ANNUAL REPORT

OF

THE NEW-YORK CENTRAL RAILROAD COMPANY,

FOR THE

Year Ending September 30th, 1857,

MADE TO THE

STATE ENGINEER AND SURVEYOR

OF THE

ING.

STATE OF NEW-YORK,

UNDER THE ACT CHAPTER 140 OF THE LAWS OF 1850.

ALBANY:
WEED, PARSONS AND COMPANY, PRINTERS.
1857.

STATE OF NEW-YORK, }
CITY AND COUNTY OF ALBANY, } *ss.*

ERASTUS CORNING, President of THE NEW-YORK CENTRAL RAILROAD COMPANY, and CHAUNCEY VIBBARD, General Superintendent of the operations of the said Road, being severally sworn, each for himself, deposes and says that the statements in the annexed Report, which has been signed by him at the end thereof, are true and correct according to the best of his knowledge, information and belief.

(Signed) ERASTUS CORNING.
(Signed) C. VIBBARD.

Subscribed and sworn to before me, this ninth day of December, 1857, }

(Signed) J. STERNBERGH,
Commissioner of Deeds.

REPORT

Of the New-York Central Railroad Company to the State Engineer and Surveyor of the State of New-York, made pursuant to Chapter 140 of the Laws of 1850.

Being for the Year Ending September 30th, 1857.

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1. The amount of the Capital Stock as by Charter:

2. The amount of Capital Stock subscribed:

Capital stock, as by last report,	$24,182,400 00
The amount now of capital stock,	24,182,400 00

3. The amount of Capital Stock paid in, as by last Report,	$24,136,660 69
4. The amount of Capital Stock now paid in,	24,136,660 69

5. The Funded Debt as by last Report,	$14,763,897 29

6. The total amount now of Funded Debt:

Debt Certificates, or Premium Bonds, issued to the Stockholders under the 15th Article of the Consolidation Agreement, dated August 1st, 1853, payable May 1st, 1883, with interest at the rate of 6 per cent per annum from May 1st, 1853, payable semi-annually, in the city of New-York, on the 1st of May and the 1st of November,	$8,892,600 00
(The amount of $632,000, at par, of these Certificates has been purchased for the Sinking Fund, provided for their payment by the 16th Article of the Consolidation Agreement, which have cost, on the average, including about one and a half per cent accrued interest at the time of purchase, 88.08 per cent.)	
Carried forward,	$8,892,600 00

Brought forward,			$8,892,600 00

Debts of the former Companies composing the line, assumed by this Company under the fifth Article of the Consolidation Agreement, viz:

THE ALBANY AND SCHENECTADY RAILROAD COMPANY:

Bond to the Mayor, Aldermen and Commonalty of the city of Albany, payable July 1st, 1864, interest at 5 per cent per annum, payable in the city of Albany, semi-annually, on the 1st of January and the 1st of July,		$125,000 00	
Bonds of the Company payable as follows:			
June 15, 1858,	$5,000		
July 15, 1859,	2,000		
July 15, 1860,	2,000		
Interest at 7 per cent per annum, payable semi-annually, in the city of New-York,		9,000 00	
		$134,000 00	

THE SCHENECTADY AND TROY RAILROAD COMPANY:

State Stock, issued pursuant to Chapter 299 of the Laws of 1840, payable July 1st, 1867, interest at 6 per cent per annum, payable in the city of New-York, semi-annually, on the 1st of January and the 1st of July. The interest on this amount is to be paid by the city of Troy until the 1st of March, 1858,		100,000 00	

THE ROCHESTER AND SYRACUSE RAILROAD COMPANY:

State Stock, issued in aid of the construction of the Auburn and Rochester Railroad, under Chapter 195 of the Laws of 1840; one-half payable on 1st of August, 1860; and one-half on 1st of January, 1861, interest at 5½ per cent per annum, payable in the city of New-York, semi-			
Carried forward,		$234,000 00	$8,892,600 00

Brought forward,		$234,000 00	$8,892,600 00
annually, on the 1st of January and the 1st of July,	$200,000 00		
Deduct the amount of the Sinking Fund, created under the Act of the Legislature referred to, in the hands of the Comptroller on the 30th of September, 1857,	112,231 90		
	$87,768 10		
State Stock, issued in aid of the construction of the Auburn and Syracuse Railroad, under Chapter 293 of the Laws of 1838, payable in 1858, as follows: $100,000 on 1st of July, $50,000 on 1st of September, and $50,000 on 1st of November, interest at 5 per cent per annum, payable in the city of New-York, quarterly, on the 1st days of January, April, July and October,	200,000 00		
		$287,768,10	

THE BUFFALO AND ROCHESTER RAILROAD COMPANY:

State Stock issued in aid of the construction of the Tonawanda Railroad, under Chapter 200 of the Laws of 1840, payable on the 1st of July, 1865, interest at 5½ per cent per annum, payable in the city of New-York, semi-annually, on the 1st of January and the 1st of July,	$100,000 00		
Deduct the amount of the Sinking Fund created under the act of the Legislature referred to, in the hands of the Comptroller on the 30th of September, 1857,	41,014, 99		
		58,985 01	
Carried forward,		$580,753 11	$8,892,600 00

Brought forward,	$580,753 11	$8,892,600 00
THE ROCHESTER, LOCKPORT AND NIAGARA FALLS RAILROAD COMPANY:		
Bonds of the Company, dated Aug. 1st, 1851, payable Aug. 1st, 1861, interest at 7 per cent per annum, payable in the city of New-York, semi-annually, on the 1st of February and the 1st of August,	300,000 00	
Total amount outstanding of the debts of the former Companies,		880,753 11
Bonds of the Buffalo and Niagara Falls Railroad Company, assumed by this Company under the agreement, by way of lease, between the two Companies, viz:		
Bonds payable November 1st, 1857, (since paid,)	$2,000 00	
" " " " 1858,	1,000 00	
" " " " 1859,	2,000 00	
Interest at 7 per cent per annum, payable in the city of New-York, semi-annually, on the 1st of May and the 1st of November.		
Bonds payable October 1st, 1864, interest at 7 per cent per annum, payable in the city of New-York, semi-annually, on the 1st of January and the 1st of July,	50,000 00	
		55,000 00
Bonds of the issue for funding the principal of the debts assumed by this Company for the former Companies, at the time of consolidation, dated August 1st, 1856, payable August 1st, 1876, interest at 7 per cent per annum, payable in the city of New-York, semi-annually, on the 1st of February and the 1st of August,	$411,000 00	
Deduct amount of these Bonds purchased by this Company for the Sinking Fund and cancelled,	12,000 00	
		399,000 00
Bonds to the Stockholders of the Buffalo and Niagara Falls Railroad Company, under the agreement before referred to, dated February 1st, 1854, payable May 1st, 1883, interest at 6 per cent per annum, from the 1st of July, 1853, payable in the city of New-York, semi-annually, on the first of May and		
Carried forward,		$10,227,353 11

Brought forward,		$10,227,353 11
the first of November, outstanding on the 30th of September, 1856,	$103,100 00	
Deduct amount of these Bonds since purchased by this Company for the Sinking Fund and cancelled,	9,600 00	
		93,500 00
Bonds given for Railroad Stock (held by the former Companies under Acts of the Legislature, purchased by this Company under the 9th Article of the Consolidation Agreement,) dated August 1st, 1853, payable May 1st, 1883, interest at 6 per cent per annum, from the 1st of May, 1853, payable in the city of New-York, semi-annually, on the 1st of May and the 1st of November, outstanding on the 30th of September, 1856,	$812,000 00	
Deduct amount of these Bonds since purchased by this Company for the Sinking Fund and cancelled,	5,000 00	
		807,000 00
Bonds issued at different times for the purchase of Real Estate, payable May 1st, 1883, interest at 6 per cent per annum, payable in the city of New-York, semi-annually, on the 1st of May and the 1st of November, outstanding on the 30th of September, 1856,	$221,000 00	
Deduct amount of these Bonds since purchased by this Company for the Sinking Fund, and cancelled,	17,000 00	
		204,000 00
The aggregate amount, at par, of the Bonds of the three issues, last above mentioned, purchased by this Company for the common Sinking Fund for the said issues, and cancelled, during the fiscal year ending September 30th, 1857, was $31,600, which have cost, on the average, including accrued interest at the time of purchase, 83.34 per cent. The particulars as to this Sinking Fund are stated in the last annual Report.		
Bonds and Mortgages, some existing before Consolidation, assumed and given for part consideration of Real Estate purchased, payable at various times, up to 1866, with interest at the rate of 7 per cent per annum, with one exception, the item named below, which is at the rate of 6 per cent,		265,657 06
(It is claimed that $4,282 $\frac{50}{100}$ of the amount above named should be paid by one of the former Companies.)		
Carried forward,		$11,597,510 17

Brought forward,			$11,597,510 17
Bond issued to the New-York, Albany and Buffalo Electro-Magnetic Telegraph Company, for the exclusive use, for Railroad purposes, by this Company, of one of the wires of said Telegraph Company, dated July 2d, 1855, payable May 1st, 1860, interest at 6 per cent per annum, from the 1st of May, 1855, payable semi-annually, on the 1st of May and the 1st of November, at the office of the Treasurer of this Company,			10,000 00
Bonds of this Company, dated 15th of June, 1854, payable 15th of June, 1864, interest at 7 per cent per annum, payable in the city of New-York, semi-annually, on the 15th of June and the 15th of December, with the privilege of converting the principal into the Stock of the Company, at par, on the terms therein mentioned, at any time between the 15th of June, 1857, and the 15th of June, 1859,			3,000,000 00
Total amount of Funded Debt, September 30th, 1857,			$14,607,510 17
The principal of the indebtedness assumed by this Company for the former Companies, amounted, in the aggregate, as particularly stated in previous Reports, to the sum of $1,947,815.72, of which amount this Company has paid the sum of $1,067,062 61.			
As these debts were not fairly chargeable against the income of the Company, the Directors, as stated in former Reports, determined again to fund the amount. This has accordingly been done in part. Last year the amount reported as then paid was,	$839,853 29		
Of which there had been funded,	331,000 00		
Leaving then unfunded,	$508,853,29		
The amount now funded is, as stated above,		$411,000 00	
Leaving still to be funded,			$656,062 61

The last named amount of the issue of bonds for funding the said debts is therefore held by the Company as the equivalent for the amount it has thus advanced, to be disposed of whenever it may be found desirable.

7. THE FLOATING DEBT AS BY LAST REPORT:—NONE.

8. THE AMOUNT OF FLOATING DEBT NOW OUTSTANDING:
9. THE TOTAL AMOUNT NOW OF FUNDED AND FLOATING DEBT:

The Company has no Floating Debt.

During the year acceptances have occasionally been given by the Company, as heretofore, principally for cars and engines built for the Company under special contracts. Such acceptances are paid in cash as they mature.

10. THE AVERAGE RATE PER ANNUM OF INTEREST ON FUNDED DEBT, 6,241 per cent.

COST OF ROAD AND EQUIPMENT.

	By last Report.	To present time.
11. 12. For Graduation and Masonry, ...	$6,736,414 53	$6,777,106 60
13. 14. For Bridges,.....	795,183 18	808,067 91
15. 16. For Superstructure, including iron,.	10,146,873 80	10,156,195 02
17. 18. For Passenger and Freight Stations, buildings and fixtures, ...	1,061,593 26	1,169,071 40
19. 20. For Engine and Car Houses, Machine Shops, Machinery and Fixtures, ..	675,953 52	733,596 64
21. 22. For Land, Land Damages & Fences,	3,853,044 75	3,932,989 05
23. 24. For Locomotives and Fixtures, and Snow Plows, ...	2,241,662 17	2,351,466 12
25. 26. For Passenger and Baggage Cars,...	830,011 47	851,127 81
27. 28. For Freight and other Cars, ...	1,689,365 20	1,969,483 34
29. 30. For Engineering and Agencies, ...	593,088 37	603,528 92
Construction account of the Rochester and Lake Ontario Railroad Co.,	150,000 00	150,000 00
Construction account of the Buffalo and Niagara Falls Railroad Co., ..	658,921 56	658,921 56
Construction account of the Lewiston Railroad Co., ...	354,260 69	354,260 69
31. Totals, cost of road and equipment,	$29,786,372 50	$30,515,815 06

CHARACTERISTICS OF ROAD.

	Miles.
32. Length of road,	555.88
33. Length of road laid,	555.88
34. Length of double track, including sidings,	311.80
35. Length of branches owned by the Company, laid,	258.13
36. Length of double track on the same,	2.
37. Weight of rail per lineal yard, on main track, 56 to 75 lbs.	
38. The number of locomotive engine houses and shops, 38.	

	Number.
Number of locomotive engines,	218
Number of first class passenger cars (rated as 8-wheel cars),	196
Number of second class and emigrant cars, " "	74
Number of baggage, mail and express cars, " "	64
Number of freight cars, " "	2,707
Number of gravel cars and other service cars,	285

	Miles.
The length of the main line of road between the termini, that is, from Albany to Buffalo,	297.75

The length of side, or parallel and branch lines, is as follows:

	Miles.	
From Troy to Schenectady,	21.	
" Syracuse to Rochester, *via* Auburn,	104.	
" Batavia to Attica,	11.	
" Rochester to Suspension Bridge,	74.75	
" Lockport Junction to Tonawanda,	12.25	
" Rochester Junction to Charlotte,	6.88	
" Buffalo to Lewiston,	28.25	
		258.13

The total length of the main, side and branch lines, owned by the Company, is,	555.88

The whole length of the first track, laid on main lines and branches measuring the length of the road, exclusive of second tracks and sidings,	555.88
The length of the second track, laid on main lines and branches (exclusive of sidings and turnouts less than one mile in length),	226.25
The length of sidings, turnouts and switches laid on main lines and branches,	99.22
The total length of equivalent single track, laid on main lines and branches, adding to the length of the first track the length of the second track, of the sidings and of the turnouts,	881.35

39. The maps, profiles and drawings exhibiting the characteristics of the Company's Road; also the maps of the land taken or obtained for the use thereof have been made and filed in the proper offices, as required by law.

DOINGS OF THE YEAR IN TRANSPORTATION AND TOTAL MILES RUN.

40. Miles run by the passenger trains,	1,836,212
41. Miles run by the freight trains,	1,811,109
Miles run by the wood, gravel and construction trains,	336,969
Aggregate miles run by the passenger cars in passenger trains,	6,383,458
The same by baggage, mail and express cars in passenger trains,	2,415,588
The same by freight cars in passenger trains,	3,769,402
Aggregate miles run by all cars in passenger trains,	12,568,448

	Cents.
42. Average rate of fare charged, viz:	
For first class through passengers, per mile,	2
A small reduction has, at times, been made on fare for a long line owned by several Companies, or at competing points.	
For first class way passengers, per mile,	2
For second class and emigrant through passengers, per mile,	1
For second class and emigrant way passengers, per mile,	1
Average rate of fare charged for all classes of passengers,	1. 92
Average rates per ton per mile charged, viz:	
On first class freight,	5.443
On second class freight,	4.218
On third class freight,	3.512
On fourth class freight,	2.768
Average rate per ton per mile charged on all classes of freight,	3.986

The above are the established rates charged for freight. They are occasionally varied under special contracts, and for heavy freight in large quantities.

43. Number of passengers (all classes) carried in cars,	2,609,947
44. Number of miles travelled by passengers (all classes),	160,423,541
45. Number of tons (2,000 lbs.) of freight carried in cars,	838,791
46. Total movement of freight, or number of tons carried one mile,	145,873,776

	Miles per hour.
47. Average rate of speed adopted by ordinary passenger trains, including stops,	21.
48. Rate of speed of same when in motion,	28.
49. Average rate of speed adopted by express trains, including stops,	29.
50. Rate of speed of same, when in motion,	35.
51. Average rate of speed adopted by freight trains, including stops,	12.
52. Rate of speed of same, when in motion,	15.

53. Average weight in tons (2,000 lbs.) of passenger trains, exclusive of passengers and baggage,	110
54. Average weight in tons of freight trains, exclusive of freight,	180

	Tons.
55. The amount of freight, in tons:	
Of the products of the forest,	31,468
Of animals,	180,852
Of vegetable food,	275,941
Other agricultural products,	18,989
Manufactures,	75,731
Merchandise,	177,708
Other articles,	78,102

PASSENGERS—Number of Through and Way First Class in each direction for each month, and the aggregate number of miles travelled.

MONTHS.	EASTWARD.			WESTWARD.			AGGREGATE BOTH WAYS.			
	Through.	Way.	Total.	Through.	Way.	Total.	Through.	Way.	Total.	Total miles travelled.
October,	8,314	129,107	137,421	11,108	127,901	139,009	19,422	257,008	276,430	15,658,900
November,	5,145	98,915	104,060	5,699	99,495	105,194	10,844	198,410	209,254	12,115,866
December,	4,249	89,021	93,270	3,614	86,157	89,771	7,863	175,178	183,041	10,598,126
January,	2,880	69,336	72,216	2,396	69,596	71,992	5,276	138,932	144,208	8,349,684
February,	3,023	71,772	74,795	3,165	72,730	75,895	6,188	144,502	150.690	8,724,994
March,	4,304	86,285	90,589	7,222	89,320	96,542	11,526	175,605	187,131	10,834,938
April,	5,618	93,155	98,773	10,173	99,559	109,732	15,791	192,714	208,505	12,072,499
May,	6,333	91,569	97,902	7,522	96,531	104,053	13,855	188,100	201,955	11,693,252
June,	8,522	98,114	106,636	6,968	102,446	109,414	15,490	200,560	216,050	12,509,356
July,	8,576	123,888	132,464	6,129	125,663	131,792	14,705	249,551	264,256	15,300,498
August,	9,056	114,278	123,334	9,849	115,123	124,972	18,905	229,401	248,306	14,376,988
September,	10,041	121,573	131,614	14,144	124,688	138,832	24,185	246,261	270,446	16,005,376
Totals,	76,061	1,187,013	1,263,074	87,989	1,209,209	1,297,198	164,050	2,396,222	2,560,272	148,240,477

Number of Through and Way, Second Class and Emigrant in each direction, and the aggregate number of miles travelled.

	EASTWARD.			WESTWARD.			AGGREGATE BOTH WAYS.			
	Through.	Way.	Total.	Through.	Way.	Total.	Through.	Way.	Total.	Total miles travelled.
For the year,	5,245	116	5,361	33,869	10,445	44,314	39,114	10,561	49,675	12,183,064

In the above classifications, through passengers include those only who purchased tickets for the whole length of the road. All others, including those who actually passed over the whole line, but stopped on the way, and purchased tickets at different points, are called way passengers Many of these should strictly be classed as through passengers.

Tonnage—Products of the Forest.

MONTHS.	WESTWARD.			EASTWARD.			IN BOTH DIRECTIONS.		
	Through.	Way.	Total.	Through.	Way.	Total.	Through.	Way.	Total.
October,	3	600	603	57	2,626	2,683	60	3,226	3,286
November,	24	458	482	43	1,641	1,684	67	2,099	2,166
December,	.....	382	382	49	1,505	1,554	49	1,887	1,936
January,	13	442	455	394	1,500	1,894	407	1,942	2,349
February,	.....	527	527	30	925	955	30	1,452	1,482
March,	12	891	903	48	2,172	2,220	60	3,063	3,123
April,	8	886	894	48	2,318	2,366	56	3,204	3,260
May,	60	654	714	132	1,989	2,121	192	2,643	2,835
June,	11	718	729	128	1,807	1,935	139	2,525	2,664
July,	36	868	904	178	2,003	2,181	214	2,871	3,085
August,	.....	1,064	1,064	57	1,887	1,944	57	2,951	3,008
September,	.....	576	576	64	1,634	1,698	64	2,210	2,274
Total,	167	8,066	8,233	1,228	22,007	23,235	1,395	30,073	31,468

Tonnage—Products of Animals.

MONTHS	WESTWARD.			EASTWARD.			IN BOTH DIRECTIONS.		
	Through.	Way.	Total.	Through.	Way.	Total.	Through.	Way.	Total.
October,	11	467	478	9,613	10,458	20,071	9,624	10,925	20,549
November,	78	508	586	9,916	8,647	18,563	9,994	9,155	19,149
December,	43	799	842	14,628	6,611	21,239	14,671	7,410	22,081
January,	22	533	555	9,649	5,018	14,667	9,671	5,551	15,222
February,	95	339	434	5,785	3,432	9,217	5,880	3,771	9,651
March,	85	1,065	1,150	5,958	5,032	10,990	6,043	6,097	12,140
April,	168	560	728	7,070	5,630	12,700	7,238	6,190	13,428
May,	68	472	540	8,681	5,985	14,666	8,749	6,457	15,206
June,	29	298	327	7,153	4,941	12,094	7,182	5,239	12,421
July,	6	424	430	8,074	4,723	12,797	8,080	5,147	13,227
August,	10	295	305	6,568	6,447	13,015	6,578	6,742	13,320
September,	107	327	434	6,919	7,105	14,024	7,026	7,432	14,458
Total,	722	6,087	6,809	100,014	74,029	174,043	100,736	80,116	180,852

Tonnage—Vegetable Food.

Months.	Westward.			Eastward.			In both directions.		
	Through.	Way.	Total.	Through.	Way.	Total.	Through.	Way.	Total.
October,	.....	890	890	15,005	24,767	39,772	15,005	25,657	40,662
November,	.....	1,075	1,075	12,960	18,615	31,575	12,960	19,690	32,650
December,	.....	737	737	7,291	24,169	31,460	7,291	24,906	32,197
January,	.....	1,638	1,638	3,555	11,753	15,308	3,555	13,391	16,946
February,	.....	1,213	1,213	498	9,254	9,752	498	10,467	10,965
March,	.....	1,463	1,463	2,695	14,880	17,575	2,695	16,343	19,038
April,	.....	1,935	1,935	1,298	17,615	18,913	1,298	19,550	20,848
May,	.....	1,919	1,919	5,171	18,751	23,922	5,171	20,670	25,841
June,	.....	1,242	1,242	1,528	23,866	25,394	1,528	25,108	26,636
July,	.....	468	468	3,087	10,328	13,415	3,087	10,796	13,883
August,	.....	312	312	3,334	9,364	12,698	3,334	9,676	13,010
September,	.....	455	455	10,313	12,497	22,810	10,313	12,952	23,265
Total,	.....	13,347	13,347	66,735	195,859	262,594	66,735	209,206	275,941

Tonnage—Other Agricultural Products.

Months.	Westward.			Eastward.			In both directions.		
	Through.	Way.	Total.	Through.	Way.	Total.	Through.	Way.	Total.
October,	53	633	686	245	1,317	1,562	298	1,950	2,248
November,	45	400	445	151	1,193	1,344	196	1,593	1,789
December,	60	457	517	373	778	1,151	433	1,235	1,668
January,	24	466	490	210	894	1,104	234	1,360	1,594
February,	19	420	439	177	907	1,084	196	1,327	1,523
March,	136	624	760	361	1,510	1,871	497	2,134	2,631
April,	187	561	748	194	1,181	1,375	381	1,742	2,123
May,	166	319	485	415	333	748	581	652	1,233
June,	207	366	573	99	185	284	306	551	857
July,	155	230	385	2	158	160	157	388	545
August,	80	279	359	67	160	227	147	439	586
September,	61	414	475	259	1.458	1,717	320	1,872	2,192
Total,	1,193	5,169	6,362	2,553	10,074	12,627	3,746	15,243	18,989

Tonnage — Manufactures.

Months.	Westward.			Eastward.			In both directions.		
	Through.	Way.	Total.	Through.	Way.	Total.	Through.	Way.	Total.
October,	728	1,969	2,697	363	3,867	4,230	1,091	5,836	6,927
November,	806	2,284	3,090	291	3,643	3,934	1,097	5,927	7,024
December,	516	1,878	2,394	748	4,612	5,360	1,264	6,490	7,754
January,	281	1,421	1,702	238	3,815	4,053	519	5,236	5,755
February,	327	1,295	1,622	223	4,004	4,227	550	5,299	5,849
March,	633	2,180	2,813	235	4,674	4,909	868	6,854	7,722
April,	890	2,529	3,419	170	4,741	4,911	1,060	7,270	8,330
May,	667	1,910	2,577	405	3,452	3,857	1,072	5,362	6,434
June,	311	1,485	1,796	336	3,005	3,341	647	4,490	5,137
July,	240	1,416	1,656	395	2,986	3,381	635	4,402	5,037
August,	361	1,291	1,652	580	2,866	3,446	941	4,157	5,098
September,	337	1,235	1,572	212	2,880	3,092	549	4,115	4,664
Total,	6,097	20,893	26,990	4,196	44,545	48,741	10,293	65,438	75,731

Tonnage — Merchandise.

Months.	Westward.			Eastward.			In both directions.		
	Through.	Way.	Total.	Through.	Way.	Total.	Through.	Way.	Total.
October,	10,873	5,639	16,512	.....	1,189	1,189	10,873	6,828	17,701
November,	6,738	6,379	13,117	37	1,064	1,101	6,775	7,443	14,218
December,	5,022	5,035	10,057	39	1,494	1,533	5,061	6,529	11,590
January,	3,373	3,471	6,844	239	1,218	1,457	3,612	4,689	8,301
February,	5,152	3,138	8,290	37	1,081	1,118	5,189	4,219	9,408
March,	13,557	7,722	21,279	20	1,349	1,369	13,577	9,071	22,648
April,	11,861	9,865	21,726	42	1,625	1,667	11,903	11,490	23,393
May,	7,837	6,604	14,441	42	1,165	1,207	7,879	7,769	15,648
June,	4,852	4,432	9,284	22	1,034	1,056	4,874	5,466	10,340
July,	5,700	1,474	7,174	.....	1,163	1,163	5,700	2,637	8,337
August,	11,433	4,243	15,676	11	749	760	11,444	4,992	16,436
September,	12,679	5.276	17,955	.....	1,733	1,733	12,679	7,009	19,688
Total,	99,077	63,278	162,355	489	14,864	15,353	99,566	78,142	177,708

Tonnage — Other articles not embraced in the foregoing classes.

Months.	Westward.			Eastward.			In both directions.		
	Through.	Way.	Total.	Through.	Way.	Total.	Through.	Way.	Total.
October,	1,131	2,437	3,568	336	4,934	5,270	1,467	7,371	8,838
November,	1,101	2,310	3,411	375	3,683	4,058	1,476	5,993	7,469
December,	305	1,810	2,115	934	4,675	5,609	1,239	6,485	7,724
January,	116	1,879	1,995	140	1,531	1,671	256	3,410	3,666
February,	337	1,289	1,626	210	1,497	1,707	547	2,786	3,333
March,	454	2,359	2,813	759	2,591	3,350	1,213	4,950	6,163
April,	500	2,836	3,336	220	3,916	4,136	720	6,752	7,472
May,	380	3,012	3,392	628	4,330	4,958	1,008	7,342	8,350
June,	328	2,256	2,584	297	3,896	4,193	625	6,152	6,777
July,	377	2,556	2,933	211	2,183	2,394	588	4,739	5,327
August,	398	2,366	2,764	249	3,821	4,070	647	6,187	6,834
September,	547	2,304	2,851	73	3,225	3,298	620	5,529	6,149
Total,	5,974	27,414	33,388	4,432	40,282	44,714	10,406	67,696	78,102

Total Tonnage—All Classes of Freight.

MONTHS.	WESTWARD.			EASTWARD.			IN BOTH DIRECTIONS.			
	Through.	Way.	Total.	Through.	Way.	Total	Through.	Way.	Total.	Mileage.
October,	12,799	12,635	25,434	25,619	49,158	74,777	38.418	61,793	100,211	17,941,014
November,	8,792	13,414	22,206	23,773	38,486	62,259	32,565	51,900	84,465	16,349,901
December,	5,946	11,098	17,044	24,062	43,844	67,906	30,008	54,942	84,950	14,973,052
January,	3,829	9,850	13,679	14,425	25,729	40,154	18,254	35,579	53,833	8,699,128
February,	5,930	8,221	14,151	6,960	21,100	28,060	12,890	29,321	42,211	8,724,255
March,	14,877	16,304	31,181	10,076	32,208	42,284	24,953	48,512	73,465	13,043,736
April,	13,614	19,172	32,786	9,042	37,026	46,068	22,656	56,198	78,854	11,464,851
May,	9,178	14,890	24,068	15,474	36,005	51,479	24,652	50,895	75,547	12,061,994
June,	5,738	10,797	16,535	9,563	38,734	48,297	15,301	49,531	64,832	8,487,265
July,	6,514	7,436	13,950	11,947	23,544	35,491	18,461	30,980	49,441	9,205,843
August,	12,282	9,850	22,132	10,866	25,294	36,160	23,148	35,144	58,292	10,435,808
September,	13,731	10,587	24,318	17,840	30,532	48,372	31,571	41,119	72,690	14,486,929
Total,	113,230	144,254	257,484	179,647	401,660	581,307	292,877	545,914	838,791	145,873,776

Cost of Maintaining Roadway and Real Estate for the Year ending September 30th, 1857.

	Amount.	Allotted to	
		Passenger Transportation.	Freight Transportation.
56. Repairs of Road-bed and Railway, excepting cost of iron,	$706,424 41	$370,070 07	$336,354 34
57. For depreciation of way,*			
58. Cost of iron (including the cost of chairs and spikes), used in repairs,	343,043 34	179,707 08	163,336 26
59. Repairs of buildings,	112,652 20	59,020 44	53,631 76
60. Repairs of fences and gates,	17,047 38	8,930 30	8,117 08
61. Taxes on real estate,	134,372 62	70,392 65	63,979 97
Repairs of Mohawk turnpike,	2,002 93	1,047 73	955 20
62. Totals,	$1,315,542 88	$689,168 27	$626,374 61

Cost of Repairs of Machinery for the Year ending September 30th, 1857.

	Amount.	Allotted to	
		Passenger Transportation.	Freight Transportation.
64. Repairs of engines and tenders,	$435,383 73	$228,683 41	$206,700 32
65. Depreciation of engines and tenders,*			
66. Repairs of passenger and baggage cars...	189,310 65	189,310 65	
67. Depreciation of passenger and baggage cars,*			
68. Repairs of freight cars,	179,385 36	.....	179,385 36
69. Depreciation of freight cars,*			
70. Repairs of tools and machinery in shops,	30,807 33	16,138 70	14,668 63
71. Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops,	64,096 33	33,577 18	30,519 15
72. Totals,	$898,983 40	$467,709 94	$431,273 46

Cost of Operating the Road for the Year ending September 30th, 1857.

	Amount.	Allotted to	
		Passenger Transportation.	Freight Transportation.
73. Office expenses, stationery, &c.,	$28,973 27	$18,066 38	$10,906 89
74. Agents and clerks,	223,164 39	93,404 16	129,760 23
75. Labor, loading and unloading freight,	201,581 87	.....	201,581 87
76. Porters, watchmen and switch tenders,	190,245 09	99,662 56	90,582 53
77. Wood and water station attendance,	47,778 37	25,028 30	22,750 07
78. Conductors, baggagemen and brakemen,	157,045 60	89,790 21	67,255 39
79. Enginemen and firemen,	170,558 31	73,133 35	97,424 96
80. Fuel, cost and 1 bor of preparing for use, (See note at page 28.)	847,853 14	444,159 82	403,693 32
81. 82. 83. Oil and waste,	123,688 85	64,193 35	59,495 50
84. Loss and damage of goods and baggage,	42,749 56	8,655 72	34,093 84
85. Damages for injuries of persons,	34,020 96	17,823 81	16,197 15
86. Damages to property, including damages by fire and cattle killed on road,	11,330 41	5,935 49	5,394 92
87. General superintendence,	53,794 99	28,183 48	25,611 51
88. Contingencies,	106,204 45	59,311 81	46,892 64
89. Totals,	$2,238,989 26	$1,027,348 44	$1,211,640 82

* The Company keeps no such accounts as are indicated in Nos. 57, 65, 67 and 69. The roadway, real estate and equipment are kept in good condition, and the outlay necessary for that purpose is at once charged to transportation expenses.

SUMMARY

Of all Transportation Expenses for the Year ending September 30th 1857, as shown by the preceding Tables.

	Amount.	Allotted to	
		Passenger Transportation.	Freight Transportation.
Maintaining Roadway and Real Estate,	$1,315,542 88	$689,168 27	626,374 61
Repairs of Machinery,	898,983 40	467,709 94	431,273 46
Operating the Road,	2,238,989 26	1,027,348 44	1,211,640 82
Total,	$4,453,515 54	$2,184,226 65	$2,269,288 89

EARNINGS, RECEIPTS AND PAYMENTS.

Earnings and Receipts.

91. 95. From Passengers,		$3,147,636 86
92. 96. From Freight,		4,559,275 88
93. 97. From other sources,		320,338 6
Total,		$8,027,251 41

Payments other than for Construction.

98. For Transportation Expenses, viz:		
For Passenger Business,	$2,184,226 65	
For Freight Business,	2,269,288 89	
		$4,453,515 54
99. For Interest,	$970,871 12	
For Sinking Funds,	113,294 38	
		$1,084,165 50
100. For Dividends, viz:		
No. 7, Feb., 1857, 4 per cent,	$959,782 00	
No. 8, Aug., 1857, 4 per cent,	959,782 00	
		$1,919,564 00

Transportation expenses for the year ending September 30th, 1857, 55.48 per cent of the gross earnings, for the same period.

Net earnings for the year ending September 30th, 1857, $2,489,570.37, equal to 10.375 per cent on the amount of the Capital Stock of the Company upon which dividends are payable.

By reference to page 28 of the Report it will be seen that the value of the materials on hand, on the 30th of September, 1857, exceeded the same item at the close of the previous fiscal year, $118,995.45, which amount is included in transportation expenses, but should be deducted therefrom and added to the net earnings to show the actual result of the business of the year. This would make the transportation expenses a little less than 54 per cent of the gross earnings.

DETAILS OF EARNINGS FOR THE YEAR ENDING SEPTEMBER 30TH, 1857.

SOURCE.	October.	November.	December.	January.	February.	March.	April.
Through passenger,	$136,666 22	$74,477 11	$53,352 36	$29,946 32	$41,626 01	$78,942 61	$89,214 32
Way passenger,	213,650 18	170,606 98	137,056 25	111,250 34	101,979 83	138,988 86	170,397 59
Through freight,	327,514 28	274,894 62	237,166 99	148,901 87	147,943 11	233,580 88	227,088 26
Way freight,	231,759 07	215,306 10	244,132 82	144,120 53	129,965 36	210,142 19	207,968 89
Transportation of mails,	7,457 50	7,457 50	7,457 50	7,457 50	7,457 50	7,457 50	7,457 50
Express,	5,400 00	5,000 00	5,400 00	5,400 00	4,800 00	5,200 00	5,200 00
Rents, storage, use of engines and cars, and other earnings,	27,932 74	3,185 88	3,010 79	13,445 58	24,368 02	13,667 95	6,661 48
Totals,	$950,379 99	$750,928 19	$687,576 71	$460,522 14	$458,139 83	$687,979 99	$713,988 04

EARNINGS.—(Continued.)

SOURCE.	May.	June.	July.	August.	September.	Total for the year.
Through passenger,	$63,868 65	$90,050 94	$91,633 97	$101,013 63	$139,034 29	$989,826 43
Way passenger,	183,622 77	191,437 43	206,492 77	219,677 67	250,049 76	2,095,210 43
Through freight,	199,182 69	128,131 67	142,650 09	194,404 39	257,327 08	2,518,785 93
Way freight,	167,041 62	143,144 14	104,235 91	101,958 10	140,715 22	2,040,489 95
Transportation of mails,	7,457 50	7,457 50	7,457 50	7,457 50	7,457 50	89,490 00
Express,	5,200 00	5,200 00	5,400 00	5,200 00	5,200 00	62,600 00
Rents, storage, use of engines and cars, and other earnings,	28,883 38	6,114 74	7,470 43	33,374 58	62,733 10	230,848 67
Totals,	$655,256 61	$571,536 42	$565,340 67	$663,085 87	$862,516 95	$8,027,251 41

VALUE OF MATERIALS ON HAND SEPTEMBER 30TH, 1857.

Wood, cords of,	191,119	$669,182 14
Oil, gallons of,	2,343	2,141 64
Iron rails, tons of,	1,192	37,504 91
Chairs, pounds of,	60,450	1,580 68
Spikes, pounds of,	49,008	1,964 55
Ties, number of,	34,400	13,760 00
Iron and other metals, unwrought, tons of,	406	48,426 84
Iron and other metals, worked and partly worked, tons of,	522	76,240 99
Lumber, feet of,	1,026,021	23,957 92
Lumber, framed or worked,		4,850 00
Engine, tender and car wheels,		69,404 24
Lumber and nails for fences,		3,290 45
Paints,		2,866 50
Rubber springs,		2,733 44
Car trimmings,		10,842 68
Glass,		3,451 26
Scrap iron,		16,237 45
Other articles,		12,211 66
Total,		$1,000,647 35
Value of materials on hand as by last report,		881,651 90
Increase,		$118,995 45

NOTE.—The total cost of fuel delivered to the Company and paid for during the fiscal year, including the cost of preparing the same for use, amounted to $847,853.14, as will be seen by reference to page 25.

This amount includes about $100,000 for wood purchased during the preceding season, but not delivered until after the commencement of the fiscal year, ending September 30, 1857. The value of the wood on hand at the close of the fiscal year, including the cost of preparing the same for use, exceeds the same item at the close of the previous fiscal year, $94,272.64.

ACCIDENTS.

102. The number of persons injured in life or limb, the cause of the injury, whether passengers, persons employed, or others, and whether the persons reported as injured survived or died.

	PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collision of trains,	....	....	....	1	....	1	....	2
Trains thrown from the track,	....	4	2	3	....	....	2	7
At work or standing by or upon trains,	....	....	2	3	....	....	2	3
Jumping on or off the trains or engines while in motion,	1	1	3	1	4	1	8	3
Fell from the cars,	2	....	....	....	....	....	2	....
Thrown from the cars or engines,	....	....	4	1	1	...	5	1
Run over while walking, standing or lying on the track,	....	....	1	1	17	1	18	2
Totals,	3	5	12	10	22	3	37	18

The persons who died of their injuries are classified as killed. Those who are reported as injured, have survived their injuries, so far as is known to the officers of the Company.

It is believed that none of the accidents have arisen from the carelessness or negligence of any person in the employment of the Corporation.

STATEMENT

OF THE DATE OF EACH ACCIDENT, THE PLACE WHERE IT OCCURRED, THE TRAIN, THE CAUSE, THE EXTENT OF THE INJURIES RESULTING, AND THE NAMES OF THE PERSONS INJURED, AS FAR AS THE SAME CAN BE GIVEN FROM THE INFORMATION IN POSSESSION OF THE COMPANY.

1856.

OCTOBER 1. Thomas Kennedy, an employee of the Company, was working at a ditch on the line of the road, about two miles east of Buffalo, when the trains from the east and from the west approached. He was struck by one of the trains and thrown against the other and killed.

OCTOBER 1. A passenger train, going west, was thrown from the track near Albion, in consequence of obstructions maliciously placed upon the track. George Lupp, the engineer in charge of the locomotive, was seriously injured.

OCTOBER 3. John Sidney, the fireman of a locomotive going west with an emigrant train, fell from his engine, about two miles west of Clyde, was run over and killed.

OCTOBER 3. John Smith, a switchman, in attempting to step from a locomotive while in motion, at Rochester, missed his hold and fell under the wheel, whereby his foot became crushed and death ensued.

1856.

OCTOBER 3. Mrs. Cronkhite, an aged lady, in attempting to pass from one passenger car to another, on the mail train going west, fell between the platforms upon the track, at the Sand Bank near Schenectady, was run over and killed.

OCTOBER 11. George Leach, a lad, while playing in a trench excavated by the Albany Gas Light Company, under the track of the road at the corner of Lumber and Jackson-streets, in the city of Albany, was struck by an engine and killed.

NOVEMBER 4. Michael Gilner, while walking upon the track near Crane's Village, was struck by the Troy freight train going east, and killed. He was intoxicated at the time.

NOVEMBER 7. Robert Laney jumped from the engine of a freight train, going east, while in motion, at Schenectady, fell upon the track, was run over and died of his injuries. He was intoxicated and got upon the engine unobserved.

NOVEMBER 7. Abram Randall, while walking upon the track, near Oneida, was struck by the engine of the freight accommodation train, going west, and was killed. He was deaf and quite aged.

NOVEMBER 12. A boy, named Thomas Smith, got upon the emigrant train going west, while in motion, at Schenectady, and in jumping therefrom fell upon the track, was run over and killed.

NOVEMBER 20. Roger Donahoe, in attempting to cross the track at Chicago-street, in Buffalo, immediately in front of a passing locomotive, was struck by it and killed.

NOVEMBER 26. Asa Fuller, a brakeman, caught his foot in the bell cord on the top of a freight train going eastward, near Utica, and fell upon the track between the cars. A portion of the train, passing over him, cut off both his arms.

NOVEMBER 27. As a locomotive was backing down to the Round House in Buffalo, John Roach, a switchman, got off therefrom to change a switch; in doing so his foot was thrown under the wheels and crushed.

NOVEMBER 28. John Van Alstine, a brakeman on the emigrant train going west, was adjusting the bell cord on top of the train. As the train passed under a bridge, near Canastota, his head came in contact with it, injuring him seriously.

DECEMBER 9. J. Goodman, in attempting to get on a locomotive at Suspension Bridge, lost his hold and fell, whereby one of his feet was thrown under the wheels and crushed. He had been repeatedly warned by an employee of the Company against getting upon the engine.

DECEMBER 9. Norman Potter, while walking upon the track at Warner's Station, was struck by the engine of the express train going east, and killed. It is supposed that he was intoxicated.

DECEMBER 11. A stock train, moving eastward, parted upon a curve, about three and a half miles east of Lockport, leaving a portion of the train standing upon the track. Another stock train, which was following, came in collision

1856.

with the cars referred to, the engineer of the rear train not observing the signals which were given to him to stop. Jesse W. Warner, who was in charge of stock on one of the trains, lost an arm and was otherwise injured. Wright Godfrey, a fireman, was slightly bruised.

DECEMBER 24. The last two cars of the Cleveland express train, going east, were thrown from the track and down an embankment, about one and a half miles east of Fonda, by the breaking of a rail, whereby three passengers were injured. Mrs. Morgan was burned by the stove and sustained an injury to her shoulder. Mr. Gates and Mr. Gardner were slightly bruised. E. J. Webster, a brakeman, was slightly injured.

1857.

JANUARY 6. The express, baggage and two passenger cars of a train were thrown from the track by the breaking of a rail, two miles west of Pekin. Nicholas Edwards, a passenger, was slightly bruised.

JANUARY 19. A passenger car of the express train, going east, was thrown from the track by the breaking of a rail, about five miles west of Albany. David Hamlet and Jeremiah Mahony, brakemen, jumped from the train and were killed. Lucius J. Smith, Jr., a passenger, also jumped from the train and was seriously injured.

FEBRUARY 3. Bernard Tracy, a switchman in the employ of the company, after changing a switch at Utica, stepped upon a parallel track, and was struck by a train backing towards him, whereby he received injuries which caused his death.

FEBRUARY 9. The rear car of an emigrant train was thrown from the track, two miles east of Herkimer, by a broken rail. Owen Evans, a brakeman, was thrown from the platform of the car and killed.

FEBRUARY 14. The coupling between a locomotive and tender broke, about five miles east of Schenectady. Jeremiah Tallman, the fireman on the locomotive, was thrown on the track, run over and killed.

FEBRUARY 16. The engine of the mail train, going west at night, was thrown from the track and down an embankment, about three and a half miles west of Canandaigua, by obstructions maliciously placed upon the track. John Snell, the engineer, remained upon his engine and sustained injuries whereof he died.

FEBRUARY 28. Freeman Colledge jumped from a passenger train as it was leaving the depot at Rochester, and was thrown under the rear car of the train, run over and killed.

MARCH 4. Joseph Condit was struck, about two miles west of Geneva, and killed, by the engine of the night mail train, going west. He was lying upon the track and was intoxicated.

MARCH 27. As the way freight train was approaching the Churchville station, Warren Richardson, a brakeman, leaned out from between the cars and came in contact with a fence post, or board of a cattle guard fence, and was killed.

1857.

April 6. James Broodie was found dead upon the track near the Clinton-street crossing, Buffalo. It is supposed that he was struck by a passing locomotive and killed during a violent snow storm. He was insane.

June 2. Michael Gawz was observed near the track about two miles west of Rochester, by those in charge of the passenger train going west; as the train approached he laid down directly in front of the engine, with his neck upon the rail, and was run over and killed. From papers found upon his person it was evident that he intended to commit suicide.

June 10. William Hawthorn, a passenger in the emigrant train going west, sat down upon the platform of one of the cars and fell asleep; when near Sprakers, in attempting to rise, he fell from the platform, while the train was in motion, and died from the injuries he received. It is supposed that he was intoxicated.

June 16. A man named Holcomb walking upon the track about four miles west of Syracuse, and in the same direction with the train going west, was signaled of his danger; as the train drew near he looked around and quickened his his pace, but not leaving the track he was struck by the engine and was so injured that he died. He was insane.

June 22. Patrick Lannon was struck by the engine of the steamboat express train going west, about two and a half miles west of Syracuse, whereby his leg was broken and he was otherwise injured. He was sitting on one of the rails of the track with his face turned towards the train and was intoxicated.

July 3. William Quinn, a brakeman on a stock train moving east, fell from or was knocked off the train at Weedsport and killed. It is supposed that he was standing on top of one of the cars and came in contact with a bridge under which the train passed.

July 4. William Burns, a brakeman on a freight train going west, fell from his train near Fonda and was killed. The cause of his falling is not known.

July 11. An unknown man, believed to have been a drover, was found dead upon the track near Manlius. It is supposed that he had accidentally fallen from the night from a stock train while in motion.

July 17. William Ross, a passenger on the New-York express train, fell or jumped from the train while in motion, between Suspension Bridge and Niagara Falls, and was killed.

July 25. L. L. Heizer, a brakeman, while between two freight cars at Syracuse, attempting to move one of them, had his leg broken in three places.

July 28. An unknown man, walking upon the track towards the accommodation train going west, about two miles east of Weedsport, was struck by the engine and killed. He paid no attention to the signals which were given of his danger.

August 5. A man named Bastion, while standing upon the track about half a mile east of Palatine Bridge in the act of putting on an overshirt, was run over by the New-York express train going west and killed. He was seen intoxicated a short time previously to the accident.

1857.

August 14. Nancy Higgins, a girl ten or twelve years of age, was run over and killed at a road crossing near Savannah, by the New-York express train moving west. She had been sent to watch the crossing by her mother, who was employed for that purpose, and it is supposed that she fell asleep upon the track.

August 17. William A. Pratt was run over and killed, between the freight-house and State-street at Schenectady, by a freight train moving east. He was seen very much intoxicated near the place of the accident shortly before its occurrence.

August 21. The night express train going west, when about two miles west of Albany, ran over and killed Patrick Reynolds, who was lying upon the track and was intoxicated as is supposed.

August 24. George Williamson, a fireman on a freight train going west, in attempting to pass on the top of the train, from the cars to the engine, was struck on the head as the train passed under a bridge near Manlius and was severely injured.

August 28. Philip Brenagen, while lying upon the track at the foot of Quackenbush-street, in the city of Albany, was run over by a portion of a freight train in the night and killed. It is supposed that he was intoxicated.

August 31. The engine of the express train, going west, when two miles east of Savannah, struck and killed Allen Miles, who was walking upon the track towards the train and was looking in the same direction.

September 3. An unknown man, who had been riding between two cars of a freight train from the west, without the knowledge of those in charge of the train, in attempting to get off at Syracuse, while the train was in motion, fell upon the track, was run over and killed.

September 9. A passenger train was thrown from the track seven miles west of Syracuse by obstructions placed thereon by some person or persons unknown, Homer Jacobs, a brakeman, had his leg broken and was otherwise injured.

September 11. John Driscol, who was employed in watching wood near Clyde, being on the track at that place, was struck by the express train moving east, causing his death a short time afterwards.

September 24. Samuel Van de Carr was run over and killed, one mile west of Shortsville, by an express train going west. He was lying on the track near a curve and was not discovered by the engineer in time to stop the train. It is supposed that he was intoxicated.

NAMES AND RESIDENCES

OF THE

DIRECTORS AND OFFICERS OF THE COMPANY.

DIRECTORS.

ERASTUS CORNING,	ALBANY.	JOHN L. SCHOOLCRAFT,	ALBANY.
DEAN RICHMOND,	BUFFALO.	JOHN V. L. PRUYN,	ALBANY.
JOSEPH FIELD,	ROCHESTER.	NATHANIEL THAYER,	BOSTON.
JOHN H. CHEDELL,	AUBURN.	EDWARD G. FAILE,	NEW-YORK.
HORACE WHITE,	SYRACUSE.	ISAAC TOWNSEND,	NEW-YORK.
ALONZO C. PAIGE,	SCHENECTADY.	LIVINGSTON SPRAKER,	PAL. BRIDGE.
RUSSELL SAGE,	TROY.		

OFFICERS.

ERASTUS CORNING,	*President,*	ALBANY.
DEAN RICHMOND,	*Vice-President,*	BUFFALO.
JOHN V. L. PRUYN,	*General Counsel and Pres. pro tem.,*	ALBANY.
GILBERT L. WILSON,	*Treasurer and Secretary,*	ALBANY.

Officers in charge of the Line.

CHAUNCEY VIBBARD,	*General Superintendent,*	ALBANY.
GEORGE E. GRAY,	*Chief Engineer,*	"
D. HAMILTON,	*General Wood Agent,*	"
S. DRULLARD,	*General Freight Agent,*	"

Assistant Superintendents.

JULIUS A. SPENCER,	*General Superintendent's Office,*	ALBANY.
E. FOSTER, Jr.,	*Albany and Schenectady Division,*	ALBANY.
THOMAS WALLACE,	*Troy and Schenectady* "	TROY.
Z. C. PRIEST,	*Schenectady and Syracuse* "	UTICA.
H. W. CHITTENDEN,	*Syracuse and Rochester* "	SYRACUSE
JOB COLLAMER,	*Rochester, Buffalo & Niag. Falls Division,*	ROCHESTI

THE PRINCIPAL OFFICE, AND THE ADDRESS OF THE COMPANY, IS AT ALBANY.

OFFICE OF THE NEW-YORK CENTRAL RAILROAD COMPANY,

ALBANY, DECEMBER 9TH, 1857.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this Company, from its books and records, and have examined them as far as was practicable, and believe them to be correct.

(Signed) ERASTUS CORNING,
President.

(Signed) C. VIBBARD,
General Superintendent.

THE NEW-YORK CENTRAL RAILROAD COMPANY.

INCOME ACCOUNT.

For the Year ending September 30th, 1857.

To Expenses of Maintaining and Operating Road,.....		$4,453,515 54	By Balance, September 30th, 1856,.....		$1,301,036 00
" Coupons and Interest,.....		970,871 12			
" Dividend No. 7, Feb., 1857, 4 per cent,...	$959,782 00		" Passenger Receipts,.....	$3,147,636 86	
" Dividend No. 8, Aug., 1857, 4 per cent,...	959,782 00		" Freight Receipts,.....	4,559,275 88	
		1,919,564 00	" Mail, ...	89,490 00	
			" Miscellaneous,.....	230,848 67	
" Future Income: Amount of one year's contribution to Sinking Funds, transferred to current Income Account:					8,027,251 41
Debt Certificates,.....	$111,182 38				
Bonds to Buffalo and Niagara Falls R. R. Co.,	2,112 00				
		113,294 38			
" D. Richmond, Trustee: South Shore Line Lake Erie Steamboats; Balance of this account transferred to Income Account, ...		44,469 98			
" Balance, September 30th, 1857,.....		1,826,572 39			
		$9,328,287 41			$9,328,287 41
☞ The proportion of a semi-annual dividend of four per cent, accrued from the 1st of August to this date, is		$319,914 00	By Balance, September 30th, 1857,.....		$1,826,572 39

THE NEW-YORK CENTRAL RAILROAD COMPANY.

BALANCE SHEET.

From General Ledger, September 30th, 1857.

Railroad and Equipment,		$30,515,815 06	Capital Stock,			$24,136,660 69
Cash in Banks,	$278,907 19		Funded debt of Albany and Schenectady R.R. Co.,	$134,000 00		
Passenger and Freight Agents; Balances, since remitted,	471,575 29	750,482 48	" " Schenectady and Troy R. R. Co.,	100,000 00		
			" " Rochester and Syracuse R. R. Co.,	287,768 10		
			" " Buffalo and Rochester, R. R. Co.,	58,985 01		
			" " Rochester, Lockport and Niagara Falls R. R. Co.,	300,000 00	$880,753 11	
Michigan Central Railroad Company; Lake Erie Steamboats,	$193,925 27					
Buffalo and State Line Railroad Company stock,	557,800 00		" " Buffalo and Niagara Falls R. R. Co.,		55,000 00	
Lewiston Railroad Company stock,	142,110 69					
Troy Union Railroad Company stock,	6,881 25					
Hudson River Bridge Company stock,	10,080 00	910,797 21	Debt Certificates,	$8,892,600 00		
			Bonds for Convertible loan,	3,000,000 00		
Bills Receivable,		234,554 07	" Railroad stocks,	807,000 00		
			" Real Estate,	204,000 00		
			" Funding debts of old Companies,	399,000 00		
Debt Certificate Sinking Fund,	$632,000 00		Bonds to Buffalo and Niagara Falls R. R. Co.,	93,500 00		
Future Income; Proportion of Debt Certificates, &c., chargeable to the Income of the Co., from Sept. 30, 1857, to May 1, 1883.	8,359,976,77	8,991,976 77	Bond to Telegraph Co.,	10,000 00		
			Bonds and Mortgages,	265,657 06	13,671,757 06	
General Post-Office Department,	$22,372 50					14,607,510 17
Trustees Buffalo and Rochester Railroad Company,	3,156 21	25,528 71	Bills payable,			197,033 48
Real Estate; purchased of Buffalo and Niagara Falls R. R. Co.		32,500 00	Trustees of the Syracuse and Utica R. R. Co.,		$1,606 92	
			Liabilities assumed for Rochester and Syracuse R. R. Co.,		20,918 54	
			Unclaimed Dividends,		4,593 15	27,118 61
			Expenses of operating road; Balance of September disbursements paid in October,			305,071 47
			Interest and coupons; accrued to Sept. 30, including coupons retained from Buffalo and Rochester R. R. Co.,			361,087 49
			Income account; Balance on September 30th, 1857,			1,826,572 39
		$41,461,654 30				$47,461,654 30

THE NEW-YORK CENTRAL RAILROAD COMPANY.

STATEMENT

Of Earnings from Passengers, Freight, and all other Sources, for the Years ending September 30th, 1853, 1854, 1855, 1856 and 1857.

For the Years Ending	Passengers.	Freight.	Other Sources.	Total.	Increase over previous year.			
					Passengers.	Freight.	Other Sources.	Total.
Sept. 30, 1853,.	$2,829,668 74	$1,835,572 25	$122,279 18	$4,787,520 17	.....	.....	.....	.....
" " 1854,.	3,151,513 89	2,479,820 66	286,999 95	5,918,334 50	$321,845 15	$644,248 41	$164,720 77	$1,130,814 33
" " 1855,.	3,242,229 19	3,189,602 90	131,749 05	6,563,581 14	90,715 30	709,782 24	*155,250 90	645,246 64
" " 1856,.	3,207,378 32	4,328,041 36	171,928 50	7,707,348 18	*34,850 87	1,138,438 46	40,179 45	1,143,767 04
" " 1857,.	3,147,636 86	4,559,275 88	320,338 67	8,027,251 41	*59,741 46	231,234 52	148,410 17	319,903 23
Increase from September 30th, 1853, to September 30th, 1857.—Four years,....					$317,968 12	$2,723,703 63	$198,059 49	3,239,731 24

* Decrease.