

THIRTY-FIRST ANNUAL REPORT

OF THE

PRESIDENT AND OFFICERS

OF THE

New York, Ontario & Western

RAILWAY COMPANY

WITH

STATEMENT OF ACCOUNTS

FOR THE

Fiscal Year ending June 30th, 1910.

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NEW YORK.

WYNKOOP HALLENBECK CRAWFORD CO., PRINTERS

497 TO 505 PEARL STREET

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# New York, Ontario & Western Railway Company.

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## DIRECTORS

CHARLES F. BROOKER . . . . .	Ansonia, Conn.
D. NEWTON BARNEY . . . . .	Hartford, "
JAMES E. CHILDS . . . . .	New York
T. DEWITT CUYLER . . . . .	Philadelphia
THOMAS P. FOWLER . . . . .	New York
JOHN B. KERR . . . . .	"
CHARLES S. MELLE . . . . .	New Haven, Conn.
GEORGE MACCULLOCH MILLER . . . . .	New York
EDWIN MILNER . . . . .	Moosup, Conn.
J. PIERPONT MORGAN . . . . .	New York
WM. ROCKEFELLER . . . . .	"
GRANT B. SCHLEY . . . . .	"
WILLIAM SKINNER . . . . .	Holyoke, Mass.

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## OFFICERS

THOMAS P. FOWLER, <i>President</i> . . . . .	New York.
JOHN B. KERR, <i>Vice-President and General Counsel</i> , . . . . .	"
JAMES E. CHILDS, <i>Vice-President and General Manager</i> , . . . . .	"
RICHARD D. RICKARD, <i>Secretary and Treasurer</i> , . . . . .	"
JAMES M. FLEMING, <i>Ass't Secretary</i> , . . . . .	"
ARTHUR L. PARMELEE, <i>Ass't Treasurer</i> , . . . . .	"
JAMES C. ANDERSON, <i>Traffic Manager</i> , . . . . .	"
JAMES R. DUNBAR, <i>Gen'l Freight and Passenger Agent</i> , . . . . .	"
EDWARD CANFIELD, <i>General Superintendent</i> , . . . . .	Middletown, N. Y.
BURTON P. FLORY, <i>Superintendent Motive Power</i> , . . . . .	" "
CURTIS E. KNICKERBOCKER, <i>Engineer Maintenance of Way</i> , . . . . .	" "
CHARLES A. DRAPER, <i>Purchasing Agent</i> , . . . . .	New York.
ANDREW RILEY, <i>Paymaster</i> , . . . . .	"

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## AUDITORS

BARROW, WADE, GUTHRIE & Co., *Public Accountants*, 25 Broad St., New York

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*Transfer Agent*, JAMES M. FLEMING, . . . . . New York.  
*Registrar of Stock*, MERCANTILE TRUST Co., . . . . . 120 Broadway, New York.  
*Agents in London, England*, THE ENGLISH ASSOCIATION OF AMERICAN  
 BOND AND SHAREHOLDERS, LIMITED, . . . . . 5 Great Winchester Street.

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## GENERAL OFFICES

NEW YORK . . . . . 56 Beaver Street.

# New York, Ontario & Western Railway Company.

## OFFICE OF THE PRESIDENT.

NEW YORK, AUGUST 31ST, 1910.

TO THE STOCKHOLDERS:

Following the form prescribed by the Inter-State Commerce Commission, the operating revenue, operating expenses and net results for the fiscal year ended June 30th, 1910, are herewith submitted for your information:

### OPERATING INCOME:

	1910	1909
Operating Revenue.....	\$8,578,782 97	\$8,290,170 26
Operating Expenses.....	<u>5,882,146 90</u>	<u>5,643,101 57</u>
Net Operating Revenue.....	\$2,696,636 07	\$2,647,068 69

### OUTSIDE OPERATIONS:

Revenue.....	\$199,754 17	\$219,078 99
Expenses.....	<u>243,596 61</u>	<u>256,300 09</u>
Deficit.....	\$43,842 44	\$36,321 10
Total Net Revenue.....	\$2,652,793 63	\$2,610,747 59
Taxes Accrued.....	<u>211,693 19</u>	<u>189,159 86</u>
Operating Income.....	\$2,441,100 44	\$2,421,587 73

### OTHER INCOME:

Interest on Bonds Owned.....	\$390,750 00	\$412,316 66
Rentals Received.....	<u>12,566 76</u>	<u>16,093 64</u>
Total Other Income.....	\$403,316 76	\$428,410 30
Gross Corporate Income.....	\$2,844,417 20	\$2,849,998 03

### DEDUCTIONS FROM GROSS CORPORATE INCOME:

Rents Accrued for Lease of Other Roads.....	\$255,301 54	\$251,942 54
Hire of Equipment.....	111,985 08	83,372 00
Rentals Paid.....	54,357 36	58,258 74
Interest Accrued on Funded Debt...	957,920 00	960,420 24
Interest on Gold Notes.....	128,750 00	150,416 66
Other Interest.....	<u>23,305 74</u>	<u>2,460 78</u>
Total Deductions from Gross Corporate Income.....	\$1,531,619 72	\$1,506,870 96
Surplus.....	\$1,312,797 48	\$1,343,127 07

The details of Revenue and Operating Expenses will be found tabulated on pages 32 and 33, and 38 to 41.

Local passenger receipts were \$1,365,981.93, compared with \$1,295,251.58; through passenger and immigrant receipts were \$226,268.23, compared with \$211,334.01, and mail and express receipts \$209,831.07, compared with \$191,706.10.

Freight Traffic Receipts in detail since 1900, have been as follows:

	Through Freight.	Local Freight.	Milk.	Coal.	Total.
1900..	\$440,214.49	\$815,038.43	\$491,397.38	\$2,223,463.74	\$3,970,114.04
1901..	452,209.15	793,936.28	476,243.35	2,546,918.13	4,269,306.91
1902..	526,997.94	801,208.01	512,641.83	2,517,338.39	4,358,186.17
1903..	661,402.82	912,340.32	551,613.08	2,839,244.79	4,964,601.04
1904..	647,268.72	925,800.74	596,879.75	3,185,316.52	5,355,274.71
1905..	644,189.40	962,833.67	630,516.59	3,380,843.46	5,618,383.13
1906..	707,824.80	1,122,946.80	688,287.24	3,070,384.83	5,589,443.72
1907..	701,038.81	1,177,196.18	705,264.04	3,653,142.51	6,326,641.56
1908..	761,707.68	1,030,070.77	694,275.95	3,777,750.55	6,263,804.95
1909..	851,151.56	1,012,456.07	734,115.21	3,875,583.47	6,473,306.31
1910..	898,696.92	1,088,443.45	766,152.82	3,903,739.23	6,657,032.42

Operations in detail for twenty-one years, have been as shown below:

	Revenue Year ending June 30th.	Operating Expenses and Taxes.	Net revenue.	Net 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	633,005.79	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
1900..	4,963,482.84	3,414,917.44	1,548,565.40	689,541.08	859,024.32
1901..	5,322,883.65	3,777,137.12	1,545,746.53	666,514.75	879,231.78
1902..	5,456,696.03	4,157,754.20	1,298,941.83	639,982.96	658,958.87
1903..	6,176,517.90	4,557,086.59	1,619,431.31	758,459.95	860,071.36
1904..	6,652,483.97	5,072,937.72	1,579,546.25	692,717.42	886,828.83
1905..	7,090,888.89	5,050,739.32	2,040,139.57	758,862.79	1,281,276.78
1906..	7,265,057.57	5,233,287.02	2,031,770.55	844,269.73	1,187,500.82
1907..	8,202,360.83	5,644,345.86	2,558,014.97	903,232.74	1,654,782.23
1908..	8,121,494.06	5,586,951.65	2,534,542.41	1,013,953.07	1,520,589.34
1909..	8,290,170.26	5,832,261.43	2,457,908.83	1,114,781.76	1,343,127.07
1910..	8,578,782.97	6,093,840.09	2,484,942.88	1,172,145.40	1,312,797.48

The Board recently declared a dividend of two per cent. upon the Common Stock, which was paid to stockholders August 15th.

There has been no increase of funded debt during the year, and, in fact, no issue of bonds has been made since February, 1907,

although in the interval extensive additions have been made to the property, which have been financed temporarily out of current funds and bank loans. It is proposed to reimburse the treasury and liquidate the floating indebtedness incurred, by an issue of General Mortgage bonds in such amount as the Board may deem necessary when authorized by the Public Service Commission.

The extension of the Capouse Branch to a connection with the Lehigh Valley Railroad, near Scranton, Pa., was completed during the year, and recently opened for traffic. A considerable amount of second track on the Scranton Division has been laid, and a large coal storage plant at Cadosia is also under construction. The second track on the Scranton Division will have to be completed to Cadosia in order to secure efficient and economical train movement and it is hoped that before the close of the fiscal year the work may be finished and a double track line thus provided from the anthracite coal field to tide water.

Fourteen additional locomotives, five hundred coal cars of forty tons capacity, and seven passenger coaches were purchased for delivery during the present Summer, their cost being in part provided by an issue of car trust certificates to the amount of \$720,000, bearing interest at four per cent. per annum, and maturing within ten years from date, in twenty semi-annual installments.

The accounts and financial statements have been verified and audited by Messrs. Barrow, Wade, Guthrie & Co., certified and chartered accountants, whose certificate, as in past reports, is hereto attached.

Employees of the Company have continued faithfully and efficiently to discharge their various duties, and the Board desires to record its acknowledgement of the fact.

By order of the Board.

THOMAS P. FOWLER,  
*President.*

## VICE-PRESIDENT AND GENERAL MANAGER'S REPORT

MR. THOMAS P. FOWLER,  
*President.*

DEAR SIR:—

I respectfully submit the following report of the operations of this company for the year ending June 30th, 1910.

## EARNINGS AND EXPENSES

The gross earnings for the year were \$8,578,783, compared with \$8,290,170 in the previous year, an increase of \$288,613, or 3.48 per cent.

The working expenses for the year were \$5,882,147, compared with \$5,643,102 for the previous year, an increase of \$239,045, or 4.24 per cent.

The net earnings for the year, after deducting taxes, were \$2,441,100, and in the previous year \$2,421,588, being an increase of \$19,512, or 0.81 per cent.

The surplus for the year, after deducting fixed charges, rentals, etc., was \$1,312,797, and in the previous year \$1,343,127, a decrease of \$30,330, or 2.26 per cent.

The percentages of working expenses for the past twenty-one years (ending June 30) are shown in the following table:

1890.....	76.55	1901.....	68.35
1891.....	73.16	1902.....	73.60
1892.....	72.27	1903.....	71.36
1893.....	73.15	1904.....	74.09
1894.....	68.40	1905.....	68.99
1895.....	69.24	1906.....	69.64
1896.....	68.42	1907.....	66.44
1897.....	68.20	1908.....	66.72
1898.....	68.68	1909.....	68.07
1899.....	65.25	1910.....	68.56
1900.....	66.07		

## PASSENGER TRAFFIC

The local passenger earnings for the year were \$1,365,982, compared with \$1,295,252 in the previous year, an increase of \$70,730, or 5.46 per cent.

The through passenger receipts, consisting of coupon and immigrant business, amounted to \$226,268, as compared with \$211,334 in the previous year, an increase of \$14,934, or 7.07 per cent.

The summer business from New York to resorts in Orange, Sullivan, Ulster and Delaware Counties shows an increase over previous year.

#### EXCURSIONS

During the year 10 excursions were run, carrying 9,633 passengers, and the revenue derived from same amounted to \$14,503. In the previous year there were 29 excursions run, carrying 12,951 passengers, with revenue of \$10,169.

Few coaches could be spared for excursion business during the season of summer travel.

#### BAGGAGE DEPARTMENT

The number of pieces of baggage handled during the fiscal year was 546,413, compared with 531,131 for the previous year.

The amount paid by the company for loss and damage sustained in handling same was \$204, compared with \$324 in the previous year.

The excess baggage and storage collections amounted to \$15,219, compared with \$12,859 in the previous year.

During the year 255,712 United States mail pouches were handled in baggage cars.

#### FREIGHT TRAFFIC

The local freight earnings were \$1,088,443, compared with \$1,012,456 in the previous year, an increase of \$75,987, or 7.50 per cent.

The through freight earnings were \$898,697, compared with \$851,152 in the previous year, an increase of \$47,545, or 5.59 per cent.

The differential freight rates which this company has used almost continuously since 1888 were withdrawn on March 15, 1910. Since that date the rates have been on what is called the "standard" basis. The effect of such change has resulted in a large loss of traffic.

#### COAL

The earnings of the company from the transportation of coal were \$3,903,739, compared with \$3,875,583 in the previous year, an increase of \$28,156, or 0.73 per cent. The total shipments from the Scranton Division, including supply coal used on engines and at stations, were 3,054,004 gross tons, an increase of 5,390 over



previous year, or 0.18 per cent. The number of gross tons of coal transported from the Scranton Division (exclusive of supply coal for company's use) was 2,867,869, compared with 2,847,040 in previous year, an increase of 20,829, or 0.73 per cent.

The total output of anthracite coal from the entire field for the calendar year 1909 was 61,969,885 tons, a decrease of 2,695,129 tons, as compared with 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 the previous year:

	1910	1909
To the Lakes, via Oswego.....	218,632	234,860
" " " " Cornwall.....	653,651	
" " " " Weehawken.....	961,058	
	<u>1,614,709</u>	<u>1,501,529</u>
Total.....	1,833,341	1,736,389

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

#### MILK

The following statement shows the tonnage, revenue and tons carried one mile from milk business, as compared with previous year:

	1910	1909	
Tons of milk carried.....	117,472	113,854	Inc., 3.18%
" " carried one mile.....	24,127,730	23,150,111	" 4.22%
Revenue.....	\$766,153	\$734,115	" 4.36%

The earnings stated exclude those derived from passengers, express and perishable freight carried on milk trains, and include earnings from milk carried on passenger trains.

## MOTIVE POWER DEPARTMENT

## MILEAGE

The mileage of engines and cars during the year was as follows:

*Train Miles.*

	1910.	1909.
Revenue.		
Passenger.....	1,227,351	1,221,954
Freight.....	2,571,718	2,542,081
Mixed.....	530,804	531,362
Special.....	217	34
Total.....	<u>4,330,090</u>	<u>4,295,431</u>
Non-revenue.		
Passenger.....	32,506	25,582
Freight.....	960	1,039
Work.....	118,369	101,061
Total.....	<u>151,835</u>	<u>127,712</u>
Grand Total Train Miles.....	4,481,925	4,423,143

*Car Miles.*

Revenue—Passenger.		
Passenger.....	4,454,246	4,282,448
Sleeping and Parlor.....	651,777	654,833
Baggage, Express and Mail.....	1,810,658	1,806,295
Total.....	<u>6,916,681</u>	<u>6,743,576</u>
Revenue—Freight.		
Loaded.....	39,457,555	38,279,862
Empty.....	21,672,418	21,932,603
Caboose.....	1,474,932	1,450,640
Total.....	<u>62,604,905</u>	<u>61,663,105</u>
Revenue—Special.		
Passenger.....	394	68
Sleeping and Parlor.....	75	.....
Other Passenger Train.....	30	.....
Freight, Loaded.....	275	.....
Total.....	<u>774</u>	<u>68</u>
Total Revenue Car Miles.....	69,522,360	68,406,749
Non-revenue.		
Passenger.....	35,096	30,793
Freight.....	5,574	6,119
Work.....	808,724	800,112
Total.....	<u>849,394</u>	<u>837,024</u>
Grand Total Car Miles.....	70,371,754	69,243,773

The performance of engines during the past fiscal year was as follows:

	1910	1909
Total number of engines on hand at end of year	184	183
Average number making mileage.....	168	164

*Engine Miles.*

Revenue.		
Passenger.....	1,247,035	1,238,160
Freight.....	3,241,287	3,170,421
Mixed.....	547,320	547,493
Special.....	217	34
Switching.....	574,174	563,507
Total.....	5,610,033	5,519,615
Non-revenue.		
Passenger.....	41,148	34,094
Freight.....	960	1,039
Work.....	151,655	136,193
Total.....	193,763	171,326
Grand Total Engine Miles.....	5,803,796	5,690,941

*Fuel.*

Tons coal consumed.....	467,131	453,001
Pounds coal consumed per engine mile.....	160.9	159.1
Pounds coal consumed per car mile.....	13.2	13.0

*Stores.*

Pints of valve, engine and car oil used.....	275,675	324,074
Pounds of waste used.....	40,352	36,173

*Miles run to*

One ton of coal.....	12.4	12.6
One pint of valve oil.....	60.2	56.4
One pint of engine and car oil.....	32.3	25.5
One pound of waste.....	143.8	157.3

*Cost per engine mile in cents.*

Repairs.....	8.06	8.97
Depreciation.....	1.24	1.20
Wages of Enginemen.....	8.73	8.45
Enginehouse Expenses.....	2.46	2.31
Fuel.....	15.94	15.53
Water.....	0.65	0.64
Lubricants.....	0.30	0.29
Other stores.....	0.15	0.13
Total.....	37.53	37.52

## COST OF FUEL

	Total	Per train mile	Per engine mile	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 "
1900....	289,677	9.67 "	7.33 "	.636 "
1901....	367,735	11.94 "	9.05 "	.784 "
1902....	427,899	13.30 "	9.85 "	.891 "
1903....	555,221	16.14 "	11.97 "	1.121 "
1904....	722,985	19.55 "	14.12 "	1.335 "
1905....	683,140	17.38 "	12.75 "	1.182 "
1906....	640,342	16.07 "	11.94 "	1.116 "
1907....	708,621	16.94 "	12.66 "	1.162 "
1908....	793,362	19.04 "	14.69 "	1.228 "
1909....	876,131	19.81 "	15.40 "	1.265 "
1910....	897,956	20.03 "	15.47 "	1.276 "

During the year, 283,445 tons of bituminous, and 183,686 tons of anthracite coal were used on engines, compared with 249,129 tons of bituminous, and 203,872 tons of anthracite in previous year.

## CONDITION OF EQUIPMENT AT CLOSE OF FISCAL YEAR

	1910	1909
No. of engines owned and leased.....	184	183
" " laid up ready for service.....	1	1
" " in service.....	165	164
" " in shop under repairs.....	17	18
" " in shop awaiting repairs.....	1	....
" " scrapped and sold.....	3	6
" " purchased and built.....	4	15
" " received general repairs and rebuilt.....	71	79
" " received ordinary repairs.....	145	134
No. of cars awaiting repairs.....	507	696
" " received repairs.....	60,874	61,914

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

## Classification of the Entire Freight Equipment according to the tonnage capacity of Cars for years shown

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.	Cars of 40 Tons.	Cars of 42 <sup>1</sup> / <sub>2</sub> Tons.	Total.			Cars of 14 Tons.	Cars of 20 Tons.	Cars of 25 Tons.	Cars of 30 Tons.	Cars of 40 Tons.	Total.			Total Freight Cars Owned.	Number of Cars in Service, 190.	Total market capacity in Tons. All Cars in service.	Average Tons per Car.
								Actual number of Cars.	Total market capacity in Tons. All Cars.	Average tons per Car.						Actual number of Cars.	Total market capacity in Tons.	Average tons per Car.				
1880	225	572						707	10,708	13.15	442	9			451	6,368	14.12	1248	1248	17,076	13.72	
1890	116	345	873		909			2243	30,670	22.16	382	362		8	752	12,822	17.05	2108	2985	63,498	24.22	
1893	72	332	867		3354			4635	122,472	26.42	353	382		10	745	12,882	17.29	5092	5370	136,354	25.03	
1895	42	209	814	2	3934			5031	130,320	27.70	327	371		39	737	13,168	17.73	6110	5763	151,548	26.22	
1897	38	182	788	2	4274			5284	147,034	27.83	207	385		71	663	12,728	19.20	6361	5947	159,762	26.70	
1898	28	103	784	2	4336			5253	137,588	28.10	136	355		158	649	13,744	21.18	6304	5902	161,332	27.33	
1899	26	61	780	2	4334			5203	136,836	28.23	109	357		216	682	15,146	22.20	6347	5885	161,982	27.53	
1900	21	50	764	2	4447		1	5285	149,732	28.33	82	351		233	666	15,158	22.60	6320	5951	164,899	27.66	
1901	20	49	755	2	4465		612	5903	176,036	29.83	78	342		244	664	15,252	22.66	6942	6567	191,288	29.13	
1902	17	41	733	2	4452		636	5881	170,078	29.09	76	327		252	655	15,164	23.15	6954	6536	191,242	29.26	
1903	16	27	716	2	4443		1131	6335	196,297	30.99	72	314		277	865	23,678	27.35	7662	7200	219,975	30.55	
1904	7	22	676	2	4407		1122	6226	193,857	31.29	71	301		284	958	27,614	28.72	7592	7194	221,471	30.75	
1905	7	20	635	2	4402		1131	6200	193,369	31.19	66	281		337	1234	38,654	31.32	7426	*7434	232,023	31.24	
1906	6	16	584	2	4406		10	1138	6162	192,971	31.32	62	270		356	1238	38,948	31.46	7445	*7400	231,919	31.21
1907	5	14	533	2984	1422	70	1135	6163	179,213	29.06	60	260		357	1226	38,710	31.57	7443	†7389	217,923	29.40	
1908	4	13	476	2136	2286	70	1132	6117	182,640	29.78	59	225		344	1175	37,527	31.96	7442	‡7292	220,166	30.00	
1909	3	9	283	1740	2787	70	1130	6031	183,982	30.66	56	219		341	1160	37,154	32.10	7432	†7191	221,130	30.10	
1910	3	8	226	1437	2831	221	1123	5849	182,090	31.25	51	191	1	346	542	1131	36,619	32.15	7583	‡6980	218,709	31.22

\* Including 72 cars in company service.  
 † Including 65 cars in company service.

‡ Including 70 cars in company service.  
 § Including 68 cars in company service.

¶ Including 69 cars in company service.





The following table shows the increase in tractive power, or draw-bar pull, of engines:

YEAR	1904			1905			1906			1907			1908			1909			1910				
	No. of Engines	Size of Cylinder	Tractive Power	No. of Engines	Size of Cylinder	Tractive Power	No. of Engines	Size of Cylinder	Tractive Power	No. of Engines	Size of Cylinder	Tractive Power	No. of Engines	Size of Cylinder	Tractive Power	No. of Engines	Size of Cylinder	Tractive Power	No. of Engines	Size of Cylinder	Tractive Power		
	Inches	Pounds	Inches	Pounds	Inches	Pounds	Inches	Pounds	Inches	Pounds	Inches	Pounds	Inches	Pounds	Inches	Pounds	Inches	Pounds	Inches	Pounds	Inches	Pounds	
1	15x24	10,000	1	15x24	10,000	1	15x24	11,800	1	15x24	11,800	1	15x24	11,800	1	15x24	11,800	1	15x24	11,800	1	15x24	11,800
4	17x24	62,400	4	17x24	62,400	4	17x24	62,400	4	17x24	62,400	4	17x24	58,100	4	17x24	58,100	4	17x24	58,100	4	17x24	58,100
7	17x24	106,500	7	17x24	106,500	7	17x24	106,500	6	17x24	91,280	6	17x24	91,200	6	17x24	91,200	6	17x24	91,200	6	17x24	91,200
1	17x24	13,700	1	17x24	13,700	2	17x24	25,500	2	17x24	25,500	2	17x24	25,600	2	17x24	25,600	2	17x24	25,600	2	17x24	25,600
2	17x24	38,300	2	17x24	25,500	3	17x24	73,700	3	17x24	44,200	2	17x24	27,200	6	17x24	98,800	6	17x24	98,800	6	17x24	98,800
5	17x24	73,700	5	17x24	73,700	7	17x24	120,000	7	17x24	120,000	7	17x24	115,600	6	18x24	102,600	6	18x24	102,600	4	18x24	66,300
7	17x24	120,000	7	17x24	120,000	7	17x24	119,700	6	18x24	102,600	6	18x24	102,600	4	18x24	66,300	4	18x24	66,300	4	18x24	66,300
7	18x24	119,700	7	18x24	119,700	7	18x24	119,700	4	18x24	60,900	4	18x24	60,900	2	18x24	36,400	2	18x24	36,400	2	18x24	36,400
4	18x24	60,900	4	18x24	60,900	2	18x24	31,800	2	18x24	34,800	2	18x24	34,800	4	18x24	66,300	4	18x24	66,300	4	18x24	66,300
8	18x24	31,800	2	18x24	31,800	2	18x24	34,800	6	18x26	106,800	6	18x26	106,800	5	18x26	72,400	5	18x26	72,400	8	19x24	108,300
8	18x26	154,200	8	18x26	142,400	6	18x26	106,800	3	18x28	61,200	8	19x24	166,400	8	19x24	166,400	10	19x24	210,000	10	19x24	210,000
8	18x28	40,800	2	18x28	40,800	2	18x28	40,800	11	19x24	231,000	11	19x24	231,000	4	19x24	85,600	4	19x24	85,600	11	19x24	231,000
8	19x24	142,500	8	19x24	142,500	8	19x24	166,400	8	19x24	166,400	8	19x24	166,400	10	19x24	210,000	12	20x24	273,000	12	20x24	273,000
11	19x24	231,000	11	19x24	231,000	11	19x24	231,000	4	19x24	85,600	4	19x24	85,600	17	19x26	407,500	17	19x26	407,500	15	20x26	430,500
4	19x24	85,600	4	19x24	85,600	17	20x28	442,000	17	20x28	442,000	17	20x28	467,500	12	20x24	273,000	12	20x24	273,000	15	20x26	430,500
7	20x28	162,000	11	20x28	286,000	17	20x28	442,000	12	20x24	273,000	12	20x24	273,000	15	20x26	430,500	15	20x26	430,500	20	21x32	872,000
11	20x24	274,200	12	20x24	274,200	12	20x24	273,600	12	20x24	273,600	12	20x24	273,600	15	20x26	430,500	15	20x26	430,500	20	21x32	872,000
42	20x24	1,070,600	42	20x24	1,070,600	42	20x24	1,070,100	42	20x24	1,096,200	42	20x24	1,096,200	15	20x26	430,500	15	20x26	430,500	3	20x28	97,500
10	20x26	287,000	10	20x26	287,000	10	20x26	287,100	15	20x26	430,500	15	20x26	430,500	15	20x26	430,500	15	20x26	430,500	20	21x32	872,000
20	21x32	872,000	20	21x32	872,000	20	21x32	872,000	20	21x32	872,000	20	21x32	872,000	20	21x32	872,000	20	21x32	872,000	20	21x32	872,000
TOTAL	161	3,979,900	167	4,050,300	170	4,190,600	173	4,318,800	174	4,373,900	183	4,726,300	184	4,798,600									
Average tractive power per engine		24,270		24,307		24,650		24,964		25,137		25,826		26,080									



ADDITIONS AND BETTERMENTS—MOTIVE POWER DEPARTMENT

During the year new equipment has been purchased or built in the shops of the company, improvements made, shop machinery installed, and charged to additions and betterments, costing \$300,774.82, as follows:

*Locomotives*

- 1 consolidation engine built.
  - 3 switch engines purchased.
  - 1 4,500-gallon cistern applied to engine, replacing old cistern of 3,450 gallons capacity.
- Steel tired wheels have been applied to 35 engines. replacing cast iron wheels.

*Passenger Train Cars*

- 2 mail and baggage cars built.
- 5 milk cars built.
- 3 milk cars have been equipped with steel body bolsters, in place of wood.
- 7 milk cars have been equipped with Miner draft gear, in place of wood.
- 6 coaches have been equipped with steel tired, in place of cast iron wheels.

*Freight Train Cars*

- 151 40-ton coal cars built.
- 56 30-ton coal cars built.
- 5 30-ton stock cars built.
- 1 4-wheel caboose built.
- 7 freight cars have been equipped with steel underframes, in place of wood.
- 202 steel body bolsters have been applied to freight cars, in place of wood

- 80 steel truck bolsters have been applied to freight cars, in place of wood.
- 256 freight cars have been equipped with Miner draft gear, in place of wood.

### *Work Train Cars*

- 1 work equipment car has been equipped with Miner draft gear, in place of wood.

### *Shop Machinery and Tools*

#### Middletown Shops:

- 2 pneumatic drills,  
 1 upright drill,  
 1 lathe,  
 1 flat turret lathe and motor,  
 1 planer, and motor,  
 1 high duty crank shaper,  
 1 oil tank, 6,000 gallons capacity.

#### Norwich Shops:

- 1 crank pin press,  
 1 punch and shears, and motor,  
 1 milling machine,  
 1 fire heater,  
 1 pneumatic hoist,  
 2 water tube boilers,  
 1 horizontal pattern pump,  
 1 feed water heater,  
 15 shaft floor stands and shafting belting for new machines,  
 2 vise stands, with vises,  
 1 40-ton electric traveling crane,

- 3 generators and rheostats,
- Pipe and fittings for new electric and boiler plant, and engines and boilers for same erected,
- 3 automatic engines erected,

## Oswego Shops:

- 1 high duty crank shaper,
- 1 upright drill,
- 1 boring machine,
- 1 air compressor,
- 2 tubular boilers,
- 1 feed water heater,
- 2 steam separators,
- 1 horizontal pattern pump.
- 1 set of Bowser oil system tanks and fixtures,
- 2 generators and rheostats set up,
- Labor hanging shafting.
- Pipe fittings and labor of setting up pipe,

## SUMMARY

Locomotives.....	\$48,226 72
Passenger Tram Cars.....	17,017 99
Freight " ".....	193,439 23
Work Equipment ".....	24 91
Shop Machinery and Tools.....	42,065 97
Total.....	<u>\$300,774 82</u>

## MAINTENANCE OF WAY DEPARTMENT.

The following improvements have been made in the Maintenance of Way Department and charged to Additions and Betterments, as stated below:

## MAIN LINE AND BRANCHES

<i>Widening Cuts and Fills.</i> —Completing the filling of wooden trestle 332 and filling wooden trestle 338 at Stockbridge, 322 feet long.....	\$5,620 28
<i>Bridges, Trestles and Culverts.</i> —Covering waterway in Middletown yard, masonry at bridge 294, Norwich, and a concrete waterway in place of wooden bridge 339, Stockbridge.....	4,231 42
<i>Tunnels.</i> —Lining with brick and stone part of Hawk's Mt. Tunnel.....	11,526 13
<i>Rail.</i> —3.2 miles, 85-lbs. rail laid in place of 76-lbs. at Rock Tavern, difference in weight.....	2,132 24
<i>Track Fastenings.</i> —Guard rail clamps and tie plates of an improved type, or where none before. ....	15,033 38
<i>Ballast.</i> —Equal to thirty miles single track ballasted with gravel, culm and cinders; and 0.75 mile stone ballast at Middletown and Hawk's Mountain	24,287 63
<i>Sidings and Spur Tracks.</i> —1.20 miles, principally at Beerston and Nelson's.....	8,730 84
<i>Terminal Yards.</i> —2.63 miles, principally at Middletown, Cadosia, Norwich and Oneida.....	21,768 54
<i>Fencing.</i> —Crossing gates at Castle.....	851 15
<i>Elimination of Grade Crossing</i> at Firthcliffe.....	27,846 95
<i>Interlocking Apparatus.</i> —Signals at Central Square installed by N. Y. C. & H. R. R.R., O. & W., paying 10/29. Also, a driven well and reservoir for Fallsburgh signals.....	6,352 39
<i>Block and Other Signals.</i> —6 motor signals, Fallsburgh and Luzon; 2 Northfield; 22 Fulton and Oswego and crossing bells, Budds and Strongtown.....	25,812 41

<i>Telegraph and Telephone Lines.</i> —Telephone lines Cornwall to Firthcliffe, Sidney shops, Northfield, and Central Square.....	\$2,197 28
<i>Stations, Buildings and Fixtures.</i> —A new freight and passenger station at Central Square.....	2,425 06
<i>Shops, Engine-houses and Turntables.</i> —Middletown, new ash pit and scrap platform; Norwich, machine shop and power house completed; Oneida, an electric light plant, and at Oswego, a ten-stall engine-house, machine shop, a storehouse, a power-house, and a turntable.....	79,884 09
<i>Shop Machinery and Tools.</i> —Motors, crane runways, and ash elevators at Norwich and Oswego shops	14,139 18
<i>Water and Fuel Stations.</i> —Water station begun at Pratts.....	87 54
<i>Dock and Wharf Property.</i> —At Weehawken, Coal Pier No. 2, rebuilt and enlarged, the portion charged improvement being .....	30,432 00
<i>Miscellaneous.</i> —Creameries, \$10,734.17, built at Rock Tavern, Pratts, Munns and Morrisville; at Cadonia, \$11,217.87 have been expended on the 120,000-tons Coal Storage Plant begun in May..	21,952 04
Total.....	\$305,310 55

## SCRANTON DIVISION

<i>Bridges, Trestles and Culverts.</i> —The replacing with steel of wooden trestle 660 feet long at Preston Park was completed.....	\$48,370 62
<i>Widening Cuts and Fills.</i> —Changing approach to Preston Park trestle.....	7,856 09
<i>Rail.</i> —At Starlight, 1.6 miles of 85-lbs. rail laid in place of 75 and 76-lbs.....	3,399 46
<i>Track Fastenings.</i> —Step joints, guard rail clamps and tie plates of an improved type, or where none before.....	4,629 16

<i>Sidings and Spur Tracks.</i> —At Jermyn for interchange with D. & H. Co.....	\$8,828 35
<i>Terminal Yards.</i> —Scranton town tracks.....	724 06
<i>Over and Under Grade Crossings.</i> —At Providence, a sidewalk put on street bridge.....	261 55
<i>Block and Other Signals.</i> —Two banner signals at Jermyn.....	835 82
<i>Telegraph and Telephone Lines.</i> —Telephone line, Dickson to Capouse Breaker.....	1,714 83
<i>Shops, Engine-houses and Turntables.</i> —At Mayfield a car repair shed built and ash pit extended....	4,193 86
<i>Water and Fuel Stations.</i> —Deep well put down at Pleasant Mount.....	752 50
Total.....	<hr/> \$81,566 30

## UTICA DIVISION

<i>Bridges, Trestles and Culverts.</i> —Bridge 40, Franklin Springs, 34-foot "I" beams in place of 60-foot wooden trestle.....	\$1,597 43
<i>Rail.</i> —At Deansboro, 1.7 miles of 75-lbs. rail in place of 67-lbs., and on Rome Branch, 4.27 miles of 75-lbs. rail in place of 56-lbs.....	5,544 45
<i>Track Fastenings.</i> —Step Joints, guard rail clamps and tie plates of an improved type, or where none before.....	1,206 52
<i>Ballast.</i> —5.51 miles gravel and cinder ballast at Hamilton, Pecksport and Bartlett.....	8,025 62
<i>Sidings and Spur Tracks.</i> —At New Hartford a switch for paper company and at Hamilton a stock yard switch.....	1,598 06
Total.....	<hr/> \$17,972 08

## P. J. M. &amp; S. DIVISION

<i>Sidings and Spur Tracks.</i> —Switch at Huguenot.....	\$365 20
<i>Terminal Yards.</i> —Switch at Monticello.....	574 43
<i>Miscellaneous.</i> —Sales coal trestle extended at Monticello	1,801 96
Total .....	<u>\$2,741 59</u>

## E. &amp; K. DIVISION

<i>Ballast.</i> —At Cottekill.....	\$340 41
<i>Sidings and Spur Tracks.</i> —At High Falls.....	315 54
<i>Water and Fuel Stations.</i> —Kyserike water station completed.....	2,006 24
<i>Miscellaneous.</i> —Sales coal trestle extended at Kingston.....	344 22
Total.....	<u>\$3,006 41</u>

## SUMMARY

The additions and betterments noted above aggregate \$410,596.93 as follows:

Main Line and Branches.....	\$305,310 55
Scranton Division.....	81,566 30
Utica Division.....	17,972 08
P. J. M. & S. Division.....	2,741 59
E. & K. Division.....	<u>3,006 41</u>

In addition to above there was expended on:

Second track, Main Line.....	\$5,728 29
Second track, Scranton Division.....	96,868 54
Extension of Capouse Branch to Lehigh Valley R.R.....	<u>195,382 10</u>

## SECOND TRACK

	Main Line	Scranton Div.
Expended during year ending June 30, 1910.....	\$5,728 29	\$96,868 54
" " prior to July 1, 1909.....	<u>3,202,690 86</u>	<u>250,214 69</u>
Total.....	\$3,208,419 15	\$347,083 23

SECOND TRACK IN USE ON MAIN LINE, JUNE 30, 1910:

	Miles
ROAD MILEAGE, Cornwall to Cadosia.....	106.79
Less tunnels.....	<u>1.76</u>
Total.....	105.03

## SECOND TRACK IN USE ON SCRANTON DIVISION, JUNE 30, 1910:

	Miles
Scranton to Diamond Crossing.....	0.85
Winton to Mayfield Yard.....	5.46
Carbondale to Pleasant Mount.....	13.48
Preston Park to Starlight.....	2.96
Total.....	22.75

## RAILS

The weight and distribution of rails on Main Line, Branches and Leased Lines are as follows:

Division	Miles and Weight of Rail							Total
	95-lb.	85-lb.	76-lb.	75-lb.	67-lb.	62-lb.	56-lb.	
Main Line.....	36.46	8.73	199.38	27.18	.....	.....	.....	271.75
Branches.....	.....	.....	.....	29.18	10.28	.....	14.36	53.82
Scranton Div.....	.....	2.51	38.99	12.16	.....	.....	.....	53.66
Utica ".....	.....	.....	5.35	22.63	14.25	1.00	.85	44.08
Pecksport Line.....	.....	.....	3.69	.....	.....	.....	.....	3.69
P. J. M. & S. Div.....	.....	.....	.....	36.25	2.02	.....	.....	38.27
E. & K. ".....	.....	.....	.....	.....	25.89	.....	1.25	27.14
Total Miles.....	36.46	11.24	247.41	127.40	52.44	1.00	16.46	492.41

## TIES

There have been used in repairs 212,509 ties, being 10,791 more than previous year, at an average price of 60.3 cents, which is 1.7 cents less than last year. They were distributed as follows:

Main Line and Branches.....	139,916
Scranton Division.....	30,470
Utica Division.....	23,559
P. J. M. & S. and E. & K. Div.....	18,564
Total.....	212,509

## BRIDGES AND TRESTLES

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

	1910		1909		1891	
	Number	Aggregate Length in Feet	Number	Aggregate Length in Feet	Number	Aggregate Length in Feet
Steel or Iron Bridges.....	240	29,033	234	28,062	94	14,706
Wooden Bridges.....	3	163	3	163	89	5,098
Wooden trestles.....	44	5,790	49	7,452	124	23,884
Total.....	287	34,986	286	35,677	307	43,688

The P. J. M. & S. and E. & K. bridges of 13-foot clear span and over are included in 1909 and 1910,—30 bridges, 2,040 feet.



The following statement shows number and length of bridges and trestles for O. & W., proper, compared with 1886:

	1910		1886	
	Number	Aggregate Length in Feet	Number	Aggregate Length in Feet
Steel Bridges.....	129	17,415	27	7,521
Wooden Bridges.....	2	48	80	6,357
" Trestles.....	37	4,232	117	20,441
Total.....	168	21,695	224	34,319

Following improvement work is now in progress, or proposed:

#### MAIN LINE

*Cornwall*: Additional track at docks for storage of coal.

*Crystal Run*: New creamery.

*Middletown*: Extension of north yard for storage of cars.

*Summitville*: Extension of siding, will be commenced about September 1st.

*Fallsburgh*: Extension of Brown's pond passing track.

*Livingston Manor*: Extension of northbound passing track.

*Hawk's Mt. Tunnel*: Brick arching in place of timber will be finished about September 1st.

*Cadosia*: Coal storage plant for 120,000 tons, about one-third of work actually done.

*Cadosia*: Will put the steam shovel in station cut and begin the extension of south or empty car yard about September 1st, or as soon as released from Preston Park rock cut.

*Norwich*: Chenango river bridge masonry completed and double-track bridge now being erected.

*Pratts*: New water supply station.

*Oswego*: Ash pit and toilet building for shops.

#### UTICA DIVISION

New turntable at engine-house will be finished about September 1st.

#### SCRANTON DIVISION

Second track Preston Park to Winwood, grading except the earth cut at Preston Park will be finished about September 1st.

Second track, south of Mayfield Yard, track in use to Winton, laid to Peckville, grading practically finished, some masonry unfinished and changes in tracks to be made to complete track to Dickson.

Second track, Pleasant Mt. to Poyntelle, will begin the extension of passing track at Orson south about September 1st, or earlier, and begin at Pleasant Mt., working north about same time.

*Bridges 1 and 2* over Lackawanna river and Erie tracks at North West Branch are now being erected.

Additional tracks are required at Riverside and Johnson No. 2 mine branches for storage of cars and will be commenced this fall

*Pleasant Mount:* Water station has been commenced.

*Mayfield Shops:* These improvements are waiting the purchase of the necessary land, which if acquired promptly, the turntable can be put in this fall, and the engine-house possibly be made ready for occupancy, though not entirely completed, by January 1st.

#### TRAIN LOADS

Year Ending June 30	Average Tons Per Train	Average Tons Per Car	Average Cars Per Train
1908.....	276	13.03	21.2
1909.....	278	13.31	20.9
1910.....	281	13.38	21.0

In making up the above table, loaded and empty car miles are used, and miles run by a pushing or assisting engine in service are counted as train miles.

The following statement shows the annual cost of maintenance for the past twenty-one years:

Year ending June 30	Road per mile operated	Per Locomotive	Per Passenger and Freight Car
1890.....	\$867	\$958	\$38
1891.....	933	775	33
1892.....	897	1,318	40
1893.....	1,098	1,577	40
1894.....	1,157	1,280	33
1895.....	1,137	1,201	35
1896.....	1,131	1,446	34
1897.....	1,278	1,372	34
1898.....	1,295	1,297	36
1899.....	1,197	1,191	46
1900.....	1,492	1,532	62
1901.....	1,778	1,640	60
1902.....	2,093	1,774	59
1903.....	2,112	1,921	56
1904.....	2,201	2,358	65
1905.....	1,671	2,320	66
1906.....	1,810	2,568	71
1907.....	2,035	2,636	85
1908.....	1,979	2,827	79
1909.....	1,807	2,859	78
1910.....	2,099	2,634	85

The following table shows freight train and car miles, as well as tons carried one mile, for twenty-three years:

Year ending	Train miles	Car Miles	Tons carried one mile
Sept. 30, 1888.....	799,729	11,363,474	81,820,504
" 1889.....	790,512	11,979,412	84,060,450
June 30, 1890.....	921,771	14,357,674	103,883,353
" 1891.....	1,326,470	22,502,704	194,897,759
" 1892.....	1,624,718	28,584,646	263,839,116
" 1893.....	1,818,111	32,747,185	294,036,533
" 1894.....	1,930,101	33,202,453	328,533,616
" 1895.....	1,848,773	34,499,778	359,358,052
" 1896.....	1,834,808	34,609,182	356,414,070
" 1897.....	1,764,157	34,309,163	353,100,732
" 1898.....	1,617,886	32,432,447	354,127,528
" 1899.....	1,832,840	38,405,988	440,413,877
" 1900.....	1,949,251	40,906,128	486,442,640
" 1901.....	2,009,138	42,173,435	516,135,284
" 1902.....	2,127,288	43,135,535	541,789,449
" 1903.....	2,235,702	44,372,524	580,406,194
" 1904.....	2,412,869	48,715,967	630,918,900
" 1905.....	2,545,056	51,848,297	695,332,579
" 1906.....	2,511,327	50,868,340	661,651,285
" 1907.....	2,672,516	54,146,695	723,580,961
" 1908.....	2,678,449	56,814,256	740,482,852
" 1909.....	2,940,602	61,663,105	820,957,230
" 1910.....	2,969,821	62,604,905	837,672,900

#### EARNING POWER

The following statement shows the results per mile of road operated for the fiscal years 1887 to 1910, inclusive:

Year ending	Gross Receipts	Expenses Inc. Taxes	Net from Operation	Surplus
Sept. 30, 1887.....	\$4,048	\$3,280	\$768	\$160
" 1888.....	4,559	3,783	776	120
" 1889.....	4,760	3,943	817	144
June 30, 1890.....	5,188	4,168	1,020	345
" 1891.....	5,893	4,520	1,373	210
" 1892.....	6,849	5,162	1,687	434
" 1893.....	7,735	5,860	1,866	530
" 1894.....	8,059	5,732	2,327	888
" 1895.....	7,696	5,542	2,154	688
" 1896.....	7,927	5,660	2,267	785
" 1897.....	8,105	5,787	2,318	832
" 1898.....	8,148	5,831	2,317	883
" 1899.....	9,046	6,182	2,864	1,298
" 1900.....	10,331	7,108	3,223	1,788
" 1901.....	11,079	7,861	3,218	1,830
" 1902.....	11,357	8,654	2,703	1,372
" 1903.....	11,263	8,310	2,953	1,570
" 1904.....	12,131	9,251	2,880	1,617
" 1905.....	12,930	9,210	3,720	2,336
" 1906.....	13,309	9,587	3,722	2,175
" 1907.....	15,026	10,340	4,686	3,031
" 1908.....	14,878	10,237	4,641	2,786
" 1909.....	15,187	10,684	4,503	2,461
" 1910.....	15,716	11,164	4,552	2,405

## HIRE OF EQUIPMENT.

The following statement shows the amount received for use of cars of this company, and amount paid for use of foreign cars, during the fiscal year, as compared with previous year:

	1910	1909
Amount paid for use of foreign cars.....	\$294,861 50	\$224,053 61
Amount received for hire of O. & W. cars.....	174,710 07	142,020 48
Balance against this company.....	<u>\$120,151 43</u>	<u>\$82,033 13</u>

## GENERAL REMARKS

There has been a continued improvement in the physical condition of the road and equipment.

The extension of the Capouse branch, 4 6-10 miles, to Sibley Junction, was completed and put in operation June 15.

Second track on Scranton division between Starlight and Winwood, 4 miles, is nearly completed, and will be in use in October.

Work is now progressing on second track between Poyntelle Summit and Pleasant Mount, 8 miles, and it is expected that this will be completed before the end of the calendar year.

During the year we have had no strikes, or serious labor controversies, but considerable advances have been made in wages of all employes to meet the increased cost of living, and to conform to the scales of wages in effect on neighboring lines.

I take pleasure in acknowledging the faithful and efficient services rendered by officers and employes in all departments during the year.

Yours respectfully,

J. E. CHILDS,  
*Vice-President and General Manager*

NEW YORK, August 31st, 1910.

OFFICE OF THE SECRETARY AND TREASURER.

NEW YORK, August 29th, 1910.

MR. THOMAS P. FOWLER,  
*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, 1910.

The accounts of the Company have been verified by the auditors elected by the stockholders, Messrs. Barrow, Wade, Guthrie & Co., and their certificate is hereto attached.

Yours respectfully,

R. D. RICKARD,  
*Secretary and Treasurer.*

## CERTIFICATE

---

*New York, August 29th, 1910.*

*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, 1910, and have compared the Vouchers with the Cash Book.

We have also examined the General Balance Sheet and Revenue Accounts for year ending June 30th, 1910, 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 the 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. 155, 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
General Mortgage, May 31, 1905, 4 per cent. 50 year bonds, redeemable at 110.....	

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

Articles of Association and pursuant to Chapter 155, Laws of 1880.
--

## No. 3. Bond Capital authorized

	Amount Authorized.
Refunding Mortgage Bonds, 4 per cent.	\$20,000,000
General	12,000,000

## WESTERN RAILWAY COMPANY

*ending June 30th, 1910*

## Capital authorized

STOCK.		Bonds.	Total.
Common.	Preferred.		
\$48,000,000	\$2,000,000		
15,000,000			
		\$20,000,000	
		12,000,000	\$97,000,000

## showing amount issued

Amount Created.	Amount Issued.
\$60,113,982.84	\$60,113,982.84

## showing amount issued and sold

Amount Issued.	Amount Sold.
\$20,000,000	\$20,000,000
3,948,000	3,948,000

## No. 4.—Revenue Account.—

June 30th, 1909.	EXPENDITURE	June 30th, 1910.
\$ c		\$ c
920,196 08	Maintenance of Way and Structures .....	1,034,454 44
1,580,386 69	Maintenance of Equipment .....	1,316,045 67
114,262 27	Traffic Expenses .....	139,243 64
3,054,847 07	Transportation Expenses .....	3,191,468 82
174,408 46	General Expenses .....	200,994 33
5,644,101 57		5,882,146 90
189,159 86	Taxes .....	211,693 19
5,833,261 43	Total Operating Expenses and Taxes .....	6,093,840 09
2,157,908 83	Balance Carried to Net Revenue Account No. 5.....	2,484,912 88
8,290,170 26		8,578,752 97

## No. 5.—Net Revenue Account.—

\$ c		\$ c
500,000 00	To Interest on Refunding Mortgage 4 per cent. Bonds.....	800,000 00
157,920 00	" " General Mortgage 4 per cent. Bonds.....	157,920 00
2,500 24	" " Equipment Trust Notes .....	
55,003 73	" Rent of U. C. & R. and R. & C. Railroads.....	
3,750 00	" " Wharton Valley Railway.....	59,491 74
149,188 81	" " Ontario, Carbondale & Scranton Railway.....	3,750 00
18,000 00	" " Port Jervis, Monticello & Summitville Railroad.....	148,059 80
26,000 00	" " Ellenville & Kingston Railroad.....	18,000 00
2,460 78	" Sundry Interest and Discounts.....	26,000 00
150,416 66	" Interest on Gold Notes.....	23,305 74
36,321 10	" Outside Operations (Net).....	128,750 00
58,258 74	" Rentals Paid.....	43,842 44
84,472 00	" Hire of Equipment.....	54,357 86
1,343,127 07	" Balance, carried forward to Account No. 6.....	111,985 08
2,886,319 13		1,512,797 48
		2,888,259 64

## No. 6.—Profit and Loss Account.—

\$ c		\$ c
	To Adjustment of various accounts accrued prior to July 1, 1909.....	32,662 65
	" Balance carried forward to Account No. 7.....	5,593,138 84
		5,925,801 49

## June 30th, 1910

June 30th, 1909.	REVENUE	June 30th, 1910.
\$ c		\$ c
6,465,999 65	Freight.....	6,649,635 01
1,506,585 69	Passenger.....	1,592,450 16
10,331 74	Excess Baggage.....	9,368 17
26,187 65	Parlor and Chair Car.....	26,035 45
51,352 72	Mail.....	52,805 77
140,353 38	Express.....	157,025 50
7,306 76	Milk (on Passenger Trains).....	7,307 41
737 85	Other Passenger Train.....	985 12
48,539 70	Switching.....	46,932 97
60 00	Special Service Train.....	652 00
3,027 40	Miscellaneous Transportation.....	3,352 20
3,088 11	Station and Train Privileges.....	3,418 55
724 10	Parcel-room Receipts.....	749 25
890 44	Storage—Freight.....	1,213 09
375 80	Storage—Baggage.....	314 45
13,055 00	Car Service.....	15,428 50
6,874 38	Telegraph Service.....	6,677 57
4,690 19	Rents of Buildings and Other Property.....	4,539 00
8,290,170 26		8,578,752 97

## June 30th, 1910

\$ c	By Balance of Revenue Account for the year as per Account No. 4.....	\$ c
2,457,908 83	" Interest on Bond of the Ontario, Carbondale & Scranton Railway Co.....	2,484,912 88
75,000 00	" Interest on Bonds of the Scranton Coal Co.....	75,000 00
80,966 66	" " " Elk Hill Coal & Iron Co.....	69,500 00
212,250 00	" " " Ellenville & Kingston R.R. Co.....	204,750 00
26,000 00	" " " Port Jervis, Monticello & Summitville Railroad Co.....	26,000 00
18,000 00	" Interest on Bonds of the Town of Wallkill.....	18,000 00
100 00	" Rentals Received.....	300 00
16,093 64		12,569 76
2,886,319 13		2,555,259 64

## June 30th, 1910

	\$ c	\$ c
By Balance at July 1st, 1909.....		5,706,795 26
Net Revenue year ending June 30, 1910.....	1,312,797 48	
Less: Dividend on Preferred Stock.....	210 00	
" Common Stock.....	1,162,328 00	150,469 48
" Repayment on account of advances O. C. & S. Ry. Co.....		65,300 00
" Adjustment of various accounts prior to July 1, 1909.....		2,050 73
" Unclaimed wages, July 1, 1908, to June 30, 1909.....		556 02
		5,925,801 49



## No. 7.—Condensed General Balance Sheet.—

ASSETS			
PROPERTY INVESTMENT		\$	c
<b>ROAD AND EQUIPMENT:</b>			
Investment to June 30, 1907.			
Road	\$69,856.568 75		
Equipment	6,966,360 82		
		76,822,929	57
Investment since June 30, 1907.			
Road	\$1,772,904 52		
Equipment	974,458 85		
General Expenditures	18,900 00		
		2,766,263	37
		79,589,192	94
Reserve for Accrued Depreciation—Cr. (Equipment)		426,805	81
			79,162,387 13
<b>SECURITIES:</b>			
Securities of Proprietary, Affiliated and Controlled Companies—Pledged:			
Stocks	1,895,000 00		
Funded Debt	4,975,000 00		
Securities of Proprietary, Affiliated and Controlled Companies—Unpledged:			
Stocks	417,137 97		
Funded Debt	3,570,000 00		
Miscellaneous	144,640 03		
			11,001,778 00
<b>OTHER INVESTMENTS:</b>			
Advances to Proprietary, Affiliated and Controlled Companies for Construction, Equipment and Betterments			
	40,060 50		
Miscellaneous Investments	105,884 81		
			145,945 31
<b>WORKING ASSETS</b>			
Cash	781,496 27		
Loans and Bills Receivable	10,374 03		
Traffic and Car Service balances due from other Companies	1,162,139 12		
Net balances due from Agents and Conductors	106,035 51		
Miscellaneous Accounts Receivable	229,574 12		
Materials and Supplies	906,270 20		
Other Working Assets	595,045 83		
			3,790,935 08
<b>DEFERRED DEBIT ITEMS</b>			
Advances	6,173 75		
Rents and Insurance paid in advance	12,014 17		
Cash and Securities in Sinking and Redemption Funds	4,000 00		
Other deferred Debit Items	9,726 80		
			31,914 72
			04,132,000 24

## June 30th, 1910

LIABILITIES			
STOCK			
	\$	c	\$
			c
Capital Stock, Common	58,113,982	84	
Preferred	4,000	00	
			58,117,982 84
<b>MORTGAGE, BONDED AND SECURED DEBT</b>			
Mortgage Bonds	23,948,000	00	
Collateral Trust Bonds	2,375,000	00	
			26,323,000 00
<b>WORKING LIABILITIES</b>			
Loans and Bills Payable	944,894	81	
Traffic and Car Service balances due to other Companies	99,637	80	
Audited Vouchers and Wages unpaid	2,217,216	89	
Matured Interest, Dividends and Rents unpaid	47,314	58	
			3,309,064 05
<b>ACCRUED LIABILITIES NOT DUE</b>			
Unmatured interest, dividends and rents payable			325,156 56
<b>DEFERRED CREDIT ITEMS</b>			
Operating Reserves			164,617 92
<b>PROFIT AND LOSS</b>			
Balance			5,893,138 84
			04,132,060 24

No. 8.—Details of Investment in Other Companies  
June 30, 1910

Ontario Carbondale & Scranton Ry. Co.....	Capital Stock.....	\$1,500,000 00
Ontario, Carbondale & Scranton Ry. Co.....	Mortgage Bond.....	1,500,000 00
Scranton Coal Co. ....	1st Mortgage Bond Bal.	300,000 00
Scranton Coal Co. ....	2d " " "	1,170,000 00
Elk Hill Coal & Iron Co.....	1st " "	2,075,000 00
Elk Hill Coal & Iron Co.....	2d " "	2,400,000 00
Wharton Valley Ry. Co.....	Capital Stock.....	70,000 00
Pecksport Connecting Ry. Co.....	" " .....	40,000 00
Port Jervis, Monticello & Summitville R.R. Co....	" " .....	110,000 00
Port Jervis, Monticello & Summitville R.R. Co....	1st Mortgage Bond.....	450,000 00
Ellenville & Kingston R.R. Co.....	Capital Stock.....	300,000 00
Ellenville and Kingston R.R. Co.....	1st Mortgage Bond.....	650,000 00
Sundry Shares and Bonds.....		436,778 00
		<b>\$11,001,778 00</b>
<b>DETAILS OF ADVANCES TO OTHER COMPANIES.</b>		
Pecksport Connecting Ry. Co.....		\$40,080 50

## No. 9.—Details of Additions and Betterments Expenditure

Cost of Road, June 30, 1900.....		\$70,563,931 31
Additions and Betterments during year:		
Right of Way and Station Grounds.....	\$22,741 67	
Real Estate.....	7,548 00	
Widening, Cuts and Fills.....	13,476 37	
Tunnel Improvements.....	11,526 13	
Bridges, Trestles and Culverts.....	54,199 47	
Increased Weight of Rail.....	11,076 15	
Track Fastenings.....	20,869 06	
Ballast.....	32,653 66	
Additional Main Tracks.....	102,596 83	
Sidings and Spur Tracks.....	10,837 99	
Terminal Yards.....	23,067 03	
Fencing Right of Way.....	851 15	
Improvement of Over and Under Grade Crossings.....	261 53	
Track Elevation and Elimination of Grade Crossings.....	16,361 38	
Interlocking Apparatus.....	6,352 39	
Block and Other Signal Apparatus.....	26,646 23	
Telegraph and Telephone Lines.....	3,912 11	
Station Buildings and Fixtures.....	2,325 06	
Shops, Enginehouses and Turntables.....	84,077 95	
Shop Machinery and Tools.....	52,401 15	
Water and Fuel Stations.....	2,846 28	
Dock and Wharf Property.....	30,432 00	
Miscellaneous Structures.....	24,098 22	
Interest and Commissions.....	18,900 00	
New Construction (Capouse Extension).....	195,382 10	
		<u>754,441 93</u>
Total Cost of Road to June 30, 1910.....		\$71,648,373 27
Cost of Equipment to June 30, 1909.....		\$7,791,503 56
Additions and Betterments during year:		
Locomotives.....	\$48,226 72	
Passenger Cars.....	17,017 99	
Freight ".....	193,439 23	
Work ".....	24 91	
		<u>\$258,708 85</u>
Less: Equipment retired during year:		
Locomotives.....	\$10,500 00	
Passenger Cars.....	4,100 00	
Freight ".....	94,142 74	
Work ".....	650 00	
		<u>\$109,392 74</u>
Total Cost of Equipment to June 30, 1910.....		<u>\$7,940,816 67</u>
Grand Total Cost of Road and Equipment to June 30, 1910.....		\$79,589,192 94

## No. 10.—Operating

MAINTENANCE OF WAY AND STRUCTURES	June 30, 1909	June 30, 1910
1. Superintendence.....	\$40,512 89	\$45,685 78
2. Ballast.....	6,015 18	7,363 38
3. Ties.....	141,749 37	126,538 46
4. Rails.....	9,081 50	20,479 25
5. Other Track Material.....	37,591 53	42,171 21
6. Roadway and Track.....	348,286 31	303,380 01
7. Removal of Snow, Sand, and Ice.....	21,881 01	59,745 09
8. Tunnels.....	9,775 69	8,959 92
9. Bridges, Trestles, and Culverts.....	38,480 03	67,614 96
10. Over and Under Grade Crossings.....	1,137 21	829 00
11. Grade Crossings, Fences, Cattle Guards and Signs.....	20,531 67	26,640 87
12. Snow and Sand Fences, and Snowsheds.....	470 10	177 24
13. Signals and Interlocking Plants.....	25,405 98	24,919 55
14. Telegraph and Telephone Lines.....	3,670 84	3,345 69
16. Buildings, Fixtures and Grounds.....	68,941 62	71,638 29
17. Docks and Wharves.....	33,245 52	113,588 64
18. Roadway Tools and Supplies.....	12,378 72	12,408 93
19. Injuries to Persons.....	9,161 23	5,861 70
20. Stationery and Printing.....	2,412 62	2,652 21
21. Other Expenses.....	830 59	317 50
22. Maintaining Joint Tracks, Yards, and Other Facilities Dr.....	94,931 16	98,173 04
23. Maintaining Joint Tracks, Yards, and Other Facilities Cr.....	6,294 69	8,056 28
	\$920,196 08	\$1,034,454 44
Per Cent on Gross Receipts.....	11. 10	12. 06
Per mile of Line and Sidings owned and leased.....	\$1,102. 55	*\$1,229. 04
Per Ton of Freight carried.....	c16. 05	c18. 21

\*Capouse Extension, 4.64 Miles, not included.

## MAINTENANCE OF EQUIPMENT

24. Superintendence.....	\$26,075 04	\$31,588 80
25. Steam Locomotives—Repairs.....	523,194 80	484,634 58
26. Steam Locomotives—Renewals.....	4,811 61	Cr. 3,690 11
27. Steam Locomotives—Depreciation.....	68,520 13	72,065 19
31. Passenger Train Cars—Repairs.....	115,345 56	110,658 41
32. Passenger Train Cars—Renewals.....	Cr. 2,194 17	Cr. 8,911 66
33. Passenger Train Cars—Depreciation.....	31,510 91	31,454 67
34. Freight Train Cars—Repairs.....	472,094 16	500,840 80
35. Freight Train Cars—Renewals.....	8,120 70	Cr. 42,667 17

## Expenses

MAINTENANCE OF EQUIPMENT—Continued	June 30, 1909	June 30, 1910
36. Freight Train Cars—Depreciation.....	\$81,461 59	\$95,072 40
43. Work Equipment—Repairs.....	3,296 56	3,759 12
44. Work Equipment—Renewals.....	338 00	272 51
45. Work Equipment—Depreciation.....	4,511 52	4,625 33
46. Shop Machinery and Tools.....	23,614 15	22,543 65
47. Power Plant Equipment.....		
48. Injuries to Persons.....	14,027 26	11,530 09
49. Stationery and Printing.....	4,708 37	5,304 41
50. Other Expenses.....	52 50	73 65
51. Maintaining Joint Equipment at Terminals—Dr.....		
52. Maintaining Joint Equipment at Terminals—Cr.....		
	\$1,380,386 69	\$1,316,045 67
Per Cent. on Gross Receipts.....	16. 65	15. 34
Per Traffic Engine Mile.....	c25. 01	23. 46
Per Traffic Car Mile.....	c2. 24	2. 10

  

TRAFFIC EXPENSES		
53. Superintendence.....	\$34,713 73	\$35,480 89
54. Outside Agencies.....	37,860 85	26,280 37
55. Advertising.....	11,979 47	14,326 58
56. Traffic Associations.....	2,372 21	1,287 70
57. Fast Freight Lines.....	6,180 09	25,764 58
58. Industrial and Immigration Bureaus.....	11,771 33	24,982 69
59. Stationery and Printing.....	9,385 59	10,605 83
60. Other Expenses.....		512 00
	\$114,263 27	\$139,243 64
Per Cent. on Gross Receipts.....	1. 38	1. 62
Per Traffic Engine Mile.....	c2. 07	c2. 48
Per Traffic Car Mile.....	. 19	. 22

## No. 10.—Operating

TRANSPORTATION EXPENSES	June 30, 1909	June 30, 1910
61. Superintendence.....	\$48,763 17	\$48,844 50
62. Despatching Trains.....	27,926 35	27,890 24
63. Station Employees.....	348,563 27	355,679 49
64. Weighing and Car Service Associations.....	2,010 89	1,898 05
65. Coal and Ore Docks.....	61,211 23	67,170 28
66. Station Supplies and Expenses.....	41,628 09	44,882 19
67. Yardmasters and their Clerks.....	28,155 34	24,691 35
68. Yard Conductors and Brakemen.....	82,542 96	87,106 56
69. Yard Switch and Signal Tenders.....	3,436 00	3,820 72
70. Yard Supplies and Expenses.....	1,684 67	1,850 10
71. Yard Enginemen.....	47,416 96	47,794 90
72. Engine-house Expenses—Yard.....	15,117 30	15,310 61
73. Fuel for Yard Locomotives.....	58,107 55	64,053 69
74. Water for Yard Locomotives.....	1,623 19	2,037 62
75. Lubricants for Yard Locomotives.....	1,219 28	1,381 03
76. Other Supplies for Yard Locomotives.....	576 60	688 00
77. Operating Joint Yards and Terminals—Dr.....	56,583 82	99,368 41
78. Operating Joint Yards and Terminals—Cr.....	2,340 01	2,314 50
80. Road Enginemen.....	428,299 18	442,599 50
81. Engine-house Expenses—Road.....	114,566 84	123,349 75
82. Fuel for Road Locomotives.....	818,023 76	833,901 94
83. Water for Road Locomotives.....	34,541 36	36,469 88
84. Lubricants for Road Locomotives.....	15,314 25	15,502 79
85. Other Supplies for Road Locomotives.....	7,079 20	7,462 22
88. Road Trainmen.....	501,355 53	510,272 09
89. Train Supplies and Expenses.....	75,785 99	83,176 17
90. Interlockers, Block and Other Signals—Operation.....	30,506 57	31,904 45
91. Crossing Flagmen and Gatemen.....	29,149 78	29,580 09
92. Drawbridge Operation.....	745 75	578 54
93. Clearing Wrecks.....	10,931 30	9,050 14
94. Telegraph and Telephone Operation.....	112 65	113 60
97. Stationery and Printing.....	25,843 53	29,174 27
98. Other Expenses.....	548 62	309 25
99. Loss and Damage—Freight.....	29,370 64	22,466 41
100. Loss and Damage—Baggage.....	300 73	201 45
101. Damage to Property.....	8,240 05	6,189 54
102. Damage to Stock on Right of Way.....	2,068 05	1,368 68
103. Injuries to Persons.....	60,776 86	111,299 51
104. Operating Joint Tracks and Facilities—Dr.....	15,026 10	13,804 19
105. Operating Joint Tracks and Facilities—Cr.....	9,265 48	9,619 78
	<u>\$3,053,847 07</u>	<u>\$3,191,408 82</u>
Per Cent. on Gross Receipts.....	36.84	37.20
Number of Passengers carried.....	2,065,411	2,148,972
Number of Tons of Freight carried.....	5,731,588	5,680,781

## Expenses—Continued.

GENERAL EXPENSES	June 30, 1909.	June 30, 1910.
106. Salaries and Expenses of General Officers.....	\$80,394 73	\$60,403 24
107. Salaries and Expenses of Clerks and Attendants.....	56,002 91	60,923 31
108. General Office Supplies and Expenses.....	15,763 63	15,137 55
109. Law Expenses.....	14,415 23	30,707 42
110. Insurance.....	14,054 57	14,171 14
113. Stationery and Printing.....	4,223 52	4,773 97
114. Other Expenses.....	8,953 87	14,877 70
115. General Administration Joint Tracks, Yards and Terminals—Dr.....		
116. General Administration Joint Tracks, Yards and Terminals—Cr.....		
	<u>\$174,408 46</u>	<u>\$200,994 33</u>
Per Cent. on Gross Receipts.....	2.10	2.34

## No. II.—Road and Track Mileage

	June 30th, 1909.	June 30th, 1910.
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
LEASED LINES.		
Randallville 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.....	54.05	54.05
Peeksport Connecting R'y.....	3.69	3.69
Port Jervis, Monticello & Summitville R.R.....	38.27	38.27
Ellenville & Kingston R.R.....	27.14	27.14
Total miles leased.....	174.03	174.03
Total miles worked by Engines.....	545.87	545.87
TRACK MILEAGE		
Main Line..... Steel	271.75	271.75
Second Track..... Steel	105.03	105.03
Branches..... Steel	47.02	47.02
Main Line Sidings..... Steel and Iron	123.96	126.50
Branch Line Sidings..... Steel and Iron	6.18	6.11
Total Tracks and Sidings Owned.....	553.94	556.41
Leased Lines..... Steel	174.03	174.03
"    "    Second Track..... Steel	19.09	22.75
"    "    Sidings and Mine Branches.....	87.55	93.13
Total Tracks and Sidings Leased.....	280.67	289.91
Total Tracks and Sidings Owned and Leased.....	834.61	846.32*

## No. 12.—Engine, Train and Car Mileage

ENGINE MILES		
	June 30, 1909	June 30, 1910
REVENUE		
Passenger.....	1,238,160	1,247,035
Freight.....	3,170,421	3,241,287
Mixed.....	547,493	517,320
Special.....	34	217
Switching.....	563,507	574,174
Total Revenue Engine Miles.....	5,519,615	5,610,033
NON-REVENUE		
Passenger.....	34,094	41,148
Freight.....	1,039	960
Work.....	136,193	151,655
Total Non-revenue Engine Miles.....	171,326	193,763
Total Revenue and Non-revenue Engine Miles.....	5,690,941	5,803,796
TRAIN MILES		
REVENUE		
Passenger.....	1,221,954	1,227,351
Freight.....	2,542,081	2,571,718
Mixed.....	531,362	530,804
Special.....	34	217
Total.....	4,295,431	4,330,090
NON-REVENUE		
Passenger.....	25,582	32,506
Freight.....	1,039	960
Work.....	101,091	118,369
Total.....	127,712	151,835
Total Revenue and Non-revenue Train Miles.....	4,423,143	4,481,925

## No. 12.—Engine, Train and Car Mileage—Continued

CAR MILES		
	June 30, 1909	June 30, 1910
REVENUE, PASSENGER		
Passenger.....	4,282,448	4,454,246
Sleeping and Parlor.....	654,833	651,777
Baggage, Express and Mail.....	1,806,295	1,810,658
Total.....	6,743,576	6,916,681
REVENUE, FREIGHT		
Loaded.....	38,279,862	39,457,555
Empty.....	21,932,603	21,672,418
Caboose.....	1,450,640	1,474,932
Total.....	61,663,105	62,604,905
REVENUE, SPECIAL		
Passenger.....	68	394
Sleeping and Parlor.....		75
Other Passenger Train Cars.....		30
Freight, Loaded.....		275
Freight, Empty.....		
Caboose.....		
Total.....	68	774
Total Revenue Car Miles.....	68,406,749	69,522,360
NON-REVENUE		
Passenger.....	30,793	35,090
Freight.....	6,119	5,574
Work.....	800,112	808,724
Total.....	837,024	849,394
Total Revenue and Non-revenue Car Miles.....	69,243,773	70,371,754



### No. 13.—Statistics of Revenue and Expenses

	Year ending June 30th, 1906.		Year ending June 30th, 1907.		Year ending June 30th, 1908.		Year ending June 30th, 1909.		Year ending June 30th, 1910.	
	REVENUE.	EXPENSES.	REVENUE.	EXPENSES.	REVENUE.	EXPENSES.	REVENUE.	EXPENSES.	REVENUE.	EXPENSES.
July.....	\$708,523 00	\$462,084 00	\$807,370 00	\$448,470 53	\$827 147 11	\$484,772 26	\$822,906 52	\$486,273 49	\$861,085 58	\$550,899 68
August.....	782,954 00	477,705 00	845,503 16	485,489 13	809 255 77	470,240 46	850,736 93	477,671 85	857,337 27	509,924 58
September.....	655,980 00	451,014 00	715,766 83	453,951 71	693 362 77	456,916 80	718,545 61	477,403 79	713,929 98	537,870 55
October.....	662,412 00	458,977 00	693,757 00	469,097 18	698,976 35	487,832 68	688,362 35	498,627 86	702,628 18	478,246 82
November.....	620,628 00	438,015 00	639,173 79	453,441 86	634 055 81	450,181 74	624,686 08	466,556 12	677,327 32	467,105 90
December.....	593,282 00	412,761 00	590,873 55	399,011 82	553,427 65	423,057 72	634,963 01	480,698 37	636,951 43	443,772 93
January.....	565,635 00	411,780 00	615,718 59	435,605 80	593 957 52	465,030 98	591,312 10	465,779 20	587,994 74	475,714 65
February.....	457,866 00	372,950 00	518,958 00	403,262 09	515,485 39	438,055 37	557,812 32	427,634 57	544,669 52	448,470 91
March.....	617,877 00	423,957 00	646,418 06	442,514 14	607 402 27	447,102 15	749,972 52	507,023 46	720,600 68	491,214 66
April.....	343,017 00	360,227 00	707,502 67	491,430 86	665,358 10	417,147 44	689,987 36	464,836 59	730,413 73	465,223 26
May.....	554,410 00	380,045 00	695,070 20	465,020 33	692,771 77	425,159 82	641,556 25	442,760 36	752,985 45	492,507 99
June.....	702,473 57	409,514 81	726,246 38	500,672 26	740,263 55	454,811 13	710,329 21	447,745 91	792,859 09	521,074 91
	\$7,265,057 57	\$5,059,089 81	\$8,202,360 83	\$5,449,967 71	\$8,121,494 06	\$5,420,328 55	\$8,290,170 26	\$5,643,101 57	\$8,578,782 97	\$5,882,146 96
Percent. of expenses to receipts	.....	69.64	.....	66.44	.....	66.74	.....	68.07	.....	68.56
Taxes.....	.....	174,197 21	.....	194,378 15	.....	167,071 71	.....	189,159 86	.....	211,693 15
"    Per cent. to receipts.....	.....	2.40	.....	2.37	.....	2.07	.....	2.25	.....	2.47
	\$7,265,057 57	\$5,233,287 02	\$8,202,360 83	\$5,644,345 86	\$8,121,494 06	\$5,588,300 26	\$8,290,170 26	\$5,832,261 43	\$8,578,782 97	\$6,093,840 06
"    Per cent. to receipts.....	.....	72.04	.....	68.81	.....	68.81	.....	70.35	.....	71.03
Train Miles.....	3,984,352		4,163,409		4,038,003		4,205,431		4,350,090	
Per Train Mile.....	\$1 823	\$1 313	\$1 961	\$1 349	\$2 011	\$1 384	\$1 930	\$1 358	\$1 971	\$1 407
Passengers carried—Number.....	1,871,722		1,975,379		2,005,932		2,065,411		2,148,973	
"    One mile.....	72,867,521		81,861,091		85,876,600		80,502,224		85,364,914	
Revenue per Passr. per mile.....	1c. 888		1c. 864		1c. 799		1c. 869		1c. 865	
General Freight carried—Tons.....	1,755,996		2,050,918		2,257,715		2,145,101		2,120,179	
Coal.....	2,825,973		3,145,807		3,214,124		3,472,543		3,443,130	
Milk.....	109,004		111,341		103,876		113,854		117,472	
Total Freight.....	4,690,973		5,398,066		5,580,715		5,731,588		5,680,781	
"    carried—Tons 1 mile.....	661,651,285		723,880,061		740,482,852		820,057,230		837,672,900	
Revenue per Ton per mile.....	0c. 844		0c. 874		0c. 845		0c. 787		0c. 794	

No. 14—Detailed Traffic Statistics

ITEM	JUNE 30, 1908			JUNE 30, 1909			JUNE 30, 1910					
	Number of Passengers and Tonnage	Revenue and Rates			Number of Passengers and Tonnage	Revenue and Rates			Number of Passengers and Tonnage	Revenue and Rates		
		\$	c	m		\$	c	m		\$	c	m
<b>PASSENGER TRAFFIC</b>												
Number of Passengers Carried Earning Revenue	2,005,932			2,065,411			2,148,072					
" " " " One Mile	85,876,600			80,592,224			85,361,944					
" " " " per Mile of Road	157,321			147,640			156,383					
Average Distance Carried	42.81			39.02			39.72					
Total Passenger Revenue		\$1,544,996	31		\$1,506,585	59		\$1,592,260	16			
Average Amount Received from each Passenger			77	021			72			74		094
" Receipts per Passenger per Mile			01	799			31			01		865
Total Passenger Service Train Revenue		1,777,008	14		1,742,855	39		1,845,870	38			
Passenger Service Train Revenue per Mile of Road		3,255	37		3,192	80		3,381	52			
" " " " per Train Mile			1	03			99			1		089
<b>FREIGHT TRAFFIC</b>												
Number of Tons Carried of Freight Earning Revenue	5,580,715			5,731,588			5,680,781					
" " " " One Mile	740,482,852			820,957,230			837,672,000					
" " " " One Mile per Mile of Road	1,356,519			1,503,013			1,534,565					
Average Distance Haul of One Ton	132.69			143.23			147.46					
Total Freight Revenue		6,255,208	29		6,465,999	55		6,649,635	01			
Average Amount Received for each Ton of Freight			1	12			1			1		17
" Receipt per Ton per Mile				086			12			12		055
Freight Revenue per Mile of Road		11,459	15		11,845	31		12,181	72			
" " " " Train-Mile			2	23			2			2		14
<b>TOTAL TRAFFIC</b>												
Operating Revenues		8,121,494	06		8,290,170	26		8,578,782	97			
" " per Mile of Road		14,878	07		15,187	08		15,716	80			
" " per Train-Mile			2	01						1		08
Operating Expenses		5,420,328	53		5,043,101	57		5,882,140	00			
" " per Mile of Road		9,929	71		10,337	81		10,776	73			
" " per Train-Mile			1	34						1		35
Net Operating Revenue		2,701,165	51		2,647,068	69		2,696,638	07			
" " per Mile of Road		4,918	36		4,849	27		4,940	07			

## No. 15.—Equipment

	Number on June 30, 1909	Added During Year	Retired During Year	Number on June 30, 1910	Number Fitted With	
					Train Brake	Auto- matic Coupler
<b>LOCOMOTIVES</b>						
Passenger.....	49		1	48	48	48
Freight.....	134	1	2	133	133	133
Switching.....		3		3	3	3
<b>Total.....</b>	<b>183</b>	<b>4</b>	<b>3</b>	<b>184</b>	<b>184</b>	<b>184</b>
<b>CARS IN PASSENGER SERVICE</b>						
First-class.....	120		1	119	119	119
Second-class.....	15			15	15	15
Combination.....	25			25	25	25
Emigrant.....						
Dining.....						
Parlor.....	12			12	12	12
Sleeping.....						
Baggage, Express, and Postal.....	53	2		35	35	35
Other Cars in Passenger Service.....	100	5	1	104	104	104
<b>Total.....</b>	<b>305</b>	<b>7</b>	<b>2</b>	<b>310</b>	<b>310</b>	<b>310</b>
<b>CARS IN FREIGHT SERVICE</b>						
Box.....	856		*33	823	782	823
Flat.....	438		*24	414	398	414
Stock.....	58	5	9	54	54	54
Coal.....	5,589	207	364	5,432	5,413	5,432
Tank.....						
Refrigerator.....	85			85	85	85
Other Cars in Freight Service.....						
<b>Total.....</b>	<b>7,026</b>	<b>212</b>	<b>430</b>	<b>6,808</b>	<b>6,732</b>	<b>6,808</b>
<b>CARS IN COMPANY'S SERVICE</b>						
Officers' and Pay.....	4			4	4	4
Gravel.....						
Derrick.....	7			7	6	7
Caboose.....	98	1	3	96	8	90
Other Road Cars.....	106	5	3	108	88	108
<b>Total.....</b>	<b>215</b>	<b>6</b>	<b>6</b>	<b>215</b>	<b>106</b>	<b>215</b>
<b>Total Cars in Service...</b>	<b>7,540</b>	<b>225</b>	<b>438</b>	<b>7,333</b>	<b>7,148</b>	<b>7,333</b>

\*Of the 33 Box Cars and 24 Flat Cars, 4 Box and 1 Flat were transferred to Other Road Cars.

## Charles S. Whelen,

Elected a Director, January 21, 1885.

Died, June 10, 1910.

**Extract from Board Minutes of June 28, 1910.**

"The President made formal announcement to the Board of the death of Mr. CHARLES S. WHELEN, for twenty-five years a Director of this Company, whereupon, on motion, it was

RESOLVED, that the Board of Directors of the New York, Ontario and Western Railway Company record with deep regret the death of CHARLES S. WHELEN, for a quarter of a century a Director of the Company.

RESOLVED, that his associates desire hereby to express their sincere appreciation of his integrity and worth and of the value of the services he faithfully performed, by regular attendance at Board Meetings and by loyal devotion to the best interests of the Company and zealous care and protection of its credit and financial status.

RESOLVED, that the Secretary be instructed to transmit to the family of our late honored associate a copy of the foregoing resolutions."