	120 75	Belvidere Delaware R. R.....	152 31	67 88
138 34	.....	North Pennsylvania do.....	75 06	.....
143 50	52 37	Hazleton do.....	127 57	34 05
40 00	.....	Lehigh and Susq. do.....	79 40	.....
30 00	.....	Northern Central do.....	58 20	.....
842 04	405 55	Way Stations.....	424 81	137 00
78,924 44	56,937 56	Total.....	\$120,053 04	\$87,208 96
LUMBER TO				
17,612 81	5,980 92	C. R. R. of N. J.....	\$27,398 52	\$10,070 66
11,568 11	16,195 67	North Penna. Railroad.....	20,139 93	25,704 98
7,738 57	4,231 47	Belvidere Delaware do.....	14,014 18	8,558 52
2,883 35	.....	Morris and Essex do.....	5,209 87	.....
2,351 97	1,547 52	East Pennsylvania do.....	3,799 65	2,880 89
772 12	3,816 01	Leh. and Mahanoy do.....	679 31	3,451 04
40 50	.....	Catawissa do.....	59 01	.....
35,957 01	25,165 97	Way Stations.....	48,752 57	36,542 87
78,924 44	56,937 56	Total.....	\$120,053 04	\$87,208 96

Freight Transportation, 1865 and 1866. (Continued.)

Tons, 1866.	Tons, 1865.	Articles.	Am't, 1866.	Am't, 1865.
3,172 00	1,654 15	PIG IRON FROM		
131 38	1,430 00	East Penna. Railroad.....	\$702 50	\$536 62
1,850 50	1,365 66	Catawissa do.	153 82	2,148 70
175 50	.....	Belvidere Dela. do.	1,227 95	934 46
32 00	.....	C. R. R. of N. J.	124 61	.....
.....	237 90	Morris and Essex Railroad.....	11 01	.....
13,720 50	8,880 00	North Pennsylvania.....	.....	78 82
391 53	450 00	Parryville.....	12,725 93	8,271 14
13,725 00	10,651 00	Slatington.....	394 69	613 70
39,805 50	31,015 00	Coplay.....	8,197 30	7,079 77
39,437 00	28,719 00	Hokendauqua.....	22,396 45	18,819 58
21,831 00	25,353 00	Catasauqua.....	23,123 93	17,631 58
7,307 10	.....	Allentown Furnace.....	10,313 03	12,084 23
23,552 00	11,388 00	Robert's Iron Company.....	1,698 76	.....
.....	.....	Easton.....	5,216 47	5,617 24
165,131 01	121,143 71	Total.....	\$86,286 45	\$73,815 84
106,809 14	75,069 00	PIG IRON TO		
22,062 63	19,127 00	C. R. R. of N. J.	\$59,469 14	\$50,066 01
948 00	1,560 00	North Pennsylvania Railroad.....	5,526 80	4,359 02
.....	1,655 00	Belvidere Delaware do.	1,119 89	1,872 40
708 24	.....	Lehigh Mahanoy do. ....	.....	2,486 20
11,861 00	1,676 46	Morris and Essex do.	593 64	.....
405 00	.....	East Pennsylvania do.	3,665 50	879 89
8,845 00	3,650 00	Catawissa do.	532 81	.....
1,355 50	1,397 50	Warren Foundry.....	8,260 95	3,587 50
1,810 00	1,035 00	Bethlehem Iron Company.....	774 90	766 50
5,180 60	8,603 60	Jordan Manufacturing do.....	505 80	416 90
.....	1,110 00	Allentown Rolling Mill.....	2,390 33	4,550 72
1,225 00	250 15	Lehigh do. do. ....	.....	66 60
.....	180 00	East Penn Iron Company.....	381 35	92 54
3,920 90	5,830 00	Catasauqua Manuf'ng do.....	.....	137 30
165,131 01	121,143 71	Way Stations.....	3,065 34	4,534 26
.....	.....	Total.....	\$86,286 45	\$73,815 84
5,078 80	8,007 80	IRON ORE FROM		
14,623 50	9,023 68	C. R. R. of N. J.	\$2,913 46	\$4,338 23
63,523 58	52,252 74	North Penna. Railroad.....	2,332 09	2,083 91
5,040 00	.....	East do. do.	16,733 56	15,042 47
93,157 38	53,211 40	Morris and Essex do.	1,280 40	.....
775 10	26,099 70	Ironton do.	16,312 67	7,109 16
111 00	3,577 95	Catasauqua and Fogelsv. R. R....	225 53	1,369 11
182,309 36	152,173 27	Whitehall.....	63 93	2,453 42
.....	.....	Total.....	\$39,861 64	\$32,396 30
113 00	.....	IRON ORE TO		
4,653 00	.....	Catawissa Railroad.....	\$164 98	.....
5 00	.....	Belvidere Delaware Railroad.....	1,163 25	.....
357 00	.....	East Pennsylvania do.	8 00	.....
10,404 45	5,161 18	Glendon Iron Company.....	71 40	.....
14,390 13	3,617 55	Bethlehem Iron Company.....	1,679 93	\$1,106 15
40,540 78	34,096 00	Roberts' do. do.	3,550 54	697 75
6,007 75	3,706 70	Allentown do. do.	5,102 58	4,724 09
47,390 40	60,038 25	Lehigh Crane do.	1,201 41	741 44
27,759 05	22,671 65	Thomas' do.	3,371 86	5,375 56
29,703 05	21,597 04	Lehigh Valley do.	2,834 83	3,051 27
985 75	1,284 90	Carbon do.	20,074 09	15,781 74
182,309 36	152,173 27	John Balliet.....	638 77	918 30
.....	.....	Total.....	\$39,861 64	\$32,396 30
7,932 50	7,201 80	LIMESTONE FROM		
36,647 00	29,679 95	Lime Ridge.....	\$1,249 41	\$1,800 44
28,487 10	28,040 40	Allentown Quarries.....	1,557 48	1,261 38
23,968 55	28,638 30	Schreiber's Quarries.....	1,217 96	1,202 90
.....	1,642 05	Ironton Railroad.....	2,278 60	3,037 74
97,035 15	95,202 15	Catasauqua and Foglesv. R. R ..	.....	33 66
.....	.....	Total.....	\$6,303 45	\$7,336 12
10,623 40	10,940 39	LIMESTONE TO		
1,634 65	1,998 00	Bethlehem Iron Company.....	\$2,594 95	\$3,670 25
36,647 00	29,679 95	Roberts' do. do.	408 79	501 55
29,561 05	37,558 55	Allentown do. do.	1,557 48	1,261 38
18,390 20	14,778 66	Thomas' do. do.	1,239 44	1,394 07
178 85	246 95	Lehigh Valley Iron do.	386 90	308 14
97,035 15	95,202 50	John Balliet.....	115 89	200 73
.....	.....	Total.....	\$6,303 45	\$7,336 12

Freight Transportation, 1865 and 1866. (Continued.)

Tons, 1866.	Tons, 1865.	Articles.	Am't, 1866.	Am't, 1865.
2,579 77	1,102 10	RAILROAD IRON FROM		
13,453 00	10,595 06	Catawissa Railroad	\$3,519 13	\$1,099 29
7,645 95	7,260 70	Bethlehem Iron Company.....	8,780 72	8,370 02
305 50	116 20	Allentown Rolling Mill.....	7,501 65	3,456 34
50 00	.....	East Penna. Railroad.....	252 38	51 86
1,323 00	327 05	Morris and Essex Railroad.....	40 00	.....
		Way Stations.....	1,187 90	176 34
25,357 22	19,401 11	Total.....	\$21,281 78	\$13,153 85
		RAILROAD IRON TO		
10,966 50	7,594 33	C. R. R. of N. J.....	\$7,281 62	\$4,457 46
4,548 83	2,219 28	Belvidere Dela. Railroad.....	2,183 67	1,128 93
1,154 30	.....	Morris and Essex do.	772 42	.....
740 27	4,300 84	East Pennsylvania do.	190 23	856 41
.....	38 55	North do. do. ....	.....	17 00
.....	142 54	Catasauqua and Fogelsv. R. R....	.....	50 74
693 14	1,302 73	Lehigh and Mahanoy R. R.....	945 74	2,331 69
7,254 18	3,802 84	Way Stations	9,908 10	4,311 62
25,357 22	19,401 11	Total.....	\$21,281 78	\$13,153 85
		BITUMINOUS COAL FROM		
5,660 98	4,413 07	Catawissa Railroad.....	\$7,788 60	\$6,259 34
5,886 15	3,166 26	East Penn Railroad.....	2,516 41	1,851 70
11,547 13	7,579 33	Total.....	\$10,305 01	\$8,111 04
		BITUMINOUS COAL TO		
4,407 54	3,849 11	C. R. R. of N. J.....	5,778 70	5,442 61
85 25	19 20	Belvidere Delaware Railroad.....	124 86	17 09
444 43	.....	Morris and Essex Railroad.....	668 39	.....
6,609 91	3,711 02	Way Stations.....	3,733 06	2,651 34
11,547 13	7,579 33	Total.....	\$10,305 01	\$8,111 04
		LIME FROM		
905 62	721 18	North Penn. Railroad.....	\$1,707 55	\$1,425 75
929 33	263 95	Lime Ridge.	708 45	356 98
134 43	553 58	Freemansburg.....	255 56	867 81
218 98	63 70	Allentown	227 01	88 22
310 02	20 93	Mauch Chunk.....	272 65	15 29
2,498 38	1,623 34	Total.....	\$3,171 22	\$2,754 05
		LIME TO		
656 49	242 86	North Penn. Railroad.....	\$236 27	\$77 67
148 38	344 84	Lehigh & Mahanoy Railroad.....	254 31	641 67
.....	10 71	C. R. R. of N. J.....	.....	8 26
1,693 51	1,024 93	Way Stations.....	2,680 64	2,026 45
2,498 38	1,623 34	Total..	\$3,171 22	\$2,754 05
		EMPIRE LINE FREIGHT FROM		
40,405 53	10,240 09	Catawissa Railroad, coal oil. . . .	\$39,326 04	\$7,807 30
4,428 41	.....	" " m'dse.....	3,857 47	.....
467 64	.....	North. C. R. R., coal oil.....	579 86	.....
34 01	.....	" " m'dse.....	28 05	.....
3,209 32	1,957 17	C. R. R. of N. J., empty bbls	5,549 90	3,269 48
2,503 46	.....	" " m'dse.....	4,599 61	.....
26 35	.....	Way Stations, empty bbls.....	87 48	.....
.....	.....	Account of Nov., 1865	2,840 47	876 24
51,074 72	12,197 26	Total.....	\$56,868 88	\$11,953 02
		EMPIRE LINE FREIGHT TO		
40,759 77	10,240 09	C. R. R. of N. J., coal oil.....	\$39,682 79	\$7,807 30
4,437 92	.....	" " m'dse	3,839 02	.....
3,235 67	1,957 17	Catawissa R. R., empty bbls.....	5,637 38	3,269 48
2,503 46	.....	" " m'dse	4,599 61	.....
113 40	.....	Way Stations, coal oil.....	223 11	.....
24 50	.....	" " m'dse	46 50	.....
.....	.....	Account of Nov., 1865.....	2,840 47	876 24
51,074 72	12,197 26	Total.....	\$56,868 88	\$11,953 02

*Service performed by Locomotives, Cost of repairs, etc., during
the year ending November 30th, 1866.*

No.	SERVICE.	Previ- ous M'ge.	Mile- age for 1866.	Total Mile- age.	Cost of Re- pairs.	Cost per Mile.	Present Condition.
1	Gravel	4,640	9,740	14,380	\$455 00	4.67	In running order.
2	Drilling.....	100,325	10,260	110,585	1,495 00	14.57	"
3	Freight	111,476	19,660	131,136	520 00	2.64	In good order.
4	Drilling.....	133,340	11,410	144,750	780 00	6.83	Needs gen'l rep.
5	Gravel	171,543	8,160	179,703	260 00	3.18	"
6	"	110,229	17,730	127,959	390 00	2.20	In good order.
7	Drilling	114,330	17,660	131,990	495 54	2.80	In running order.
8	Coal.....	109,999	10,594	120,593	1,610 98	15.20	Being rebuilt.
9	Passenger...	221,535	19,900	241,435	3,193 00	1.60	In good order.
10	"	125,902	10,875	136,777	306 25	2.81	In running order.
11	"	157,892	18,980	176,872	1,300 00	6.85	In good order.
12	Gravel	112,825	6,650	119,475	1,690 00	25.41	Under repairs.
13	"	89,143	6,940	96,083	1,170 00	16.86	In good order.
14	Freight	106,724	12,415	119,139	1,300 00	10.47	"
15	Drilling.....	119,417	9,320	128,737	1,979 69	21.24	"
16	Coal.....	83,310	6,585	89,895	407 54	6.19	"
17	"	107,202	13,025	120,227	764 43	5.87	In running order.
18	"	96,005	1,546	97,551	1,430 00	92.50	Under repairs.
19	"	53,237	24,259	77,496	175 37	0.72	In good order.
20	Construct'n.	120,822	15,968	136,790	115 42	0.72	Needs gen'l rep.
21	Coal.....	138,099	16,970	155,069	2,235 00	13.17	In good order.
22	Freight	129,538	17,670	147,208	1,646 92	9.32	"
23	"	199,699	10,730	210,429	585 00	5.45	"
24	Passenger...	200,200	16,285	216,485	325 00	2.00	"
25	Freight	127,360	21,950	149,310	1,495 00	6.81	"
26	"	116,860	22,070	138,930	1,170 00	5.30	"
27	Coal.....	71,930	15,820	87,750	3,064 00	19.37	"
28	Freight	88,470	18,470	106,940	1,820 00	9.85	"
29	Coal.....	68,280	13,970	82,250	1,690 00	12.09	"
30	"	54,820	14,350	69,170	845 00	5.89	"
31	"	72,100	10,740	82,840	2,490 00	23.18	"
32	"	66,600	19,630	86,230	1,300 00	6.62	"
33	Passenger...	71,350	27,510	98,860	715 00	2.60	Under repairs.
34	Coal	57,332	17,837	75,169	1,078 05	6.04	In good order.
35	"	52,784	19,065	71,849	1,152 82	6.04	"
36	"	37,374	17,546	54,920	1,359 91	7.75	Under repairs.
37	"	62,440	17,910	80,350	2,425 00	13.54	In good order.
38	"	45,470	17,060	62,530	520 00	3.04	"
39	Freight	39,140	20,310	59,450	1,300 00	6.40	"
40	"	45,880	24,810	70,690	975 00	3.93	"
41	Coal.....	24,231	19,724	43,955	1,192 10	6.04	"
42	Freight	22,087	16,341	38,428	987 66	6.04	"
43	Coal.....	18,990	17,890	36,880	715 00	4.00	"
44	"	25,660	17,150	42,810	1,170 00	6.82	"
45	"	12,685	19,232	31,917	1,162 36	6.04	"
46	"	10,970	14,500	25,470	1,820 00	12.55	"
47	Passenger...	24,880	35,750	60,630	2,170 00	6.07	"
48	"	24,540	28,860	53,400	1,040 00	3.60	"
49	Coal.....	14,000	28,390	42,390	910 00	3.21	"
50	"	3,990	18,860	22,850	780 00	4.13	"
51	"	2,880	24,370	27,250	715 00	2.93	"
52	" .....	.....	23,150	23,150	455 00	1.96	"
53	" .....	.....	11,600	11,600	325 00	2.80	"
54	Freight.....	.....	11,487	11,487	466 46	4.06	"
55	Coal.....	.....	14,470	14,470	390 00	2.70	"
56	Passenger...	.....	15,497	15,497	636 58	4.11	"
57	Coal.....	.....	11,935	11,935	721 34	6.04	"
58	Freight .....	.....	10,474	10,474	314 37	3.00	"
59	Drilling.....	.....	7,920	7,920	585 00	7.39	"
60	" .....	.....	5,630	5,630	520 00	9.24	"
61	Coal.....	.....	7,720	7,720	325 00	4.21	"
62	" .....	.....	5,300	5,300	455 00	8.59	"
63	" .....	.....	4,026	4,026	152 49	3.79	"
64	"	61,000	9,778	70,778	970 32	9.92	Needs gen'l rep.
65	"	61,000	14,811	75,811	1,066 46	7.20	"
66	Passenger...	30,500	17,136	47,636	3,797 40	22.16	In good order.
67	Gravel	28,000	7,532	35,532	999 47	13.27	"
68	Coal.....	2,000	17,136	19,136	955 58	5.58	Under repairs.
69	"	12,000	9,778	21,778	1,124 62	10.48	In good order.
70	"	9,000	9,778	18,778	810 95	8.29	"
Car. for'd.....		4,384,035	1,088,551	5,452,590	75,663 08	.....	.....

Service performed by Locomotives, Cost of repairs, etc., during
the year ending November 30th, 1866. (Continued.)

No.	SERVICE.	Previ- ous M'ge.	Mile- age for 1866.	Total Mile- age.	Cost of Re- pairs.	Cost per Mile.	Present Cond'n.
Br't For'd.		4,834,035	1,088,551	5,452,590	75,663 08	..	In good order.
71	Coal.....	18,000	18,839	36,839	940 95	4.99	In run'g order.
72	".....	3,000	18,838	21,838	487 93	2.59	In good order.
73	Freight.....		19,172	19,172	330 43	1.72	In good order.
74	".....		18,838	18,838	515 23	2.73	"
75	Gravel.....		8,053	8,053	237 80	2.95	"
76	Coal.....		8,053	8,053	223 04	2.77	Out of service.
Seneca.....							In good order.
Vulcan....	Gravel.....		4,000	4,000			In good order.
Lilliput...	Excursion..		3,020	3,020			Out of service. ✓
Colorado..	Coal.....	99,191	3,120	102,311	148 84	4.77	Out of service.
Packerton	Drilling.	113,185	9,678	122,863	448 14	4.62	In run'g order.
Orinoco....	Coal.....	102,995	11,638	114,633	547 93	4.71	"
Paragua ..	Freight.....	118,962	13,160	132,122	616 58	4.69	"
Mount'r...	Drilling.....	66,167	10,808	76,975	58 52	0.54	Needs gen'l rep.
North Star	Construct'n.	109,107	12,346	121,453	66 84	0.54	In run'g order.
Lehigh....	Gravel.....	7,000	3,423	10,423	1,559 02	4.55	In good order.
Total.....		5,021,642	1,231,591	6,253,203	81,844 33	6.65	.....
Resume.							
Main Line.			741,966		53,241 69	7.18	
B. M. Div.			304,434		14,530 95	4.77	
Mah'y "			185,191		14,071 69	7.06	

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condemned 71
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Inventory of Lehigh Valley R. R. Rolling Stock, Nov. 30th, 1866.

ENGINES.		
Numbers 1-76.....		76
Not numbered.....		10
On last Report—Nos. 1-51.....	51	
“ “ “ Not numbered.....	9	
Purchased in 1866—Nos. 52-63.....	12	
Received with L. & M. R. R.—Nos. 64-76.....	13	
“ “ “ “ Not numbered.....	1	— 10
Total, November 30th, 1866.....	86	86
PASSENGER CARS.		
Numbers 1-16.....		16
Not numbered.....		3
On last Report—Nos. 1-12.....	12	
“ “ “ Not numbered.....	2	
Purchased in 1866, Nos. 13-16.....	4	
Received with L. & M. R. R.....	1	
Total, November 30th, 1866.....	19	19
BAGGAGE CARS.		
Numbers 1-5.....		5
Not numbered.....		2
On last Report.....	4	
Built in 1866—No. 4.....	1	
Received with L. & M. R. R.....	2	
Total, November 30th, 1866.....	7	7
EXPRESS CARS.		
Built in 1865, not before reported.....		1
HOUSE CARS.		
Same as last Report—Nos. 6-7.....		2
PLATFORM CARS.		
Numbers 1-204.....		204
“ 221-260.....		40
On last Report, 1-168, 5001-5010.....	178	
Built at South Easton in 1866, 169-204.....	36	
Purchased in 1866, 221-250.....	30	
Total, November 30th, 1866.....	244	244
GRAVEL CARS.		
Same as last Report, Nos. 1-40.....	40	40
WRECK AND TOOL CARS.		
On last Report.....	1	1
Built at South Easton in 1866.....	1	1
Total, November 30th, 1866.....	2	2

Inventory of L. V. R. R. Rolling Stock, Nov. 30th, 1866. (Continued.)

COAL CARS.		5 Ton.	6 Ton.	10 Ton.	Total, rated as 4-wheeled Cars
Numbers—	1-1509.....	1509			1509
“	1510-1769 (L. & M. Cars)....		260		260
“	1770-2000.....		231		231
“	2001-3128.....			1128	2256
“	4522-4531.....		10		10
“	4571-5000 (L. & M. Cars)....		430		430
“	5001-6500.....		1500		1500
“	6601-6700.....		100		100
L. & M. Cars.....			39		39
P. L. & Co. Cars.....		106			106
Totals.....		1615	2570	1128	
On last Report.....				4985	
Built at Packerton Shop	{ 5091-5100 }				
in 1866—	{ 1624-1769 }			166	
	{ 4522-4531 }				
Purchased during year—	{ 6010-6500 }			590	
	{ 6601-6700 }				
Received with L. & M. Railroad.....				700	
Total, Nov. 30, 1866.....				6441	6441
Under Contract—6501-6600					400
					6701-7000

Divisions of Track, Length of Sections, &c., &c., Nov. 30, 1866,
L. V. R. R., Main Line and Branches.

SECTIONS.	TERMINI.	MILES.				SWITCHES			FROGS.			
		Single Tr'k.	Doub. Tr'k.	Sidings.	Total.	Main Track.	Side Track.	Total.	Main Track.	Side Track.	Total.	
Main Line.	Phillipsburg.....											
	1 To Lime Ridge.....		6.50	6.04	19.04	27	25	52	37	30	67	
	2 To Bethlehem.....		5.50	1.75	12.75	18	9	27	22	10	32	
	3 To Allent'n Fur'ce Quarry..		6.50	2.83	15.83	42	7	49	44	9	53	
	4 To Mile Post No. 25.....		6.50	1.94	14.94	33	4	37	38	4	42	
	5 To Mile Post No. 32.....		7.00	0.52	14.52	8	2	10	8	2	10	
	6 To Mile Post No. 39.....		7.00	1.37	15.37	18	4	22	22	4	26	
	7 To Mauch Chunk.....		7.00	14.81	28.81	35	61	96	36	70	106	
	8 To Sleppy's Run.....		4.53	4.59	13.65	31	10	41	35	14	49	
	9 To Penn Haven Junction....		3.47	0.74	7.68	10	0	10	10	0	10	
	10 To Stony Creek.....	2.11	1.89	0.29	6.18	11	4	15	11	5	16	
	11 To Rockport.....	3.70	0.30	0.00	4.30	4	0	4	4	0	4	
	12 To Stetler's.....	3.68	0.32	0.09	4.41	5	0	5	5	0	5	
13 To White Haven.....	4.00	1.00	1.86	7.86	16	8	24	16	11	27		
	Totals, 1866.....	13.49	57.51	36.83	165.34	258	134	392	288	159	447	
	Totals, 1865.....	14.79	56.21	28.87	156.08	255	116	371	280	144	424	
	Increase.....		1.30	7.96	9.26	3	18	21	8	15	23	
Beav. Mead. Div.	Penn Haven Junction.....		7.05	4.19	18.29	34	21	55	34	24	58	
	1 To Hazel Creek Junction....		6.01	3.55	17.11	32	19	51	33	20	53	
	2 To Honeybrook.....		6.01	10.60	8.19	35.40	66	40	106	67	44	111
		Totals, 1865.....	6.01	10.60	8.16	35.37	66	40	106	67	44	111
	Increase.....			0.03	0.03							
Lehigh & Mah'y Div.	Black Creek Junction.....											
	1 To Mile Post No. 6.....	4.15	2.04		8.23	7		7	9		9	
	2 To Kester's Cut.....	3.02	0.47		3.96	2		2	2		2	
	3 To Quakake Junction.....	2.82	1.00	0.63	5.45	4		4	4		4	
	4 To Delano.....	3.70		3.10	6.80	3		3	4		4	
	5 To Meyer's.....	1.39	0.70	2.48	5.27	9	13	22	20	20	40	
	6 To Barry's Crossing.....	1.94	0.44	4.49	7.31	1	16	17	1	16	17	
	7 To Shenandoah.....	3.01	0.32	3.43	7.08	5	6	11	6	8	14	
	8 To Raven Run.....	4.55	0.20	0.06	5.01	3		3	3		3	
	9 To Centralia.....	4.31		0.12	4.43	1		1	1		1	
	10 To Wright's Switch.....	2.24	0.33		2.90	5		5	5		5	
11 To Mt. Carmel.....	3.37		0.94	4.31	5	1	6	5	1	6		
	Totals, 1866.....	34.50	5.50	15.25	60.75	45	36	81	60	45	105	
	Totals, 1865.....											
	Increase.....	34.50	5.50	15.25	60.75	45	36	81	60	45	105	
RESUME												
	Main Line.....	13.49	57.51	36.83	165.34	258	134	392	288	159	447	
	Beaver Meadow Division....	6.01	10.60	8.19	35.40	66	40	106	67	44	111	
	Lehigh and Mahanoy Div....	34.50	5.50	15.25	60.75	45	36	81	60	45	105	
	Grand Totals, 1866.....	54.00	73.61	60.27	261.49	369	210	579	415	248	663	
	" " 1865.....	20.80	66.81	37.03	191.45	321	156	477	347	188	535	
	Increase.....	33.20	6.80	23.24	70.04	48	54	102	68	60	128	

