

TWENTIETH 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, 1899.

NEW YORK.
WYNKOOP HALLENBECK CRAWFORD CO., PRINTERS,
441 TO 447 PEARL STREET.

New York, Ontario & Western Railway Company.

DIRECTORS:

O. D. ASHLEY,	- - - - -	New York.
C. LEDYARD BLAIR,	- - - - -	"
HENRY W. CANNON,	- - - - -	"
FRANCIS R. CULBERT,	- - - - -	Newburgh, N. Y.
CHAUNCEY M. DEPEW,	- - - - -	New York.
THOMAS P. FOWLER,	- - - - -	"
GERALD L. HOYT,	- - - - -	"
JOHN B. KERR,	- - - - -	"
H. PEARSON,	- - - - -	London.
JOSEPH PRICE,	- - - - -	"
ALBERT S. ROE,	- - - - -	New York.
GRANT B. SCHLEY,	- - - - -	"
CHARLES S. WHELEN,	- - - - -	Philadelphia.

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>	- - - - -	"
EDWARD CANFIELD, <i>General Superintendent,</i>	- - - - -	Middletown, N. Y.
GEORGE W. WEST, <i>Supt. Motive Power.</i>	- - - - -	" "

COAL DEPARTMENT.

DICKSON & EDDY, *General Coal Sales Agents,* - - - 29 Broadway, New York.

AUDITORS:

NARROW, WADE, GUTHRIE & Co., *Public Accountants,* 27 Pine Street, New York.

Transfer Agent, JAMES M. FLEMING, - - - - - New York.
 " ENGLISH ASSOCIATION OF AMERICAN BOND AND SHARE-
 HOLDERS, LIMITED, - - - - - London.
Registrar of Stock, MERCANTILE TRUST Co., 120 Broadway, New York, and
 Broad St. House, New Broad St., 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 1st, 1899.

TO THE STOCKHOLDERS:

For the fiscal year ended June 30th, 1899, the receipts and disbursements of the Company, compared with the preceding fiscal year, were:

RECEIPTS.		
	1899.	1898.
From Passengers	\$709,266.03	\$641,678.52
“ Freight	3,462,138.01	3,090,280.34
“ Mail and Express	111,078.61	122,774.23
Miscellaneous	63,680.70	59,902.18
Total Receipts	<u>\$4,346,163.35</u>	<u>\$3,914,635.27</u>
OPERATING EXPENSES.		
	1899.	1898.
Maintenance of Way and Structures	\$511,532.21	\$553,489.31
Maintenance of Equipment	513,578.10	469,753.68
Conducting Transportation	1,677,703.85	1,544,816.22
General Expenses	133,047.30	120,718.26
Total	<u>\$2,835,861.46</u>	<u>\$2,688,777.47</u>
Taxes	134,248.91	112,865.23
Total Operating Expenses and Taxes ..	<u>\$2,970,110.37</u>	<u>\$2,801,642.70</u>
Net Earnings	\$1,376,052.98	\$1,112,992.57
Interest, Rentals and Charges	659,688.75	710,532.36
Surplus	<u>\$686,364.23</u>	<u>\$402,460.21</u>

In the report for 1896, the following statement was made (page 11):

“ In order that an accurate comparison with last year's operating expenses may be placed before you this year, the accounting department has included several such capital charges, which, while comparatively unimportant in

amount and strictly so chargeable, it is hoped will in the future be embraced in operating expenses. Reference is made more particularly to the following items:

Culverts and Passes	\$3,993.98
Grading, Sloping and Ditches.....	8,892.86
Dredging.....	843.30
Ballasting	8,857.52
	<hr/>
	\$22,587.66

Much of the main line and original branches had never been ballasted and while a portion of the cost of such work has heretofore very properly been charged to capital account, still it is considered wise to include all such expense in operating cost, if the earnings of the Company justify this policy, as now promises to be the case. In laying heavier steel rails, the cost of the increased weight of rail only has been charged to capital account."

That the earnings have justified this policy there can now be no question, and it is deemed wise and safe by the Board to go still further in the direction of including in operating expenses, not only the increased weight of rails used in renewals, but other improvements hitherto charged to capital account, and such items, aggregating \$62,646.24, so charged in the present fiscal year, reduce the surplus to \$623,717.99. The items and amounts in detail are:

Air Brakes for Engines	\$1,561.15
Air Brakes for Freight Cars	32,664.28
Automatic Couplers	520.00
Shop Tools.....	385.00
Shop Boilers.....	2,472.74
Boiler House, Middletown	435.96
Addition to Middletown Boiler Shop	993.15
Addition to Middletown Paint Shop.....	344.94
Station and Crossing Signals	5,741.95
Steel Rails—Difference in weight	14,227.66
Track Scales	810.79
Street Improvement, Fulton.....	2,488.62

Beginning with the new fiscal year the policy of the Company will be to include in operating expenses, every expenditure, save only the cost of such extensions as may hereafter be made of the main line or branches, or such actual additions to the motive power and equipment as increase the earning capacity of the Company or produce new revenue therefor.

Local passenger earnings were \$599,844.10, compared with \$560,633.09 in the year preceding; through passenger and immigrant earnings were \$109,421.93, compared with \$81,045.43. Mail and express receipts were \$111,078.61, compared with \$122,774.23. Freight traffic earnings, compared with the five years beginning with the fiscal year 1894, classified as in former reports, were :

	1899.	1898.	1897.	1896.	1895.	1894.
Through Freight.	\$384,262.54	\$352,697.04	\$322,032.14	\$292,549.07	\$303,584.34	\$226,291.55
Local Freight.....	669,881.69	637,458.53	587,128.19	654,007.76	641,541.96	662,807.39
Milk.....	454,491.02	433,682.60	443,408.48	425,614.11	381,681.30	354,037.94
Coal.....	1,923,502.76	1,666,242.17	1,722,936.43	1,588,424.36	1,581,227.29	1,753,874.34
Miscellaneous.....	63,680.70	59,902.18	58,579.86	41,767.43	38,694.68	41,118.06
Total.....	\$3,525,818.71	\$3,150,182.52	\$3,134,085.10	\$3,002,362.72	\$2,916,729.57	\$3,038,129.28

Following is a comparative statement of operations for ten years :

	Earnings Year ending June 30th.	Operating Ex- penses and Taxes.	Net Revenue.	Charges.	Surplus.
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	889,948.90	633,095.79	256,852.51
1894.....	3,842,119.63	2,732,540.16	1,109,579.47	690,012.89	419,566.58
1895.....	3,669,113.18	2,642,412.44	1,026,700.74	700,317.93	326,382.81
1896.....	3,779,335.51	2,698,558.06	1,080,777.45	705,208.02	375,569.43
1897.....	3,894,402.99	2,780,496.23	1,113,906.76	713,995.77	399,910.99
1898.....	3,914,635.27	2,801,642.70	1,112,992.57	710,532.36	402,460.21
1899.....	4,346,163.35	2,970,110.37	1,376,052.98	689,688.75	623,717.99

The line to Scranton was opened July 1st, 1890, and since that date the anthracite tonnage and revenue, including coal received at Sidney from the Delaware & Hudson Canal Company, has been in each of the years named as follows :

	Net Tons.	Revenue.
1891.....	811,485	\$782,218.29
1892.....	1,120,416	1,126,456.77
1893.....	1,352,225	1,436,539.53
1894.....	1,642,063	1,753,874.34
1895.....	1,715,991	1,581,227.29
1896.....	1,673,861	1,588,424.36
1897.....	1,653,596	1,722,936.43
1898.....	1,605,508	1,666,242.17
1899.....	1,991,987	1,923,502.76

In accordance with the terms of the First Consolidated Gold Mortgage, all of the five per cent. bonds of the Company have either been paid in full, with accrued interest, or the aggregate amount due upon such bonds, as have not been presented for payment, has been deposited with the Mercantile Trust Company, as Trustee, for the benefit of the holders thereof. The mortgage securing the four per cent. bonds is now the first lien upon all of the property of the Company.

In the last annual report a good deal of space was devoted to a review of the question of rates on anthracite coal and an effort was made to show that such rates are reasonable and could not, in justice to the transportation companies, be reduced. Since the date of that report, it became necessary, in the opinion of your Board, to protect, so far as possible, the interests of the Company in that branch of its traffic. The Scranton Coal Company having purchased from the Lackawanna Iron and Steel Company one of the largest and most valuable available tracts of anthracite coal in the vicinity of Scranton, Pa., it became possible for the New York, Ontario and Western Railway Company to secure the transportation of the output of that company. In connection with that transaction, the New York, Ontario and Western Railway Company issued its five per cent. notes extending over a period of years, to the amount of two million five hundred thousand dollars, secured by a first mortgage on all of the property of the Scranton Coal Company and further loaned one million four hundred and seventy-five thousand dollars, which are secured by a second mortgage on the coal property and the transportation of the entire tonnage from the property was tied up to the Railway Company by contract. To obtain the required funds, one million dollars of four per cent. bonds were sold during the year, and five hundred thousand dollars were borrowed, as appears in the accounts of the Company, herewith submitted. The contract with the Scranton Coal Company promises to prove profitable to the Railway Company, and the Coal Company will ultimately not only take care of all obligations assumed in connection with the purchase, but provide

a large and valuable tonnage to the Railway at remunerative rates for many years to come.

The anthracite coal situation within the year under consideration, assumed a shape which made decisive action on the part of your Board imperative. Some of the perplexing problems presented still exist, and until finally settled or disposed of, it is questionable whether the termination of the voting trust, through the payment of a small dividend, can safely be considered or acted on.

The Officers and Directors of the Company are desirous of cooperating with other coal carrying companies, in such measures as are clearly essential for the proper protection of the anthracite traffic and rates, but they believe that the Company must be placed in a situation sufficiently strong to enable it to fully protect its own position and proper place among the other anthracite carrying railways.

The shipments of milk and dairy products continue to increase from year to year. Extensions of branches into the superior milk producing sections along the line, are receiving the constant attention of the Officers of the Company, and it is probable that in this connection something more may be accomplished within the next fiscal year.

The summer passenger travel also shows an improvement and the question of additional facilities and train service for another year is receiving the constant consideration of the Company's Officers. The reduction of the passenger rate per mile from three to two cents resulted in the first year of its operation in an increase of forty-three per cent. in the number of passengers carried, as well as in a slight increase in the revenue.

Within a few weeks the Company has sustained a sad loss, by reason of the death of Mr. John Godfrey Moore, who was an important and esteemed member of the Board. Appropriate resolutions were passed at that time, referring to the late Mr. Moore's many admirable qualities and the value of his connection with and interest in the affairs of the Company. The vacancy thus created was filled by the election by the Board, on June 28th, of Mr. Grant B. Schley, of New York.

The report of the General Manager presents the usual complete details of operation and the financial statements and accounts from the Treasurer's cover all financial transactions for the fiscal year, properly verified and audited, as heretofore, by Messrs. Barrow, Wade, Guthrie & Company, Public Accountants.

Again it is my pleasant duty to call your attention to the fact that in all departments of the service the employees of the Company have continued faithfully and intelligently to discharge their duties.

By order of the Board,

THOMAS P. FOWLER,

President.

GENERAL MANAGER'S REPORT.

FOR THE YEAR ENDING JUNE 30TH, 1899.

THOMAS P. FOWLER, ESQ.,

President.

DEAR SIR : I respectfully submit the following report of the operations of this Company for the year ending June 30th, 1899.

EARNINGS AND EXPENSES.

The gross earnings for the year were \$4,346,163, compared with \$3,914,635 in the previous year, an increase of \$431,528, or 11.03 per cent.

The working expenses for the year were \$2,835,861, compared with \$2,688,777 for the previous year, an increase of \$147,084, or 5.47 per cent.

The net earnings for the year, after deducting taxes, were \$1,376,053, and in the previous year \$1,112,993, being an increase of \$263,060, or 23.63 per cent.

The percentages of working expenses for the past ten years are shown in the following table :

Year ending June 30th, 1890.....	76.55	per cent.
“ “ “ “ 1891.....	73.16	“
“ “ “ “ 1892.....	72.27	“
“ “ “ “ 1893.....	73.15	“
“ “ “ “ 1894.....	68.40	“
“ “ “ “ 1895.....	69.24	“
“ “ “ “ 1896.....	68.42	“
“ “ “ “ 1897.....	68.20	“
“ “ “ “ 1898.....	68.68	“
“ “ “ “ 1899.....	65.25	“

Full details of earnings, expenses, cost of operating and statistics in relation to Passenger and Freight Traffic, for the fiscal years ending June 30th, 1894 to 1899, inclusive, are shown in table on page 29.

PASSENGER TRAFFIC.

The local passenger earnings for the year were \$599,844, compared with \$560,633 in the previous year, an increase of \$39,211, or 6.99 per cent.

The reduction in the local passenger rates from three to two cents per mile, which took effect on May 1st, 1898, has resulted in a small increase in revenue. The number of passengers carried, as compared with previous years, has been largely increased—about 43 per cent. As anticipated, this reduction in the local passenger rate has stimulated local freight earnings.

The Summer resort business, to the counties of Orange, Sullivan and Delaware, continues to show about the same increase over previous years, that is, 15 per cent. The erection of additional hotels and boarding-houses continues, and, as long as these additional accommodations are provided in the above counties, our earnings from this traffic will show a corresponding increase.

The great results obtained by the Loomis Sanitarium near Liberty, in the treatment of patients afflicted with pulmonary and throat troubles, has called the attention of the medical profession throughout the country to the extreme healthfulness of this section, and has resulted in bringing a class of patrons from more distant towns than have heretofore visited this region.

The through passenger receipts, consisting of coupon and immigrant business, amounted to \$105,422, as compared with \$81,045 in the previous year, an increase of \$28,377 or 35 per cent.

The through Wagner sleeping car and reclining chair car service, between New York and Chicago, in connection with the R., W. & O. via Suspension Bridge and the Wabash, has been very satisfactory.

The emigrant business for the year shows an increase of 56 per cent. owing to the increase in the number of emigrants arriving at the port of New York; there being ticketed a total for all Trunk Lines of 92,804 passengers, against 61,873 passengers for the previous year, an increase of 50 per cent.

EXCURSIONS.

During the year 141 excursions were run, carrying 41,925 passengers; the mileage of trains was 8,345 miles, and the revenue \$34,490, or \$4.13 per mile. In the previous year, there were 162 excursions run, carrying 44,050 passengers, with train mileage of 7,848 miles, and revenue of \$31,395, or \$4 per mile.

BAGGAGE DEPARTMENT.

The number of pieces of baggage handled during the last fiscal year was 422,005, compared with 394,926 for the previous year. The amount paid by the Company for loss and damage sustained in handling the same was \$209.55, as against \$54.95 in the previous year. This increase was caused by the payment of \$159.90 for damage to baggage in wreck of train No. 5, near Ingells, September 1st, 1898.

The excess baggage and storage collections amounted to \$7,776.02, compared with \$7,198.32 in the previous year.

During this period 21,843 bicycles were carried, as compared with 20,771 during the previous year.

FREIGHT TRAFFIC.

The local freight earnings were \$669,882, compared with \$637,459 in the previous year, an increase of \$32,423, or 5.09 per cent.

The local freight industries along the line of the road show great activity. New industries are starting up and old ones are being revived, while some are working double time in order to keep pace with orders.

The through freight earnings were \$384,263 compared with \$352,697 in the previous year, an increase of \$31,566, or 8.95 per cent.

The westbound domestic rates have been very well maintained, but the rates on import traffic have been very much demoralized. The eastbound rates on grain have been at a very low figure, and we have declined to participate in any rate lower than 17 cents, from Chicago to New York.

COAL.

The earnings of the Company from the transportation of coal were \$1,923,503, compared with \$1,666,242 in previous year, an increase of \$257,261, or 15.44 per cent. The total shipments from the Scranton Division, including supply coal used on engines and at stations, were 1,687,854 gross tons, an increase of 392,545 gross tons over previous year, or 30.30 per cent. The number of gross tons of coal transported from the Scranton Division (exclusive of supply coal for Company's use) was 1,541,395 gross tons, compared with 1,175,531 gross tons in previous year, an increase of 365,864 gross tons, or 31.12 per cent. The average revenue per gross ton received from the same during the year was \$1.123, compared with \$1.252 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, compared with previous year :

	1899	1898.
To the lakes, via Oswego	174,029	122,412
To tide water, via Cornwall.....403,172 }	876,266	640,348
To tide water, via Weehawken.....473,094 }		
Total.....	1,050,295	762,750

This statement also includes any coal sold locally at these points.

The following statement shows the total shipments of coal by the Delaware & Hudson Canal Company and this Company to Oswego over our lines for nine years :

Year ending	D. & H. Shipments.	O. & W. Ship'ts.	Aggregate gross tons
June 30th, 1891.....	63,025	53,131	116,156
" " 1892.....	68,506	102,583	171,089
" " 1893.....	76,592	134,570	211,162
" " 1894.....	85,053	204,533	289,586
" " 1895.....	61,194	157,066	218,260
" " 1896.....	73,073	210,275	283,348
" " 1897.....	85,698	143,974	229,672
" " 1898.....	64,310	122,412	186,722
" " 1899.....	43,628	174,029	217,657

Coal hauled for the Delaware & Hudson Canal Company from Sidney to Oswego during the year, 43,628 gross tons, shows a decrease of 20,682 gross tons, or 32.16 per cent., as compared with the previous year. The average rate per gross ton per mile received for the transportation of this coal between Sidney and Oswego (a distance of 124 miles) was 0.8654 cents, as compared with 0.8358 cents in previous year.

The shipments of D. & H. coal from Sidney to points on the Utica Division, via Randallsville, were 129,679 gross tons, compared with 121,757 gross tons in previous year, an increase of 6.50 per cent.

The total amount of D. & H. coal shipped from Sidney to all points during the year was 246,092 gross tons, a decrease of 11,866 gross tons, or 4.60 per cent., compared with previous year.

The total revenue received from the transportation of D. & H. coal during the year was \$188,479, as compared with \$194,862, a decrease of \$6,383, or 3.27 per cent. This item has been increased by the sum of \$12,948.67, which was received from that company in this year for the readjustment of accounts of previous years.

The average rate per net ton per mile for the transportation of D. & H. coal during the year (exclusive of Utica Division shipments) was 1.0052 cents as compared with 0.8473 cents in previous year.

The above statements do not include miscellaneous shipments transported over the line to the various stations, which have been included in our general freight statement.

MILK.

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

	1899.	1898.	
Tons of milk carried.....	80,820	71,612	12.86% Inc.
Tons carried one mile	14,243,076	12,566,834	13.34% "
Revenue	\$484,491	\$433,883	11.66% "
Miles run	331,632	319,514	3.79% "
Earnings per train mile.....	\$1.46	\$1.36	7.35% "

This statement does not include mileage of mixed trains over branches, bringing milk to the regular milk trains on the Main Line, but the mileage only of the latter; and the earnings stated are exclusive of those derived from passengers, express and perishable freight carried on such trains.

Besides individual shippers of milk, there are located on the line of the road 63 creameries, of which 21 are owned by the Company and leased to operators.

During the year, the following manufacturers of milk products have located plants, and will be in operation during the current year:

Anglo-Swiss Condensed Milk Co., at Burnside,
 Borden's Condensed Milk Co., at Mt. Upton;
 The Nestles Food Co., at Fulton;
 National Sugar Milk Co., at South New Berlin.

The Borden's milk bottling establishment, at Delhi, and their condensing plant at New Berlin have been enlarged.

It is confidently expected that these new establishments will enable the Company to continue the increase, which has been about 12 per cent. per annum.

MOTIVE POWER DEPARTMENT.

MILEAGE.

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

	1899.	1898.
Passenger trains.....	857,771	842,960
Freight trains.....	1,315,192	1,116,404
Mixed trains.....	690,197	668,632
Total train miles earning revenue.....	2,863,160	2,628,006
Shifting, pushing, light running, etc.....	834,042	759,694
Total traffic engine miles.....	3,697,202	3,387,700
Passenger train car miles.....	3,689,146	3,370,368
Freight train car miles.....	32,072,315	26,451,628
Mixed train car miles.....	7,142,171	6,739,436
Total car miles.....	42,903,632	36,561,432

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

	1899.	1898.
Total number of engines on hand at end of year...	133	133
Average number making mileage.....	107	104
<i>Engine Mileage.</i>		
Passenger	857,771	842,960
Freight.....	1,315,192	1,116,404
Mixed.....	690,197	668,642
Shifter	481,655	444,273
Work train	88,230	69,091
Light running and pushing.....	352,387	315,421
	<hr/>	<hr/>
Total miles run	3,785,432	3,456,791
<i>Fuel.</i>		
Tons coal consumed.....	215.869	188.527
Pounds coal consumed per engine mile	114.0	109.0
Pounds coal consumed per car mile	9.9	10.0
<i>Stores.</i>		
Quarts of oil consumed.....	142,077	123,323
Pounds of waste used.....	19,016	17,544
<i>Miles run to</i>		
One ton of coal.....	17.5	18.3
One quart of oil.....	26.6	28.0
One pound of waste	199.1	197.0
<i>Cost per engine mile in cents.</i>		
Repairs	4.31	5.11
Fuel	6.74	6.60
Stores.....	0.31	0.31
Wages of engine crew, cleaners, etc.....	7.10	7.27
	<hr/>	<hr/>
Total cost per mile.....	18.46	19.29
Car mileage.....	43,735,649	37,385,317

FUEL.

The following statement shows the total cost of fuel for locomotives, and cost per train, car and engine mile, for the past six years :

	Total cost of fuel.	Cost per train mile.	Cost per engine mile.	Cost per car mile.
1894.....	\$316,415	10.84 cts.	8.62 cts.	.845 cts.
1895.....	279,090	9.74 "	7.61 "	.726 "
1896.....	250,281	8.81 "	6.83 "	.647 "
1897.....	236,860	8.59 "	6.72 "	.618 "
1898.....	222,311	8.46 "	6.56 "	.608 "
1899.....	248,368	8.67 "	6.72 "	.579 "

EQUIPMENT.

The condition of equipment at the close of the fiscal year, compared with previous year, is shown in the following table:

	1899.	1898.
No. of engines owned.....	133	133
No. of engines laid up ready for service.....	9	21
No. of engines in service.....	112	105
No. of engines in shop under repairs.....	6	7
No. of engines in shop awaiting repairs.....	2	..
No. of engines in shop condemned.....	4	..
No. of engines received general repairs and rebuilt.....	46	56
No. of engines received ordinary repairs.....	41	48
No. of cars awaiting repairs.....	106	225
No. of cars received repairs.....	18,337	12,801

Number of cars awaiting repairs includes foreign cars, and all cars awaiting repairs at junction points.

FREIGHT CAR EQUIPMENT.

Return of Rolling Stock, page 42, shows total number of freight cars owned by the Company.....	6,317
while the actual number of freight cars in service June 30 was.....	5,885
cars out of service.....	432

These cars have been replaced on the tonnage basis.

The following table shows that the effective tonnage capacity of all freight cars has increased each year and also the average carrying capacity of each car.

Classification of the entire Freight equipment according to the capacity of the Cars
in Tonnage June 30th, 1899.

YEARS.	Actual number of open cars in service classified according to tonnage.							Actual number of closed cars in service classified according to tonnage.						Total number of freight cars.				
	Cars of 12 Tons.	Cars of 14 Tons.	Cars of 20 Tons.	Cars of 25 Tons.	Cars of 30 Tons.	Total.			Cars of 14 Tons.	Cars of 20 Tons.	Cars of 30 Tons.	Total.			Total Freight Cars Owned.	Number of Cars in Service.	Total marked capacity in Tons, all Cars in service.	Average Tons per Car.
						Actual number of Cars.	Total marked capacity in tons, All cars.	Average tons per car.				Actual number of cars.	Total marked capacity in tons.	Average Tons per car.				
1880.....	225	572	.....	.....	.....	797	10,708	13.43	442	9	.....	451	6,368	14.13	1248	1248	17,076	13.68
1890.....	115	345	873	.....	900	2233	50,670	22.69	382	362	8	752	12,828	17.06	3118	2985	63,408	21.25
1893.....	72	332	807	.....	3254	4625	123,472	26.68	353	382	10	745	12,882	17.16	5602	5370	136,354	25.19
1895.....	42	209	844	2	3934	5031	138,380	27.50	327	371	39	737	13,168	17.86	6110	5768	151,548	26.28
1897.....	38	182	788	2	4274	5284	147,034	27.83	207	385	71	663	12,728	19.35	6361	5947	159,762	26.85
1898.....	28	103	784	2	4336	5253	147,588	28.09	136	355	158	649	13,744	21.18	6301	5902	161,332	27.33
1899.....	26	61	780	2	4334	5203	146,836	28.23	109	357	216	682	15,146	22.35	6317	5885	161,082	27.12

This increase in tonnage capacity of cars accounts in a measure for the continued increase in average tons carried per freight train mile, and per car. See page 27.

For several years we have been breaking up old light capacity cars, which were not considered worth equipping with air brakes and vertical plane couplers to comply with the Interstate Commerce law, replacing them on the tonnage basis, one thirty-ton car taking the place of two fifteen-ton cars.

The new cars built for this account have been charged to operating expenses.

The large increase in anthracite coal tonnage will probably require some additions to our equipment, and we are now constructing in our shops 100 thirty-ton gondola coal cars, which should have been finished by this time, had the work not been delayed by late delivery of materials. These cars will be turned out in a few weeks and their cost charged to operating expenses.

IMPROVEMENTS CHARGED TO CAPITAL ACCOUNT AND SURPLUS.

During the year new equipment has been purchased, or built in the shops of the company, and additions and improvements made, shop tools and machinery purchased, and charged to capital account and surplus, as follows:

CHARGED AGAINST CAPITAL.

5 new parlor cars purchased	\$34,501 05
8 new milk cars have been built	6,603 17
Total charged against capital.....	<u>\$41,104 22</u>

CHARGED AGAINST SURPLUS.

7 engines have been equipped with air brakes	1,561 15
683 freight cars have been equipped with air brakes	32,664 28
26 freight cars have been equipped with automatic couplers, in place of link and pin in draw bars	520 00
Total	<u>\$34,745 43</u>

SHOP, TOOLS AND MACHINERY.

Middletown:

2 No. 6 pneumatic boring machines.....	\$250 00
1 new stationary engine boiler.....	2,472 74
1 new addition to boiler house.....	993 15
1 new air brake repair shop.....	344 94

Norwich:

1 No. 2 pneumatic drill.....	135 00
------------------------------	--------

Weeharoken:

1 new boiler house.....	435 96
-------------------------	--------

 \$4 631 79

Total charged against surplus \$39,377 22

IMPROVEMENTS CHARGED TO OPERATING EXPENSES.

Other improvements have been made and charged to operating expenses to the amount of \$111,811.83, as follows:

- 1 new 8-wheeled passenger engine has been purchased to replace old engine torn down.
- 4 engines have been rebuilt, and changed to burn fine anthracite coal.
- 2 engines have been equipped with "Beals" driver brake.
- 3 new vestibuled coaches have been purchased to replace 5 emigrant coaches destroyed.
- 2 new mail cars have been equipped with the "Frost Dry Carburetor System" in place of oil lamps removed.
- 101 new 30-ton freight cars have been built to replace old light capacity cars destroyed, as follows:
 - 35 box cars.
 - 15 refrigerator cars.
 - 30 coal cars.
 - 20 flat cars.
 - 1 stock car.
- 28 milk cars have had platforms removed, repaired and equipped with "Gould" buffers and couplers, and "Fox" steel trucks.
- 4 new 4-wheeled caboose cars have been built to replace old cars destroyed.

745 freight cars have been equipped with sub sills equal to two additional draw sills.

25 freight cars have been equipped with standard trucks.

18 freight cars have been rebuilt and capacity changed to 30 tons.

738 coal cars have been equipped with side trusses.

12 box cars have had new roofs.

2 new 28-inch pneumatic jacks have been built at Middletown shops for use on engine work.

2 overhead trollies have been built at Middletown shops for handling stores, etc., one in the car repairers' shops, and the other in the boiler shop.

SUMMARY.

Amount charged to capital, account of equipment		\$41,104 22
“ “ “ surplus, “ “ “	\$34,745 43	
“ “ “ “ “ “ tools, etc.....	4,631 79	
		<hr/> 39,377 22
Total.....		\$80,481 44
“ “ “ operating expenses, account of equipment and tools..	111,811 83	
Grand total		<hr/> \$192,293 27

MAINTENANCE OF WAY DEPARTMENT.

In the Maintenance of Way Department the following additions and improvements have been made:

CHARGED TO CAPITAL ACCOUNT, MAIN LINE AND BRANCHES.

Additional Sidings.—\$21,673.21. New sidings constructed, 5.15 miles; Middletown (North Yard), 0.8 miles; Angle-Swiss track at Burnside, 0.8 miles; acid factory tracks at Elk Brook, 0.8 miles; and 2.75 miles at other stations.

Stations and Buildings.—\$1,724.29. New creamery at Winterton.

Total capital charge of Maintenance of Way Department, Main Line and Branches, \$23,397.50, being \$27,119.17 less than in previous year.

SCRANTON DIVISION.

Additional Sidings.—\$4,046.77. 0.58 miles at Mayfield Yard.

Capouse Branch.—\$137,469.66. Cost of construction and right of way, 4½ miles.

Total capital charge of Maintenance of Way Department, Scranton Division, \$135,516.43, being \$124,417.25 more than in previous year.

The Capouse Branch, which extends from the Scranton Division just south of Priceburg, 4½ miles to the Capouse Breaker, was built to enable the company to handle the coal from the Scranton Coal Company. A mutual trackage agreement on the usual terms has been made with the D. L. & W. R.R. for the use of tracks of that company to bring out coal from the Pine Brook Breaker of the Scranton Coal Co., and for the use of our tracks by the D. L. & W. R.R. Company to take out coal from their Storrs Breaker.

CHARGED TO SURPLUS,
MAIN LINE AND BRANCHES.

Signals.—\$5,367.35. Automatic electric signals between Firthcliffe and Little Britain, and between Liberty and Parksville.

Steel Rail.—\$12,159.19. 20.50 miles of 76 pound rail (or 2,567 tons, have been laid in place of 56 and 67 pound. The difference in weight of rails and fastenings has been charged to surplus.

There are now in the Main Track of Main Line 172 miles of 76 pound, 53 miles of 67 pound, 15 miles of 58 pound, and 32 miles of 56 pound rail.

Station Grounds.—\$2,488.62. Improvement of Second street, Fulton.

Total charge to surplus, Maintenance of Way Department, Main Line and Branches, \$20,015.16.

SCRANTON DIVISION.

Signals.—\$374.60. Automatic electric signals at Carbondale.

Steel Rail.—\$2,068.47. 6 miles of 76 pound rail (or 700 tons) have been laid in place of 67 pound, and the difference in weight of rail and angle bars charged to surplus.

Track Scales.—\$810.79. At Mayfield Yard.

Total charge to surplus of Maintenance of Way Department, Scranton Division, \$3,253.86.

IMPROVEMENTS CHARGED TO OPERATING EXPENSES,
MAIN LINE AND BRANCHES.

The following improvements on Main Line and Branches, amounting to \$36,283.10, have been charged to operating expenses:

Bridges and Culverts.—\$10,486.57. Six timber structures, total length of 667 feet, have been replaced with steel; eight timber passes have been replaced with masonry, and 2,664 lineal feet of iron pipe put in place of timber, and other defective culverts and openings filled.

Ballasting.—\$16,175.77. Surfacing track with cinders, gravel and culm between Cornwall and Rockland, 16 miles; Ellenville Branch, 2 miles; Rockland and Sidney, 8 miles; Delhi Branch, 6 miles; Sidney and Randallsville, 5 miles; Randallsville and Oswego, 9 miles. The total being distributed over about 46 miles of track, at an average cost of \$352 per mile.

Grading.—\$4,332.19. Widening cuts and filling trestles.

Tunnels.—\$5,288.57. Completing 200 feet of arching in Bloomingburgh tunnel, average cost \$35 per lineal foot.

SCRANTON DIVISION.

The following improvements on the Scranton Division, amounting to \$6,932.47 have also been charged to operating expenses:

Bridges and Culverts.—\$5,735.86. Account masonry and steel trestle, replacing timber structures at Carbondale.

Grading.—\$962.58. Widening cuts and filling trestles.

Stations and Buildings.—\$234.03. Stock chutes at Scranton, and completing Mayfield office building.

UTICA DIVISION.

The following improvements on the Utica Division, amounting to \$9,121.48, have also been charged to operating expenses:

Additional Sidings.—\$1,432.45. At Clinton and Franklin Springs.

Ballasting.—\$3,550.82. Surfacing track with cinders and culm, distributed over about 7 miles.

Bridges and Trestles.—\$1,141.45. Steel "I" beams in place of five timber openings, and 156 lineal feet of iron pipe in place of timber drains.

Stations and Buildings.—\$2,622.63. A new passenger station has been built at Hamilton, the old station removed and remodeled for a freight depot, and the station grounds graded at a total cost of \$4,862

Steel Rail.—\$42.62. 76 pound rail in place of 56 pound at Pecksport Junction.

Coal Terminals.—\$331.50. Slope wall at Rome transfer trestle, account deepening of canal.

SUMMARY.

The improvements and betterments noted above, amounting to \$234,520, charged as follows:

	Capital.	Surplus.	Operating.
Main Line and Branches.....	\$ 23,397.50	\$20,015.16	\$36,283.10
Scranton Division.....	135,516.43	3,253.86	6,932.47
Utica Division.....	.....	.....	9,121.48
Totals.....	\$158,913.93	\$23,269.02	\$52,337.05

BRIDGES.

The following statement shows the number and length of iron or steel and wooden bridges and trestles on Main Line, Branches and Leased Lines, compared with previous year, and with 1891, the year in which the Scranton Division bridges were first taken into this report :

	1890.		1898.		1891.	
	Number.	Aggregate length in feet.	Number.	Aggregate length in feet.	Number.	Aggregate length in feet.
Iron Bridges.....	172	20,462	165	20,001	94	14,706
Wooden Bridges.....	22	1,442	25	1,524	89	5,098
Wooden Trestles.....	85	17,113	90	17,381	124	23,884
- Total.....	279	39,017	280	38,906	307	43,688
			279	39,017	279	39,017
Filled and Shortened			1	111	28	4,671

The following statement shows the number and length of bridges for the O. & W. proper, Main Line and Branches, owned, compared with 1886 :

	1899.		1886.	
	Number.	Aggregate length in feet.	Number.	Aggregate length in feet.
Iron Bridges.....	111	14,183	27	7,521
Wooden Bridges.....	8	421	80	6,357
Wooden Trestles.....	70	12,871	117	20,441
Total.....	189	27,475	224	34,319
			189	27,475
Filled and Shortened.....			35	6,844

RAILS.

The weight and distribution of rail in the main track is as follows :

DIVISION.	MILES AND WEIGHT OF RAIL.						Total.
	76	67	62	58	56	50	
Main Line.....	172.56	52.67	----	14.88	31.64	----	271.75
Branches.....	----	.02	----	----	9.47	44.33	53.82
Scranton Division...	9.39	44.66	----	----	----	----	54.05
Utica Division.....	5.41	2.18	23.05	----	13.44	----	44.08
Pecksport Line.....	3.69	----	----	----	----	----	3.69
Total Miles.....	191.05	99.53	23.05	14.88	54.55	44.33	427.39

- Bridges filled and shortened 357 feet. Leggett's creek trestle, 468 feet, added.
Net increase, 111 feet.

TIES.

There have been used in repairs 159,369 ties, being 99,478 less than in previous year, at an average price of 32¹/₁₀ cents, compared with 32¹/₂ cents in last fiscal year, and distributed as follows :

Main Line and Branches	117,881
Scranton Division.....	21 332
Utica Division.....	20,156

ANTHRACITE COAL.

The price of coal has been lower than in previous year, and the rates of transportation have been about 10 per cent. less. During the balance of the calendar year the market requirements will probably be in excess of the mining capacity, forming a substantial basis for an advance in prices. The following quotation is taken from my report for the year ending June 30th, 1897 :

" In 1873, the year of the great panic, shipments of anthracite coal were 21,227,952 tons. This tonnage did not increase for a period of five years, and in 1878 shipments were but 17,605,262 tons, while in 1879 the shipments jumped to 26,142,689 tons, an increase in one year of over 8,500,000 tons.

" For thirty years past, 1866 to 1896, there has been an average, and (with the exception of years of panic and business depression) a uniform increase in anthracite shipments of over one million tons per year, and although the shipments for 1897 fall as low as 38,000,000 we need not fear that business which shows this steady and tremendous growth for so long a period is now going backwards permanently.

" Judging of the future from past experience the only logical conclusion is that after all other mercantile and manufacturing interests have returned to normal conditions, possibly not until 1898 or 1899, anthracite shipments will pass the high water mark of 1895. Much has been said by those who take a pessimistic view of the trade about the falling off in demand for domestic sizes, indicating not only the practice of rigid household

economy, but the substitution of gas and bituminous coal. However, a large part of the illuminating gas is now made from anthracite, and the ruinously low prices which have beggared the bituminous producing and transportation interests cannot long prevail, and it is quite probable that the falling off in anthracite consumption from these causes is more than offset by the increase in population of cities and towns where most of the coal is consumed. The increase of the population of the United States in ten years, 1880 to 1890, was 25 per cent., and nearly all of this increase was in cities and towns. During the same period the increase in the assessed valuation of the United States was 50 per cent. No one assumes that this country has reached its maximum growth, and it would be equally absurd to assume that the anthracite consumption had reached its limit in 1895.

"The area of the anthracite coal producing territory is practically limited to about 200 square miles in the state of Pennsylvania. Nearly all of this territory is now being worked, or held in reserve by the larger transportation and mining companies.

"In view of the well known fact that many of the largest mines have now passed the period of maximum production, while a larger number will be entirely worked out before the last named period, it is not probable that the present difficulty, a productive capacity largely in excess of the market requirements, will always be a serious disturbing factor in the trade."

This prediction in relation to tonnage of 1898 and 1899 has now been verified. The output for the fiscal year (ending June 30, 1898) was 46,406,520 tons, and the output for the calendar year 1899 will considerably exceed these figures. How much, now depends chiefly upon the mining and transportation facilities rather than on market requirements.

INCREASE IN TRAIN LOADS.

This all important question continues to receive the attention of the management, and considerable progress has been made, as will be seen by the following statement :

Year Ending	Tons Per Train.	Tons Per Car.	Cars Per Train.
Sept 30th, 1888,	123	7.20	17.1
Sept. 30th, 1889,	128	7.00	18.3
June 30th, 1890,	132	7.23	18.3
June 30th, 1891,	170	8.66	19.6
June 30th, 1892,	182	9.23	19.7
June 30th, 1893,	176	9.00	19.6
June 30th, 1894,	202	9.89	20.5
June 30th, 1895,	221	10.42	21.2
June 30th, 1896,	219	10.30	21.3
June 30th, 1897,	232	10.29	22.5
June 30th, 1898,	256	10.92	23.5
June 30th, 1899,	276	11.47	24.1

In making up the above table miles run by a pushing or assisting engine in service are counted as train miles.

Further information on this subject may be gleaned from the following table :

Year ending	Train miles.	Car miles.	Tons carried one mile.
Sept. 30th, 1888,	799,729	11,363,474	81,820,504
Sept. 30th, 1889,	790,512	11,979,412	84,960,450
June 30th, 1890,	921,771	14,357,674	103,883,353
June 30th, 1891,	1,326,470	22,502,704	194,897,759
June 30th, 1892,	1,624,718	28,584,646	263,839,116
June 30th, 1893,	1,848,111	32,747,185	294,636,533
June 30th, 1894,	1,930,101	33,202,453	328,533,616
June 30th, 1895,	1,848,773	34,499,778	359,358,052
June 30th, 1896,	1,834,808	34,609,182	356,414,070
June 30th, 1897,	1,764,157	34,309,163	353,100,732
June 30th, 1898,	1,617,886	32,432,447	354,127,528
June 30th, 1899,	1,832,840	38,405,988	440,413,877

Compared with previous year the increase in train miles was 13.2 per cent., while the increase in car and ton miles was 18.4 and 24.6 per cent.

EARNING POWER.

The following statement shows the results per mile of road operated for the fiscal years 1887 to 1899, inclusive:

Year ending.	Gross Receipts.	Expenses incl. Taxes.	Net from Operation.	Surplus.
Sept. 30th, 1887.....	\$4,648	\$3,280	\$768	\$160
Sept. 30th, 1888.....	4,559	3,783	776	120
Sept. 30th, 1889.....	4,760	3,943	817	144
June 30th, 1890.....	5,158	4,168	1,020	345
June 30th, 1891.....	5,893	4,520	1,373	210
June 30th, 1892.....	6,849	5,162	1,687	434
June 30th, 1893.....	7,735	5,869	1,866	538
June 30th, 1894.....	8,059	5,732	2,327	880
June 30th, 1895.....	7,696	5,542	2,154	685
June 30th, 1896.....	7,927	5,660	2,267	788
June 30th, 1897.....	8,105	5,787	2,318	832
June 30th, 1898.....	8,148	5,831	2,317	838
June 30th, 1899.....	9,046	6,182	2,864	1,298

WORKING EXPENSES.

The ratio of working expenses has been steadily reduced from 76.55 per cent. in 1890 to 65.25 per cent in 1899. The improvements which are being made from year to year in road and equipment will further reduce cost of transportation.

I take pleasure in acknowledging the hearty co-operation of officers and employes in all measures tending to secure economical and efficient service.

Yours respectfully,

J. E. CHILDS,

General Manager.

NEW YORK, August 30th, 1899.

OFFICE OF THE SECRETARY AND TREASURER.

New York, August 30th, 1899.

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 ended June 30th, 1899.

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 the result of the audit is shown in their certificate hereto attached.

Yours respectfully,

R. D. RICKARD,

Secretary-Treasurer.

CERTIFICATE.

New York, August 29th, 1899.

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, 1899, and have compared the Vouchers with the Cash Book.

We have also examined the General Balance Sheet and Revenue Accounts for June 30th, 1899, and compared these with the various books, and we certify that the same are in conformity therewith. The earnings of the road, as shown in the Revenue Account, and the Operating Expenses, are truly and accurately stated.

In regard to Expenditure on Capital and Revenue Accounts, we notice that great care has been taken to correctly discriminate between these, and that nothing has been charged to Capital which properly belongs to Revenue.

We have in the course of our audit verified, from time to time the cash balances at the Company's Bankers and the unissued bonds of the Company in the Treasury of the Company.

BARROW, WADE, GUTHRIE & CO.,

Auditors.

NEW YORK, ONTARIO AND

Accounts for the fiscal year

No. 1.—Statement of

Articles of Association.....	
May 13th, 1880, pursuant to Chap. 153, Laws of 1880, to carry out reorganization, not exceeding.....	
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
" " 5,600,000 5 per cent. " June 1, 1899.	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.
--

No. 3.—Bond Capital created,

	Amount Created.
Refunding Mortgage Bonds, 4 per cent.....	\$16,115,000

No. 4.—Receipts and Expenditure

	Expended to June 30th, 1898.	Expended dur- ing year.	Total.
To Expenditure: On Main Line, Branches and Equipment....	\$70,108,772 74	\$763,244 51	\$70,872,017 25
To Balance.....			2,683,965 59
			\$73,555,982 84

WESTERN RAILWAY COMPANY.

ending June 30th, 1899.

Capital authorized.

STOCK.		Bonds.	Total.
Common.	Preferred.		
\$48,000,000	\$2,000,000		
15,600,000			\$85,000,000
		20,000,000	

showing amount issued.

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

showing amount issued.

Amount Issued.	Amount Unissued.
\$15,437,000	\$678,000

on Capital Account.

	Received to June 30th, 1898.	Received During Year.	Total.
By Receipts:			
Common Stock.....	\$58,113,982 84		\$58,113,982 84
Preferred Stock.....	5,000 00		5,000 00
Consolidated First Mortgage 5 per cent.	5,600,000 00	\$5,600,000 00	15,437,000 00
Bonds sold.....	8,375,000 00	7,062,000 00	\$73,555,982 84
Refunding Mortgage 4 per cent. Bonds sold..	\$72,093,982 84	\$1,462,000 00	

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

ROLLING STOCK:—Additional—		
5 Drawing Room Cars.....	\$34,501 45	
8 Standard Milk Cars.....	6,603 17	
Balance paid on account of 500 Coal Cars, under agreement between the Michigan-Peninsular Car Co., the New York Guaranty and Indemnity Co., and the New York, Ontario & Western Railway Co., dated December 15th, 1893.....	17,500 00	\$58,604 22
IMPROVEMENTS AND ADDITIONS TO LINE—		
5 ¹ / ₁₀ miles additional Siding and Safety Switches.....	\$25,719 98	
Winterton Creamery.....	1,724 29	27,444 27
ADDITIONS AND EXTENSIONS TO LEASED LINES—		
Capouse Branch:		
Construction.....	\$69,426 16	
Right of Way.....	62,043 70	131,469 85
Ocean Coal Barges "Metacomet" and "J. H. Rutter"...		30,866 21
Land Purchases and Land Damages.....		13,852 20
		<u>\$268,236 56</u>
Premium on Consolidated First Mortgage 5% Bonds redeemed.....	\$280,000 00	
Consolidated First Mortgage 5% Bond Expenses.....	1,132 95	
Discount and Commission on Refunding Mortgage 4% Bonds sold.....	206,860 00	
Refunding Mortgage 4% Bond Expenses.....	7,015 00	495 607 95
		<u>\$763,244 51</u>

No. 6.—Revenue Account.—

June 30th, 1898.		EXPENDITURE.	June 30th, 1899.	
\$	c.		\$	c.
553,480	31	Maintenance of Way and Structures	511,532	21
469,753	68	Maintenance of Equipment.....	513,578	10
1,544,810	22	Conducting Transportation.....	1,677,703	85
120,718	26	General Expenses	133,047	30
2,688,777	47	Total Operating Expenses.....	2,835,861	46
112,865	23	Taxes.....	134,248	91
2,801,642	70	Total Operating Expenses and Taxes.....	2,970,110	37
1,112,992	57	Balance carried to Net Revenue Account—No. 7.....	1,376,052	98
3,914,635	27		4,346,163	35

No. 7—Net Revenue Account.—

230,000	00	To Interest on Consol. Mortgage 5 per cent. Bonds	256,666	67
315,000	00	“ “ Refunding “ “ “	568,540	00
75,000	00	“ Rent of U. C. & B. and R. & C. Railroads.....	75,000	00
3,750	00	“ “ Wharton Valley Railway.....	3,750	00
103,523	68	“ “ Ontario, Carbondale & Scranton Railway	107,331	21
		“ Sundry Interest and Discounts.....	46,319	37
797,278	68		837,607	25
402,460	21	To Balance, carried to Account No. 8.....	686,364	23
1,199,738	89		1,543,971	48

No. 8.—Profit and Loss Account.—

To Balance carried to Account No. 9.....	3,264,396	31
	3,264,396	31

No. 9—General Balance Sheet.—

ASSETS.	June 30th, 1899.	
	\$	c.
Franchises and Property, per Statement No. 4.....	70,872,017	25
Preferred Stock Redemption Fund	5,000	00
Investments in other Companies.....	7,406,566	67
Cash at Bankers.....	155,840	79
Stores, Fuel, etc., on hand	164,914	97
Sundry Outstanding Accounts due to the Company.....	768,262	40
Outstanding Traffic Accounts “ “ “	502,893	90
Loans and Bills Receivable	869,746	60
Accrued Interest.....	96,332	50
	80,841,575	08

June 30th, 1899.

June 30th, 1898.		RECEIPTS.	June 30th, 1899.	
\$	c.		\$	c.
641,678	52	Passengers.....	709,266	03
122,774	23	Mails and Express.....	111,078	61
3,090,280	34	Freight	3,462,138	01
59,902	18	Miscellaneous.....	63,680	70
3,914,635	27		4,346,163	35

June 30th, 1899

1,112,992	57	By Balance of Revenue Account for the year, as per Account No 6.....	1,376,052	98
75,000	00	“ Interest on Bond of the Ontario, Carbondale & Scranton Railway Co.....	75,000	00
90	00	“ Interest on Bonds of the Preston Park Association... ..	90	00
300	00	“ Interest on Bonds of the Rush Brook Coal Co.....	200	00
7,500	00	“ Interest on Bonds of the Johnson Coal Co.....	10,000	00
3,796	32	“ Interest on Bonds of the Scranton Coal Co.....	82,502	50
		“ Sundry Interest and Discounts		
1,199,738	89		1,543,971	48

June 30th, 1899.

By Balance at July 1st, 1898.....	2,611,173	02
“ Balance of Net Revenue Account, year ended June 30th, 1899.....	\$686,364	23
Less Amount of Improvements to Road and Equipment during the year not included in Operating Expenses	62,646	24
“ Repayment on Account of Advances to O. C. & S. Ry. Co., &c.....	29,505	30
	3,264,396	31

June 30th, 1899

LIABILITIES.	June 30th, 1899.	
	\$	c.
Common Stock.....per Statement No. 4.....	58,113,983	84
Preferred “ “ “	5,000	00
Refunding Mortgage 4 per cent. Bonds	15,437,000	00
Interest on Funded Debt, due and accrued.....	213,246	67
Sundry Outstanding Accounts due by the Company.....	402,925	44
Outstanding Traffic Accounts “ “ “	117,576	29
Wages for month of June	137,447	53
Loans and Bills payable	3,150,000	00
Profit and Loss Account.....	3,264,396	31
	80,841,575	08

No. 10.—Expenditure on

MAINTENANCE OF WAY AND STRUCTURES.

	June 30th, 1898.	June 30th, 1899.
	\$ c.	\$ c.
1. Repairs to Roadway	261,512 96	256,969 13
13. Clearing Snow and Ice.....	12,953 30	21,235 64
2. Renewals of Rails	40,814 67	11,533 96
3. Renewals of Ties.....	92,743 13	71,649 72
4. Repairs and Renewals of Bridges and Culverts	76,435 79	70,208 84
5. Repairs and Renewals of Fences, Road Crossings, etc	19,697 40	22,520 57
6. Repairs and Renewals of Buildings and Fixtures	39,308 99	39,880 39
7. Repairs and Renewals of Docks and Wharves		
7 1/2. Repairs and Renewals of Coal Terminals	8,032 76	15,007 26
8. Repairs and Renewals of Telegraph.....	474 61	710 93
9. Stationery and Printing.....	1,515 70	1,795 77
10. Other Expenses		
	553,480 31	511,532 21
Per Cent. on Gross Receipts.....	14 14	11.77
Per Mile of Line and Sidings owned and leased.....	\$930 18	\$845 28
Per Ton of Freight carried	c. 22.33	c. 17.43

MAINTENANCE OF EQUIPMENT.

	\$ c.	\$ c.
11. Superintendence.....	17,360 67	17,308 94
12. Repairs and Renewals of Locomotives	172,479 84	158,383 97
13. Repairs and Renewals of Passenger Cars.....	61,023 12	82,233 33
14. Repairs and Renewals of Freight Cars	170,703 86	211,367 35
15. Repairs and Renewals of Work Cars.....	1,080 75	1,915 07
16. Repairs and Renewals of Marine Equipment.....	8,749 07	6,052 50
17. Repairs and Renewals of Shop Machinery and Tools.....	4,974 77	11,349 61
18. Stationery and Printing.....	1,557 80	1,907 67
19. Other Expenses.....	24,977 80	22,999 00
	469,753 08	513,578 10
Per Cent. on Gross Receipts	12.00	11.82
Per Traffic Engine Mile.....	c. 13.86	c. 13.89
Per Traffic Car Mile.....	c. 1.23	c. 1.20

Revenue Account.

CONDUCTING TRANSPORTATION.

	June 30th, 1898.	June 30th, 1899.
	\$ c.	\$ c.
20. Superintendence	49,272 03	51,107 00
21. Engine and Round-house Men.....	249,514 96	265,159 45
22. Fuel for Locomotives	222,310 93	248,368 22
23. Water Supply for Locomotives	13,680 63	12,284 32
24. Oil, Tallow and Waste for Locomotives	10,536 63	11,482 56
25. Other Supplies for Locomotives.....	1,917 26	2,289 46
26. Train Service.....	210,318 84	241,388 25
27. Train Supplies and Expenses	26,440 43	26,700 64
28. Switchmen, Flagmen and Watchmen	56,853 83	51,019 50
29. Telegraph Expenses.....	48,617 27	51,534 68
30. Station Service.....	131,402 09	139,699 89
31. Station Supplies.....	21,925 27	24,971 69
32. Switching Charges—Balance	330 22	453 95
33. Car Mileage—Balance.....	28,561 45	19,482 30
34. Hire of Equipment.....		
35. Loss and Damage	8,039 14	7,052 57
36. Injuries to Persons	36,400 08	27,576 74
37. Clearing Wreck	2,734 63	3,324 61
38. Operating Marine Equipment.....	41,462 34	53,606 26
39. Advertising.....	17,166 49	14,243 30
40. Outside Agencies	35,506 39	37,729 02
41. Commissions		
42. Stock Yards and Elevators	34,351 66	42,078 64
42 1/2. Coal Terminals.....	262,885 83	307,320 77
43. Rents for Tracks, Yards, and Terminals.....	16,959 13	16,857 88
44. Rents of Buildings and other Property	10,832 30	13,699 46
45. Stationery and Printing.....	6,676 39	8,311 67
46. Other Expenses.....		
	1,544,816 22	1,677,793 85
Per Cent. on Gross Receipts	39.46	38.00
No. of Passengers Carried.....	872,632	1,064,441
No. of Tons of Freight Carried.....	2,479,292	2,935,416

GENERAL EXPENSES.

	\$ c.	\$ c.
47. Salaries of General Officers.....	37,699 02	45,312 50
48. Salaries of Clerks and Attendants.....	41,074 85	41,966 13
49. General Office Expenses and Supplies.....	5,382 54	4,422 01
50. Insurance.....	13,300 71	9,963 36
51. Law Expenses.....	6,237 72	11,908 02
52. Stationery and Printing (General Offices).....	3,720 21	3,557 13
53. Other Expenses.....	13,302 31	15,918 15
	120,718 26	133,047 30
Per Cent. on Gross Receipts	3.08	3.06

No. 11.—Mileage.

	June 30th, 1898.	June 30th, 1899.
Main Line: Cornwall to Oswego	271.75	271.75
Ellenville Branch	7.80	7.80
Delhi Branch	16.81	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'y	6.80	6.80
Ontario, Carbondale & Scranton R'y	51.05	51.05
Peeksport Connecting R'y	3.69	3.69
Total miles leased	108.62	108.62
Total miles worked by Engines	480.46	480.46
TRACK MILEAGE.		
Main Line	271.75	271.75
Branches	47.02	47.02
Main Line Sidings	107.22	111.65
Branch Line Sidings	5.05	5.77
Total Tracks and Sidings Owned	431.04	436.19
Leased Lines	108.62	108.62
Leased Lines Sidings and Mino Branches	55.37	60.35
Total Tracks and Sidings Leased	163.99	168.97
Total Tracks and Sidings Owned and Leased ..	595.03	605.16

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

	June 30th, 1898.		June 30th, 1899.	
	ENGINE	CAR	ENGINE	CAR
Passenger Trains	842,060	3,370,368	857,771	3,689,146
Freight Trains	1,110,404	26,451,628	1,315,162	32,072,315
Mixed Trains	608,642	6,739,436	690,197	7,142,171
Total Train Miles	2,028,006	36,561,432	2,863,160	42,003,632
Switching, Light Running, etc.	759,694	.....	834,042	.....
Total Traffic Engine and Car Miles ..	3,387,700	36,561,432	3,697,202	42,903,632
Work Trains	69,031	823,885	88,230	832,017
Gross Engine and Car Miles	3,456,731	37,385,317	3,785,432	43,735,649

No. 14.—Return of Rolling Stock, June 30th, 1899.

	PASSENGER AND FREIGHT CARS.																	
	Locomotives.	Parlor Cars.	Second Class.				Baggage and Express.		Total Passenger Cars.	Cattle.	Platform.	Box.	Milk.	Caboose.	Coal.	Total Freight Cars.	Derrick, Tool, Dump and Service Cars, and Snow Plows.	Grand Total.
			First Class.	With Smoking Compartment.	With Mail and Smoking Compartment.	Ordinary.	Ordinary.	With Mail Compartment.										
Stock owned at June 30th, 1898	133	61	7	2	30	16	8	124	64	646	659	47	58	4387	5861	38	6023	
Added since at cost of Capital	5							5				8			8		13	
Added by payment of Car Trust														500	500		500	
Transfers		3			—5			—2		—4	—48				—52	52	—2	
Total Stock Owned	133	5	64	7	2	25	16	8	127	64	642	611	55	58	4887	6317	90	6534
Number in service	133	5	64	7	2	25	16	8	127	64	455	515	55	52	4744	5885	90	6102
Out of Service*										187	96		6	143	432		432	

3 New Vestibule Coaches replace 5 Second Class.

52 Flat and Box Cars transferred to Service Cars for use of Road Department.

* See General Manager's Report pages 16-18.