

Directors of the Company.

Name.	Residence.
CHAUNCEY M. DEFEW	New York city.
CORNELIUS VANDERBILT	New York city.
WILLIAM K. VANDERBILT	New York city.
FREDERICK W. VANDERBILT	New York city.
EDWIN D. WORCESTER	New York city.
CHARLES C. CLARKE	New York city.
HORACE J. HAYDEN	New York city.
SAMUEL F. BARGER	New York city.
H. WALTER WEBB	New York city.
DWIGHT W. PARDEE	Brooklyn, N. Y.
DAEWIN THAYER	Fredonia, N. Y.
OSCAR W. JOHNSON	Fredonia, N. Y.
RASSELAS BROWN	Warren, Pa.

Title of company, Dunkirk, Allegheny Valley and Pittsburgh Railroad Company.
 General offices at Dunkirk, N. Y.
 Date of close of fiscal year, June 30.
 Date of stockholders' annual meeting, first Tuesday in December.
 For information concerning this report, address J. Carstensen, Comptroller, Grand Central Station, New York city.

ELMIRA, CORTLAND AND NORTHERN.

(Date of charter, March 7, 1884.)

For history of organization, etc., see Reports of 1886 and 1887.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	No. of shares.	Total par value.
Authorized by law or charter, issued for purchase price and now outstanding	20,000	\$2,000,000
Number of stockholders.....		25

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First pref. mort. bds	April 1, 1884	30	p. c.	April 1, Oct. 1	\$75,000	\$75,000	*
First mortgage bds	April 1, 1884	30	5	April 1, Oct. 1	1,250,000	1,250,000	*
Total					\$2,000,000	\$2,000,000	

* Paid for road and equipment.

REPORT OF THE RAILROAD COMMISSIONERS.

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1891.	Total cost of road and equipment up to June 30, 1891.
Bridges		\$39 58
Superstructure (including ties).....	\$1,364 46	18,162 48
Rails	984 92	11,700 56
Land	5,650 77	42,763 45
Passenger and freight stations	1,179 05	22,681 75
Engine and car-houses		10,660 63
Shops, machinery and tools	150 37	14,932 03
Fuel and water stations		5,316 44
Total cost of road	\$9,329 57	\$126,256 92
EQUIPMENT.		
Locomotives.....		\$139,142 45
Passenger cars	\$6,562 34	15,861 44
Mail, baggage and express cars		1,679 32
Freight and other cars	9,429 94	68,068 28
Total cost of equipment.....	\$15,992 28	\$224,761 49
Cost of road and equipment at date of purchase.....	*1,000 00	3,940,271 22
Grand total cost of road and equipment.	\$24,321 85	\$4,191,279 63

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Crossing Delaware, Lackawanna and West. R. R. at Elmira..	\$671 05	
New switches, superstructures (including ties)	693 41	
		\$1,364 46
New switches, rails		984 92
Land at Cortland (Cowan property).....	\$2,928 00	
Land at Elmira (Rathbun property)	1,277 50	
Land at South Cortland (Pope property)	750 00	
Land at Spencer (Miller property)	564 00	
Land near Perryville (Brown property)	27 27	
Land at Fish Creek	104 00	
		5,650 00
Freight-house at Freeville.....	\$673 33	
Freight-house at Sylvan Beach	116 81	
Addition to passenger station at Sylvan Beach	67 59	
Furniture for stations and general office	54 00	
Scales at Cortland freight-house	65 00	
Addition to Canastota coal trestle.....	202 32	
		1,179 05
New machinery for shop		150 37
Three passenger cars purchased		6,562 34
Ten box cars built.....	\$7,212 63	
Five gondola cars built	2,217 31	
		9,429 94
		\$25,321 85
<i>Credit:</i>		
Cost of road and equipment at date of purchase, house and lot at Cazenovia sold		1,000 00
Total		\$24,321 85

Income Account for Year Ending June 30, 1891.

Gross earnings from operation	\$462,727 62
Less operating expenses (excluding all taxes)	321,619 47
Net earnings from operation	\$141,108 15

* Credit.

Income from other sources, as follows, viz.:

Rents	\$332 64	
Miscellaneous	391 71	
		\$724 35
Gross income from all sources		\$141,832 50
<i>Deductions from income, as follows, viz.:</i>		
Interest on funded debt due and accrued	\$46,400 00	
Rentals	18,000 00	
Taxes on property used in operation of road	\$21,143 99	
Taxes on earnings and capital stock	1,092 09	
Railroad Commission salaries and expenses	846 61	
		23,082 59
Interest on current liabilities	3,578 62	
		91,061 91
Surplus for year ending June 30, 1891		\$50,771 29

General Income Account.

Surplus for year ending June 30, 1891		\$50,771 29
Surplus up to June 30, 1890	\$222,863 77	
Items credited to profit and loss during year	3,992 46	
		\$226,856 23
Items debited to profit and loss during the year	29 00	
		226,827 23
Total surplus June 30, 1891		\$277,598 52

DETAILED STATEMENT OF RENTALS.

Canastota Northern Railroad	\$18,000 00
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Analysis of Gross Earnings and Operating Expenses.

	Passenger.	Freight.	Total.
Freight, through and local		\$308,355 70	\$308,355 70
Passengers, through	\$33,043 01		
Passengers, local	98,225 63		
	\$131,268 64		131,268 64
Mail	10,186 40		10,186 40
Express	11,084 21		11,084 21
<i>Miscellaneous, as follows, viz.:</i>			
Telegraph	128 73	157 34	286 07
Extra baggage	1,306 60		1,306 60
News privileges	240 00		240 00
Total gross earnings	\$154,214 58	\$308,513 04	\$462,727 62

OPERATING EXPENSES.

<i>Maintenance of way and structures:</i>			
Repairs of track and roadbed	\$26,131 21	\$31,938 14	\$58,069 35
Steel rails laid, 200 $\frac{1}{2}$ tons, cost \$6,448 52.			
Repairs of bridges (including culverts and cattle-guards)	5,110 31	6,245 94	11,356 25
Repairs of stations, shops, docks, etc	1,986 76	2,428 27	4,415 03
Repairs of fences	701 13	856 93	1,558 06
Other expenses for maintenance of way and structures	5,349 00	6,537 66	11,886 66
Total	\$39,278 41	\$48,006 94	\$87,285 35
<i>Maintenance of equipment:</i>			
Repairs of locomotives	\$7,287 48	\$8,906 93	\$16,194 41
Repairs of cars	3,643 76	4,358 69	8,002 45
Repairs of machinery and tools	457 03	558 60	1,015 63
Other expenses for maintenance of equipment	2,006 44	2,452 32	4,458 76
Total	\$13,394 71	\$16,276 54	\$29,671 25

Analysis of Gross Earnings and Operating Expenses — (Continued).

	Passenger.	Freight.	Total.
<i>Conducting transportation:</i>			
Wages of conductors and men	\$9,017 86	\$22,062 21	\$31,080 07
Wages of engineers and firemen	9,798 97	22,942 37	32,741 34
Fuel for locomotives	20,783 95	25,402 60	46,186 55
Oil and waste	808 62	988 32	1,796 94
Water supply	381 03	465 70	846 73
Other train supplies or expenses	160 75	196 48	357 23
Wages of station agents and clerks	8,118 88	9,923 08	18,041 96
Wages for labor at stations	1,698 45	2,075 89	3,774 34
Station supplies	612 41	748 51	1,360 92
Wages of watchmen, flagmen and switchmen	730 16	892 42	1,622 58
Other expenses for conducting transportation	2,117 92	2,588 56	4,706 48
Total	\$54,229 00	\$88,286 14	\$142,515 14
<i>General expenses:</i>			
Salaries of general officers and clerks	\$8,252 99	\$10,086 98	\$18,339 97
General office expenses and supplies	646 18	789 77	1,435 95
Stationery and printing	707 63	864 88	1,572 51
Outside agencies and advertising	206 52	252 42	458 94
Legal expenses	1,204 81	1,472 55	2,677 36
Loss and damage of freight and baggage		164 46	164 46
Damage to cattle and property	777 95	5,178 86	5,956 81
Injuries to persons	350 00	696 39	1,046 39
Telegraph maintenance and operation	1,268 41	1,550 29	2,818 70
Mileage of cars of other companies (debit balance)	9 36	24,709 45	24,778 81
Other general expenses	1,304 02	1,593 81	2,897 83
Total	\$14,787 87	\$47,359 86	\$62,147 73
Grand total operating expenses	\$121,689 99	\$199,929 48	\$321,619 47

General Balance Sheet June 30, 1891.

ASSETS.		
Cost of road and equipment		\$4,291,279 63
<i>Current assets, as follows, viz.:</i>		
Cash on hand		
Due by agents	\$23,251 99	
Open accounts	8,210 21	
Materials and supplies	30,964 62	
Sundries	14,551 77	
	11,946 22	
		88,924 81
		\$4,380,204 44
LIABILITIES.		
Capital stock		\$2,000,000 00
Funded debt		2,000,000 00
<i>Current liabilities, as follows, viz.:</i>		
Interest on funded debt due and accrued	\$11,600 00	
Audited vouchers and pay-rolls	22,504 42	
Open accounts	16,961 80	
Loans and bills payable	50,000 00	
Sundries	1,539 70	
		102,605 92
Profit and loss (surplus)		277,598 52
		\$4,380,204 44

Traffic and Mileage Statistics.

ITEM.	Through.	Local.	Total.
Number of passengers carried	36,078	219,374	255,452
Number of passengers carried one mile			5,495,530
Number of tons of freight carried	422,937	61,898	484,835
Number of tons of freight carried one mile			41,156,642

ELMIRA, CORTLAND AND NORTHERN.

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Traffic and Mileage Statistics — (Continued).

ITEM.	Through.	Local.	Total.
Passenger train mileage.....			236,233
Freight train mileage.....			283,566
All other train mileage.....			78,740
Total train mileage.....			598,539

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	\$154,214 58	\$121,689 99	\$32,524 59
Average per passenger carried.....	6037	4764	1273
Average per passenger per mile.....	0281	0222	0059
Average per passenger train per mile.....	6528	5151	1377
Freight earnings and expenses (including miscellaneous earnings).....	308,513 04	199,929 48	108,583 56
Average per ton of freight carried.....	6364	4124	224
Average per ton of freight per mile.....	0075	0049	0026
Average per freight train per mile.....	1 09	71	38

ITEM.

Computed on earnings from carrying passengers and freight only.	Through and local.	Cents.
Average rate received per mile for carrying passengers, all classes.....		2.39
Average rate received per mile per ton for carrying freight, all classes....		.75

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.	Miles leased, all in N. Y. State.	Total miles, all in N. Y. State.
Main line, from Elmira to Canastota, single track.....	118.70	.....	118.70
Branches or other roads laid, single track.....	.....	20.73	20.73
Total single track.....	118.70	20.73	139.43
Sidings and turnouts on main line.....	26.32	.....	26.32
Sidings and turnouts on branches or other roads.....	.....	2.81	2.81
Total sidings and turnouts.....	26.32	2.81	29.13
Grand total of tracks, sidings and turnouts.....	145.02	23.54	168.56
Laid with steel rail, main line.....	118.70	.....	118.70
Laid with steel rail, branches or other roads.....	.....	20.73	20.73

Weight of rails per yard — steel, maximum, 70 lbs., minimum, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From.	To	Entire length in New York State.	Owned or leased.	Miles laid with steel rail.
Canastota Northern Railroad..	Canastota.....	Camden.....	20.73	Leased.	20.73

Description of Road and Equipment—(Continued).

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
Iron bridges.....	13	<i>Feet.</i> 2,565
Wooden bridges.....	2	175
Wooden trestles.....	107	15,403
Total.....	122	18,143

EQUIPMENT.	No. owned.	Average cost of each.	Maximum weight of each in lbs.	No. equipped with patent brake.	No. equipped with patent couplers.
Locomotives, 8 drivers.....	2	\$8,700	140,000	*2	.....
Locomotives, 6 drivers.....	13	9,231	144,000	†11	.....
Locomotives, 4 drivers.....	8	5,000	140,000	*7	.....
Total.....	23	.....	.....	20	.....
First-class passenger cars.....	14	.....	45,000	14	14
Combination cars.....	2	.....	38,000	2	2
Baggage, mail and express cars.....	4	.....	38,000	4	4
Total.....	20	.....	.....	20	20
Box freight cars.....	40	.....	27,250	.....	.....
Coal freight cars.....	142	.....	21,800	.....	.....
Caboose, 4-wheel cars.....	6	.....	15,500	.....	.....
Service cars.....	3	.....	.....	.....	.....
Total.....	191	.....	.....	.....	.....

Eames' brake and Miller coupler are used on passenger cars.

There are one hundred and three split and seventy-nine stub switches in use on the line.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Telegraph owned and operated by company, miles.....	139.43
Total assessed value of real estate and personal property of company....	\$893,699 10
Length of steel rails laid during year in repairs, miles.....	1.82
Railroads crossing road at grade.....	7
Railroads crossing road over or under grade.....	2
Highway crossings at grade without protection.....	151
Highway crossings at grade protected by gates or flagmen.....	1
Highway crossings over or under grade.....	11
Overhead obstructions less than twenty feet above track.....	3

Passenger cars are heated by steam, lighted by oil lamps and ventilated by Creamer ventilator in deck and sash in door.

The National Express Company runs over this road at agreed rates.

For transportation of mails between Elmira and Canastota on two trains per day, except Sundays, the company receives \$10,186.40 per annum.

* Tenders.

† Tenders and drivers.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	3,625	.75
Grain	9,321	1.92
Meats and provisions	9,765	2.01
Live stock	1,213	.25
Lumber	26,988	5.57
Pig and bar iron and steel	4,696	.97
Iron or other ores	13,278	2.74
Coal and coke	339,677	70.06
Petroleum and other oils	1,733	.36
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State.	23,914	4.98
All other manufactures	9,921	2.04
All other merchandise	6,886	1.42
All other agricultural products	12,599	2.59
All other articles not included above	21,229	4.39
Total	484,835	100

NUMBER OF ACCIDENTS.

Employees, injured..... 11

EMPLOYEES.

Average number of persons employed (including officials) during year... 367
 Aggregate amount of salaries and wages paid them \$193,368 59

Officers of the Company.

Name.	Title.	Official Address.
AUSTIN CORBIN.....	President.....	192 Broadway, New York city.
GEORGE S. EDGELL.....	Vice-President.....	192 Broadway, New York city.
EVERETT R. REYNOLDS..	Secretary.....	192 Broadway, New York city.
WILLIAM G. WHEELER..	Treasurer.....	192 Broadway, New York city.
ALBERT ALLEN.....	General Superintendent..	Cortland, N. Y.

Directors of the Company.

Name.	Residence.
AUSTIN CORBIN	New York city.
GEORGE S. EDGELL.....	New York city.
WM. G. WHEELER.....	New York city.
E. R. REYNOLDS.....	New York city.
J. R. MAXWELL.....	Brooklyn, N. Y.
H. W. MAXWELL.....	Brooklyn, N. Y.
A. A. McLEOD.....	Philadelphia, Pa.
J. D. CAMPBELL.....	Philadelphia, Pa.
FRANK M. KELLY.....	Greenwich, Conn.
F. W. DUNTON.....	Hollis, L. I., N. Y.
J. K. R. SHEERWOOD.....	Glen Cove, L. I., N. Y.
FRANKLIN C CORNELL.....	Ithaca, N. Y.
FRANK J. ENZ.....	Ithaca, N. Y.

Title of company, The Elmira, Cortland and Northern Railroad Company.

General offices at Elmira N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, second Tuesday in March.

For information concerning this report, address M. A. Smith, Auditor.