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REPORT

OF

THE DIRECTORS

OF THE

New York and Erie Railroad Company

TO

THE STOCKHOLDERS.

NOVEMBER, 1853.

Third Edition.

STANFORD LIBRARY

NEW YORK:

PRINTED BY ORDER OF THE DIRECTORS.

1853.

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TABLE OF CONTENTS.

	PAGE.
The importance of the New York and Erie Railroad, is to be considered in reference to the effect of its success upon other American Railroads,	1
The large revenues of all the great Railroad lines, owing to the general prosperity of the country,	2
That of the Erie, is caused by this and other circumstances combined, which do not exist on any other line,	2
The Division of the subjects as treated of in the report,	2
I.—HISTORY OF THE UNDERTAKING.	
The first legislation and surveys; the incorporation of the Company, Its organization; further legislation; State loan of three millions, ..	3
Commencement of operations in 1845; opened to Binghamton and Corning in 1849; to Hornellsville in 1850, and to the Lake, May 14th, 1851. Commencement of the second track—arrangements for running the passenger cars to Jersey City,	4
The credit due to those who originated and completed the work, ..	6
Embarrassment caused by legislation,	8
II.—TOPOGRAPHICAL DESCRIPTION OF THE ROUTE, AND THE OBSTACLES WHICH PREVENT THE CONSTRUCTION OF COMPETING LINES.	
The Eastern and Western termini; the railroad and water line connections at the West; the route, elevations and distances on the road,	9
The physical obstacles lying North and South, ..	11
No practicable route to be found, which will divert its business, ..	11
III.—THE LATERAL TRIBUTARY ROADS, AND THE CONNECTING ROADS AND WATER LINES, BEYOND THE WESTERN TERMINUS.	
Tributary roads completed, building, and projected, and their length, cost and estimated annual revenue,	12
Their relative position, and effect on the Erie,	18
The varied products of the districts penetrated by them,	18
Their construction and position insures the success of the Erie, ..	14
Roads leased in New Jersey; the Corning and Olean,	14

	PAGE.
The construction of two continuous broad gauge tracks, from New York to the Mississippi, will be completed in three years; the water lines by lakes, rivers and canals, extending from the Western terminus; the effect on the Erie,	15
IV.—THE RESOURCES FOR BUSINESS, LOCAL AND FOREIGN, AND THE SHARE OF THE WESTERN TRADE AND TRAVEL DUE TO THE ERIE FROM ITS POSITION AND FACILITIES; THE NATIONAL CHARACTER OF THE ERIE.	
The effect of the rapid settlement of the West,	17
The convergence of the railroads, rivers, and lakes of the Western States at the Erie terminus, insures a large <i>through</i> trade,	17
The length of those western railroads and water lines,	18
The construction of western railroads add to the business of the Erie,	18
The annual product and export from the north-western States; the capacity of existing channels, is inadequate for its transport,	18
The facilities which the completion of the enlargement of the Erie Canal will give, will also increase the business of the railroads beyond their present capacity,	19
The effect which the completion of the western railroads, and the increase in the traffic on those already built, will have on the lines to the Atlantic; the high northern latitudes close the water lines for one-third of the year, and throw business on the railroads,	19
The social character of the western population, and their eastern family ties, are important elements in the success of American railroads,	20
Railroads take the place of common highways at the West, where the soil is unfit for building the latter,	21
The saving in the time of the travelers, by the railroads in the United States, will pay the interest on the cost of their construction,	21
The saving in the cost of transport, adds largely to the value of land, adjacent to Railroads,	21
Railroads have equalized prices between the Atlantic and the interior,	21
They afford constant communication throughout the year, and enable the producer to avail himself of the highest markets,	21
The facilities given by the Erie road, have increased the production for export along the route; the rapid increase of population and products; the business of the Erie will not arrive at a maximum for many years; the effect of the commutation system along the Erie,	22
V.—THE CHARACTER OF THE ROAD AS CONSTRUCTED AND ITS COST.	
The curvature and grades,	24
The length of main track, branches, and second track in use,	26
The dimensions of the excavation, embankment, ballasting, and cross-ties; the quantity of iron,	27
The amount of bridging, number of culverts, machine shops, engine houses, passenger, freight and other houses,	28

CONTENTS.

V.
PAGE.

The imperfections in the original construction of the road, have now been corrected, and it is in better condition than at any previous period, 29

The number of locomotives and their condition for service, the cost of ordinary and extraordinary repairs thereon, and the number of miles run, 29

The length of telegraph constructed, its cost and expense of maintenance, 30

THE COST of the work, and the expenditures made during the year, 31

The work done, during the year on the Union road, in New Jersey; on the Eastern Division, bridges, &c.; on the Delaware, on the Susquehanna, on the Western Divisions, 32

Accumulation of business on the Eastern end, required a second track simultaneously, with the completion of the first to the lake; continuance of the same ratio of increase, will require further track facilities, and with those, the road will be capable, of performing an annual business, amounting to seven or eight millions of dollars, 33

All the older railroads have incurred extra expenses, to meet the successive improvements in building and equipment, and in the sacrifice of securities. Instance of the New York Central, 34

New York and Erie has escaped many of these expenses, but has been subjected to some, from the light iron and bridges, and by constructing a piled road, with unfavorable grades; the whole loss therefrom is three millions of dollars, 35

VI.—ANALYSIS OF THE PRESENT BUSINESS.

Tables showing the number and receipts, from passengers and freight, from each station, for the last two years; classification of the freight; comparison of the local and through passengers and freights, 35

The lumber, and other freights, shipped and received at the stations, 36

The results of these tables, showing the proportion of receipts from passengers and freight; the local and through; the freights in both directions monthly nearly the same each way, and for each month, 37

The results of the analysis show that the business of the road cannot be diverted by any other line, and that its business will be increased under some circumstances, which will reduce that of other roads, 38

Classification of the tonnage which will be carried, by a canal and railroad running parallel; extract from the last report of the State Engineer; this road is intersected in four places, by State Canals; distances by Canal and Railroad, from each point of intersection, to New York; these Canals are, in this case, beneficial to the railroad, 39

	PAGE.
F.—Passenger business on Road and branches for the year ending September 30, 1853,	81
“ Passenger business at several stations for two years, in periods of six months,	82
G.—Freight business for year ending September 30, 1852,	83
“ “ “ “ “ “ “ “ 1853,	84
“ Freight business at several stations, in periods of six months, for year ending September 30, 1852,	85
“ Freight business at several stations, in periods of six months, for year ending September 30, 1853,	86
“ Earnings for Express freight, and extra baggage for two years,	87
H.—Statements of receipts from passengers and freight, for two years; showing through, way and termini, and way business,	88
I.—Abstract of monthly passenger business, for year ending September 30, 1853, showing number of passengers carried, revenue received each month, miles travelled, average distance, etc.,	89
J.—Abstract of tonnage and classification of commodities transported, for year ending September 30, 1853,	91
K.—Statement showing the different kinds of articles received and shipped from the several stations on the road,	93
L.—Amount of lumber shipped, for year ending September 30, 1853,	
“ Statement of lumber on hand, proportion destined for Hudson River, and probable amount to be shipped annually for a term of years,	103
M.—Monthly earnings, for year ending September 30, 1853,	105
N.—“ expenses, “ “ “ “ “ “	106
O.—“ cost per mile run by trains,	108
P.—Number of miles run by trains,	113
Q.—Comparison of the cost, revenue and expenses of the New York and Erie with the Central Line,	114
R.—Comparative cost per mile run by trains,	115
T.—Statement of articles shipped and tolls received at the Canal Offices on the Chenango, Chemung and Genesee Valley Canals, where they are intersected by the Erie Railroad; tolls, tons of merchandise going from tide-water, merchandise left on the several Canals, etc., etc.,	116

REPORT OF THE DIRECTORS

OF THE

New York & Erie Railroad Company,

TO THE STOCKHOLDERS.

NOVEMBER 1853.

THE operation of the working of the New York and Erie Railroad for two years after the completion of a single track between the Hudson and Lake Erie, was necessary to place so extensive an enterprise, in that degree of order, which was necessary to develop its resources, and to establish its business connections.

The termination of this second year's operations is deemed a fitting occasion for reviewing somewhat more at length than has been customary, the origin, progress, and prospects of the work.

From a combination of causes, the New York and Erie Railroad is regarded with more general interest than any other private enterprise in the United States.

Its great length, large expenditure, heavy debt, and its immense and rapidly increasing receipts have attracted the attention of the Statesmen, the Financiers, and the Merchants, not of this country alone, but of Europe, and it is almost universally conceded, that upon its ultimate success, the future prosecution of other great lines, and, to some extent, the American system of Railroads, will materially depend.

The large receipts from the business done during the past year, as well as the continued increase of that business year by year since the road was opened, in successive sections

until its final extension to Lake Erie, surprised the friends of the work, nearly as much as it did those who regarded it with no personal interest, or who had formed unfavorable opinions respecting it.

The general prosperity of the country during the last three years, has undoubtedly been one of the primary causes of the large revenues of nearly all of the completed lines of Railroad ;* but there is a combination of circumstances connected with this road, which does not exist in reference to any of the other great lines, although some of the benefits arising therefrom are shared by one or more of those lines.

It has no competitors, and especially no competing water lines, for the greater portion of its business : its resources are largely increased by the contributions of many tributary roads, which, like the country it penetrates, have had no other direct outlet to market ; and it lies in the direct line of the greatest trade and travel which exist on the continent, with its terminus at the focus of that trade.

The Stock and Bondholders of this Company have at this time so large a pecuniary interest invested in the enterprise, that it is deemed important to lay before them and the public a brief retrospect of the past history, the present condition, and the future prospects of the work.

For convenience of reference, these subjects will be examined under the following general heads :—

* The following table of the comparative receipts on some of the principal lines of Railroad for the month of September, 1852 and 1853, will serve to show the general increase of the business of the country :—

The New York Central, in 1852, about \$420,000 in 1853, \$560,000		
“ Hudson River,	99,454	“ 134,079
“ New York & Erie (increase 37 per cent.)	375,176	“ 512,634
“ Pennsylvania Central,	169,441	“ 260,036
“ Baltimore & Ohio,	192,625	“ 271,029
Increase, 38 per cent.	1,256,696	1,737,778
“ Michigan Central,	139,634	“ 182,599
“ Southern,	115,289	“ 198,401
Increase, 49 per cent.	254,923	“ 381,000

- I. The history of the undertaking.
- II. A topographical description of the route and the obstacles which prevent the construction of competing lines.
- III. Its tributary roads and water lines within and beyond this State.
- IV. The resources for business ; the trade of the West, and the portion of it due to the New York and Erie Railroad, from its location and facilities.
- V. The character of the road as now constructed, and its cost.
- VI. An analysis of its present business.
- VII. A comparison of its business, revenue and expenses, with that of former years, and of other roads.
- VIII. The organization and management of the road.
- IX. Its financial condition.
- X. The probable future revenues and expenses.

I.—THE HISTORY OF THE UNDERTAKING.

The citizens of the Southern Tier of counties in this State co-operated heartily with those of the Central counties in the construction of the Erie Canal. When that work was completed, (in 1824,) their attention was directed to the opening, from Lake Erie to New York, of some better thoroughfare than the common roads of the country afforded to the Southern portions of the State.

The rugged nature of the country rendered the construction of a canal leading directly to New York impracticable ; but the State, soon after the completion of the Erie Canal, commenced the construction of the lateral canals, connecting with the interior lakes, which stretch from the Central to the Southern counties, and subsequently the Chenango and Genesee Valley Canals ; the former of which extends from the Mohawk to the Susquehanna, and the latter nearly from Lake Ontario to the Allegany River.

In 1825, the Legislature directed a survey for a State Road from Lake Erie to the Hudson River, through the Southern

counties. Several conventions were held between 1826 and 1830, for the discussion of the question—first, of a State Road, and subsequently of a Railroad, through this district.

Application was made to the Legislature of 1832 for a charter for a Railroad, which was granted, and the Act incorporating the New York and Erie Railroad Company was passed on the twenty-fourth of April of that year, with a capital of ten millions of dollars, with power to construct a single, double, or treble track from New York, or some eligible point in its vicinity, to Lake Erie.

During the year 1832, De Witt Clinton, Jr., an Engineer in the employ of the General Government, made a survey of the proposed line of the Railroad, and copies of his maps, etc., were furnished to the Company. The Legislature, at its next session, amended the Act of 1832, by requiring a preliminary subscription of one million of dollars only, before commencing the work. In July, 1833, this amount of stock was subscribed, and in August the Company was organized, Eleazer Lord being elected the first President.

The Legislature of 1834 appropriated fifteen thousand dollars for a survey of this Railroad, and under this Act, the Governor appointed Benjamin Wright as engineer, who made the necessary surveys, and submitted his map, estimates and report to the Legislature in 1835.

The Company was re-organized in that year, and James G. King elected President.

The books of subscription were again opened, and an amount subscribed, which, together with that previously made, amounted to \$2,362,100.

New surveys were made during the year 1835, and in November contracts were made for constructing forty miles of the road along the Delaware River.

The great fire in the city of New York in December 1835, rendered many of the subscribers, (who were chiefly from that city,) unable to make further payments on their subscriptions of stock, and compelled the Company to suspend its operations.

The Legislature of 1836 granted to the Company a loan

of the credit of the State for three millions of dollars, but by the terms of the Act, it was unavailable during the financial embarrassments of that and the following year.

This Act was amended by the Legislature of 1836, and under its requirement, portions of the work were placed under contract, at each extremity of the road.

During the years 1838 and 1839, the work was prosecuted in Rockland and Orange counties, by the aid of local subscriptions.

In 1840, Mr. Lord was again elected President, and in February of that year, the Susquehanna Division was put under contract, and subsequently the Western Division. The same year, the Legislature again amended the Loan Act, and in June of that year, the Company purchased the iron required for the Eastern Division, on favorable terms.

In 1841, James Bowen was elected President; in 1842, William Maxwell; and in 1843, Horatio Allen.

In April 1842, the Company was compelled to place its affairs in the hands of Assignees; but this assignment was subsequently pronounced invalid by the Supreme Court, and the Assignees re-conveyed the property to the Company.

The Legislature of 1843 passed an Act, which was intended to release the State lien on the road, but the object was not attained by this bill.

In 1844, Mr. Lord was again chosen President, but soon afterwards resigned. The Board was subsequently re-organized, and Benjamin Loder was chosen President, and continued in that office until June, 1853, when he resigned, and Homer Ramsdell, the present incumbent, was elected.

In 1845, the Legislature passed an Act releasing the State lien and authorizing the original subscribers to surrender two shares of the old stock, and receive a certificate of one share of the new.

A new subscription of three millions of dollars to the Capital Stock of the Company was obtained, and its affairs were placed in such a condition, as to give assurance to the friends of the enterprise that a brighter day had dawned upon it.

But whilst this period may be regarded as an epoch in its history—a starting point from which the work moved forward without cessation until its final accomplishment—its progress for the first year was slow, and the financial difficulties which were encountered, were such, as at times, to tax the skill and energy of its managers to their utmost capacity.

Up to this time, (1845) but little practically seems to have been accomplished ; that portion of the road extending from Piermont to Middletown, a distance of fifty three miles only, having been brought into actual use, and seven miles of this distance, (from Goshen to Middletown,) having been built by an Association to whom the Company was still indebted for its construction. The character of the work which was completed, was such as still to require a very heavy expenditure, to render it safe for the transaction of business.

The question of location, West of the Shawangunk Summit, was undetermined—Commissioners having been appointed by the State to determine the route to be adopted. The Company was therefore prevented from prosecuting the work beyond that point, until their decision was received.

In October, 1846, the road was opened to Otisville, a distance of sixty-one and a half miles from Piermont, and soon afterwards, (the Commissioners, having in the mean time, decided against the feasibility of the route through the interior of Sullivan county,) the Company located their Road along the Delaware Valley, and placed that portion of it, extending from Otisville to Binghamton, a distance of one hundred and thirty-nine miles, under contract. From this time forward, the work was prosecuted with great vigor, and notwithstanding its very formidable character, being by far the heaviest and most expensive section on the whole road, it was completed and opened to Delaware, during the season of 1846, and to Binghamton, on the twenty-seventh of December, 1848.

In March, 1849, the Directors made their Report to the Stockholders, in which they state that there had been expended up to that time on account of the work, \$9,802,433,

assuming the amount on the fourteenth of May, 1845, (after the release of the State lien, and the consolidation of the Stock,) at \$1,458,000.

Prior to the date of this Report, a contract had been made for an extension of the Road to Elmira, upon which payments had been made in the securities of the Company. These payments are not included in the above statement.

The Road was opened from Binghamton to Owego, twenty-two miles, in June, 1849 ; from Owego to Elmira, thirty-six and a-half miles, in October, 1849 ; and from Elmira to Corning, eighteen miles, on the first of January, 1850. The Newburg Branch (nineteen miles in length) was also opened in January 1850.

An Address was presented, by the Directors, to the Stockholders, on the first of February, 1850, from which it appears that there had been expended, up to that time, the sum of \$14,428,891, in the completion of so much of the road as is above described.

The Road was opened to Hornellsville on the twenty-third of September, 1850, and to Dunkirk, on the fourteenth of May, 1851.

But a short period had elapsed after the completion of the first track to Dunkirk, before it was ascertained that the rapid accumulation of business on the eastern end, required the facilities of a second track. The Directors accordingly placed the work of the second track under contract, on that part of the Eastern Division, extending from its junction with the Jersey Road at Sufferns, to Delaware, a distance of fifty-six miles, and also that part of the Delaware and Susquehanna Divisions, from Deposit to the junction with the Elmira and Canandaigua Railroad : All which has since been completed and brought into use, except thirteen miles between Otisville and Delaware, and fifteen miles between Deposit and Susquehanna, both of which will be completed in January next.

The saving of time which would be effected by sending the passenger trains over the Ramapo, Paterson and Jersey

City Railroads, induced the Company to enter into an arrangement with those Railroad Companies, to relay their tracks to the same width of gauge, as that of the New York and Erie. This was done on the Road from Sufferns to Paterson, and the wide cars commenced running thereon in October, 1852.

The line between Paterson and Jersey City, was completed in the present month, and the trains now run without change of cars between Jersey City and Dunkirk.

In this connection it is due, that proper homage should be rendered to those, whose sagacity originated the work, and who persevered through so many difficulties, in establishing this iron highway, between the Atlantic metropolis and the Valleys of the Lakes—a work greater in its extent and cost, than any other enterprise, which has been accomplished by any private Corporation, or by any Government in America,—exceeding, as it does, in these respects, even the Erie Canal, of which the Empire State is so justly proud.

At the present period, marked as it is by the boldest projects, and the immense expenditures for railroads, we can scarcely realise the difficulties, which were encountered during the progress of this work, from the hesitation which capitalists felt at making the large advances of money which were required to carry it forward. Experience has now demonstrated, that no more safe or profitable investment can be made in this country, than in a well located and well managed Railroad.

This Company struggled through periods that many other similar works sank under. Even the rich and powerful State of New York, faltered in the completion of the enlargement of her great Canal, when two-thirds of the expense had been incurred and remained unproductive, although having before her a well tried experiment, of the original work producing an annual return of over twenty-five per cent on its cost.

Our own State, which should have extended her aid to a work, which has, next to the Erie Canal, done more than any other, towards developing her resources and enriching her

citizens, has, during its progress, embarrassed the operations of this Company, by unnecessary legislation and interference with questions of locality and terminus, to an extent which has rendered valueless her stinted gratuity.

A neighboring State, whose citizens have in like manner been enriched by the construction of this Road, has exacted from the Company, onerous conditions and tribute.

II.—TOPOGRAPHICAL DESCRIPTION OF THE ROUTE, AND THE OBSTACLES WHICH PREVENT THE CONSTRUCTION OF COMPETING LINES.

The New York and Erie Railroad extends from the Hudson River to Lake Erie.

Upon the former it has three termini:—First, at Jersey City, opposite the City of New York; second, at Piermont, where it is also connected by a ferry of twenty-four miles with New York; and third, at Newburg, where it is connected by another ferry of sixty miles, with New York.

The Western terminus of the main trunk line is at Dunkirk, on Lake Erie, forty miles west of the City of Buffalo.

Three tributary Roads have been built by independent Companies, northward from the main trunk, giving it a terminus by two of them at Buffalo, and by the third at Tonawanda, Niagara Falls, and the head of Lake Ontario.

Two tributary Roads have been commenced, running from the western part of the Road southward,—one extending to Pittsburg, the head of navigation on the Ohio, with lines of Roads leading to Cincinnati, Cleveland, &c., and the other leading to Erie, on Lake Erie, ninety miles west of Buffalo.

Other tributary Roads intermediate, running both northward and southward, are constructed or in progress, which will be alluded to in another place.

The New York and Erie Railroad passes from the Valley of the Hudson River, over the dividing ridge between it and the Delaware at Otisville, and descends to the latter, very near the corners of the Three States of New York, New Jer-

sey and Pennsylvania. It follows the Valley of the Delaware River to Deposit, and crosses the dividing range between it and the Susquehanna, and descends to the latter at Lanesboro', and continues in the Valley of the Susquehanna and its tributaries, (the Chemung, Tioga and Canisteo,) to Hornellsville; thence it crosses to, and follows the Valley of the Genesee as far as Belvidere.

From Belvidere, on the Genesee, it crosses to the Valley of the Allegany, and follows it, and one of its branches, the Little Valley, to Little Valley Station; whence it crosses to Lake Erie.

The summit of the Road at the Shawangunk, is seventy-six miles from New York, and is 896 feet above the level of tide.

The Road enters the Valley of the Delaware, at eighty-eight miles from New York, and continues in it for ninety miles. Where it first strikes the Delaware, it is 436 feet above tide, and at Deposit it is 997 feet. At the summit, between Deposit and Lanesboro', the Road is 1,366 feet above tide, and where it strikes the Susquehanna it is 907 feet; where it strikes the Chemung it is 806 feet, and at Hornellsville, (one hundred and forty miles from Susquehanna,) it is 1,139 feet above tide. The summit between the Canisteo and Genesee is 1,760 feet; at Phillipville it is 1,369 feet; and at Belvidere, thirty-eight miles from Hornellsville, the Road is 1,331 feet above tide.

The summit, between the Genesee and Allegany Rivers, is 1,677 feet, and at the latter, the Road is 1,418 feet, above tide. The distance from Belvidere, to the Allegany is twenty-nine miles. The Road follows in the Allegany and the Little Valley, for sixteen miles, to Bucktooth, which is forty-five miles from Dunkirk on Lake Erie. The summit, between Little Valley and the Lake, is 1,596 feet, and at the Lake, the Road is 580 feet above tide.

From the Hudson to the summit of the Shawangunk, the land, though broken, is very fertile, and sustains a dense population. Along the Delaware River, it is mountainous and

sparsely settled, but the lateral valleys are productive, and extend to the fine dairy districts of Delaware and Sullivan, which already supply the Road with a large and rapidly increasing trade and travel.

Along the Susquehanna and its tributaries, the valleys are broad, and of such extraordinary fertility, that this section of the State, had attracted the earliest settlers of Western New York. In the Valley of the Allegany, and thence to the Lake, the country is rapidly being filled up with an energetic and thriving population.

The Railroad occupies so much of the valleys of the Delaware, Susquehanna, Genesee, and Allegany, as run Eastward and Westward, and crosses the dividing ridges at their lowest depressions. Both to the North and South, insurmountable difficulties would have been encountered.

On the North, the County of Orange is traversed North and South, by the Shawangunk mountains, the Western slopes of which descend abruptly to the deep valley, occupied by the Delaware and Hudson Canal. From these streams the land rises suddenly, to the elevated portions of Sullivan and Ulster, which, as well as Delaware and Otsego Counties are also broken by both branches of the Delaware River, and by the Susquehanna, the Unadilla, and the Chenango. All of these streams run North and South, while the general direction of the Erie Road is East and West.

West of these obstructions, the Cayuga, the Seneca, and several smaller lakes, also lie directly North and South, and stretch nearly to the Central line.

On the South of this Road lie the high mountain ranges, in New Jersey and Pennsylvania, along the sides of the Delaware, between it and the Susquehanna, and West and South of the latter.

No practicable route for a main trunk Railroad exists between the New York Central and the New York and Erie; and all of the Railroads, which have been either built or projected, have been parallel to, and between the obstructions spoken of, and have thus necessarily become tributaries of these two roads.

No practicable route, South of the New York and Erie, can be found sufficiently near it, to divert any of its business.

III.—THE LATERAL TRIBUTARY ROADS WITHIN THIS STATE, AND THE CONNECTING ROADS AND WATER LINES BEYOND THE WESTERN TERMINUS.

The annexed table (A.) shows the lateral tributary roads, sixteen in number, of which seven are completed, making five hundred and thirty-four and a-half miles, at a cost of \$15,870,786, and which are estimated to receive an annual revenue of \$1,673,123, equal to \$3,130 per mile. Five others, making four hundred and fifty miles, have been contracted for and commenced, at an estimated cost of fourteen millions of dollars, and an annual revenue, when completed, of seventeen hundred thousand dollars.

In addition to these, five roads are projected, and will without doubt soon be commenced, making four hundred and seventeen miles, at an estimated cost of fourteen millions, with an annual revenue of nearly two millions of dollars.

All of these roads, when completed, will make an aggregate length, of what may be strictly termed roads tributary to the Erie, of over *one thousand miles*, costing nearly *forty millions of dollars*, and estimated to receive an annual revenue of over *four millions of dollars*. These tributary roads, have each, one of their termini on the New York and Erie Railroad, and do not extend across it ; and they are, with two exceptions, of the same gauge as the Erie, which is the only broad gauge leading to New York.

From an inspection of the accompanying map, it will be observed that all of these roads, except the three most easterly ones, converge from the North or South *towards* the Erie, and have no other outlet except it, and hence there can be no diversion of the aggregated business, which

they will throw upon it, except by the construction of a road contiguous and parallel to it. This however is, as before stated, nearly or quite impracticable, from the nature of the ground on which it is laid, which occupies the whole of that portion of the valleys of the Ramapo, Delaware, Susquehanna, Canisteo, Genesee, and Allegany, which run towards the City of New York, the adjacent country being broken ground, with a constant succession of very high summits, deep valleys, or extensive lakes.

These tributary roads penetrate both the anthracite and bituminous coal and iron regions of Pennsylvania, and by means of the main trunk and its branches northward, form the shortest and cheapest lines for distributing these minerals to the interior and western portions of the State, and to Lakes Erie and Ontario.

Other Branches, as well as the Main Line, penetrate the valuable pine regions, of the tributaries of the Susquehanna, Genesee and Allegany, and form, either by the main trunk, or by the State Canals, which are intersected in four places, the only outlet for this lumber to the New York market.

The Branches northward, open into the richest agricultural lands of Western New York, as those southward do, into the fine agricultural and mineral lands of Northern Pennsylvania.

The districts of country thus penetrated, afford a variety of product, which is not found on any other road in the Union; and this variety tends to equalize the freights in all seasons of the year,—thereby reducing the expenses of transportation in this branch of the business, very considerably below that which is incurred upon other roads, where a considerable portion of the freights are offered only at particular seasons of the year.

These tributary roads have been constructed, by large contributions from those living along them, who are the most competent to form correct opinions of their value.

That they will generally prove remunerative, none will seriously question. The Erie Road must receive the aggre-

gated business of all these roads which it can perform without fear of diversion or competition. In this item alone, its Stockholders have a guaranty that they will receive an early and ample remuneration for their investment.

This Company has leased the Union Railroad in this State, extending from Sufferns to the road running through New Jersey to Jersey City. The Union Railroad Company, had previously leased the road from Ramapo to Paterson, and thence to Jersey City, on favorable terms, which was also transferred.

The tracks of these roads have been relaid, to correspond with the gauge of the Erie, many of the structures have been rebuilt in a substantial manner, and the whole line has been placed in complete repair, so that the trains are now run direct to Jersey City, opposite New York.

The freight trains are run to Piermont, which saves about fourteen miles of Railroad transportation, and increases the ferry transportation to twenty-four miles. Other freight trains are run to Newburg, which point on the Hudson River is sixty miles from New York, and reduces Railroad carriage thirty-five miles.

The advantages of the route by the way of Piermont, for the conveyance of all, except express freight, have been frequently set forth in previous reports, and are evident to all who carefully investigate the question. The terminus at Jersey City is indispensable for the convenient and rapid transit of passengers, to meet the corresponding speed and conveniences afforded by other lines ; and in like manner the water communication between New York and Piermont, (and also Newburg,) places this Company in a like advantageous position, in respect to freight.

The extensive wharfing facilities at the Piermont terminus, are indispensable for the transaction of the bulky business of freight, sufficient room for which, could not be obtained at Jersey City, without a very large outlay.

The present arrangement for freight, affords every desirable convenience to the New York shippers, as the

barges lie at a convenient wharf, central to the business portion of the city, where goods can be received from, and produce delivered to the New York merchants, almost at their own doors.

Arrangements have been made for the construction of a Railroad of the broad gauge from Corning, in nearly a direct line to Olean. This Road when completed, will be run in connection with the New York and Erie.

At Ceres, on the line of this Road, (ten miles east of Olean,) a connection will be formed with the Allegany Valley Railroad, now rapidly progressing, which will save about twenty-five miles of distance, to all places west and southwest of Corning, with more favorable grades and alignment than those of the present Road between Corning and Olean.

These roads, together with the Erie, will make the shortest and best line, from the head of navigation on the Ohio to New York, and will soon open the trade of the Valleys of the Allegany and Upper Ohio, (so rich in agricultural and mineral products,) and also complete the communication to the Ohio, from which they will receive large contributions, in consequence of the extraordinary cheapness of transportation on that river.

A broad gauge line of Railroad has also been placed under contract, which will extend from the Allegany Valley Railroad, near Ridgeway, through Western Pennsylvania, and the rich western reserves of Ohio, and thence, through the center of that State to Cincinnati, where it will unite with the Cincinnati and St. Louis broad gauge Railroad, one-half of which is nearly completed, on which trains will soon commence running for one hundred miles.

Another broad gauge line has also been placed under contract, extending from the Allegany Valley Railroad through Northern Ohio, and will be continued through Indiana to Chicago, from which city a road of the same gauge is now being built through the interior of Northern Illinois, and of Wisconsin, to Fond du Lac, with a branch to the Mississippi.

Within three years, two lines of an unbroken gauge, of the

same width as the Erie, will extend to the Mississippi, each of which, by including the Erie, will be over twelve hundred miles in length, besides the numerous branching lines already built, under way, or projected.

This unbroken gauge will facilitate the conveyance of passengers and baggage, and cheapen the transportation of freight and will lead to a unity of interest that will prove very beneficial to the New York and Erie Railroad, the main trunk of this part of the system.

It may be added, that the gauge of the Ohio Railroads, with the exception of the lines above described, and one other, are regulated by law, and are different from the other New York roads ; so that, except the Erie, none of them can derive the same advantage from these western connections.

From the western terminus at Dunkirk, on Lake Erie, a line of completed railroads extends to Cleveland, and thence to Cincinnati, Toledo, and Chicago, from each of which points, other lines of completed railroads radiate in every direction, and cover the States of Ohio, Indiana, and considerable portions of Michigan and Illinois, with a complete network.

The same States are also connected directly with the Erie terminus, by the chain of lakes which surround their northern borders—by the Ohio and Mississippi Rivers, which extend around their southern and western limits—and by the four great lines of canals, which pass through the interior, and connect those lakes and rivers by uninterrupted lines of navigation.

IV.—THE RESOURCES FOR BUSINESS LOCAL AND FOREIGN, AND THE SHARE OF THE WESTERN TRADE AND TRAVEL DUE TO THE NEW YORK AND ERIE RAILROAD, FROM ITS POSITION AND FACILITIES.

In a subsequent place, the local resources of this Road are stated ; but the examination of this question would be incomplete, if it were limited to the territories, which are ad-

adjacent to its line, of nearly five hundred miles of main trunk, and twice that length of tributary roads and water ways, within this State.

The New York and Erie Railroad, like the Erie Canal, is so essentially national in its characteristics, that the vast territory of *the West* must be considered by those who would adequately comprehend the causes, which have already furnished a business, which has surpassed the warmest anticipations of its early friends. Some reflections of a desultory character, thrown together as generally illustrative of this branch of enquiry, will suggest to the reader many other considerations which it might seem tedious to particularise in this place.

The rapid settlement of those vast and fertile regions lying north of the Ohio and east of the Mississippi, is unparalleled in the annals of any other country, and every acre of the wilderness subdued by this mighty march of civilization, develops new resources of profitable business, for the railroads and waterways. These again facilitate the settlement of those regions and conduce directly and powerfully, to the welfare of the New York and Erie, and the other main trunk lines, between the Atlantic and the West.

This being the only Railroad, constructed and managed by a single Company, between the commercial metropolis and the inland seas, turning the northern flank of the Alleghany Mountains by easy grades and curves, forming a continuous gauge, the broadest in America, on one of the few routes by which a railroad is practicable between New York and the vast region drained by the Western Lakes and the Mississippi,—it could never be reasonably doubted, that it would share largely in the immense trade and travel from that region, which, from the converging lines of the waterways and railroads, are thrown into the narrow throat lying between the northern extremity of the Alleghany Mountains and Lake Erie, from which this road starts.

More than three thousand miles of railroads are now in operation, west of the terminus of this road and north of

the Ohio, and as many more miles are actually in progress, altogether omitting those built and in progress south of the Ohio. From its western terminus, also, extends a continuous chain of more than one thousand miles of lake navigation, with five hundred miles of navigable rivers and twelve hundred miles of canals, uniting the waters of the lakes with those of the Ohio, Wabash and Illinois Rivers, and through them, with the Mississippi and its twenty thousand miles of connected navigation.

From its geographical position, the New York and Erie Railroad is the first line, which intercepts the immense flood of trade, which is thrown by these railroads and waterways, through this narrow throat, and it must, consequently, ever continue to receive the largest share thereof.

The progress of no other country furnishes adequate data, for determining the ratio of advancement in this ; and even the wonderful results of the past progress of the West, will fall short of the future, when the full effect of those numerous railroads and water courses is realised. The construction of each mile of new railroad in that region, is directly or indirectly, increasing the trade and travel, which must pass to the Atlantic over these roads ; and in like manner, they are interested in every improvement in the manner, or reduction in the cost, of transportation on the lakes, rivers, canals and railroads, which contribute to the prosperity, and increase the ability of the Western multitudes, to sustain the traffic to the sea-board. These water lines are thus, in almost every case, auxiliaries, instead of rivals, to the great lines of railroads.

The trade between the Atlantic sea-board and that fertile region of the great West, which lies north of the Ohio, is already taxing the existing channels of commerce, to their utmost capacity.

The annual agricultural and animal productions of this region, exceed twenty millions of tons ; and its surplus products, requiring transport to an Atlantic market, together with the return freight, is believed to be over five millions

of tons. The New York and Pennsylvania Canals and Railroads, now convey about three millions of tons of this trade annually.

Enlarged channels, for this vast internal commerce, have become indispensable. The State of New York has already taken steps to complete the enlargement of the main artery ; but before this is accomplished, the State and private works already constructed, will be found inadequate.

When the Erie Canal is enlarged, the increased facilities and diminished cost of transport, which it will afford, will vastly increase the trade through this State, and will by these means, also correspondingly increase the travel which must pass over the main lines of railroads. Those articles of freight which require, or will bear the expense of railroad transport, will also be increased to an extent that will tax to their full capacity, all the railroads now built between the Atlantic and the West.

The high northern latitude closes the water lines between the East and the West, for one-third of the year. The interchange of commodities, and the trade between those districts have undergone a sensible change within the last dozen years ; and, though the water lines have lost none of their importance, so far as regards the conveyance of the heavy commodities, yet the demands of a concentrated population at the East, require the means of a speedy conveyance, of the more perishable articles of use and consumption, as well as of a rapid communication for the moving multitudes, whom the relations of business or pleasure, require to pass between the East and West.

West of the Mississippi there are not now one hundred miles of railroad in operation. The well-informed men of that region confidently assert, that within ten years, they will construct more than five thousand miles. It is difficult to bring the mind to appreciate the effect on the New York and Erie, of the completion of those roads only, which the least sanguine concede will be built west of its Erie terminus, as well as from the increase of traffic on those already constructed.

The social and business habits of the people of the West must be considered, in estimating the resources of the Railroads connecting them with the East. No equal amount of population in the world, possess means for travel like those of the Western people ; and their intimate business and social relations with the East, (from whence so many of them have emigrated) lead to frequent interchanges of visits with friends in that region.

No other country presents a parallel to the wide distribution of the members of families, nor does any other present similar facilities, for frequent re-unions at each others homesteads, whether they be hundreds or thousands of miles apart.

This interchange of sociality, is one of the main elements of the prosperity of our railroads ; and what railroad is, or ever can be, better situated than the New York and Erie, for reaping a golden harvest from this immense and increasing cause ?

The States of Ohio, Indiana, Illinois and Wisconsin, each extend from the Lakes to the Ohio or Mississippi, and are connected with both, by four great lines of canal. Michigan and the peninsula of Upper Canada, are nearly surrounded by the great chain of navigable Lakes.

This same territory is intersected, as has been mentioned before, by a network of railroads, which, with the water lines, converge towards the Eastern end of Lake Erie, and concentrate in that narrow gorge, an amount of trade and travel which is not to be found elsewhere on this continent.

The New York and Erie Railroad, taps this trade in four places : first, intercepting it at Dunkirk with its main trunk, and subsequently by its tributaries at Buffalo, Tonawanda, Niagara Falls and Youngstown, and delivers it at the greatest commercial point on the continent, to which the chief part of it is directed.

It should be borne in mind, that the Erie is still a new route, without that complete organization of itself and its tributaries which its competing rival possesses, from the

greater length of time which its business has been established.

Railroads are rapidly taking the place of the common highways of the country, and especially through the Western States, where the soil, so admirably adapted for agricultural purposes, for that reason, is generally unfitted for the construction of even passable turnpikes.

The high value of the time of the traveller in this country, and the circumstances before stated, have rendered the railroad an element of necessity. The passenger by Railroad, travels six times the distance per day that he does by stage coach. The average value of the daily time of railroad travellers, is not less than two dollars per day. The saving is therefore ten dollars a day on each, which applied to the whole railroad travel of the United States, would be sufficient to pay the interest on the cost of all the Railroads that have been built in the Union.

Railroads have penetrated regions which were inaccessible to canals, and by cheapening the cost of transport, have increased the value of the adjacent property, equal to their cost. The difference in the cost of transport of agricultural products, saved by rail, over the common highway, is equivalent to adding to the adjacent farms, ten cents per acre for every mile of distance, that such commodities are moved on rail, instead of the common road. If the farmer, before a railroad was built, had been obliged to convey his products one hundred miles over a common road, the building of a railroad, for this distance, would be equivalent to increasing the value of his farm ten dollars an acre.

These railroads have already produced an important effect, in equalizing to a certain extent, the summer and winter prices of agricultural products on the Atlantic, and of merchandise and manufactured articles in the interior.

The crops of the country are harvested so late, that a large portion of them, cannot be sent to market until the following season, in consequence of the water lines being then, either thronged with business, or closed by ice. The railroads afford a constant communication for the whole

year, and by means of their rapid transport, enable the producer to avail himself of the advanced prices, which frequently take place, after the water lines are closed.

These are additional reasons for believing that the main trunk lines will be hereafter occupied to their full capacity, and at remunerative prices.

The facilities which the New York and Erie Railroad has given for quick and cheap transport to the best market in the country, has been an incentive to a large production for export along the route, and has caused a rapid increase in the settlement and cultivation of the contiguous lands. The establishment of every new branch of industry, the cultivation of each additional acre, and the settlement of every family along the line, forms an additional source of permanent revenue to the road.

The lumber cleared from the land, is followed immediately by its settlement ; and though the transportation of lumber is the least profitable branch of business done, it is a subject worthy of careful attention, whether provision should not be made for carrying it, at remunerative prices, at least to the nearest shipping place by water, for the advantage which will ultimately be received, in the permanent revenue arising from the conveyance of the agricultural products of the land thus cleared, and that of other freights and passengers incident to its settlement. The population of the district through which the road passes, or from which it draws its trade and travel, was about seven hundred and fifty thousand in 1850, and had increased nineteen per cent. in ten years. The present population exceeds eighteen hundred thousand. The valuation of the real estate in 1852, of those portions of the above mentioned district within the State of New York, was one hundred and fifty millions of dollars, and of the assessed personal estate, twenty-two millions. The number of acres of Improved Lands in 1845, was nearly three millions, it now exceeds five millions of acres, including those in New Jersey and Pennsylvania. The value of the manufactured articles in mills and tan-

neries, was more than ten millions of dollars in 1845. The value of the annual products of the dairies, lumber, coal and cereal products, amounted to over twenty millions of dollars in 1840, and including the manufactured articles, now probably exceed sixty millions of dollars annually.

In the older countries of Europe, the business of their railroads arrive nearly at a maximum, a few years after they are opened ; and to a certain extent, the same result takes place on some of the railroads in New England, where rival lines are certain to be established, whenever the business of one proves very productive.

This is not the case however on the railroads of the West, or those built on the great lines between it and the Atlantic, and particularly on the New York and Erie Railroad.

The rapid increase in the settlement of the country, the continued opening of new, and the extension of old lines of railroads, as well as that of lakes, rivers and canals, pour into the main channels an annual increase of trade, which none of them have hitherto anticipated, or have made sufficient provision to perform.

The New York Central, (as the combined lines between Albany and Buffalo are now termed) ten years ago, occupied the same position in reference to its prospective revenues, that the Erie Railroad does now. Few persons at that period would have hazarded a prediction of an increase in its business equal to that which has annually taken place since the period, when it was commonly regarded as having attained its maximum.

The country adjacent to the line of the Erie and its contributing roads and water ways, is as yet only partially developed ; and the same causes which have hitherto so wonderfully increased its local receipts, must continue to operate to the same, or to a greater extent, for many successive years.

The terminus of the Road being at the largest city in the Union, will, as is the case with other roads leading therefrom, ultimately render much of the first seventy miles of the adjacent country, a series of villages and gardens, which

will furnish the Road with a very large amount of travel and freight, in proportion to its area, over the three lines from Chester to Newburg, Piermont and Jersey City—an aggregate length of nearly one hundred miles of road.

The system of commuting for short distances, has been followed by the best results, on many of the Roads leading from New York, Boston, and other places, but has not yet been introduced to any extent on this Road.

The charge for commuting passengers, on the Boston roads, is from thirty dollars per annum for five miles, to ninety dollars for twenty-five miles, which is estimated to be about one cent per passenger per mile. On the Harlem, the charge for one class of passengers is from twenty-five dollars per annum for six miles, to forty dollars for eighteen to thirty miles; and for another class, thirty-five and forty-five dollars, for the distances mentioned; which is estimated to be about half-a-cent a mile, for the first class named, and two-thirds of a cent for the other. The number of annual commuters on the Boston roads is about four thousand, and on the Harlem, over thirteen hundred.

These rates would be considered very low, if it was not remembered that commuting passengers afford a regular, uniform business, for the doing of which, precise provision can be made, and that the additional business, which is always done by the same trains, is attended with a very slight addition to the expenses. The commutation is confined to the head of the family—the other members, friends, visitors, and the incidental trade, furnish a large and profitable addition to the business.

It must also be considered, that the commutation system establishes a population along the line, which will furnish a permanent source of revenue, for which there is no danger of competition, diversion, or diminution.

V.—THE CHARACTER OF THE ROAD AS CONSTRUCTED, AND ITS COST.

The aggregate amount of curvature is twenty-two thousand two hundred and fifty-two degrees, in four hundred and

forty-five miles of the main track, making an average of fifty degrees per mile. Sixty-four per cent. of the whole distance is straight lines.

The annexed tables (C.) show the amount of curvature and tangents, as well as the grades, arranged in classes.

The whole amount of ascents and descents is eight thousand and fifty-six feet in four hundred and forty-five miles, making an average of eighteen feet per mile.

From Almond Summit to Delaware, a distance of two hundred and fifty-six miles, the heaviest grade in the direction of the greatest trade (eastward) is only five feet per mile, except for a distance of six miles.

From Dunkirk to the summit between Lake Erie and the Allegany River, the maximum opposing grade going east is forty feet per mile, and west is thirty-five feet. Thence to Great Valley, east is forty feet, and west is thirty feet. Thence to Olean, east is fifteen feet, and west is twenty-five feet. Thence to the summit between the Allegany and Genesee Rivers, the maximum grade east is thirty-nine feet and west is thirty-five feet. Thence to Belvidere, east it is level or descending, and west is forty-nine feet. Thence to Phillipsville, east it is descending, and west is twenty-three feet. Thence to Andover, east is forty feet, and west it is level, or descending.

From Andover, to the summit between the Genesee and Canisteo, the maximum grade east is forty feet, and west it is level or descending. Thence to Hornellsville, it is level or descending east, and west is fifty feet. From Hornellsville to Corning, the maximum grade east is level or descending, and west, is ten feet. From Corning to Susquehanna, the maximum grade east is five feet, and west it is ten feet; thence to the summit between the Susquehanna, and Delaware rivers, the grade for six miles, is ascending east sixty feet per mile, and thence to Deposit, seven miles, it descends uniformly east fifty-eight feet.

From Deposit to Delaware, the grade is level or descending east, and the maximum west is fifteen feet. From

Delaware to Otisville is a uniform grade, ascending east of forty-five feet. Thence to Chester, the maximum east is fifty-six feet, and west, is sixty feet. Thence to Sufferns, the maximum east, is fifty-eight feet, and west is fifty feet.

From Sufferns to Blaauveltville, the maximum grade east is fifty-nine feet, and west it is sixty feet. From Blaauveltville to Pier, the grade is level or descending east, and the maximum west is fifty feet.

From Otisville to Chester, and thence by the way of the Newburg Branch, to the Hudson River, the grades east are level or descending, except nine and a half miles, and from the Almond Summit to this terminus of the road, a distance of three hundred and nine miles, the grades east are mostly level or descending, the opposing grades east, with the exception of twenty-eight miles, not exceeding a maximum of five feet to the mile.

The annexed tables (D.) furnish the number and span of the Bridges and Culverts, the dimensions of the cuttings and embankments, the quantity of ballasting done, the number and dimensions of the cross-ties, chairs and spikes, and the quantity of iron rails in the main tracks and sidings.

The whole length of the main track, from the Pier to Dunkirk, is four hundred and forty-five miles, and (including the Newburg Branch of nineteen miles, and the Union Railroad to Jersey City of thirty-one and a half miles,) is four hundred and ninety-five miles.

The whole length of the second track completed and in use, is one hundred and thirty-seven and one third miles, viz:—From the Pier to Clarkstown, eight and three-fourth miles, from Sufferns to Otisville, forty-three and one-half miles, and from Susquehanna to the Junction near Elmira, eighty-five miles. It is also in progress, and will be completed in January next, from Bergen to Paterson, fourteen and one-fourth miles, from Otisville to Delaware, twelve and two-third miles, and from Deposit to Susquehanna, fifteen and a half miles, making together one hundred and eighty miles of second track, besides eighty miles of the turn-outs and sidings.

Considering the several lines to the Hudson River, as equivalent to a double track, a second track will soon be in use from New York to Corning a distance of two hundred and ninety-one miles except ninety miles along the Delaware, and fourteen miles along the Chemung, the construction of which will not be required until the business of the road is largely increased.

The *Cuttings* for the first track, were made twenty feet wide, and for the second track, twenty-three feet.

The *Embankments* for the first track, were made fourteen feet, and for the second, thirteen feet wide.

The slopes in earth were made, from one and one half to one, to two to one, and in rock, from one fifth to one, to one half to one.

The *Ballasting* has been well done, on three hundred and thirty-eight miles of the first, and one hundred and thirty-nine miles of the second track. The material used for the embankments, on the remainder of the distance, being chiefly on the Susquehanna Division, was deemed sufficient without the use of ballasting. It may be advisable, at some future period however, to ballast one hundred miles of this division, and about fifty miles in other places.

The *Cross Ties* are generally nine feet long, six inches thick, with six to eight inches face.

The number of ties laid in the track is two thousand nine hundred and thirty-four per mile. The number originally laid, was two thousand two hundred.

The longitudinal sills, which were used on the Eastern and Delaware Divisions, have generally been removed, and substantial ties and full ballasting substituted.

The *Chairs* weigh twenty-five pounds each. Those on the old track weighed seventeen pounds. About four tons of spikes have been used to the mile.

The quantity of *Iron Rails* laid in the tracks, is nearly seventy thousand tons, making seven hundred and fifteen miles of road, including nearly eighty miles of turnouts. The weight of the rails in the main tracks, are generally

from fifty-eight to seventy-two pounds per lineal yard, and those in the sidings are from fifty-six to sixty pounds.

All defective and worn-out rails, have been replaced with new iron, so that hereafter, the annual replacement of the rails, will only be that, which is necessary to meet the usual wear. The light rails used in the old track, have generally been replaced by new and heavier ones.

The chief part of the rails which are taken out of the main track, are suitable and are required, for extending and increasing the number of the side tracks at the stations, to accommodate the annually increasing business.

The number of lineal feet of *Bridging* built, is twenty-five thousand three hundred and thirty-seven, of which five thousand four hundred and seventy-eight feet, are for the second track. One-half of the length, is in spans of one hundred and fifty feet and over.

The bridges have all been constructed in the most permanent manner, either originally, or by the substitution of new ones, where those first built were found to be weak or defective.

During the last year there was expended \$161,970 60 in building new bridges.

There are one hundred and fifty eight Arch, six hundred and three Box, two hundred and fifty three open stone *Culverts*, and three stone Viaducts, of from fifteen to thirty feet span, and one of seventeen arches of fifty-one feet span.

A number of stone culverts has been built, in place of wooden bridges during the last two years.

There are three large *Machine Shops* : viz : at Piermont, Susquehanna and Dunkirk, fitted up with the most complete set of tools and conveniences, for repairing and fitting up locomotives, etc., and extensive shops and buildings similarly equipped, for repairing and manufacturing cars.

There are also five smaller *Machine Shops*, and thirty-five *Engine houses*, containing in the aggregate over one hundred stalls, together with fifteen *Turn-tables*.

There are fourteen passenger houses and refreshment saloons, twenty-nine freight houses and forty-six station houses, used for both purposes; twelve buildings used for dwellings, offices, etc., and fifty-five smaller buildings used for various other purposes. This statement does not include the block of buildings, owned by the Company in the City of New York.

There are also twelve thousand six hundred and forty eight lineal feet of wood houses, and a large number of water stations.

The Road has been in use a sufficient length of time, to show what slopes of cuttings and fillings were required, what side ditches and other protections were necessary, to allow the embankments to become well settled, to determine the strength and stability of the bridges, and to test the strength of the iron and the quality of all the materials used.

The imperfections of original construction, have been corrected, wherever it was necessary, by the enlargement of the excavations and embankments, by the construction of bank walls, by the raising of embankments and the substitution of new structures, iron and materials, wherever those originally put in were defective or have decayed.

The Road is therefore at this time, in a more perfect condition, than it has been at any previous period, and the future expenditures for these purposes, will be materially diminished.

The number of *Locomotives* owned by this Company, is one hundred and fifty, of which three are worn out; three are in the shops, undergoing general repairs, and twelve others, slight repairs, leaving one hundred and thirty-two in use. Of those in use, thirty-one require slight repairs, and one hundred and one are in complete order. Eight of the Engines were run on the narrow gauge, between Paterson and Jersey City, and are thrown out of use by the completion of the broad gauge track, over that portion of the Road.

Contracts have been made for sixty new Engines which will be delivered during the ensuing six months.

The annexed tables (E) exhibit the number of Engines, employed on each division of the Road, the condition, the cost of the ordinary and extraordinary repairs on each engine, and the number of miles run, and the cost per mile run by each, for the last year.

The cost of ordinary repairs was,.....	\$148,744 85
“ extraordinary “ “	139,899 96
“ number of miles run, “	2,790,509
• “ cost of ordinary repairs per mile run was 5½ cents.	
“ “ extraordinary “ “ 5 “	

A line of *Magnetic Telegraph* extends over the whole length of the main road and the Union and Newburg Branches, and also over several of the connecting Roads.

The length of Telegraph line operated by this Company, is four hundred and ninety-seven miles; the number of offices is fifty-seven, and the number of Telegraph operators employed is sixty-five.

The expenditure for its construction has been \$50,000, and the annual cost of maintaining and operating it is \$29,000.

THE COST of the Road and equipment to the present date, and the expenditures thereon during the past year, are as follows :—

495) 212228347102574

 222
 900

 4325
 3950

 2079
 2055

 2154
 1030

 3124

ON WHAT ACCOUNT.	PRESENT COST.	Expenditure dur- ing the year end- ing Sept. 30, 1868.
For graduation, masonry, and bridges, as follows:—		
Grading, transportation of laborers and materials, and gravel and hand-cars .	12,959,619 97	2,261,889 43
Superstructure	2,874,186 08	451,219 07
Iron	8,764,216 08	896,860 58
Stations, buildings, and fixtures, viz:—		
Freight and Passenger Depots.....	518,862 87	57,887 98
Water Stations and Wood Sheds....	254,941 21	66,324 91
Machine and Workshops.....	283,778 97	38,547 84
Machinery in Shops.....	161,604 78	28,241 58
Depot and Stores in New York.....	92,974 01	4,029 50
Land, land damages and fences.....	1,159,515 16	82,149 49
Locomotives and fixtures.....	1,862,971 45	12,984 16
Passenger and Baggage Cars.....	322,659 62	59,780 84
Freight and other Cars.....	1,470,402 45	320,048 40
Telegraph.....	50,081 69	5,885 57
Duane street Pier	12,878 86	.....
Dunkirk Harbor Improvement.....	12,066 74	1,505 84
Steamboats and Barges on Hudson River,	205,586 90	24,875 00
Office Expenses	195,996 63	24,576 24
Engineering	476,878 57	30,738 40
Agencies	148,068 00	80,381 45
Contingencies	172,325 71	93,625 50
Interest on Stock, according to terms of } subscription, &c., &c.	1,651,694 18	115,254 66
Interest on first Mortgage Bonds paid to } State Comptroller.....	499,944 17	.....
Discount on sale of Bonds.....	1,765,464 08	.....
Construction previous to 1845.....	1,861,616 18	.....
Totals.....	\$31,222,834 21	\$4,651,101 44

The old account of expenditures prior to the new subscriptions received in 1845, is as follows :

State Loan released,	\$3,000,000 00
Forfeited Stock,	65,571 29
Six per cent Certificates,	265,515 42
Seven " "	168,146 44
Drafts at pleasure,	54 03
Stock surrendered,	742,100 00
Bills payable,	2,899 81
New Stock given for old surrendered, cash paid, } and outstanding liabilities,	917,600 48
Old Stock not surrendered,	12,400 00
Total,.....	\$5,169,287 42
<i>This is now represented by :</i>	
New Stock,	\$742,100 00
Seven per cent Certificates,	508,868 90
Old outstanding liabilities,	14,214 51
Cash paid on old account,.....	101,482 72
Total,.....	\$1,361,616 13

The expenditures which have been made during the past year, have been incurred for the following purposes :—

Advances to the Union Railroad Company, for laying down a wide track from Jersey City to Sufferns, thirty-one and a half miles, and a second track to Paterson, including turntables, station houses, side tracks ; two extensive bridges, for a double track across the Hackensack and Passaic Rivers, with large and substantial draws ; several smaller bridges and culverts ; the widening of the Boiling Spring quicksand and other cuts ; several other excavations ; raising and widening the embankments ; ballasting a considerable portion of the distance ; extending and re-building the culverts, cattle guards and passes ; fencing ; and the purchase of additional grounds and facilities, for conducting the operations of this part of the road.

On the Eastern Division, thirty-four miles of the second track, have been completed and brought into use, ten miles more are nearly completed, and the grading and ballasting on twelve miles more, almost finished and ready for the superstructure.

On this Division there have been built and brought into use, eleven double track bridges, each of from twenty-one to one hundred and sixty-three feet span, besides six bridges, the masonry of which has been completed, and the superstructure nearly finished ; and the Neversink Bridge, the masonry of which is nearly completed. There have also been built, nine arch culverts, of from six to twenty-five feet span, and a number of cattle guards, passes and road crossings.

In nearly every case, it has been necessary to build the above mentioned bridges, culverts, etc. for both tracks, as the old structures were of a temporary character.

The grading for the second track, from Otisville to Delaware, was very heavy and expensive, a considerable portion of it being heavy rock excavation.

On the Delaware Division, east of Deposit, several side tracks have been put in, and others extended, to accommo-

date the increased number and length of the freight trains. The excavations and embankments have been widened. The masonry for the bridge across the Delaware River, at Delaware, (required to be built as one of the conditions of the Pennsylvania charter) has been about one-third finished, and the timber for the superstructure furnished.

Between Deposit and Susquehanna, (fourteen and one-half miles) the grading for the second track has been nearly completed, the cross ties and iron delivered, and the ballasting for four miles done, ready for the superstructure.

This work has been very expensive, in consequence of the large amount of rock required to be excavated.

On the Susquehanna Division, eighty-six and three-fourth consecutive miles of the second track, have been completed and brought into use, extending to the junction with the Railroad to Canandaigua, four miles beyond Elmira. Twenty-four new bridges for double track, of from thirty to one hundred and fifty feet span each, and nine new bridges for single track, each of from thirty to one hundred feet span, have been built, besides a large number of new culverts, sluices, cattle guards, road and bridge crossings, for the second track, and to replace the original temporary structures.

The Depot grounds have been graded for additional side tracks, and the tracks laid down, at all of the important stations, and several new turn-tables, track scales, and water stations have been built.

On the Western Division, the expenditure has been chiefly incurred, for grading and putting in side tracks, constructing fences, widening ditches, and ballasting the road bed, and for a new turn-table, and freight and passenger house at Hornellsville.

The rapid accumulation of business on the eastern end of the road, rendered the construction of a second track necessary, almost simultaneously, with the extension of the first track to the Lake.

By the opening of the next season, a second track will be in use, equivalent to one-half of the length of the road.

A continuance of the present ratio of increase, in the business of the road, will require additional track facilities, from time to time, and for this purpose, it is intended to construct additional and longer turnouts, on the Delaware Division, and at some other places, where they will ultimately form portions of the second track.

With these additions, the road will be capable of performing a business, which will yield an annual revenue, of from seven to eight millions of dollars.

All the great lines of Railroads in this country, have been subjected to extra expenses, arising from the gradual improvements, which they have been compelled to introduce in the superstructure and equipment of the roads, and also from the want of sufficient capital, which rendered it necessary to obtain money, by the sale of stock and securities, below their par value.

The earlier built roads, have been subjected to more of the extra expense, arising from the first cause stated, than those of recent construction.

The first road on the New York Central line, was built with two inclined planes, worked by stationary engines, a thin flat rail, laid on longitudinal timbers of southern pine, which rested on stone blocks, protected from displacement by frost, by deep trenches filled with broken stone. This mode of construction was subsequently improved upon by the substitution, from time to time, of thick flat rails, and next, of those of the present form, changed successively from thirty, to fifty, and to sixty-five pounds weight, per lineal yard.

The stone blocks and broken stone were laid aside, and cross ties, laid on ballasting were substituted.

The inclined planes at Schenectady and Albany, were abandoned ; at the latter place a new line was built, which was worked by horse power, and subsequently at both places, new lines were built on grades, adapted to the use of Locomotives.

The first Locomotives built, weighed six tons ; some of those now in use on that line, weigh twenty-five tons.

The New York and Erie Railroad, was commenced at a later date, than the Central, and the greater portion of it was built, after the existing improved plans of construction were generally adopted. It has therefore escaped many of the extra expenses, that have been incurred on the other great lines.

It has, however, been subjected to some expenses of this character.

On the Eastern Division, the iron rails originally laid down, were found too light, to sustain the large Engines and trains, and the great traffic which has passed over the road.

Many of the bridges were, from the same causes, found too weak, and experience has shown, that the use of longitudinal sills, on this part of the road, was an inferior mode of construction.

On the Western half of the road, a large expenditure was made, in constructing a piled road, and with grades and lines, which on subsequent examinations, were abandoned and left unused and valueless.

The losses to the Company from these causes, may be estimated roughly, at three millions of dollars, the amount of the loan received from the State.

VI.—AN ANALYSIS OF THE PRESENT BUSINESS.

The annexed tables show :

F.—The number of passengers, and the receipts therefrom, on the several sections of the Road, in periods of six months, for the years ending October 1st, 1852, and 1853.

G.—The tonnage and receipts for freights, in the same manner, and for the same period.

H.—A comparison of the through and local receipts from passengers and freights.

I.—The number of through and way passengers, and the mileage for each month of the last year.

J.—The classification of the tonnage, and receipts therefor.

K.—The proportions of the different kinds of freight shipped from and received at the principal stations.

L.—The quantity of lumber shipped from the principal stations, and its destination.

The net earnings, for the years ending September 30, 1852 and 1853, have been as follows :

	From Passengers.	From Freight	From other sources.	Total earnings
For the year ending Sep. 30, 1852	1,299,796 51	1,869,408 19	149,526 09	3,318,725 79
" " " 1853	1,601,209 71	2,537,214 52	180,538 18	4,318,962 36
Increase- - - -	\$301,413 20	667,811 33	31,012 04	1,000,286 57

These tables exhibit the following general results, in reference to the business of the last year.

1st. That while the whole earnings, exceed those of the preceding year by *thirty* per cent, the receipts from *freights*, form two-thirds of that increase.

2d. That the *local* business from passengers, has increased, by one per cent more than the *through*, and that the *through* business from freight, has increased, by seven per cent more than the *local*.

3d. That the earnings for the transportation of *freight*, exceed those for *passengers*, by more than one-half, for the year, and about one-third, for the last quarter of the year.

4th. That the receipts from the *through* business, form about one-third of the whole receipts, being twenty-nine per cent from passengers, and thirty-seven per cent. from freight.

5th. That the receipts for transportation, between all way stations and the *termini* of the road, are about twenty-five per cent of the whole, for both passengers and freight, and those between the *way stations* only, are forty-two per cent. of the whole, being forty-five per cent. on passengers, and thirty-nine per cent on freight.

6th. That nearly one-half of the freight business was received at the New York office ; about five per cent at the offices on the Eastern Division ; three per cent on the Delaware ; fifteen per cent on the Susquehanna ; and eight per cent at the offices on the Western Division.

7th. That nearly one-half of the increase from freight over the previous year, was received at the New York office ; nearly one-fifth at Dunkirk ; twelve per cent on the Susquehanna, and eight per cent of the increase at the offices on the Western Division ; and a small increase on the Eastern, and none on the Delaware Division.

8th. That nearly one-third of the passenger business, for the last year, was received at New York, and one-fifth at Hornellsville and Dunkirk. The Eastern Division furnished four per cent ; the Delaware six per cent ; the Susquehanna twenty per cent ; and the Western Division furnished six per cent of the whole passenger business, excluding the New York business from the Eastern division ; the Hornellsville from the Susquehanna ; and the Dunkirk business from the Western Division.

9th. That nearly one-fifth of the whole increase from passengers, over the previous year, was received at the New York office ; one-fourth at the Hornellsville and Dunkirk offices ; one-fifth from the offices on the Susquehanna Division, and a small increase from the offices on the other divisions.

10th. That the receipts for the transportation of the product of animals, vegetable food, manufactures and merchandize, form eighty per cent. of the freight receipts, while the tonnage of the same articles, forms fifty-seven per cent of the tonnage.

11th. That the freights westward, exceeded those eastward, (excluding lumber,) in each of the months of the last year, except December, January and February, and that in those three months, the freights eastward, exceeded those westward, by thirty-two thousand tons, of which, less than one-third was made up of lumber.

12th. That the lumber transported eastward, during seven months of the year, nearly equalized the freights in *both directions*, and nearly equalized the tonnage of freight transported, during *each month* of the year.

13th. That during each of eight months of the year, the tonnage was *nearly equal*, being from fifty-two to sixty thousand tons per month ; the eastward tonnage being from twenty-six to thirty-five thousand tons, and the westward from twenty-two to twenty-six thousand tons.

14th. That the tonnage, during the remaining four months, ranged from thirty-seven to sixty-four thousand tons per month ; the eastward tonnage, being from twenty-three to thirty-seven thousand, and the westward, from twelve to twenty-seven thousand tons.

The above analysis shows :—

FIRST. That the present business of the road, could not be materially affected, by the competition of any existing Railroads, and,

SECOND. That the preponderance of its business, being the transportation of freight, and the chief part of that being derived from the adjacent country, in the event of any check in the present prosperous condition of this country, the regular increase of the main business of this road, will not be interrupted, while that of other lines, which depend mainly on passenger travel, will be materially reduced ; because, during such periods, pleasure travel is mainly suspended, and business travel is much lessened, whilst a contrary effect is produced in the freight traffic, the producer at such times, generally sending larger amounts to market.

The last Annual Report of the State Engineer, contains tables showing the tonnage and value, of all the articles transported, for the last five years on the Erie Canal, and on the line of Railroads, running parallel with it.

These tables show, that one class of articles, was, during that time, chiefly carried by the Canal, another class, chiefly by the Railroads, and a third class, was carried by both.

In the first class, are embraced, lumber, cereal products, iron and salt.

In the second class, animals and their products, vegetables, manufactures and merchandise.

The proportion of the whole tonnage of the Canal, to that of the railroad, was, as thirty-two to one, while that of the first class, was, as one hundred and eight to one ; of the second class, was, two and one-third to one, and of the third class, was, sixteen and one-half to one.*

The value per ton, of the *same* articles, which were transported on the canal and on the railroads, was as follows :

1st class on the Canal, \$18 06	On the Railroad, \$85 26 per ton.
2d " " " 219 86	" " " 248 60 " "
3d " " " 91 82	" " " 196 61 " "

The average value, of *all* the articles transported on the Canals, for the four years named, was \$48,68 per ton, and of those transported on the Railroad for the same period, was \$227,41.

The Report states, " Thus the conclusions are arrived at, that those products and articles which are more profitably transported over the railroads, (the New York Central Line) could not, in most instances, be moved on the canal, without serious loss to the owner, and that the diversion of this business, from our navigable channels, has served to augment the legitimate business of the Erie Canal."

These tables show the effect of a canal, running parallel to a railroad, in distributing the appropriate business on each.

The New York and Erie Railroad, is intersected in four places by canals—the Delaware and Hudson, which runs parallel to it for twenty-two miles ; the Chenango Canal ; the Chemung Canal and feeder, which runs parallel for twenty-four miles, (including twelve miles of the Junction

* This statement does not convey an accurate perception of the relative tonnage carried by the Canal and Railroad, because the average distance which the Canal tonnage was moved, was more than two hundred miles, while that of the Railroad, was less than seventy miles.

Canal, nearly completed) and the Genesee Valley Canal, which, when completed, will run parallel for fourteen miles.

The comparative distance to the City of New York, by the Railroad, and each of these Canals, is as follows :—From Delaware by Railroad eighty-nine miles ; by Canal one hundred and sixty-two miles. From Binghamton, by Railroad, two hundred and fifteen miles, by Canal, three hundred and fifty-seven miles ; from Elmira, by Railroad, two hundred and seventy-four miles, by Canal, four hundred and fifty-nine miles. From Corning, by Railroad two hundred and ninety-one miles ; by Canal, four hundred and sixty-nine miles. From Cuba by Railroad, three hundred and eighty-three miles ; by Canal (when completed) five hundred and nine miles.

The circuitous routes which these Canals follow, and the increased time occupied in transit, prevent them from becoming competitors, for such articles of freight, as are desirable for transport on this Road, while they provide a cheap mode of conveyance, for the heavy products of the country, which have too small value, to pay for Railroad transportation.

The effect of these canals is therefore more particularly beneficial to the Railroad, than where they run contiguous and parallel to it, as is the case on the New York Central. The annexed tables (T) show the amount of tonnage of each article shipped by the State Canals, where they are intersected by or are contiguous to the New York and Erie Railroad, and also the tolls paid thereon.

THE LUMBER TRADE.

The quantity of lumber transported during the year is one hundred and thirty thousand tons, or nearly one hundred millions of feet board measure, transported an average distance of two hundred and twenty-five miles. The receipts therefrom have been during the last fiscal year \$383,832, which is equal to one and one-third cents per ton, per mile.

At the September rate of charges for transporting lumber, the receipts during the year would have been \$519,472. The present rates of freight average over one and four-fifths cents per ton, per mile.

The lumber formed twenty per cent of the whole tonnage, thirty per cent. of the tons carried one mile, and sixteen per cent of the whole receipts from freight.

More than one half of the whole quantity, was transported to tide water, and the balance, chiefly to the points of intersection with the State Canals.

The Genesee Valley, ships forty per cent. of the lumber, and the Susquehanna, nearly the same amount. The Alleghany ships twelve per cent., and the Delaware five per cent. of the whole quantity.

The quantity of lumber now on hand, ready for shipment, is over fifty millions of feet, of which forty millions is seasoned, and the same quantity is destined for the Hudson River.

It is estimated, that there would be shipped, more than two hundred millions of feet annually, for the next five or ten years, if sufficient means should be provided, for transporting it.

Of this quantity, one half would be furnished from the Genesee, and one third from the Susquehanna Valley.

Urgent solicitations have been made, by the lumber manufacturers, to have that which is now on hand, transported to market, and to provide for the regular conveyance of that which is annually manufactured.

All of the motive power of the road, has been called into the most active requisition, during the present fall, to transport those freights, which are more remunerative than lumber.

As soon as the additional locomotives, which are now being built, are furnished, it is intended to establish trains, for the more uniform transportation of lumber.

The tariff for lumber* was increased on the first of September, ten per cent. on that shipped to the Hudson, and fifteen

* White pine, green, weighs 4500 lbs. per M. ft. bd. meas. ; seasoned 2500 lbs.
 Hemlock timber " " 4000 " " " " " " " 3500 "
 Norway pine " " " " " " " " " 3200 "

per cent. on that delivered at way stations. Arrangements have been made for weighing it, after being loaded on the cars, to prevent the errors of estimating partially seasoned lumber.

The quantity of coal carried during the last year, was about sixty-five thousand tons, moved an average distance of thirty-one miles. The receipts therefrom were \$25,642 46, which is equal to one and three-tenth cents per ton per mile ; the shippers furnishing cars, and loading and unloading.

Coal can be conveyed cheaply over the light grades of the Susquehanna Division, and by means of the Railroads and Canals branching therefrom, it can be distributed to the consumers, in the interior of the State. Coal is now successfully used in the manufacture of salt at Syracuse, and it may be reasonably anticipated, that the Railroads will be called upon, to deliver considerable quantities for use, at the salt works, when the water lines are closed.

VII.—A COMPARISON OF THE BUSINESS DONE, AND OF THE RECEIPTS AND EXPENSES OF THE LAST, WITH THOSE OF FORMER YEARS.

The annexed tables exhibit :—

M.—The earnings from each source, for each month of the year, ending September 30th, 1853.

N.—The expenses of transportation in detail, for each month, of the same period.

O.—The expense in detail, per mile run by the trains, and also per ton, and per passenger, per mile carried.

P.—The miles run each month, by each class of trains.

They show :—

1st. That the receipts from passengers were twenty-two per cent., and from freight thirty-four per cent. greater the last year, than the year previous, and that these increased advantages, were made up in the first quarter, by fourteen

per cent. on passengers, and forty-seven per cent. on freight; in the second quarter, by forty-three per cent. on passengers, and thirty-four per cent. on freight; in the third quarter, by twenty-one per cent. on passengers, and the same on freight; and in the fourth quarter, by nineteen per cent. on passengers, and thirty-nine per cent. on freight.

2d. That the number of passengers carried in 1853, was one third greater than in 1852. That the mileage of the trains, was twenty-eight per cent. greater, and that of the passengers twenty-one per cent. greater.

3d. That the tonnage of freight carried, was forty per cent. greater, the mileage of the trains eleven per cent. more, and that of the freight five per cent. greater, for the last, than for the previous year.

4th. That the expenses were thirty-six per cent., and the earnings twenty-nine per cent. greater, than those of the previous year.

5th. That the expenses, were two and two-tenths per cent. greater, for the last, than those of the previous year.

6th. That the expense, per mile run by the trains, was ten and one-tenth cents greater, and the expense per ton, or per passenger carried one mile, was two hundredths of a cent greater, than that of the previous year.

These tables further show, that the expense of operating the road, including that of repairing the rolling stock and roadway, was fifty-two and four-tenths per cent. of the receipts for the whole year: fifty-one and five-tenths per cent. for the first quarter, sixty-seven and two tenths per cent. for the second, fifty-eight and seven tenths per cent. for the third, and forty-five and four tenths per cent. for the last quarter of the year.

That the expenses for repairs of the track, etc., were three and eight tenths cents per mile run by the trains; and for operating the road six and eight tenths cents more, during the last than the previous year. The cost per mile run, for repairs of engines, was five tenths of a cent less.

That the chief part of the excess, in the repairs of the en-

gines, cars, etc. (per mile run), was in the expense of repairs of the freight engines and cars.

That the greatest excess in the cost of operating, per mile run, was in the expenses of the freight trains.

That the chief part of the excess in the average expense of transporting a passenger, or a ton of freight, one mile, was in the item of repairs of the track.

That the expenses of operating the road, per mile run by the trains, during each month of the last year, were greatest in the months of December, January, June and July consecutively, and that the excess of the expenditures, during these months, was in the pay of office clerks and employes on the road; and in the repairs of engines and cars, in the two winter months, and in the repairs of the track, etc, in the summer months.

It thus appears—

That the business has increased nearly thirty per cent, the increase being greater in freight, than in passengers.

That the passenger and freight trains, and the mileage of passengers and freight, have been greater for the last than the previous year.

That the cost of transportation has been reduced, during the latter part of the year, though for the whole year it does not show any material difference from the previous one; and that a much larger sum has been expended in the repairs of the track and machinery, from which it would be inferred, (as is the fact) that the road and equipment is in better condition than it was at the end of the previous year.

COMPARISON OF THE COST, REVENUE AND EXPENSES, OF
THE NEW YORK AND ERIE WITH OTHER ROADS.

The annexed tables give—

Q.—The cost, revenue, expenses, and business done, on the New York and Erie, and the New York Central line, (including the Hudson River Railroad,) from Buffalo to New York, for the year ending September 30th, 1852.

R.—The cost in detail, per mile run by the trains, on the same roads.

These tables show—

That the whole length and expenditure on the Erie and the Central, (including the Hudson River,) were nearly the same.

That the cost of the road and equipment of the Erie, has been about five thousand dollars, per mile of single track, more than the Central.

That the number of passengers carried one mile on the Central, was more than twice the number carried one mile on the Erie; and that the tonnage of freight carried one mile on the Erie, was nearly twice the tonnage carried one mile on the Central.

That the receipts of the Central exceeded those of the Erie, thirty per cent, and the expenses twenty-one per cent.

That the cost per mile run by the passenger trains, on the Central, exceeded that on the Erie seventeen per cent; and that the cost per mile run by the freight trains on the Erie, exceeded that of the Central, nine per cent: a larger number of passengers and a less amount of freight being carried in the trains on the Central, than in those on the Erie.

That the cost per mile of the Erie, compares favorably with the cost of the New England roads, and of the Baltimore and Ohio Road.

That the cost of operating, per mile run by the trains, is less than that of nearly all the New England Roads quoted, and is generally less for fuel, and more for repairs of machinery. ML

That the expenses, form a larger per centage of the earnings of the Erie, than on most of the roads quoted, and also that the earnings per mile of road, are less on the Erie than on the majority of the other roads; but, that the increased business of the last year on the Erie, has made its earnings per mile, nearly equal to those of any other, and that the

diminished expenses of transportation, during the last half year, and the increased tariff of charges, furnish a guaranty, that hereafter, the per centage of the expenses, to the earnings, will compare favorably with that of any road, the circumstances of which are similar.

VIII.—THE PRESENT ORGANIZATION AND MANAGEMENT.

The Board of Directors have stated meetings, on the third Wednesday of each month, and at other times, when called together, for the transaction of special business.

The President and the Executive Committee, perform all the legislative business, during the recess of the Board of Directors, and report their proceedings at the stated meetings.

The President is the chief executive officer, and all of the operations of the work, are performed under his immediate direction.

The Chief Engineer has charge of the construction of new work, and is aided by two superintending Engineers, and a number of assistants; one of these Superintending Engineers, however, also performs the duties of Division Superintendent.

The work of construction is so nearly completed, that the Engineer department will soon be disbanded.

The transportation department is placed under one General Superintendent, an Assistant Superintendent, five Division Superintendents, one General Freight and one General Ticket Agent.

There is also a Treasurer, a Secretary, an Auditor, a General Land Agent, a Store-keeper, a Book-keeper, and a Chief Clerk.

The financial embarrassment, under which the enterprise has been prosecuted, and the great importance of the work of construction, and the attention which was bestowed thereon, during its progress, have necessarily embarrassed the management of the running of the road, the latter having

been treated as of secondary importance, while the former was under way.

The former may now be regarded as substantially completed, and the work is relieved, not only from the cost of the employment of two sets of officers, but also from their frequent conflicting operations, which necessarily retarded and embarrassed each other, and enhanced the cost of both.

In the early opening of the road, as one of the great thoroughfares between the east and west, it was necessary to make it known to the travelling and trading public. Its great rival had long been known as the only through route—first as the Indian path, afterwards as the main stage route. To these succeeded the increased comfort and ease of Canal packet boats, and finally, the first great line of railroads. During the latter of these periods, the increasing speed, comfort, and economy of the steamers on the Hudson, formed no inconsiderable inducement to the traveller taking the Central route.

Under these circumstances, it became indispensable for the New York and Erie Railroad Company, to use the greatest exertions to make their route favorably known at the West, to overcome prejudices, and to offer superior inducements, in comfort, promptness, and cheapness of transportation.

These efforts were necessarily attended with increased expenses, while the resulting benefits were tardily received.

They have, however, now placed it in such a favorable light before the public, that many of these expenses have become unnecessary.

Two subjects have engaged the particular attention of the Directors during the past summer—the reduction of the expenses of operating the road, and the increase of its receipts.

It was deemed that the first of these could be effected by the establishment of a system, by which the managers could ascertain the value received for all the expenditures made; by exacting a rigid accountability therefor, and by imposing

a check on improvidence, in the requirement of estimates in advance for all proposed expenditures.

The value received can be ascertained, by comparisons of the expenses of the various operations with those of other similar roads, and with the several divisions of the road itself ; and the expenses of the different conductors, engineers, etc., with each other.

Such comparisons would naturally lead to an examination of any increased cost, in any particular operation, upon any division of the road, or on the part of any operative ; and the cause being known, the remedy is easily applied. The effect of such investigations, is to incite the officers and subordinates to greater watchfulness and economy, to obtain from them suggestive remedies, and to create an emulation, among those of the same class, to so conduct the affairs entrusted to their charge, as to secure the approbation of their superior officers, who, they know, have the means of determining with accuracy their relative merits.

By requiring estimates in advance of proposed expenditures, the heads of departments are compelled to exercise their discretion, in authorizing every expenditure, and this they do, with the knowledge, that this discretion will also pass under the review of, and be commented upon, by their superiors, and that the estimates will be compared with the actual cost.

To carry out the above views, the Executive Committee, in August last, passed the following resolution :—

“The Chief Engineer must present to the President, quarterly, the expense of constructing, maintaining, and operating the road, as compared with other similar roads.

“The Superintendent must present to the President, monthly, the comparative expense of maintaining and operating each division of the road, and for each class of service, and the same in detail quarterly.

“The Division Superintendents must report monthly, through the Superintendent, to the President, the comparative expense of running the different trains, by different conductors

and enginemen, of fuel, oil, etc. Also the service performed by the engines, the actual running and loss of time, and the cost of repairs thereon.

“The Auditor must report monthly, to the President, the amount of the estimates, of the proposed expenditures, by the different officers, and also a statement, showing the estimates for, and the actual expenditures made, during each month.

“The Chief Clerk must report monthly, to the President, the amount of receipts from the different sources, and quarterly, the amount of receipts from each important station, of each service.”

The personal inspection of the work, by the members of the Board, and the close investigations which they have instituted, have enabled them to reduce the current expenses, without (as they believe,) lessening the efficiency of the works. They are happy to add, that they have generally found a cheerful acquiescence and earnest support, in carrying out these views, on the part of the officers and the subordinates of the Company.

So much has already been accomplished, that the Board feel assured, that the result of the next year's operations will be gratifying to the Stockholders.

THE TELEGRAPH.

As has been previously stated, the Company has in operation four hundred and ninety-seven miles of Telegraph, used exclusively for its own business, and fifty-two offices, and has sixty-five operators employed.

No expenditure which has been made on this work has proved more profitable than that made for this purpose. It has added to the safety of the passengers, and has given a feeling of security, to the managers and operatives of the road, against a large class of accidents, to which, without it, they are peculiarly exposed.

When accidents do occur, information is communicated

immediately from the nearest station, and assisting engines, cars and men, are dispatched with the greatest promptness: thus saving in every instance the loss of considerable time and expense, besides the advantage of communicating the intelligence to all approaching trains, and avoiding the further damage, which has proved so disastrous on some other Roads.

By the rules of all well managed Railroads, freight trains are required to lie by, when they approach the stated time for the passage of passenger trains, and in like manner all the trains moving in one direction, on a single track, are required to lie by for the trains from the opposite direction. During particular seasons of the year, on certain days of the week, and on special occasions, some of the trains are so heavily laden on every road, that they cannot make the regular time between stations. In these cases, without the use of the Telegraph, all other trains moving on the Road would be correspondingly delayed. By means of the Telegraph, however, the chief part of the delay in the other trains is obviated, as they can, with perfect certainty and safety, be moved forward to advanced stations for passing, and thus save the expense and inconvenience of tedious delays.

By means of the Telegraph, the Superintendent, at whatever station he may happen to be for the time, is able to place himself in direct communication with every other station on his line, learn the position of every train, and direct the movement of each, with greater precision and safety than could be done by any of the regulations which have been established on other roads.

Such regulations, however, are always observed with the same care on this, as on other roads, and the Telegraph is only permitted to be used for this purpose, when the trains have become deranged, and then only by one person, on each Division, specially authorized to perform this duty.

In the transmission of all important orders by Telegraph, there is a standing regulation, which requires that the person

to whom the order is sent, should telegraph back the precise terms of the order, as it was received by him, and thus one of the causes of error is obviated.

There are many other incidental advantages, arising from the use of the Telegraph, which are so obvious, that it is unnecessary to mention them.

There are run daily, each way, over the road, three Express, and one Mail Passenger Trains, and a Way Passenger Train, on the Eastern, and another on the Susquehanna Divisions, and eight Passenger Trains, from Jersey City to Paterson.

There are also run daily, each way, four regular Freight Trains, on the Eastern, and two on each of the other divisions of the Road, besides Extra Trains, which are run daily, in the time of the regular Trains.

The relative capacity of the different sections of the road, will be practically understood, by a statement of the size of the loaded freight trains, as they are made up on the different divisions. The same Engine will haul, with the same ease, sixteen cars on the Western Division, forty on the Susquehanna Division, twenty-five over the Delaware Division, (with the exception of a short distance where an assisting engine is used,) and fourteen over the Eastern Division.

Freight trains generally travel twelve miles per hour, and Passenger trains thirty-five miles per hour. The former are usually kept a quarter of an hour out of the way of the latter, and hence, they can run on the average but about twenty miles on a single track, without lying by for the passage of the other trains.

This requires a large number of turnouts, and would materially limit the distance which a freight train can run per day. To avoid this inconvenience, the freight trains are generally run at night as well as by day.

The cost of transport on Railroads doing a mixed business of passengers and freight, and especially, when the business is chiefly local and distributed over a considerable length of road, is not duly appreciated by a large portion of the community, and even by some of the managers of our

railroads, who have advocated the policy of reduced rates for transportation.

The expense of transport depends upon certain conditions, which make the cost the same, or nearly the same, whether the number of passengers or the amount of freight, in each train, be large or small, and on other conditions, which render the cost proportionate to the amount of business done.

Of the first conditions, are the following :—

The interest on the cost of the work, and taxes.

The natural decay of certain portions of the work, and equipment.

That portion of the maintenance of the track, and the repairs of the machinery, due to the effect of the running of the engine and a portion of each train.

The salaries of managers, agents, station men, and a considerable portion of the clerk hire. A portion of the train expense, such as that of the conductor, baggageman, engineman, fireman, the firing up of the engine, the waste of fuel at the end of its journey and at the stopping places, and the cost of moving the engine, tender, and baggage car.

Of the second conditions, are the additional wear upon the track and machinery, and the cost of hauling the additional weight of the train, and the services of additional clerks, station attendance, and brakemen.

The irregularity in the number of passengers, and the amount of freight at different periods, requires that provision should be made for the conveyance of the greatest number and amount required. The decay of the extra equipment required to do this extra amount of business, and the interest on the cost thereof, are in most cases important items of expense.

The spirited competition between many of the rival lines, has led to the adoption of an increased speed, of the passenger trains, without duly considering the additional cost which it entails.

The repairs of the track and machinery, and the cost of fuel, which together form one half of the expense of running trains, are increased nearly as the square of the speed, and considering the greater liability to damage and accident, under high velocity, the whole cost of running, must be regarded as much greater than the direct proportion between the rates of speed. The charges for transport must therefore be materially raised, when the speed of trains is increased.

The active competition which has been maintained between many of the Railroad lines in this country, has in many cases reduced the prices for the conveyance of passengers and freights below fair remunerative charges. To remedy this, a Convention was held at Buffalo, in June last, between the Michigan Central, and Southern, the Mad River, the Cleveland and Cincinnati, the New York Central, and the New York and Erie Railroad Companies, and the Steamboat lines on Lake Erie, which finally resulted in the establishment of equal rates of fares and freights between New York and all places on and west of Lake Erie, and a limit to the rates of speed through this State.

A careful revision of the local passenger and freight tariff has also been made, and such increased charges established, as were necessary to meet the increased cost of labor and materials required for Railroad transportation, and the increased speed of the trains.

The increased charges are equal to about twenty per cent on both passengers and freight.

The natural increase of trade and travel, and the high prices which now prevail for agricultural products, have prevented the increased charges, from diminishing the amount of business done, or from imposing onerous burthens on those who have used these Railroad lines. Those who have shared so largely in the benefits which have resulted from the construction of the road, should be willing to do justice to others, who have risked so large an investment, by paying remunerative prices.

IX.—ITS FINANCIAL CONDITION.
BALANCES OF GENERAL LEDGER.—SEPTEMBER 30, 1883.

Construction, per Schedule A,.....	.....	31,222,834 21	.....	.....	.....	10,000,091 08
Cash on hand,.....	.....	428,484 04	.....	.....	.....	20,173,868 90
Materials, per Schedule B,.....	.....	795,482 23	.....	.....	.....	2,685,076 49
Real Estate,.....	.....	12,850 47	.....	1,236,798 74	.....	22,868,686 39
Stock of the Buffalo and State Line Railroad Co., at par,.....	.....	314,300 00	.....	.....	.....	366,360 69
Bonds of the Corning & Bloomsburg Railroad Co., at par,.....	.....	9,000 00	.....	323,300 00	.....	.....
Advanced to Union R. R. Co., for improvements of Road,.....	.....	143,427 77	.....	.....	.....	.....
Advanced to owners of Lake Erie Steamers,.....	.....	154,714 83	.....	.....	.....	.....
Advanced to owners of Lake Erie Propellers,.....	.....	61,463 04	.....	359,605 64	.....	.....
Unadjusted accounts, Schedule B,.....	.....	.....	.....	83,306 57	.....	.....
				33,228,843 16		33,228,843 16

* To pay this amount the Company have on hand \$80,000 of Bonds, sold at par, not delivered, and \$8,000,000 of same class of Bonds not yet issued.

business will continue to increase for many years, that if its affairs are managed with economy and judgment, it will prove to be one of the safest and most productive investments in the country.

In the foregoing review of the operations of the work entrusted to our direction, we have endeavoured to present in a clear light all the circumstances in its past history and in its actual condition, necessary to form a just idea of its position in relation to the great business interests of the community ; and to furnish the data for a correct estimate of its future resources, and of its character as a financial investment.

The facts stated therein, and the conclusions arrived at, may be briefly summed up, as follows :—

The New York and Erie Railroad is a work of greater magnitude than any hitherto constructed by private enterprise in this country. It has been carried on through the most formidable financial difficulties, as well as those arising from the nature of the country it was obliged to traverse, and has, by its final and successful completion, fully vindicated the correctness of the views of its far seeing and sagacious projectors.

It has been placed on the most favorable line that the topography of the country afforded, and the natural features of that country present almost insurmountable barriers to the construction of a competing line, while, at the same time, they compel all the lateral roads which are built to become tributary to it.

The works have all been constructed in the most permanent and substantial manner, and it has now been so long in operation, that any defects, existing in its original structure, have become known and have been corrected, and future expenses from this source must therefore be comparatively light.

More than one half of its receipts are derived from freight, and its business is chiefly from the local territory through which it and its tributaries pass, which territory is as yet

very imperfectly developed, and will always prove a source of large revenue which cannot be diverted.

Its tributaries have no other outlet, and they and the main trunk, open into different regions, having greatly diversified products, the necessary interchange of which will always form a large source of revenue.

It lies on the line of the greatest thoroughfare of trade and travel on the Continent, and must share largely therein.

Its management has been placed on a new basis by which its efficiency will be increased, and its expenses reduced, while the annually increasing business, and the higher tariff of charges for freight and passengers, recently adopted, will together secure to the Stockholders an ample return for their investment.

The expenditure which has been made, has given the Road sufficient capacity to enable it to perform a business, largely increased beyond that now done ; whenever that increased business demands additional facilities, that circumstance will furnish a guarantee of an ample return for such further expenditure as may then be required.

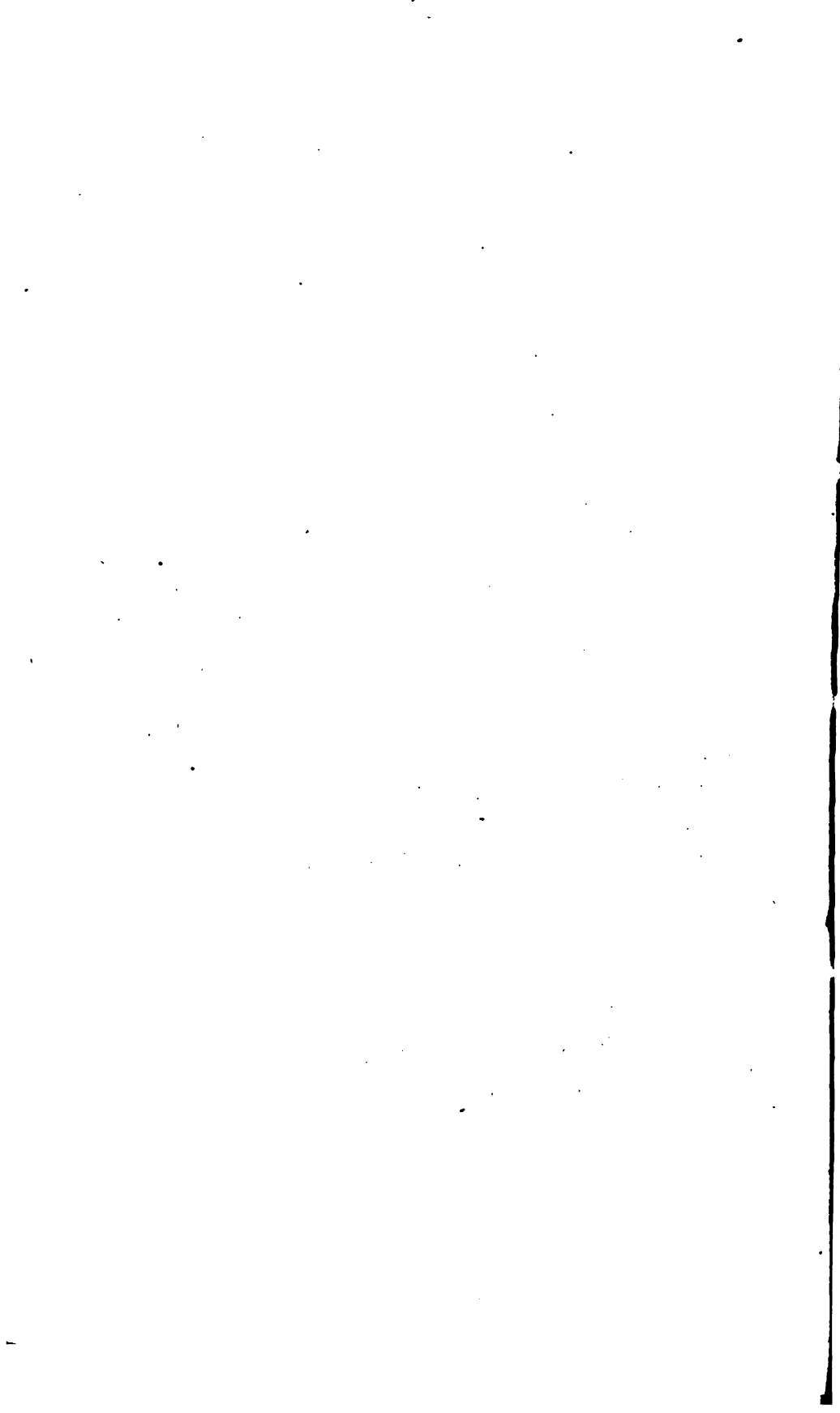
Its finances are now established on a safe and firm basis, and its revenue may be regarded as certain to prove the investment a very profitable one.

Its cost, revenue, and expenses, already compare favorably with those of any of the great lines of Railroad in the United States, and its prospects for the future, are as promising as its warmest friends could hope for.

All of which is respectfully submitted.

HOMER RAMSDELL,
SAMUEL MARSH,
HENRY SHELDEN,
WILLIAM E. DODGE,
SHEPHERD KNAPP,
CORNELIUS SMITH,
THOMAS J. TOWNSEND,
MARSHALL O. ROBERTS,
CHARLES M. LEUPP,

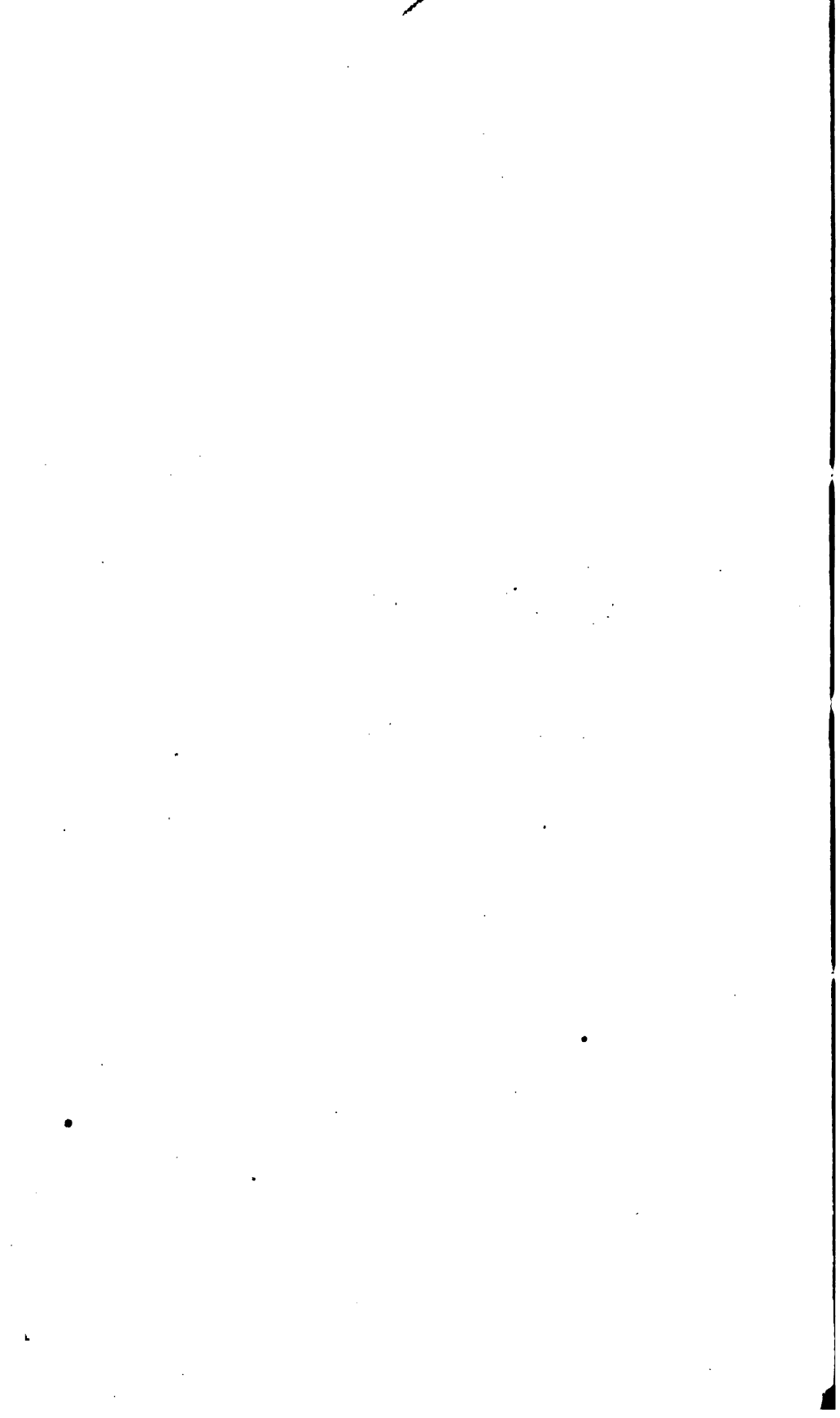
GOUVERNEUR MORRIS,
NELSON ROBINSON,
WILLIAM J. McALPINE,
DANIEL DREW,
EDWARD C. WEEKS,
ALANSON ROBINSON,
JOHN ARNOT,
AMBROSE S. MURRAY.



SCHEDULES REFERRED TO

IN THE

Foregoing Report.



SCHEDULE A.—CONSTRUCTION ACCOUNT.

ON WHAT ACCOUNT	September 30, 1862.	September 30, 1862, to September 30, 1863.	Totals to Septem- ber 30, 1863.
Grading,.....	\$10,097,730 54	\$1,261,889 43	\$12,969,619 97
Superstructure,.....	1,923,987 01	461,219 07	2,374,196 08
Land,.....	1,077,366 67	83,149 49	1,160,516 16
Engineering,.....	446,145 17	30,733 40	476,878 57
Agency,.....	67,696 55	80,351 45	148,048 00
Office Expenses,.....	171,430 39	24,576 24	196,006 63
Machines and Workshops,.....	200,231 13	33,547 84	233,778 97
Machinery in Shops,.....	133,363 20	28,261 53	161,624 73
Freight and Passenger Depots,.....	455,474 89	57,587 93	513,062 82
Water Stations and Wood Sheds,.....	188,616 30	66,334 91	254,951 21
Locomotives and Tenders,.....	1,340,987 29	12,984 16	1,353,971 45
Passenger and Baggage Cars,.....	262,878 78	59,780 84	322,659 62
Freight Cars,.....	1,150,354 05	320,049 40	1,470,403 45
Contingencies,.....	73,700 21	93,625 50	172,325 71
Interest,.....	1,636,439 47	115,254 66	1,651,694 13
Iron,.....	2,967,355 45	890,800 58	3,764,216 03
Steamboats, Barges, &c.,.....	180,911 90	24,975 00	205,886 90
Duane-street Pier,.....	12,878 86	.....	12,878 86
Depot West-street and Stores,.....	83,944 51	4,029 50	92,974 01
Dunkirk Harbor Improvements,.....	10,590 90	1,505 84	12,096 74
Telegraph,.....	44,690 12	5,385 57	50,061 69
Discount on First Mortgage Bonds,.....	273,534 80	.....	273,534 80
Interest on Do. to May 14, 1845,.....	499,944 17	.....	499,944 17
Discount on Second Mortgage Bonds,.....	461,074 51	.....	461,074 51
Do Income do.....	257,539 47	.....	257,539 47
Do Convertible (1871) do.....	351,892 70	.....	351,892 70
Do do (1849) do.....	381,565 60	.....	381,565 60
Do Seven per cent Certificates,.....	34,867 00	.....	34,867 00
Construction previous to 1845,.....	1,361,616 13	.....	1,361,616 13
*Totals,.....	26,571,732 77	4,651,161 44	31,222,894 21

*In the Report made to the Legislature, for the year ending September 30, 1861, this amount was erroneously stated as \$24,625,568 20, whereas it should have been \$23,049,385 26, being a difference of \$979,472 94. The error, or omission, arose from charging the interest paid during the year 1861 on the stock and debt of the Company, direct to "Interest Account" instead of charging it to "Transportation" or "Net Revenue" Account; and reporting the gross amount of interest paid, instead of the balance of interest. The above amount, \$979,472 94, being the balance of "Transportation," or Net Revenue, for the year ending September 30, 1861, and should have been carried to the credit of "Interest Account" before the books were closed, but was not done so until after the Report for 1862 was made, thus carrying the same error into the next Report. The amount reported for 1862 was \$27,551,205 71, but should have been \$26,571,732 77, as per above Table.

The total amount of interest paid for the year ending 30th September, 1861, was \$1,265,578 67, from which should be deducted the net revenue, \$979,472 94, leaving a balance of \$286,102 73, chargeable to Construction, for interest on Stock, as per terms of subscription, the road not having been opened to Dunkirk till May, 1861; and interest at the rate of six per cent per annum was paid on the Stock up to July 1, 1861, from which time the dividends commence.

SCHEDULE B.

MATERIALS AND FUEL ON HAND.		FUNDED DEBT.	
Paterson Shop,	\$3,795 84	1st Mortgage Bonds...	\$3,000,000 00
Piermont Shop,	149,897 02	2d " "	4,000,000 00
Susquehanna Shop,	50,088 87	Income Bonds,	2,649,000 00
Elmira Shop,	13,342 05	Convertible B'ds 1871,	4,351,000 00
Dunkirk Shop,	51,062 48	" " 1862,	3,500,000 00
Printing Office,	6,724 48	Mortgage Bonds, 1863,	2,170,000 00
General Supply Store,	21,653 15	7 per cent. Certificates,	508,868 90
On Line of Road,	244,530 81		
Fuel,	254,418 53		
	\$795,462 23		20,173,868 90

BILLS PAYABLE.		UNADJUSTED ACCOUNTS.	
Due on demand,	9,000 00	Sundry bad & doubtful	
" October 1853,	475,252 79	debts,	17,224 09
" November "	796,731 93	Asher Tyler, Gen. Land	
" December "	725,759 37	Agent,	1,078 56
" January 1854,	258,869 71	Steamer Niagara, 1853,	4,918 45
" February "	28,704 73	Wm. Jessup,	100 00
" March "	16,118 24	L. Erie Steamers, 1853,	77,075 71
" April "	16,064 07		100,891 81
" May "	26,089 82		
" June "	17,008 83	Less sundry old uncol-	
" London "	164,222 74	lected fr'ght accounts	17,085 24
" February 1860,	40,000 00		
	\$2,573,821 73		\$83,806 57

SCHEDULE (C)

Ledger Folio	ACCOUNTS RECEIVABLE.	Amount	Ledger Folio	ACCOUNTS PAYABLE.	Amount
124	Bills Receivable, sundry Notes and Acceptances.....	\$128,350 40	126	Bills Payable per Schedule B.....	2,573,871 73
107	Due from Post Office Department.....	20,231 85	127	Due on September Accounts.....	4,707 90
536	Buffalo and N. Y. City R. R. Co's Agent.....	2,831 30	128	" Hudson River Ferry.....	75,024 06
550	" Delaware, Lackawanna & Western R. R. Co.....	4,843 83	129	" Eastern Division.....	28,830 53
552	" Cayuga & Susquehanna R. R. Co.....	23 00	130	" Delaware Division.....	68,900 53
554	" Onondaga & Elmira R. R. Co.....	307 25	131	" Susquehanna & Western Divisions.....	60,323 73
556	" Michigan Southern R. R. Co.....	46 31	132	" Miscellaneous.....	283,002 13
558	" Addison Hills, Agent.....	2,955 24	133	Unpaid Dividends, on—	
559	" Cleveland, Columbus & Cincinnati R. R. Co.....	383 87	134	" Stock.....	9,651
560	" Ohio & Mississippi R. R. Co.....	1,000 36	135	" 1st Mortgage Bonds.....	2,905
561	" Rogers Ketchum and Grosvenor.....	32 71	136	" 2nd Mortgage ".....	36,000
562	" Palmer Mackillop Dent & Co.....	5 17	137	" Income.....	4,028
563	" Steamer Key Stone State.....	91 00	138	" Convertible " (1871).....	6,020
564	" Cheung R. R. Co.....	1,161 10	139	" Convertible " (1862).....	3,990
565	" Hanson A. Raley.....	585 57	140	" Mortgage " (1863).....	2,600
566	" Fales & Grey.....	101 94	141	" Seven per cent Certificates.....	1,956 41
567	" John A. Hart.....	10 00	142	" Capital Stock.....	6,539 90
568	" Miles Perry.....	281 42	143	Due to Buffalo, Corning & New York R. R. Co.....	12 11
569	" Station Agents, per Schedule G.....	128,688 18	144	" Buffalo & New York City R. R. Co.....	39 86
570	Loan to Arthur Edwards.....	6,167 31	145	" Cleveland & Erie & C. & C. E. R. Co.....	2,280 62
571	" John R. Johnston.....	21,929 66	146	" Michigan Central R. R. Co.....	1,461 44
572	" Corning & Olean R. R. Co.....	10,000 00	147	" Erie & North East R. R. Co.....	1,248 98
573	" Cheung R. R. Co.....	9,399 88	148	" Buffalo & State Line R. R. Co.....	1,858 90
574	Suffers Station, 1862, bills against Drivers, in suit.....	1,607 68	149	" New Jersey R. R. & Transportation Co.....	16,492 98
	Balance, Floating Debt.....	2,683,029 49	150	572 Western Tickets unredeemed.....	8,519 76
			151	607 Gilbert, Coe & Johnson, deposited to secure contract.....	41,500
			152	615 Cerrancy borrowed.....	46,000
			153	618 Union R. R. Co, for three months' rent of roads.....	19,800
			154	620 Jacob Morris, balance due him.....	1,267 76
			155	621 Patrick W. Hanson.....	280 22
			156	783 R. E. Walls & Co, balance due on Sept. estimate.....	10,866 21
			157	614 N. Y. & W. R. R. Co, old acct. old indebtedness outstanding.....	14,214 31
		\$3,053,089 40			168,500 53
					3,053,089 40

SCHEDULE E.—EARNINGS FOR THE YEAR ENDING SEPTEMBER 30, 1853.

MONTHS.	Passenger Earnings.	Freight Earnings.	Telegraph Earnings.	Transportation of Mails.	Rents.	Storage.	Hire of Engines & Cars.	Int. on Stock B.&S.L.R.R.C.	TOTALS.
1852.									
OCTOBER,	\$159,883 11	\$202,496 60	\$65 29	\$7,916 66	\$424 54	\$89 36	\$3,358 20	....	\$374,232 76
NOVEMBER,	113,023 98	213,629 85	21 56	7,916 67	3,244 55	244 80	2,901 60	....	340,983 01
DECEMBER,	99,003 95	234,374 44	11 47	7,916 67	390 79	319 15	4,158 51	....	346,174 98
1853.									
JANUARY,	79,857 68	173,051 68	11 74	9,748 12	594 48	134 63	....	....	263,398 33
FEBRUARY,	76,598 05	172,177 26	18 70	9,748 12	2,723 20	110 02	..	25,636 17	287,011 52
MARCH,	128,029 85	225,333 89	20 12	9,748 12	475 29	230 13	....	....	363,837 40
APRIL,	149,739 28	252,243 73	24 71	9,619 07	535 22	126 92	....	....	412,288 93
MAY,	133,069 70	203,440 10	15 53	9,619 07	3,450 93	547 59	....	....	350,142 92
JUNE,	136,735 76	186,689 94	10 39	9,619 08	395 98	567 61	....	....	336,018 77
JULY,	133,835 10	173,889 94	2 53	9,619 07	442 87	393 41	....	....	318,182 92
AUGUST,	179,308 87	217,352 59	21 63	9,619 07	4,028 48	341 18	....	....	410,671 82
SEPTEMBER,	210,124 36	282,534 49	19 46	9,619 07	485 12	353 98	....	12,882 50	516,019 00
TOTALS,	1,601,209 71	2,537,214 52	243 13	110,708 79	17,191 45	3,458 78	10,417 31	38,518 67	4,318,962 36

(F.)

TRANSPORTATION EXPENSES FOR THE YEAR ENDING SEPTEMBER 30TH, 1853.

DISTRIBUTION OF ACCOUNT.	OCTOBER.	NOVEMBER.	DECEMBER.	JANUARY.	FEBRUARY.	MARCH.	APRIL.	MAY.	JUNE.	JULY.	AUGUST.	SEPTEMBER.	TOTALS.
OFFICE AND STATION EXPENSES.													
Office Expenses and Stationery,	2,083 37	1,889 62	5,982 29	4,571 43	3,210 52	3,765 19	3,725 79	2,633 06	3,363 21	1,569 30	2,000 79	3,737 21	38,711 76
Agents and Clerks,	4,290 32	9,110 87	9,170 57	10,547 18	7,164 39	8,688 46	8,720 73	9,920 07	12,097 66	9,175 40	9,306 94	10,333 75	106,500 24
Labor, Loading and Unloading, ..	9,579 93	11,266 47	11,810 28	10,884 61	9,755 87	10,082 94	10,847 70	10,874 92	9,669 67	9,074 31	9,881 97	10,291 50	124,020 17
COST OF RUNNING.													
Porters, Watchmen & Switchmen	2,832 68	4,774 35	4,363 94	4,414 31	4,341 23	3,655 06	3,985 94	3,906 85	4,626 65	4,012 03	4,007 40	3,825 19	48,845 62
Wood & Water Stain Attendance	897 69	676 37	964 56	1,947 91	609 58	553 10	304 60	312 01	445 47	573 46	406 61	367 42	8,068 78
Fuel, First Cost and Labor,	30,373 67	32,102 09	31,163 56	32,600 04	33,392 44	34,561 83	31,917 65	31,031 25	31,815 80	28,118 61	30,061 76	28,199 96	373,513 46
Fans, Conductors, Bag. & Bremen,	6,378 02	9,577 34	6,951 61	6,831 35	7,922 55	6,260 00	5,822 28	7,652 66	7,486 51	8,673 71	7,198 94	7,137 42	85,772 27
Freight Conductors & brakemen,	8,510 08	8,748 70	12,794 43	12,346 22	10,260 30	9,284 26	11,039 49	10,283 04	9,367 07	7,671 02	8,766 26	9,632 58	118,869 42
Passenger Engine-men & Firemen,	6,431 94	6,632 61	6,271 69	6,749 96	6,020 60	5,995 27	5,146 61	7,283 16	6,833 60	7,113 14	7,135 10	6,468 01	78,574 94
Oil & L. Engine-men & Firemen,	7,406 81	8,919 27	6,983 69	6,691 28	7,012 62	6,182 22	9,841 67	8,798 09	8,353 66	7,642 43	8,007 36	6,893 07	103,324 62
Oil & Waste for Pass. Bag. & Tend,	2,109 83	1,841 28	2,582 36	2,076 17	2,577 80	2,768 64	2,693 83	3,129 72	2,689 89	3,794 30	2,905 91	2,773 22	32,481 53
" " Freight & Bag Cars,	1,267 87	643 69	1,024 89	640 94	468 97	315 31	2,948 61	1,344 61	1,466 88	1,138 54	1,458 16	1,798 00	13,889 01
" " Freight Cars,	1,267 76	1,011 82	2,269 06	1,684 15	1,300 31	1,701 17	2,198 45	2,067 18	1,463 12	1,677 82	1,198 76	1,741 91	19,573 63
GENERAL EXPENSES.													
Loss & Damage of Goods & Bag,	503 77	3,287 88	5,960 80	1,709 91	4,435 17	2,559 59	2,153 61	7,321 85	11,354 31	458 28	710 44	3,159 83	43,517 58
Damages for Injuries to Persons,	-----	546 13	28,177 22	183 72	106 07	-----	81 70	683 06	4,597 11	-----	-----	611 22	34,984 23
Damages to Property,	-----	-----	-----	-----	-----	-----	-----	-----	4,268 83	-----	5,908 02	-----	9,696 35

General Superintendence,	1,807 86	1,768 18	2,044 02	2,055 20	2,640 00	1,949 52	2,503 04	2,785 20	7,600 00	1,978 80	2,988 13	2,104 35	30,904 49
Contingencies,	925 99	2,672 53	6,738 31	3,180 10	2,787 00	4,104 13	4,184 33	3,868 95	7,430 75	2,083 19	3,784 09	5,489 05	49,140 86
REPAIRS OF ENGINES AND CARS.													
Engines and Tenders, Passenger,	8,252 49	1,226 56	14,143 54	13,834 45	10,311 65	15,960 87	10,094 61	11,495 46	8,892 64	7,810 14	9,821 25	4,440 28	115,773 84
Engines and Tenders, Freight,	8,459 24	2,025 63	19,636 41	15,945 78	12,008 15	10,609 92	4,264 43	6,497 57	11,132 60	8,109 43	8,943 17	10,892 96	117,696 69
Passenger and Freight Cars,	5,971 60	6,720 21	12,340 42	4,779 45	4,176 17	8,647 53	6,865 74	7,251 52	7,391 18	8,341 53	6,636 08	7,180 76	81,603 28
Freight Cars,	5,340 60	4,017 19	6,166 93	6,335 53	5,634 50	9,110 37	7,849 38	8,404 03	5,890 74	6,863 75	5,669 52	6,830 24	78,383 47
Tools and Machinery in Shops,	1,489 09	729 25	3,109 31	2,671 12	3,563 58	2,848 32	1,656 62	3,540 31	1,384 91	1,779 75	979 75	789 29	24,479 30
Incidental Expenses about Shops,	1,377 84	903 71	1,984 16	1,687 22	1,393 55	1,857 48	1,314 23	1,452 15	1,317 19	1,574 25	1,215 09	1,220 43	16,947 30
REPAIRS OF TRACK AND ROADWAY													
Roadbed,	1,029 49	1,533 81	1,318 71	231 07	498 91	892 15	2,374 46	2,228 98	4,880 62	3,173 01	3,174 72	964 79	21,690 70
Track,	13,044 26	19,009 46	19,222 71	16,374 99	18,047 87	21,746 61	39,927 73	45,463 88	40,522 96	41,383 49	34,374 15	32,456 20	346,724 31
Fences, Gates, &c.,	258 12	355 84	292 49	273 51	591 56	341 28	580 10	835 21	964 83	484 44	391 56	473 83	5,832 57
REPAIRS OF STRUCTURES.													
Truss Bridges,	2,282 47	2,080 14	1,034 55	1,443 96	1,756 70	1,802 26	704 78	339 49	1,568 26	1,475 38	968 91	786 71	16,743 61
Passenger, Wood & Water Stairs,	183 15	1,630 10	2,735 60	2,090 97	1,471 66	1,027 18	3,627 52	1,550 15	813 46	1,492 48	1,722 94	1,637 01	19,892 22
Eng & Oak Houses, M & W Shops,	512 81	36 29	373 65	1,054 06	449 02	333 11	484 26	302 75	734 37	822 90	34 91	322 89	5,481 02
Rents, (Dwellings),	129 48	373 63	26 48	---	---	---	40 18	32 57	10 57	---	35 35	---	523 78
Telegraph,	---	150 52	138 83	440 62	96 65	298 74	288 55	314 08	458 80	179 57	243 16	270 70	3,012 70
INCIDENTAL.													
Superintendence & Off. Expenses	248 67	271 11	521 02	274 87	413 50	457 31	75 00	25 24	38 35	70 15	231 82	511 86	3,139 40
Taxes,	---	1,283 97	---	28,413 47	---	893 21	777 29	2,652 40	3,739 07	1,920 51	---	1,862 53	41,372 25
Contingencies,	687 51	822 23	842 08	3,544 22	1,368 55	765 31	595 62	870 30	422 31	438 04	359 49	349 77	11,099 33
MISCELLANEOUS.													
Ferry,	13,182 60	14,465 18	10,462 70	10,181 93	11,171 22	12,892 48	9,444 56	7,246 19	8,517 53	11,620 84	7,428 19	5,655 80	123,268 61
Expenses of Operating Telegraph,	1,475 81	1,573 97	2,346 36	1,364 77	2,553 26	2,294 42	2,655 94	2,711 36	2,552 72	2,422 10	2,329 09	1,423 35	26,092 84
TOTALS,	156,286 95	164,972 40	242,904 76	228,077 12	182,475 68	201,304 79	201,280 00	220,120 46	233,190 12	197,869 10	192,018 48	183,983 37	2,407,373 13

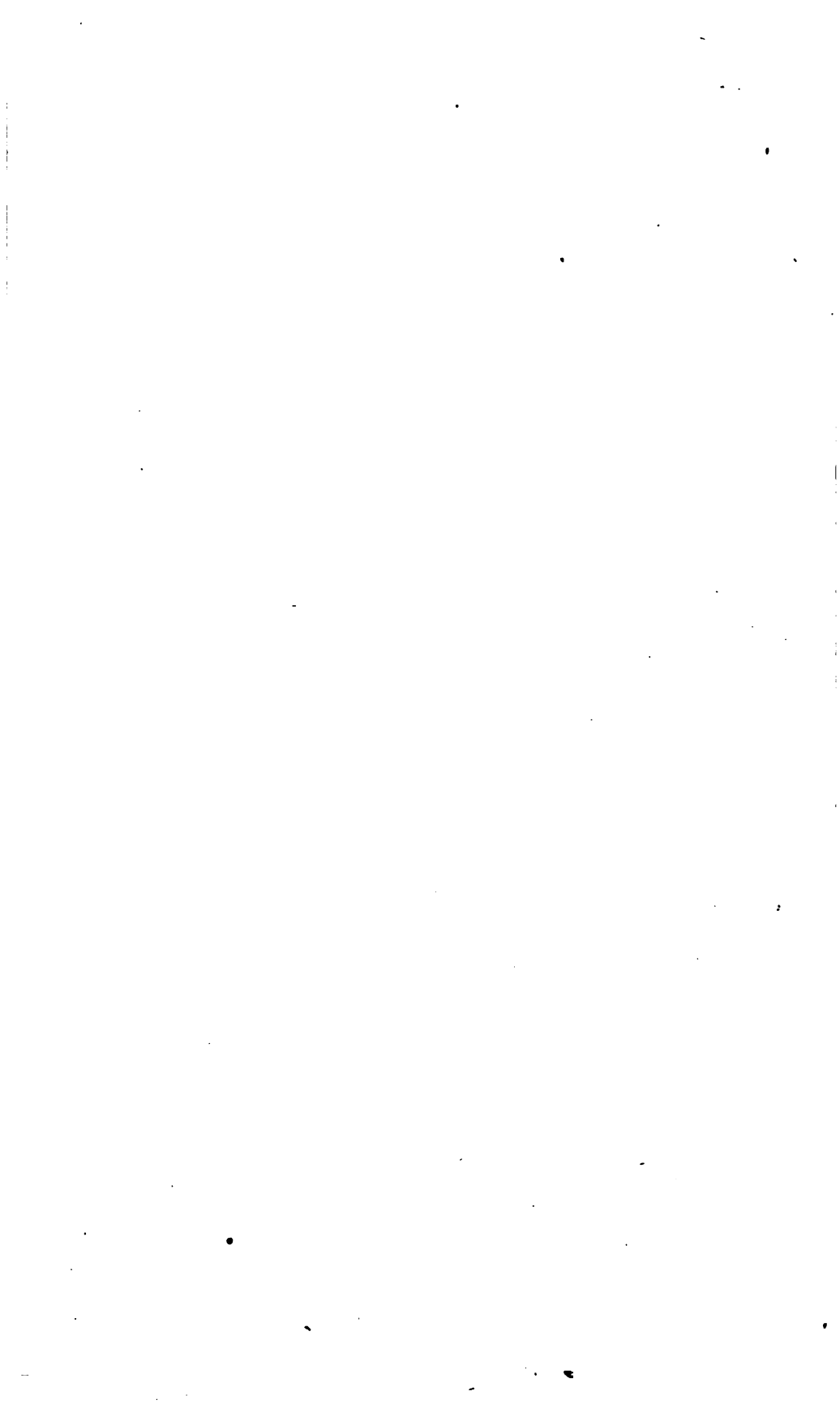
SCHEDULE (G.)

New York Station.....	\$69,478 79	Amount brought forward	100,413 66
Express Freight Office.....	298 99	Union.....	281 58
Emigrant Agency.....	309 73	Campville.....	77 09
Depot Unclaimed Fr'ght.....	308 38	Owego.....	562 04
Milk Agency.....	317 96	Tioga.....	23 36
American Express Co.....	.. 30	Smithboro'.....	479 99
Jersey City.....	378 46	Barton.....	113 76
Aquackanonk.....	93 37	Waverly.....	761 37
Paterson.....	3,066 41	Chemung.....	44 83
Hohokus.....	6 16	Wellsburg.....	347 42
Pier.....	11,103 36	Elmira.....	722 84
Piermont.....	245 35	Big Flats.....	2 12
Blauveltville.....	331 67	Corning.....	1,438 46
Clarkstown.....	107 67	Painted Post.....	76 78
Spring Valley.....	97 69	Addison.....	252 77
Monsey.....	31 36	Rathboneville.....	85 01
Suffern.....	256 72	Cameron.....	32 64
Ramapo.....	247 55	Canisteo.....	206 83
Sloatsburg.....	71 16	Hornellsville.....	968 44
Southfields.....	89 ..	Almond.....	104 91
Turners.....	134 54	Alfred.....	57 58
Monroe.....	227 61	Andover.....	152 56
Oxford.....	236 43	Genesee.....	314 45
Newburg.....	5,694 42	Scio.....	38 53
Washingtonville.....	19 96	Phillipsville.....	97 29
Chester.....	211 18	Belvidere.....	215 13
Goshen.....	228 99	Friendship.....	142 95
Hampton.....	42 20	Cuba.....	257 38
Middletown.....	980 01	Hinsdale.....	242 64
Howell.....	1 78	Olean.....	379 02
Otisville.....	28 64	Allegany.....	412 49
Delaware.....	443 65	Great Valley.....	238 70
Shohola.....	61 94	Little Valley.....	1,574 34
Lackawaxen.....	5 50	Cattaraugus.....	264 02
Mast Hope.....	28 39	Dayton.....	26 35
Narrowsburg.....	585 81	Perrysburg.....	7 95
Cochecton.....	143 43	Smith's Mills.....	64 14
Callicoon.....	146 53	Forestville.....	176 24
Hankins.....	22 06	Dunkirk.....	12,862 05
Equinunk.....	55 04	Dunkirk Ticket Office..	7 95
Stockport.....	3 83		
Hancock.....	500 94		124,526 66
Deposit.....	235 06		
Susquehanna.....	329 04	Passaic Bridge.....	.. 35
Great Bend.....	2,663 70	Hale's Eddy.....	.. 47
Kirkwood.....	31 58	B. F. Stagg.....	.. 50
Binghamton.....	566 33	Conductors.....	60 98
		General Ticket Office.....	43 ..
Amount carried forward	100,413 66	Erie Station.....	408 36
		Cleveland.....	370 59
		Steamer J. P. Smith.....	4 32
			888 48
			123,638 18

TABLES REFERRED TO

IN THE

FOREGOING REPORT.



(A.) TABLE OF BRANCH AND TRIBUTARY ROADS.

No.	Places of divergence from Erie Road.	Miles from N. Y.	RUNNING TO	Length in Miles.	Actual or Estimated Cost.	Time of or for Completion.	Estimated Annual Receipts.	Actual or estimated receipts per mile.	REMARKS.
1	Sufferns	32	Hudson River at Piermont.	18	.....	.....	.....	.....	Built by N. Y. & E. R. R. Company.
2	Chester	55	"	19	2,000,000	Dec. 1855	200,000	5,000	Do.
3	Susquehanna	192	*Carbondale, Penn.....	40	1,500,000	Nov. 1851	200,000	4,000	Coal Road chiefly.
4	Great Bend.....	200	*Scranton, Penn.....	50	6,500,000	Dec. 1856	580,000	414	Do.
5	Binghamton	214	†Albany	140	2,000,000	May 1855	300,000	2,529	Contracted for and commenced.
6	Do.....	..	†Utica	85	1,800,000	July 1854	{ 800,000 } { 3,797 }		Contracted for and commenced.
7	Do.....	..	††Syracuse & Oswego	{ 80 } { 75 }	800,000	Aug. 1854	300,000	4,000	To be extended to Sodus Bay.
8	Do.....	..	†Auburn	28	1,070,786	Rebuilt 1848	110,822	3,957	
9	Do.....	..	††Ithaca	64	1,700,000	Sept. 1851	142,301	2,223	
10	Elmira.....	273	{†Chemung and †Canandaigua †Niagara Falls & †Lake Ontario }	98	2,800,000	Aug. 1853	350,000	3,551	
11	Do.....	..	†Williamsport Penn.....	75	2,000,000	June 1854	300,000	4,000	Completed to Batavia.
12	Corning.....	291	†Batavia & Buffalo	{ 90 } { 45 }	2,700,000 800,000	1852 } 1854 }	400,000	2,962	
13	Do.....	..	†Blossburg, Penn.....	40	1,500,000	Rebuilt 1852	120,000	3,000	
14	Do.....	..	†Ceres & Pittsburg, Penn.....	75	4,000,000	Dec. 1856	600,000	8,000	To Cincinnati, under contract.
15	Hornellsville	381	†Buffalo	91	3,000,000	Nov. 1852	250,000	2,747	
16	Olean.....	395	†Ceres & Pittsburg, Penn.....	{ 10 } { 17 }	300,000 } 5,500,000 }	Dec. 1856	{ 50,000 } { 3,387 }	5,000	To Pittsburg under contract.
17	Little Valley	421	†Erie, Penn	82	2,250,000	Nov. 1854	300,000	3,658	Under contract and progress.
18	Dunkirk	459	*Penn. Line, Cleveland, etc.	28	800,000	1852	100,000	8,578	Completed to Cleveland & Cincinnati.
				1,489	44,420,786	.....	5,353,123	.....

* Assumed. † Estimated by proprietors. †† Taken from last published Report.

(C.)
 CHARACTERISTICS OF THE ROAD—Grades, Elevations, Distances, &c.

NAMES OF PLACES.	ELEVATION ABOVE TIDE, IN FEET.	Distance from N. Y. via U. R. R. In Miles.	NAMES OF PLACES.	ELEVATION ABOVE TIDE, IN FEET.	Distance from N. Y. via U. R. R. In Miles.
Suffern,	281.86	82	Hornellsville,	1,188.87	831½
Chester,	465.65	55	Almond Summit,	1,760.17	844½
Otisville Summit,	895.78	75½	Andover,	1,576.25	849
Delaware Station,	486.42	88	Belvidere,	1,369.38	865½
Deposit,	997.17	176½	Cuba Summit,	1,677.42	877½
Gulf Summit,	1,386.38	184	Olean,	1,418.52	894½
Susquehanna,	906.88	192	Great Valley,	1,390.58	410½
Owego,	813.65	236½	Summit,	1,595.58	436
Elmira,	854.32	273	Drunkirk,	580.00	459
Corning,	921.03	290½			

Name of Division.	CURVATURE.			ALIGNMENT.				GRADES.		
	Whole No. of Degrees.	Aver'ge per Mile Degrees.	LINE. Curved. In Feet.	Straight. In Feet.	Ascent West. In Feet.	Descent West. In Feet.	Sum of both. In Feet.	Average per Mile. In Feet.		
EASTERN,	4,490	60	138,870	250,590	1,625	1,189	2,814	38		
DELAWARE,	9,244	88	296,840	248,522	980	459	1,389	13		
SUSQUEHANNA,	4,317	35	221,095	512,620	486	244	780	5		
WESTERN,	4,201	32	193,750	487,051	1,282	1,840	3,123	24		
TOTAL,	22,252	50	850,555	1,498,793	4,823	3,782	8,056	18		

• (D.)

STATEMENT showing the length of Bridging on the New York and Erie Railroad and Branches. September 30, 1853.

Division.	Trestle Bridg- ing. FEET.	Under 20 ft. Span. FEET.	From 20 to 50 ft. Span. FEET.	From 50 to 100 ft. Span. FEET.	From 100 to 150 ft. Span. FEET.	Over 150 ft. Span. FEET.	Total length of Bridging. FEET.	Farm & High- way Bridges.
Newburg Br'ch,	.....	.....	165	188	512	.....	865	.....
Eastern	1,184	170	784	164	320	858	3,430	14
Delaware	670	.....	167	382	2,229	979	4,427	5
Susquehanna ..	1,299	.....	2,054	2,000	6,226	683	12,262	10
Western	608	.....	583	1,268	284	.....	2,743	6
Union R. R.	3,761	170	3,703	4,002	9,571	2,520	23,727	35
	188	166	636	56	564	.....	1,610	.....
Totals,	3,949	336	4,339	4,058	10,135	2,520	25,337	70

Of the above, the number of feet of Bridging on Second Track, is as follows :

Eastern Div'n,	442	85	367	82	160	172	1,808	.....
Susquehanna, ..	187	.....	897	890	1,862	.....	3,836	.....
Union R. R. ....	.....	.....	52	.....	282	.....	334	.....
Totals,	629	85	1316	972	2,304	172	5,478	

CULVERTS.

Union Railroad,	5 Arch,	from 6 to 12	Feet Span.
" "	15 Box,	from 2 to 4	"
Newburg Branch,	4 Arch,	from 6 to 15	"
" "	10 Box,	from 1½ to 3	"
Eastern Division,	25 Arch,	from 6 to 40	"
" "	116 Box,	from 1 to 4	"
Delaware Division,	26 Arch,	from 6 to 15	"
" "	186 Box,	from 1 to 4	"
Susquehanna Division, ..	46 Arch,	from 3 to 15	"
" "	79 Box,	from 2 to 4	"
" "	68 Open do. ..	from 6 to 20	"
" "	112 Drains, &c.	from 2 to 6	"
Western Division,	2 Arch Culv'ts. ....	.....	30
" "	1 do .....	.....	25
" "	3 do .....	.....	15
" "	1 do .....	.....	14
" "	2 do .....	.....	12
" "	8 do .....	.....	10
" "	41 do	from 4 to 10	"
" "	197 Box Culv'ts	from 2 to 5	"
" "	78 Open drains, sluices, and cattle passes	6 to 12	"
152 feet Viaduct,	3 Arches	30 feet span each.	
35 feet " "	1 " "	15 " "	
86 feet " "	3 " "	2 of 15 feet, & 1 of 20 feet Span.	

SCHEDULE E.—EARNINGS FOR THE YEAR ENDING SEPTEMBER 30, 1853.

MONTHS.	Passenger Earnings.	Freight Earnings.	Telegraph Earnings.	Transportation of Mails.	Rents.	Storage.	Hire of Engines & Cars.	Int. on Stock B.&S.L.R.R.C.	TOTALS.
1852.									
OCTOBER,	\$159,883 11	\$202,496 60	\$65 29	\$7,916 66	\$424 54	\$89 36	\$3,368 20	....	\$374,232 76
NOVEMBER,	113,023 98	213,629 85	21 56	7,916 67	3,244 55	244 80	2,901 60	....	340,983 01
DECEMBER,	99,003 95	234,374 44	11 47	7,916 67	390 79	319 15	4,168 51	....	346,174 98
1853.									
JANUARY,	79,857 68	173,051 68	11 74	9,748 12	594 48	134 63	....	....	263,398 33
FEBRUARY,	76,598 05	172,177 26	18 70	9,748 12	2,723 20	110 02	....	25,636 17	287,011 62
MARCH,	128,029 85	225,333 89	20 12	9,748 12	475 29	230 13	....	....	363,637 40
APRIL,	149,739 28	252,243 73	24 71	9,619 07	535 22	126 92	....	....	412,288 93
MAY,	133,069 70	203,440 10	15 53	9,619 07	3,450 93	547 59	....	....	350,142 92
JUNE,	138,735 76	186,699 94	10 39	9,619 08	395 98	567 61	....	....	336,018 77
JULY,	133,835 10	173,889 94	2 53	9,619 07	442 87	393 41	....	....	318,182 92
AUGUST,	179,308 87	217,352 59	21 63	9,619 07	4,028 48	341 18	....	....	410,671 82
SEPTEMBER,	210,124 38	282,534 49	19 46	9,619 07	485 12	353 98	....	12,882 50	516,019 00
TOTALS,	1,601,209 71	2,537,214 52	243 13	110,708 79	17,191 45	3,458 76	10,417 31	38,518 67	4,318,962 36

(F.)

TRANSPORTATION EXPENSES FOR THE YEAR ENDING SEPTEMBER 30TH, 1853.

DISTRIBUTION OF ACCOUNT.	OCTOBER.	NOVEMBER.	DECEMBER.	JANUARY.	FEBRUARY.	MARCH.	APRIL.	MAY.	JUNE.	JULY.	AUGUST.	SEPTEMBER.	TOTALS.
OFFICE AND STATION EXPENSES.													
Office Expenses and Stationery, Agents and Clerks,	2,083 37	1,889 62	5,892 29	4,571 43	3,210 52	3,765 19	3,726 79	2,833 06	3,353 21	1,559 30	2,000 79	3,737 21	38,711 78
Labor, Loading and Unloading, ..	4,290 32	9,110 57	9,170 57	10,547 18	7,164 39	8,688 46	8,720 73	9,920 07	12,097 53	9,175 40	9,308 94	10,335 76	108,600 24
	9,579 93	11,286 47	11,810 28	10,864 61	9,755 87	10,082 94	10,947 70	10,874 92	9,669 67	9,074 31	9,681 97	10,281 60	124,020 17
COST OF RUNNING.													
Porters, Watchmen & Switchmen	2,832 68	4,774 35	4,363 94	4,414 31	4,341 23	3,655 06	3,985 94	3,906 85	4,626 65	4,012 03	4,007 40	3,825 19	48,845 62
Wood & Water-Stain Attendance	897 69	676 37	994 56	1,947 91	609 58	553 10	304 60	312 01	445 47	573 46	406 61	367 42	5,063 78
Fuel, First Cost and Labor,	30,373 67	32,102 09	31,158 56	32,600 04	33,392 44	34,551 83	31,917 55	31,031 25	31,515 90	28,118 51	30,061 76	29,799 96	373,513 45
Pass. Conductors, Bag & Bremen	8,378 02	9,577 34	9,591 61	9,831 35	7,922 55	6,250 00	5,822 26	7,652 66	7,486 51	3,973 71	7,188 94	7,127 82	86,712 21
Freight Conductors & Brakemen,	8,510 06	8,748 70	12,734 43	12,346 22	10,236 30	9,284 20	11,039 49	10,283 04	9,867 07	7,971 02	8,766 23	9,163 10	118,897 42
Passenger Engine-men & Firemen,	7,451 94	6,752 61	7,273 69	6,749 56	6,620 68	6,995 21	6,194 61	6,263 16	6,653 60	7,313 14	6,155 10	5,438 91	101,594 34
Freight Engine-men & Firemen,	2,310 81	3,519 24	3,593 09	3,701 26	3,129 52	3,172 52	3,853 89	3,129 37	3,633 60	3,842 43	3,667 07	3,675 24	42,604 89
Oil & Waxes for Engines & Cabs	2,100 98	1,047 50	2,058 26	2,071 77	1,927 86	2,738 34	1,853 89	2,036 72	2,899 89	2,788 91	2,749 16	2,715 20	32,644 53
" " " " " " " "	1,067 87	645 69	1,024 89	2,400 37	2,577 87	3,738 91	2,983 83	2,636 72	2,648 59	1,513 51	1,843 61	1,738 05	13,889 91
" " " " " " " "	1,267 78	1,011 62	2,269 05	1,684 16	1,300 31	1,701 17	2,163 46	2,097 18	1,468 12	1,677 82	1,185 76	1,741 91	19,573 63
GENERAL EXPENSES.													
Loss & Damage of Goods & Bag	503 77	3,287 88	5,960 89	1,709 91	4,435 17	2,569 59	2,163 61	7,221 85	11,356 31	458 28	710 44	3,159 83	43,817 53
Damages for Injuries to Persons,	-----	645 13	28,177 22	183 72	106 07	-----	81 70	682 06	4,597 11	-----	-----	611 22	34,994 28
Damages to Property,	-----	-----	-----	-----	-----	-----	-----	-----	4,258 83	-----	5,368 02	-----	9,666 35

General Superintendence,	1,307 86	1,768 18	2,044 02	2,065 20	2,640 09	1,949 62	2,603 04	2,785 30	7,690 00	1,078 89	2,268 18	2,104 36	2,094 49
Contingencies,	928 99	2,572 33	6,739 31	5,150 16	2,787 00	4,104 13	4,104 33	3,968 96	7,455 75	2,083 19	3,784 69	5,469 03	49,146 86
REPAIRS OF ENGINES AND CARS.													
Engines and Tenders, Passenger,	8,252 49	1,226 56	14,145 54	13,834 45	10,311 65	15,960 87	10,084 61	11,495 46	8,982 64	7,810 14	8,821 25	4,440 28	115,773 84
Engines and Tenders, Freight, ..	8,459 24	2,025 03	19,628 41	19,745 18	12,198 19	10,409 82	4,266 73	6,497 87	11,132 60	6,019 43	8,453 17	10,832 94	117,696 89
Passenger and Baggage Cars, ..	5,971 29	6,720 71	47,349 42	4,379 43	4,176 16	6,511 37	7,860 74	8,251 32	7,880 71	6,843 53	6,469 62	7,480 54	51,933 21
Freight Cars,	9,348 00	4,720 28	6,109 71	3,871 55	6,139 16	2,840 33	1,864 69	3,600 31	5,980 24	1,779 75	6,469 62	6,829 84	73,893 22
Tools and Machinery in Shops, ..	1,489 00	4,720 28	3,109 71	2,671 13	3,563 58	2,840 33	1,864 69	3,600 31	1,984 01	1,779 75	6,469 62	7,480 54	29,473 30
Incidental Expenses about Shops,	1,377 84	903 71	1,684 10	1,687 22	1,388 55	1,857 48	1,314 23	1,462 13	1,317 19	1,574 25	1,210 09	1,220 43	16,941 30
REPAIRS OF TRACK AND ROADWAY													
Roadbed,	1,029 49	1,583 81	1,218 71	231 07	498 91	892 15	2,374 46	2,228 96	4,890 62	3,173 01	3,174 72	984 79	21,690 70
Track,	18,044 26	19,009 46	19,422 71	16,374 99	18,047 87	21,745 81	39,927 73	45,463 88	40,622 96	41,383 49	84,574 15	32,456 20	843,724 31
Fences, Gates, &c.,	268 12	385 84	262 49	273 51	591 56	341 28	580 10	885 21	984 63	484 44	391 56	473 83	5,832 57
REPAIRS OF STRUCTURES.													
Truss Bridges,	2,282 47	2,080 14	1,034 55	1,443 96	1,756 70	1,802 26	704 78	339 49	1,568 26	1,475 38	968 91	786 71	15,743 61
Passenger, Wood & Water-Stains,	183 15	1,680 10	2,735 00	2,090 97	1,471 66	1,027 18	3,627 52	1,550 15	813 46	1,492 48	1,722 94	1,687 01	19,882 23
Eng & Car Houses, M & W Shops	512 81	36 29	373 65	1,054 06	449 02	833 11	484 26	302 75	734 37	822 90	34 91	822 86	5,461 02
Rents, (Dwellings),	---	378 63	26 48	---	---	---	40 18	32 57	10 57	---	35 35	---	623 78
Telegraph,	129 48	150 62	136 83	440 62	96 65	298 74	293 55	314 08	458 90	179 57	243 16	270 70	3,012 70
INCIDENTAL.													
Superintendence & Off. Expenses	248 67	271 11	621 08	274 87	413 50	457 31	75 00	25 24	38 85	70 15	231 82	511 86	3,139 40
Taxes,	---	1,283 97	---	28,413 47	---	868 21	777 29	2,652 40	3,739 07	1,920 51	---	1,682 33	41,872 25
Contingencies,	697 51	822 23	842 08	3,544 22	1,388 85	768 31	565 62	870 30	422 31	438 04	359 49	349 77	11,099 33
MISCELLANEOUS.													
Ferry,	13,182 60	14,465 18	10,462 70	10,181 93	11,171 22	12,892 48	9,444 56	7,246 19	8,517 33	11,020 84	7,428 19	5,655 80	122,268 61
Expenses of Operating Telegraph,	1,475 81	1,573 97	2,846 56	1,854 77	2,563 26	2,294 42	2,655 64	2,711 36	2,552 72	2,422 10	2,329 09	1,423 35	26,092 84
TOTALS,	156,286 96	194,972 40	242,904 76	228,077 12	182,475 58	201,804 79	201,280 00	220,120 46	238,190 12	197,869 10	192,018 48	188,983 37	2,407,873 18

(E.)

DELAWARE DIVISION.

No. of engine.	Use.	Cost of Ord. Repairs.	Cost of Extra Repairs.	Total Cost of Repairs.	Miles Run.	Cost per mile run, in cents.	Present Condition, and Remarks.
12	Freight,	193 82	2900 01	3093 83	3860	80.00	Waiting orank axle.
14	do.	680 57	356 22	1036 79	17376	6.00	Wants repairs.
17	Passengers,	852 44	1002 14	1854 58	20099	9.00	Good.
19	do.	843 89	2565 96	3409 85	22937	15.00	do.
21	do.	1531 47	794 47	2325 94	30242	7.66	do.
24	Freight,	891 36	703 27	1594 63	18171	8.66	do.
26	do.	555 35	2228 92	2784 27	11039	25.25	do.
28	Passengers,	1145 43	640 19	1785 62	26584	6.75	do.
37	do.	386 42	5918 42	6304 84	16928	37.25	do.
40	Freight,	539 81	1530 11	2069 92	15468	13.33	Fair.
41	do.	778 64	1789 66	2568 30	22104	11.50	do.
43	do.	1088 07	990 57	2078 64	19262	10.75	Good.
51	do.	776 74	2911 45	3688 19	12844	29.00	Waiting orank axle.
56	Passengers,	782 21	1208 53	1990 74	26341	7.50	Good.
57	Freight,	438 84	478 19	917 03	12447	7.33	Under repairs.
58	do.	381 07	462 77	843 84	11301	7.50	do.
59	do.	474 46	1457 93	1932 39	11077	17.50	Good.
60	do.	573 38	1396 22	1969 60	9932	20.00	do.
61	do.	864 58	1933 05	2797 63	15132	18.66	do.
62	do.	934 72	1154 02	2088 74	18225	11.50	Wants repairs.
66	Passengers,	848 57	1612 19	2460 76	19669	12.50	Fair.
68	Freight,	843 12	1965 85	2808 97	15636	18.00	Good.
71	Passengers,	992 37	2591 65	3584 02	21941	16.25	Fair.
91	Gravel,	372 18	349 00	721 18	11354	6.00	Wants repairs.
101	Passengers,	257 84	1019 81	1277 65	28468	4.50	Good.
102	do.	912 14	1485 98	2398 12	32924	7.00	Under repairs.
106	Freight,	920 60	1160 75	2081 35	17814	11.50	Good.
108	Pass. & Fr'gt,	1005 17	967 20	1972 37	18486	10.75	do.
113	Freight,	282 56	2800 09	3082 65	20571	15.00	do.
115	do.	898 80	1503 21	2402 01	18295	13.00	Under repairs.
133	do.	720 96	952 32	1673 28	12158	13.50	Fair.
Totals,		23463 66	49205 45	72669 11	569448	12.76	

(E.)

SUSQUEHANNA DIVISION.

No. of engine.	Use.	Cost of Ord. Repairs.	Cost of Extra Repairs.	Total cost of Repairs.	Miles Run.	Cost of repairs per Mile run, in Cents.	Present Condition and remarks.
10	Gravel,	148 00	1370 90	1518 90	9444	16.08	In good order.
15	Freight,	271 33	1868 49	2139 82	13672	15.65	In fair order.
16	do.	1038 06	769 00	1807 06	14206	12.72	In good order.
20	Passengers,	1225 33	2372 87	3598 20	27138	13.26	Wants repairs.
22	Freight,	584 45	1103 42	1687 87	15184	11.12	Under repair.
23	Passengers,	922 26	2013 95	2936 21	27577	10.65	Wants repairs.
25	Freight,	740 77	2327 61	3068 38	18762	16.35	In good order.
27	Passengers,	1602 66	552 76	2155 42	28694	7.52	Wants repair.
29	do.	565 86	1982 72	2548 58	30892	8.25	In good order.
36	do.	873 09	1631 67	2504 76	23309	10.75	do.
38	Freight,	629 03	1219 33	1848 36	12651	14.61	Wants repairs.
45	do.	996 54	813 79	1810 33	18516	9.78	do.
47	do.	692 75	792 81	1485 56	16651	8.92	In good order.
52	Passengers,	861 08	1834 58	2695 66	20631	13.07	Wants repairs.
53	do.	949 79	915 29	1865 08	14788	12.61	.....
63	Freight,	700 75	917 14	1617 89	20129	8.04	Under repairs.
65	do.	441 21	1079 08	1520 29	15584	9.75	In good order.
70	Passengers,	809 13	2381 82	3190 95	25461	12.63	do.
84	do.	846 67	1661 63	2508 30	9235	27.06	.....
85	do.	424 10	2681 02	3105 12	8029	38.65	do.
86	Freight,	953 97	723 98	1677 95	21657	7.75	In ordin'y rep'r.
87	Passengers,	803 00	528 19	1331 19	25848	5.15	Flues bad.
92	do.	996 92	667 99	1664 91	25387	6.56	do.
93	do.	1274 62	1865 24	3139 86	21344	14.71	do.
94	do.	1119 83	468 12	1587 95	25930	6.12	do.
95	do.	665 69	1059 50	1725 19	21837	7.90	do.
96	do.	1752 81	.....	1752 81	25730	6.81	do.
98	do.	1066 12	466 10	1532 22	23972	6.39	do.
112	do.	888 71	1118 77	2007 48	20321	9.88	In good order.
114	Freight,	598 98	2084 14	2683 12	18648	14.39	do.
116	do.	762 77	2562 63	3325 40	20244	16.43	Wants repairs.
117	do.	885 89	2562 99	3448 88	24278	14.21	In good order.
118	do.	890 75	710 91	1601 66	24205	6.62	do.
134	Gravel,	414 36	161 80	576 16	19440	2.96	In fair order.
135	Freight,	387 69	.....	387 69	13990	2.77	do.
		28784 97	45270 24	74055 21	703384	10.53	

WESTERN DIVISION.—(E.)

Nc. of engine.	Use.	Cost of Ord. Repairs.	Cost of Extra Repairs.	Total Cost of Repairs.	Miles run.	Cost of repairs per Mile run, in Cents.	Present Condition and remarks.
72	In shop,	1138 49	314 51	1453 00	15440	9 04	Wants repairs.
73	do.	553 38	96 70	650 08	16238	4 00	do.
74	do.	828 31	1312 62	2140 93	13842	15 48	In good order.
75	do.	1764 23	239 23	2003 46	9322	21 49	Being repaired.
76	Freight East Div.	1048 23	726 61	1774 84	10476	16 94	.....
77	Accommod. Train,	922 78	428 23	1351 01	23270	5 80	Wants repairs.
78	Freight,	447 70	745 75	1193 45	16441	7 26	do.
79	do.	839 27	871 12	1710 39	17188	9 95	In good order.
80	Freight Train,	348 10	139 30	487 40	20116	2 44	Wants repairs.
81	Accommod. Train,	1459 41	466 08	1925 49	9899	19 45	In good order.
82	Freight,	965 92	67 88	1033 80	12108	8 54	do.
83	do.	902 48	200 45	1102 93	14155	7 80	do.
90	Passenger,	1647 74	333 24	1980 98	31036	6 38	do.
91	.....	.....	43 10	43 10	.....	.....	do.
96	.....	10 36	.....	10 36	.....	.....	do.
97	Passenger,	756 00	319 42	1075 42	31940	3 37	Wants repairs.
98	.....	8 96	.....	8 96	.....	.....	On Susqu'a Div.
99	In shop,	945 43	447 40	1392 83	29962	4 65	In shop.
119	Freight,	725 42	300 80	1026 22	16165	6 39	In good order.
120	Spare Engine,	293 39	1561 18	1854 57	14434	13 54	Wants repairs.
121	Shifting at H'ville	830 66	398 85	1229 51	17641	6 97	In good order.
122	Gravel,	633 75	526 01	1159 76	14932	7 77	.....
123	Accom. and others,	1174 55	308 11	1482 66	14974	9 90	In good order.
124	Shift'g lumber, &c.	931 96	536 18	1468 14	25539	5 75	do.
125	.....	231 39	10 00	241 39	6367	3 78	Wants repairs.
126	.....	1145 67	605 87	1751 54	15881	11 03	In good order.
127	Passenger,	1854 37	1495 35	3349 56	43234	7 75	do.
128	do.	1110 33	1561 53	2671 86	27681	9 65	do.
129	do.	1357 48	900 36	2257 84	20954	10 77	do.
130	do.	1366 40	867 91	2234 31	32607	6 85	do.
131	In shop,	1598 29	1170 40	2768 69	26485	10 45	do.
132	Passenger,	1237 80	597 98	1835 78	36421	5 04	do.
136	.....	815 28	670 88	1486 16	22145	6 71	do.
137	.....	706 29	538 31	1246 60	13914	8 96	do.
138	Freight,	894 52	726 29	1620 81	22015	7 36	Wants repairv.
139	Accom. and others,	852 25	591 01	1443 26	13383	10 79	do.
Totals,		32348 43	20118 66	52467 09	656225	8 0	

RECAPITULATION.

NAME OF DIVISION.	Cost of ord. Repairs.	Cost of extra Repairs.	Total Cost of Repairs.	Miles Run.	Cost per mile run, incents.
Union Railroad,	12,717 34	3,078 52	15,795 86	114,825	13.75
Eastern Division,	51,429 95	22,227 09	73,657 04	746,627	9.87
Delaware do.	23,463 66	49,205 45	72,669 11	569,448	12.76
Susquehanna Division,	28,784 97	45,270 24	74,055 21	703,384	10.53
Western do.	32,348 43	20,118 66	52,467 09	656,225	8.00
Totals,	\$148,744 35	\$139,899 96	\$288,644 31	2,790,509	10.34

(F.)

STATEMENT showing the Passenger Business on the New York and Erie Railroad and its Branches, from October 1st, 1851 to September 30th, 1853.

STATIONS—(both inclusive.)	FROM OCTOBER 1ST, 1851 TO APRIL 1ST, 1852.		FROM APRIL 1ST, 1852 TO SEPTEMBER 30TH, 1852.		FROM OCTOBER 1ST, 1852 TO APRIL 1ST, 1853.		FROM APRIL 1ST, 1853 TO SEPTEMBER 30TH, 1853.	
	PASSENG' S.	RECEIPTS.	PASSENG' S.	RECEIPTS.	PASSENG' S.	RECEIPTS.	PASSENG' S.	RECEIPTS.
New York and Jersey City	105,421	\$360,751 01	162,927	\$532,254 87	199,798	\$447,704 09	288,180	\$729,623 15
Bergen to Ramseys	14,512	17,670 71	10,861	8,646 84	102,276	36,087 48	183,781	48,033 70
Newburg	9,813	4,446 69	17,989	20,651 51	15,533	16,856 76	18,776	18,887 61
Vail's Gate to Craigville	53,896	74,487 69	31,102	25,284 02	12,071	4,212 88	13,213	4,899 74
Horseheads to Jefferson	18,604	13,249 25	71,376	78,700 86	31,924	29,968 98	.....	.....
Piermont to Suffern	10,079	5,715 81	31,749	17,351 37	26,318	12,512 53	.....	.....
Ramapo to Oxford	50,387	42,347 10	15,188	8,977 28	17,021	9,718 34	18,268	9,833 80
Chester to Otisville	55,498	78,823 06	69,274	58,018 60	62,846	45,991 26	78,772	55,438 07
Delaware to Deposit	152,999	178,402 17	77,757	128,981 43	65,848	86,079 28	82,232	119,626 91
Susquehanna to Elmira	44,661	57,675 60	246,413	242,010 21	213,796	224,997 02	288,564	304,147 50
Big Flats to Canisteo	87,625 ⁺	78,960 33	69,088 ⁺	49,818 27	60,888	42,894 68	87,942	67,176 08
Almond to Forestville	15,572	24,044 81	33,880	99,005 63	30,000	80,478 91	156,131	102,658 17
Hornellsville	39,289	178,640 40	81,106	36,853 79	24,680	44,917 53	63,550	131,168 09
Dunkirk	.....	.....	.....	843,852 86	46,460	240,680 21	83,968	311,109 34
Various	.....	.....	.....	.....	8,000	5,722 40	5,672	5,374 31
Totals	658,302	1,110,184 60	945,153	1,694,361 24	970,404	1,384,822 30	1,338,471	1,927,026 24

(F.)—STATEMENT showing the Passenger Business at the following Stations on the New York and Erie Railroad at different periods from October 1, 1851, to September 30, 1853.

STATIONS.	FROM OCTOBER 1, 1851, TO			FROM APRIL 1, 1852, TO SEP-			FROM OCTOBER 1, 1852, TO			FROM APRIL 1, 1853, TO SEP-		
	PASSENGERS	RECEIPTS	TEMBER 30, 1852.	PASSENGERS	RECEIPTS	TEMBER 30, 1852.	PASSENGERS	RECEIPTS	TEMBER 30, 1853.	PASSENGERS	RECEIPTS	TEMBER 30, 1853.
NEW YORK	105,421	\$360,751.01		153,633	\$623,572.24		112,683	\$394,121.25		151,158	\$577,710.58	
JERSEY CITY				9,833	3,392.63		11,922	4,152.84		117,022	41,912.67	
PATERSON				7,185	2,865.15		72,812	28,301.48		94,960	37,066.83	
SUFFERN	4,084	6,378.96		6,641	7,759.78		6,640	4,055.63		7,452	4,502.07	
NEWBURG	14,512	17,870.71		17,639	20,651.51		15,633	16,856.76		18,776	18,887.61	
CHESTER	14,401	10,539.85		19,363	13,219.62		17,139	11,812.63		19,442	13,837.36	
GOSHEN	12,491	9,467.28		17,106	12,084.01		15,612	10,651.05		17,419	12,523.84	
MIDDLETOWN	13,367	14,025.21		19,584	18,301.87		17,970	15,997.89		22,770	20,866.21	
OTISVILLE	6,296	5,192.79		6,786	5,633.67		6,069	4,439.01		6,623	4,890.66	
DELAWARE	13,458	20,390.28		18,038	23,237.47		16,226	22,150.85		26,740	35,551.95	
NARROWSBURG	8,642	16,276.90		12,562	22,741.19		9,471	16,013.80		12,814	21,437.81	
COCHECTON	3,023	3,439.95		6,123	6,495.07		3,163	3,609.05		5,813	7,065.09	
CALLOOON	2,750	3,053.39		6,365	6,096.95		3,562	3,680.00		4,894	4,928.24	
HANCOCK	7,146	9,713.01		9,263	13,564.73		8,318	11,812.31		11,983	16,691.64	
DEPOSIT	10,661	17,418.76		12,733	20,778.12		11,242	18,561.11		15,078	21,872.78	
SUSQUEHANNA	6,063	6,013.34		10,056	9,147.63		11,692	11,600.21		18,764	18,168.84	
GREAT BEND	12,838	20,920.72		18,375	25,063.72		16,090	23,387.50		22,669	33,687.27	
BINGHAMTON	20,419	36,117.20		36,506	51,622.39		32,518	43,855.01		37,648	50,971.29	
UNION	6,092	3,276.72		8,775	5,137.50		7,309	4,084.85		7,238	4,301.46	
OWEGO	24,073	41,081.34		34,274	48,514.42		32,067	43,495.25		35,006	52,892.14	
WATERLY	11,619	11,080.73		20,201	17,896.86		18,922	16,318.38		21,337	18,397.09	
ELMIRA	58,367	62,437.00		86,817	80,592.60		65,069	69,176.99		69,998	109,945.21	
ORANING	18,694	22,862.41		32,368	38,429.95		29,198	34,158.73		38,698	46,150.94	
CANTON	9,438	7,082.17		14,389	10,742.13		11,861	8,464.73		15,128	10,522.25	
WATKINS	6,900	2,123.56		8,091	2,126.62		3,853	2,672.63		5,377	3,956.77	
HONESVILLE	15,672	24,044.81		27,018	35,853.79		24,680	44,917.63		63,550	131,168.06	
GENESVILLE	8,931	8,461.69		15,743	14,191.23		14,639	13,519.79		15,167	15,358.30	
BRANDFORD	7,710	8,615.43		11,323	10,186.96		8,883	8,352.09		11,450	11,581.43	
FRINDSHIP	6,123	5,561.85		1,184	4,684.69		6,064	3,711.70		6,734	4,331.43	
CUBA	8,423	8,056.34		17,323	8,465.51		15,844	6,922.01		10,747	10,663.46	
GREEN	8,537	7,371.96		7,827	7,371.96		7,827	15,694.57		10,640	10,663.46	
ORAN	5,636	5,609.36		8,090	8,070.39		4,408	6,000.10		6,000	5,981.31	
GREAT VALLEY	5,297	6,669.26		8,090	8,070.39		4,408	6,000.10		6,000	5,981.31	
LITTLE VALLEY												
DUNKIRK	39,239	178,640.40		79,163	343,852.38		46,460	240,680.21		63,668	314,109.34	

(G.)

STATEMENT of the Number of Tons of Freight, and the receipts therefor, forwarded and received at the following Stations, from 1st October, 1851 to 30th September, 1853.

STATIONS.	FROM 1ST OCT. 1851 TO APRIL 1ST, 1852.						FROM APRIL 1ST, 1852 TO SEPT. 30TH, 1852.					
	FORWARDED.			RECEIVED.			FORWARDED.			RECEIVED.		
	TONS.	DOLLS.	CTS.	TONS.	DOLLS.	CTS.	TO S.	DOLLS.	CTS.	TOS.	DOLLS.	CTS.
Eastern Termini.....	49,498	327,958	65	70,207	408,999	28	60,986	394,887	24	70,625	375,724	61
Jersey Road.....	.....	.....	..	.....	.....	..	.....	.....	..	.....	.....	..
Piermont to Sufferns.....	1,649	5,508	64	4,163	11,982	57	3,440	7,916	39	8,974	36,070	53
Newburg Branch.....	488	1,138	75	620	1,667	7	460	856	88	1,195	2,640	45
From Sufferns to Delaware.....	17,198	48,761	21	75,186	41,510	42	23,882	69,480	8	23,203	50,234	62
Delaware to Susquehanna.....	6,951	27,719	90	16,341	58,708	30	7,456	21,949	8	16,555	47,908	15
Susquehanna to Hornellsville.....	49,393	131,751	57	43,794	129,075	43	88,455	135,931	9	94,634	185,149	97
Elmira.....	17,718	98,888	75	4,592	23,737	37	7,969	33,220	88	4,058	16,579	80
Hornellsville to Forestville.....	15,887	76,975	38	7,122	33,662	24	29,218	117,382	11	18,757	61,825	..
Dunkirk.....	19,000	135,825	77	15,752	135,185	99	28,553	181,107	62	17,318	186,598	24
	177,777	849,528	62	177,777	849,528	62	250,319	962,731	37	250,319	962,731	87

STATEMENT (G.)—(Continued.)

STATIONS.	FROM OCT. 1ST, 1852 TO APRIL 1ST, 1853.						FROM APRIL 1, 1853 TO SEP. 30, 1853.					
	FORWARDED.			RECEIVED.			FORWARDED.			RECEIVED.		
	TONS.	DOLLS.	CTS.	TONS.	DOLLS.	CTS.	TONS.	DOLLS.	CTS.	TONS.	DOLLS.	CTS.
Eastern Termini	79,341	406,323	47	112,882	647,072	56	67,989	461,666	89	109,687	584,796	19
Jersey Road	7,829	11,983	78	16,135	17,889	57	8,237	16,690	95	18,355	25,839	13
Piermont to Sufferns	3,302	5,324	29	6,295	13,616	82	2,536	4,485	43	9,294	35,427	77
Newburg Branch	310	672	14	1,363	2,792	50	381	755	89	1,123	2,453	54
From Sufferns to Delaware	21,502	54,512	85	23,867	48,158	33	26,515	71,247	07	25,356	52,802	81
Delaware to Susquehanna	9,447	28,736	99	19,074	49,318	11	13,748	28,208	95	17,015	54,246	68
Susquehanna to Hornellsville	84,849	196,358	7	71,345	136,985	76	135,540	215,441	14	129,828	195,044	90
Elmira	21,118	93,348	73	5,619	18,436	01	5,627	28,011	25	1,332	8,879	08
Hornellsville to Forestville	15,181	65,555	58	8,011	44,123	42	54,472	227,015	08	12,549	59,309	99
Dunkirk	36,049	284,536	39	17,729	192,750	7	26,179	182,715	93	19,377	230,125	36
Buffalo	5,764	38,942	76	1,772	15,551	90	5,123	37,209	95	2,431	24,523	08
	284,692	1,186,295	05	284,692	1,186,295	05	346,347	1,273,448	53	346,347	1,273,448	53

(G.)

STATEMENT of the Number of Tons of Freight and the receipts therefor, forwarded from and received at the following Stations, from October 1st, 1851, to September 30th, 1852.

STATIONS.	FROM OCTOBER 1st, 1851, TO APRIL 1st, 1852.				FROM APRIL 1st, 1852, TO SEPTEMBER 30th, 1852.			
	FORWARDED.		RECEIVED.		FORWARDED.		RECEIVED.	
	Tons.	Dolla. Cts.	Tons.	Dolla. Cts.	Tons.	Dolla. Cts.	Tons.	Dolla. Cts.
New York.....	34,001	271,714 22	54,634	338,376 04	44,889	370,829 83	42,737	268,064 83
Pier.....	12,016	48,967 21	7,621	38,276 74	12,662	16,870 66	18,708	78,623 97
Newburg	2,436	7,277 26	8,062	30,346 85	3,485	7,686 84	9,181	39,005 80
Sufferns	3,090	9,254 66	1,208	3,651 76	1,154	3,108 16	5,070	28,966 23
Chester	1,991	6,827 78	2,738	7,642 13	4,066	15,275 42	2,349	6,146 67
Middletown	1,891	4,854 85	2,712	7,202 41	3,117	10,407 27	2,976	9,140 33
Delaware	3,111	6,189 40	2,762	9,628 08	2,201	7,845 49	3,361	8,199 25
Narrowsburg	614	2,199 89	2,639	10,083 90	2,617	6,177 22	3,479	10,116 15
Hancock	698	3,704 71	2,128	7,402 86	877	1,612 32	1,968	6,628 79
Deposit	2,176	11,219 38	2,868	9,206 41	1,086	2,138 72	2,630	9,262 36
Suequahanna	754	2,489 33	1,458	4,622 42	1,237	6,043 54	2,088	8,854 07
Great Bend	18,279	11,985 20	4,014	6,294 01	478	2,207 92	2,710	19,312 19
Binghamton	4,310	16,860 56	3,760	15,640 16	47,430	23,285 10	6,838	18,673 70
Union	1,029	4,989 03	328	1,617 52	6,963	14,827 13	16,419	82,222 34
Owego	7,129	29,089 47	17,560	21,397 75	7,904	17,061 18	96,263	28,745 57
Waverly	1,285	4,773 96	1,780	8,680 04	1,282	4,583 96	3,087	13,810 25
Elmira	3,653	11,670 84	4,363	14,068 39	4,932	12,931 34	5,024	14,283
Corning	5,714	9,496 31	2,821	11,261 14	4,491	9,666 01	1,622	28,901 47
Adison	606	2,498 45	894	3,476	5,029	18,723 42	2,289	6,180 22
Hautsago	1,006	4,098 04	334	1,713 49	6,029	18,723 42	2,289	6,180 22
Hornellsville	2,927	9,633 56	5,304	23,124 11	3,029	16,753 18	2,961	17,368 76
Genesee	1,526	6,449 16	117	414 59	4,794	31,888 09	2,874	5,192 22
Palmyrville	755	3,400 16	239	768 70	3,794	17,881 07	485	2,207 13
Bairdore	2,019	8,658 65	1,410	6,190 14	1,895	4,042 97	804	5,615 45
Little Valley	1,183	11,547 73	633	4,134 44	1,785	5,918 28	2,141	9,933 85
Dunkirk	19,000	135,825 77	15,743	133,186 69	28,654	181,107 62	17,318	196,698 24

(G.)—STATEMENT of the Number of Tons of Freight and the receipts therefor, forwarded from and received at the following Stations, from October 1st, 1852, to September 30th, 1853.

STATIONS.	FORWARDED.			RECEIVED.			FROM APRIL 1st, 1853, TO APRIL 1st, 1853.			FROM APRIL 1st, 1853, TO SEPTEMBER 30th, 1853.		
	Tons.	Dolla. Cts.	Bolls. Cts.	Tons.	Dolla. Cts.	Bolls. Cts.	Tons.	Dolla. Cts.	Bolls. Cts.	Tons.	Dolla. Cts.	Bolls. Cts.
New York	43,164	897,320	40	83,083	551,903	48	59,824	583,705	98	51,927	887,775	46
Pier	18,068	37,090	70	9,738	33,824	23	7,661	19,373	04	44,057	220,715	75
Newark	3,768	9,462	75	9,337	39,000	13	11,029	20,820	70	29,079	108,649	38
Jersey City	14,317	12,452	62	10,725	22,325	73	22,387	20,820	86	29,177	73,790	89
Suffern	992	1,452	63	1,915	7,919	22	7,588	1,776	57	6,811	37,677	02
Chester	3,089	9,764	06	1,970	3,459	71	7,588	23,555	93	3,924	7,444	36
Goshen	2,153	7,486	73	3,164	7,978	69	6,682	16,765	90	7,882	30,397	44
Middletown	2,928	7,836	61	3,689	8,907	60	4,533	13,698	78	6,081	13,172	13
Delaware	4,268	7,619	97	4,621	10,231	89	6,114	10,245	74	10,274	20,660	90
Narrowsburg	959	3,603	42	2,723	9,568	56	2,186	4,182	93	2,628	11,980	30
Hancock	1,436	4,397	42	2,579	8,822	38	1,847	6,545	08	3,496	14,744	33
Deposit	1,690	9,014	68	2,949	9,65	14	2,638	7,496	09	6,669	13,876	60
Susquehanna	1,123	2,740	13	4,463	6,091	39	2,321	3,420	14	5,501	11,555	63
Great Bend	28,998	18,896	47	7,568	17,890	09	88,942	39,068	90	25,182	29,176	34
Binghamton	9,848	17,176	13	17,645	24,413	48	21,549	24,413	48	89,639	26,703	44
Union	3,151	7,439	08	1,406	2,089	38	5,559	11,101	81	1,063	3,861	22
Owego	10,213	28,167	41	19,411	21,015	22	10,318	25,838	18	67,401	40,463	77
Waverly	2,083	7,227	39	4,180	9,407	91	3,242	11,890	83	3,912	17,813	77
Elmira	4,956	16,379	80	7,628	19,002	60	9,052	21,375	59	31,795	69,298	82
Corning	10,783	37,275	17	4,300	19,828	72	13,581	40,144	72	15,156	44,337	01
Addison	1,244	5,220	88	790	4,512	87	7,230	31,087	13	1,549	9,047	50
Camsteo	2,112	7,642	00	526	1,488	52	10,939	35,511	14	699	3,019	69
Hornellsville	6,458	28,629	87	3,398	11,969	97	21,718	80,361	66	2,977	23,375	85
Geneese	2,456	8,035	41	1,530	7,257	58	9,698	42,020	02	541	8,643	60
Scioto	1,829	6,035	41	3,271	1,182	79	9,210	37,294	94	886	3,707	82
Philipsville	850	2,645	07	392	3,601	51	4,718	16,573	35	628	7,217	81
Beaumont	450	1,725	36	453	1,690	14	6,292	31,051	90	628	4,234	22
Friendship	263	3,273	06	263	3,273	06	9,011	28,227	18	1,740	16,194	21
Albany	485	3,273	06	1,176	5,716	08	2,440	28,685	78	1,792	2,917	23
Lititz	2,681	14,504	39	694	3,422	70	4,460	23,697	40	8,008	31,649	24
Little Valley	16,049	284,536	39	17,729	192,750	67	34,408	438,897	49	5,208	810,649	42
Dunkirk	5,764	38,942	76	1,772	15,581	90	18,188	69,893	28	3,200	51,658	01
Buffalo	6,933	11,131	58	14,438	13,460	49	10,968	21,813	87	25,618	35,498	17

(G.)

STATEMENT, showing the Earnings for Express Freight and Extra Baggage, monthly, from October 1st, 1851, to September 30th, 1853.

MONTH.	EXPRESS FREIGHT.	EXTRA BAGGAGE.	TOTALS MONTHLY
1851.			
October	3,114 86	1,654 76	4,769 62
November	2,967 60	971 93	3,939 53
December	4,634 51	128 07	4,762 58
1852.			
January	2,989 57	214 46	3,204 03
February	2,170 12	193 37	2,363 49
March	2,786 37	410 31	3,196 68
April	3,357 81	1,764 94	5,122 75
May	4,203 55	2,704 81	6,908 36
June	6,919 68	3,294 58	10,214 26
July	5,155 99	2,947 34	8,103 33
August	5,119 34	3,028 45	8,147 79
September	6,426 61	3,750 44	10,177 05
Totals	\$ 49,846 01	\$ 21,063 46	\$ 70,909 47
1852.			
October	5,729 58	2,548 15	8,277 73
November	7,128 21	1,543 47	8,671 68
December	7,600 23	1,001 57	8,601 80
1853.			
January	6,078 28	552 83	6,631 11
February	4,485 60	644 71	5,130 31
March	6,310 25	1,069 49	7,379 74
April	5,703 20	1,553 16	7,256 36
May	5,868 23	2,406 70	8,274 93
June	7,508 25	3,562 77	11,071 02
July	5,300 66	1,629 41	6,930 07
August	5,562 08	2,759 91	8,321 99
September	6,769 21	2,632 68	9,401 89
Totals	\$ 74,043 78	\$ 21,904 85	\$ 95,948 63

(H.)

THE RECEIPTS from *Passengers and Freight*, passing over the whole length of the Road; passing between all Way Stations and the Termini of the Road; and passing between all Way Stations, not including that going to or from the Termini, are as follows:—

	FIRST SIX MONTHS.		SECOND SIX MO'S.		FOR WHOLE YEAR.	
	Receipts.	Perct of Whole.	Receipts.	Perct of Whole.	Receipts.	Perct of Whole.
FOR YEAR ENDING SEPT. 30, 1852.						
<i>Passengers :</i>						
Through,	DOLLS. CTS. 144,730 95	26	DOLLS. CTS. 265,004 47	32	DOLLS. CTS. 409,735 42	30
Between Way Stations and Termini,	137,710 64	25	185,301 29	23	323,011 93	23
Between Way Stat's only	272,650 71	49	866,874 86	45	639,525 57	47
	555,092 30	100	817,180 62	100	1,372,272 92	100
<i>Freight :</i>						
Through,	245,794 82	29	298,810 71	31	544,605 53	30
Between Way Stations and Termini,	258,190 1	30	270,348 18	28	528,538 20	29
Between Way Stat's only	345,543 79	41	393,572 48	41	739,116 26	41
	849,528 62	100	962,731 37	100	1,812,259 99	100
FOR YEAR ENDING SEPT. 30, 1853.						
<i>Passengers :</i>						
Through,	194,041 49	29	280,250 9	29	474,291 58	29
Between Way Stations and Termini,	160,078 99	24	258,397 17	27	418,476 16	26
Between Way Stat's only	313,290 67	47	424,865 86	44	738,156 53	45
	666,411 15	100	963,513 12	100	1,630,924 27	100
<i>Freight :</i>						
Through,	496,681 37	41	419,988 32	33	916,669 69	37
Between Way Stations and Termini,	278,448 38	24	308,562 61	24	587,010 99	24
Between Way Stat's only	411,165 30	35	544,397 60	42	956,062 90	39
Total,	1,186,295 05	100	1,273,448 53	100	2,459,743 58	100

(I.)

ABSTRACT OF PASSENGERS transported on the New York and Erie Railroad, showing the number of Passengers carried to and from each Station, and the Revenue arising therefrom, in the months of October, November, December, 1852, and January, February, March, April, May, June, July, August, and September, 1853.

MONTHS.	EASTWARD.						WESTWARD.					
	Thro' Passengers.		Way Passengers.		Through and Way.		Thro' Passengers.		Way Passengers.		Through and Way.	
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
October, 1852,	3,246½	\$21,830 35	46,990½	\$53,055 79	50,227	\$74,886 14	5,452½	\$27,660 02	50,973½	\$67,336 95	56,426	\$84,986 97
November, "	1,557	10,278 40	40,159½	40,909 65	41,716½	51,188 05	5,423½	17,637 92	41,541	44,341 01	44,964½	61,878 93
December, "	1,404	9,941 34	40,466	36,587 59	41,870	46,528 93	1,980	11,469 10	43,057	42,307 71	45,037	53,776 81
January, 1853,	1,729	12,707 84	30,777½	29,500 72	32,506½	42,208 56	1,213½	7,731 24	31,711½	30,622 58	32,925	38,353 82
February, "	2,401½	17,145 75	28,221	27,848 79	30,824	44,894 54	1,850½	11,366 23	28,422	27,888 53	30,272½	39,254 76
March, "	2,387	24,727 02	40,557	38,240 14	43,944	62,967 16	3,328	21,646 28	44,875	44,730 20	46,203	66,376 48
April, "	2,737½	19,806 00	39,603½	43,051 42	42,341	62,856 42	4,230½	24,681 53	49,961	63,955 46	54,191½	86,836 99
May, "	2,466	16,212 71	39,891	43,280 20	42,357	59,492 91	3,563	20,774 33	45,811	55,436 89	49,374	76,211 22
June, "	2,110½	13,735 40	41,676½	46,528 62	43,787	60,263 92	5,633	25,994 78	46,671	56,805 96	52,204	82,800 74
July, "	1,347½	9,640 05	49,952½	48,614 70	51,300	58,254 75	4,374½	21,824 52	55,905½	57,035 64	60,280	78,860 16
August, "	2,353	17,374 47	53,845	62,222 22	56,198	79,696 69	7,498½	38,194 10	56,150½	64,757 16	63,649	102,981 26
September, "	2,745	20,370 21	62,819	72,692 69	66,556	92,962 89	8,767	44,709 78	66,709	75,785 48	74,476	120,485 26
	27,485½	193,668 54	514,949½	542,432 32	542,435	736,100 87	51,214½	273,759 83	560,798	621,033 57	612,002½	894,823 40

(J).—ABSTRACT OF TONNAGE which has passed on the New York and Erie Railroad and its Branches, with an enumeration of the commodities transported, and the amount of Revenue arising therefrom, from October 1st, 1852, to September 30th, 1853.

MONTHS.	PRODUCTS OF THE FOREST.						PRODUCTS OF ANIMALS.					
	West.		East.		Total.		West.		East.		Total.	
	Tons.	Receipts.	Tons.	Receipts.	Tons.	Receipts.	Tons.	Receipts.	Tons.	Receipts.	Tons.	Receipts.
1852—October	1,488	1,467 46	5,060	14,702 97	6,538	16,170 42	731	3,651 45	6,049	40,575 10	6,780	44,126 56
November	1,486	1,047 46	3,438	10,884 10	4,921	11,881 26	731	3,244 09	5,442	58,151 08	9,068	81,366 17
December	1,666	881 66	2,678	6,082 49	3,240	5,864 16	1,013	4,767 33	11,407	88,797 39	12,420	81,564 72
1853—January	908	1,211 63	2,866	2,853 12	3,674	4,044 66	1,025	4,637 40	8,165	57,235 70	9,181	61,873 10
February	483	1,488 83	3,724	9,789 13	4,207	10,278 01	801	3,431 28	6,860	39,768 07	6,661	43,264 35
March	1,306	1,317 24	10,866	35,206 14	12,162	36,023 89	942	4,203 53	6,787	41,701 18	7,729	46,910 63
April	1,862	1,113 11	13,960	52,419 53	14,962	63,632 64	765	5,710 53	6,719	40,041 81	6,972	39,762 84
May	1,291	1,420 33	16,279	66,169 52	19,670	67,870 97	609	1,969 81	6,404	39,371 08	7,013	43,264 53
June	1,187	1,205 26	13,684	58,960 18	17,690	56,917 02	699	1,969 81	7,760	39,371 08	8,459	43,267 67
July	510	721 80	14,615	51,702 73	15,314	52,424 52	671	2,884 20	8,464	53,323 44	9,136	45,207 64
August	520	354 76	9,827	36,276 53	10,349	36,631 28	942	5,449 58	9,462	60,389 86	10,404	66,839 53
September	922											
Totals	12,253	\$ 11,227 92	111,834	\$ 362,498 31	124,087	\$ 373,728 28	9,095	\$ 42,518 48	90,680	\$ 596,527 05	99,755	\$ 639,045 52

MONTHS.	VEGETABLE FOOD.						ALL OTHER AGRICULTURAL PRODUCTS.					
	West.		East.		Total.		West.		East.		Total.	
	Tons.	Receipts.	Tons.	Receipts.	Tons.	Receipts.	Tons.	Receipts.	Tons.	Receipts.	Tons.	Receipts.
1852—October	1,017	3,125 44	6,283	32,631 04	7,296	35,756 48	386	674 46	699	2,743 01	1,085	3,417 47
November	952	2,425 74	7,454	29,082 26	8,406	31,508 00	1,023	1,470 03	326	976 01	1,349	2,446 04
December	1,486	1,403 73	8,072	51,133 47	9,558	52,537 24	1,023	1,470 03	326	976 01	1,349	2,446 04
1853—January	845	1,197 55	8,072	39,630 62	8,915	40,828 19	479	873 40	202	1,688 85	681	2,570 25
February	743	1,187 71	8,426	40,706 82	9,611	42,894 64	384	875 51	292	2,297 35	646	3,273 86
March	801	2,249 97	6,707	29,399 02	7,508	31,648 99	447	1,899 80	508	4,575 88	965	6,445 68
April	745	3,800 14	4,162	21,043 17	4,903	24,843 31	519	1,676 91	1,117	1,376 01	1,636	3,052 92
May	718	3,877 60	3,163	16,642 02	6,111	16,642 02	611	1,601 86	1,190	1,145 92	1,801	2,747 06
June	685	2,743 11	3,575	15,550 52	4,360	15,550 52	571	1,193 78	375	1,583 26	946	2,860 45
July	665	1,768 85	2,528	8,870 29	3,193	10,639 14	477	1,712 21	198	1,158 24	675	2,860 45
August	726	3,518 10	2,705	9,584 40	3,430	13,402 50	638	2,853 16	190	1,328 85	828	4,181 99
September	766	4,712 65	9,808	53,312 35	10,571	58,024 98	432	2,075 64	441	2,900 62	873	4,976 26
Totals	8,776	\$ 52,065 73	72,092	\$ 355,240 85	80,868	\$ 387,906 68	6,279	\$ 17,559 19	3,570	\$ 23,948 29	9,849	\$ 44,808 70

(J)—ABSTRACT OF TONNAGE, Continued.

MONTHS.	MANUFACTURES.						MERCHANDISE.						Total.
	West.			East.			West.			East.			
	Tons.	Receipts.	Tons.	Receipts.	Tons.	Receipts.	Tons.	Receipts.	Tons.	Receipts.	Tons.	Receipts.	
1882—October.....	8,267	7,171 45	3,023	27,285 74	5,812	57,576 81	456	1,443 74	6,288	59,015 06			
November.....	8,875	21,347 41	3,288	6,320 02	12,166	27,667 43	4,778	45,183 19	4,221	1,273 19			
December.....	9,122	17,946 66	4,698	10,189 27	13,720	28,135 93	4,260	32,636 81	5,009	1,200 20			
1883—January.....	3,667	12,961 68	4,792	6,369	24,746 73	3,745	20,099 42	4,440	1,080 74	4,185	30,130 16		
February.....	4,863	19,796 54	3,560	8,717 82	6,413	28,514 36	4,847	40,171 25	4,117	1,109 90			
March.....	6,356	23,609 30	3,580	10,064 17	9,685	33,563 47	5,667	48,385 17	5,264	1,281 15			
April.....	6,065	30,577 48	3,628	9,720 94	9,683	40,268 42	7,498	69,343 83	6,199	50,069 94			
May.....	4,887	18,060 23	4,634	8,867 83	9,321	26,927 56	5,923	48,610 96	5,186	1,423 68			
June.....	4,483	14,573 81	3,292	8,676 29	7,775	23,260 10	4,404	36,546 53	4,774	1,423 68			
July.....	4,408	14,864 48	2,520	6,884 36	6,923	21,768 83	4,104	33,738 86	5,929	1,861 45			
August.....	3,218	15,416 60	2,644	7,298 66	6,562	22,663 28	4,397	48,968 58	4,633	1,562 68			
September.....	4,945	23,926 87	3,269	8,631 73	8,184	32,357 60	6,663	68,468 67	663	1,804 15			
Totals.....	69,548	\$235,014 36	42,738	\$104,136 08	112,281	\$337,199 43	62,698	\$58,706 58	6,144	\$18,071 21	68,742	\$576,777 79	

MONTHS.	MISCELLANEOUS.						TOTAL.						TONS Carried one mile
	West.			East.			West.			East.			
	Tons.	Receipts.	Tons.	Receipts.	Tons.	Receipts.	Tons.	Receipts.	Tons.	Receipts.	Tons.	Receipts.	
1882—October.....	7,469	7,424 00	2,166	3,824 63	9,656	11,248 63	26,080	164,518 90	48,431	164,518 90		8,468,023	
November.....	9,738	9,064 26	2,949	3,963 41	12,687	13,047 67	26,476	26,147	52,628	206,136 61		8,298,812	
December.....	4,921	6,065 96	1,796	2,324 92	6,716	7,390 78	26,764	30,801	53,656	228,863 67		10,100,647	
1883—January.....	2,181	2,423 97	1,037	1,463 13	3,213	3,877 19	12,389	26,564	37,816	167,990 62		7,186,062	
February.....	2,067	2,206 10	1,657	1,350 47	3,624	3,536 57	14,000	23,516	37,816	172,161 68		7,220,662	
March.....	8,860	6,983 69	1,645	1,514 84	9,696	8,498 53	23,310	30,243	54,376	219,633 97		8,691,854	
April.....	10,683	8,677 68	1,519	1,707 63	10,009	8,686 25	25,198	30,243	55,441	246,070 92		9,762,170	
May.....	10,923	7,041 19	2,406	2,267 10	12,489	9,306 29	23,949	31,468	66,407	194,436 41		8,102,368	
June.....	11,835	6,523 09	4,177	1,721 99	13,400	8,650 88	23,468	35,088	57,571	177,417 68		7,462,006	
July.....	14,577	5,277 06	4,370	2,463 13	16,246	7,740 23	32,613	36,933	63,513	167,462 98		7,381,411	
August.....	14,877	6,945 46	4,844	2,688 17	19,241	9,684 32	33,822	37,869	64,369	209,493 80		7,940,945	
September.....	12,850	6,675 35	3,968	2,368 59	16,518	8,671 92	27,000	37,596	64,386	276,967 39		11,312,106	
Totals.....	108,494	\$ 72,698 68	31,083	\$27,583 86	135,457	\$100,280 54	272,088	369,001	681,039	\$2,469,743 58		101,626,518	

(K.)—STATEMENT showing the different kinds of Articles Received and Shipped from the several Stations on the New York and Erie Railroad, with the relative proportions of each.

STATIONS.	SHIPPED During the Winter Months.				SHIPPED During the Summer Months.				RECEIVED During the Winter Months.				RECEIVED During the Summer Months.				
	Dry Goods.		Hides, &c.		Groceries.		Iron, &c.		Hides, &c.		Flour, Provisions.		Dressed Hogs.		Butter, Leather &c.		
	3-8	1-4	1-8	1-4	1-8	1-4	1-8	1-8	1-8	1-8	1-2	1-4	1-8	1-8	1-4	1-4	
NEW YORK.....	Groceries.	Waste, and Dry Goods.	Iron and Coal.	Sun-dries.	D. G. & Groceries.	Cotton, Rags, &c.	Coal & Iron	Sun-dries	Sun-dries	Machinery	Yarn	Paper	Machinery	Yarn	D Goods	Paper	
JAMESE CITY.....	Potatoes.	Beef.	Pork.	1-4	1-4	1-4	1-4	1-4	1-4	1-4	1-4	1-4	1-4	1-4	1-4	1-4	
BOILING SPRING.....	Calico Prints.	Paper.	Produce	1-3	1-4	1-4	1-8	1-8	1-8	1-8	1-8	1-8	1-8	1-8	1-8	1-8	
AQUACKANONK.....	Machin-ery.	Cot. fax & woolin Goods.	Paper.	Sun-dries.	Machin-ery.	Cot. fax & woolin Goods.	Paper	Sun-dries	Sun-dries	Cot. fax & woolin Goods.	Paper	Groceries.	Copper, Steel	Iron, Copper, Steel	Cotton, Wax and Wool	Paper	
PATERSON.....	Cotton Yarn.	Paper.	1-8	1-8	1-8	1-8	1-8	1-8	1-8	1-8	1-8	1-8	1-8	1-8	1-8	1-8	
HORRUS.....	7-12	5-13															
RAMSEY'S.....	Rail R. Iron.	Coal, Lime, &c.	Iron and M'chy.	New Cars	Rail R. Iron	Coal and Lime	Pig Iron	New Cars	Sun-dries	Meat, &c.	Leather	Sun-dries	Meat, &c.	Leather	Sun-dries	New Cars	
P.W.V.....	14-60	15-50	10-50	11-50	5-13	4-13	2-13	2-13	2-13	80-95	15-95	80-95	15-95	150-175	15-175	5-66	7-66

STATEMENT (K.) CONTINUED.

STATIONS.	SHIPPED—Winter Months.				SHIPPED—Summer Months.				RECEIVED—Winter Months.				RECEIVED—Summer Months.			
	Machin-ery.	Cast-ings.	Wool Yarn.	Empty Pack-ages.	Machin-ery	Oast-ings.	Wool Yarn	Empty Pack-ages	Lumber	Iron	Coal	Mer-cha-nise	Lumber	Iron	Coal	Mer-cha-nise
PIERMONT.....	1-4	1-2	1-8	1-8	1-4	1-2	1-8	1-8	1-2	1-4	1-8	1-8	1-2	1-4	1-8	1-8
	Apples.	Oider.	Pota- toes.	Poultry	Apples	Pota- toes.	Tobacco	Vegeta- bles	Flour.	Tobacco	Sugar.	Lumber	Flour.	Tobacco	Sugar.	Lumber
BLAUVELTVILLE.....	75-100	5-100	4-100	3-100	50-100	5-100	5-100	30-100	25-100	6-100	8-100	10-100	25-100	3-100	11-100	11-100
	Apples.	Meat.	Straw- berries	Meat	Apples	Straw- berries	Meat	Lumber	Lumber	Flour	Feed	Empty bins and boxes	Lumber	Flour	Store Goods	Empty barrels, &c.
CLARETOWN.....	5-6	1-6	1-6	1-14	5-7	1-4	1-35	1-14	11-36	10-36	2-9	1-5	5-8	1-20	1-3	1-10
	Apples.	Manu- factur'd Goods.	Manu- factur'd Goods.	Manu- factur'd Goods.	Apples	Manu- factur'd Goods.	Manu- factur'd Goods.	Leather	Live Stock	Flour	Flour	Live Stock	Live Stock	Flour	Flour	Flour
SPRING VALLEY.....	3-5	1-5	1-10	1-10	2-3	1-10	1-10	1-10	1-4	1-8	1-10	1-10	1-3	1-10	1-10	1-10
	Maker- als and Poultry	Leather	Manu- factur'd Goods.	Manu- factur'd Goods.	Apples	Manu- factur'd Goods.	Manu- factur'd Goods.	Leather	Live Stock	Flour	Flour	Live Stock	Live Stock	Flour	Flour	Flour
MONSEY.....	1-2	1-4	1-8	1-8	1-2	1-4	1-8	1-16	9-10	1-20	1-20	1-20	10-13	2-13	1-26	1-26
	Iron, Char- coal.	Foreign Produce	Foreign Produce	Foreign Produce	Iron, Char- coal.	Foreign Produce	Foreign Produce	Foreign Produce	Cattle, &c.	Lumber	Grocer- ies, &c.	Grocer- ies, &c.	Cattle, &c.	Lumber	Grocer- ies	Grocer- ies
SUFFERNS.....	1-2	1-4	1-4	1-4	1-2	1-4	1-4	1-4	1-2	1-8	1-4	1-8	3-4	1-8	1-8	1-8
	Iron, Manu- factur'd	Files	Files	Furni- ture	Iron, Manu- factur'd	Files	Furni- ture	Furni- ture	Coal	Iron,	Lumber	Flour	Coal	Iron	Lumber	Sun- dries
RAMAPO.....	20-23	2-23	1-23	1-10	4-5	1-10	1-10	1-10	4-7	2-7	1-14	1-14	1-2	1-3	1-6	1-6
	Iron, Wood	Manu- factur'd	Manu- factur'd	Produce	Iron, Wood	Manu- factur'd	Manu- factur'd	Wood	Mer- chand- ise	Lumber	Ootton	Ootton	Merchn- dise	Lumber	Ootton	Ootton
SLAATSBERG.....	86-100	8-100	4-100	2-10	86-100	3-100	77-1000	3-1000	7-10	2-10	1-10	1-10	44-100	43-100	13-100	13-100
	Iron,	Hoop Poles	Sun- dries	Sun- dries	Iron,	Hoop Poles	Sun- dries	Sun- dries	Mer- chand- ise	Corn & Rye	1-10	1-10	44-100	43-100	13-100	13-100
MONROE WORKS.....	13-14	1-28	1-28	1-28	13-14	1-28	1-28	1-28	75-87	12-87	12-87	12-87	75-87	12-87	12-87	12-87
	Iron, Wood	Manu- factur'd	Manu- factur'd	Produce	Iron, Wood	Manu- factur'd	Manu- factur'd	Wood	Mer- chand- ise	Lumber	Ootton	Ootton	Merchn- dise	Lumber	Ootton	Ootton

STATEMENT (K.) CONTINUED.

STATIONS.	SHIPPED—Winter Months.		SHIPPED—Summer Months.		RECEIVED—Winter Months.		RECEIVED—Summer Months.	
TURNER'S								
	Farm- ing Produce 2-3	Flour, Feed, &c. 3-12	Flour, Lumber &c. 1-12	Flour, Lumber &c. 3-18	Mer- chandise &c. 3-17	Flour, Lumber Coal & Plaster 8-17	Mer- chandise &c. 1-4	Lumber &c. 11-16
MONROE	Stock	Milk	Butter	Butter	Stock	Feed	Dry Goods	Feed
	5-12	5-12	1-9	1-20	1-4	1-4	1-4	1-4
OXFORD	Dressed Hogs, &c. 1-4	Cattle, &c. 1-2	Butter &c. 1-4	Butter &c. 1-20	Butter &c. 20-45	Plaster &c. 1-3	Cattle, &c. 1-3	Grain, &c. 1-12
WASHINGTONVILLE	Mould- ings 1-2	Paper 1-4	Flour, &c. 1-8	Leather 1-8	Mould- ings 3-4	Coal 1-4	Lumber 1-8	Bark 1-8
SALISBURY	Ale 1-4	Flour 1-8	Leather 1-16	Mer- chandise 1-4	Iron 2-3	Live Stock 1-5	Live Stock 1-8	Butter Lumber 1-8
NEWBURG	Sheep &c. 5-9	Butter 8-20	Dressed Hogs 8-20	Mer- chandise 7-30	Live Stock 2-5	Dry Goods 7-23	Mer- chandise 7-46	Lumber 5-8
CHESTER	Milk 1-4	Butter 1-4	Sheep, D Hogs, &c. 1-4	Butter 1-4	Butter 1-4	Flour 1-4	Lumber 1-4	D Goods & Gro- ceries 1-4
GOSHEN	Butter 4-15	Dressed Hogs 4-15	Cattle 4-15	Live Cows 1-5	Butter 1-5	Salt &c. 9-17	Dry Goods 5-14	Flour and Fish 9-23
HAMPTON	4-15	4-15	4-15	1-5	1-5	1-3	5-59	1-4

STATEMENT (K) CONTINUED.

STATIONS.	SHIPPED—Winter Months.			SHIPPED—Summer Months.			RECEIVED—Winter Months.			RECEIVED—Summer Months.			
	Leather and But-ter	Pork	Stoves, Turned &c.	Leather	Stoves, Dress- ed &c.	But- ter	Hides	Pig Iron & Lumber	Coal	Flour	Lumber	Iron, Pig & Plaster	Hides
MIDDLETOWN.....	10-17	7-34	3-34	17-28	5-56	5-56	37-215	33-215	50-215	1-19	10-17	1-5	2-7
HOWELL'S.....	1-4	1-4	1-4	3-8	2-8	1-8	1-4	1-4	1-4	1-4	1-4	1-4	1-4
OTISVILLE.....	1-2	1-4	1-8	1-2	1-4	1-8	1-4	1-4	1-4	1-4	1-4	1-8	3-8
DELAWARE.....	13-17	1-7	1-28	8-9	2-45	7-180	4-11	6-22	3-22	13-28	3-14	3-14	3-28
POND EDDY.....	3-4	1-16	3-16	3-16	1-16	3-4	8-16	3-4	1-16	1-2	1-4	1-4	1-4
LACKAWANNA.....	1-4	1-6	1-8	1-8	1-8	1-8	1-6	3-6	1-8	1-2	1-4	1-5	1-5
NARROWSBURG.....	8-28	7-25	1-5	8-15	3-15	2-15	1-8	1-20	3-4	1-20	1-40	1-20	7-8
COCHECTON.....	2-7	3-87	24-35	1-6	1-50	12-15	18-55	24-55	6-55	9-50	3-5	7-50	1-10
CALLICOON.....	1-4	1-2	1-8	2-8	1-6	1-12	1-2	1-4	1-8	1-2	1-4	1-8	1-8

STATEMENT (K.) CONTINUED.

STATIONS.	SHIPPED—Winter Months.		SHIPPED—Summer Months.		RECEIVED—Winter Months.		RECEIVED—Summer Months.			
	Leather	Lumber	Leather	Lumber	Hides	Mer- ch'ndise	Flour, Pork, &c.	Mer- ch'ndise	Flour, &c.	Pork and Fish
HAWKINS.....	1-4	3-4	1-4	3-4	1-4	1-2	1-8	1-4	1-2	1-8
EQUINUNK.....	Leather	Mer- ch'ndise	Leather	Mer- ch'ndise	Lumber	Hides	Flour, &c.	Mer- ch'ndise	Flour, &c.	Hides
STOCKFORD.....	3-4	1-4	3-4	1-4	8-12	1-12	2-12	1-2	1-3	1-12
HARCOCK.....	3-6	2-6	1-6	3-6	2-6	3-8	3-8	1-2	1-4	1-4
HALL'S EDDY.....	3-4	1-13	3-16	1-16	8-16	3-4	1-16	1-2	1-4	1-4
DEPOSIT.....	1-2	1-4	1-3	1-3	1-2	1-3	1-6	1-2	1-3	1-6
SUSQUEHANNA.....	25-26	1-26	15-74	10-37	3-11	5-11	2-11	1-11	2-5	3-20
GREAT BRAD.....	1-4	1-4	1-4	1-4	1-4	1-4	1-4	1-4	1-3	1-4
KIRKWOOD.....	1-5	1-4	1-5	1-4	1-3	1-2	1-6	1-2	1-4	1-4

CC

STATEMENT (K.) CONTINUED.

STATIONS.	SHIPPED—Winter Months.			SHIPPED—Summer Months.			RECEIVED—Winter Months.			RECEIVED—Summer Months.			
	Lumber and cheese, Sun-dries 1-4	Butter, Feed & Stock 1-4	Produce 1-4	Lumber and Stock 1-4	Feed, Lime, li- quor & beer 1-4	H'hold Goods, b't'r, &c 1-4	Mer- ch'ndise 1-3	Iron & Hides 1-3	Flour & Sun-dries 1-3	Mer- ch'ndise & m'ch'y 1-3	Stoves, Flour, &c. 1-3	Mer- ch'ndise 3-4	Iron and Sun-dries 1-6
BIRGHANTON	1-4	1-4	1-4	1-4	1-4	1-4	1-3	1-6	1-6	1-6	1-6	1-6	1-6
UNION	1-2	1-4	1-4	1-2	1-4	1-4	3-4	1-4			1-4		
CAMPVILLE	10-16	1-4	1-16	4-5	10-16	4-16	Mer- ch'ndise & grocer- ies prin-						
OWEGO	1-3	1-16	1-16	1-3	1-3	1-16	Mer- ch'ndise	Hides	Flour	Lime	3-18	1-3	1-18
TIOGA	7-8	1-16	1-16	3-4	1-8	1-3	3-4	1-4			3-4	1-4	
SMITHBORO	4-10	2-10	1-10	4-10	1-10	4-10	35-100	8-100	15-100	8-100	82-100	20-100	40-100
BARON	5-8	1-4	1-8	1-2	3-8	1-8	Mer- ch'ndise	1-8	1-8	1-8	1-8	1-8	
WAVERLY	1-45	4-9	24-45	1-41	5-12	7-12	13-20	1-20	2-20	5-20	5-20	1-20	1-20
CHEMUNG	90-100	3-100	3-100	90-100	3-100	3-100	75-100	8-100	9-100	8-100	75-100	9-100	8-100

STATEMENT (K.) CONTINUED.

STATIONS.	SHIPPED—Winter Months.		SHIPPED—Summer Months.				RECEIVED—Winter Months.		RECEIVED—Summer Months.		
	Meal and Feed	Pork	Cattle, &c.	Oattle, &c.	Butter and Cheese	Meal &c.	Merchandise	Lumber	Merchandise	Wheat &c.	Lumber
FORESTVILLE.....	1-2	1-4	1-4	1-4	1-4	1-4	3-4	1-4	1-2	1-4	1-4
DUNKIRK.....	Flour	Provisions,	Stock	Butter, Hogs, &c.	Flour	Provisions, &c.	Butter, Cheese, &c.	Merchandise	Merchandise	Lumber	Lumber
	33-100	33-100	12-100	22-100	33-100	27-100	19-100	91-100	90-100	10-100	10-100



(L.)

STATEMENT OF LUMBER shipped from the several Stations,
for the year ending September 30, 1853.

SHIPPED FROM.	To Pier.	To New- burg.	To Elmira.	To Cor- ning.	To other Stations.	Total Amounts.
Dayton,	33,280	34,029	----	----	351,004	418,313
Catsaugus,	19,890	----	----	----	----	19,890
Little Valley,	----	13,515	----	9,750	30,400	53,665
Great Valley,	11,011	15,310	----	----	347,950	374,271
Alleghany,	1,118,718	1,077,168	----	----	42,048	2,237,934
Olean,	700,081	1,897,954	10,530	1,644,318	562,378	4,815,211
Hinsdale,	122,181	220,279	----	----	18,182	360,642
Cuba,	325,519	----	----	----	----	325,519
Friendship,	1,772,326	----	701,117	----	86,283	2,559,726
Belvidere,	998,555	----	320,011	----	15,570	1,328,136
Phillipville,	2,130,723	----	683,505	247,493	17,087	3,078,808
Scio,	2,875,024	797,583	968,401	130,180	216,530	4,987,718
Genesee,	4,149,419	2,220,790	4,182,650	463,919	465,854	11,452,632
Andover,	33,807	863,412	7,848	----	----	905,067
Alfred,	----	----	18,180	----	----	18,180
Almond,	----	----	7,770	----	----	7,770
Hornellville,	299,630	18,706	1,648,310	29,239	197,812	2,193,697
Canisteo,	1,020,173	1,326,404	3,264,396	667,594	720,076	6,999,242
Cameron,	----	196,578	----	----	----	196,578
Rathboneville,	290,249	----	----	----	8,160	298,409
Addison,	1,695,457	1,271,901	40,937	300,691	55,277	3,364,263
Painted Post,	640,490	38,480	42,186	----	250,481	971,637
Corning,	1,715,697	426,274	101,941	----	1,739,151	3,983,063
Elmira,	167,465	53,531	----	----	198,976	419,972
Wellsburg,	20,000	----	----	----	----	20,000
Chemung,	1,449,292	180,797	26,806	----	21,494	1,678,389
Waverly,	210,384	68,190	82,455	----	934,857	1,295,886
Barton,	96,290	----	----	----	86,376	182,666
Smithboro,	----	----	----	----	23,350	23,350
Tioga,	114,688	----	4,000	4,000	42,640	165,328
Owego,	40,430	----	----	----	15,530	55,960
Campville,	165,000	----	----	----	212,320	377,320
Union,	167,230	653,329	----	----	45,510	866,069
Binghamton,	116,577	752,470	----	----	163,682	1,032,729
Kirkwood,	----	81,092	----	----	36,940	67,932
Great Bend,	173,821	123,620	----	----	563,870	860,811
Susquehanna,	10,760	21,000	----	----	229,987	261,747
Deposit,	----	31,306	----	----	18,731	50,037
Hale s Eddy,	----	----	----	----	196,939	196,939
Hancock,	----	----	----	----	58,570	58,570
Equinunk,	----	----	----	----	2,293	2,293
Hankins,	----	----	----	----	212,272	212,272
Callicoon,	38,410	520,710	----	----	374,201	933,321
Cochecton,	6,980	23,149	----	----	607,542	642,921
Narrowsburg,	30,814	----	----	----	122,731	153,545
Lackawaxen,	----	----	----	----	14,400	14,400
Shohola,	----	----	----	----	100,000	100,000
Delaware,	----	----	----	----	48,926	48,926
Totals, ..	22,744,771	12,882,577	12,060,992	3,517,184	9,450,180	60,665,704
Estimated amount of Lumber shipped from Sept. 30, 1852, to Jan. 1, 1853,						15,344,296
45 Spars, 13,500 cubic feet, equal to (Board Measure)						135,000
Amount of Lumber shipped for Company free,						5,098,718
Total shipped,						31,233,718
Amount of Shingles reported shipped on Freight,						4,737,000
Do. do. do. for Company, free,						355,000
						5,092,000

(L.)

STATEMENT OF LUMBER on hand at the following Stations, to be shipped over the Road; the proportion destined for the Hudson River; and the probable amount which will be annually shipped for a term of years.

STATIONS.	Present amount at and near	Proportion to be sent to Hudson River.	Amount would be shipped annually.	For Years.	Proportion to Hudson River.
Otisville			100,000	10	25,000
Cochecton	500,000	200,000	1,014,000	5	500,000
Callicoon	150,000	75,000	2,000,000		1,000,000
Hankins	70,000		8,000,000	5	
Stockport	8,000	8,000	500,000	10	500,000
Susquehanna	2,000,000	1,000,000	6,000,000	10	3,000,000
Great Bend	150,000		500,000		150,000
Kirkwood	90,000	60,000	200,000	4	150,000
Union	150,000	150,000	2,000,000	10	1,500,000
Campville	400,000	400,000	2,200,000	10	2,000,000
Tioga	3,000,000	200,000	8,000,000	10	3,000,000
Barton	50,000	50,000	200,000		150,000
Chemung	1,000,000		2,000,000	3	
Wellsburg	20,000	20,000			
Corning	1,500,000	800,000	6,000,000	5	4,500,000
Painted Post	3,000,000	2,750,000	5,000,000		4,000,000
Adrian	4,000,000	3,000,000	12,000,000	5	9,000,000
Kathboneville	75,000	75,000	2,000,000	5	1,500,000
Cameron	300,000	300,000	500,000		500,000
Canisteo	2,250,000	150,000	8,500,000		1,500,000
Hornellville	1,000,000	150,000	10,000,000	4	1,500,000
Andover	500,000	500,000	5,000,000	5	800,000
Geneee	7,000,000	4,500,000	25,000,000	10	15,000,000
Keio	13,000,000	12,500,000	30,000,000	10	27,000,000
Phillipville	5,500,000	4,500,000	14,000,000	10	10,000,000
Holyoke	2,500,000	2,000,000	8,000,000	5	7,500,000
Friendship	1,550,000	1,000,000	5,500,000	10	4,500,000
Cuba	100,000	100,000	1,000,000	5	1,000,000
Olson	2,000,000	1,500,000	30,000,000	5	25,000,000
Allegany	1,300,000	1,300,000	3,000,000	9	2,800,000
Beacon	300,000	225,000	1,000,000	4	750,000
Total					

(M.)—EARNINGS FOR THE YEAR ENDING SEPTEMBER 30, 1853.

MONTHS.	Passenger Earnings.	Freight Earnings.	Telegraph Earnings.	Transportation of Mails.	Rents.	Storage.	Hire of Engines & Cars.	Int. on Stock R.&L.R.R.C.	TOTALS.
1852.									
OCTOBER,.....	\$159,883 11	\$202,496 60	\$65 29	\$7,916 66	\$424 54	\$89 36	\$3,388 20	....	\$374,232 76
NOVEMBER,.....	113,023 98	213,629 85	21 56	7,916 67	3,244 55	244 80	2,901 60	....	340,983 01
DECEMBER,.....	99,003 95	234,374 44	11 47	7,916 67	390 79	319 15	4,188 51	....	346,174 98
1853.									
JANUARY,.....	79,887 68	173,051 68	11 74	9,748 12	594 48	134 63	....	....	263,398 33
FEBRUARY,.....	76,598 05	172,177 26	18 70	9,748 12	2,723 20	110 02	....	25,636 17	287,011 52
MARCH,.....	128,029 85	225,333 89	20 12	9,748 12	475 29	230 13	....	....	363,837 40
APRIL,.....	149,739 28	252,243 73	24 71	9,619 07	535 22	126 92	....	....	412,288 93
MAY,.....	133,069 70	203,440 10	15 53	9,619 07	3,450 93	547 59	....	....	350,142 92
JUNE,.....	138,735 76	186,689 94	10 39	9,619 08	395 96	567 61	....	....	336,018 77
JULY,.....	133,835 10	173,889 94	2 53	9,619 07	442 87	393 41	....	....	318,182 92
AUGUST,.....	179,308 87	217,352 59	21 63	9,619 07	4,028 48	341 18	....	....	410,671 82
SEPTEMBER,.....	210,124 38	282,534 49	19 46	9,619 07	485 12	383 98	....	12,882 50	516,019 00
TOTALS,.....	1,601,209 71	2,537,214 52	243 13	110,708 79	17,191 45	3,488 78	10,417 31	36,518 67	4,318,962 36

(N.)

TRANSPORTATION EXPENSES FOR THE YEAR ENDING SEPTEMBER 30TH, 1853.

DISTRIBUTION OF ACCOUNT.	OCTOBER.	NOVEMBER.	DECEMBER.	JANUARY.	FEBRUARY.	MARCH.	APRIL.	MAY.	JUNE.	JULY.	AUGUST.	SEPTEMBER.	TOTALS.
OFFICE AND STATION EXPENSES.													
Office Expenses and Stationery, -	2,083 37	1,889 62	5,982 29	4,571 43	3,210 52	3,765 19	3,725 79	2,833 06	3,353 21	1,659 30	2,000 79	3,737 21	38,711 78
Agents and Clerks, -	4,290 32	9,110 87	9,170 57	10,547 18	7,104 39	8,688 46	8,730 73	9,920 07	12,097 56	9,175 40	9,308 94	10,335 75	108,500 24
Labor, Loading and Unloading, -	9,579 93	11,296 47	11,810 28	10,884 61	9,755 87	10,082 94	10,847 70	10,574 92	9,669 67	9,074 31	9,881 97	10,291 50	124,020 17
COST OF RUNNING.													
Porters, Watchmen & Switchmen	2,562 68	4,774 35	4,363 94	4,414 31	4,341 23	3,655 05	3,985 94	3,906 85	4,625 65	4,012 03	4,007 40	3,825 19	48,845 92
Wood & Water-Station Attendance	897 69	676 37	964 56	1,947 91	669 58	563 10	304 60	312 01	312 01	573 46	406 61	597 42	8,068 78
Fuel, First Cost and Labor, -	30,373 67	32,192 09	31,153 56	32,600 04	33,392 44	34,551 83	31,917 55	31,031 25	31,815 80	28,118 51	30,061 76	29,799 95	372,818 45
Pass. Conductors, Bag. & Brakemen,	5,378 02	9,577 34	6,991 61	5,831 35	7,922 55	6,250 00	5,822 56	7,662 56	7,486 51	5,573 71	7,194 94	7,127 42	85,772 27
Freight Conductors & Brakemen,	8,510 08	8,748 70	12,734 43	12,346 22	10,286 30	9,294 26	11,039 49	10,283 04	9,367 07	7,871 02	8,700 23	9,632 58	118,889 42
Passenger Enginemen & Firemen	6,431 54	6,152 61	7,271 69	6,749 56	6,620 66	5,995 27	5,146 61	7,263 15	6,933 50	7,113 14	7,135 10	6,468 51	78,574 94
Freight Enginemen & Firemen,	4,406 87	8,819 27	8,683 69	8,901 28	8,012 92	9,192 42	9,021 67	8,708 06	8,353 66	7,843 43	8,007 56	6,685 37	101,324 89
Oil & Waste for Pass Eng & "end	5,312 81	1,167 28	2,725 65	2,076 77	3,927 66	3,245 30	4,838 89	5,129 77	4,689 89	3,534 91	2,908 17	2,715 26	38,490 53
" " Freight Eng & "end	2,064 86	1,465 50	3,622 98	2,000 37	2,973 66	3,198 64	4,869 83	5,129 77	4,689 89	3,534 91	2,908 17	2,715 26	32,460 53
" " Pass Bag Cars, -	1,047 47	1,643 60	1,694 39	1,684 15	1,688 27	1,513 54	1,696 61	1,549 68	1,549 68	1,513 54	1,548 16	1,750 05	13,483 91
" " Freight Cars, -	1,297 78	1,011 82	2,206 06	1,684 15	1,300 31	1,701 17	2,163 46	2,097 18	1,493 12	1,077 82	1,186 76	1,741 91	15,573 82
GENERAL EXPENSES.													
Loss & Damage of Goods & Bag.	503 77	3,287 88	5,990 80	1,709 91	4,435 17	2,550 50	2,153 61	7,221 85	11,356 31	468 28	710 44	3,159 83	43,517 53
Damages for Injuries to Persons,	-----	645 13	28,177 22	183 72	106 07	-----	81 70	682 06	4,597 11	-----	-----	611 22	34,984 23
Damages to Property, -	-----	-----	-----	-----	-----	-----	-----	-----	4,258 83	-----	5,308 02	-----	9,566 85

General Superintendence,	1,907 86	2,044 02	2,055 20	2,640 00	1,949 52	2,403 04	2,758 20	7,500 00	1,978 89	2,938 18	2,104 25	80,994 49
Contingencies,	828 99	6,789 31	6,150 19	2,787 00	4,184 13	4,194 33	3,668 95	7,465 76	2,638 19	3,784 69	5,430 03	49,145 86
REPAIRS OF ENGINES AND CARS.												
Engines and Tenders, Passenger,	8,252 49	14,143 54	13,824 45	10,311 65	15,960 87	10,094 61	11,498 46	8,382 54	7,810 14	9,821 26	4,440 28	115,773 84
Engines and Tenders, Freight,	8,459 24	19,526 41	15,945 78	12,008 15	10,409 32	4,256 43	6,497 57	11,133 00	8,109 43	9,943 17	10,383 96	117,696 06
Passenger and Baggage Cars,	5,971 99	7,340 42	4,779 46	4,178 17	8,647 53	6,665 74	7,261 32	7,391 18	8,841 53	6,636 96	7,180 78	81,003 26
Freight Cars,	5,340 60	6,166 83	6,395 53	5,684 56	9,110 37	7,849 38	8,404 03	5,890 74	6,883 75	5,699 52	6,820 84	78,368 47
Tools and Machinery in Shops,	1,489 09	3,109 31	2,871 12	3,663 58	2,846 32	1,666 82	3,600 31	1,364 91	1,779 75	975 75	789 29	24,479 30
Incidental Expenses about Shops,	1,377 84	1,684 16	1,637 23	1,393 55	1,867 48	1,314 23	1,462 15	1,317 19	1,574 25	1,215 09	1,220 43	16,947 30
REPAIRS OF TRACK AND ROADWAY.												
Roadbed,	1,029 49	1,218 71	231 07	468 91	882 15	2,374 49	2,223 96	4,380 62	3,173 01	3,174 72	964 79	21,660 70
Track,	19,049 26	19,422 71	16,374 99	19,047 87	21,746 61	39,927 73	45,468 88	40,522 90	41,333 49	34,574 15	32,456 20	346,724 31
Fences, Gates, &c.,	268 12	262 49	273 51	591 56	341 28	680 10	838 21	964 63	484 44	391 56	473 88	5,883 57
REPAIRS OF STRUCTURES.												
Truss Bridges,	2,282 47	1,084 55	1,443 99	1,756 70	1,302 26	704 79	339 49	1,668 26	1,475 88	966 91	786 71	15,745 61
Passenger, Wood & Water Stairs,	133 15	2,735 60	2,090 97	1,471 69	1,027 18	3,527 52	1,550 15	813 46	1,492 43	1,723 94	1,687 01	19,663 22
Flag & Car Houses, M & W Shops,	512 81	373 65	1,064 06	449 02	383 11	484 26	308 75	734 37	822 90	34 91	3,823 89	5,461 02
Rents, (Dwellings),						40 18	32 57	10 57		36 36		622 78
Telegraph,	129 43	188 83	440 62	96 65	288 74	263 55	314 06	468 80	179 57	243 16	270 70	3,013 76
INCIDENTAL.												
Superintendence & Off. Expenses,	248 67	521 62	274 57	413 50	457 31	75 00	58 24	38 35	70 15	231 82	511 86	3,139 49
Taxes,	1,283 07	842 68	28,413 41	1,358 85	863 21	777 29	2,625 40	3,739 07	1,929 51	1,823 25	1,823 25	41,372 25
Contingencies,	667 51		3,644 23		708 31	686 62	870 30	423 31	438 04	359 49	349 77	11,099 35
MISCELLANEOUS.												
Ferry,	13,182 60	10,462 79	10,181 93	11,171 22	13,892 48	9,444 56	7,246 19	8,517 83	11,620 34	7,428 19	5,665 80	122,268 61
Expenses of Operating Telegraph,	1,475 81	2,346 35	1,684 77	2,553 26	2,294 42	2,555 84	2,711 86	2,552 72	2,422 10	2,529 09	1,428 35	28,062 84
TOTALS.	156,296 95	242,904 76	228,077 12	182,475 58	201,304 79	201,280 00	220,120 46	288,190 12	197,809 10	192,018 48	183,983 87	2,407,373 13

(O.)

*COMPARISON of the Running Expenses of the New York and
Erie Railroad, with those of the previous year.*

	YEARS ENDING SEPT. 30.	
	1852.	1853.
Number of Passengers carried in Cars,	864,880	1,154,487½
“ Tons of Freight “ “	456,460	681,089
“ Passengers carried one mile,	81,179,554	98,432,361
“ Tons of Freight “ “	96,697,695	101,626,522
“ Miles run by Passenger Engines,	1,062,424	1,857,889
“ “ Freight “ “	1,826,846	1,476,880
Earnings from Passengers, Freight and } Mails, during the year,	8,171,854 38	4,122,388 40
Expenses of Running, Repairs of Stock, } Track, Buildings, Offices, Taxes, Dama- } ges, Superintendence & Contingencies, }	1,661,767 74	2,259,011 68
Expenses on per centage of Earnings,	52.4	54.8
Earnings as above of the first quarter of the } year, .....	.....	1,010,241 17
Expenses as above (or 51.5 pr. ct. of earnings) } Earnings for second quarter, .....	.....	520,657 41
Expenses for second quarter, (or 67.2 pr. ct. } of earnings,) .....	.....	846,940 25
Expenses for the first half of the year, (or } 58.6 pr. ct. of earnings,) .....	.....	568,909 41
Earnings for third quarter, .....	.....	1,089,566 82
Expenses for third quarter, (or 58.7 pr. ct. } of earnings,) .....	.....	1,067,321 90
Expenses for the first nine months, (or 58.6 } pr. ct. of earnings,) .....	.....	626,562 78
Earnings for fourth quarter, .....	.....	1,716,129 60
Expenses for fourth quarter, (or 45.4 pr. ct. } of earnings,) .....	.....	1,197,835 08
Expenses for the last half of the year, (or } 51.6 pr. ct. of earnings,) .....	.....	542,882 08
	.....	1,169,444 86

(O.)

COMPARISON OF THE EXPENSES PER MILE RUN.

	YEARS ENDING SEPT. 30.	
	1852.	1858.
Repairs of Track, Buildings & Taxes, pr. mile run by trains,	12.40	16.28
“ Engines, Cars and Shop Expenses, “ “	15.84	15.84
Expenses of Operating, Stations, Offices and Cont'g. “	41.31	48.12
Total Cost,	69.55	79.69
DETAILS OF THE ABOVE:		
Repairs of Passenger Engines, per mile run by trains,	10.0	8.5
“ “ Cars, “ “ “	5.9	6.0
“ Freight Engines, “ “ “	7.3	8.0
“ “ Cars, “ “ “	5.2	5.3
“ Tools and Machinery of Machine Shops, “	1.0	0.9
All other Expenses of Machine Shops,	0.8	0.6
Office Expenses and Stationery, per mile run by trains,	1.2	1.4
Agents and Clerks, “ “ “	3.8	3.8
Labor loading and unloading Freight, “ “ “	3.7	4.3
Porters, Watchmen and Switchmen, “ “ “	0.9	1.8
Wood and Water Station attendance, “ “ “	0.2	0.3
Conductors, Baggage & Brakemen, Pass. Trains, “	7.7	6.8
“ “ “ Freight “ “ “	7.3	8.0
Engine and Firemen, Pass. “ “ “	4.8	5.8
“ “ “ Freight “ “ “	6.0	6.8
Fuel, per mile run by trains,	10.9	13.2
Oil and Waste, Passenger Engines, “ “ “	2.3	2.1
“ “ Freight “ “ “	2.2	2.2
“ “ Passenger Cars, “ “ “	1.1	1.0
“ “ Freight “ “ “	1.6	1.8
Loss and Damage, Goods and Baggage, “ “ “	1.5	1.5
“ “ Persons, “ “ “	1.7	2.6
“ “ Property, “ “ “	0.2	0.3
General Superintendence, “ “ “	0.8	1.1
Contingencies, “ “ “	0.8	1.7

(O.)

*COMPARISON per Passenger and Ton of Freight carried
One Mile.*

	YEARS ENDING SEPT. 30.	
	1852.	1853.
	CTS.	CTS.
Repairs of Road-bed, Track, Buildings and Taxes,	0.166	0.230
“ Engines, Cars, and Shop expenses,	0.218	0.217
Operating, Stations, Offices, and Contingencies,	0.554	0.681
Total Cost per Passenger and per Ton per Mile,	0.938	1.128
DETAILS OF OPERATING.		
Office and Stationery,	0.017	0.014
Agents and Clerks,	0.045	0.054
Labor loading and unloading Freight,	0.098	0.124
Porter, Watchmen, and Switchmen,	0.012	0.024
Wood and Water Station attendance,	0.008	0.004
Conductors, Brake and Baggage-men, Passenger Trains, ...	0.101	0.087
“ “ “ Freight “	0.100	0.117
Engine and Firemen, Passenger Trains,	0.068	0.080
“ “ Freight “	0.082	0.100
Fuel,	0.148	0.186
Oil and Waste, Passenger Engines,	0.080	0.029
“ “ Freight “	0.081	0.082
“ “ Passenger Cars,	0.014	0.014
“ “ Freight “	0.022	0.019
Loss and Damage, Goods and Baggage,	0.021	0.021
“ “ Persons,	0.028	0.035
“ “ Property,	0.005	0.005
General Superintendence,	0.012	0.015
Contingencies,	0.012	0.024

(L.)

STATEMENT OF LUMBER on hand at the following Stations, to be shipped over the Road; the proportion destined for the Hudson River; and the probable amount which will be annually shipped for a term of years.

STATIONS.	Present amount at and near	Proportion to be sent to Hudson River.	Amount would be shipped annually.	For Years.	Proportion to Hudson River.
Otisville			100,000	10	25,000
Cochecton	500,000	200,000	1,014,000	5	500,000
Callicoon	150,000	75,000	2,000,000		1,000,000
Hankins	70,000		3,000,000	5	
Stockport	8,000	8,000	500,000	10	500,000
Susquehanna	2,000,000	1,000,000	6,000,000	10	3,000,000
Great Bend	150,000		500,000		150,000
Kirkwood	90,000	60,000	200,000	4	150,000
Union	150,000	150,000	2,000,000	10	1,500,000
Campville	400,000	400,000	2,200,000	10	2,000,000
Tioga	3,000,000	200,000	3,000,000	10	3,000,000
Barton	50,000	50,000	200,000		150,000
Chemung	1,000,000		2,000,000	3	
Wellsburg	20,000	20,000			
Corning	1,500,000	800,000	6,000,000	5	4,500,000
Painted Post	3,000,000	2,750,000	5,000,000		4,000,000
Addison	4,000,000	3,000,000	12,000,000	5	9,000,000
Rathboneville	75,000	75,000	2,000,000	5	1,500,000
Cameron	300,000	300,000	500,000		500,000
Canisteo	2,250,000	150,000	8,500,000		1,500,000
Hornellsville	1,000,000	150,000	10,000,000	4	1,500,000
Andover	500,000	500,000	5,000,000	5	800,000
Genesee	7,000,000	4,500,000	25,000,000	10	15,000,000
Scio	15,000,000	12,500,000	30,000,000	10	27,000,000
Phillipsville	5,500,000	4,500,000	14,000,000	10	10,000,000
Belvidere	2,500,000	2,000,000	8,000,000	5	7,500,000
Friendship	1,550,000	1,000,000	5,500,000	10	4,500,000
Cuba	100,000	100,000	1,000,000	5	1,000,000
Olean	2,000,000	1,500,000	30,000,000	5	26,000,000
Alleghany	1,300,000	1,300,000	3,000,000	9	2,800,000
Dayton	300,000	225,000	1,000,000	4	750,000
Total					

(M).—EARNINGS FOR THE YEAR ENDING SEPTEMBER 30, 1853.

MONTHS.	Passenger Earnings.	Freight Earnings.	Telegraph Earnings.	Transportation of Mails.	Rents.	Storage.	Hire of Engines & Cars.	Int. on Stock B.&S.L.R.R.C.	TOTALS.
1852.									
OCTOBER,	\$159,883 11	\$202,496 60	\$68 29	\$7,916 66	\$424 54	\$89 36	\$3,358 20	....	\$374,232 76
NOVEMBER,	113,023 98	213,629 86	21 66	7,916 67	3,244 55	244 80	2,901 60	....	340,983 01
DECEMBER,	99,003 95	234,374 44	11 47	7,916 67	390 79	319 15	4,168 61	....	346,174 98
1853.									
JANUARY,	79,857 68	173,051 68	11 74	9,748 12	594 48	134 63	....	....	263,398 33
FEBRUARY,	76,598 06	172,177 26	18 70	9,748 12	2,723 20	110 02	....	25,636 17	287,011 62
MARCH,	128,029 86	225,333 89	20 12	9,748 12	475 29	230 13	....	....	363,837 40
APRIL,	149,739 28	252,243 73	24 71	9,619 07	535 22	126 92	....	....	412,288 93
MAY,	133,069 70	203,440 10	15 53	9,619 07	3,450 93	547 59	....	....	350,142 92
JUNE,	138,735 76	186,689 94	10 39	9,619 06	395 98	567 61	....	....	336,018 77
JULY,	133,835 10	173,889 94	2 53	9,619 07	442 87	393 41	....	....	318,182 92
AUGUST,	179,308 87	217,352 59	21 63	9,619 07	4,028 48	341 18	....	....	410,671 82
SEPTEMBER,	210,124 36	282,534 49	19 46	9,619 07	485 12	353 98	....	12,882 50	516,019 00
TOTALS,	1,601,209 71	2,537,214 52	243 13	110,708 79	17,191 46	3,458 76	10,417 31	38,518 67	4,318,962 36

(N.)

TRANSPORTATION EXPENSES FOR THE YEAR ENDING SEPTEMBER 30TH, 1853.

DISTRIBUTION OF ACCOUNT.	OCTOBER.	NOVEMBER.	DECEMBER.	JANUARY.	FEBRUARY.	MARCH.	APRIL.	MAY.	JUNE.	JULY.	AUGUST.	SEPTEMBER.	TOTALS.
OFFICE AND STATION EXPENSES.													
Office Expenses and Stationery.	2,083 37	1,889 62	5,982 29	4,571 43	3,210 52	3,765 19	3,725 79	3,833 06	3,353 21	1,559 30	2,000 79	3,737 21	38,711 78
Agents and Clerks.	4,280 32	9,110 87	9,170 57	10,547 18	7,164 39	8,688 46	8,720 73	9,920 07	12,097 66	9,175 40	9,308 94	10,335 75	108,500 24
Labor, Loading and Unloading.	9,579 93	11,266 47	11,810 28	10,884 61	9,755 87	10,082 94	10,847 70	10,874 92	9,669 67	9,074 31	9,881 97	10,291 50	124,020 17
COST OF RUNNING.													
Porters, Watchmen & Switchmen	2,932 68	4,774 35	4,363 94	4,414 31	4,341 23	3,655 05	3,985 94	3,906 85	4,026 65	4,012 03	4,007 40	3,825 19	48,845 62
Fuel, First Cost and Labor.	897 69	676 37	964 56	1,947 91	609 58	553 10	304 90	312 01	445 47	573 46	406 61	367 42	8,058 78
Pass. Conductors, Bag. & Brakemen.	30,373 67	32,102 09	31,163 56	32,000 04	33,392 44	34,551 83	31,917 55	31,815 80	31,815 80	28,118 51	30,091 76	29,799 95	378,818 45
Freight Conductors & Brakemen.	5,378 02	9,577 34	6,951 61	5,831 35	7,922 55	6,250 00	5,822 26	7,652 56	7,486 61	8,573 71	7,198 94	7,137 42	85,772 37
Passenger Enginemen & Firemen.	8,510 08	8,748 70	12,734 43	12,346 22	10,286 30	9,294 29	11,039 49	10,293 04	9,367 07	7,871 02	8,706 23	9,652 58	118,889 42
Freight Enginemen & Firemen.	6,431 54	6,752 61	7,371 69	6,749 56	5,620 68	5,098 37	5,146 61	6,933 50	6,933 50	7,113 14	7,136 10	6,468 51	78,874 34
Oil & Waste for Pass Eng & Tend.	7,404 87	8,819 27	8,683 69	8,901 28	8,012 92	9,192 42	9,021 07	8,798 08	8,353 66	7,842 43	8,007 36	7,685 17	101,324 80
" " Freight.	2,312 81	1,167 28	2,725 26	2,076 77	1,927 56	2,245 36	1,853 39	3,129 37	2,689 69	3,094 61	2,808 97	2,675 26	28,096 02
" " Pass & Bag Cars.	2,109 98	1,045 20	3,582 98	2,400 37	2,577 85	2,768 64	2,893 89	2,980 72	2,809 88	2,738 20	2,749 16	2,755 22	32,451 53
" " Freight Cars.	1,067 97	643 69	1,024 39	640 99	658 27	815 31	966 61	1,346 64	1,568 32	1,513 64	1,859 16	1,786 05	18,889 91
" " Freight Cars, ---	1,267 78	1,011 82	2,269 05	1,684 15	1,300 31	1,701 17	2,193 45	2,067 18	1,493 12	1,677 82	1,195 76	1,741 91	19,573 52
GENERAL EXPENSES.													
Loss & Damage of Goods & Bag.	563 77	3,287 88	5,060 89	1,706 91	4,435 17	2,559 59	2,153 61	7,221 85	11,356 31	458 28	710 44	3,199 83	43,517 53
Damages for Injuries to Persons.	-----	545 13	28,177 22	180 72	106 07	-----	81 70	682 06	4,597 11	-----	-----	611 22	34,984 23
Damages to Property.	-----	-----	-----	-----	-----	-----	-----	-----	4,203 33	-----	5,303 02	-----	9,506 35

(R.)

COMPARATIVE COST PER MILE RUN BY TRAINS.

	N. Y. CENTRAL. 1852.		N. Y. & ERIE. 1852.	
	PASS.	FR'GT.	PASS.	FR'GT.
	CENTS.	CENTS.	CENTS.	CENTS.
Repairs of Road Bed,.....	10.3	9.1	7.9	7.9
Other expenses of Maintaining Road,.....	3.8	3.6	4.5	4.5
Repairs of Engines,.....	7.8	5.6	10.0	7.8
" " Cars,.....	4.9	6.2	5.9	5.2
Other Repairs of Machinery,.....	1.9	2.1	1.8	1.8
Office and Agents Expenses,.....	4.3	4.0	4.5	4.5
Conductors, Baggage and Brakemen,.....	4.1	2.4	7.7	7.3
Engine and Firemen,.....	4.5	3.8	4.8	6.0
Fuel,.....	17.3	13.3	7.0	14.1
Oil and Waste, for Engines,.....	1.5	1.1	2.0	2.0
" " Cars,.....	0.7	1.4	1.1	1.6
Damages, Sup't and Contingencies,.....	7.6	4.6	3.9	5.1
Other Expenses, Porter, Loading, &c.,.....	5.8	11.0	1.0	7.8

(T.)

STATEMENT

OF THE

ARTICLES SHIPPED AND THE TOLLS RECEIVED AT THE
CANAL OFFICES

ON THE

Chemung, Chemung, and Genesee Valley Canals,

WHERE THEY ARE INTERSECTED BY THE NEW YORK AND PAID RAILROAD.

STATEMENT showing the Tons of (2,000 pounds,) each article shipped at each Office on the several Canals, and the total Tons at each Office, during the year 1852.

ARTICLES.	PLACES OF SHIPMENT.					
	CH'NGO CANAL.	CHEMUNG CANAL.			GENESEE V'Y. CANAL.	
	Bingh'n.	Havana.	H. Hds.	Corning.	D'sville.	Oramel
	TONS.	TONS.	TONS.	TONS.	TONS.	TONS.
<i>Products of the Forest :</i>						
Fur and Peltry	8				1	.....
Boards and Scantling	8,466	10,421	46,080	86,144	16,520	14,115
Shingles	389	525	1,844	2,445	937	544
Timber	53	826	5,199	10,047	2,507	4,220
Staves	1,453	117	186	.....	963	1,194
Wood	1,210	2,912	.....	.....	64	50
Ashes (Pot and Pearl) .....	.....	1	.....	.....	32	.....
<i>AGRICULTURE :</i>						
<i>Products of Animals :</i>						
Pork	17	.....	.....	.....	.....	.....
Cheese .....	.....	.....	.....	.....	8	64
Butter	25	.....	66	.....	4	28
Lard, Tallow, and Lard Oil	5	.....	.....	.....	.....	.....
Wool	6	.....	.....	.....	40	10
Hides	61	.....	.....	.....	.....	1
<i>Vegetable Food :</i>						
Flour	118	77	.....	.....	2,614	25
Wheat	1	3	.....	.....	348	32
Corn	8	.....	.....	.....	.....	.....
Barley .....	.....	104	75	.....	247	.....
Oats	109	18	146	.....	.....	5
Bran and Ship Stuff .....	.....	.....	.....	.....	7	.....
Peas and Beans .....	.....	.....	.....	.....	2	.....
Potatoes .....	.....	4	1	265	.....	.....
<i>All other Products :</i>						
Tobacco (unmanufactured)	1	.....	.....	.....	18	.....
Clover and Grass Seed .....	.....	1	.....	.....	.....	.....
<i>Manufactures :</i>						
Domestic Spirits	19	.....	.....	.....	.....	10
Leather	1	2	.....	.....	6	.....
Furniture	28	5	42	8	48	8
Castings and Ironware	13	5	18	1	6	1
Domestic Woolens .....	.....	.....	10	.....	1	.....
Domestic Salt	71	.....	.....	.....	.....	.....
Foreign Salt	1	.....	.....	.....	.....	.....

STATEMENT (T.) CONTINUED.

ARTICLES.	PLACES OF SHIPMENT.					
	CH'NGO CANAL.	CHEMUNG CANAL.			GENESEE V'Y. CANAL.	
	Bingh'n.	Havana.	H. Hds.	Corning.	D'sville.	Oramel
	TONS.	TONS.	TONS.	TONS.	TONS.	TONS.
<i>Merchandise:</i>						
Sugar	3	.....	.....	.....	1	.....
Molasses	1	.....	.....	.....	.....	.....
Nails, Spikes, & Horse Shoes	8	.....	.....	.....	.....	.....
Iron and Steel,	1	.....	.....	.....	.....	.....
Flint, Enamel, Crockery, and Glassware .....	.....	.....	.....	5	.....	.....
All other Merchandise	2	18	18	15	.....	4
<i>Other Articles:</i>						
Stone, Lime, and Clay	1,191	183	60	4	.....	1
Gypsum	175	.....	.....	.....	56	.....
Mineral Coal	11,480	.....	181	18,719	.....	.....
Sundries	487	59	765	7	915	12
Total	20,411	15,276	54,641	117,660	25,380	20,319

(T.)

STATEMENT showing the amount of Tolls received at each Office, on the several Canals, and the total Tolls received at each Office, and on each Canal, during the year 1852.

ARTICLES.	PLACES OF SHIPMENT.					
	CH'NGO CANAL.	CHEMUNG CANAL.			GENESSEE V'Y. CANAL.	
	Bingh'n.	Havana.	H. Hd's.	Corning.	De'ville.	Oramel
<i>Boats.</i>	DOLLS.	DOLLS.	DOLLS.	DOLLS.	DOLLS.	DOLLS.
Toll at 2 cents	1,130	1,547	2,231	4,165	884	1,119
Toll on Packets .....	.....	.....	.....	.....	345	.....
Toll on Passengers	74	.....	8	.....	28	23
<i>Products of the Forest.</i>						
Fur and Peltry	8	.....	1	.....	11	.....
Boards and Scantling	1,202	22,745	12,424	31,561	2,845	6,596
Shingles	280	512	512	193	222	178
Timber	21	762	487	1,658	1,132	1,640
Staves	497	15	32	.....	110	768
Wood	15	28	.....	.....	47	7
Ashes, (Pot & Pearl,) .....	.....	1	.....	.....	54	.....
AGRICULTURE:						
<i>Product of Animals:</i>						
Pork	1	.....	.....	.....	.....	.....
Cheese .....	.....	.....	.....	.....	3	68
Butter	4	1	59	8	11	6
Lard, Tallow, and Lard Oil	1	.....	.....	.....	.....	.....
Wool	4	.....	.....	.....	92	6
Hides	13	.....	.....	.....	.....	1
<i>Vegetable Food:</i>						
Flour	18	116	.....	.....	4,460	10
Wheat .....	.....	6	.....	.....	234	3
Barley .....	.....	11	7	.....	428	.....
Oats	4	3	65	.....	.....	2
Bran & ship stuff .....	.....	.....	.....	.....	1	.....
Peas and Beans .....	.....	.....	.....	.....	1	.....
Potatoes .....	.....	1	.....	2	.....	.....
<i>All other Products:</i>						
Tobacco (unmanufactured) .....	.....	.....	.....	.....	8	.....
Clover and Grass Seed .....	.....	1	.....	.....	.....	.....
<i>Manufactures:</i>						
Domestic Spirits	6	.....	.....	.....	.....	5
Leather	1	2	.....	.....	12	.....
Furniture	21	12	32	6	42	7
Castings & Iron ware	7	14	6	1	.....	1
Domestic Woolens .....	.....	.....	11	.....	.....	.....
Domestic Salt	4	.....	.....	.....	.....	.....
Merchandize	6	19	4	24	.....	2
<i>Other Articles:</i>						
Stone, Lime and Clay	97	16	2	2	.....	.....
Gypsum	7	.....	.....	.....	3	.....
Mineral Coal	1,042	.....	6	2,974	.....	.....
Sundries	260	689	949	5	568	136
Total Tolls	4,718	26,451	16,881	40,594	11,536	10,578

(T.)

THE NUMBER OF TONS of *Merchandise, etc.*, going from *Tide-water* in 1852, is as follows, viz :

From.	Merch'dise.	Furniture.	Other Articles.	Total.
New York.....	131.877	15	9.702	141.594
Albany.....	128.407	242	49.889	178.538
West Troy.....	140.305	175	64.542	205.022
Schenectady.....	498	207	668	1.378
Total....	396.087	639	124.801	521.527

THE MERCHANDISE cleared as above, was left on the several Canals in the following proportions, viz :

	TONS.
On the Erie Canal,.....	251.490
“ Champlain Canal,.....	30.284
“ Oswego Canal,.....	82.793
“ Cayuga and Seneca Canal,.....	8.479
“ Chemung Canal,.....	6.080
“ Crooked Lake Canal,.....	3.951
“ Chenango Canal,.....	3.673
“ Genesee Valley Canal,.....	7.516
“ Black River Canal,.....	1.159
“ Oneida Lake Canal,.....	662
Total.....	396,087

(T.)

*STATEMENT of the Tolls collected at each Office on the New
York State Canals, from 1837 to 1852, both inclusive.*

YEARS.	Bingham'n.	Havana.	Horseheads.	Fairport.	Corning.	Dansville.	Oramel.
1837	\$2,286	\$7,770	\$10,809	.....	.....	.....	.....
1838	4,097	7,954	.....	\$13,387	.....	.....	.....
1839	2,672	9,115	.....	14,187	.....	.....	.....
1840	2,721	6,574	.....	14,595	.....	.....	.....
1841	4,573	7,654	.....	36,176	.....	.....	.....
1842	3,551	5,542	.....	29,924	.....	\$6,218	.....
1843	5,327	8,948	.....	49,860	.....	8,393	.....
1844	10,131	12,507	.....	44,763	.....	16,310	.....
1845	18,885	16,132	.....	26,747	\$82,466	18,605	.....
1846	12,874	11,679	39,625	.....	28,610	21,134	.....
1847	11,698	11,005	43,175	.....	37,660	25,685	.....
1848	8,335	11,868	32,348	.....	31,818	25,368	.....
1849	5,642	13,158	25,895	.....	34,167	26,742	.....
1850	1,189	11,376	32,853	.....	54,060	28,400	.....
1851	5,115	9,195	32,782	.....	48,042	16,763	\$11,246
1852	4,717	26,453	16,831	.....	40,594	11,530	10,564

(T.)

STATEMENT of the Tons of Property going from Tide-water, the Merchandise ascending the Erie and Champlain Canals from Tide-water, and the Merchandise left on the several Canals, for a series of years:—

YEAR.	Tons going from Tide-water.	Ascending the Erie and Champlain Canals from Tide-water.	LEFT ON THE SEVERAL CANALS		
			Chemung.	Chenango.	Genesee Valley
1826.....	85,435	81,457	.....	.....	.....
1827.....	.....	.....	.....	.....	.....
1828.....	56,792	52,278	.....	.....	.....
1829.....	52,621	47,368	.....	.....	.....
1830.....	70,154	68,929	.....	.....	.....
1831.....	86,945	77,980	.....	.....	.....
1832.....	.....	.....	.....	.....	.....
1833.....	119,468	98,848	.....	.....	.....
1834.....	114,608	86,814	.....	.....	.....
1835.....	128,910	105,865	1,799	.....	.....
1836.....	133,796	117,889	2,895	.....	.....
1837.....	122,130	86,814	2,318	1,402	.....
1838.....	142,802	117,949	2,256	2,459	.....
1839.....	142,035	124,575	2,167	4,556	.....
1840.....	129,580	105,960	1,566	3,709	1,216
1841.....	162,715	132,841	2,222	5,424	3,288
1842.....	123,294	94,218	1,210	3,082	2,459
1843.....	143,595	113,686	1,347	2,883	2,856
1844.....	176,787	135,616	1,496	3,697	3,404
1845.....	195,000	144,742	4,385	4,137	4,585
1846.....	213,795	163,125	4,177	4,555	4,853
1847.....	288,267	215,185	5,734	5,598	5,867
1848.....	329,557	242,661	4,539	11,176	5,849
1849.....	315,550	236,885	5,986	5,281	5,831
1850.....	418,370	252,545	1,723	2,349	10,246
1851.....	467,961	349,230	2,387	3,248	6,588
1852.....	521,527	396,087	6,080	3,673	7,516

(T.)

STATEMENT showing the Lockages, &c., at various points on the several Canals for the Years 1851-52.

	Total for the Season.		Greatest number of Lockages in any one day.		Daily Average of largest Month.		Daily Average for Season.	
	1851 235 Days.	1852 230 Days.	1851	1852 230 Days.	1851	1852 230 Days.	1851	1852 230 Days.
* AT WHAT LOCK.								
CHEMUNG CANAL.								
Lock at Havana,	4,386	4,655	54	64	31	39	19	19
Up. Lock on feeder (Fairport).....	3,830	.....	64	68	26	39	16	..
First Lock from Fairport to Elmira,	1,719	1,916	17	19	10	..	7	8
CHENANGO CANAL.								
First Lock South of Utica,	1,217	1,563	18	17	6	8	5	7
Lock at Norwich Village,	907	1,549	11	15	4	7	4	6
First Lock, two miles North of Binghamton	949	1,533	* 11	13	4	8	4	6
GENESEE VALLEY CANAL.								
Lock No. 1, two miles South of Rochester,	4,807	4,323	47	55	26	24	20	18

(T.)

THE TOTAL MILES RUN *in each year by all boats on the New York Canals, is as follows :*

YEAR.	PACKET.	FREIGHTBOATS	TOTAL MILES.
1887	405,050	5,556,950	5,962,000
1888	400,250	5,126,800	5,527,050
1889	290,900	5,785,850	6,076,750
1840	258,888	5,952,300	6,212,180
1841	322,860	7,103,580	7,426,410
1842	354,300	6,173,200	6,527,500
1848	381,820	6,586,700	6,968,520
1844	427,740	7,841,750	8,269,490
1845	420,540	7,924,250	8,344,790
1846	414,840	9,065,450	9,479,790
1847	443,050	11,733,250	12,176,330
1848	542,300	9,633,850	10,176,150
1849	305,760	10,153,350	10,459,110
1850	343,475	10,718,100	11,061,575
1851	206,150	11,926,950	12,133,100
1852	71,725	12,306,950	12,378,675

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