

No. 6

REPORT

OF THE

DIRECTORS

OF THE

Michigan Central Railroad

COMPANY,

TO THE

STOCKHOLDERS;

TOGETHER WITH THE

REPORTS OF THE TREASURER AND SUPERINTENDENT.

~~~~~  
JUNE, 1853.

~~~~~  
BOSTON:
1853.
EASTBURN'S PRESS.

R E P O R T.

Report of the Directors of the Michigan Central Railroad Company, to the Stockholders.

We present herewith the Report of Mr. Upton, Treasurer, and Mr. Brooks, Superintendent and Engineer, giving the details of our operations for the year ending 31st May, 1853. Our gross receipts have been—

For Passengers,	\$590,997.57	Against 1852,	\$580,437.62
“ Freight,	497,183.35	“	418,938.97
“ Miscellaneous,	61,356.79	“	75,917.56
	1,149,537.71		1,075,294.15
Operating Ex.,	566,721.98	“	470,930.97
Leaving net Rec'ts,	582,815.73	“	604,363.18
Surplus from last year,	- - 2,158.39	“	76,312.83
	584,974.12	“	680,676.01
Interest,	- - 279,309.57	“	274,379.62
	305,664.55		406,296.39
Dividend 1852, 8 per cent.,	320,000.00	14 per cent. 1851,	404,138.00
	\$14,335.45		\$2,158.39

By Mr. Upton's Circular of December, 1852, it will be seen that we had then earned for the financial year,

- - - - - \$323,735.54

And our dividend then declared, of 320,000.00

Left us a surplus of - - - \$3,735.54

From which it results that our winter's receipts have been \$18,070.99 less than interest and expenses.

It should be stated that while we have been running about twenty per cent. more distance, than the previous year, at a large increase of expense, we have also had to contend for the first time with a competitor enjoying the advantage of a continuous Railroad communication with the seaboard and the Ohio River.

During this year of severe competition, unaided by the connecting lines East and West of us, upon which we can hereafter rely, our through passenger business has fallen off only about \$45,000. Our way passenger receipts have increased about \$54,000, and our freight receipts have increased about \$78,000, making \$132,000.

While we have been disappointed in our expectations regarding the progress of other roads not under our control, we have still reason for some satisfaction at the results actually obtained.

It is now rendered certain, that by means of the Aurora and Illinois Central Roads, we shall this autumn open a direct communication with from 200 to 300 miles of railroad towards the Southwest.

The New Albany Company have sixty miles in operation, from which we have as yet derived little benefit; they are nearly ready to open a further very valuable section to Lafayette, and we are assured that the whole road from Michigan City to the Ohio will be opened within the year.

The Great Western Railway has not advanced so rapidly as we were led to expect, and with so much work remaining to be done, the time of its completion cannot be relied upon with absolute certainty, but there is the strongest probability that it will be in ope-

ration from Windsor to Niagara River, by or before 1st January, 1854.

Mr. Brooks' report shows that our trains have run 125,000 miles with gravel and ballast, and that we have not yet finished this necessary part of our work.

Our intention is to go steadily on with this work, and with such increase of our rolling stock as will be required for the business, which the new roads East and West promise to bring us.

When, a few months hence, our Road becomes a part of the continuous line of Railroads, connecting the seaboard with the Ohio, the Mississippi and the far West, we mean that it shall be in a condition *to do its share of the business well*. And we have not the slightest doubt that our Stockholders will then reap the full benefit of an enterprise, which from the start, has been conducted with an eye to the comprehensive system that is about being realized, rather than with short sighted views of temporary expediency.

While we have been aware that a different course might have led to more profitable results at the moment, we believe that the true policy has been pursued for securing permanent success to our Company, and promoting the convenience and welfare of the section of country with which it has become identified.

By order of the Board,

J. M. FORBES,

President M. C. R. R. Co.

TREASURER'S REPORT.

*To the President and Directors of the Michigan Central
Railroad Company.*

I herewith submit to you the annual accounts for the year ending 31st ult.

The Account marked A, gives the standing of the Company in General Account. It will be found upon a comparison of this account with the one of the previous year, that the Capital Stock has been increased in the sum of nine hundred and ninety-six thousand, five hundred dollars. This increase has grown out of a creation and sale of Stock amounting to \$762,500.00

And by the conversion on the first of January last, of Bonds amounting to	234,000.00
	\$996,500.00

The Bonded Debt differs very little in amount from the previous year,—a portion of the seven per cent. unconvertible Bonds having matured and been paid off, their place, with that of the eight per cent. which were converted, has been replaced by the issue and sale of ninety-five thousand, seven hundred pounds sterling, of six per cent. Bonds, principal and interest payable in London; Bonds having twenty years to mature from the first of July, 1852.

The funds arising from the sale of Stock and Bonds have been appropriated, as will be seen by the Accounts, in the increased amount of Construction No.

2 Account, and in advances on account of the New Albany and Salem Railroad Company.

The paper marked B, gives the standing of the Company in Income Account, and showing a balance against this account, of fourteen thousand, three hundred and thirty-five dollars and forty-five cents.

The paper marked C, is a copy of the account submitted agreeably to a Circular from this Office, of December 25th, 1852, and now annexed for the purpose of reference.

The paper marked D, gives the gross receipts and the amount of Operating and Interest Accounts for the year, the receipts being one million, one hundred and forty-nine thousand, five hundred and thirty-seven dollars and seventy-one cents, against the receipts of the previous year, of one million, seventy-five thousand, two hundred and ninety-four dollars and fifteen cents, and the Operating and Interest Accounts being eight hundred and forty-six thousand and thirty-one dollars and fifty-five cents, against the previous year of seven hundred and forty-five thousand, three hundred and ten dollars and fifty-nine cents.

The financial prospects of the Company, growing out of an increased amount of earnings, are in the opinion of your Treasurer daily improving, and when the Great Western Railroad shall be opened, before another year's annual accounts are made up, with the various lines of road now in connection with your road to the South and West of Lake Michigan, and bringing it more or less business, this improvement will be found to be all that reasonable Stockholders will have a right to require or expect.

GEO. B. UPTON, *Treasurer.*

A. A.

Dr. The Michigan Central Railroad Company in General Account. Contra. Cr.

1853. June 1.		1853. June 1.	
To Capital Stock, - - - - -	\$4,234,000.00	By Construction No. 1, Purchase of Road, - - - - -	\$2,000,000.00
“ Bond Account, - - - - -		“ Construction No. 2, Expenditures since purchase, - - - - -	6,351,452.10
6 per cent. Sterling Bonds, unconvertible, - - - \$ 463,613.33		“ Income Account, balance of this account, - - - - -	14,335.45
7 per cent. Bonds, unconvertible, - - - 69,000.00		“ Cash on hand, - - - - -	14,452.65
8 per cent. Bonds, unconvertible, - - - 1,122,700.00		“ Cash in hands, U. T. Howe, - - - - -	16,741.15
8 per cent. Bonds, convertible, - - - 2,339,000.00		“ Cash in hands, J. W. Brooks, - - - - -	209,842.82
		“ New Albany and Salem Railroad Company, - - - - -	253,010.00
	3,994,313.33		
“ Bills Payable and Receivable, balance of this Account, - - -	631,176.84		
“ Unpaid Dividend, - - - - -	344.00		
	<u>\$8,859,834.17</u>		<u>\$8,859,834.17</u>

E. E.

GEO. B. UPTON, *Treasurer.*

B.

B.

Dr. Income Account. Receipts of Road.

Contra.

Cr.

<p>1853. June 1.</p>	<p>To Balance of this Account per Treasurer's Report of June 1, 1852, - - - To Receipts of Road from June 1, 1852, to June 1, 1853, per Statement D, - - - To Balance to New Account, - - -</p>	<p>1853. June 1.</p>	<p>By Dividend declared December 24th, 1852, 8 per cent., - - - By Operating and Interest Account, from June 1, 1852, to June 1, 1853, - - -</p>	<p>\$ 320,000.00 846,031.55</p>
	<p>\$ 2,158.39 1,149,537.71 14,335.45 <u>\$1,166,031.55</u></p>		<p>\$1,166,031.55</p>	
		<p>1853. June 1.</p>	<p>By Balance of Income Account this day, - - -</p>	<p>\$ 14,335.45</p>

E. E.

GEO. B. UPTON, *Treasurer.*

BOSTON, JUNE 1, 1853.

C.

[COPY FROM CIRCULAR, OF DECEMBER 25, 1852.]

DR. MICHIGAN CENTRAL RAILROAD CO. IN GENERAL ACCOUNT, DEC. 1, 1852. CR.

1852.			
Dec. 1.	To Capital Stock,	\$4,000,000.00	
	“ Bond Account, viz:		\$2,000,000.00
	6 per cent. Sterling Bonds, not convertible,	399,946.22	6,077,147.44
	7 per cent. Bonds, not convertible,	92,000.00	
8	“ “ “ 1,164,450.00		
8	“ “ convertible, 2,411,000.00		150,458.18
	“ Bills payable and receivable,—Balance of this Account,	4,067,396.22	139,690.21
	“ Income Account, Balance of this Account,	223,061.30	228,010.00
		323,735.54	18,887.23
		<u>\$8,614,193.06</u>	

1852.			
June 1,	To Balance of Account per Report this day,	\$ 2,158.39	
“ 30,	“ Receipts,	94,001.92	\$ 43,083.04
July 31,	“ “ “	84,936.10	34,518.34
Aug. 31,	“ “ “	86,433.35	39,978.01
Sept. 30,	“ “ “	109,068.39	30,793.02
Oct. 31,	“ “ “	156,305.84	40,174.33
Nov. 30,	“ “ “	161,003.83	52,142.24
		<u>\$693,907.82</u>	129,483.30
			<u>323,735.54</u>
Dec. 1.	To Balance of this Account,		\$693,907.82

E. E.

[Signed]

BOSTON, DECEMBER 1, 1852.

GEO. B. UPTON, Treasurer.

D.

Gross Receipts of Road for year ending May 31, 1853.

Month.	Freight.	Passengers.	Miscellaneous.	Total.	Amount.
1852.					
June, . . .	\$ 30,909.75	\$ 63,092.17	\$	\$ 94,001.92	
July, . . .	33,814.22	48,291.57	2,830.31	84,936.10	
August, . . .	36,258.56	48,818.99	1,355.80	86,433.35	
September, . . .	34,393.85	74,674.54	.	109,068.39	
October, . . .	69,923.61	85,242.14	1,140.09	156,305.84	
November, . . .	97,821.76	48,935.67	14,246.40	161,003.83	
December, . . .	33,427.40	32,629.13	.	66,056.53	
1853.					
January, . . .	18,042.91	24,346.16	.	42,389.07	
February, . . .	35,564.26	15,965.23	4,025.00	55,554.49	
March, . . .	19,854.72	22,213.40	11,123.50	53,191.62	
April, . . .	31,944.52	43,858.03	2,156.41	77,958.96	
May, . . .	55,227.79	82,930.54	24,479.28	162,637.61	
	497,183.35	590,997.57	61,356.79		1,149,537.71

E. E.

BOSTON, JUNE 1, 1853.

D.

Operating Account and Interest for year ending May 31, 1853.

Date.	Account.	Amount.	Amount.
1853.			
June 1.			
	Road Repairs, . . .	.	\$ 88,815.50
	Building " . . .	.	18,188.48
	Locomotive Repairs, . . .	.	64,047.60
	Car " . . .	.	37,755.15
	Locomotive Services, . . .	.	23,400.21
	Train " . . .	.	16,110.44
	Fuel, . . .	.	76,857.60
	Oil and Waste, . . .	.	23,102.07
	Stationery, . . .	.	7,074.56
	Incidentals, . . .	.	41,385.38
	State Tax, . . .	.	51,751.84
	Station Services, . . .	.	118,233.15
			566,721.98
	Interest paid from June 1, 1852, to June 1, 1853, . . .	.	279,309.57
	By Balance, being net receipts of the year ending May 31, 1853, . . .	.	303,506.16
			1,149,537.71

GEO. B. UPTON, Treasurer.

SUPERINTENDENT'S REPORT.

*To the President and Directors of the Michigan Central
Railroad Company.*

Upon the operations of the road during the year ending May 31st, 1853, I respectfully submit the following Report and statements.

Considerable improvements have been made during the past year, in perfecting the road and increasing its capacity, for the larger business which the several lines now constructing in its connection will soon furnish.

About forty-five miles of ballasting has been done during the year; locomotives have run some 120,000 miles in this service.

The piece of water front which occupied the central portion of our Depot grounds at the Detroit terminus, and was purchased in 1851, has been filled up and the wharf in front of it nearly completed. This purchase brought all the land at this terminus into one body, having no streets across it, and with a front upon the river of 2,202 feet, and an average width of 391 feet, it is probably as well shaped and as conveniently located for a large terminus as that of any Railroad Depot in the country, containing 19.77 acres.

Upon a portion of this ground a new blacksmith shop has been constructed 180 feet by 55 feet wide.

This provides suitable accommodation for the only department connected with the Company's shops at Detroit, which was before indifferently arranged, and renders their shop in every respect convenient for the manufacture of 25 double freight cars per month, and all necessary repairs.

The extension of the Road to Chicago has rendered it necessary to provide suitable accommodation for the repair and care of the rolling stock at Michigan City. The Engine house at this point has accommodations for 16 engines. The blacksmith and machine shop, which has been constructed here during the past year, is of stone, and 250 feet long by 65 feet wide.

When the shops at this place are in readiness for use, it is intended to apportion a part of the locomotives to the line between Detroit and Marshall, a distance of 107 miles, a portion to the line between Marshall and Michigan City, a distance of 120 miles, and a portion between Michigan City and Chicago, a distance of 54 miles. Locomotives passing twice over the latter route for a day's work, and once over either of the others.

The nature of the service is such that the above division will give a duty for the engines more nearly equal than the number of miles indicates.

The number of Locomotives has not been increased during the past year, two of eighteen tons have been sold, and two of twenty-one tons purchased. The construction of four freight Engines has been commenced in the shop of the company at Detroit, two of which will be ready for the business of next autumn, and the others in the spring following.

It is proposed to procure from the Amoskeag Manufacturing Company, six more passenger Engines, to be delivered this fall. These, with the freight Engines

building in the Company's shops, will bring the number owned by them up to 44 in all.

The stock of freight cars has been increased during the past year, from 770, reckoned as single, to 1046; this number should be increased during the coming year to 1200 or more. The Company has on hand nearly all the lumber for one hundred double freight cars, in a seasoned state, ready for use and for repairs for one year.

Twelve long first class passenger cars, two second class, and two baggage cars have been built during the year, and two first class passenger cars which were purchased of the State, with the road, had become unfit for use, and were broken up.

Upon the repairs of track, a large number of wrought iron chairs have been put in the place of cast iron ones. In the use of these, a joint plank 5 feet long, $2\frac{3}{4}$ inches thick and 10 inches wide, has been used by lowering the joint tie and one upon each side of it, far enough to put the joint plank above them. This prevents the vibrating motion of the joint tie under passing trains, which always causes it to rattle; and with a good road bed and well ballasted track, this seems to work quite satisfactorily.

Quite a number of our Locomotives have been improved in their power, by enlarging their fire-boxes, and entirely altering their valve gear, rendering them much more efficient than before.

These changes have cost a good deal of money, but inefficient locomotives cost a good deal of reputation.

During the past winter, an additional local train was run between Detroit and Kalamazoo, 143 miles, which for the first season may not have more than paid its cost; yet it will doubtless be in the end a profitable train.

The loss of the Steamer Atlantic on the 20th of August last, seriously impaired the sufficiency of our North shore line to meet the public wants, and materially reduced our receipts. For the balance of the season of navigation, her place was supplied by a steamer of only about 600 tons, which though the best that could be had, and very superior for her size, was wholly inadequate to the service.

We are operating only two passenger trains each way over the line, both of which connect at Detroit with steamers for the Eastward. The train leaving Chicago in the evening, connecting with the line to Buffalo, and that leaving in the morning, with the line to Dunkirk. The latter line brings us much less business than it would, if the New York and Erie Road did not send so large a proportion of their through business over the Buffalo and New York City Railroad to Buffalo, instead of over their own Road to Dunkirk.

The following Low Pressure Steamers are running in our connection upon which passengers are ticketed.

BUFFALO, OR NORTH SHORE LINE.

May Flower, Ocean, Buckeye State.

DUNKIRK, OR NEW YORK AND ERIE RAILROAD LINE.

Key Stone State, Niagara, Queen City.

CLEVELAND LINE.

Cleveland, May Queen.

SANDUSKY LINE.

Bay City.

TOLEDO LINE.

Arrow, Dart.

MILWAUKIE LINE.

Arctic, Traveller.

Stock of Cars and Locomotives upon the Road, is as follows :

FREIGHT CARS.

70 open	8	wheeled	Cars, reckoned	single,	-	-	-	140
397 covered	8	"	"	"	"	-	-	794
22	8	"	"	fitted for Emigrants,	single,	-	-	44
58	4	"	"	single,	-	-	-	58
10 open	4	"	"	"	-	-	-	10
								1,046

PASSENGER CARS.

1 first class	8	wheel	Car, 48	seats,	-	-	-	48
1 "	8	"	"	56	"	-	-	56
7 "	12	"	"	63	"	-	-	441
3 "	12	"	"	67	"	-	-	201
8 "	12	"	"	76	"	-	-	608
12 "	12	"	"	72	"	-	-	864
2 2d	8	"	"	48	"	-	-	96
2 "	8	"	"	40	"	-	-	80
<u>6</u>	8	"	"	64	"	-	-	384
42								2,778
Seats for								- - - - - 2,778

Seven Baggage Cars, four of which are fitted up with distributing Post Offices.

GRAVEL AND OTHER CARS.

Gravel Cars,	-	-	-	-	-	-	48
Hand Cars,	-	-	-	-	-	-	65
Repairing Cars,	-	-	-	-	-	-	42
							155

RECAPITULATION.

Freight Cars, reckoned as single,	-	-	-	-	-	1,046
Passenger "	-	-	-	-	-	42
Baggage "	-	-	-	-	-	7
Gravel "	-	-	-	-	-	48
Hand "	-	-	-	-	-	65
Repairing "	-	-	-	-	-	42
						1,250

The present Stock of Locomotives, is as follows :

1	of	12	tons	2	drivers.
2	"	13	"	2	"
1	"	12	"	4	"
10	"	18	"	4	"
2	"	19	"	4	"
1	"	21	"	4	"
8	"	21	"	4	"
9	"	24	"	6	"

—
34. Total number of Locomotives.

It is quite evident from the number of miles performed by our Locomotives during the year, that our stock of them is short, four of them are not in regular service being used in making up trains, &c., leaving but thirty to run 900,000 miles, or an average distance of 30,000 miles each.

EARNINGS.

FROM PASSENGERS.

Through	Passengers	Westward,	\$199,135	78	
"	"	Eastward,	121,003	62	
			<u> </u>	\$320,139	40
Way	"	Westward,	142,760	42	
"	"	Eastward,	126,589	50	
			<u> </u>	269,349	92
				<u> </u>	
Total from Passengers, - - - -				\$589,489	32

EARNINGS.

FROM FREIGHT.

Transportation of wheat and flour,	\$180,968	69	
" " other freight,	323,987	00	
	<u> </u>	\$504,955	69

MISCELLANEOUS EARNINGS,

Including the United States Mail, &c.,	-	-	-	\$59,212	90
Total earnings for the year,	-	-	-	\$1,153,660	91
Total expenses as per statement "J" except State Tax,				514,970	14
State Tax,	-	-	-	51,751	84
Total,	-	-	-	\$566,721	98

Statement A shows the number and earnings from way passengers for the years ending May 31st, 1852, and 1853, compared, and statement B gives the same for the whole passenger business of the two years.

Statement C gives the amount received from wheat and flour, the great local staples, and from all other freight, for the last two years ending May 31st compared. This shows a falling off, in the earnings, from the transportation of wheat and flour of \$5,192, a little short of 3 per cent., and again in the earnings from other freight of \$97,710, about 43 per cent.

The increase of earnings from miscellaneous freights has always been very reliable and certain, while that from the carriage of wheat and flour, has been less steady, as the following figures will show.

Statement of freight earnings from the transportation of wheat and flour and other freights, from the years ending May 31, 1849 to 1853, inclusive.

Year ending May 31.	Earnings from Wheat and Flour.	Earnings from other freight.
1849,	\$115,015 61	\$ 99,423 59
1850,	132,678 41	147,732 40
1851,	239,298 66	169,151 30
1852,	186,161 04	226,276 98
1853,	180,968 69	323,987 00

Statement "D" shows the monthly earnings of the road for the year.

Statement "E" gives a comparison of the business of the road for the last six years. In this the cost of operating the road for the past year shows to have largely exceeded that of the previous year. This is principally caused by improvements in the track and locomotives before alluded to, the larger amount of fuel purchased, say \$24,000, a considerable amount of oil now on hand and paid for, and the running of the additional winter trains and the operation through the year of fifty-four miles more of Railroad between Michigan city and Chicago.

Statement "F" gives a monthly return of all the freight moved during the year; and "G" gives the same in yearly statements for the last six years; and "H" shows the number of miles of the several stations from Detroit, and the rate of fare and freight from each. Statement "I" gives the number of miles run by Locomotives, and "J" the monthly disbursements on account of operating the road.

It may be remembered that a year ago, some apprehension was felt by a portion of our Stockholders, that the opening of another line to Chicago would materially reduce the earnings of our Road.

In my Report of June last, I estimated the reduction of our receipts from through passengers from this cause to be from \$365,901.14, to \$324,920.21. The result shows our through passenger earnings to have been \$320,139.40. But for the loss of the Atlantic, this portion of our business would have been considerably above the estimate.

The earnings of the last two years compare as follows :—

	Year ending May 31, 1852.	Year ending May 31, 1853.
From Through Passengers, - -	\$365,901.14	\$320,139.40
“ Way “ - -	215,576.10	269,349.92
“ Freight, - - -	412,438.02	504,955.69
“ Miscellaneous, - - -	76,032.40	59,212.90
Total Earnings, - -	\$1,069,947.66	\$1,153,660.91

I think this result is as well as the friends of the Road had been led to expect.

The construction of larger Steamboats to run upon Lake Erie, in connection with the various lines of Railroads leading to that water, has rendered it necessary for this Company to improve the character of its North shore line, and they have with reliable associates undertaken the construction of two Steamers, to be at least equal to any in the service of the lines.

While we believe if the Great Western Railroad be efficiently operated, it will when completed, command a large share of the travel, yet a portion of the travel will prefer the variety offered by the Steamers, to continuing upon so long a line of Railroads, and if the choice were not offered upon this route, many would seek another where they could avail themselves of the change, or continue upon the Railroads, as they preferred.

It is believed that if the North shore line of steamers be well kept up, the variety it offers will bring so much additional travel upon the Northern route, who can choose their mode of conveyance as they go, that it will add, rather than subtract from the business of the Great Western Railroad, and materially strengthen the popularity of the whole route from Chicago to the sea-

board ; and the large increase of business to come from the many lines now constituting West of us, will doubtless furnish a sufficient business to the steamers, to fully meet the expectations of their owners.

The Great Western Railroad of Canada West, connecting our Road with that of the New York Central line at Niagara Falls, has not progressed as rapidly as we had been led to expect ; but we believe now, it will be opened in all the present year, and perhaps by the first of December next.

When this is completed, we have reason to hope, that our winter business will give a much more satisfactory return than heretofore.

The New Albany and Salem Railroad has just been opened for use some 60 miles, from Michigan City southward, and is expected to be open in time for the fall business as far as 120 miles, and by the coming winter or early spring, to the Ohio River, 285 miles.

The Chicago and Aurora Railroad will probably be completed to its junction with the Illinois Central Road, some 16 miles North of Lasalle, and 88 miles from Chicago, early in September next, and the Central Military Tract Railroad be extended beyond that point, perhaps 50 miles during the present season.

The Illinois Central Railroad will probably be completed in all the present year, from its junction with the Chicago and Aurora Railroad southward, 128 miles, and from Chicago southward towards Cairo, 119 miles.

These various lines will not be so far completed as to add much to our business the present season, though some aid may be expected from them, but another year we think the opening of these various sources of traffic will bring us a business which we trust may be satisfactory to our Stockholders.

TABLES

TO

SUPERINTENDENT'S REPORT.

A.

STATEMENT of the number of Way Passengers and the earnings from the same for the years ending May 31, 1852, and May 31, 1853.

Months.	NO. OF WAY PASSENGERS.		WAY PASSENGER EARNINGS.	
	Year ending May 31, 1852.	Year ending May 31, 1853.	Year ending May 31, 1852.	Year ending May 31, 1853.
June, - - - -	14,433 $\frac{1}{2}$	14,258	25,567.08	25,429.41
July, - - - -	12,539 $\frac{1}{2}$	13,982	20,529.50	22,447.02
August, - - -	11,817 $\frac{1}{2}$	13,162 $\frac{1}{2}$	19,835.11	21,407.82
September, - -	18,970 $\frac{1}{2}$	19,259	30,890.38	32,063.57
October, - - -	16,131	17,772	28,842.94	32,742.71
November, - -	10,802 $\frac{1}{2}$	13,234	16,532.36	20,869.40
December, - -	7,757	12,738	10,196.41	17,170.69
January, - - -	6,554 $\frac{1}{2}$	11,136 $\frac{1}{2}$	8,521.44	14,948.98
February, - - -	6,067	9,981 $\frac{1}{2}$	7,799.88	13,031.11
March, - - - -	7,494 $\frac{1}{2}$	14,231	10,217.20	19,557.41
April, - - - -	9,274	15,130	14,745.44	24,869.73
May, - - - -	12,130 $\frac{1}{2}$	15,175	21,898.36	24,812.07
Total, - - -	133,972	170,059 $\frac{1}{2}$	\$215,576.10	\$269,349.92

B.

STATEMENT of the whole number of Passengers and earnings from the same for the years ending May 31, 1852, and May 31, 1853.

Months.	WHOLE NO. OF PASSENGERS.		PASSENGER EARNINGS.	
	Year ending May 31, 1852.	Year ending May 31, 1853.	Year ending May 31, 1852.	Year ending May 31, 1853.
June, - - - -	25,807	24,917	71,163.50	63,669.15
July, - - - -	21,841 $\frac{1}{2}$	22,347	62,132.46	56,190.57
August, - - -	21,231	21,580	59,862.02	54,403.48
September, - -	32,965	30,922	90,982.84	79,241.91
October, - - -	31,606	30,044	95,606.60	81,140.35
November, - -	17,758 $\frac{1}{2}$	19,237 $\frac{1}{2}$	46,116.73	43,991.07
December, - -	8,988	14,957	17,151.02	27,664.71
January, - - -	7,080	11,450	11,837.29	17,082.87
February, - - -	6,433 $\frac{1}{2}$	10,279	10,061.61	15,087.89
March, - - - -	8,182	15,360	14,261.37	26,332.78
April, - - - -	13,865	21,761	35,783.24	58,073.61
May, - - - -	25,442	24,697 $\frac{1}{2}$	66,518.56	66,610.93
Total, - - -	221,199 $\frac{1}{2}$	247,552	\$581,477.24	\$589,489.32

C.

STATEMENT showing amount received from Wheat and Flour, and all other freights for the years ending May 31, 1852, and May 31, 1853.

Months.	Am't rec'd for Wheat and Flour.		Amount rec'd from other Freight.	
	Year ending May 31, 1852.	Year ending May 31, 1853.	Year ending May 31, 1852.	Year ending May 31, 1853.
June, - - - -	9,220.38	6,907.06	26,549.24	28,660.19
July, - - - -	7,628.85	5,367.06	15,419.29	18,629.49
August, - - -	13,422.05	14,649.61	20,237.70	16,980.39
September, - -	24,750.01	30,864.33	20,373.60	29,528.20
October, - - -	46,871.04	41,702.39	27,575.18	40,200.89
November, - -	37,035.19	36,982.50	14,982.11	43,245.36
December, - -	6,987.39	6,983.99	11,167.38	29,832.43
January, - - -	7,139.68	6,800.14	6,157.26	13,554.78
February, - -	9,726.96	8,549.54	4,354.65	12,383.49
March, - - -	8,048.38	6,497.19	6,085.54	15,515.58
April, - - - -	6,386.99	9,428.99	15,124.13	34,467.67
May, - - - -	8,944.12	6,235.89	58,250.93	40,988.63
Total, - - -	\$186,161.04	\$180,968.69	\$226,276.98	\$323,987.10

D.

STATEMENT of the Earnings of the Michigan Central Railroad, from June 1, 1852, to May 31, 1853, inclusive.

Months.	Freight.	Passengers.	Miscellaneous.	Total.
June, - - -	35,567.25	63,669.15	-	99,236.40
July, - - -	23,996.55	56,190.57	2,830.31	83,017.43
August, - -	31,630.00	54,403.48	2,326.69	88,360.17
September, -	60,392.53	79,241.91	-	139,634.44
October, - -	81,903.28	81,140.35	1,140.09	164,183.72
November, -	80,227.86	43,991.07	14,246.40	138,465.33
December, -	36,816.42	27,664.71	-	64,481.13
January, - -	20,354.92	17,082.87	-	37,437.79
February, - -	20,933.03	15,087.89	4,025.00	40,045.92
March, - - -	22,012.77	26,332.78	11,123.50	59,469.05
April, - - -	43,896.96	58,073.61	2,156.41	104,126.98
May, - - -	47,224.12	66,610.93	21,367.50	135,202.55
Total, - -	\$504,955.69	\$589,489.32	\$ 59,215.90	\$1,153,660.91

E.

CONDENSED STATEMENT

Of Business of Michigan Central Railroad for the last six years.

Years ending.	No. of Way Passengers.	No. of Through Passengers.	Total No. of Passengers.	No. of Tons Freight moved.	Gross Earnings.	Operating Expenses including State Tax.	Net Earnings.
May 31, 1848, -	65,363	14,368	80,231	45,919	\$401,047.52	\$201,858.46	\$199,189.06
May 31, 1849, -	78,254 $\frac{1}{2}$	17,815 $\frac{1}{2}$	96,070	59,194	427,429.58	239,233.76	188,195.77
May 31, 1850, -	97,082	55,590	152,672	81,066	691,972.42	301,649.13	390,323.29
May 31, 1851, -	117,976 $\frac{1}{2}$	73,875	191,851 $\frac{1}{2}$	134,208	947,347.39	341,664.65	605,682.74
May 31, 1852, -	133,972	87,227 $\frac{1}{2}$	221,199 $\frac{1}{2}$	123,127	1,069,947.66	404,747.30	665,200.36
May 31, 1853, -	170,039 $\frac{1}{2}$	77,492 $\frac{1}{2}$	247,552	161,226	1,153,660.91	566,721.98	586,938.93

Laths, - - - - -	36	30	31	70	97	27	56	1	6	18	86	71	529
Leather, - - - - -	21	22	17	37	32	52	34	16	10	11	44	25	321
Millstones, - - - - -			2	3	1		2				1	1	10
Miscellaneous merchandise,	1,816	1,126	1,284	2,440	3,426	3,264	1,714	613	525	786	3,079	3,135	23,208
Oats, - - - - -	26,155	9,496	9,837	18,174	12,109	7,607	3,959	11,517	5,837	4,950	2,200	3,454	115,295
Other agricultural products,	18	6	9	116	44	11	2	1	1	7	39	14	268
Plaster, - - - - -	21	8	187	141	208	435	3	46	226	400	776	162	2,613
Pig Iron, - - - - -	36	2	36	12	31	10	71	4	41	2	31	191	439
Pelts and Skins, - - - - -	4	2	4	6	10	28	30	30	24	27	31	17	213
Pork, - - - - -	3,665	60	25	21	71	1,700	1,800	2,718	329	374	805	110	11,678
Pork in Hog, - - - - -		2	1	1	2	564	1,308	247	47	12	3	6	2,194
Salt, - - - - -	1,286	2,237	2,842	4,019	2,773	3,303	2,075	64	22	26	105	184	18,936
Stoves, - - - - -	42	20	62	52	135	60	36	10	6	4	18	16	461
Shingles, - - - - -	995	854	537	512	766	498	251	344	645	1,120	746	610	7,878
Wool, - - - - -	161	349	23		7	8	3	14	8	6	8	5	593
Wheat, - - - - -	24,945	21,903	96,400	160,048	185,931	156,245	16,284	43,274	28,181	26,934	35,547	12,015	807,707
Whiskey, - - - - -	418	563	425	451	590	428	335	290	194	327	252	374	4,647
Neat Cattle, - - - - -	1,222	204	140	238	456	97	91	13	4	37	590	920	4,012
Horses, - - - - -	67	44	20	28	57	38	36	17	23	65	93	96	584
Hogs, - - - - -	647	408	250	1,597	2,173	3,432	4	4	55	371	2,771	720	12,432
Sheep, - - - - -	455	133	214	2,163	1,919	553	206	2	338	301	245	632	7,161
Wood, - - - - -	374					12	1	137	4,164	18	6	4,934	9,646
Stone, Sand, Brick, - - - - -	312	2	17	3,542	1	3	2		1	976	440	975	6,271
Total in tons,	10,667	6,559	7,976	21,077	24,322	22,672	9,325	6,997	10,170	8,515	12,257	20,785	161,322

G.

STATEMENT showing the total amount of Freight moved in the following years.

Articles.		Year ending May 31, 1848.	Year ending May 31, 1849.	Year ending May 31, 1850.	Year ending May 31, 1851.	Year ending May 31, 1852.	Year ending May 31, 1853.
Apples, . . .	bbls.	2,416	2,849	1,484	7,798	3,550	25,912
Ale and Beer, . . .	"	708	685	2,348	1,347	1,933	1,906
Ashes, . . .	tons	284	330	456	427	307	263
Barley, . . .	bush.	5,998	4,918	11,646	3,999	1,125	24,426
Buckwheat Flour, . . .	tons	7	18	30	10	17	15
Beans, . . .	bush.	171	179	1,647	1,881	223	1,064
Bran and Shorts, . . .	tons	98	260	419	569	858	1,090
Beef, . . .	bbls.	40	56	959	111	1,592	6,872
Butter, . . .	tons	22	29	65	120	212	206
Corn, . . .	bush.	792	15,525	131,270	118,599	244,505	260,931
Cornmeal, . . .	bbls.	1,173	883	230	213	511	346
Cheese, . . .	tons	13	60	82	153	156	146
Cranberries, . . .	bbls.	885	125	1,487	781	1,947	1,036
Coal, . . .	tons	303	428	493	656	824	1,091
Fruit, dried, . . .	"	.	118	57	269	96	339
Flour, . . .	bbls.	256,347	304,050	343,300	542,540	424,297	416,864
Furniture and Luggage, . . .	tons	746	1,135	1,764	2,009	2,260	2,084
Grass and Clover Seed, . . .	"	27	32	82	25	35	340
Garden Roots, . . .	bush.	367	6,300	23,533	24,530	22,878	1,045
Ham and Bacon, . . .	tons	44	51	46	54	97	328
Highwines, . . .	bbls.	266	1,175	6,985	8,724	7,302	9,032
Hides, . . .	tons	58	108	93	114	146	224
Iron and Nails, . . .	"	776	1,024	1,433	2,176	1,480	3,194
Lime, . . .	"	151	221	263	276	383	481
Lumber, . . .	M.	499,653	700,290	1,687,506	2,479,748	2,276,395	12,377,534
Laths, . . .	tons	33	175	191	288	318	529
Leather, . . .	"	109	172	248	277	283	321
Millstones, . . .	"	63	36	37	32	14	10
Miscellaneous Merchandise, . . .	"	6,484	8,752	11,163	13,972	15,850	23,208
Oats, . . .	bush.	42	1,446	73,519	45,487	58,220	115,295
Other Agricultural Products, . . .	tons	40	99	155	220	342	268
Plaster, . . .	"	188	893	892	1,264	1,214	2,613
Pig Iron, . . .	"	342	547	829	597	299	439
Pelts and Skins, . . .	"	28	50	117	151	91	213
Pork, . . .	bbls.	2,105	1,798	1,834	967	4,078	11,678
Pork in Hog, . . .	tons	153	325	402	651	1,341	2,194
Salt, . . .	bbls.	14,271	12,166	19,729	20,765	17,837	18,936
Stoves, . . .	tons	341	372	397	581	460	461
Shingles, . . .	M.	1,987	4,161	7,380	5,099	5,298	7,878
Wool, . . .	tons	205	259	313	410	490	593
Wheat, . . .	bush.	109,197	185,888	213,946	668,741	578,778	807,707
Whiskey, . . .	bbls.	1,902	1,065	2,651	3,996	3,802	4,647
Neat Cattle, . . .	No.	15	61	119	515	2,671	4,012
Horses, . . .	"	14	64	360	285	474	584
Hogs, . . .	"	75	248	2,092	3,582	4,003	12,432
Sheep, . . .	"	63	85	1,793	845	1,365	7,161
Wood, . . .	cords	.	.	1,017	5,865	4,118	9,646
Stone, Sand, and Bricks, . . .	tons	.	.	.	.	4,145	6,271
Total in tons, . . .	.	45,918	59,194	81,066	134,208	123,127	161,325

H.

SCHEDULE OF STATIONS, with their Distances and Rates of Freight
and Passenger Fare from Detroit.

Stations.	Miles from Detroit.	Passenger Fare.		Rates of Freight.		
		1st Class.	2d Class.	1st Class.	2d Class.	3d Class.
				Cents per 100 lbs.	Cents per 100 lbs.	Cents per 100 lbs.
Detroit,*						
Dearborn,*	10.1	.30	.25	7	6	3
County House,	15.7	.50				
Waynes,*	17.5	.55	.45	10	8	5
Sheldons,	22.2	.75				
Dentons,	24.8	.80		14	10	6
Ypsilanti,*	29.4	.90	.75	16	11	7
Geddes,	33.3	1.00		18	12	8
Ann Arbor,*	37.4	1.10	.90	20	14	8
Foster,				21	15	9
Delhi,	42.6	1.25		22	16	10
Scio,	44.3	1.30		23	16	10
Dexter,*	46.9	1.35	1.05	24	17	11
Chelsea,*	54.4	1.60	1.25	27	20	13
Francesco's,	61.2	1.80		30	21	14
Grass Lake,*	65.4	1.95	1.50	31	23	15
Leoni,	68.2	2.00		32	23	16
Michigan Centre,	71.5	2.10		34	24	17
Jackson,*	75.6	2.25	1.75	35	25	18
Sandstone,	81.8	2.45				
Parma,*	86.4	2.55	2.00	39	27	20
Concord,	89.1	2.65		40	29	21
Bath Mills,	92.	2.75		41	29	22
Albion,*	95.5	2.85	2.20	42	29	23
Marengo,	101.	3.00		43	30	24
Marshall,*	107.3	3.20	2.50	44	31	26
Ceresco,	102.5	3.35		46	32	27
Battle Creek,*	120.2	3.50	2.65	47	33	29
Augusta,	129.9	3.70		49	35	31
Galesburg,*	134.3	3.80	2.85	50	36	32
Comstock,	139.3	3.90		50	38	32
Kalamazoo,*	143.1	4.00	3.00	50	38	33
Matawan,	155.3	4.25		50	38	33
Paw Paw,*	159.4	4.35	3.25	50	38	33
Decatur,*	167.1	4.50	3.40	50	38	32
Dowagiac,*	178.2	4.60	3.50	50	38	29
Pokagon,	184.1	4.70		50	38	28
Niles,*	190.7	4.80	3.60	50	37	27
Buchanan,*	197.	5.00		47	35	27
Terre Coupee,*	201.4	5.20	3.95	43	32	24
Chamberlins,	210.1	5.50		42	30	23
New Buffalo,*	217.9	5.75	4.30	40	28	23
Michigan City,*	227.	6.00	4.50	40	28	23
Porter,*	239.7	6.25	4.70	40	28	23
Lake,*	248.1	6.40	4.80	40	28	23
Gibsons,	259.9	6.60	5.00	40	28	23
Junction,	269.	6.75	5.00	40	28	23
Chicago,*	280.	7.00	5.00	40	28	23

Those marked with a * are regular Stations.

I.

STATEMENT of miles run by Locomotives, from June 1st, 1852, to
May 31, 1853, inclusive.

Months.	Passenger Trains.	Freight Trains.	Gravel Trains.	Wood and Timber Trains.	Total Miles.
June, - - - - -	34,673	31,141	14,700	3,227	83,741
July, - - - - -	35,266	31,706	16,300	1,447	84,719
August, - - - - -	32,823	34,508	14,000	3,350	84,681
September, - - - - -	34,823	29,754	14,500	3,420	82,497
October, - - - - -	33,347	35,362	14,636	1,286	84,631
November, - - - - -	30,916	35,000	8,600	1,896	76,412
December, - - - - -	23,926	26,845	6,868	10,536	68,175
January, - - - - -	23,737	21,144	13,900	11,420	70,201
February, - - - - -	22,614	15,986	7,156	12,811	58,567
March, - - - - -	29,546	18,670	5,930	6,984	61,130
April, - - - - -	36,643	22,425	3,891	8,642	71,601
May, - - - - -	36,811	28,626	5,162	6,392	76,991
Total, - - - - -	375,125	331,167	125,643	71,411	903,346

J.

STATEMENT

Of the Monthly Disbursements on Account of operating the Michigan Central Railroad, for the year ending May 31st, 1853.

Months.	Road Repairs.	Building Repairs.	Locomotive Repairs.	Car Repairs.	Locomotive Services.	Train Services.	Station Services.	Fuel.	Oil and Waste.	Stationery.	State Tax.	Miscellaneous.	Total.
June,	\$7,307.75	\$1,815.33	\$5,423.95	\$4,222.66	\$2,406.71	\$1,292.52	\$9,090.31	\$3,575.45	\$1,578.08	\$227.60	\$	\$6,142.68	\$43,083.04
July,	8,350.34	1,644.79	4,436.79	2,581.48	2,768.42	1,449.55	6,100.93	2,366.83	916.64	442.81	.	3,459.76	34,518.34
August,	7,208.33	2,583.99	3,322.65	3,450.77	3,188.98	1,648.36	9,238.54	1,844.06	624.53	546.05	.	6,321.75	39,978.01
September,	7,853.46	717.51	1,871.31	1,565.08	842.35	1,733.72	10,213.59	1,174.21	2,583.56	174.77	.	2,063.46	30,793.02
October,	8,890.61	701.37	3,491.94	1,714.58	1,619.83	1,521.90	11,049.95	4,036.16	3,356.67	148.50	.	3,642.82	40,174.33
November,	10,181.22	1,012.88	5,749.74	2,317.23	2,848.35	1,547.87	15,403.61	2,482.90	5,534.89	1,408.46	.	3,655.09	52,142.24
December,	5,174.80	2,240.26	4,314.53	2,716.08	1,112.87	1,362.83	9,102.15	3,949.83	287.64	864.29	.	4,761.96	35,887.24
January,	4,499.75	1,497.23	15,235.41	4,004.04	864.45	899.00	8,101.28	12,594.12	271.53	231.27	51,751.84	1,935.18	101,865.10
February,	7,808.33	1,043.40	6,577.96	3,624.48	1,097.64	880.00	8,338.02	21,032.41	660.75	456.16	.	1,738.37	53,257.52
March,	5,261.93	1,567.78	6,819.79	3,663.31	3,233.37	940.93	8,427.22	14,392.06	1,768.54	1,103.15	.	2,986.11	50,164.19
April,	10,163.13	1,182.39	3,514.28	2,297.92	775.73	1,419.26	9,345.11	4,870.27	1,916.70	523.96	.	412.18	36,430.93
May,	6,115.85	2,181.55	3,289.25	5,597.52	2,641.51	1,414.50	13,822.44	4,539.30	3,602.54	947.54	.	4,266.02	48,418.02
	88,815.50	18,188.48	64,047.60	37,755.15	23,400.21	16,110.44	118,233.15	76,887.60	23,102.07	7,074.56	51,751.84	41,385.38	566,721.98

