

FOURTEENTH ANNUAL REPORT  
OF THE  
PRESIDENT AND OFFICERS  
OF THE  
New York, Ontario & Western  
RAILWAY COMPANY  
WITH  
STATEMENTS OF ACCOUNTS  
FOR THE  
Fiscal Year ending June 30th, 1893.

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NEW YORK:  
WYNKOOP & HALLENBECK, PRINTERS,  
441 TO 447 PEARL STREET.

1893.

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1893.

# New York, Ontario & Western Railway Company.

## DIRECTORS:

THOMAS P. FOWLER,	- - - - -	56 Beaver Street, New York.
JOHN B. KERR,	- - - - -	56 Beaver Street, New York.
JOSEPH PRICE,	- - - - -	5 & 6 Great Winchester Street, London.
FRANCIS R. CULBERT,	- - - - -	Newburgh, N. Y.
GERALD L. HOYT,	- - - - -	New York.
RICHARD IRVIN,	- - - - -	"
Wm. H. PAULDING,	- - - - -	"
HARRY PEARSON,	- - - - -	London.
ALBERT S. ROE,	- - - - -	New York.
CHARLES J. RUSSELL,	- - - - -	London.
EBEN K. SIBLEY,	- - - - -	New York.
EDWARD B. STURGES,	- - - - -	Scranton, Pa.
CHARLES S. WHELEN,	- - - - -	Philadelphin.

## OFFICERS:

THOMAS P. FOWLER, <i>President,</i>	- - - - -	New York.
JOSEPH PRICE, <i>Vice-President,</i>	- - - - -	London.
JOHN B. KERR, <i>Vice-President and General Counsel,</i>	- - - - -	New York.
RICHARD D. RICKARD, <i>Secretary and Treasurer,</i>	- - - - -	"
JAMES E. CHILDS, <i>General Manager,</i>	- - - - -	"
JAMES C. ANDERSON, <i>General Freight and Passenger Agent,</i>	- - - - -	"
CHARLES A. DRAPER, <i>Purchasing Agent and Paymaster,</i>	- - - - -	"
J. P. BRADFIELD, <i>General Superintendent,</i>	- - - - -	Middletown, N. Y.
GEORGE W. WEST, <i>Supt. Motive Power,</i>	- - - - -	" "
E. CANFIELD, <i>Chief Engineer,</i>	- - - - -	" "

## COAL DEPARTMENT.

DICKSON & EDDY, <i>General Coal Sales Agents,</i>	- - - - -	29 Broadway, New York.
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## AUDITORS:

BARROW, WADE, GUTHRIE & Co., *Public Accountants,* Equitable Building,  
New York.

*Transfer Agent,* JOHN FLEMING, - - - - - New York.  
" " ENGLISH ASSOCIATION OF AMERICAN BOND AND SHARE-  
HOLDERS, LIMITED - - - - - London.  
*Registrars of Stock,* MERCANTILE TRUST Co., 120 Broadway, New York, and  
6 Lombard Street, London, E. C.

## GENERAL OFFICES:

NEW YORK,	- - - - -	56 Beaver Street.
LONDON,	- - - - -	5 & 6 Great Winchester Street.

# NEW YORK, ONTARIO & WESTERN RAILWAY COMPANY

OFFICE OF THE PRESIDENT.

NEW YORK, September 21st, 1893.

TO THE STOCKHOLDERS :

For the fiscal year ended June 30th, 1893, the Earnings and Expenses of your Company, compared with the preceding year, were as follows :

## RECEIPTS.

	1893.	1892.
Passengers .....	\$725,470.89	\$667,018.30
Freight .....	2,819,717.14	2,456,047.74
Mails, Express, etc .....	106,390.69	106,523.97
Miscellaneous .....	36,595.20	35,827.88
Total .....	<u>\$3,688,173.92</u>	<u>\$3,265,417.89</u>

## OPERATING EXPENSES.

	1893.	1892.
Conducting Transportation .....	\$822,880.50	\$762,032.91
Motive Power .....	889,646.29	752,189.96
Maintenance of Cars .....	252,114.02	208,140.93
Maintenance of Way .....	465,163.79	380,231.67
General Expenses .....	115,018.43	106,921.03
Miscellaneous Expenses .....	152,960.33	150,329.36
Total .....	<u>\$2,697,783.36</u>	<u>\$2,359,845.86</u>
Taxes .....	\$100,442.26	\$101,290.53
Total Operating Expenses and Taxes .....	<u>\$2,798,225.62</u>	<u>\$2,461,136.39</u>
Net Earnings .....	\$889,948.30	\$804,281.50
Interest, Rentals and Charges .....	633,095.79	597,262.22
Surplus .....	<u>\$256,852.51</u>	<u>\$207,019.28</u>

There was received from local passengers \$574,509.97, compared with \$532,031.08 in the preceding fiscal year; from through passengers and emigrants, \$150,960.92, compared with

\$134,987.22, and from mails, express, etc., \$106,390.69 against \$106,523.97 in 1892.

Freight traffic receipts, compared with the year ended June 30th, 1892, are classified, for your information, as follows:

	1893.	1892.
Through Freight .....	\$347,246.26	\$355,299.89
Local Freight.....	688,571.81	671,595.23
Milk .....	347,359.54	302,695.85
Coal.....	1,436,539.53	1,126,456.77
Miscellaneous .....	36,595.20	35,827.88
Total.....	\$2,856,312.34	\$2,491,875.62

A comparison with earnings of former years may, at this time, be of interest to you, and I desire to call your attention to the following statement, which covers your Company's earnings and operating expenses for seven years:

	Earnings Year ending June 30th.	Operating Ex. and Taxes.	Net Revenue.	Charges.	Surplus.
1887 .....	\$1,617,653.66	\$1,327,645.06	\$290,018.60	\$228,424.21	\$61,594.39
1888 .....	1,861,901.77	1,526,633.37	335,268.40	268,459.11	66,809.29
1889 .....	1,975,470.89	1,630,344.99	345,125.90	282,480.19	62,645.71
1890 .....	2,200,446.01	1,768,042.43	432,403.58	285,961.67	146,441.91
1891 .....	2,809,702.16	2,155,372.16	654,330.00	553,890.68	100,439.32
1892 .....	3,265,417.89	2,461,136.39	804,281.50	597,262.22	207,019.28
1893 .....	3,688,173.92	2,798,225.62	889,948.30	633,095.79	256,852.51

In 1883, 546,803 passengers were carried, and during the fiscal year ended June 30th, 1893, 1,057,815, an increase of 511,012 passengers, or 93.4 %, and the tons of freight carried in 1883 were 502,836, compared with 2,291,430 during the fiscal year ended June 30th, 1893, an increase of 1,728,594 tons, or 307.1 %.

As you are doubtless aware, the very considerable increase in gross earnings of the Company, has been derived from coal traffic, which was secured by the construction of the Scranton Branch, leading from your main line at Hancock Junction to Scranton, Pa., a distance of fifty-four miles. The cost of this work and the additional equipment required by your Company, to enable it to handle the large tonnage thrown upon its main line, together with the necessary strengthening of bridges, heavier rail on

grades and other improvements, are likewise accountable for increased fixed charges. It is believed, however, that, in the near future, the net earnings of your Company will show a gradual and satisfactory improvement.

#### RATES.

The question of rates is a subject that receives the constant attention and consideration of every railway manager. It is now attracting the attention of investors and business people generally, and this fact is an encouraging, and, it is to be hoped, a significant indication. Rates are not wholly under the control of railroad officials, but are governed by legislation, and, to some extent, by combinations of shippers, and directly, and most frequently, by competition. The main line and branches of your company are crossed by, or connect with other lines of railway, at every important point and at frequent intervals. Local freight and passenger rates are necessarily regulated by the rates of other companies, at and between competitive points, to almost as great an extent as through rates. In an address recently delivered before the World's Congress Auxiliary, at Chicago, Mr. Joseph Nimmo, Jr., said: "There is no popular fallacy more misleading than the assumption, that the railroad managers of the country exercise a very wide range of discretion, in the matter of rate making. In spite of every expedient adopted by the companies to keep rates up, they have fallen, while traffic has increased. This is illustrated by the fact that the average charge per ton per mile on eighteen of the principal railroads of the country, fell from 2.101 cents in 1872, to .868 in 1891, a decrease of sixty per cent., while the tonnage carried more than doubled during that period."

The average earnings per ton per mile of your Company for five years past have been as follows :

1889.....	1.400
1890.....	1.271
1891.....	1.033
1892.....	.939
1893.....	.956

The number of tons of freight carried one mile in 1889 was 92,175,015, and in 1893, 294,636,533 tons, an increase of 219.6 per cent., while the average earnings per ton per mile decreased, during the same period, .317 per cent. It will, therefore, be seen that your Company is no exception to the rule, and that, in order to so largely increase the volume of traffic, its officers have been obliged to adjust freight rates to meet the reductions and concessions of competitors. Your Company has been able to live under such constraint only by physical improvements, and by labor-saving devices and other economies, introduced in the operation of railroads.

In this connection, a comparative statement, based upon the preceding table of results for seven years, will, perhaps, be of interest to you. Taking the tons of freight moved one mile, during the fiscal year ended June 30th, 1893 (294,636,533 tons), had there been received the same rate per ton per mile, as for the year ended June 30th, 1887, 1.616 cents, the gross earnings of your Company, from freight traffic alone, would have been \$4,761,326.37, instead of \$2,819,717.14, or 68.9 per cent. greater. However, while the rate per ton per mile has steadily decreased, the volume of your Company's traffic has shown an extraordinary increase, largely owing, as stated, to the construction of the Scranton Extension, and the net results are much more satisfactory than was the case when rates were higher and the volume of traffic much less. For instance, for the year ended June 30th, 1887, the tons of freight moved one mile amounted to 60,405,364 tons. In the fiscal year ended June 30th, 1893, the number of tons moved one mile was 294,636,533 tons, an increase of 387.7 per cent. The entire gross earnings of your Company for the fiscal year ended June 30th, 1887, were \$1,617,663.66. In the year just ended they were \$3,688,173.92. Net earnings in 1887 were \$290,018.60, and the surplus, after paying all charges, \$61,594.39. Net earnings for the year ended June 30th, 1893, were \$889,948.30, and the surplus, after paying all charges, \$256,852.51. In view of these results, the

gradual decrease in rates is not altogether discouraging, although it is hoped that further reductions may be avoided, and that, in the near future, an improvement in rates may be brought about, through the united efforts of Railway Managers, supported by public opinion, which, as stated, shows some signs of favoring a reasonably remunerative basis of charges, for services performed by the common carrier.

#### FUNDED DEBT.

The factor which is to be credited with the large increase in the revenues of your Company, is likewise chargeable with the very considerable increase of funded debt, and, in connection with the construction of the Ontario, Carbondale and Scranton Railway, it has been necessary to provide a large amount of additional equipment, and, at the same time, strengthen the trestles, bridges and culverts on the main line, to put it in condition to do a largely increased business safely, as well as profitably. On the 30th of June, 1888, there were outstanding First Mortgage Six per cent. Bonds amounting to \$3,188,000.00. On the 30th of June, 1893, there were outstanding and in the hands of purchasers, First Mortgage Five per cent. Bonds to the amount of \$5,600,000.00, and Four per cent. Refunding Gold Bonds amounting to \$6,500,000.00, making a total of \$12,100,000.00, or an increase of bonded indebtedness, during the last five years, of \$8,912,000.00. While in each of the annual reports, which have been issued by the present Board of Directors and Officers of your Company, a detailed statement of expenditures on capital account has been given, it is thought best, in the annual statement now submitted, that a summary should be presented, showing generally, what has been done with the proceeds of bonds issued and sold during the past five years. Within that period, the proceeds of these bonds (in addition to surplus earnings) have been applied to the purchase or cost of:



65 Locomotives (less 6 broken up).....	\$639,218.57
24 Passenger Coaches.....	128,443.19
7 Mail, Baggage and Express Cars.....	23,085.44
14 Milk Cars.....	14,393.89
2,500 Gondola Coal Cars.....	1,055,684.95
850 Gondola Coal Cars, bought under "Trust" Agreement,—amount paid to date.....	143,586.43
24 Caboose Cars.....	12,568.19
10 other Freight Cars (Refrigerator).....	9,358.02
20 Dump Cars.....	5,352.98
1 Russell Snow Plow.....	1,550.79
1 Wrecking Car.....	2,500.00
6 Futock Coal Boats (on account).....	4,700.00
Improvements to Equipment.....	64,438.40
Improvements to Shops and Machinery.....	77,959.36
Improvements to the Line.....	17,589.36
Middletown Station, Office and Restaurant Building.....	31,167.41
Other Stations and Station Buildings.....	64,905.68
Steel Rails.....	86,411.36
Additional Tracks.....	300,495.59
Bridges, Trestles and Culverts.....	143,829.25
Water and Coal Stations.....	29,006.43
Creameries.....	20,247.78
Weehawken Terminal.....	210,740.70
Oswego Terminal.....	124,937.20
Cornwall Terminal.....	180,942.19
Oswego Coal Pockets.....	6,186.22
Oneida Coal Transfer.....	7,069.37
Rome Coal Transfer.....	7,293.45
Middletown Coal Transfer.....	2,108.14
Utica Coal Terminal.....	7,595.58
Grading, Ballasting, etc.....	128,578.37
"Zig-Zag" Tunnel.....	283,546.27
Land Purchases and Land Damages.....	91,918.57
Electric Light Plants at Weehawken, Cornwall and Middletown ..	8,279.40
<b>Total.....</b>	<b>\$3,935,688.53</b>
Cost of Ontario, Carbondale and Scranton Railway, Terminal property at Hancock Junction and Scranton, Yards at Mayfield and Carbondale, Branches to Mines and Breakers, and Bond Discounts and Expenses, \$6,095,826.07	
<b>Total.....</b>	<b>\$10,031,514.60</b>

Included in the cost of the Scranton Extension, as shown above, and in addition to the main line and side tracks of the

Ontario, Carbondale & Scranton Railway, from Hancock Junction to Scranton, 54 miles in length, the Company has constructed the following branch lines to coal mines and breakers :

1. Northwest Branch, 2.25 miles, costing .....	\$43,568.21
2. Elk Creek Branch, 3.60 miles, costing .....	37,434.80
3. Green Ridge Branch, 0.50 miles, costing .....	24,519.15
4. Ontario Branch, 0.50 miles, costing .....	3,935.00
5. Winton Branch, 0.75 miles, costing .....	4,122.00
6. Riverside and Raymond Branch, 2.80 miles, costing .....	43,568.21

\$157,147.37

The \$4,000,000 six per cent. First Mortgage Bonds of your Company, were called in for redemption at 110, on September 1, 1892, pursuant to the terms of the Mortgage. The bonds presented were paid and the amount due upon those not offered, during the period prescribed in the notice given, was deposited with the Trustee under the mortgage and the mortgage cancelled. I am informed by the Trustee, that but twenty-eight of the bonds, have not been presented for payment, up to June 30th of this year.

Advances to coal shippers, secured by liens upon breakers and improvements, including interest, amounted at June 30th, 1893, to \$680,398.46, one additional contract having been made during the last year with the West Ridge Coal Company, for a loan of \$100,000, secured by mortgage upon real estate, breaker, machinery and improvements, re-payable, with six per cent. interest, to the Railway Company, at 20 cents per ton, with a guarantee of 100,000 tons annually, on a total estimated output of 150,000 tons. The amount repaid the Company to the end of the fiscal year 1893, on former loans, principal and interest, was \$66,249.95, leaving a balance of \$614,148.51 still due your Company.

Owing to the unsettled condition of financial affairs, all extensions and improvements have been deferred, and it is proposed to confine capital expenditures, for some time in the future, to such additions to your Company's equipment and present facili-

ties, as may be absolutely required, to enable it to operate its present main line and branches safely and economically. A track at Weehawken, so that cars may be placed on the coal trestle at that point, instead of using a mechanical conveyor for moving coal, is considered indispensable, and this improvement is estimated to cost \$29,000.

Within the next three years, several of the iron bridges on the main line should be renewed, and it is proposed to replace these structures with heavy modern bridges, of approved design, charging each year, for three years, one-third of the cost to capital and two-thirds to operating expenses. To these additional improvements, the Officers of your Company intend to confine capital expenditures for the present, and they confidently believe that the property, in its present shape and within present limits, has, by liberal expenditure of money, during the past five years, been placed in position to constantly increase its earnings, both gross and net.

The question of re-arranging the share capital of your Company, has been frequently considered and discussed by the Officers and Directors. From the shareowners, your officers have also been favored with a variety of suggestions, some having urged the reduction of your Company's capital stock, while others have protested against such proposals, and have favored the division of the existing amount of capital stock, into preferred and common shares.

Mr. Joseph Price, Vice-President of the Company in London, who is in communication and touch with the large number of shareowners abroad, had this subject under consideration with his associates in the Board, when in this country last spring. While no decision was arrived at, it was thought judicious not to submit, for your consideration, any plan whatever, until it should become quite clear, that the annual net earnings of your Company, would be sufficient to warrant the regular payment of dividends on a moderate amount of preferred stock. In this connection there are also certain legal questions to be considered, which may make it necessary for your Company to endeavor to

procure proper legislative authority, to enable it to re-arrange its capital stock, in such manner, as the majority of shareowners may finally approve.

Referring again to Mr. Price's visit in April last (when he made a thorough examination of the whole Railway and its rolling stock), I have pleasure in quoting from an interview published in the London journals, after his return to England, that portion, which refers to the condition in which he found your property:

"I made a careful investigation, and found the whole property in capital order. The Board have spent a great deal of money in thoroughly equipping the road and strengthening the bridges, etc., to bear the heavier engines necessary for the increased coal traffic. The line is very advantageously situated for distributing anthracite coal to New York, New England and Buffalo, which is the distributing point for the West. The Company has now over one hundred capital locomotives, and, amongst their other equipment, they have 4,300 coal cars. We moved nearly a million tons last year, and can see our way to increase this materially."

In closing these statements, I would call your earnest attention to the General Manager's report, which gives, in great detail, the operations of your Company for the fiscal year; also to the accounts and statements submitted by the Treasurer, which have been verified by Messrs. Barrow, Wade, Guthrie & Company, the Auditors elected at your last annual meeting.

I am also inclined to place particular emphasis, upon the good work performed during the year, by every employé in your service. All have been faithful in the discharge of their various duties, whether on the line, or in the offices or shops of your Company, and whatever good may have resulted from the year's operations, you owe to the united and energetic efforts of these loyal employés.

On behalf of the Board,

THOMAS P. FOWLER,

*President.*

## GENERAL MANAGER'S REPORT

FOR THE YEAR ENDING JUNE 30TH, 1893.

THOMAS P. FOWLER, ESQ.,

*President.*

DEAR SIR : I respectfully submit the following report of the operations of this Company's railway for the year ending June 30th, 1893. This report covers all lines owned, leased and operated.

### EARNINGS AND EXPENSES.

The gross earnings for the year were \$3,638,174, as compared with \$3,265,418 in previous year, an increase of \$422,756, or 12.95 per cent.

The working expenses for the year were \$2,697,783, as compared with \$2,359,846 for previous year, an increase of \$337,937, or 14.32 per cent. The percentage of working expenses this year was 73.15, and in previous year 72.27 per cent. The percentage of taxes this year was 2.72 per cent. of gross earnings, as compared with 3.10 per cent in previous year.

The net earnings for the year, after deducting taxes, were \$889,948, and in previous year \$804,281, an increase of \$85,667 or 10.6 per cent.

The ratio of operating expenses to gross earnings for the past five years has been as follows :

Year ending June 30th,	1889,	77.83	per cent.
" " " "	1890,	76.55	" "
" " " "	1891,	73.16	" "
" " " "	1892,	72.27	" "
" " " "	1893,	73.15	" "

The gross earnings per mile operated were \$7,736, as compared with \$6,849 in previous year, an increase of 12.9 per cent. This includes miles operated south of Cornwall.

The expenses per mile operated were \$5,658, as compared with \$4,950 in previous year, an increase of 14.3 per cent.

The net earnings per mile operated were \$2,077, as compared with \$1,899 during previous year, an increase of 9.4 per cent.

The winter of 1892-93 was unusually severe, with heavy falls of snow. During three and one half months snow plows were in almost daily use, increasing cost of fuel and engine service, while average loads in freight trains were reduced. The cost of removing snow and ice was \$31,423 as compared with \$15,811 in previous year.

#### PASSENGER TRAFFIC.

Total number of passengers carried during the year was 1,057,815, as compared with 1,060,383 in previous year, a decrease of 2,568 passengers, .242 per cent.

The number of passengers carried one mile was 40,358,702, and in previous year 37,006,885, an increase of 9 per cent., while there was an increase of 42.3 per cent. in through first class and 6.7 per cent. in through second class passengers.

The average earnings per passenger for the current year were 68.5 cents, and in previous year 63 cents.

The average earnings per passenger per mile were 1.797 cents, as compared with 1.802 cents in previous year.

The passenger train mileage during the year was 973,783 miles, while during the previous year it was 949,322 miles.

The earnings per passenger train per mile were 86.7 cents as compared with 82.8 cents in previous year.

The expenses per passenger train mile were 64 cents, as compared with 61 cents in previous year.

The net earnings per passenger train mile were 22.4 cents, as compared with 21.4 cents in previous year.

EMIGRANT.—The total revenue derived from transportation of emigrant and second class passengers during the year was \$109,415, about the same as in previous year.

EXCURSION.—During the year 172 excursions, carrying 54,060 passengers, were run, from which the revenue was \$35,464. The total mileage made by excursion trains was 9,929 miles, and the earnings per train mile averaged \$3.57. A considerable portion of this business was carried on regular trains, the mileage of which is included in the above.

#### FREIGHT TRAFFIC.

The total number tons freight carried was 2,291,430, as compared with 2,085,769 tons in previous year, an increase of 9.8 per cent.

The total number tons freight carried one mile was 294,636,533, as compared with 263,839,116 tons in previous year, an increase of 11.6 per cent.

The earnings from freight were \$2,843,855, as compared with \$2,478,892 during previous year, an increase of 14.7 per cent.

The earnings per ton on local freight were \$1.15, and in previous year \$1.10.

The earnings per ton on interstate freight were \$1.21, as compared with \$1.14 in previous year.

The total tons coal carried, including D. & H. C. Company's shipments via Sidney, were 1,352,225 tons, compared with 1,120,416 tons in previous year, an increase of 231,809 tons, or 20.7 per cent., on which revenue received was \$1,436,540 as compared with \$1,126,457, an increase of \$310,083, or 27.5 per cent.

The average earnings per ton on all coal carried during the year, including D. & H. C. Company's coal, were \$1.06, as compared with \$1.00 in previous year.

The average earnings per ton on all freight carried were \$1.23, as compared with \$1.17 in previous year.

The average expenses per ton of freight carried during the year were 90.42 cents, as compared with 85.17 cents in previous year.

The average earnings per ton per mile on all classes of freight were .956 cents as compared with .939 cents during previous year.

The expenses per ton per mile were .70 cents as compared with .67 cents during previous year.

The freight train mileage was 1,886,960 miles, and during previous year 1,667,655, an increase of 219,305 miles, or 13 per cent.

The earnings per freight train mile averaged \$1.507 as against \$1.486 during the previous year.

The expenses per freight train mile were \$1.098 and in previous year \$1.065.

The net earnings per freight train mile were 41 cents as compared with 42 cents in previous year.

The average number of cars and tons per freight train on the Main Line was 19.6 cars and 176 tons, and in mixed trains 9 cars and 81 tons; on leased lines and branches the average for freight trains was 19.1 cars and 171.9 tons, and for mixed trains 6.8 cars and 61 tons. These figures include milk trains, which reduces the average. The average number of freight cars per train, including all freight and mixed trains, on main and leased lines and branches, was 17.4, and in previous year 17.1

The average number of tons per freight train mile hauled in all freight and mixed trains on main and leased lines and branches was 156.6 tons, as compared with 157.8 tons in previous year.



## PROPOSED LAKE AND RAIL BUSINESS VIA OSWEGO.

This business, spoken of in last annual report, has not been started for the following reasons:

First.—The exceedingly low lake-and-rail rates in effect last year.

Second.—The tolls on the Welland Canal have not been taken off, although they have been reduced one half.

Third.—The falling off in ore shipments and other lake business has made it possible for us to secure vessels enough at Oswego to handle our westbound shipments of coal.

Should the tolls be taken off the Welland Canal, and lake-and-rail freights advanced to a paying basis, the Company should take advantage of the short haul between the lakes and tide water and engage in this business, thus ensuring vessels for our westbound shipments of coal handled at Oswego, which has increased during the past year 30 per cent.

## COAL.

The total coal shipments from the Scranton Division, including supply coal used on engines, were 975,104 tons, an increase, as compared with previous year, of 199,607 tons or 25.7 per cent. The increase is chiefly on account of the natural growth and development of collieries from which we received coal during the previous year, only one new colliery (the Raymond) being added.

We shall probably show a greater increase in the coming year, as one colliery (Richmondale, on the Elk Creek property) will be opened in September, and another (the West Ridge) in December of this year. The last named colliery is already developed and shipments will be heavy from the first month. I estimate that the shipments for the calendar year 1893 will be 1,250,000 tons.

During the year the number of gross tons of coal transported from the Scranton Division (exclusive of supply coal for

Company's use) was 878,142 tons, as compared with 711,454 tons in previous year, an increase of 166,688 tons or 23.4 per cent. The average revenue per gross ton received for transportation of all coal carried from the Scranton Division during the year was \$1.37, as compared with \$1.29 in previous year.

The following statement shows the number of gross tons of coal from the Scranton Division handled over the Company's docks at Oswego, Cornwall and Weehawken as compared with previous year :

	1893.	1892.
To the lakes, via Oswego, .....	117,973	89,888
To tide water, via Cornwall,.....	153,958	242,990
To tide water, via Weehawken,.....	171,141	
Total,.....	442,172	332,878

Coal hauled for the Delaware & Hudson Canal Company from Sidney to Oswego, for lake shipment, during the year, was 88,115 tons, an increase of 8,800 tons or 11.1 per cent, as compared with previous year. The average rate per ton per mile received for transportation of this coal was 0.6583 cents as compared with 0.7167 cents in previous year.

Total shipments of D. & H. coal from Sidney to points on leased lines, via Randallsville, were 166,933 tons, as compared with 155,515 tons in previous year, an increase of 7.3 per cent.

Total amount of D. & H. coal shipped from Sidney to all points during the year was 359,925 tons, an increase of 53,284 tons, or 17.3 per cent. as compared with previous year.

The total revenue from transportation of D. & H. coal during the year was \$227,985, as compared with \$203,219, an increase of \$24,766, or 12.1 per cent.

The average rate per ton per mile for transportation of D. & H. coal during the year (exclusive of Utica Division shipments) was 0.7996 cents, as compared with 0.82 cents in previous year.

The above statements do not include local shipments to Oswego, or miscellaneous shipments received at Sidney, Middletown and other points and transported over our line, all of which have been included in our general freight statements.

MILK.—The following statement shows tonnage, revenue and earnings per train mile from milk business, as compared with previous year:

	1893.	1892.	Increase.	Decrease.
Tons of milk carried .....	54,521	48,403	12.6%	
Tons carried one mile .....	8,745,182	7,456,608	17.2%	
Revenue .....	\$347,360	\$302,696	14.7%	
Miles run by milk trains .....	278,906	197,284	41.3%	
Earnings per train mile.....	\$1.25	\$1.53		18.0%

This statement does not include revenue from freight, passenger and express business carried on these trains. The express business on the milk trains has increased largely, and many times a full car load of express is carried.

As stated in last year's report, the milk business required additional train service, and the increase in mileage and decrease in earnings per mile are accounted for by the fact that during a portion of the year it was necessary to have a second train between Walton and Cornwall, and while the business was too heavy for one train it was not quite enough for two. These trains are combined at Cornwall.

MAILS.—The Post Office Department ordered a re-weighing in February of United States mails carried on trains, for a re-adjustment of the compensation allowed the company for the period of four years from June 30th, 1893. The company will now receive \$46,186 per annum, an increase of \$10,252, or 28.5 per cent.

EXPRESS.—On the first of May a contract was closed with the Adams Express Company for handling all express business on main line and branches on terms very similar to those of the National Express Company, but with a guarantee of earnings

to the Railway Company considerably in excess of any previous year's earnings from this source. As the Adams Express Company does not reach any of the towns and villages contiguous to this line by means of any other railway, we have reason to believe that the change will result in a considerable increase in the volume of business handled.

## MILEAGE.

The mileage of engines and cars during the year, as compared with previous year, is as follows :

	1893.	1892.
Passenger Trains .....	903,410	887,503
Freight Trains.....	1,520,445	1,310,449
Mixed Trains .....	436,888	419,025
Total train miles earning revenue .....	2,860,743	2,616,977
Shifting, pushing, light running, etc.....	785,847	688,211
Total Traffic Engine Miles Run.....	3,646,590	3,305,188
Passenger Train Car Miles .....	3,690,811	3,575,698
Freight Train Car Miles.....	29,631,217	25,544,554
Mixed Train Car Miles.....	3,678,022	3,526,740
Total Car Miles .....	37,000,050	32,646,992

The performance of engines during the past year, as compared with previous year, was as follows :

	1893.	1892.
Total number of engines on hand at end of year.....	134	113
Average number making mileage during year.....	112	98
Average miles per engine per month.....	2,849	2,908
<i>Engine Mileage.</i>		
Passenger .....	903,410	887,503
Freight .....	1,520,445	1,310,449
Mixed .....	436,888	419,025
Shifter .....	507,477	470,612
Work Train .....	183,053	114,994
Light running and pushing.....	278,370	217,599
Total miles run .....	3,829,643	3,420,182

<i>Fuel.</i>		
	1893.	1892
Tons coal consumed.....	204,821	174,356
Pounds coal consumed per engine mile.....	106.9	102.0
Pounds coal consumed per car mile.....	11.1	10.5
<i>Stores.</i>		
Quarts of oil consumed.....	255,616	259,211
Pounds of waste used.....	26,574	34,242
<i>Miles run to</i>		
One ton of coal.....	18.7	19.6
One quart of oil.....	15.0	13.3
One pound of waste.....	144.1	104.5
<i>Cost per engine mile in cents.</i>		
Repairs.....	6.16	4.56
Fuel.....	9.11	9.38
Stores.....	0.35	0.35
Wages of engine crew, cleaners, etc.....	6.91	6.69
Total cost per mile.....	22.53	20.98
Car mileage.....	38,372,797	33,329,917
Number cars hauled per mile, all trains.....	10.0	9.8

## FUEL AND REPAIRS.

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

	Total cost of fuel.	Cost per train mile.	Cost per engine mile.	Cost per car mile.
1892.....	\$308,487	11.79 cts.	9.33 cts.	.945 cts.
1893.....	333,021	11.64 "	9.13 "	.9 "

The slight decrease in cost of fuel per train and engine mile was occasioned by the increase in number of engines using the cheaper fuel from the Scranton Division.

During the year we furnished to factories along the line 16,-432 tons of bituminous coal from our supply, which has been sold through the Purchasing Agent. The amount realized for

transportation of this coal on our own line was \$13,603, or 1.95 cents per mile. Hereafter this coal will be sold by Messrs. Dickson & Eddy, General Sales Agents for anthracite coal.

The unusually severe winter necessitated a larger outlay on maintenance of engines and cars. Owing to shortage of motive power during previous year all engines were worked to their utmost capacity, and to put the motive power in good condition to handle the increased coal business a larger force than usual was employed in our shops during the winter months, which accounts for the increase in cost of engine repairs from 4.56 cents to 6.16 cents per engine mile. The power was all put in good condition and the benefits will accrue in the next fiscal year.

#### EQUIPMENT.

The condition of our motive power equipment, at the close of the fiscal year, as compared with previous year, can be judged from the following table :

	1893.	1892.
No. engines owned.....	134	113
No. engines in service.....	115	93
No. engines in shop under repairs .....	19	15
No. engines in shop waiting repairs .....	0	5
No. engines received general repairs.....	57	55
No. engines received ordinary repairs.....	132	99
No. cars waiting repairs .....	223	168
No. cars received repairs .....	6,968	3,076

The number of cars awaiting repairs includes foreign cars awaiting light repairs at junction points.

During the year the following new equipment has been purchased or built and additions and improvements made and charged to Capital. This includes all equipment purchased in the summer months of 1892 as well as in the Spring of 1893 :

27 new engines have been purchased—6 mogul passenger engines, 21 consolidated freight engines. Six of these replaced old engines broken up, and were charged to operating expenses.

- 11 new passenger coaches have been purchased—5 without vestibules, 6 with vestibules.
- 1,000 new coal cars have been purchased.
- 10 new 4-wheel cabooses have been built.
- 6 new milk cars have been built.
- 1 new double wrecking derrick car has been purchased.
- 9 engines have had Westinghouse brakes changed from old to new automatic with train signal.
- 4 engines have been equipped with Westinghouse new automatic brakes and train signals.
- 7 engines have been equipped with Westinghouse train air signals.
- 3 passenger cars have been equipped with Westinghouse train air signals.
- 16 passenger cars have had Westinghouse brakes changed from old to new automatic with train signal.
- 191 freight cars have been equipped with automatic couplers, replacing ordinary draw bars.
- Engine house at Norwich has been equipped with steam heat.
- Electric light plant has been purchased for Middletown shops and new passenger station.
- Electric light plant has been purchased for Weehawken coal dock.
- Electric light plant has been purchased for Cornwall coal dock.

The following machinery has been purchased and erected in the Middletown shops :

- 1 new Pond boring mill.
- 1 flat turret lathe.
- 1 sensitive drill.
- 1 double triple shaper.
- 1 Universal grinding machine.
- 1 No. 6 automatic car mortiser.

- 1 cabinet turret lathe.
- 1 crank pin lathe.
- 1 milling machine.
- 2 Vreeland drop pit jacks have been purchased for Norwich shops.
- 2 Vreeland drop pit jacks have been purchased for Mayfield shops.

The following improvements have been made and charged to Operating Expenses :

- 11 engines have been equipped with steam-heating apparatus.
- 5 engines have been equipped with Beales' patent driver brake.
- 8 passenger cars have been equipped with steam heating apparatus.
- 49 passenger cars have been equipped with vertical plain couplers, replacing ordinary Miller couplers.
- 4 new 4-wheel cabooses have been rebuilt, replacing old cabooses destroyed.
- 16 new coal cars have been purchased, replacing old cars destroyed.

#### CONSTRUCTION AND IMPROVEMENT.

The amount charged to construction and improvement during the year, as compared with previous year, is as follows :

	1892.	1891.
Construction .....	\$163,599 88	\$119,995 28
Improvement of Road.....	274,739 78	105,844 88
Improvement of Equipment .....	9,171 59	8,237 56
New Equipment .....	812,503 36	52,461 95
Land Purchases, Surveys, etc.....	19,943 30	3,607 98
Futock Canal Boats .....	4,700 00	
Total.....	<u>\$1,284,657 91</u>	<u>\$290,147 65</u>



The following statement shows the number and length of iron and wooden bridges and trestles, as compared with previous year:

	1893.		1892.	
	Number.	Aggregate length in feet.	Number.	Aggregate length in feet.
Iron Bridges.....	126	16,303	108	15,438
Wooden Bridges.....	50	3,620	76	4,476
Wooden Trestles .....	113	22,322	121	22,996
Total .....	289	42,245	305	42,910

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

MAIN LINE AND BRANCHES.

*Additional Tracks.*—\$88,346.68. New sidings constructed, 11.57 miles. At Cornwall Terminal, 2.60 miles; Moodna Yard, 1.54 miles; Middletown Yard, 1.80 miles; Hancock Junction Yard, 0.40 miles; Sidney Yard, 0.40 miles; Oswego Yard, 0.60 miles. New passing sidings have been built at Liberty, Whirling Eddy, Ogdens, Fish's Eddy, South Unadilla and Barber's, 2.31 miles; other passing sidings at Parksville, Keery's, Rock Rift, Beerston and North Walton have been extended 0.92 miles; freight sidings for accommodation of shippers have been increased 1.00 miles, and 0.36 miles of old sidings have been taken up.

*Ballasting.*—\$4,208.44. Between Meadow Brook and West Cornwall, Bloomingburgh tunnel, Mountain Dale grade and north of Lyon Brook bridge.

*Bridges and Trestles.*—\$21,980.31. Strongtown trestle, 636 feet in length and 45 feet high, has been filled. Four hemlock trestles of aggregate length, 1,676 feet, have been rebuilt in yellow pine. About \$8.00 per M. feet B. M., the difference between value of hemlock and pine, or one-quarter of total cost of building,

has been charged to improvement. Eighteen wooden bridges of an aggregate length of 873 feet have been rebuilt with steel girders and I beams, including Idlewild bridge and trestle, which has been replaced with a steel viaduct of three spans of 64 feet each on new masonry. The total expense of replacing last named bridge was \$8,303.13, of which amount \$4,006.13 was charged to improvement. Since July 1st bridge 242, two spans of 130 feet each, over Unadilla River, Sidney, and bridges 313 and 319, 46 feet each, have been rebuilt in steel. Bridge 320, 100 feet span over Chenango River, at Earlville, is under contract and will be completed in September.

*Culverts and Passes.*—\$5,513.45. Four timber passes have been replaced by steel I beams and 2,616 lineal feet of cast iron pipe put in place of timber culverts.

*Grading.*—\$31,092.91. The expense of filling Strongtown trestle was \$12,215.78, of this amount \$6,827.02 was charged to grading, the balance was charged to repairs of bridges. Completing filling of Cascade temporary trestle, \$4,017.94; raising grades between Meadow Brook and Orr's Mills and at Bridge 322; Randallsville, \$6,130.00. The balance, \$14,117.95, is expense of work trains, in widening narrow cuts and removing slides.

*Rail Fastenings.*—\$420.00. In July, 1892, rail braces were charged to improvement; there have been charged to repairs since that date \$3,806.16 for 31,718 rail braces.

*Safety Switches.*—\$182.08. Replacing four stub switches in main track.

*Signals.*—\$670.16. Expense of crossing bell signals at Mott's crossing, Livingston Manor and main highway, Rock Rift, and distance signals at Hancock Junction.

*Stations and Buildings.*—\$62,815.63. New stations have been built at Little Britain, Middletown, Liberty,

Parksville, South Unadilla, South New Berlin and Sylvan Beach. A new creamery at Plasterville; new ice houses at Weehawken, Brown's Pond, Sidney, Edmeston and Oneida, and station platforms have been covered at Bloomingburgh and Mountain Dale. The stations at Little Britain, Parksville and South Unadilla have living apartments for agent in second story and cost about \$2,200.00 each. The station at Sylvan Beach has a passenger shed or awning, 20 x 256 feet, and cost, including platforms, \$3,358.00. The station at Liberty has covered platform extending 120 feet each side side of station. The cost of this station to July 1st is \$9,924.00, and total cost, including heating and plumbing, will be about \$10,400.00. The new station, office building and restaurant at Wickham Avenue, Middletown, has been constructed in a substantial manner, and is a very satisfactory building. The walls and main partitions are built of Hudson River brick. The base to first story windows and arches are of rock faced Scranton sandstone, the roof of slate and the outside trim of hard pine. The building has a track frontage of 175 feet, and is from 35 to 45 feet in width. A broad porch or awning extends along track 280 feet and 28 feet in width. The station platform and walks are of concrete. The building is heated with steam and lighted from the Company's electric plant. The cost to July 1st is \$31,017.00, and total cost of building, including heating, lighting and plumbing, will be about \$44,213.00, of which \$40,000.00 will be charged to improvement.

*Station Grounds—Grading.*—\$4,541.96. At Little Britain, Liberty, South Unadilla and Munnsville creamery road.

*Steel Rail.*—\$26,939.27. 25.60 miles of 76 and 67 pound rail have been laid in place of 56 pound, between

Middletown and Norwich. The 56 pound rail has been used for sidings and mine branches. The labor and difference in weight of rail has been charged to improvement. The new and heavier fastenings have been charged to repairs.

Five spans, timber truss bridges on New Berlin Branch, aggregate length 302 feet, have been rebuilt in hard pine and expense charged to repairs.

In addition to above the following improvement work has been done by Road Department, and expense charged to Motive Power Department, and distributed in its account.

New water stations at Campbell Hall and Smyrna. New cranes at Fulton and Summitville. New pump house at Apex. Engine shed, 16 x 128 feet, at Norwich. New brick oil houses at Weehawken and Norwich. The water supply at Hancock Junction has been increased by laying a larger pipe, and some work has been done on the coaling station. The amount expended for Main Line Improvements for Motive Power Department is \$14,033.13.

There have been used repairs, 142,387 oak, yellow pine and chestnut ties, 191 steel frogs, 54 point switches and 26 sets switch timber.

The cost of maintenance of track, per mile (including main line, branches and sidings, owned and leased), during the year was \$821.83, as compared with \$696.38 during previous year. The cost of maintenance of track per train mile was 16.26 cents, as compared with 14.53 cents in previous year.

#### UTICA DIVISION.

*Additional Sidings.*—\$1,046.65. New siding at local coal sheds, Utica, and siding for canning factory, Kirkland; total, 1,724 feet.

*Bridges and Trestles.*—\$354.20. New masonry and steel girders at bridge 23. Howe truss bridges: 30 at

Oriskany Falls, 62 feet span, and 45 at New Hartford, 130 feet span, have been rebuilt in hard pine, and charged to repairs.

*Culverts and Passes.*—\$22.00. Expense on iron pipe in place of timber culverts.

*Grading.*—\$140.00. Ditching and sloping.

*Stations and Buildings.*—\$1,809.77. Cost of Water Street retail coal trestle and office.

*Station Grounds—Grading.*—\$44.18. Utica.

In addition to above a new car repairers' house has been built at Utica, and expense charged to Motive Power Department, \$77.53.

There have been used in repairs 17,980 oak, yellow pine and chestnut ties, 54 steel frogs, 10 point switches and 7 sets switch timber.

#### SCRANTON DIVISION.

*Additional Sidings.*—\$18,429.64. New sidings laid 2.06 miles. New sidings connecting Riverside branch at Winton 0.75 miles and extension of passing sidings at Hancock, Forest City and Peckville.

*Bridges & Trestles.*—\$990.87. New highway bridge at Quinn Street and covering for Dundaff Street, Carbondale, and material for sidewalk extension on Market Street bridge, Providence.

*Culverts & Passes.*—\$639.93. Cast iron pipe surface sewers at Dickson, Green Ridge and Market Streets, Scranton.

*Fencings.*—\$578.44. New fences and cattle guards.

*Grading.*—\$15,259.44. Filling Bennetts, Archbald and Providence trestles and grading for second track at Peckville.

Filling at Archbald trestle, 550 feet in length, has been completed, also about 600 feet of Providence trestle. Bennett's trestle, 360 feet in length and 30 feet in height, has been partly

filled. These do not appear in list of trestles, as they have been regarded as temporary structures.

*Retaining Walls.*—\$618.25. Extension of retaining walls along river at Olyphant, Providence and Scranton.

*Signals.*—\$73.64. Material for distant signal at Winton.

*Stations & Buildings.*—\$1,544.09. New transfer platform at Diamond Crossing, Scranton, blacksmith shop and Motive Power office at Mayfield, and \$674.53 account of new coaling trestle.

*Station Grounds—Grading.*—\$638.30. Grading and cross walk at New Market Street, Providence, and for passenger platform South end Providence trestle.

*Miscellaneous Items.*—\$346.12.

*The Riverside Branch.*—2.80 miles, with tracks to Raymond, Rush Brook, and connections with Ontario breaker has been completed. The total cost to July 1st, is \$43,568.21

*The Elk Creek Branch.*—3.60 miles, from point on North West Breaker Branch, near Erie crossing, to Richmondale has also been completed. Cost to July 1st., is \$37,434.80.

There have been used in repair :

1,632 Ties.

18 Steel Frogs.

9 Point Switches.

#### SCRANTON DIVISION.

#### CONSTRUCTION ACCOUNT.

Improvements year ending June 30th, 1893.....	\$39,118 72
Riverside Branch, year ending June 30th, 1893.....	42,455 23
Elk Creek Branch, year ending June 30th, 1893.....	37,434 80
Engineering and Contingencies, year ending June 30th, 1893.....	2,710 38
Total.....	\$121,719

Mileage and cost of Mine Branches is as follows :

Ontario Branch.....	0.50 miles.....	\$5,185 00
North-West Branch.....	2.25 ".....	43,568 21
Winton Branch.....	0 75 ".....	4,122 00
Green Ridge Branch.....	0.50 ".....	28,853 53
Riverside and Raymond Branch...	2.80 ".....	45,068 21
Elk Creek Branch .....	3.60 ".....	37,434 80
Total to June 30th, 1893.....		<u>\$164,231 75</u>

### MAIN LINE.

#### CONSTRUCTION ACCOUNT.

Pecksport Loop Line .....	\$ 264 84
Oswego Docks and Dredging .....	38,669 91
Cornwall Coal Pier and Terminal.....	108,790 15
<hr/>	
Total for year ending June 30th, 1893.....	<u>\$147,724 90</u>

The amount expended on Cornwall Terminal includes \$9,532.32, Motive Power Department charges for hoisting engine, boilers, fire pump and water pipes not included in estimate.

The amount expended on Oswego Docks and dredging includes \$7,350.00 work done in year ending June 30th, 1892, on river channel and not charged until this year.

The total cost of Cornwall coal pier, docks and trestles, is \$180,136.99.

Oswego dredging and extending slip, \$60,227.04.

The total amount charged to Improvements and Construction through Road Department for year ending June 30th, 1893 :

Main Line Improvements.....	\$249,781 01
Utica Division Improvements.....	3,416 89
Scranton Division Improvements .....	39,118 72
“ “ —Riverside Branch .....	42,455 23
“ “ —Elk Creek Branch.....	37,434 80
“ “ —Engineering, etc.....	2,710 38
Main Line Construction.....	<u>147,724 90</u>
<hr/>	
Total Improvement and Construction.....	<u>\$522,641 93</u>

Of this amount, the sum expended for the betterment of the permanent way, new and heavier rail, ballast, improvement of roadbed, filling of trestles and replacing timber bridges is \$110,-386.56, or about \$260.00 per mile of main track, and the sum expended for additional tracks, extensions, new buildings, branches and terminals is \$406,461.12.

The amount expended in strengthening the line, better tracks, permanent structures and works tending to a greater condition of safety in operation, and ultimately a reduction in maintenance expenses is small in comparison with that expended for additions and extensions.

There are on Main Line and branches 113 timber trestles of aggregate length of 22,322 feet, about four miles, the greater number and length are built of hard pine, and will last a number of years. The following trestles have hemlock posts, and, with exception of No. 111, which had new posts in 1890, were built in 1887, stringers in 1878 :

No. 95 Little Falls.....	360 feet	1887
106 North Approach Neversink.....	670	1887
111 Hanlon's.....	360 (new posts 1890)	1887
250 Humphrey's.....	860	1887
283 North Approach Lyon Brook.....	360	1887

No. 95 should be replaced by iron viaduct. It is impracticable to fill it account of large amount of masonry necessary to protect slope at foot of falls and to carry stream under embankment. The estimated cost of steel viaduct on new foundations is \$11,800.00.

No. 106. About 350 feet of this trestle could be filled and would require 25,000 cubic yards, the balance 320 should be replaced with a steel viaduct. Total cost would be about \$18,000.00.

No. 111 should be filled within two years and would cost about \$4,500.00.

No. 250. About 300 feet of this trestle may be filled, the balance should be replaced by steel viaduct. There is a highway



crossing and stream under trestle and it would require a large amount of masonry to replace whole trestle with an embankment. The cost of viaduct and embankment would be about \$24,500.00.

No. 283. North Approach to Lyon Brook may be filled at cost of about \$7,200 and alignment of track improved by taking material for filling from first cut North of bridge.

There are 3,620 lineal feet of timber bridges on Main Line and branches. All the timber Howe truss bridges on Main Line and Utica Division, built previous to 1882, fourteen in all, of an aggregate length of 1,275 feet, will require rebuilding in the next two years. The total cost of these bridges will be about \$48,000.00.

The estimated cost of rebuilding Lyon Brook viaduct:

600 cubic yards Masonry.....	\$12.00	\$7,200.00
725 cubic feet Pedestals.....	1.00	725.00
1,100,000 pounds Steel.....	.03- $\frac{1}{8}$	41,800.00
		<hr/>
		\$49,725.00

The estimated cost of rebuilding Sidney Centre viaduct:

600 cubic yards Masonry.....	\$12.00	\$7,200.00
1,200 cubic feet Pedestals.....	1.00	1,200.00
1,471 500 pounds Steel.....	.03- $\frac{1}{8}$	55,917.00
		<hr/>
		\$64,317.00

These bridges have had new stringers and ties within last two years, and it is proposed to use the present floor system in ten feet panels until such time as it may be necessary to replace the stringers with iron. The scrap value of old iron in Lyon Brook and Sidney Center will probably be as much as expense of taking down the old bridges.

The total for filling trestles and replacing timber structures with steel and improvement at Lyon Brook and Sidney Center is \$180,042.00. About one-half would be a proper charge to improvement, and expense could be distributed in two years.

Within the next two or three years we should take up the 56-pound rail between Middletown and Little Britain, 15 miles; on the heavy grades from Hancock to Apex, 7 miles; Rock Rift to Beerston, 3 miles; Walton to North Walton, 7 miles; Merrickville to Sidney, 14 miles; New Berlin Junction to Lyon Brook, 16 miles; Barber's Switch to Norwich, 4 miles; Eaton to Kenwood, 12 miles, in all, 78 miles. There are 23 miles of old iron rail in passing tracks adjoining main track and in poor condition, which should be replaced with the light rail taken up.

I also recommend that we begin on the weakest portions of the line and use about \$20,000.00 a year in ballasting track.

The above are the most important items of construction and improvement which we shall have to consider in the next two or three years. They seem to me necessary to secure a reasonable condition of safety in the operation of the road with the greatly increased tonnage and weight of rolling stock.

The following is an estimate of cost of approach to the present coal trestle at Weehawken, moving conveyor, setting up new loading chutes and dredging :

10,000 cubic yards excavation, at 40 cts.....	\$ 4,000 00
300 lineal feet double track trestle, at \$25 00.....	7,500 00
100,000 feet B. M. timber for present trestle.....	3,500 00
Tracks .....	6,000 00
Scales.....	1,000 00
	<hr/>
Contingencies, 10%.....	\$22,000 00
Moving conveyor and setting up loading chutes and dredging.....	2,200 00
	<hr/>
Total.....	\$29,200 00

#### GENERAL REMARKS.

Since the close of the fiscal year there has been a general depression of business and a consequent falling off in through and local freight shipments. This has also affected the coal business, and as the output was considerable in excess of con-

sumption the coal operators tributary to this line have reduced time to four days per week. This restriction of the output has been generally observed on all other lines. Our local passenger business has increased and we have carried considerable World's Fair business to Chicago. In the aggregate our earnings have increased, both gross and net. The net earnings for July were \$136,571, being 34.3 per cent. of the gross, and the largest net ever earned in one month. The estimated gross earnings for August are \$384,006, an increase as compared with same month of previous year, of \$28,464, or 8 per cent.

The physical condition of the property has improved, and the equipment is in much better condition than ever before.

#### CAPITAL EXPENDITURES.

The capital expenditures for the year have been large and are chiefly for engines, coal cars and coal trestles to handle the large increase in coal tonnage. These requirements for the coming year will be very light. We shall not require any more engines or coal cars during the next fiscal year, and all capital expenditures will be reduced to such as are required to keep the property in good condition and to properly take care of the growing business.

Yours respectfully,

J. E. CHILDS,

*General Manager.*

*September 15th, 1893.*

# NEW YORK, ONTARIO AND WESTERN RAILWAY CO.

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OFFICE OF THE SECRETARY AND TREASURER.

*New York, September 15th, 1893.*

THOMAS P. FOWLER, ESQ.,

*President.*

DEAR SIR: I beg to submit herewith statements of the General Accounts of the Company and statements of Operating Results, for the fiscal year ending June 30, 1893.

The accounts of the Company have been verified by the Auditors elected by the stockholders at the last Annual Meeting, Messrs. Barrow, Wade, Guthrie & Co., and their certificate I quote below.

Yours respectfully,

R. D. RICKARD,

*Secretary and Treasurer.*

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## CERTIFICATE.

*New York, September 13th, 1893.*

*To the Proprietors of the New York, Ontario & Western Railway Company:*

We hereby certify that we have made a continuous monthly audit of the Books and Accounts of the Company for the year ending June 30th, 1893, and have compared the Vouchers with the Cash Book.

We have also examined the General Balance Sheet of June 30, 1893, and compared it with the various books, and we certify the same is in conformity therewith.

We have further verified, from time to time, the cash balance at the Company's Bankers and the unissued bonds of the Company in the Treasury of the Company.

BARROW, WADE, GUTHRIE & CO.,

*Auditors.*

## THE NEW YORK, ONTARIO AND

*Accounts for the fiscal year*

## No. 1.—Statement of

Articles of Association.....	
May 13th, 1880, pursuant to Chap. 155 Laws of 1880 to carry out reorganization, not exceeding.....	
Consolidated First Mortgage, June 1st, 1889, 5 per cent. fifty-year bonds, redeemable @ 105 on and after June 1st, 1899, on six months' notice:	
To retire \$4,000,000 6 per cent. bonds.....	\$ 4,400,000
For purposes of Construction, etc.....	5,600,000
Refunding Mortgage, June 1st, 1892, 4 per cent. one hundred year bonds:	
To retire the \$4,000,000 6 per cent. bonds, Sept. 1, 1892.....	5,500,000
" " 5,000,000 5 per cent. " ".....	7,000,000
For general purposes.....	1,000,000
For additions, etc.....	6,500,000

## No. 2.—Stock and Share Capital created,

Articles of Association and pursuant to Chapter 155, Laws of 1880.
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## No. 3.—Bond Capital created,

	Amount Created.
Consolidated First Mortgage Bonds, 5 per cent.	5,600,000
Refunding Mortgage Bonds, 4 per cent.....	7,936,000
Total.....	\$13,536,000

## No. 4.—Receipts and Expenditure

	Expended to June 30th, 1892.	Expended dur- ing year.	Total.
To Expenditure:			
On Main Line, Branches and Equipment .....	\$65,915,110 63	\$2,303,249 48	\$68,218,360 11
To Balance.....			2,001,622 73
			\$70,219,982 84

## WESTERN RAILWAY COMPANY

*ending June 30th, 1893.*

## Capital authorized.

STOCK.		Bonds.	Total.
Common.	Preferred.		
\$48,000,000	\$2,000,000		
15,000,000			
		10,000,000	\$05,000,000
		20,000,000	

## showing amount issued.

Amount Created.	Amount Issued.
\$60,113,982 84	\$58,119,982 84

## showing amount issued.

Amount Issued.	Amount Unissued.
\$5,600,000	.....
6,500,000	\$1,436,000
\$12,100,000	\$1,436,000

## on Capital Account.

	Received to June 30th, 1892.	Received During Year.	Total.
By Receipts:			
Common Stock.....	\$58,113,982 84	.....	\$58,113,982 84
Preferred Stock.....	0,000 00	.....	0,000 00
Consolidated First Mortgage 5 per cent. Bonds sold.....	5,000,000 00	.....	5,000,000 00
Refunding Mortgage 4 per cent. Bonds sold..	3,850,000 00	2,650,000 00	6,500,000 00
			\$70,219,982 84

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

ROLLING STOCK:—Additional—		
27 Engines.....	\$281,062 18	
Leas: 6 Engines broken up.....	31,000 00	\$250,062 18
11 Passenger Cars .....	60,090 19	
6 Milk Cars.....	0,023 01	
1,000 Gondola Coal Cars .....	430,645 00	
10 Caboose Cars .....	5,258 42	
8 " " on account .....	820 08	
1 Wrecking Car .....	2,500 00	
Amount paid on account of 850 Gondola Coal Cars, under Car Trust Agreements dated October 25th, 1890, and January 15th, 1891 .....	48,085 08	\$812,503 36
IMPROVEMENTS TO ROLLING STOCK—		
New Power Brakes to Engines .....	3,710 88	
" " to Passenger Cars.....	1,201 71	
Automatic Couplers to Freight Cars .....	4,250 00	9,171 59
WORK SHOPS AND MACHINERY—		
Middletown .....	9,708 98	
Norwich.....	4,384 48	
Weehawken .....	2,060 44	
Mayfield.....	350 00	
Utica.....	77 53	10,581 43
IMPROVEMENTS AND ADDITIONS TO LINE—		
1590 Tons of 76 lb. and 1293 Tons of 67 lb. Steel Rail laid in place of 56 lb. steel, with Braces and Fastenings...	27,350 27	
11.215 Miles additional Sidings and Safety Switches .....	80,914 02	
Rebuilding Bridges, Trestles, and Culverts, etc .....	27,895 08	
Passenger Depots, Freight Houses and Station Grounds .....	60,201 05	
Grading, Sloping Cuts, Ditching, etc.....	34,189 17	
Signals .....	670 16	
Ballasting and Raising Track, Middletown Branch .....	7,454 80	
Water and Coal Stations.....	8,377 34	
Cremneries .....	2,534 09	
Ice Houses .....	2,402 87	
Turntables, Oneida and Oswego. On account.....	67 50	
Cornwall Coal Terminal .....	108,790 15	
Oswego " " and Dredging .....	16,736 38	
Oswego Island Slip Extension, and 12 new Pockets .....	21,933 53	
Utica Coal Trestle, including Cost of Land .....	4,114 60	
Purchase Price of Globe Mill Property, etc., Utica.....	3,460 89	
Peckaport Survey .....	264 84	
Electric Light Plant, Weehawken, Cornwall and Middle- town .....	8,270 40	421,758 23
Six Futock Coal Boats. On account.....		4,700 00
Land Purchases and Land Damages.....		10,043 30
		1,284,657 01
Premium on First Mortgage 6% Bonds, called for redemption September 1st, 1892.....	399,000 00	
Discount and Commission on Refunding Mortgage 4% Bonds .....	596,250 01	
First Mortgage 6% Bond Expenses .....	1 60	
Consolidated First Mortgage 5% Bond Expenses .....	2,200 00	
Refunding Mortgage 4% Bond Expenses .....	21,140 56	1,018,591 57
		<u>\$2,303,249 48</u>







## No. II.—Mileage.

	June 30th, 1892.	June 30th, 1893.
Main Line: Cornwall to Oswego .....	271.75	271.75
Ellenville Branch .....	7.80	7.80
Delhi Branch .....	16.84	16.84
New Berlin Branch.....	22.38	22.38
Total miles owned .....	318.77	318.77
TRACKAGE RIGHTS.		
Weehawken to Cornwall: Over West Shore R.R.....	53.07	53.07
LINES LEASED.		
Randallsville to Utica (U. C. & B. R.R.) .....	31.30	31.30
Clinton to Rome (R. & C. R.R.).....	12.78	12.78
Wharton Valley R.R. ....	6.80	6.80
Ontario, Carbondale & Scranton R'y .....	54.05	54.05
Total miles leased.....	104.93	104.93
Total miles worked by Engines.....	476.77	476.77
TRACK MILEAGE.		
Main Line .....	Steel 271.75	271.75
Branches.....	Steel 47.02	47.02
Main Line Sidings .....	Steel and Iron 82.91	94.00
Branch Line Sidings .....	Steel and Iron 3.75	3.88
Total Tracks and Sidings Owned .....	405.43	416.65
Leased Lines.....	Steel 104.93	104.93
Leased Lines Sidings and Mine Branches.....	35.65	44.43
Total Tracks and Sidings Leased .....	140.58	149.36
Total Tracks and Sidings Leased and Owned..	546.01	566.01

## No. 12.—Statement of Engine and Car Mileage.

	June 30th, 1892.		June 30th, 1893.	
	ENGINE	CAR	ENGINE	CAR
Passenger Trains .....	887,503	3,575,698	903,410	3,690,811
Freight Trains .....	1,310,449	25,544,554	1,520,445	29,631,217
Mixed Trains.....	410,025	3,526,740	430,888	3,678,022
Total Train Miles.....	2,610,977	32,646,992	2,860,743	37,000,050
Switching, Light Running, etc.....	688,211	.....	785,847	.....
Total Traffic Engine and Car Miles..	3,305,188	32,646,992	3,646,590	37,000,050
Work Trains .....	114,094	682,925	183,053	1,372,747
Gross Engine and Car Miles.....	3,420,182	33,329,917	3,829,643	38,372,797



No. 14.—Return of Rolling Stock, June 30th, 1893.

	PASSENGER AND FREIGHT CARS.																	
	Locomotives.	First Class.		Second Class.			Baggage and Express.		Total Passenger Cars.	Cattle.	Platform.	Box.	Milk.	Coach.	Coal.	Total Freight Cars.	Derrick and Tool Cars, Snow Plows and Dump Cars.	Grand Total.
		With Smoking Compartment.	With Mail and Smoking Compartment.	Ordinary.	Ordinary.	With Mail Compartment.												
Stock owned at June 30th, 1892	113	40	5	4	29	17	8	112	64	646	664	33	42	2287	3736	31	3879	
Added since at Cost of Capital	21	11	.....	.....	.....	.....	.....	11	.....	.....	.....	6	10	1600	1016	1	1028	
Total Stock Owned .....	134	60	5	4	29	17	8	123	64	646	664	39	52	3287	4752	32	4907	
Cars Leased under Car Trust Agreements .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	850	850	.....	850	
Total Stock Owned and Leased .....	134	60	5	4	29	17	8	123	64	646	664	39	52	4137	5602	32	5757	