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TWENTY-NINTH ANNUAL REPORT

OF THE

BOARD OF DIRECTORS

OF THE

LEHIGH VALLEY RAILROAD COMPANY

TO THE

STOCKHOLDERS,

JANUARY 15TH, 1884.

PHILADELPHIA:
ALLEN, LANE & SCOTT'S PRINTING HOUSE,
Nos. 229-231 South Fifth Street.
1884.

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1884.

OFFICERS
OF THE
Lehigh Valley Railroad Company.

JANUARY 15TH, 1884.

President,
HARRY E. PACKER.

Vice-President,
CHARLES HARTSHORNE.

General Manager,
ELISHA P. WILBUR.

Treasurer,
WM. C. ALDERSON.

Secretary,
JOHN R. FANSHAWE.

General Superintendent,
H. STANLEY GOODWIN.

Directors :

CHARLES HARTSHORNE,
WILLIAM L. CONYNGHAM,
ARIO PARDEE,
WILLIAM A. INGHAM,
GEORGE B. MARKLE,
ROBERT H. SAYRE,

JAMES I. BLAKSLEE,
ELISHA P. WILBUR,
JOSEPH PATTERSON,
GARRETT B. LINDERMAN,
JOHN R. FELL,
ROBERT A. LAMBERTON.

ANNUAL REPORT
OF THE
Lehigh Valley Railroad Company.

JANUARY 15th, 1884.

The total coal tonnage for the fiscal year ending November 30th, 1883, was as follows:—

Anthracite,	6,527,912 tons.
Bituminous,	64,734 tons.
Total,	6,592,646 tons.

The coal tonnage for each of the past five years was:—

For 1879,	4,415,285 tons.
“ 1880,	4,672,724 tons.
“ 1881,	5,870,701 tons.
“ 1882,	6,336,141 tons.
“ 1883, as above,	6,592,646 tons.

Our income from all sources, including interest received from investments, &c., amounted to, . . .	\$11,310,171 99
Operating expenses of the road,	6,175,656 16
Leaving,	\$5,134,515 83

Against which there has been charged:—

Interest on bonds (including interest and dividends on guaranteed bonds and stocks),	\$2,031,674 72
DIVIDENDS:—On preferred and common stocks,	2,210,378 00
General expenses, interest on floating debt, Pennsylvania and New Jersey State taxes, loss on Morris Canal, &c.,	421,920 21
Amount charged for estimated accumulated depreciations,	347,944 29
Balance to be carried to the credit of the Profit and Loss account,	\$122,598 61

The operating expenses of the year have been increased by charging to those accounts a number of extraordinary expenditures, which, without apparently increasing the earning power of the road will, however, affect its future economical maintenance.

Our capital account at the close of the fiscal year, was as follows:—

Preferred stock,	\$106,300	
Common stock,	27,496,850	
	<hr/>	\$27,603,150
First mortgage, six per cent. bonds (coupon and registered) due in 1898,		5,000,000
Second mortgage, seven per cent. bonds, registered, due in 1910,		6,000,000
Consolidated mortgage six per cent. bonds, due in 1923, except sterling bonds:—		
Sterling,	\$3,854,000	
Coupon,	1,949,000	
Registered,	7,498,000	
Annuity,	553,000	
	<hr/>	\$13,854,000
Floating debt, less cash on hand,	none.	
		<hr/>
		\$52,457,150

One hundred and sixty-eight of the sterling bonds were drawn, payable December 1st, 1883, leaving \$3,686,000 bearing interest from that date.

The agreement with the Southern Central Railroad Company, of New York, mentioned in our last report, was duly consummated, and we also agreed to purchase from that Company an additional amount of \$300,000 of their first mortgage five per cent. bonds, to enable them to make further improvements. This connection continues to be of great importance to us, affording as it does a direct communication with Lake Ontario, and enabling us to reach an area of distribution for coal which is constantly increasing.

The earnings of the Geneva, Ithaca and Sayre Railroad Company have been during the past year, for the first time since the formation of the Company, sufficient to meet the running expenses and the interest upon the bonds of the Ithaca and Athens Railroad Company, one of its component parts. Considerable advances have however been needed to complete the substitution of steel rails upon its main line, and for other changes needed to bring the road into first-class condition. During the coming year it is intended to relay the Cayuga Branch of 38 miles with steel rails, and rebuild some

of the bridges, after which we trust that Company will be self sustaining.

The report of the Pennsylvania and New York Canal and Railroad Company, to be published herewith, will show the operations of what is now practically a part of our main line, but under a different organization. Although they have been as usual able to pay from their net earnings a dividend upon the preferred stock, in addition to the interest upon their bonds, yet the completion of their second track and their tunnel near Vosburg will continue to require large advances from us for some time to come.

No increase has been made during the past year in the number of our steam vessels on the Western Lakes, but it may be necessary to greatly enlarge their capacity, by the purchase or construction either of more steamers or of tenders to those we now have, or of both. Although this will require a considerable increase in our investment, the result of that heretofore made would seem to warrant it.

The improvements on the Tiffit farm at Buffalo have been steadily progressing, and there is ample room for any expansion which may be required by the demands of future business. The plan, as adopted, contemplates a wharf frontage equal to almost eight linear miles, and will be carried out as needed.

It being important for us to have an independent freight and passenger station in Buffalo, a charter was obtained, under the laws of the State of New York, for a Company called the Lehigh Valley Railway Company, and a location made from a point at Washington and Scott streets, near the centre of the business portion of that city, to Lancaster in Erie County, a distance of about ten miles. Contracts have been made for ground for depot purposes, and for a portion of the right of way. This work will be pushed as rapidly as possible in the spring.

Extensive improvements for the more expeditious and economical handling and shipment of our coal are being made at Perth Amboy, and a considerable expenditure of money will have to be made on this account.

These various enterprises are solely in the interest of this Company, and depend upon us for the capital required for their development.

Since the last issue of stock, made at par among the stockholders in May, 1875, both the mileage of the Company and its equipment have been increased more than fifty per cent., and large investments

have been made, of great importance to our business, in Buffalo and at other places, as before referred to. To represent the capital so invested, and to meet other intended improvements and extensions, the Board has directed the creation of an amount of common stock equal to twenty per cent. of the whole stock now outstanding, to be issued *pro rata* to the stockholders at par, payable in five installments, at intervals of three months. Interest at the rate of five per cent. to be allowed on payments, and the stock to be entitled to dividends declared after January, 1885.

During the year we have lost by death two of our most valued officers.

Mr. R. Asa Packer, a Director of the Company, departed this life on the 20th of February last. Mr. Packer was President of our Pennsylvania and New York Canal and Railroad Company, of the Geneva, Ithaca and Sayre Railroad Company, and of other corporations belonging to our system in the State of New York, he having general charge and supervision of all our Northern and Western interests.

Mr. Lloyd Chamberlain, who has been Treasurer of the Company with but a slight interruption since July, 1864, died on the 7th of July last. Mr. Chamberlain had been previously officially connected with one of our merged companies, the Beaver Meadow Railroad and Coal Company, from March, 1842, thus making a continuous labor in the one interest of about forty-one years. He was ever faithful in the services he rendered the Company, and, notwithstanding his increasing years, retained his activity to the last.

The Board of Directors, as a testimonial of their respect for the deceased officers, have caused the following to be entered upon the minutes:—

“Our associate, Robert Asa Packer, the elder son of our late President, the Hon. Asa Packer, departed this life on the 20th of February last, at Jacksonville, Florida, after a short illness. Mr. Packer, as would naturally follow from his father's large interest, has been prominently identified with the Company during all his mature years. He first became a member of this Board in January, 1863, but retired July 25th, 1864, to make room for a representative of the Beaver Meadow interest, which was united by merger in that year. He afterward, re-entered the Board June 10th, 1879, and continued a member until the time of his death. Mr. Packer's particular at-

tention was directed to our interests north of Pittston, over which he exercised a careful supervision. As President of the Pennsylvania and New York Canal and Railroad Company, and of the Geneva, Ithaca and Sayre Railroad Company, he has proved a careful and judicious manager, contributing largely to the success of the former and placing the latter in its present improved condition. The Lehigh Valley Transportation Company and the Lehigh Valley Railway Company, representing our boats for lake service and our railroad facilities in Buffalo, are the outgrowth of his activities in endeavoring to develop trade for our common interests and afford facilities for securing outlets for our business.

“It is with deep regret that we are called upon to note his untimely death when years of usefulness appeared before him, and we extend our sympathies to the several members of his family in this their bereavement.

“In the death of Lloyd Chamberlain, the Company has lost a valuable officer. His service of over forty-one years, first with the Beaver Meadow Railroad and Coal Company, and, since the merger, with this Company, has proved him ever attentive and faithful in the performance of his duties. His sterling honesty, his thorough knowledge, and his constant watchfulness over the interests of the Companies, made him invaluable in all the positions he has filled. Mr. Chamberlain’s experience extended over almost the entire history of steam-railroads, as he was one of the few remaining representatives of the generation connected with their earliest introduction, and was actively identified with railroad management from its first feeble efforts to its present great results. Although taken from us in the fullness of years we can but regret the loss of an efficient officer and competent adviser.”

Mr. Robert A. Lamberton was elected a Director to succeed Mr. R. Asa Packer, and Mr. Wm. C. Alderson, formerly Assistant Treasurer, was elected Treasurer in place of Mr. L. Chamberlain.

Further information will be found in the reports of our General Superintendent; of the Vice President and of the General Superintendent of the Pennsylvania and New York Canal and Railroad Company; and of the General Superintendent of the Lehigh Valley Coal Company, herewith published.

By Order of the Board.

HARRY E. PACKER,
President.

ANNUAL REPORT
OF THE
GENERAL SUPERINTENDENT
OF THE
Lehigh Valley Railroad Company,

For the Fiscal Year ending November 30th, 1883.

BETHLEHEM, PA., November 30th, 1883.

Hon. H. E. Packer, President,

DEAR SIR:—The following report of the operations of the Lehigh Valley Railroad for the fiscal year ending November 30th, 1883, is respectfully submitted:—

The total amount of anthracite coal transported over the main line and branches for the year was 6,527,912.06 tons, an increase, compared with the previous year, of 270,752.17 tons or 4.33 per cent.

The coal was derived from the following sources:—

REGIONS.	1882.	1883.	INCREASE AND Decrease.
Wyoming,	1,322,712.10	1,431,149.15	108,437.05
Hazleton,	2,919,219.03	3,028,037.01	108,817.18
Upper Lehigh,	29.14	6.00	23.14
Beaver Meadow,	538,128.17	557,203.06	19,074.09
Mahanoy,	1,477,069.05	1,511,336.18	34,267.13
Mauch Chunk,		179.06	179.06
Totals,	6,257,159.09	6,527,912.06	270,752.17

And was distributed as follows:—

POINTS OF DELIVERY.	1882.	1883.	INCREASE.	DECREASE.
At Mauch Chunk,	4,881.03	5,663.06	782.03	
On line of road above Mauch Chunk,	16,943.16	16,924.01		19.15
On line of road above Mauch Chunk for use of L. V. R. R.	124,052.06	126,666.17	2,614.11	
To P. and N. Y. R. R.,	708,730.02	825,789.13	117,059.11	
“ Northern Central R. R.,	83,716.02	151,434.10	67,718.08	
“ Sunbury, Hazleton and Wilkesbarre R. R.,	109,813.03	105,996.06		3,816.17
“ L. and S. Div. Cent. R. R. of N. J. at Packerton,	4,503.08	1,060.00		3,443.08
“ Catawissa R. R.,				3,352.13
“ Lehigh Canal at M. Chunk,	54,964.17	51,612.04		8,956.11
“ Lack. and Bloomsb' R. R.,	204,928.06	195,971.15		4,086.09
“ Phila. and Reading R. R.,	4,097.10	11.01		
Local east of Mauch Chunk,	70,968.08	87,887.11	16,919.03	
East of Mauch Chunk for use L. V. R. R.,	136,826.03	148,471.11	11,645.08	
To Furnaces and Mfg. Co.'s,	786,630.18	639,971.02		146,659.16
“ Schuylk'l and Lehigh R. R.	137.11	174.08	36.17	
“ Ironton R. R.,	5,234.16	4,490.05		744.11
“ Catasauqua and Fogels'e R. R.,	8,785.09	7,843.15		941.14
“ East Penna. R. R.,	328.09	362.03	33.14	
“ Perkiomen R. R.,	138,473.04	171,366.12	32,893.08	
“ North Penna. Branch of P. and R. R.,	134,266.07	145,811.14	11,545.07	
“ Port Del. (Morris Canal),	295,443.10	300,697.04	5,253.14	
“ Morris and Essex Div. D., L. and W. R. R.,	79,438.04	64,731.15		14,706.09
“ Belvidere Div. Penna. R. R.	1,404,716.16	1,371,870.12		32,846.04
“ Central R. R. of N. Jersey,	4,281.13	7,126.09	2,844.16	
“ New Jersey Div. L. V. R. R.,	1,874,997.08	2,095,977.12	220,980.04	
Totals,	6,257,159.09	6,527,912.06	270,752.17	
Total Canal	54,964.17	51,612.04		3,352.13
Total Rail,	6,202,194.12	6,476,300.02	274,105.10	
Grand Total,	6,257,159.09	6,527,912.06	270,752.17	

TONS OF ANTHRACITE COAL CARRIED ONE MILE.

REGION.	1882.	1883.	INCREASE AND Decrease.
Wyoming,	29,708,171.01	42,089,639.18	12,381,468.17
Hazleton,	70,302,672.17	73,237,489.02	2,934,816.05
Beaver Meadow,	12,160,799.17	12,546,204.01	385,404.04
Mahanoy,	57,882,731.03	57,146,489.08	736,241.15
Total above Mauch Chunk,	170,054,374.18	185,019,822.09	14,965,447.11
" below " " "	320,366,405.17	339,438,077.01	19,071,671.04
Grand Total,	490,420,780.15	524,457,899.10	34,037,118.15

The number of tons of anthracite coal carried one mile was 6.94 per cent. more than in 1882. During the year the coal trade was suspended for fifty-one working days.

The total amount of miscellaneous freight transported over the main line and branches for the year was 3,123,247.01 tons, a decrease from the previous year of 562,188.63 tons, or 15.25 per cent., mainly in the items of iron rails, pig iron, and iron ore, caused by great depression in the iron trade: and in the item of petroleum, caused by the diversion of this product from rail to pipe-line transportation.

Tons of miscellaneous freight carried one mile, 179,562,423.66, a decrease from the previous year of 36,849,227.91 tons, or 17.03 per cent.

The total number of passengers transported for the year was 1,935,006, an increase over the previous year of 148,152, or 8.29 per cent.

Passengers transported one mile 31,801,917, an increase over the previous year of 15.86 per cent.

The total road receipts and expenses for the year were as follows:—

FROM TRANSPORTATION OF	GROSS RECEIPTS.	EXPENSES.	NET RECEIPTS.
Coal,	\$7,401,795 94	\$4,137,553 57	\$3,264,242 37
Freight,	1,985,405 10	1,404,656 17	580,748 93
Passenger, Express, and Mail, . . .	830,948 82	633,446 42	197,502 40
Totals,	\$10,218,149 86	\$6,175,656 16	\$4,042,493 70

BRIDGES, CULVERTS, &c.

Among other items the following work has been done during the year:—

New abutments and iron double track bridge over the stream at New Market, replacing the one undermined by the freshet in September, 1882, and the trestle work erected at that time for temporary use. It was considered desirable to lengthen the span of this bridge in order to provide additional water way, and to do this it was necessary to build an entirely new bridge; the new bridge is eighty-nine feet long, or thirty-six feet longer than the one replaced.

The arches over Musconetcong creek, sustaining the weight of a very heavy embankment, needed to be strengthened, and have been lined with beton.

New iron track stringers have been put in place on all of the truss bridges on the New Jersey Division.

The iron deck bridge at Easton, in progress at last report, has been completed according to the original design.

The abutments of bridge over Saucon creek, at Freemansburg, showing signs of serious failure, are being reinforced by new masonry in front, and the bridge itself having become so much impaired in strength as to need replacing, a new iron double track deck bridge of shortened spans is under contract.

The iron bridge for three tracks across the Lehigh river, between Mauch Chunk and Packerton, in progress at last report, has been completed.

The double track iron deck bridge over the Lehigh river at Onoko, called the Turn Hole bridge, needing renewal, a new bridge to replace it has been put under contract, and is now in process of erection.

The arch culvert over Stony creek has been completed.

A box culvert has been built in the bed of the abandoned North Branch canal, from Northampton street to Union street, Wilkesbarre, to carry the drainage heretofore taken by the canal; size of opening, six feet high by four feet wide; total length, 2100 feet. The abandoned canal is being filled up, and will be used for tracks.

Among the buildings which have been erected during the year, the following may be noted:—

At Perth Amboy a blacksmith and machine shop of brick, needed for use of car department, forty-five by one hundred and twenty feet; also, four new offices on piers and docks, each about sixteen by thirty feet; and a stable forty-five by seventy-six feet; all framed.

New station houses on New Jersey Division, at Metuchen Junction, Flagtown, Lansdown, and Kennedy; and on Mahanoy Division, at Stewarts, Switchback, and Delano.

The new passenger station at Midvale completed.

At Phillipsburg, an ice house, twenty-four by seventy-two feet, frame, with iron roof. This replaces the ice houses heretofore in use at Easton, now removed.

At South Easton shop, a brick engine and boiler house, eighteen by eighty feet, and a brick drying house, twenty-five by twenty-five feet.

At lower end of Packerton yard, a new engine house of stone with iron roof trusses, with stalls for twenty-nine engines, has been commenced. The walls are finished and ready for the roof, and the roof is ready for erection. The foundations have been commenced for a second engine house at the same place, and the work upon it is now discontinued for the winter.

These two engine houses are being erected in accordance with the plan adopted early in 1882 in connection with the extension and increase of Packerton yard.

At the iron bridge below Mauch Chunk, a new car house of brick, one hundred by thirty-three feet, with stalls for two cars, and with dwelling rooms under the same roof, has been commenced.

At Wilkesbarre a new station house of brick has been commenced; its extreme length will be two hundred and twenty-five feet and extreme width sixty feet. This building is now under roof and is expected to be ready for occupancy early next summer.

The new boiler shop at Wilkesbarre, sixty-two by one hundred and ten feet, in progress at last report, has been completed.

At Delano, a boiler house of stone, eighteen by forty-two feet; also five blocks of dwelling houses, two tenements in each; also a framed ice house, twenty-eight by twenty-eight feet.

At Weatherly, a two-story oil house of stone, twenty-two by forty-four feet; also a lumber shed, sixteen by sixty feet, and a tool house, sixteen by twenty-four feet, all roofed with iron.

At Hazleton, a new locomotive house of stone, one hundred and eighty-four by seventy-four feet, with twelve stalls.

WATER STATIONS.

At Perth Amboy a connection has been made with the public water works, and twenty-six hundred and eighty-three feet of six-inch pipe have been laid to our water station, with connection to stable and offices.

At Easton a four-inch water pipe, forty-five hundred feet in length, has been laid from South Easton shop to Easton station, upon which have been placed six fire-plugs.

At South Easton a new frost-proof tank has been built.

At Rockdale a new water station, in addition to the old one.

At Meyersville a new water station and standpipe.

TELEGRAPH.

We have now wires in use as follows:—

Telegraph wires,	810.5 miles.
Telephone wires,	23.7 "
Signal wires,	12.4 "

New lines of poles have been built to replace old ones as follows:

From Onoko to Penn Haven,	6. miles.
From Centralia to Mount Carmel,	5.4 "
From White Haven to L. & B. Junction,	39.7 "

EQUIPMENT.

Our locomotive equipment has been increased during the year by twenty-one engines, built at our own shops, as follows:—

At South Easton,	2
At Delano,	7
At Weatherly,	6
At Hazleton,	6

We have increased our stock of cars as follows:—

BUILT AT OUR OWN SHOPS.

Passenger cars,	5
Baggage, mail, express, and combination cars,	4
Second-class coaches,	5
Fruit cars,	4
Wreck and tool cars,	7
Gravel train caboose cars,	6
Four-wheeled lime car,	1
" caboose cars,	10

Eight-wheeled platform cars,	4
“ gondola cars,	230
“ house cars,	367
“ lumber cars,	85
Coal cars, rated as four-wheeled,	373

PURCHASED DURING THE YEAR.

Passenger cars,	7
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To replace cars worn out and broken up we have built cars in addition to the above, as follows:—

Four-wheeled coal cars,	296
Eight-wheeled house cars,	37
“ platform cars,	31
“ gondola cars,	16
Six-wheeled iron car,	1
Four-wheeled caboose cars,	2
“ lime cars,	4
“ gravel cars,	45

There were cast at our Hazleton foundry:—

- 1,738 wheels for mine cars ;
- 17,884 wheels for general use ;
- 35 locomotive tires.

Our equipment is now as follows:—

	On Last Report.	Increase.	Decrease.	Nov. 30th, 1883.
Engines of all classes,	292	21		313
Passenger cars,	85	17		102
Pay cars,	1			1
Baggage and express cars,	45	4		49
Fruit cars,	6	4		10
Gravel cars,	294		4	290
Wreck and tool cars,	30	7		37
Eight-wheeled caboose cars,	53		6	47
Six-wheeled caboose cars,	1		1	
Tunnel cars,	150			150
Four-wheeled platform cars,	12		1	11
Supply cars,	19		3	16
Eight-wheeled water cars,	5			5
Gravel train caboose cars,		6		6
Four-wheeled lime cars,	44	1		45
“ caboose cars,	31	10		41
Eight-wheeled bark cars,	50			50
“ stock cars,	13			13
“ platform cars,	362	4		366
“ gondola cars,	1,135	230		1,365
Six-wheeled platform cars,	100			100
Eight-wheeled house cars,	1,958	367		2,325
“ lumber cars,	215	85		300
Coal cars rated as four-wheeled,	26,005	373		26,378

RAILS.

MILES OF STEEL TRACK.	ON LAST REPORT.	LAI D AND RE-LAI D THIS YEAR	TOTAL NOW IN USE.
On New Jersey Division,	121.91	10.12	132.03
On Lehigh Division,	124.50	12.10	136.60
On Wyoming Division,	66.94	6.56	73.50
On Beaver Meadow Division,	41.57	3.79	45.36
On Hazleton Division,	50.12	6.41	56.53
On Mahanoy Division,	80.59	5.23	85.82
Totals,	485.63	44.21	529.84
On P. & N. Y. R. R., Wilkesbarre to L. & B. Junction,	18.62	3.97	22.59

There are now in use on all divisions:—

137.35 miles of single track.

176.85 miles of double track, equivalent to 353.70 miles of single track; in addition to which there are 13.95 miles of second track laid but used as sidings and 274.53 miles of sidings.

Total, 779.53 miles, an increase during the year of 37.94 miles, caused by extension of second track and sidings, and building new sidings and branches.

Work has been continued through the year on the new trestling for stocking coal at Perth Amboy, in progress at last report, and one hundred and twenty-six bins on six tunnels are now in use with total capacity of 132,000 tons. There remain still to be completed sixty-three bins on three tunnels. The whole, when completed, will have a total capacity of 236,000 tons and consist of nine (9) lines of twenty-one (21) bins each, with a tunnel under each line. The value of this improvement has shown itself very conclusively by a reduction of over fifty per cent. in the cost of picking up stock coal, and it is particularly valuable by the increase of our storage capacity.

We have been obliged to expend during the year a considerable amount in dredging at Perth Amboy, in order to maintain the necessary depth of water.

The branch track to paper mill of the Warren Manufacturing Company, in progress at last report, has been completed and is now in use. The amount of freight transported over this branch makes it a valuable feeder to our main line.

A new turn-table has been built at Phillipsburg, and one set up at Coplay.

The enlargement of Packerton yard for the increase of track room at that place, has been continued during the year, and is nearly completed according to the original design. This enlargement provides additional facilities long and greatly needed for the accommodation of our coal business.

The third track at and between Mauch Chunk and East Mauch Chunk is still in progress, and will, when completed, be a valuable improvement to that part of the line.

The double-track tunnel at Rockport, put under contract in 1882, is not yet completed, but the heading is through and the work is progressing favorably.

The grading and laying of second track to be used in connection with this tunnel has been extended to within six-tenths of a mile of the east end of tunnel, an increase in the length of double track of 3.21 miles. Some grading has also been done west of the tunnel for second track to be used in the same connection.

Under a contract made in June, 1882, with the Glen Summit Hotel and Land Company, water works to supply the hotel and houses at Glen Summit have been constructed.

The hotel now building at that place, it is expected, will be opened by the beginning of next summer, and will afford excellent accommodations for passengers who may desire to break the monotony of their journey by stopping off at that point. It is also our intention to have our trains stop here for meals. The place is delightfully situated at nearly two thousand feet above tide.

The condition of the Relief Fund is as follows:—

Balance on hand, November 30th, 1882,	\$7,568 97
Contributed by employés during the year,	9,324 04
Contributed by our Companies,	9,324 04
Total,	<u>\$26,217 05</u>
Disbursements during the year,	19,409 94
Balance on hand, November 30th, 1883,	<u>\$6,807 11</u>

There were two calls made during the year, and the number of employés who contributed to the last call was 2947.

I regret to be obliged to report the death, on December 1st, 1883, of Mr. William Kellogg, our superintendent of bridges.

Mr. Kellogg was foreman in charge of the construction of the first bridges upon our road, over the Delaware at Easton and over the Lehigh at Mauch Chunk, and for twenty-seven years past was superintendent of our bridges, and during a portion of that time was also roadmaster of the whole road, which then extended from Phillipsburg, N. J., to Mauch Chunk.

Mr. Kellogg had, during these many years, performed the duties of his position with zeal and ability, and was active and efficient in the management of his department to the time of his death.

Respectfully submitted,

H. STANLEY GOODWIN,
General Superintendent.

OFFICERS AND DIRECTORS

Pennsylvania and New York

CANAL AND RAILROAD COMPANY

REPORT

OF THE

Pennsylvania and New York

CANAL AND RAILROAD COMPANY.

OFFICERS AND DIRECTORS
OF THE
Pennsylvania and New York
CANAL AND RAILROAD COMPANY.

President,
ELISHA P. WILBUR.

Vice-President,
CHARLES HARTSHORNE.

Treasurer,
WM. C. ALDERSON.

General Superintendent,
WILLIAM STEVENSON.

Directors :

ROBERT H. SAYRE,
CHARLES HARTSHORNE,
VICTOR E. PIOLLET,
GARRETT B. LINDERMAN,
HARRY E. PACKER,
ROBERT LOCKHART,

WILLIAM H. SAYRE,
JAMES I. BLAKSLEE,
HOWARD ELMER,
ELISHA A. HANCOCK,
FREDERIC MERCUR,
WILLIAM STEVENSON.

ANNUAL REPORT

OF THE

Pennsylvania and New York

CANAL AND RAILROAD COMPANY,

JANUARY 14th, 1884.

THE total coal tonnage for the past year was:—

Anthracite,	1,262,784.18 tons.
Bituminous,	338,565.19 "
	1,601,350.17 tons.
Making,	

An increase of 153,378.17 tons as compared with the previous year. The anthracite tonnage, however, shows an increase of 185,818.05 tons as against a decrease of 32,439.8 tons on the bituminous tonnage. Of the total anthracite, 825,789.13 tons were received from the Lehigh Valley Railroad.

The earnings and expenses for the fiscal year were as follows:—

FROM	
Transportation of coal,	\$1,340,134 57
" freight,	715,849 81
" passengers,	213,565 76
" express and mail,	47,297 19
Miscellaneous,	47,297 19
	\$2,316,847 33
Less operating expenses, including depreciation, &c.,	1,355,026 51
Leaving net receipts,	\$961,820 82

The above net earnings will, after providing for State and other taxes, interest on bonds, interest on floating debt, &c., enable the Directors to declare a dividend of ten per cent. to apply to the arrearages on the preferred stock.

We have expended, during the year, for construction and equipment accounts, the sum of \$844,560.39 for the building of additional double track, the purchase of nineteen new locomotives, improvements at Coxtan, &c.

An important decision, which was afterwards affirmed by the Supreme Court, was secured by us, during the year, in the Dauphin County Court. By it the tax laws of 1879 and 1881, which had been construed as applying to the bonds of this Company, were determined to be inoperative so far as we were concerned, and we are thus freed under existing laws from deducting any State tax from our bondholders.

The extensive and valuable timber tracts on the west side of the Susquehanna river above Wilkesbarre offer considerable inducement for the building of a branch road in order to obtain the freight that would necessarily come over it. Several surveys have been made into that region, and the advisability of commencing early operations has been seriously considered. Nothing as yet has been done, but we are prepared to move at once when a conclusion has been reached.

The branch connected with our road by the bridge recently built by us across the Susquehanna river, at Coxtan, is about completed, and we are now receiving on our own tracks the coal from our collieries in that region. This, added to the tonnage we are likely to secure from other operations, fully justifies the investment, which must necessarily be profitable from its commencement.

The improvements at Coxtan, for the better handling of our coal trains, are about finished, and the increased efficiency resulting from this change will at once place us in a position to accommodate a large tonnage with greater ease and economy.

It is our sad duty to record the death, during the year, of our President, Mr. Robert Asa Packer, who died at Jacksonville, Florida, on the 20th of February last. Mr. Packer has been actively identified with the management of the Company and its railroad from nearly its first organization and operation. He succeeded Mr. John P. Cox, the first Superintendent, on January 9th, 1871.

From that time until January 10th, 1881, he retained that position, and by his abilities and constant oversight, has developed the business of the Company and contributed largely to its success. At the latter date, he was elected President, in which position he continued until his sudden and untimely death.

The report of the General Superintendent, herewith submitted, will exhibit in detail the operations of the road.

By order of the Board.

ELISHA P. WILBUR,
Vice-President.

OFFICE OF THE GENERAL SUPERINTENDENT
 PENNA. AND NEW YORK CANAL & R. R. Co.
 SAYRE, PA., November 30th, 1883.

E. P. Wilbur, Esq., Vice-President,

SIR:—The following report of the operations of the Pennsylvania and New York Canal and Railroad Company, for the year ending November 30th, 1883, is respectfully submitted:—

COAL TONNAGE.

The total amount of coal transported during the year was 1,601,350 $\frac{17}{20}$ tons, an increase of 10 $\frac{59}{100}$ per cent. over the previous year. The following tables give the details of production and distribution compared with the previous year.

TOTAL COAL TONNAGE FOR 1883, COMPARED WITH THE PREVIOUS YEAR.

	1882.		1883.		INCREASE & Decrease.	
	TONS.	CWT.	TONS.	CWT.	TONS.	CWT.
Anthracite,	1,076,966.13		1,262,784.18		185,818.05	
Bituminous,	371,005.07		338,565.19		32,439.08	
Total,	1,447,972.00		1,601,350.17		153,378.17	

Percentage of increase in total coal tonnage, .10 $\frac{59}{100}$.

The anthracite tonnage was derived from the following sources:

REGIONS.	1882.		1883.		INCREASE & Decrease.	
	TONS.	CWT.	TONS.	CWT.	TONS.	CWT.
Wyoming,	932,436.02		1,099,463.00		167,026.18	
Hazleton,	36,469.01		38,440.04		1,971.03	
Beaver Meadow,	29.06		1,347.05		1,317.19	
Mahanoy,	43,747.17		53,878.18		10,131.01	
State Line and Sullivan, . . .	64,284.07		69,655.11		5,371.04	
Total,	1,076,966.13		1,262,784.18		185,818.05	

Percentage of increase in anthracite tonnage, .17 $\frac{25}{100}$.

And was distributed as shown by statement below:—

DISTRIBUTION.	1882.		1883.		INC. & Decrease.	
	TONS.	CWT.	TONS.	CWT.	TONS.	CWT.
On Line of Road,	29,895.13		35,347.16		5,452.03	
Montrose Railway,	4,431.15		5,182.13		750.18	
Southern Central R. R.,	151,577.05		182,038.19		30,461.14	
Geneva, Ithaca & Sayre R. R.,	349,133.01		431,757.06		82,624.05	
Erie R. R. Junction Shipments,	2,885.19		1,197.12		1,688.07	
Erie " 3d Rail,	455,401.14		511,834.08		56,432.14	
Watkins " direct,"	22,854.11		25,066.08		2,211.17	
D., L. & W. R. R. (Waverly),			486.16		486.16	
" " (L. & B. Junction),	1,810.11		2,080.10		269.19	
Lehigh Valley R. R.,	3,400.07		11,838.07		8,438.00	
For use of Company,	55,575.17		55,954.03		378.06	
Total,	1,076,966.13		1,262,784.18		185,818.05	

The sources of supply and distribution of the bituminous coal tonnage was as follows:—

	1882.		1883.		INC. & Decrease.	
	TONS.	CWT.	TONS.	CWT.	TONS.	CWT.
Towanda Coal Co.,	174,052.06		193,668.00		19,615.14	
Schraeder Coal Co.,	189,640.01		109,714.00		79,926.01	
Long Valley Coal Co.,	5,910.02		33,624.01		27,713.19	
N. Central Railway (gas coal),	1,402.18		1,559.18		157.00	
Total,	371,005.07		338,565.19		32,439.08	

Percentage of decrease in bituminous tonnage, $\frac{32,439.08}{371,005.07} \times 100 = 8.74\%$.

DISTRIBUTION OF BITUMINOUS COAL.

	1882.		1883.		INC. & Decrease.	
	TONS.	CWT.	TONS.	CWT.	TONS.	CWT.
On Line of Road,	6,043.11		4,679.10		1,364.01	
To S. Central R. R.,	106,357.10		52,066.18		54,290.12	
To G. I. & S. R. R.,	28,337.14		23,675.07		4,662.07	
To N. Y., L. E., & W. R. R.,	179,962.08		194,376.05		14,413.17	
To N. Y., L. & W. R. R.,			15,112.10		15,112.10	
To L. V. R. R.,	48,998.17		39,103.09		9,895.08	
Used by Company,	1,305.07		9,552.00		8,246.13	
Total,	371,005.07		338,565.19		32,439.08	

ANTHRACITE AND BITUMINOUS COAL.

Tons carried one mile :—

	1882.	1883.	INC. & Decrease.	
	TONS. CWT.	TONS. CWT.	TONS.	CWT.
Anthracite,	92,975,204 $\frac{65}{100}$	109,342,485 $\frac{15}{100}$	16,367,280 $\frac{50}{100}$	
Bituminous,	10,166,470 $\frac{60}{100}$	9,034,607 $\frac{64}{100}$	<i>1,131,862$\frac{96}{100}$</i>	
Total,	103,141,675 $\frac{25}{100}$	118,377,092 $\frac{79}{100}$	15,235,417 $\frac{54}{100}$	

NOTE.—In the above tables figures in italics indicate *decrease*.

We have hauled over the New York, Lake Erie and Western Railroad, during the year with our own engines, from Waverly to Buffalo and intermediate points, 262,054 $\frac{04}{20}$ tons. The balance reported as delivered to the New York, Lake Erie and Western Railroad was taken from Waverly by their own trains.

The amount of anthracite coal transported in box cars during the year, was 238,140 $\frac{5}{20}$ tons, a decrease of 39,949 $\frac{10}{20}$, or 14 $\frac{37}{100}$ per cent. The amount, so carried, was 18 $\frac{86}{100}$ per cent. of our anthracite tonnage.

FREIGHT.

The total amount of freight, exclusive of coal, transported over the road during the year was 950,516 $\frac{41}{100}$ tons, as against 1,080,167 $\frac{73}{100}$ tons during the previous year, a decrease of twelve per cent. The number of tons carried one mile was 78,269,896 $\frac{16}{100}$, a decrease of 13 $\frac{60}{100}$ per cent. from the previous year. The average rate per ton per mile on all freight transported during the year was $\frac{92}{100}$ of a cent, while this rate is an increase of $\frac{10}{100}$ of a cent over that of the previous year, our gross receipts, from freight transported, show a decrease of 3 $\frac{70}{100}$ per cent., as compared with those of the previous year. The total tonnage of our road, including anthracite and bituminous coal and general freight, was 2,551,866 $\frac{58}{100}$ tons, an increase of 23,726 $\frac{85}{100}$ tons.

PASSENGER.

The total number of paying passengers carried on the road during the year was 269,658, equal to 9,011,380 carried one mile, an

increase over last year of $12\frac{2}{10}$ per cent. in number of passengers, and $12\frac{41}{100}$ per cent. in passengers carried one mile. Of the above number of passengers carried on the road 48,016 were through passengers. The gross receipts for passengers carried show an increase of $13\frac{17}{100}$ per cent. compared with the previous year. The average rate per passenger per mile was $2\frac{55}{100}$ cents, as against $2\frac{56}{100}$ cents, in 1882 and $2\frac{39}{100}$ cents in 1881.

TELEGRAPH.

We have made no material changes in our telegraph line during the year; the poles and lines are all in good condition.

EQUIPMENT.

We have increased our motive power during the year by the purchase of seventeen new engines—eight for passenger service and nine for heavy freight—leaving two engines to be received to fill our order given during January, 1882.

We have sold one freight engine to the Buffalo Creek Railroad Company, and taken one of our old ones out of service. The balance of our power is in first-class order. Our car equipment has been increased by the purchase of thirty new gravel cars and ten new stock cars, built at Packerton, and one wreck car, three shop trucks, and one caboose car, built at Sayre shops; we have also changed forty-two of our stock cars into platform cars, making our equipment as follows:—

	<i>Last Report.</i>	<i>Increase.</i>	<i>Decrease.</i>	<i>Total Now.</i>
Locomotives,	64	17	2	79
Wreck and derrick cars,	4	1		5
Gravel cars,	58	30		88
Eight-wheel platform cars,	78	42		120
“ gondola cars,	210			210
“ stock cars,	77	10	42	45
“ house cars,	631			631
“ coal cars,	1,301			1,301
Four-wheel coal cars,	2,850			2,850
Eight-wheel caboose cars,	7			7
Four-wheel caboose cars,	24	1		25
Four-wheel shop trucks,	6	3		9

TRACK.

The total length of track now laid and in use in main line sidings, and branches, belonging to this Company is $295\frac{87}{100}$ miles, an increase of $30\frac{34}{100}$ miles, laid during the year. The following is a classification and mileage of our track:—

Main Line, Wilkesbarre to New York State line,	104.30
Second track, in use as such,	72.79
Sidings and second track used as sidings,	75.06
Waverly and State Line Railroad and sidings,	2.48
Branch and sidings, connected with G. I. & S. R. R.,	5.74
“ “ “ “ Southern Cent. R. R.,	4.82
“ “ “ “ Barclay Railroad,	3.07
“ “ “ “ N. Y. Lack. & W. R. R.,27
Sidings at Waverly,39
“ Elmira,68
“ Sayre shops and round-house,	3.37
Pleasant Valley Branch and sidings,	8.50
West Pittston Branch and sidings,	7.69
Branch and sidings to coal breakers,	6.71
Total miles,	<u>295.87</u>

Included in above mileage is $36\frac{90}{100}$ miles of main track and sidings between L. & B. Junction and Wilkesbarre.

We have now in use in our main tracks and branches $225\frac{89}{100}$ miles of steel rails, an increase of $44\frac{36}{100}$ miles during the year, and our tracks have been maintained in good condition.

We have extended the double track *from the north*, and have it in use to a short distance below Wyalusing, making $39\frac{91}{100}$ miles from State line; and *from the south* to a point three miles above Tunkhannock, making $25\frac{40}{100}$ miles from L. & B. Junction. This leaves $29\frac{39}{100}$ miles of double track yet to be connected, of which $22\frac{12}{100}$ miles is already laid and nearly ready for use. The grading for the balance is done, except one mile, and we expect to complete our double track early in the year. We have also increased our double track south of L. & B. Junction $\frac{77}{100}$ of a mile and laid $2\frac{76}{100}$ miles of sidings.

We have extended the West Pittston Branch about three miles; have put in sidings to the new breaker built by the Butler Colliery Company, and design to connect it with the siding of the Maltby breaker by the 1st of January. We have laid on the Tiffit farm, in Buffalo, about three miles of sidings, for use of our coal trains.

The tunnel through the mountain at Vosburg was commenced in April last, and the headings have been driven, to this date, seven hundred and two feet on the west end and seven hundred and thirty-nine feet on the east end, making a total of fourteen hundred and forty-one feet.

Our new yard at Coxtan is complete, and we are now able to do our work there with much less risk and better dispatch than formerly.

BRIDGES, BUILDINGS, &C.

Our bridges are in good condition; no work has been done during the year except to renew some of the ties.

The brick dwellings and new round-house at Sayre, commenced in the previous year, have been completed and are in service. We have erected a foundry building and expect to have the machinery in place by midwinter. We have also commenced the erection of a new car shop, and expect to have it ready for use early in the spring.

Respectfully submitted.

WM. STEVENSON,
Genl. Supt. P. & N. Y. C. & R. R. Co.

OFFICERS

OF THE

Lehigh Valley Coal Company.

REPORT

OF THE

Lehigh Valley Coal Company.

OFFICERS
OF THE
Lehigh Valley Coal Company.

President,
HARRY E. PACKER.

Vice-President,
CHARLES HARTSHORNE.

General Manager,
ELISHA P. WILBUR.

Treasurer,
ISRAEL W. MORRIS.

Secretary,
JOHN R. FANSHAWE.

General Superintendent,
FREDERIC MERCUR.

SAYRE, PA., November 30th, 1883.

Hon. H. E. Packer, Prest.,

DEAR SIR:—The following is a condensed report of the operations of the Lehigh Valley Coal Company, for the year ending November 30th, 1883, as compared with previous years:—

	1883.	1882.	1881.
	TONS.	TONS.	[TONS.
Amount of coal produced by collieries owned and operated by the Company,	1,551,196	1,397,710	1,508,720
Amount of coal shipped by tenants of the Company and from lands controlled by it,	1,645,505	1,633,203	1,160,819
Total shipments by this Company and from property owned or controlled by it,	3,196,701	3,030,913	2,669,539
Being an increase in 1883 over 1882 of 165,788 tons, or .0547 per cent.			

The above tonnage was mainly transported to market by railroads owned or controlled by the Lehigh Valley Railroad Company, and the increase demonstrates the accuracy of the anticipation of an increased output in last report.

Two new collieries are being erected, viz., Dorrance Shaft, at Wilkesbarre, and Packer, No. 5, at Lost Creek, from both of which shipments are expected during 1884. Existing collieries are all in good condition, and can fully meet any demand that the market may require.

Arrangements have been made with the Trustees of the Girard Estate for the renewal of leases of the Packer collieries for a period of fifteen years.

Respectfully,

F. MERCUR,
Gen'l. Supt.

