THE PITTSBURG DISPATCH.

# PITTSBURG, TUESDAY, MARCH 4, 1890.

Forty-Third Annual Report	and 292,991 ties; on the Phi 476,985 ties—making a total There were built at Alt	l of 38,5	38 tons on a start	of steel, a other sh	and 2,16 ops east	4,218 tie of Pitts	s. burg a	nd Erie	, for the	1	1889.	1889, .	1888.	1888.
rorty-rinia minual hopo	oo passenger cars, to bagga	n your i	nterest, nail cars	on capit	al and	repair ac	mount 1	49 locol	motives.	The appreciate gross earnings of th	ese			
	cabin and maintenance of w	tem the	were f	arnished	l during	the ves	r. under	authori	ity here-	Expenses	\$11,689,597 9 8,663,315 6	90	\$10,493,908 30 8,219,985 62	
OFFICE OF THE PENNSYLVANIA RAILBOAD COMPANY. PHILADELPHIA, March 1, 1890.	tofore conterred, 1,050 box a	and 525	long gon	r compa	s for th	e main ]	ine, 300	long g	gondolas	Net earnings Deduct rental and interest	\$3,026,282 0 2,934,925 2	10 29		
The Board of Directors submit herewith their report for the year 1889:	140 box cars sub-leased to th	he New	York, P	hiladely	through	i Norfol	k Railr	oad Com	pany.	Profit			1	
MAIN LINE AND BRANCHES, PHILADELPHIA TO PITTSBURG.	Trusts, represent a cost of. The 16,503 cars west of Pittsb The cars subleased to affil	urg							389,305 00 386,995 00	Of this profit your company, under isting contracts, is entitled to				
Earnings	The cars subleased to affii 3,706 cars Northern Central R	liated lin	es, viz: Company				\$1,827,	800 00		Which, added to the profit shown in above statement.	the	the second second	6	a service a construction
Net earnings	3.706 cars Northern Contral R 250 cars Alleghenv Valley Ra 282 cars New York, Philadelp 500 cars Philadelphia, Wilmin	liroad Co bia and ogton an	ompany. Norfolk d Baltim	Railroad ore Railr	Compa oad Con	ny	137.1 200.0 235.0	60 00 00 00 00 00		Leaves a net profit on all lines west	of			
other items	500 cars Bell's Gap Raffroad C	Company					250,0	00 00	649,700 00	Pittsburg for 1889 Net loss on all lines 'west of Pittsbu for 1888	arg	. 170,145 3		Loss, \$170,145 3
Total	Total, 48,997 cars. Total amount of certificat	es redee	med to I	December	31, 1889	, as follo	WS;		428,000 00	Showing a comparative increase for 1 compared with 1888, of				1
Net income Pennsylvania Rallroad Division	351 48 Amount paid in full payment Amount paid on account of 3	3,283 car	5					00 00 15,5	262,000 00	It will be noted that your with 1888. There was an increase	western lines	show much	improved rec	ults as compare
Earnings	Balance of certificates out	tstandin	g Decem	ber 31, 18	89				164,000 00	the number of passengers carried.	while the aver	rage freight	rates show	elight immense
Expenses		COMI	ARISO	NS WI	FH 188	8.		-		ment over the preceding year. estate and additional equipment, i	o the increase	e of facilities	ant wany lake	a nexts and siles
Add interest from investments,	EARNINGS AND EXI	PENSES	OF ALL	LINES B	AST OF	PITTSB	URG AN	D ERIE.		terminal points, and in the constr over the Ohio river, at Pittsburg.	the condition (	of these pro;	perties contin	ues to improve
Total income			1		1	1	RENTA			The amount expended during burg was \$2,826,845,44.	he year on cap	pital account	t on the lin	es west of Pitts
Net profit under the lease of United New Jersey Railroad and Canal Company's property	712 28		1	GROSS	IS. EXI	PENBES.	EQUI	ON NE	T EARN- INGS.	There were used in construction rectly in your interest 8,706 tons, a rails.	and repairs and on the Sou	on the Nor thwestern li	thwestern li ines 13,539 to	nes operated di
Total	063 71		-				MENT			There have been redeemed thre	ugh the sinki	ng fund \$1,4	85,000 of the	issue of \$3,200,
PHILADELPHIA AND ERIE RAILROAD. Earnings	1889									000 of the Pennsylvania Company and Chicago Railway Company sto 715,000. Of the \$17,500,000 of its	s 6 per cent i ck as collater	ral, leaving	the amount	rg, Fort Wayne outstanding \$1,
Expenses	1888	•••••		58,172,077	66 39,3	81,153 14	9,608,64	9 23 9,5	252,275 29	I providing for construction and other	er canifal acco	mats on the	lines west of	Dittehann Oran
Net earnings	Increase			3 342 367	45 8 1.7	65 652 50	5 433 50	2 50 8 1	143 192 45	this date \$16 967 000.	operations of t	the sinking	fund, leaving	outstanding at
Loss on Philadelphia and Erie Railroad Division, including branches operated in connection therewith									-	The report made by the trustee of the Pittsburg, Fort Wayne and nual payment of \$104,100 was mad	Chicago Rail	way Company	ny show that	the mountain an
Balance	1 ne gross earnings per mile re	eceived i	from the	main lin	ie (358 m	iles) in l	1889 were		81,713 65 77,634 84	the first mortgage and \$68,500 of the deemed to December 31, 1889;	e second mort	gage bonds, 1	making the t	year \$18,500 of otal amount re-
SUMMARY.	Showing an increase of								4,078 81				~	91 9.4 EM M
Net income Pennsylvania Railroad Divison	851 48 The percentage of operation   712 23 Eric was 66.81 for 1889 and 6	ting ex	penses t	o earnin	ngs on	all line	s east of	Pittsb	urg and	First mortgage bonds				2,222,500 00
e11 ava	022 21 Der cent									With a balance of cash in the	fund	rustees, unin	vested, Dece	mber 31, 1889-
Loss on Pulladelphia and Erie Railroad Division	816 38 The aggregate coal and	coke sh as agai	ipments nst 16,6	over t	he Per ons in	insylvar 1888, a j	nia Rai gain of	lroad I 569,791	Division tons. or	On account of first mortgage sinking On account of second mortgage sink	ng fund		••••••	563,811 77
Balance	14/ 33 3.43 ner cent						**************************************			The further amount of \$159,899 the redemption of the existing more	tgages of the	Cleveland at	nd Pittshure	Railroad Com
From this balance of income for the year\$10,992 the following amounts have been deducted, viz:	747 53 1889 amounted to 4,678,004 b of 735,738 barrels.	arrels, a	gainst 3	3,942,266	barrels	in 1888	, showi	ng an i	ncrease	pany, in addition to the amounts evidual companies.				
PATMENT TO FUND FOR THE PURCHASE OF SECURITIES GUARANTEED BY THE PENNYLVANIA RAILROAD COMPANY	The following table shows ated by the company, as com	the rev	enue an	d cost p	er ton j	per mile	on each	divisio	on oper-	The earnings of the Grand Ra duction in rates, were not quite su	theient to me	eat the inter-	est on its anti	m fandad daht
PENNSYLVANIA RAILROAD COMPANY'S CONSOLIDATED MOETGAGE BONDS, sinking fund account	area by the company, as com	l l	1111 1000	1		1		1		and the losses on its leased lines.	for \$567 083	rtment had	e sales of 8,5	15 acres of farm
ALLEGHENY VALLEY RAILROAD COMPANY.		EAR	RAGE NINGS		RAGE	1.1		1		acre. The amount sold to the close 486.827 acres and the aggregate pri	of the year, i	after deduct	ing cancelled	contracts, was
Payments on account of guaranty of principal and interest of bonds 160,179 46 AMERICAN STEAMSHIP COMPANY.		PER	MILE	TRAN	T OF SPORT-	PROFI	RAGE T PER	LENG		\$13 42 per acre. No bonds could b proceeds of such land sales, and th	e nurchased h	by the trustee	an elemente cha	manu
Account of interest guaranteed by Pennsylvania Railroad Company 45,000 00		PORTA	TION OF	OF FI	MILE.	TONPE	R MILE.	Ко	AD.	and \$505,000 of the unguaranteed t	irst mortgage l	land-grant bo	onds of the co	upany.
PENNSYLVANIA CANAL COMPANY.					ALL AS E.					The assets on hand December 3 gage land-grant bonds were:	, 1889, applic	able to the	redemption o	f the first mort-
Payments account of interest guaranteed by Pennsylvania Railroad Company, etc		1889.	1888.	1889.	1888.	1889.	1888.	1889.	1888.	Cash in the hands of the trasteer				\$1,716,280 39
EXTEROBEDINAET REPAIRS AND IMPROVEMENTS. Amount expended, not properly chargeable to capital account										Cash in the hands of cashier Bills and accounts receivable in hand Bills receivable and securities in hand	of cashier s of trustees			470,984 61 194,627 99
2,830,		CENTS	1 200023	1,225, 201	CENTS.	100000077	CENTS.	MILES.	MILES.	Total				
alance		0.626	0.631	0.401	0.411	0.225	0.220	1403.19	1394.83	SUMMARY OF LINES OWNED	R CONTROLL	ED EAST A	ND WEST OF	PITTSBURG,
Amount transferred to credit of profit and loss for the year 1889	41 79 United Railroads of New Jersey											1889.	1888.	INCREASE.
to profit and,loss account	Divison		1.220	1.023	2.064	0.155	0.156	440.22	464.70	Gross earnings from traffic Gross expenses, excluding rentals, in	terest, dividen	ds	and and a second	
2.489.	03 79									etc.			and the second se	5 53 8,073,792 82
dd amount to credit of profit and loss December 31, 1888, 19,229.	08 33 Dryision	0.556	0,560	0.352	0.344	0.204	0.216	546.66	510.19	Showing net earnings	REIGHT TR		9 54 \$ 35,771,953	7 06 \$3,334,252 48
Balance to credit of profit and loss December 31, 1889	155 83										REIGHT TRA	AFFIC.		
The results shown by the foregoing statements compare very favorably with otwithstanding the uppropitious outlook at the commencement of the year, and the	in- Erie		0.693	0.473	0.482,	0.213	0.211	2390.07	2369.72		1889.		1	888.
erruption to your traffic arising from the destruction of your property by the June flo The income as shown by the foregoing statement is \$10,992,747 33 as compared	od	1		1		n News		Directo		2	UMBER OF N	NUMBER OF	NUMBER OF	NUMBER OF
9,809,100 93 for the year 1888. After deducting from this sum the amounts pro harceable thereto, there is a balance of net income for the year of \$8,655,911 79 as ag	erly Erie was a reduction in the e	arnings	per ton	per mile	e of 7-10	0 of a n	ill, a re	duction	in ex-		Tons.	TONS ONE MILE.	Tons.	ONE MILE,
"3,040,962 83 for the year 1888, out of which there was paid a dividend of 5 per cent, ng \$3,328,641 79: after deducting the extraordinary expenditures necessitated by the	cav- irom treight	an incre	ase of 2	-100 of a	mill pe	r ton pe	r mile in	the ne	t profit	Lines east of Pittsburg and Erle Lines west of Pittsburg	82,240,457 39,923,661	7,621,926,814 3,652,238,746	76,000,703 34,834,171	7,114,512,509 8,388,670,389
toods, amounting to \$2,609,324 85, there was a balance remaining to the credit of t	rofit TABLE SHOWING TONNA	GE A			AGE O	FTHR	BDAGH	AND L	OCAL	Totals	122,164,118	11,274,165,060	110,843,874	10,503,182,898
and loss at the and of the year of \$20,068,055 83. The lines embraced in your system, both east and west of Pittsburg, comprise 7.8.	4 23		FRE	IGHT.						РА	SSENGER TR	AFFIC.		
the over which were mayed 177 164 118 tone of freight and 78 196 057 percenter														

miles, over which were moved 122,164,118 tons of freight and 78,126,957 passengers, and against 110,843,874 tons of freight and 74,000,086 passengers in 1888. The gross earnings of these lines for the year were \$122,917,337 39, as compared with \$116,509,292 59 for 1888.

SECOND PART.

First mortgage bonds	
Second mortgage bonds	2,222,500 00
With a balance of cash in the hands of the trustees ununvertail Decemb	

The assets on hand December 31, 1889, applicabl gage land-grant bonds were: Cash in the hands of the trustees Cash in the hands of cashier. Bills and accounts receivable in hands of cashier Bills receivable and securities in hands of trustees			\$1,716,290 39
Total SUMMARY OF LINES OWNED OB CONTROLLED			
	1889.	1888.	INCREASE.
Gross earnings from traffic. Gross expenses, excluding rentals, interest, dividends, etc.	- Surgers	9 \$116,500,292 59 5 80,737,885 53	\$0,408,044 80 3,073,792 82
Showing net earnings	\$ 39,106,209 5	\$ 35,771,957 06	\$3,334,252 48
FREIGHT TRAF	FIC.		
1889.		1888.	
NUMBER OF   NU	MBER OF N	UMBER OF   N	UMBER OF

was 283, making an average in each case of \$531 52. There were 21,457 members of the

PAGES 9 TO 12

fund at the close of the year. The employes' saving fund continues in successful operation; and during the year 2,130 of your employes availed themselves of the privileges thereby afforded. The mount of deposits received during the year was \$262,448, and the balance remaining at the close of the year was \$509,669 50. Of this amount \$300,000 have been invested in the 4 per cent bonds of the Philadelphia and Eric Relieved Compary and \$100,000 in the Erie Railroad Company, and \$100,000 in the 4 per cent equipment trust bonds of your

company. Your board have again, with deep regret, to record the death of one of its members, Mr. William Thaw, who died on the 17th Mr. William Thaw, who died on the 17th Mr. William Thaw, who died on the 17th of August last, after a lifelong connection with the transportation interests of the country, and an intimate association of nearly 40 years with the lines composing your system. His sound judgment, ripe ex-perience and quick perception rendered him a most valuable and trusted counselor, while his could interest of the sound judgment. while his sterling integrity and genial dis-position won the confidence and affection of his associates, who, in his death, lost a warm personal friend.

Mr. William H. Barnes of Philadelphia, who has been identified with your interests during his entire business life, was elected to fill the vacancy thus created.

Your board desire to acknowledge the ef-ficiency and fidelity with which the duties

entrusted to the officers and employes have been discharged during the past year. By order of the board. G. B. ROBERTS, President.

# WORKING WELL TOGETHER.

The Sabbath School Association and the Scotch-Irish Society After a Hall-Mechanical Hall in View for the Prospective Big Meetings-The Progress Made.

A joint meeting of the executive committees of the International Sabbath School Association and the Scotch-Irish Association was held yesterday alternoon in the parlors of the Young Men's Christian Association. The object of the meeting was to discuss the advisability of jointly working together to secure a hall in which their respective associations can hold their pro-

posed meeting this spring. Rev. I. N. Hays presided, and Mr. Saw-yer reported that he had been informed by Colonel Burchfield that the organizations could have Mechanical Hall, in which to hold their meetings. This report of Mr. Burchfield was not a formal one, but he as-Burenneid was not a formatione, but he as-sured the gentlemen that the Exposition Society would indorse the action of the Property Committee. Mr. Sawyer also re-ported that the intention was to put in a platform 20x40 feet, and to have the seats arranged in amphi-theater style, so that about 3,000 persons could be accommodated, and every one have a full view of the platform. The amount of money to fix the hall

up, he thought, would be about \$3,000. Colonel J. M. Echols stated that the amount of \$3,000 was the outside figures. It had only cost \$2,500 to fix up the main building for last year's musical festival, when a large sounding board and other things made the cost run up. The acoustic properties of Mechanical Hall were so good that no sounding board would be needed, and he thought the cost would fall consider-

ably short of the figure named. On motion of Controller Morrow a subcommittee was appointed who will secure bids for the fitting up of the hall, and if necessary procure the assistance of an architect, and to report at a meeting on March 12.

BURIED ALIVE.

### Remarkable Experiences of John J. O'Conpor, of St. Louis.

and that his body was taken to the morgue,

Sr. Louis, Mo., March 3 .- The local press is puzzled over the case of John J. O'Connor, which is certainly a most remarkable one. It was claimed that he had died

thus showing an encouraging increase over the preceding year. The cost of the securities of other corporations now held by your company amounts to \$109,834,915 28, and in addition to the traffic secured by your lines by these investments, they produced a direct revenue of \$4,421,497 58, a sum largely in excess of the interest on

they produced a direct revenue of \$4,321,357 of, a sum largely in excess of the interest on the entire funded obligations of your company. The New Jersey Division, for the first time in many years, shows a net revenue over and above all your obligations in connection therewith, although the expenses upon this property during the past year have been quite heavy. The fourth track between Phila-delphia and New York was practically completed, with the exception of the portions ly-ing within the limits of the cities of Trenton, New Bunswick, Elizabeth and Newark. At these points the subject of elevating or depressing the tracks, so as to avoid the dangerous grade crossings, is under consideration with the proper municipal authorities. The work connected with the elevation of the tracks approaching your terminal in Jersey City was actively commenced, and will, it is expected, be completed during the present year. With the desire of meeting the wishes of the public and of the municipal authorities of the city of Philadelphia, a heavy expenditure was incurred on the connecting railroad, in elevating its roadbed and constructing bridges to avoid the crossing of public streets at grade. Plans are now being perfected, in connection with the city authorities, to carry out the same policy between Frankfort station and Holmesburg Junction (a distance of nearly four miles), and thus abolish all the dangerous grade crossings on your New York

line, in the city of Philadelphia. A large sum will be required to make this improvement. The Philadelphia and Eric Railroad shows increased gross earnings, and except for the extraordinary expenditure of \$421,081 63, made necessary by the floods, its net results would have been more than usually favorable.

On the 31st of May the extraordinary rainfall, before alluded to, began, and following nearly the trend of the mountain range over which your system of lines passes, caused an unparalleled destruction of property, not only upon your main line, but many of the other roads forming your system.

In the Juniata Valley three of the largest and most expensive double-track bridges, two of which had recently been rebuilt, were entirely destroyed, together with several miles of track. The greatest destruction of both life and property took place, however, on the western slope of the mountain in the Conemaugh valley, where a reservoir (originally constructed by the State of Pennsylvania for its canal system) gave way, and completely constructed by the State of Pennsylvania for its canal system) gave way, and completely destroyed your road for a distance of over ten miles, including several large bridges, and all the machine-shops, round-houses, and yard facilities at Conemaugh, at the foot of the mountain, the destruction being so complete that it was almost impossible to fix the loca-tion formeriy occupied by your property. Among the property damaged and destroyed were 24 passenger cars, 561 freight cars, 34 locomotives, some of the latter, notwithstanding their weight, being carried more than a mile by the force of the flood. While this loss of property was appalling in its magnitude, yet it was more than overshadowed by the great destruction of life and property in the manufacturing city of Johnstown, a short distance below Conemaugh, in the same valley.

below Conemangh, in the same valley. In addition to the destruction of property on your main line, many of the largest and most important bridges on the Philadelphia and Erie Road were entirely destroyed, while on the Elmira and Williamsport line (leased to the Northern Central Bailway Company) several miles of railway, including many bridges, were washed away. The total amount expended to December 31, 1889, in repairing the loss caused by the floods to your system was \$3,475,425.01, leaving still a considerable sum to be expended to be the indicated available.

to restore it to its original condition. This outlay does not include the indirect loss from the suspension of traffic and the serious interruption to the working of your entire system caused thereby.

The services of as many of your officers and employes as could be spared from your system of lines both east and west of Pittsburg were concentrated both night and day upon the work of repairing these disasters; and notwithstanding their magnitude the movement of traffic was resumed within eight days. Too much credit cannot be given to them for their skill, energy, and unremitting devotion to this work, to which is largely due the fact that your properties were able to recover so promptly from the serious disas-ters which had overtaken them.

ters which had overtaken them. The funds for the expenditures properly chargeable to capital account, on your system of lines, and for the repair of the damage caused by the June flood, were obtained by the issue of \$6,943,200 of capital stock, and by the sale of securities belonging to the company. Provision was also made to secure additional equipment for your system by the issue of \$5,000,000 of 4 per cent, equipment trust gold bonds, maturing September 1, 1914, and secured by a specific pledge of the cars purchased therewith. The principal of the debt due to the State of Pennsylvania on account of the purchase of the main line, which was charged to capital account was reduced during the year by

of the main line, which was charged to capital account, was reduced during the year by the payment of \$403,341 66, leaving a balance of \$829,415 77. The final payment upon this debt will be made July 31, 1890.

Under the provisions of the consolidated mortgage of the company there was set apart.

Under the provisions of the consolidated mortgage of the company there was set apart, on the first day of July last, out of the net income, \$324,800 as a sinking fund for the redemption of the outstanding bonds secured by that mortgage. As their market value was too high to permit of their purchase, that amount was placed to the oredit of the trus-tees of the sinking tund for investment under the terms of the trust. There are now in the sinking fund, for the redemption of the obligations of the various companies forming the United New Jersey Railroad and Canal Company, secu-rities of the par value of \$3,664,000, and a cash balance, uninvested by the trustees, of \$54,678 71, making an aggregate of \$3,718,678 71. During the past year, \$5,866,000 of the outstanding 6 per cent loans of these companies matured, making, with \$154,000 of debentures that fell due in 1888, a total of \$6,020,000, which were provided for by the sale of 4 per cent bonds under their general mortgage of April 20, 1874. The securities held for the redemption of the above matured loan were surrendered to the company. The trustees of the sinking fund for the redemption of the trust certificates issued for the purchase of the shares of the capital stock of the Philadelphia, Wilmington and

The trustees of the sinking fund for the redemption of the trust certificates issued for the purchase of the shares of the capital stock of the Philadelphis, Wilmington and Baltimore Railroad Company were unable to purchase any certificates during the pas year at the limit fixed in the trust sgreement, and therefore returned to your treasury the amount appropriated for that purpose. The total amount of these certificates purchase and cancelled to December 31, 1889, is \$1,\$11,000, leaving outstanding \$5,089,000.

There has been expended for construction, equipment, and real estate as for Pennsylvania Bailroad and branches United Railroads of New Jersey Philadelphia and Trenton Railroad *And for improvements and extensions on branch and auxiliary lines operated by the company	\$3,069,406 05
Total	a second control of the
Total amount expended on capital account in 1889	
"On account of these advances to branch and auxiliary lines there have been	Contract of the second

securities of those companies, \$282,153 73.

There were used on the main line, in construction and repairs, 25,930 tons of steel rails, and 1,394,242 ties; on the United Railroads of New Jersey Division, 3,637 tons of steel,

	FREIGHT.							P' CENT-			
To	NS.	TOT				TOTAL.	TONS.				
1589.	1888.	1889.	1888.	1889.	1888.	1889, 1888,	TH B'H LOCAL				

FR EIG'T

Philadelphia and Erie Railroad Division... 1 172,418 1,074,205 9.56 9.63 11,090,990 10,079,825 90.44 90.87 98,213 1,011,165 

THR'GH FREI G'T

On the Pennsylvania Railroad Division the through freight east-bound increased 23-100 per cent, while the west-bound decreased 17-100 of 1 per cent.

The local freight shows an increase of 7 51-100 per cent eastbound, and 18 49-100 per cent westbound. On the Pennsylvania Railroad Division the local tonnage represents about 93 per cent of the entire traffic.

The following table shows the earnings and cost per passenger per mile on each of the divisions as compared with 1888:

	IN GS EACH	CRAGE EARN- AVERAGE COST OF TRANSPORT- ING BACH PASSEN- ING BACH PAS- SEN GER PER MILE.		FIT P.	ER PAS-	LENGTH OF BOAD.		
	1589.	188%	1889.	1888.	1889,	1888,	1889,	1888.
ennaylvania Rail-	CENTS.	CENTS.	CENTS.	CENTS.	CENTS.	CENTS.	MILES.	MILES.
road Division	2.210	2.218	1,650	1.663	0.560	0,550	1,403.19	1,394.83
Inited Rairroads of N. J. Division hiladelphia and	1,920	1.934	1.372	1.870	0.548	0.564	440.22	464.70
Erie Railroad Division	2,488	2.496	1.876	2.114	0.562	0.382	546.66	510,19
ll lines east of Pittsburg and Erie		2.092	1.627	1.548	0.555	0.549	2 800 07	9 340 79

It will be seen from the above that the result upon all lines east of Pittsburg and Eric

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was a decrease in earnings per passenger per mile of 10-100 of a mill, a decrease of 16-100 of a mill in expenses, and an increased profit of 6-100 of a mill. The average distance traveled by each passenger in 1889 was 18 1-10 miles, and in 1888

was 17 9-10 miles, an increase of 2-10 of a mile.

The following tables show the gross earnings, expenses, and net earnings of the coal companies in which your company is interested, for 1889, as compared with 1888, and also the amount of coal mined and sold, and the price received for same at point of sale:

	GROSS EARNINGS. 1889.	EXPENSES, 1889.	NET EARNINGS. 1889,
Totals	<b>6</b> 8,053,169 59	\$7,822,589 09	\$230,580 50
Decrease as compared with pre- vious year	2,190,411 00	1,408,184 42	787,276 58

Total tons mined in 1889, 2,418,180.01. Decrease compared with previous year, 374,432.08 tons

The average receipts per ton at point of sale, aggregating the results of the four coal companies for 1889, were \$3 32 2-10, as against \$3 59 3-10 in 1888.

## LINES WEST OF PITTSBURG.

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

u.s-		188	<b>19.</b>
of of	The total earnings of the Pennsylvania Company on lines operated directly by it were. Expenses.	\$20,921,925 28 13,171,432 87	10
of ale ald	Leaving net earnings From this deduct : Rental, interest and liabilities of all kinds chargeable thereto	\$ 7,750,492 41 7,022,690 19	
for nd ast	Net profit on Pennsylvania Company's lines. The total earnings of the Pittsburg, Cincinnati and St. Louis Railway Company on lines operated directly by it were. Expenses.	\$8.315,527 55 6,092,988 64	\$72
ihe	Leaving net earnings From this deduct. Rental, interest and liabilities of all kinds chargeable thereto	\$2,222,538 91 1,982,154 93	
05 59	Net profit on Pittsburg, Cincinnati and St. Louis Railway Company's lines.		24
90	Net profit on lines west of Pittsburg for 1889 Net loss on lines west of Pittsburg for 1888		\$96 15
58 14	Comparative increase on lines west of Pittsburg for 1889		\$1,11
14	The other lines west of Pittsburg, on account of which your	company has	asson

med di. rect obligations, or in which it is largely interested through ownership of securities, but which are operated through their own organizations, are, the Chicago, St. Louis and Pitts-burg Railroad, and roads operated through its organization; St. Louis, Vandalia and Terre Haute Railroad; Grand Rapids and Indiana Railroad, and roads operated through its organization; East St. Louis and Carondelet Railway; Cincinnati and Muskingum Valley Railway; and the Waynesburg and Washington Railroad.

÷	NUMBER OF	NUMBER OF PASSENGERS ONE MILE.	NUMBER OF PASSENGERS.	NUMBER OF PASSENGERS ONE MILE.
Lines east of Pittsburg and Erie Lines west of Pittsburg	61,857,729 16,269,228	1,110,971,446 405,726,808	15,021,787 15,075,299	1,049,909,660 413,650,538
Totals	78,126,957	1,516,698,844	74,000,086	1,463,589,998

1889

all lines owned, controlled, or operated by your company east and west of Pittsburg was 73,669 tons.

being an increase over the previous year of

charge of the Pennsylvania Company west of Pittsburg, generally present a very gratifying increase in both their freight and pas-senger traffic. The volume of traffic has now become so great that the question of pro-viding capital to supply adequate facilities therefor, and properly serve the communi-ties dependent on your system by the con-struction of branch and auxiliary lines, is one of the most important matters that claims the consideration of your board. The average annual expenditure for the past few years upon your lines for such purposes may be approximately estimated at \$10,000,000, and with a continuance of the present industrial development of the country, this outlay will no doubt increase in the future.

ury can, to some extent, from time to time, be made available, but as they must ger erally be held for the purpose of properly protecting the interests of the lines forming your system, it therefore becomes necessary to gradually increase both your share capi-tal and funded indebtedness.

During the past year there was expended upon the main line between New York and Pittsburg the sum of \$3,822,909 57, the principal items of which were for additional third and fourth tracks, yard facilities, equipment and real estate, the latter item being the largest, and including extensive purchases of property in the city of Philalelphia and at other important points on the line. About the same amount will be

cash. These expenditures were mainly upon the connecting railway, for the purpose of avoiding grade crossings of streets in the oity of Philadelphia; upon the Pittsburg, Virginia and Charleston Railway, in ac-quiring additional real estate and providing double track; on the South West Pennsyl-10,383 98 vania Railway and in the Clearfield coal 58,188 20 51,406 36 region in the extension of branches; and on the Pennsylvania Schuylkill Valley. Rail-road in extending the double track and add-19.592 56 ing to its facilities. All of these outlays

visable to acquire the same and construct a branch thereto from Newark, on your New York division. It has a front on the New York Bay of 1,250 feet, and runs back for a distance of a mile and a half, and will, it is confidently believed, be of great value in the luture. Arrangements have been made for the ex-

tension of the Downingtown and Lancaster Railroad to a connection with your main line near Lancaster, a distance of ten miles, thus forming an alternate route through the fine agricultural district between Lancaster

and Downingtown. The traffic now passing through your yards at West Philadelphia, destined to points east thereof, has become so large as to seriously interfere with the movement of that destined to Philadelphia and adjacent points. To avoid this, a road has been located and its construction commenced from your main line near Downingtown to the New York division near Trenton, a distance of #1 miles. A very favorable and direct route has been secured through this country on the same maximum grade as that prevailing on your Philadelphia division. Owing to the general typography of the country, and the valuable property through which the line passes, it will be expensive in its character; but it is believed that the economies arising from the saving of distance and the avoidance of delays in the overcrowded yards at West Philadelphia will more than repay your company for the

outlay. The Pennsylvania Canal, in which your company is largely interested, both as a shareholder and a guaranter of the interest upon its bonds, suffered serious damage from the severe floods referred to in the previous part of this report. Many miles of this canal were entirely destroyed, but as they were the most unproductive portions

of the property the canal company deemed it wiser to abandon the same than to burden the remainder of the canal with the cost of their renewal. The funds advanced by the Pennsylvania Railroad Company to repair the more productive sections of the canal, and to purchase the coupons upon its bonds in accordance with your indorsement thereon amounted for the years to \$100 fto

thereon, amounted for the year to \$188,510. As the valleys occupied by the canal are now traversed by competing railways, which ready for service by the middle of the year. Large expenditures were also made at Walls, about 15 miles east of Pittsburg, in carrying out the policy indicated in the last annual report, of establishing a yard for the transfer of traffic between your main line and your western system, and for the gen-

There was contributed to the employes' relief fund by your company and affiliated lines during the year \$56,021 51 for operating expenses, and in addition thereto the sum of \$14,138 78 for extra benefits to members of \$14,138 73 for extra benefits to members of the fund whose disability had continued over 52 weeks, and who were, therefore, no longer entitled to regular benefits from the fund. The amount contributed by your employes was \$377,461 19, and the receipts from interest were \$4,771 96, which, with the contributions by the companies, as stated above, \$70,160 29, made a total of \$452,393 44. This added to the balance on hand at the beginning of the year, \$267,-142 53, aggregated \$719,535 97. Of this amount there was paid to the families of employes in death benefits, and for sickness and accidents, the sum of \$343,569 36, for expenses \$56,021 51, and transferred to "reexpenses \$56,021 51, and transferred to "re-lief fund surplus" account \$170,788 24, leaving a balance of \$149,156 86. After

Increasing its traffic. An opportunity having offered during the year to purchase, at a favorable price, a large tract of water front on New York Bay, south of Communipaw, it was deemed ad-

days later it was claimed that O'Connor was alive, that his wife had been mistaken, and that the man who was taken to the grave was not her husband. It now transpires that there is every reaon to believe that O'Connor was not buried by proxy, but in his own proper person, some time between the night of Monday, February 10, and the afternoon of Wednesday. O'Connor was seen Saturday night,

sick.

and stated most emphatically that the grave in the cemetery is empty, and he exhibited a cut which had been made half way across the abdomen. He is of the opinion that he was really buried, and that his body was taken up and conveyed to a dissecting room while in a state of suspended animation, and that when the first incision was made it caused a flow of blood which restored him to conscionsness. He states that he went to a lodging house Monday evening, and that he knew nothing more until Wednesday night, when he found himself seated on the Courthouse steps in a dazed condition, weak and

# BARREN COUNTY HEARD FROM.

## More Encouraging Reports About the New Kentucky Oil Fields.

The Pittsburg people interested in the de velopment of the new Kentucky oil fields received additional information yesterday in regard to the refinery placed in operation last Saturday. There are two stills used with a capacity of 100 barrels per day each. The number will be increased shortly. New wells are now being drilled all around the refinery, and oil was struck in two of them the latter part of the week.

The confidence in the Barren county field increases daily, and the expectations of the operators are very high. Haven & Mills, who are now furnishing the refinery with oil, have nine producing wells, while there are at least eight others in the field, in addition to the Adams well reported in these columns previously. Haven & Mills have five new derricks, and will soon have as

five new defrices, and will soon nave as many new wells. The coming spring will no doubt see a thorough development of the Kentucky oil field. The confidence of experienced operators, who are tamiliar with northern developments, is unlimited for the future of what they consider the finest field yet discovered.

IT fetches one up very short, to be seized with pleurisy, pneumonia, or any acute throat or lung affection. Dr. Jayne's Expectorant proves a handy help in such at-tacks, and is besides a good old-fashioned remedy for all coughs and colds.

IF you want a suit, good, stylish and cheap, go to Urting's, 47 Lewis block, Sixth ave. TISU

FINE dress goods, beautiful line just opened; prices the lowest. KNABLE & SHUSTER, 35 Fifth ave.

FRENCH CHALLIS .- An immense assortment of the handsomest printings from the best makers' lines. The styles we show can-not be obtained elsewhere in this city. TISSU

HUGUS & HACKE.

IRON City Beer always leads, because of its merits. Telephone 1186.

## It Makes Home Happy,

How many wives and mothers who suffer and die from overwork could retain strength and happiness if they would do away with the old-fashioned custom of baking, and use only Marvin's superior breads, which they can get from any grocer. TISSU

BIG drive in chenille table covers away down below the regular price. KNABLE & SHUSTER, 35 Fifth ave.

where it was identified by his wife, who had him buried in Calvary Cemetery. A few

The aggregate amount of new steel rails used in construction and repairs in 1889 on

GENERAL REMARKS.

There has been appropriated to the manaers of the trust created October 19, 1878, to December 31, 1889, the sum of \$3,978,261 41, which, with the income therefrom of \$2,678,-213 98, has been invested in securities amounting at par to \$6,590,950, yielding an

interest of 6 74-100 per cent for the year. There was appropriated to that trust for the year 1889 the sum of \$87,433 45. The assets of the insurance fund on band at the end of the year, were \$2,285,441 50,

\$213,329 89. Your main line between New York and Pittsburg, as well as the lines under the

The securities that are held in your treas-

The new locomotive shops at Altoona have so far progressed that they will be ready for service by the middle of the year.

together with the new bridge over the Ohio

river, at Pittsburg, will be ready for service before the close of the present year. There was also expended in the construction and extension of branch and auxiliary lines the sum of \$1,476,499 01,of which \$742,-27,802 22 603 14 was reimbursed to your company in

ing the territory tributary thereto, and thus increasing its traffic.