

SEVENTH ANNUAL REPORT

OF THE

PRESIDENT AND OFFICERS

OF THE

New York, Ontario and Western

RAILWAY COMPANY,

WITH

STATEMENTS OF ACCOUNTS

FOR THE

Fiscal Year ending 30th September, 1886.

NEW YORK:

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1887.

NEW YORK, ONTARIO AND WESTERN RAIL- WAY COMPANY.

DIRECTORS:

THOMAS P. FOWLER, <i>President</i> ,	16 & 18 Exchange Place, New York.
JOSEPH PRICE, <i>Vice-President</i> ,	5 & 6 Great Winchester Street, London.
BYRON D. BENSON,	New York.
FRANCIS R. CULBERT,	"
J. COLEMAN DRAYTON,	"
JOHN GREENOUGH,	"
RICHARD IRVIN, JR.,	"
H. O. NORTHCOTE,	"
WM. H. PAULDING,	"
HARRY PEARSON,	London.
CHARLES J. RUSSELL,	"
THOMAS SWINYARD,	New York.
CHARLES S. WHELEN,	Philadelphia.

THOMAS P. FOWLER, <i>President</i> ,	New York.
THOMAS SWINYARD, <i>Assistant to President</i> ,	"
JOHN BURTON, <i>Secretary and Treasurer</i> ,	"
JOHN B. KERR, <i>Attorney</i> ,	"
JAMES E. CHILDS, <i>General Manager</i> ,	"
JAMES C. ANDERSON, <i>General Freight and Passenger Agent</i> ,	"
E. MINSHULL, <i>Master Mechanic</i> ,	Middletown, N. Y.
E. CANFIELD, <i>Superintendent Southern Division</i> ,	" "
C. W. LANPHER, <i>Superintendent Northern Division</i> ,	Norwich, N. Y.
I. W. FOWLER, <i>Purchasing Agent</i> ,	Middletown, N. Y.

Transfer Agent, JOHN L. NISBET,	New York.
" " ENGLISH ASSOCIATION OF AMERICAN BOND AND SHARE- HOLDERS, LIMITED,	London.
<i>Registrars of Stock</i> , MERCANTILE TRUST Co.,	10 Wall Street, New York, and 6 Lombard Street, London, E. C.

GENERAL OFFICES:

NEW YORK,	16 & 18 Exchange Place.
LONDON,	5 & 6 Great Winchester Street.

NEW YORK, ONTARIO AND WESTERN RAIL-
WAY COMPANY.

OFFICE OF THE PRESIDENT.

16 AND 18 EXCHANGE PLACE, NEW YORK.

TO THE STOCKHOLDERS:—

1. The accounts of the Company and reports from the Officers for the fiscal year ending 30th September, 1886, are herewith submitted. They include the earnings and expenses for October, November and December, 1885, of the West Shore line south of Cornwall, operated by your Company under lease with the New York, West Shore & Buffalo Company, and of the terminal property under lease with the West Shore and Ontario Terminal Company, and a reference to the tables appended will show the heavy burden that rested upon your Company in the shape of rental and terminal obligations under those leases. By the agreement of 1st January, 1886, your Company has been relieved of those onerous obligations, and now pays only a moderate train toll and terminal in lieu thereof.

2. Your Board was re-organized in February, 1886. From the sale of First Mortgage Bonds, and the ferry boat "Oswego," and car floats, and from the surplus earnings during the fiscal year, the floating debt of \$871,000, which then existed, has been paid, and \$375,000 have been expended in completing the re-laying of the main line (68 miles) with steel rails, additions to and improvements of the rolling stock, filling in with solid embankments old trestle bridges, widening embankments at weak points, improving rock slopes, cuttings, and other works absolutely required to bring the line up to a condition to work the traffic with safety and economy.

Your Board had before them the question of spreading these expenditures over a period of three years, but, after careful consideration, it was determined practically to accomplish the whole work within the year.

Some further additions are necessary to the rolling stock, which will tend to further economy in working; and it will also be an advantage to reduce the length of wooden trestles on the line, and to replace the iron rails remaining in the branches with the light steel in the main track, substituting for the latter a heavier rail.

3. The re-organization plan of the New York and Oswego Midland Railroad, which constitutes the charter of your Company, provided that the holders of the Preferred Stock should elect eight of the thirteen Directors of the Company, until a dividend should be paid on the Common Stock. As early as 1884, the Committee representing the English and Dutch shareholders urged that some plan should be devised by which the Preferred Stock might be retired, and the control of the Company placed in the hands of the holders of the Common Stock. Efforts to secure this result were continued, and, in June, 1885, the Legislature of this State passed an Act authorizing the exchange of Preferred Stock for Bonds of the Company, placing the voting power on the stock retired in five Trustees, named in the bill, until all the Preferred Stock outstanding should be retired.

Since January 1st, 1886, \$2,000,000 Preferred Stock outstanding at the close of the fiscal year 1885, has, by the exchange of Bonds, been reduced to \$73,000 at 30th September, 1886, and at the date of this report has been further reduced to \$34,000; bonds to this amount are deposited with the Farmers' Loan and Trust Company to exchange for the stock when presented.

4. In the comparative statements appended, the working of the West Shore line south of Cornwall, and the terminal properties at Weehawken and in New York Harbor during the fiscal year 1885, and the first quarter of the fiscal year 1886, is necessarily included, and the comparison is in that measure

complicated. The net revenue hereafter will be freed from rentals and terminal charges, and be chargeable only with the annual interest on First Mortgage Bonds, \$3,000,000 of which (including those in the hands of the Farmers' Loan and Trust Company), have been issued.

Including, for the first quarter, the operation of the West Shore line south of Cornwall, the earnings amounted to \$1,492,851.19—the expenses to \$1,194,451.69 (being 80.01 per cent. of earnings against 86.46 per cent. in the previous year), and the taxes to \$76,400; leaving a balance to Net Revenue Account of \$221,999.50.

5. Net Revenue Account is charged with Bond interest from the respective dates at which the Bonds were sold during the year to pay off the floating debt, which carried interest at various rates, and for the month of September on the whole \$3,000,000 issued. The bonds issued in exchange for Preferred Stock carry interest only from the 1st September, 1886. After crediting receipts from the Terminal Company, interest on the Terminal Company's Bonds, and on the West Shore debt due to this Company, accrued prior to the agreement of 1st January, 1886, there remains a balance of \$113,487.52, which has been applied in payment for improvements and additions to the line and rolling stock already mentioned, until provision is made from Capital Account to meet same.

6. A lease of the Utica, Clinton & Binghamton, and Rome & Clinton railroads, for thirty-five years from the 1st June, 1886, has been taken from the Delaware & Hudson Canal Company, at a minimum rental of \$70,000 per annum. These lines will prove to be valuable feeders to the traffic of your Company, while their operation during the four months, June—September, 1886, resulted in a net profit of \$6,118.34. In connection with the lease of these Roads a contract was made with the Delaware & Hudson Canal Company for carriage of coal to Oswego and arrangements made to increase the coal tonnage over the main line.

7. Arrangements have been made, commencing with the present fiscal year, for an audit of the accounts of the Company by the firm of Messrs. Barrow, Wade & Guthrie, Public Accountants. The name of a representative of the firm will be put in nomination at the annual meeting, as Auditor, to be appointed by the shareholders for the ensuing year.

8. The policy of your Board has been to discharge the floating debt, to place the line and rolling stock in a condition to operate the business economically, and to foster the local business of the district tributary to your railway. Several manufacturing establishments have lately been opened on the line, and old ones have been enlarged and re-opened. The Company enters upon the current fiscal year with improving traffic prospects from local business, and better connections with railways to the North and West, and it is believed the line can hereafter be operated on a basis of working charges, which will leave a considerable margin over and above the outstanding bond interest obligations.

For some years past, the very low all-rail rates made to the seaboard by the trunk lines of railway centering at Buffalo has tended to diminish the business formerly brought to Oswego by the lakes, and the tonnage of the Northern Division of your line, especially, has not shown the natural increase that might fairly have been looked for. It will be the object of your Board, by fostering its connections, to strengthen the position of the railway in this respect.

On behalf of the Board.

THOMAS P. FOWLER,
President.

New York, January 5th, 1887.

GENERAL MANAGER'S REPORT

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

THOMAS P. FOWLER, ESQ.,
President,

DEAR SIR: I respectfully submit the following report of the operation of this Company's railway for the fiscal year ending September 30th, 1886, with a brief statement of the condition of the property, improvements made during the year, and requirements for the ensuing year.

As the line south of Cornwall and the Terminal properties were operated jointly with the New York, West Shore & Buffalo Railway Company during the whole of the year ending September 30th, 1885, and for the first quarter of this fiscal year, it is difficult to make comparisons which will be of any practical value. During the first quarter of the fiscal year our Auditing Department occupied the second floor of the 42d Street Depot, and nearly the whole data, in relation to details of the accounts, were destroyed by a fire which consumed the depot in the latter part of the year 1885.

EARNINGS AND EXPENSES.

The gross earnings for the year—including three months during which time we received revenue from West Shore trains and the local business south of Cornwall—were...\$1,492,851

The operating expenses were..... 1,194,452
 or 80 per cent. of the gross earnings.

Operating expenses for the previous year were 86.45 per cent. of the gross earnings, a decrease in ratio of expenses of 6.45 per cent.

From January 1st, 1886 to September 30th, inclusive, the actual earnings of the O. & W. were \$1,011,278, an increase of \$78,041, or 8.36 per cent. over its earnings for the same period of the previous year, after deducting the estimated earnings from West Shore trains, and the local earnings south of Cornwall.

Since January 1st, 1886, the terminal expenses as well as the trackage charges south of Cornwall are included in our operating expenses.

For statements showing earnings and expenses per train mile, etc., see table No. 13.

MILEAGE.

For statement of mileage of main line and branches owned as well as lines leased and operated compared with previous year, see table No. 11.

TRAIN MILEAGE.

The following statement shows the train and engine mileage—all classes—as compared with previous year :

	Year ending Sept. 30, 1885.	Year ending Sept. 30, 1886.
Number of miles run by passenger trains.....	616,215	599,837
Number of miles run by freight trains.....	495,528	435,229
Number of miles run by mixed trains.....	268,764	277,889
Number of miles run by work and miscellaneous tr'ns	26,795	62,633
Number of miles run by West Shore Trains.	387,682	83,412

CONSTRUCTION AND IMPROVEMENTS.

The amounts charged to Construction and Improvements during the year, as compared with previous year, are as follows:

	Year ending Sept. 30, 1885.	Year ending Sept. 30, 1886.
Construction	\$60,379.77	\$ 47,564.21
Improvement of Road.....	28,190.70	*229,429.52
Improvement of Equipment.....	22,068.43	18,392.07
New Equipment.....	29,125.69	79,991.31

* This includes difference between value of steel laid and iron rails taken up.

BRIDGES AND TRESTLES.

The following statement shows the number and length of iron and wooden bridges, and trestles on the main line and branches owned.

	Number.	Aggregate length in feet.
Iron bridges.....	27	7,521
Wooden bridges.....	80	6,357
Wooden trestles.....	117	20,441
Total.....	224	34,319

ROAD DEPARTMENT.

In the Road Department the following repairs, additions and improvements have been made :

68 miles steel rails laid, 56 and 58 pounds per yard, with heavy angle bar fastenings of 44 lbs. per pair.
 122,628 new cross ties put in.
 68 sets of new switch ties,
 81 new steel rail frogs.
 16 new safety switches.
 19 new side tracks laid, aggregating 3 $\frac{1}{2}$ miles.

There has been expended during the year on sloping and widening earth and rock cuts, filling trestles and widening embankments, \$39,828.

The main track, now entirely laid with steel rails, is in good line and surface, well drained, and with the construction work done this season, widening quick-sand and bad rock cuts, etc., I do not anticipate any serious delays to traffic in consequence of spring floods, which have caused much trouble in the past. The cross ties average three thousand per mile and are nearly all chestnut, white oak and cedar.

The steel rails for the main line were not furnished as promptly as agreed and the last rails in the main line were not laid until after the close of the fiscal year, although the cost has been charged in the accounts ; but wherever the steel has been laid the track has been put in good line and surface so that the rails will not be injured.

The iron rails on the Delhi Branch show signs of wear, and are deteriorating so fast that I recommended and the Board authorized the purchase of 1,000 tons of steel, fifty-six lbs. per

yard, to replace the light steel fifty and fifty-two lbs. per yard, which has been in the main line north of Sidney for ten years, and the light steel will be laid on the Delhi Branch, except one mile which will be required on the Ellenville Branch. The iron on the Ellenville and New Berlin Branches is in better condition, but will have to be replaced within a few years.

BRIDGES, BUILDINGS, ETC.

In this Department the following additions and improvements have made :

2 new passenger stations—one of brick, at Fulton—very neat and suitable for the business.

A restaurant at Middletown, made from old office building.

A second story was added to the Wickham Avenue depot, and the division offices were removed to this building.

2 new freight stations.

2 new milk stations.

9 stations and 1 water tank painted.

2 large iron viaducts painted.

7 trestles re-built.

2 trestles filled with earth.

110 lineal feet of brick arching in tunnels.

3 tunnel portals and slope walls.

13 abutments of masonry in cement, for cattle passes and small bridges.

1 iron turn-table built.

2 wooden turn-tables re-built.

1 new water crane built and connecting pipes laid.

1 new water tank built and connecting pipes laid.

New roof for Oswego shops.

The iron bridge at Fish's Eddy, 145 feet span (which was nearly destroyed on the 2d of March last) has been replaced by a new bridge, using such parts of the old as were not damaged ; cost of iron work, \$4,355.

The abutments, approaches, etc., for the iron bridge at Fish Creek are nearly completed. This bridge consists of one span, 147 feet, the contract for the iron work of which was let to the Passaic Rolling Mill Company for \$6,027; two piers and two abutments of first-class masonry, also approaches of trestle work, built of Georgia pine. The total cost of bridge and approaches is estimated at \$10,000. One-half of the expense will be borne by the Canastota and Camden Railroad, which Company has been given the right to use the bridge jointly with this Company for a period of five years.

IMPROVEMENTS AND ADDITIONS TO EQUIPMENT AND
REQUIREMENTS.

In March the Company purchased from the West Shore Railroad six Baldwin Consolidation locomotives, weighing fifty-two tons each. The weight of these locomotives is so distributed over four pairs of driving wheels that the greatest weight on one pair is eleven tons, which is 6,300 lbs. less than the weight on one pair of drivers on some of our passenger engines having two pairs of drive wheels. After six months' experience with these engines I find they are economical in fuel and repairs, and the wear on rails is apparently no greater than from our mogul or passenger engines. The tractive power of these engines is about forty-five per cent. more than the moguls weighing thirty-eight tons.

In June, July and August, we purchased from the Brooks Locomotive Works five anthracite coal-burning passenger engines, cylinders 18 x 24 inches, weight forty-three tons. These engines are well suited to the road and have given satisfaction. The entire freedom from the annoyance heretofore experienced from smoke and cinders has given a great stimulus to the summer passenger business. These engines haul trains of nine passenger and baggage cars over the road making schedule time, which is better than we could do with two of the lighter bituminous coal-burning engines. We should have four more of these engines to equip our passenger trains before the summer travel begins, and their purchase has been authorized. The Board has also authorized the purchase of additional heavy freight engines from the proceeds of sale of the lighter engines. Two of these engines have been sold during the year, and we hope to dispose of at least twelve, and with the proceeds to purchase six heavy freight engines, suitable to the requirements of the road, and with the heavier engines a reduction in fuel, repairs and transportation expenses can be made.

In the Mechanical Department additions and improvements to equipment have been made as follows :

- 1 of the old "Centennial" coaches re-built.
- 2 of the old "Centennial" coaches nearly re-built.

These coaches have been out of service since the re-organization, and when completed will be equal in all respects to first-class coaches.

- 1 new coach (official car) purchased.
- 4 new standard refrigerator milk cars built.
- 4 new hay and charcoal cars, twenty tons capacity, re-built from four old ten-ton flats.
- 43 ore (twenty-ton) cars have been made from old flats which were out of service. (Everything new except a portion of the iron work in trucks.)
- 8 new fire boxes put in locomotives.
- 9 freight engines equipped with engine brakes.
- 23 engines have received general repairs during the year.
- 48 engines have received ordinary or light repairs.

The color of the passenger equipment is being changed from olive-green to the wine color formerly in use. The latter is nearly the natural color of mineral paint, and is cheaper, more durable, and does not fade so quickly by exposure to the weather. This is estimated to cost as follows :

40 Coaches, \$175 each.....	\$7,875 00
11 Combined passenger and baggage cars, \$150 each.....	1,650 00
21 Baggage, mail and express cars, \$100 each.....	2,100 00
Total.....	\$11,625 00

Of this \$4,650 is for material and the balance for labor, and will require an increase in force of ten men for eight months to complete all cars before the opening of summer travel. The Master Mechanic estimates that by varnishing the coaches once each year it will not be necessary to paint them again for six or seven years.

During the past season four coaches were out of service on account of being rebuilt. These will soon be in first-class condition, but we shall still be short of passenger equipment, it

the development of the summer travel for the coming season is as great as it was in the past. I have reason to believe that the increase will be greater than ever before, and to provide for the contingency we need six more first-class coaches, the purchase of which has been authorized.

There is also urgent need of fifty twenty-ton hopper bottom gondola cars for the reason that the mileage on coal cars is against us, we having to pay the D. & H. Company from \$1,000 to \$3,000 per month for car mileage, during the season of navigation, on the cars used in transportation of coal to Oswego and Utica. It is more economical to build cars than to pay mileage on the present fixed rates of three-quarters of a cent per mile for use of cars of other companies. After full discussion of the matter it was thought best, in view of the large expenditure already made and contemplated, to postpone this matter for the present, but I suggest that this addition to our equipment should be made as soon as possible.

The increase in the number of acid factories along the line, and consequent shipments of charcoal, as well as the increase in excelsior and hay business, has created a demand for large hay cars, which we have been unable to supply for several months past. I therefore recommended, and the Board authorized the construction of twenty-five (twenty-ton) hay and lumber cars, which are being built in the Company's shops this winter.

We have on hand sixty-two stock cars, thirty-seven of which were made from old ten-ton flat cars in 1873. They are now unfit for service, and were always too small for stock cars; stock shippers complained that they could not ship as many cattle in them as in the larger cars furnished them by competing lines. This has injured our stock business. I therefore recommended, and the Board authorized the rebuilding of these old stock cars, making them after our standard designs.

Of the 660 platform cars which the Company owns, 125 are old, and in poor condition, many of them have been out of service for some time, and the balance are only suitable

for work trains. Fifty of these flat cars will be re-built this year, as they are now greatly needed on account of the increase in wood, stone and lumber shipments.

By re-building these cars in the shops of the Company we can utilize a large amount of stores which have been carried in our supply account for several years, having been purchased while the line was operated in connection with the West Shore road.

The following statement shows total estimated cost of these authorized improvements and additions to passenger and freight cars, as well as the cash outlay after deducting the value of supplies on hand which may be used for the new, and value of the scrap and material which will be available from the old cars:

The total expenditure authorized for the purchase of new passenger cars	\$27,000 00
Estimated cost of improvement to freight equipment.....	848,555 00
Deduct value of new material on hand and the value of scrap or available material in old cars.....	33,171 00
Total estimated cash outlay for new material and labor required for construction of and re-building freight equipment as stated.....	\$15,384 00

This work can be done in the shops of the Company by an increase in force of twenty men for seven months.

In addition to the above, three combined baggage and mail cars will probably be required.

With these additions and improvements to motive power and freight and passenger cars, we shall be able to handle a much larger traffic with less expense than before for maintenance and repairs, and reduce the heavy balance for car-hire shown in our accounts.

FUEL FOR LOCOMOTIVES.

The following statement shows total cost of fuel for locomotives and the cost per train, engine, and car mile, compared with previous year:

	Total cost of fuel for locomotives.	Cost of fuel per train mile.	Cost of fuel per engine mile.	Cost of fuel per car mile.
1884-5.....	\$175,767	12.73 cts.	10.61 cts.	1.62 cts.
1885-6.....	\$149,901	11.41 cts.	9.76 cts.	1.36 cts.
Decrease per cent.....	14.7	10.4	8.0	16.0

This decrease is partly owing to the lower price of fuel, partly to the more economical consumption of fuel by new engines during the latter part of the year, and their increased hauling power, and a portion is the result of a more economical use of fuel, brought about by a system of monthly awards to engineers and firemen for the best showing as to the number of pounds of coal consumed per loaded car mile.

GENERAL BUSINESS OF THE ROAD.

The commercial and business interests along the line have partially recovered from the general depression of the previous year, but the recovery has been slow; the policy of the officers of the Freight Department has been not to hinder the recuperation of these interests by advancing the rates, but rather to foster and encourage the business with a hope of making a permanent increase in the local tonnage, the design of the Company being to make such rates as will enable parties who have invested their money along the line to compete with others engaged in similar business on other lines.

Several large factories and mills have been erected on the line during the past year which will increase the local business.

The flag stone business has increased somewhat; but has met with strong competition, and no advance in rates could be made without materially injuring the development of the business, which we hope in the future will contribute an important portion of the revenue of the line.

The shipments of wood have increased very largely, and the business promises well for the future.

MILK BUSINESS.

The milk business, notwithstanding the loss of revenue from the Ulster and Delaware and West Shore Railroads, after

January 1st, 1886, and the Wallkill Valley, after May 16th, still shows an aggregate increase over the previous year.

The West Shore Railroad resumed the operation of the Wallkill Valley road on the first of May, and on the 16th of that month diverted its traffic from our line at Campbell Hall to the West Shore road at Kingston. This resulted in a loss of revenue to the Company from the milk business alone of \$7,232 for the fiscal year. The loss of the Ulster and Delaware and West Shore milk south of Cornwall, since January 1st was \$21,609. The diversion of business of these roads, aggregating \$28,841, has, however, been made up by the increase in shipments of milk from the O. & W. territory alone, as will be seen by the following statement:

REVENUE FROM MILK SHIPMENTS.

1879-80	1880-1	1881-2	1882-3	1883-4	1884-5	1885-6
\$28,706	\$34,321	\$44,866	\$76,392	\$148,322	\$182,405	\$189,286

The following statement shows tonnage, revenue and earnings per train mile of milk trains, compared with previous year:

	Year ending Sept. 30th, 1885.	Year ending Sept. 30th, 1886.	Increase or decrease per cent.
Tons of milk carried.....	35,918	29,421	18.1 dec.
Tons carried one mile.....	3,430,459	3,499,757	2.2 incr.
Revenue	\$182,405.14	\$180,286.27	3.8 "
Miles run by milk trains....	142,142	135,650	4.6 dec.
Earnings per train mile....	\$1.28	\$1.40	9.0 incr.

The revenue reported above is exclusive of passenger and express business carried on these trains. Experience has demonstrated that the milk which is carried the longest distance in refrigerator cars arrives in New York in better condition than the milk from Orange County.

The growth of the business is principally in Sullivan and Delaware Counties, though a considerable quantity is now shipped from Chenango County, with prospect of increase during the coming season.

COAL BUSINESS.

The coal hauled from Sidney to Oswego for Lake shipment during the year was 88,300 tons, a decrease of 28,662 tons, or 24 $\frac{1}{10}$ per cent., as compared with previous year.

Low rates made by the trunk lines on coal to Buffalo and lower freight rates by Lake from Buffalo to Chicago and other western ports, have operated against Oswego, and it is only reasonable to suppose that a further reduction in this traffic will take place. The larger vessels now operating between Buffalo and Chicago cannot reach Oswego on account of the locks in the Welland canal, and the tolls on the Welland canal also place Oswego at a disadvantage as compared with Buffalo.

The transportation of coal (tons carried one mile) is about 32 per cent. of the entire tonnage. The total amount of coal shipped from Sidney to all points during the year, was 296,652 net tons, an increase of 227 tons over the previous year. The revenue on this coal was \$155,666, a decrease of \$12,788, as compared with the previous year. The average rate per net ton per mile for transportation of all coal from the D. & H. road was 7.75 mills.

Our contract with the D. & H. C. Co. for the transportation of coal expires on the 1st of January, 1887, but renewal of this contract upon the same terms as before was made in connection with the lease of the Utica division, and will continue for thirty-five years, or until the termination of the lease. Under this contract one-half of the selling price of coal at Oswego, after deducting commissions, is pro rated on a mileage

basis between the D. & H. C. and this Company for the transportation. The exceedingly low price of anthracite coal during the past year caused a reduction in our earnings from this source.

In addition to the above, we carried miscellaneous shipments of coal during the year, amounting to 31,325 tons.

PASSENGER BUSINESS.

The passenger business shows a fair increase. The general average of earnings per passenger mile, all classes, was 1.96 cents, an increase of 16 per cent. as compared with the previous year. The travel from New York, Brooklyn, and Jersey City, to the summer homes located in the mountainous regions along the line has increased largely, and can be relied upon for a further growth. A number of new hotels and boarding-houses have been erected along the line for the accommodation of this business.

Last spring a stock company was organized for the construction of a turnpike between Liberty and White Lake, one of the oldest summer resorts in Sullivan County, and one which had never been accessible from our line. This company subscribed for \$1,000 of the capital stock, the turnpike was completed and a line of stages put on to run between Liberty and White Lake in June, which brought this large summer travel to our line at Liberty, and made an increase in the passenger revenue of about \$10,000. The turnpike stock is now worth about its par value.

105 excursions have been run during the year, carrying 47,821 passengers, from which the revenue was \$24,014; increase 42 per cent. The total mileage made by excursion trains was 6,068 miles, and the earnings per train mile of excursion trains, \$3.96. A large part of the excursion business was carried on regular trains, the mileage of which has been included in the above.

EMIGRANT BUSINESS.

This Company began carrying emigrants to the West in May, 1884, and at first got fairly remunerative rates, but during the greater part of last year the rates were greatly demoralized. A pool was formed in December, 1885, and this Company was allowed five per cent. on business destined to points West, and twelve per cent. on business east of Detroit, which proportions were accepted. There has since been considerable advance in the rates.

The revenue from emigrants and second class passengers during the year was \$27,526, an increase of \$9,836, or 55.6 per cent. over previous year.

LEASE OF THE UTICA, CLINTON AND BINGHAMTON AND ROME AND CLINTON RAILROADS.

On the 1st of June this Company leased the Utica, Clinton & Binghamton and Rome & Clinton roads—about forty-four miles in length—connecting our main line with the cities of Utica and Rome, and making closer connection with the R. W. & O. system. During the four months, June, July, August and September, the net earnings were sufficient to pay the rental, leaving a surplus of \$6,118.14, or about nineteen per cent. of the gross earnings. This division has been and will continue to be a valuable feeder to the main line. See statement No. 15.

In connection with this lease, the Company has a guarantee from the D. & H. C. Co. of not less than 150,000 tons of coal per annum, to be shipped over this division at a minimum rate of one cent per ton per mile. The shipments for four months ending September 30th were 73,911 net tons.

CONTRACTS.

On the 4th day of September, 1885, a contract was entered into with the Rome, Watertown & Ogdensburg R. R. Co., lessee of the Syracuse, Phœnix & Oswego Railroad, by which that Company was given the right to run trains over our main

line from Fulton to Oswego to complete its route between Syracuse and Oswego. The conditions on which this contract was based are as follows: The O. & W. Company receives one-half of the gross revenue from all sources, of R., W. & O. R. R. trains run over its track.

The Elmira, Cortland and Northern Railroad Company, has during the year nearly completed the extension of its line from Canastota to Camden, crossing this road at Fish Creek. The first survey made ran between our main line and Sylvan Beach, where we do considerable summer business, but they afterwards changed their location so as to connect on the south side of Fish Creek, using this Company's bridge across the said creek (but running on their own rails) and diverging from the line at the north side of the bridge. The water way of Fish Creek bridge was insufficient, and the bridge, which was of wood, was old and required to be rebuilt and the span increased. The entire cost of a new iron bridge and approaches was estimated at \$10,000. The Canastota and Camden Railroad Company agreed to pay one-half of the cost of the new bridge and approaches, providing they were allowed the use of the bridge for five years, and after, until such time as the business should require a second track. The E., C. & N. Company also agreed to give to this Company all of their coal or other business destined to Oswego or Lake points, and to interchange business upon fair terms.

GENERAL REMARKS.

The condition of the track and equipment will now compare favorably with any single track railroad in the State. The great need of the Company now is more business to enable it to reduce the ratio of operating expenses.

The traffic earnings on the main line and branches last year were about \$4,200 per mile, and the operating expenses 80 per cent. of the gross earnings. The earnings per mile on the

Utica Division since June 1st, 1886, were at the rate of \$5,125.00, and the operating expenses 58 per cent. of the gross earnings.

The gradients of the main line are not so low as on the Utica Division, nor is it probable that with the competition we have, we can secure as good rates, but the comparison, nevertheless, shows that by increasing the volume of business it will be possible to greatly reduce the cost of transportation. Take, for instance, one of our neighboring lines, which in 1882 carried—tons one mile—3,647,000; earnings per ton per mile 2.2 cents; operating expenses, 96 per cent. of gross earnings; and the road defaulted on its interest. Under an entirely new management the rates were reduced to what was generally considered ruinous figures, but the tonnage increased, so that in 1885 the tons one mile were 24,354,000, an increase of 567 per cent., while the average earnings per ton mile were reduced to 8.3 mills, a decrease of 62 27-100 per cent. In the last named year the road earned its fixed charges, and a small surplus, reducing its operating expenses to 75.6 per cent. of gross earnings. In the meantime the road and equipment had been greatly improved.

Our taxes and general expenses are now about 12 per cent. of the gross earnings. These expenses would not be materially increased with double the amount of business now handled, and experience shows that the transportation, motive power and track maintenance expenses do not increase in the same ratio as the tonnage. Our tonnage in 1882 was—tons one mile—30,687,000, on which the average earnings per ton mile were 1.97 cents. In that year the earnings of the road from its traffic were barely sufficient to pay its operating expenses. Last year the tons one mile were 61,433,488, an increase of 100 per cent. The earnings per ton mile were 1.69 cents, a decrease of 14 2-10 per cent., while the operating expenses were brought down to 80 per cent. of the gross earnings; and it is safe to assume that with a further increase in business, the ratio of expenses to earnings can be still further materially lessened.

For the passenger business we are obliged to run a certain number of trains to accommodate the public. Many of these trains show light earnings, and should the business be doubled it could be carried with the same trains and with very little additional expense. The emigrant business, for instance, which has been carried on regular trains, has not increased expenses and has added \$27,000 to the revenue during the past year.

The business of the port of Oswego has been steadily decreasing in volume for many years, and the probability of it ever regaining its former importance is so remote that this Company must look to other sources and connections for the increase in the volume of its traffic necessary to reduce the ratio of its operating expenses. It was this consideration which induced me to recommend the lease of the Utica Division, which was a step in the right direction.

Thus far, the Utica Division has proved self-sustaining, and has also increased the tonnage and revenue of the main line. The coal business to Oswego for western shipments, as I have before stated, has fallen off about 25 per cent.; and it is quite probable that the same causes will lead to a further reduction in shipments to Chicago and other lake ports. The Canada business and coal business in the northern part of the State, *via* Utica, is increasing. We should be able to secure south-bound business, and the recent opening of the Carthage and Adirondack Railway and the development of iron mines on that line naturally suggest return shipments of iron ore to Scranton and other points in Pennsylvania, to be hauled in coal cars which now return empty; and the officers of your Company are endeavoring to secure this as well as other business from this quarter.

We also hope to secure business from the new connection at Fish Creek with the Elmira, Courtland & Northern Railroad, and to form closer traffic alliance with other connecting lines.

CONCLUSION.

The financial status of the Company is good. All supplies

have been purchased at the lowest market price, and pay-rolls and vouchers have been paid regularly and promptly.

The officers, agents and employés have been faithful and attentive to their duties, and I take pleasure in acknowledging their hearty co-operation in all measures tending to secure economical and efficient service.

Yours respectfully,

J. E. CHILDS,
General Manager.

SECRETARY-TREASURER'S REPORT.

NEW YORK, January 3d, 1887.

THOMAS P. FOWLER, ESQ., *President,*

DEAR SIR:

Herewith are Statements Nos. 1 to 15 of the accounts of the Company, and statistics of its operations for the fiscal year ending September 30th, 1886.

To state the accounts and the comparison, in the new form in which they are now presented, has involved a re-arrangement of the abstracts for both years; they are as accurate as a careful analysis at this date can make them.

The re-organization of the Accounts Department, and the removal to the present General Offices, was made in May last; the economies effected in General Charges extended therefore only over five months of the fiscal year.

Yours faithfully,

JOHN BURTON,

Secretary-Treasurer.

No. 1.—Statement of Capital authorized

	CAPITAL AUTHORIZED.		
	Stock, Common.	Stock, Preferred.	Loans.
Articles of Association	\$48,000,000	\$2,000,000	
May 13th, 1880, pursuant to Chap. 155, Laws of 1880, to carry out reorganiza- tion not exceeding	15,000,000		
Mortgage 1st Sept., 1884, 6 per cent. thirty-year bonds			\$1,000,000

No. 2.—Stock and Share Capital created,

	Amount Created or Sanctioned.
Articles of Association and pursuant to Chapter 155, Laws of 1880	\$60,113,982 84
* 2,000,000 1st Mortgage 6% Bonds, created to extinguish \$2,000,000 of this Stock.	

No. 3.—Capital

	Amount Created or Sanctioned.
Mortgage, 1st September 1884, 6 per cent. thirty- year bonds	\$1,000,000 00

No. 4.—Receipts and Expenditures

	Expended to 30th Sept., 1885.	Expended during year.	Total.
To Expenditure :			
On Main Line and Branches ..	\$53,232,661 34		
On Line Weehawken to Middle- town	6,727,494 78		
For amounts transferred to cost of Line on settlement made 1st January, 1886, by which this Company obtained the fee of the Line from Mid- dletown to Cornwall, and were relieved of obligations and guarantees to the West Shore R'y Co., and the West Shore and Ontario Terminal Co.	1,329,270 59	\$100,930 41	61,574,357 12
	\$61,289,426 71	Per statement No. 5.	
Less proceeds of sale of ferry- boat "Oswego," and six car floats	116,000 00		
	\$61,173,426 71		
			\$61,574,357 12

ending 30th September, 1886.

and created by the Company.

CAPITAL CREATED OR SANCTIONED.				
Total.	Stock, Common.	Stock, Preferred.	Loans.	Total.
\$69,000,000	\$58,113,982 84	\$2,000,000 ^a	\$4,000,000 ^a	\$62,113,982 84

^a \$2,000,000 of the Loan is created to extinguish \$2,000,000 Preferred Stock.

showing the proportion issued.

Amount Issued.	Calls In Arrear.	Amount Unissued.
\$58,186,982 84		

Raised by Loans.

Amount Issued.	Calls In Arrear.	Amount Unissued.
\$2,927,000 00		\$1,073,000 00

on Capital Account.

	Received to 30th Sept., 1885.	Received during year.	Total.
By Receipts :			
Common Stock	\$58,113,982 84		\$58,113,982 84.
Preferred "	2,000,000 00	Dr. 1,927,000 00	73,000 00
Terminable Bonds exchanged for Preferred Stock		1,927,000 00	1,927,000 00
Terminable Bonds sold	134,000 00	866,000 00	1,000,000 00
Balance			460,374 28
			\$61,574,357 12

No. 5.—Detail of Expenditure on Capital Account.

DISCOUNT AND EXPENSES ON BONDS—		
For Discount and Expenses attending creation and issue of First Mortgage Bonds, less profit on Bond Option and Preferred Stock sold.....		\$25,553 30
STEEL RAILS—		
6,000 Tons Rails in relaying 68 miles, Main Line, less 5,600 tons Iron Rails taken out.....		143,169 97
RAIL FASTENINGS, less old taken out.		11,434 31
NEW ROLLING STOCK—		
5 Passenger Engines.....	\$37,375 00	
6 Freight Engines.....	36,000 00	
1 Coach, No. 30.....	8,010 65	
4 Milk Cars.....	4,855 66	
	86,241 31	
Less for 2 old Engines sold.....	6,250 00	79,991 31
IMPROVEMENTS TO ROLLING STOCK—		
Cars—Pass., Baggage, Mail & Express....	5,044 75	
“ Freight, Caboose and other.....	7,149 44	
Locomotives.....	6,197 88	18,392 07
IMPROVEMENTS TO LINE—		
Depots and Freight Houses.....	11,430 55	
Trestles and Filling.....	48,548 29	
Bridges, Tunnel Arches and Portals....	13,744 30	
Sidings and Turnouts.....	8,838 78	
Improving Rock Slopes, widening Cuts and embankments, and other additions and improvements to road-bed..	39,827 53	122,389 45
		\$400,930 41

No. 6.—Statement of Floating Debt paid.

Amount of Bills payable, as per report to 30th Sept., 1885		\$1,103,790 44
Less amount of above bills taken up and cancelled on settlement with North River Construction Company	\$340,238 83	
Deduct amount due to North River Construction Company for cash held as collateral, and for machinery and sundries	132,694 89	
	\$207,543 94	
For note given to Ross & Sanford, cancelled under agreement of 11th Sept., 1885	25,000 00	232,543 94
		\$871,246 50
Amount of Floating Debt paid since 1st Feb'y, 1886:		
February	\$73,000 00	
March	274,746 50	
April	133,200 00	
May	15,300 00	
June	375,000 00	\$871,246 50

No. 7.—Revenue Account.—
(Includes 12 months operations of West Shore Line)

September 30th, 1885.	EXPENDITURE.	September 30th, 1886.
	On account of—	
\$573,557 82	Conducting Transportation..... Abstract A.	\$370,285 00
411,589 38	Motive Power and Repairs to En- gines, etc..... " B.	357,592 51
95,767 62	Maintenance of Cars..... " C.	75,840 39
234,468 44	Maintenance of Way, Stations and Buildings..... " D.	197,255 88
102,191 86	General Expenses..... " E.	88,847 27
225,352 18	Miscellaneous Expenses..... " F.	104,630 64
1,642,927 30	Total Working Expenses.....	1,194,451 69
88,800 00	Taxes.....	76,400 00
1,731,727 30		1,270,851 69
168,548 19	Balance Carried to Net Revenue Acc't—No. 8.	221,999 50
\$1,900,275 49		\$1,492,851 19

No. 8.—Net Revenue Account.—

	To Rentals:—	
\$103,452 78	West Shore & Ontario Terminal Co. (3 mos.)	\$24,691 81
188,648 48	N. Y., W. S. & B. R'y Co..... " "	14,569 50
4,840 00	" Interest on First Mortgage 6% Bonds....	39,174 66
.....	" " " Floating Debt.....	38,583 99
296,941 26		147,019 99
29,935 77	" Balance to Profit and Loss.....	113,487 52
\$326,877 03	" " " Account No. 9.....	\$260,507 51

No. 9.—General Balance Sheet.—

	30th Sept., 1886.
Franchises and Property, per Statement No. 4.....	\$61,574,357 12
Investments in other Companies.....	3,340 75
Cash at Bankers.....	16,325 50
Stores Fuel, Old Material, etc., on hand.....	199,602 66
Sundry Outstanding Accounts due to the Company.....	167,163 42
Outstanding Traffic Accounts.....	18,698 49
Bills Receivable.....	39,077 00
Deposit in Court, re Tax Suit.....	23,734 16
Steam Shovels.....	12,500 00
	\$62,084,799 10

30th September, 1886.

South of Cornwall in 1885; 3 months in 1886.

September 30th, 1885.	RECEIPTS.	September 30th, 1886.
	On Account of—	
\$672,752 26	Passengers.....	\$459,219 90
84,318 91	Mails, Express, etc.....	73,897 35
1,125,063 46	Merchandise and Live Stock.....	938,284 76
18,140 86	Miscellaneous.....	21,419 18
\$1,900,275 49		\$1,492,851 19

30th September, 1886.

\$168,548 19	By Balance of Revenue Account for the year, per Account No. 7.....	\$221,999 50
78,966 90	“ Terminal Receipts (3 months).....	21,935 03
45,316 66	“ Interest on W. S. and Ont. Terminal Co.'s Bonds.....	9,037 50
34,045 28	“ Int. on N. Y., W. S. & B. Ry Co.'s Debt.....	7,535 48
\$326,877 03		\$260,507 51

30th September, 1886.

	30th Sept., 1886.
Common Stock, per Statement No. 4.....	\$58,113,982 84
Preferred “ “ “.....	73,000 00
First Mortgage Bonds “ “.....	2,927,000 00
Balance Net Revenue, per Account No. 8.....	113,487 52
Coupons due not presented for payment, and Coupon Interest and Taxes accrued but not due, etc.....	51,633 17
Sundry Outstanding Accounts due by the Company.....	261 805 68
Wages for month of September.....	71,818 37
Profit and Loss Account.....	465,953 18
U. C. & B. and R. & C. Ry's—Profit on Working.....	6,118 34
	\$62,084,799 10

No. 10.—Expenditure on Revenue

(Includes 12 months operations of West Shore Line)

A.—CONDUCTING TRANSPORTATION.		
	30th Sept., 1885.	30th Sept., 1886.
SALARIES AND WAGES.		
1. Superintendents, Train Dispatchers and Clerks.....	\$19,386 04	\$14,118 43
2. Conductors, Baggage-men and Brakemen.....	119,943 81	99,561 30
3. Agents, Telegraphers, Clerks and Labor at Stations.	126,637 26	100,206 68
4. Yardmasters, Switch, Signal and Watchmen.....	15,587 81	11,378 40
SUPPLIES AND SUNDRIES.		
5. Oil, Tallow and Waste.....	5,581 81	4,958 94
6. Small Stores.....	4,607 10	3,047 94
7. Stations—Heating, Lighting, Furniture, etc.....	7,681 57	5,186 29
8. Advertising, Stationery and Printing.....	17,461 84	13,464 18
9. Cars—Cleaning, Heating, Lighting, etc.....	13,529 43	11,016 41
10. Compensation—Injury to Persons.....	2,816 95	4,315 27
11. " " Loss of and Damage to Property.....	8,699 29	3,769 13
12. Incidentals.....	1,665 91	1,709 46
13. Terminal Expenses.....	230,438 97	94,552 67
	\$574,557 82	\$370,285 00
Per Cent. on Gross Receipts.....	30.18	21.81
B.—MOTIVE POWER.		
Working of Engines.		
SALARIES AND WAGES.		
1. Superintendents, Clerks, etc.....	\$5,613 54	\$6,957 33
2. Engineers and Firemen.....	96,521 79	91,166 79
3. Cleaners and Labor in Round Houses.....	17,871 58	16,434 75
SUPPLIES AND SUNDRIES.		
4. Fuel for Locomotives.....	175,767 25	149,201 01
5. Oil, Tallow, Waste and Sundry Stores.....	15,241 77	10,927 25
6. Water Service—Laborers, etc.....	9,474 84	7,558 51
Repairs of Engines.		
7. Wages for repairs and Renewal of Engines.....	37,839 89	40,370 45
8. Materials " " " ".....	26,912 63	16,390 49
9. Wages for repairs of Workshops, Tools, Turn-tables, Tanks, etc.....	12,367 93	10,154 99
10. Materials " " " ".....	13,978 16	9,531 12
	\$111,589 38	\$357,592 51
Per Cent. on Gross Receipts.....	21.66	23.95
C.—MAINTENANCE OF CARS.		
1. Superintendents, Clerks, etc.....	\$6,553 63	\$6,087 87
2. Wages for repairs of Passenger Cars.....	17,053 72	10,811 77
3. Materials " " " ".....	10,532 69	6,071 51
4. Wages for repairs of Freight Cars.....	20,348 29	26,308 62
5. Materials " " " ".....	28,331 16	13,157 49
6. Wages for repairs of Workshops, Tools and Machinery.....	3,468 78	3,974 13
7. Materials " " " ".....	1,469 41	3,126 00
	\$95,767 62	\$75,840 39
Per Cent. on Gross Receipts.....	5.04	5.08

Account.—Abstracts A to F.

south of Cornwall in 1885; 3 months in 1886.)

D.—MAINTENANCE OF WAY, BRIDGES, ETC.		
	30th Sept., 1885.	30th Sept., 1886.
SALARIES AND WAGES.		
1. Superintendents, Clerks, etc.....	\$10,296 21	\$9,523 51
2. Foremen and Trackmen.....	145,384 43	98,366 62
3. Bridges, Tunnels, Culverts, etc.....	9,170 95	7,818 47
4. Buildings, Wharves and Structures.....	4,165 18	3,213 30
5. Watchmen and Bridge-Tenders.....	25,353 25	12,100 46
6. Other Labor.....	1,072 59	2,486 32
	<u>215,438 51</u>	<u>133,508 68</u>
SUPPLIES AND SUNDRIES.		
7. Rails.....		466 34
8. Rail Fastenings.....	5,765 30	4,659 26
9. Frogs and Switches.....	5,643 45	5,691 99
10. Cross Ties.....	31,233 83	31,876 08
11. Bridges, Tunnels, Culverts, etc.....	5,480 51	5,724 79
12. Fencing.....	3,717 80	738 37
13. Buildings.....	2,991 10	1,360 15
14. Other Supplies.....	6,833 16	4,625 73
15. Tools and Machinery.....	5,268 12	4,219 51
16. Ballast and Ballasting.....	107 92	.....
17. Clearing Snow and Ice.....	9,651 34	2,612 89
	<u>\$214,168 44</u>	<u>\$197,255 88</u>
Per Cent. on Gross Receipts.....	12.31	13.21
E.—GENERAL CHARGES.		
1. Salaries of Officers, Clerks and Establishment.....	\$71,076 13	\$66,109 51
2. Advertising, Stationery and Printing.....	4,875 81	4,082 01
3. Rent, Heating and Lighting of General Offices.....	10,999 47	9,276 74
4. Postages, Telegraph and Telephone.....	1,874 82	1,184 09
5. Furniture, Fixtures and Sundries for General Offices.....	2,114 12	2,768 66
6. Legal Expenses.....	11,251 51	5,426 26
	<u>\$102,191 86</u>	<u>\$88,847 27</u>
Per Cent. on Gross Receipts.....	5.38	5.95
F.—MISCELLANEOUS EXPENSES.		
1. Rent of Rolling Stock.....	\$19,553 33	\$17,609 30
2. Rental of Property.....	6,784 65	8,157 18
3. Train Tolls on West Shore R. R.....		31,962 22
4. Insurance of Company's Property.....	7,192 88	6,153 25
5. Guaranty of Employees.....	183 75	157 83
6. N. Y., W. S. & B. R'y Co., for Train Service.....	172,411 21	40,590 06
7. N. Y., Susq. & Western R'y Co., for Train Service.....	19,226 33	.....
	<u>\$225,352 18</u>	<u>\$101,630 64</u>
Per Cent. on Gross Receipts.....	11.86	7.01

No. 11.—Mileage.

		30th Sept., 1885.	30th Sept., 1886.
LINES OWNED BY THE COMPANY.			
Main Line:			
Middletown to Oswego.....		248.5	
Cornwall to Oswego.....			272.9
Ellenville Branch.....		8.0	8.0
Delhi Branch.....		16.7	16.7
New Berlin Branch.....		22.3	22.3
Total miles owned.....		295.5	319.9
TRACAGE RIGHTS:			
Weehawken to Cornwall:			
Over West Shore R. R.			53.07
LINES LEASED OR RENTED.			
U., C. & B. and R. & C. Railways:			
Randallsville to Utica.....			31.3
Clinton to Rome.....			12.7
Cornwall to Middletown.....		24.7	
" " Weehawken.....		52.3	
Total miles leased.....		77.0	44.0
Total miles worked by Engines.....		372.50	416.97
TRACK MILEAGE. LINES OWNED.			
Main Line.....	Steel	163.8	272.9
	Iron	84.7	
Branches.....	Steel		
	Iron	47.0	47.0
Main Line Sidings.....	Iron	54.157	57.236
Branch " ".....	Iron	2.802	2.982
Total Tracks and Sidings.....		352.459	380.118

No. 12.—Statement of Train and Engine Mileage.

DESCRIPTION.	30th Sept.,	30th Sept.,
	1885.	1886.
Passenger Trains.....	616,215	599,837
Freight Trains.....	495,528	435,229
Mixed Trains.....	268,764	277,889
Total Train Miles, N. Y., O. & W.....	1,380,507	1,312,955
Shifting, Light Running, etc.....	275,350	222,747
Total Traffic Engine Miles, N. Y., O. & W.....	1,655,857	1,535,702
Work Trains.....	26,795	62,633
Total Engine Miles, N. Y., O. & W.....	1,682,652	1,598,335
Utica Division—four months.....		78,220
Gross Engine Miles.....	1,682,652	1,676,555

No. 13.—Statistics of Earnings and Expenses.

(Including 12 months operations of West Shore Line south of Cornwall, 1885; 3 months in 1886.)

	Year ended 30th September, 1885.		Year ended 30th September, 1886.	
	EARNINGS.	EXPENSES.	EARNINGS.	EXPENSES.
October.....	\$185,865 75	\$149,900 67	\$180,200 23	\$139,248 26
November.....	152,787 26	131,540 20	161,689 45	123,686 52
December.....	137,744 27	127,499 68	139,683 87	122,523 85
January.....	130,742 93	130,702 55	79,977 51	81,016 83
February.....	117,704 69	119,811 56	77,808 80	80,535 46
March.....	148,502 72	130,116 59	98,348 30	85,391 41
April.....	143,121 50	140,910 74	97,611 48	82,482 98
May.....	150,689 22	130,819 23	112,358 62	93,769 88
June.....	152,534 14	133,897 18	122,285 67	96,593 60
July.....	186,460 34	147,390 38	144,330 53	96,540 08
August.....	191,678 03	150,590 09	146,659 53	97,980 22
September.....	202,444 64	149,748 43	131,897 20	91,682 60
	\$1,900,275 49	\$1,642,927 30	\$1,492,851 19	\$1,194,451 69
Per cent. of Expenses to Receipts.....	.....	86.45 ⁰ / ₁₀₀	.....	80.01 ⁰ / ₁₀₀
Taxes.....	.....	88,800 00	.....	76,400 00
	\$1,900,275 49	\$1,731,727 30	\$1,492,851 19	\$1,270,851 69
Per cent. of Expenses to Receipts.....	.....	91.13 ⁰ / ₁₀₀	.....	85.12 ⁰ / ₁₀₀
Train Miles.....	1,380,507		1,312,955	
Per Train Mile.....	\$1.376	\$1.254	\$1.137	\$0.968
Passengers Carried—Number.....	1,089,581		668,477	
" " one mile.....	39,730,135		23,373,487	
Earnings per Passenger per mile.....	1c.69		1c.96	
General Freight Carried—Tons.....	1,138,465		481,368	
Coal.....	296,125		296,652	
Milk.....	35,948		29,421	
Total Freight.....	1,470,808		807,441	
" " " one mile.....	93,583,088		61,433,488	
Earnings per Ton per mile.....	1c.2		1c.527	

No. 14.—Return of Working Stock, 30th September, 1886.

	PASSENGER AND FREIGHT CARS.																
	Locomotives.													Grand Total.			
	1st Class.			2d Class.			Baggage and Express.		Total Passenger Cars.								
	With Smoking Compartment	With Mail and Smoking Compartment	Ordinary.	Ordinary.	With Mail Compartment	Cattle.	Platform.	Box.	Milk.	Caboose.	Coal.	Total Freight Cars.	Derrick and Tool Cars and Snow Ploughs.				
Stock at 30th Sept., 1885....	73	17	2	2	10	14	5	80	62	650	177	21	22	637	1869	10	1959
Added since at cost of capital	59	1						1				1		4			5
Transfers										4	4						
Stock at 30th Sept., 1886....	82	18	2	2	10	14	5	81	62	646	181	25	22	637	1873	10	1961

* Purchased—Freight Engines..... 6
 Passenger Engines..... 5

11

Sold

2

9

No. 15.—Revenue Account, U. C. & B. and R. & C. Railways, for four months, June to September, 1886.

RECEIPTS.		
Passengers.....	\$19,116 93	
Mails, Express, etc.....	2,614 58	
Merchandise and Live Stock.....	53,962 92	
Miscellaneous.....	722 51	\$76,446 97
EXPENDITURE.		
Operating Expenses.....	\$41,195 30	
Rental.....	23,333 33	
Taxes.....	2,800 00	\$70,328 63
Balance carried to Account No. 9.....		6,118 34
		\$76,446 97