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REPORT OF THE DIRECTORS

OF THE

Michigan Central Railroad Company

TO THE

STOCK HOLDERS,

TOGETHER WITH THE

REPORTS OF THE TREASURER, SUPERINTENDENT, AUDITOR,

AND TRUSTEES OF SINKING FUNDS.



BOSTON:

WRIGHT & POTTER, PRINTERS, 4 SPRING LANE.

1868.

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JUNE, 1868.

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1868.

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OFFICERS.

Directors :

JAMES F. JOY, Detroit.

JOHN W. BROOKS, Boston.

NATHANIEL THAYER, Boston.

ERASTUS CORNING, Albany.

J. M. FORBES, Boston.

GEORGE F. TALMAN, New York.

MOSES TAYLOR, New York.

SIDNEY BARTLETT, Boston.

EDWARD JONES, New York.

President :

JAMES F. JOY.

Vice-President :

NATHANIEL THAYER.

Treasurer :

ISAAC LIVERMORE.

Superintendent :

H. E. SARGENT.

Auditor :

WILLIAM BOOTT.

Clerk :

JOSHUA CRANE.

ANNUAL REPORT.

OFFICE OF THE MICHIGAN CENTRAL RAILROAD COMPANY, }
 DETROIT, June, 1868. }

The Board of Directors of the Michigan Central Railroad Company submit to the Stockholders their Report of the Earnings, Expenses, and General Business of the Company for the year ending May 31st, 1868.

The Earnings of the Road have been, in gross, as follows:—

Freight,	\$2,480,974	16
Passengers,	1,721,506	97
Miscellaneous,	256,513	83
Mail service,	41,888	68
		\$4,470,879 64

The ordinary Operating Expenses, including local taxes, have been,	\$2,714,545	64
There have been paid into the Sinking Fund during the year,	84,500	00
Taxes on Dividends, Receipts, &c.,	81,335	33
Interest and Exchange,	646,170	63
		3,526,551 60

Leaving of net Earnings, above all Expenses, \$944,328 04

The Earnings have been, it will be seen, in excess of those for the year ending May 31st, 1867, \$145,389 13
 While the Expenses have been less by 112,231 57

Making an excess of net Earnings of \$257,620 70
 during the past year over those of the preceding year.

The amount invested in the Sinking Fund from the current earnings of the road, now amounts to the sum of \$1,195,728.92.

The Company owes no floating debt of any description. The	
funded debt stands now at	\$6,968,988 89
Less sinking funds,	1,195,728 92
Net bonded debt,	\$5,773,259 97
Capital stock is,	8,477,366 00
<hr/>	
The bonded debt and stock amounts to,	\$14,250,625 97

The bonded debt has been decreased during the year by the conversion of bonds into stock to the amount of \$300,000, while the stock has been increased by the amount of bonds converted, and also by the amount of \$106,700 of new stock, being a balance unsold at the date of the last Report, authorized by the Board March, 1867.

The business of the year, on the whole, has been satisfactory. While there has been some diminution in the amount of passenger business, which has fallen off as compared with the preceding year to the amount of \$102,718.78, there has been an increase in the freight and miscellaneous business to the amount of \$248,107.91.

The falling off in the amount of revenue from the passenger traffic is to a considerable extent owing to a reduction of rates of fare, and also, to some extent, to the habit into which railway managers have fallen of paying commissions for the sale of passenger tickets, a practice which sensibly affects the revenues of every company which allows it, and still more those of any company which does not resort to it while it is permitted by competing roads.

It has been found possible considerably to diminish the expenses of working the road during the year, and it is confidently expected that still better results will be attained the coming year. The proportion of expenses to earnings during the past year has been, exclusive of taxes, $58\frac{38}{100}$ as against $62\frac{81}{100}$ for the year before it, and including taxes, $60\frac{71}{100}$ as against $65\frac{35}{100}$ for the same periods.

The track of the road and its equipment, both of machinery and rolling stock, has been fully kept up to the high standard which they have for so many years maintained. Its passenger rolling stock has been much improved, and the road itself is perhaps in a better condition than at any former period.

There has, however, been a material reduction of the expenses in each department.

The equipment of the road now consists of 98 locomotives, 67 first class passenger coaches, of which 10 are Pullman sleeping and day coaches, 4 second class and 14 military cars, used for transportation of emigrants, 20 baggage and mail cars, 30 accommodation cars, for drovers, &c., and 1,480 freight cars, for all purposes.

There have been relaid about 40 miles of track the past year, included in which is three miles of steel rail. The amount relaid has been a little larger than is usual, the average for a term of years being somewhat less. The steel rail thus far has hardly borne the test, having been found more liable to break than iron. As the average life of iron on the road is about eight years, it is somewhat more than questionable if it will be found economical to substitute steel for iron in the track of the road. At stations, and where the life of the iron is short from great wear, it is expedient, perhaps, to make the substitution.

During the month of March the business of the road was very nearly broken up by extraordinary floods in Michigan, and along the lines of its eastern connections to New York, the business of each road having been successively interrupted during the month, and subjecting this company to a large loss of business.

The construction of the roads north and north-west from Jackson, and the consequent very great increase of business at that point, will require some expenditure the coming year to enable that station to meet the enlarged demand upon it. There will be some other, but not large, expenditures for local improvements along the line.

The opening of a new route from Chicago to the seaboard through the Great Eastern road, so called, and the Baltimore and Ohio roads, and by sea to New York and Boston, has introduced a new element in the competition for business. This has had a tendency to reduce rates, and, coupled with the practice of the New York roads to charge arbitrary rates between Buffalo and the Bridge, and New York and Boston, instead of prorating the charges for freight with the Western roads, has turned a large traffic from the more direct Northern roads over the more circuitous land and water routes, and has

been injurious to the business of the roads west of Lake Erie. This state of things cannot probably long continue. In the multiplication of railways from Chicago and the West to New York and Boston, and the immense development of the West, the result must be greatly reduced rates over the New York roads, and they must eventually rely upon the great volume of business with low charges, instead of high charges, with smaller business, for their profits. Their effort should be, and will be, to perfect their road beds, and reduce to the lowest possible point the charges of transportation, and thus command the great volume of traffic which, at comparatively small rates, will yield larger revenues.

With easy grades and but little curvatures, the capacity of the New York Central road to do business, is immense. It will necessarily, at no distant day, adopt the policy of securing as perfect a track as shall be possible, and consequently reduced expense of transportation, and an immense increase in the aggregate of its business. It will be able then to deal more justly with its Western connections,—be of far greater value to New York City and the country, as well as its stockholders. The contrary policy is suggestive of the necessity of new roads, and new connections with old roads through the State of New York, which, indeed, are springing into life, and which it (as things now are,) is for the interest of all capitalists interested in North-Western railways to promote.

The establishment of lines of through freight cars, now fully in operation, is an important step in advance in the progress of railway management. To establish such a line on the North Shore, the several railway companies owning the roads connecting with the Michigan Central between Boston and New York and in the West united, each furnishing or agreeing to furnish its proper proportion of the cars requisite for the line. There are now running in the line 716 cars of uniform construction, of which this company has furnished 154.

The line is not yet full, all the companies not having furnished their proper share of cars. The advantages, however, of this mode of doing business, by which freight is transported without change of cars, or the consequent damage and delay and expense, is so great, that all will find it for their interest to fill up their quotas, and the line, it is believed, will soon

have the capacity to do all the business required of it. The uniformity in the gauge of all the roads on the North Shore leaves nothing to be desired in that respect for the successful working of the plan, and the "Blue Line," so called, has not only preserved, but added great strength to the route by the very greatly increased advantages it affords.

The establishment of a line of through passenger cars, well fitted for both day and sleeping cars, between Chicago and New York, yet remains to be accomplished. As yet, all efforts on the part of the Western roads have been unsuccessful by reason of the refusal hitherto of the New York roads to co-operate in the establishment of it. Such a line of cars being in successful operation upon another route, has resulted in the diversion of a very considerable travel from the North Shore and New York Central line of roads. It is still hoped that the great route of central roads will yet soon be able to afford to all classes of travel the accommodations they may desire.

The progress of railway improvement in Michigan, will in the future contribute very considerably to increase the local business of the road. Already the railroad from Jackson, by way of Lansing, the capital of the State, to Saginaw and Bay City, is in operation. Its length is about one hundred and fourteen miles, and connects the Saginaw Valley, the great lumber and salt marts of the West, with Chicago, by means of your road. There are now about thirty thousand people in the towns and cities of that valley, and with the rapid progress of the development of that section of the State, it must soon become of very much greater importance, in both business and population; and that road will be of constantly increasing importance, as a contributor to the business of your road.

Two other roads of great value to the future business of this company are now in progress. That from Jackson to Grand Rapids, a distance of about ninety miles, is now ready for the rail, about two-thirds of its whole distance, and will be opened undoubtedly for sixty miles, in time to do the fall business of the country through which it will run. By this road, the most important business city of the western part of the State, as well as the productive country through which it runs, will be connected with Detroit by the Michigan Central road.

The business of the country along the line of the road, and

that which it will naturally command at Grand Rapids, must be an important element in the aggregate of the business of this company.

The road also from Kalamazoo northwards, to Grand Rapids, is in such progress, that its completion may be confidently expected at an early day, and probably within the coming year. It is a road which has long been needed, and will also bring a valuable contribution to the business of the Michigan Central road. This company has contributed, by its influence and assistance, to aid in the construction of the two first mentioned roads, though, in a manner, to constitute no burden upon its own finances, while, by so doing, it has hastened the construction of those very valuable tributary roads.

While the unsatisfactory relations which have subsisted between the New York roads and those West connecting with them, has been productive of loss of business to the whole lines, and is rapidly building up the more southern roads, still the aggregate amount of business for the last year has been somewhat larger than that of past years, and will probably continue to increase. The progress of population westward, the immense productiveness of the country and its rapid development, and the vast extent of it yet to be filled with an industrious and busy and thriving people,—with towns, villages and large cities everywhere springing into existence,—the rapid construction of railways to almost the remotest settlements in every quarter, as well as to the Pacific coast, and all, in a greater or less degree, contributing to swell now, and in the future, the business of great routes between Chicago and the seaboard, seem to render it certain that they must all continue to increase in value and usefulness in the future, as they have done in the past.

The Board of Directors, therefore, in closing their review of the business of the year, and the prospects of your property, may express the judgment that, at scarcely any period of its history, has its future seemed more certain of a fair prosperity than at the present time.

By order of the Board,

JAMES F. JOY, *President.*

TREASURER'S REPORT.

To the President and Directors of the Michigan Central Railroad Company,

GENTLEMEN:—The accounts of the Company for the financial year ending on the thirty-first of May last are herewith submitted, by which it appears that after a dividend of five dollars per share in cash, July 1, 1867, and one of five dollars per share, January 1, 1868, and making the annual payments to the sinking funds, and deducting disbursements for operating, local taxes and interest, there will be found to the credit of income account the sum of \$582,243.95. The balance of this account at the same period last year was \$443,450.22.

A comparison of the business of the year which has just closed with that of the previous year, results as follows:—

From June 1, 1866, to June 1, 1867,—	
The gross receipts were	\$4,333,704 83
operating expenses, including local taxes,	\$2,826,777 21
U. S. Government taxes on dividends and receipts,	87,428 52
interest, and foreign and local exchange,	628,081 55
sinking funds payments,	84,500 00
Total payments,	3,626,787 28
Net,	\$706,917 55

From June 1, 1867, to June 1, 1868,—

The gross receipts were	\$4,480,230	33
operating expenses, including local taxes,	\$2,714,545	64
interest, and foreign and local exchange,	646,170	63
sinking funds payments,	84,500	00
U. S. Government tax on dividends and receipts,	81,335	33
Total payments,	<u>3,526,551</u>	<u>60</u>
Net,	\$953,678	73

showing an increase over the previous year of \$246,761.18.

The bonded debt has been decreased during the year by the conversion of bonds to stock, to the extent of \$300,000.

The capital stock has been increased by conversion of bonds, \$300,000, and by issue of new stock, \$106,700, being balance unsold at issue of last report, of amount authorized by vote of Directors, March 13, 1867.

Construction account has been decreased \$16,646.39 during the past year.

The bonded debt amounts to the sum of	\$6,968,988	89
Capital stock,	8,477,366	00
Total,	<u>\$15,446,354</u>	<u>89</u>

The sum invested in the sinking funds amounts to \$1,195,728.92.

The Company is free from floating debt.

Respectfully submitted,

ISAAC LIVERMORE, *Treasurer.*

Boston, June 10, 1868.

Dr. *The Michigan Central Railroad Company, General Account.* Cr.

<p>1868. June 1,</p> <p>To construction Account, \$14,914,167 47 Cash on hand, and loaned on call, 354,373 77 Materials on hand, 153,732 60 Assets in hands of Oliver Macy, Gen- eral Receiver, 58,697 68 Assets in hands of James F. Joy, President, 85,854 27 Joliet and Northern Indiana Railroad Stock, 168,225 00 Chicago Land Account, 97,027 00 Jackson Land Account, 24,411 31 Advance to Jackson, Lansing and Saginaw Railroad Company, 105,000 00 U. S. Government five per cent. tax, Sundry Accounts, 2,690 89 64,766 45</p> <hr/> <p style="text-align: right;">\$16,029,546 44</p>	<p>1868. June 1,</p> <p>By Capital Stock, \$8,477,366 00 Bond Account, viz. :— 6 per cent. Sterling Bonds, payable Jan. 1, 1872, \$467,488 89 8 per cent. Sterling Bonds, payable Sept. 1, 1869, 500,000 00 8 per cent. Bonds, 1st Mort- gage, payable Sept. 1, '69, 1,294,500 00 8 per cent. Bonds, 1st Mort- gage, payable Oct. 1, '82, 500,000 00 8 per cent. Bonds, 1st Mort- gage Sink'g Funds, pay- able Oct. 1, 1882, 4,207,000 00</p> <hr/> <p>By Amount due U. S. Government, three per cent. tax on Coupons, 33 60 Unpaid Dividends, 914 00 Income Account, balance of this Acct., 582,243 95</p> <hr/> <p style="text-align: right;">\$16,029,546 44</p>
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(E. E.)

BOSTON, June 1, 1868.

ISAAC LIVERMORE, *Treasurer.*

[B.]

Income Account.

Cr.

Dr.

Dr.	1868. June 1,	1868. June 1,	1868. June 1,	Cr.
To Dividend, five per cent. in cash, payable July 1, 1867,	\$406,025 00		By Balance of this account in Treasurer's account of June 1, 1867,	\$443,450 22
Dividend, five per cent. in cash, payable January 1, 1868,	408,860 00		Receipts of road from June 1, 1867, to June 1, 1868, per Statement C,	4,480,230 33
U. S. Government tax on Dividends, &c.,	\$37,817 13			
U. S. Government tax on Receipts,	43,518 20			
Annual payments towards Sinking Funds, Operating account from June 1, 1867, to June 1, 1868, including local taxes,	81,335 33			
Interest and Exchange account, from June 1, 1867, to June 1, 1868,	84,500 00			
Balance to new account,	2,714,545 64			
	646,170 63			
	582,243 95			
	<u>\$4,923,680 55</u>	.		<u>\$4,923,680 55</u>
		1868. June 1,	By Balance brought down,	\$582,243 95

(E. E.)

ISAAC LIVERMORE, *Treasurer.*

BOSTON, June 1, 1868.

NOTE—On the 10th of June, 1868, the Directors declared a Dividend of five dollars per share, payable 1st of July next, free of Government tax.

[C.]

Operating and Interest Accounts for the year ending May 31, 1868. Gross Receipts of Road for year ending May 31, 1868.

Date.	Account.	Amount.	Months.	Passengers.	Freight.	Miscellaneous.	Total.	Amount.
1868.								
June 1,	Road Repairs,	\$700,636 18	1867.	\$135,660 60	\$127,654 36	\$17,752 02	\$281,066 98	
	Building Repairs,	120,306 20	June,	163,811 30	133,387 90	18,535 26	315,734 46	
	Locomotive Repairs,	258,017 42	July,	176,998 51	193,707 30	18,047 15	388,752 96	
	Car Repairs,	260,554 47	August,	183,876 95	258,136 04	19,132 29	461,145 28	
	Locomotive Service,	125,273 70	September,	176,904 74	239,181 83	42,573 90	458,660 47	
	Train Service,	130,754 67	October,	155,625 29	247,901 86	30,509 68	433,136 83	
	Station Service,	515,447 30	November,	154,985 48	184,941 93	23,050 31	362,077 72	
	Track,	311,249 06	December,					
	Oil and Waste,	39,201 78	1868.					
	Stationery and Printing,	33,577 25	January,	137,446 08	196,840 03	34,847 10	369,133 21	
	Local Taxes,	164,198 94	February,	81,650 34	219,805 62	21,883 09	323,339 05	
	Telegraph,	24,884 06	March,	100,976 15	203,981 66	13,381 56	317,339 37	
	Miscellaneous,	90,024 61	April,	143,307 32	239,134 10	20,330 38	399,391 80	
		\$2,714,545 64	May,	149,004 01	208,974 48	12,373 71	370,352 20	
	Amount of Payments towards Sinking Funds,	84,500 00		\$1,760,246 78	\$2,446,967 11	\$273,016 44		\$4,480,230 33
	Amount paid U. S. Government Tax on Dividends and Receipts,	81,335 33						
	Interest and Exchange Accounts from June 1, 1867, to June 1, 1868,	646,170 63						
	Balance, being net receipts for the year ending May 31, 1868,	953,678 73						
		\$4,480,230 33						

(E. E.)

BOSTON, June 1, 1868.

ISAAC LIVERMORE, Treasurer.

TRUSTEES' REPORT.

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

The Trustees appointed under the Trust Mortgage Deed of the Michigan Central Railroad Company to John M. Forbes, Nathaniel Thayer and H. H. Hunnewell, Trustees, under date of September 29, 1857, report: That the present standing of the Sinking Funds, the care of which was intrusted to them, shows the balance to the credit of the *First Sinking Fund*, on the 31st of May, 1868, was in

Bonds at par, viz. :—	
Michigan Central R. R. Co.,	\$187,000 00
Joliet and N. Indiana R. R. Co.,	97,000 00
Hannibal and St. Joseph R. R. Co.,	101,700 00
United States 5-20,	39,000 00
Chicago, Burlington and Quincy R. R. Co.,	16,000 00
Burlington and Missouri River R. R. Co.,	139,000 00
Jackson, Lansing and Saginaw R. R. Co.,	20,000 00
	\$899,700 00
Cash in Boston Bank,	4,261 84
	\$903,961 84

To the credit of the *Second Sinking Fund* on the 31st of May, 1868, was in

Bonds at par, viz. :—	
Michigan Central R. R. Co.,	\$162,000 00
Joliet and N. Indiana R. R. Co.,	32,000 00
Hannibal and St. Joseph R. R. Co.,	29,900 00
Burlington and Missouri River R. R. Co.,	56,000 00
Jackson, Lansing and Saginaw R. R. Co.,	10,000 00
	\$289,900 00
Joliet and N. Indiana R. R. Stock at par,	500 00
Cash in Boston Bank,	1,367 08
	\$291,767 08

The accounts for the year ending May 31st, 1868, are as follows:—

Michigan Central Railroad First Sinking Fund in account with the Trustees.

Cash in Boston Bank May 31, 1867,	\$1,721 19
Received June 25, 1867, 3 months' interest on \$27,000 New York City bonds,	405 00
July 1, 1867, 6 months' interest on \$68,000 R. R. 7 per cent. bonds, less tax,	2,261 00
July 3, 1867, for \$27,000 New York City bonds sold,	26,119 88
July 11, 1867, 6 months' interest on \$97,000 R. R. 8 per cent. bonds, less tax,	3,686 00
July 12, 1867, 6 months' interest on \$16,000 R. R. 8 per cent. bonds, less tax,	608 00
October 1, 1867, 6 months' interest on \$428,000 R. R. 8 per cent. bonds, . \$17,120 00	
October 1, 1867, 6 months' interest on \$152,600 R. R. 7 per cent. bonds,	5,341 00
	<hr/>
	\$22,461 00
Less tax, 5 per cent.,	1,123 05
	<hr/>
	21,337 95
October 31, 1867, tenth annual payment from I. Livermore, Treasurer,	60,000 00
November 1, 1867, 6 months' interest on \$39,000 United States 5-20 bonds,	1,640 92
January 1, 1868, 6 months' interest on \$68,000 R. R. 7 per cent. bonds, less tax,	2,261 00
January 10, 1868, 6 months' interest on \$97,000 R. R. 8 per cent. bonds, less tax,	3,686 00
January 13, 1868, 6 months' interest on \$16,000 R. R. 8 per cent. bonds, less tax,	608 00
April 1, 1868, 6 months' interest on \$172,700 R. R. 7 per cent. bonds,	\$6,044 50
April 1, 1868, 6 months' interest on \$481,000 R. R. 8 per cent. bonds,	19,240 00
	<hr/>
	\$25,284 50
Less tax, 5 per cent.,	1,264 23
	<hr/>
	24,020 27
April 1, 1868, 6 months' interest on \$39,000 United States 5-20 bonds,	1,635 07
	<hr/>
	\$149,990 28

Paid for cost of \$144,100 railroad bonds, . . .	\$144,059 88	
commission, one per cent. on purchases, . . .	1,440 60	
for clerk hire,	142 00	
for rent of safe, advertising, &c.,	85 96	
Balance in Boston Bank,	4,261 84	
	<hr/>	\$149,900 28

Michigan Central Railroad Second Sinking Fund in account with the Trustees.

Cash in Boston Bank May 31, 1867,		\$754 14
Received June 25, 1867, 3 months' interest on \$5,000 New York City bonds,		75 00
July 1, 1867, 6 months' interest on \$17,000 R. R. 7 per cent. bonds, less tax,		565 25
July 3, 1867, for \$5,000 New York City bonds sold,		4,837 01
July 11, 1867, 6 months' interest on \$32,000 R. R. 8 per cent. bonds, less tax,		1,216 00
October 1, 1867, 6 months' interest on \$141,500 R. R. 8 per cent. bonds,	\$5,660 00	
October 1, 1867, 6 months' interest on \$55,900 R. R. 7 per cent. bonds,	1,956 50	
	<hr/>	\$7,616 50
Less tax, 5 per cent.,	380 83	
	<hr/>	7,235 67
October 15, 1867, 1 year's interest on \$1,000 R. R. 8 per cent. bonds,	\$80 00	
October 15, 1867, 6 months' interest on \$1,500 R. R. 8 per cent. bonds,	60 00	
	<hr/>	\$140 00
Less tax, 5 per cent.,	7 00	
	<hr/>	133 00
October 31, 1867, ninth annual payment from I. Livermore, Treasurer,		24,500 00
January 4, 1868, 6 months' interest on \$17,000 R. R. 7 per cent. bonds, less tax,		565 25
January 10, 1868, 6 months' interest on \$32,000 R. R. 8 per cent. bonds, less tax,		1,216 00
January 30, 1868, two dividends on 5 shares Joliet R. R., less tax,		38 00
April 1, 1868, 6 months' interest on \$162,000 R. R. 8 per cent. bonds,	\$6,480 00	
April 1, 1868, 6 months' interest on \$68,900 R. R. 7 per cent. bonds,	2,411 50	
	<hr/>	\$8,891 50
Less tax, 5 per cent.,	444 57	
	<hr/>	8,446 93
		<hr/>
		\$49,582 25

Paid for cost of \$48,500 railroad bonds, . . .	\$17,641 37	
commission, one per cent. on purchases, . . .	476 41	
for clerk hire,	58 00	
for rent of safe, advertising, &c.,	39 39	
Balance in Boston Bank,	1,367 08	
	<hr/>	\$49,582 25

E. & O. E.

N. THAYER,
H. H. HUNNEWELL,
W. H. FORBES,
Trustees.

BOSTON, June 9, 1868.

AUDITOR'S REPORT.

BOSTON, June 8, 1868.

To the Directors of the Michigan Central Railroad Company,

GENTLEMEN:—I have examined the Treasurer's books at Boston, and the President's at Detroit, for the year ending May 31st, and have found them to be correctly kept and supported by proper vouchers.

Respectfully,

WILLIAM BOOTT, *Auditor.*

GENERAL SUPERINTENDENT'S REPORT.

CHICAGO, June 10, 1868.

To the President and Directors of the Michigan Central Railroad Company,

GENTLEMEN:—I beg to submit herewith statements of the operation and business of the road for the year ending 31st May, together with such statistics of the same as will be of interest.

EARNINGS.

	1867.	1868.	Increase or Decrease.
Passengers,	\$1,824,225 75	\$1,721,506 97	—\$102,718 78
Freight,	2,285,521 69	2,480,974 16	+195,452 47
Miscellaneous,	215,743 07	268,398 51	+52,655 44
Totals,	\$4,325,490 51	\$4,470,879 64	+\$145,389 13
Operating expenses, including taxes,	\$2,826,777 21	\$2,714,545 64	—\$112,231 57
Net earnings,	\$1,493,713 30	\$1,756,334 00	+\$257,620 70
Percentage of expenses to earnings, includ'g taxes,	65 $\frac{85}{100}$	60 $\frac{71}{100}$	- -
Percentage of expenses to earnings, not including taxes,	62 $\frac{81}{100}$	58 $\frac{33}{100}$	- -
Earnings, per mile, on passengers,			\$5,232 54
Earnings, per mile, on freight,			7,540 95
Earnings, per mile, on miscellaneous,			815 80
Total earnings, per mile,			\$13,589 29

PASSENGER EARNINGS.

The decrease of passenger earnings, although less than the previous year as compared with the year before, there being then a falling off of \$237,109.30, has continued during the past year, being on both the local and through travel, but more largely on the latter, and amounting to \$102,718.78, showing a falling off of three and nine-tenths per cent. on the local receipts, and eight and five-tenths per cent. on the through, or five and sixty-three-hundredths per cent. on the entire.

The through travel, by all the East and West lines, without having increased in the aggregate, has been to some extent diverted by new and rival lines offering strong competition for the business, but mainly by reduced rates of through fare and extraordinary commissions in procuring the sale of tickets not resorted to by this Company.

The local passenger traffic shows a small falling off, less than the previous year, before which it was unusually large, incident to the close of the war. With fair crops the present season an increase may be looked for the ensuing year. No passenger has been injured during the year. The equipment of the road at an early day with an entire first-class passenger stock of twelve-wheeled cars, although expensive in the outset, has proved the wisdom and economy of the step by the entire immunity from accident to person or property with reference to their use. Of the 9,273,570 passengers carried by the Company since the construction of these cars, not one has been injured inside of them. Some few cases of personal injury have occurred to passengers standing upon or falling from the platforms, being there while the trains were in motion, against the posted rules of the Company.

The arrangement of the Company with the Pullman Palace Car Company, the Railroad Company holding an interest with the latter, is working advantageously to the road and line. The reputation of these cars which, under the contract, are confined exclusively to this line and connections, is too well established to need comment. An abundant stock supplies all our night trains, and through drawing-room and sleeping cars run daily in both directions between Chicago and Rochester. The interest of the line requires through cars of this class to

New York and Boston, and there should be no delay in maturing such an arrangement.

FREIGHT EARNINGS.

The earnings on freight, as compared with the previous year, are as follows:—

	1867.	1868.	Increase.	Decrease.
Local East, .	\$547,371 90	\$596,549 85	\$49,177 95	-
Local West, .	597,627 31	593,378 99	- -	\$1,248 32
Through East, .	677,194 59	797,742 62	120,548 03	-
Through West, .	463,327 89	493,302 70	29,974 81	-
	\$2,285,521 69	\$2,480,974 16	\$199,700 79	\$1,248 32
Total increase,	. . .	. . .	195,452 47	-

Being an increase of $3\frac{8}{10}$ per cent. on receipts, for local freights, and $13\frac{19}{100}$ per cent. on the receipts for through freight, or a total increase of $8\frac{55}{100}$ per cent. on the entire freight receipts over the previous year. The increased tonnage of all freight moved amounts to $9\frac{5}{100}$ per cent.

All through freight destined to New York City and State, and principal points in New England, is now carried in through cars to destination without breaking bulk.

Since the completion of the "third rail" upon the Great Western road, and of the Detroit Iron Ferry Train Steamer, by which through cars commenced passing to and beyond the New York Central Railroad on the first of January, 1867, the through freight traffic has steadily increased and must continue to increase.

The plan adopted by the several roads in interest of the through or "Blue Line," of building the line freight cars of entirely uniform pattern, particularly in running gear, has proved itself of incalculable advantage and importance. Upwards of one thousand of these cars are now completed and in use, and there has been no instance thus far of a day's delay to

freight by reason of detention for repairs incident to running cars of mixed construction to points remote from home.

The organization of the Blue Line has so far commended itself to the favor of connecting roads that, during the past year, the Providence and Worcester, the Worcester and Nashua, the Housatonic, and the Jackson, Lansing and Saginaw roads have voluntarily subscribed to its articles of agreement, and put in their quota of the new uniform cars. These roads will prove valuable auxiliaries to the line, and share its advantages. The entire business is transacted by the officers and agents of the several roads interested, and its earnings, unlike the generality of other through freight lines, pass entirely to the roads participating in the organization.

The following roads, forming an aggregate of 3,020 miles, are now parties to the line, all having put in their quota of new cars, which are being increased from time to time by each.

Illinois Central,	New York Central,
St. Louis, Alton and Chicago,	Hudson River,
Chicago, Burlington & Quincy,	Boston and Albany,
Michigan Central,	Housatonic,
Jackson, Lansing & Saginaw,	Providence and Worcester,
Great Western,	Worcester and Nashua.

The line is thus composed of roads running from the five important Mississippi points, Cairo, St. Louis, Quincy, Burlington and Dunleith to New York, Bridgeport, Conn., Providence, Boston, Nashua, N. H., and all intermediate points, over track of uniform gauge.

The cars of this line are also run with through shipments from seaboard cities to St. Paul, Omaha, Kansas City and extreme points of completion of Pacific road, without breaking bulk.

Additions have been made to the stock of refrigerator cars, which are in good demand and highly appreciated by shippers of perishable freight in both directions.

The opening of the Jackson, Lansing and Saginaw road to Saginaw affords new facilities to our local points for procuring plaster, pine lumber and salt, and is increasing our traffic accordingly.

The arrangement entered into in May, 1867, for a joint passenger and freight business, *via* Michigan City, with the Louisville, New Albany and Chicago, and Indianapolis, Cincinnati and LaFayette roads to Cincinnati, has been to some extent disregarded by the latter company, but through passenger and freight arrangements are in successful working to Jeffersonville and Louisville,—day and night passenger trains running in both directions between these points and Chicago, furnished with a good class of through day and sleeping cars.

MOVEMENTS OF TRAINS AND TELEGRAPH SYSTEM.

No difficulty has at any time been experienced in transacting our business over a single track. All trains not provided for as "regular" by time card, being under the care of the chief train dispatcher at Kalamazoo, who is also superintendent of our telegraph department.

This system, and the present management of trains has been in practice twelve years upon the road, and no accident has ever occurred in the movement of trains running under orders from this department.

The experience of busy seasons when a large number of freight trains, as the fluctuation may require, are necessarily running irregularly, shows that under the present system the business of the road may be yet largely increased over single track without inconvenience or risk.

The superintendent of this department and his assistants are entitled to especial credit for their fidelity and success.

OPERATING EXPENSES.

Reference to Table M will show the working expenses of the year to have been, exclusive of taxes,	\$2,610,346 70
Taxes,	104,198 94
Total,	<u>\$2,714,545 64</u>
Expenses year ending May 31,	
1867,	\$2,727,066 78
Taxes,	99,710 43
Total,	<u>2,826,777 21</u>
Decrease, 1868, as compared with 1867,	\$112,231 57

The proportion of expenses to earnings, inclusive of taxes, the past year, is $60\frac{71}{100}$ per cent. ; exclusive of taxes, $58\frac{38}{100}$ per cent.

Reference to the same table will show that unusually large expenditure was made on road repairs during the last summer and autumn, in order to bring the track up to the best degree of excellence for winter business. The plan has proved itself economical, both in the aggregate of "road repairs" for the season, and in the item of "locomotive repairs," which, with an increased business, shows a falling off in expense of this department of about \$47,000, (over 12 per cent.,) compared with the previous year, and its equipment, as stated by the superintendent, in quite its usual efficient condition.

The item of "car repairs" also shows a nearly equal saving, \$45,000, attributable mainly to the same cause, and the car stock in improved condition.

The additional business in freight necessarily increased the expenses of "locomotive," "train" and "station service," while by reason of the slight decline in the price of wood and the partial substitution of coal, a fair saving has been made in fuel.

The business of the road was seriously interrupted during the first two weeks in March by freshets of unusual severity in the Huron Valley. Several of the bridges were weakened to such extent by passing ice that freight trains were not moved over them for ten days. The passenger trains were all kept running; in some few instances changing passengers and baggage at unsafe points. The loss of traffic thus occasioned by the flood during our busiest season, amounted to upwards of \$50,000.

All the bridges thus damaged have been thoroughly repaired and are now in better condition than before. Among the items for these repairs and other outlay for their protection are 1,493 new cross-ties, 21 new piles or uprights, to replace those broken and weakened by ice, new stringers and girders, 24 ice-breakers, 4 cribs filled with stone, 70 feet sheet piling for protection of embankments, &c., &c.

ROAD REPAIRS.

The department of road repairs, which is of first importance in point of judicious outlay and economy of management, constitutes the largest item of expenditure during the year.

There has been paid in this department for personal services,	\$285,112 89
Re-rolling rails,	162,145 89
Cost of repairing rails,	21,198 82
ties,	85,674 94
splice-joints,	19,872 24
spikes,	16,608 74
frogs and switches,	8,080 47
repair of tools,	4,145 05
bridge repairs and renewals,	28,971 47
fence repairs and renewals,	28,030 94
Miscellaneous,	40,794 73
	<hr/>
	\$700,636 18

There have been placed in the track—

3,691 $\frac{840}{2240}$ tons of re-rolled rails.

4,125 $\frac{106}{2240}$ tons of repaired rails.

2,961 kegs of spikes.

161,133 ties.

21,955 new splice-joints.

45 miles new post and board fence built.

5 miles rail fence built.

21 culverts, 548 running feet put under track.

1,600 feet additional side-track at Michigan City, connecting with wharf and pier.

The re-rolled rails have laid	37 $\frac{3340}{5280}$ miles.
repaired rails have laid	42 $\frac{1790}{5280}$ "
replaced rails have laid	19 $\frac{3680}{5280}$ "
	<hr/>

Total of entirely renewed track, 99 $\frac{2510}{5280}$ miles,
being 33 per cent. of the entire road.

Upwards of twenty miles have been newly ballasted with gravel.

Nearly three miles of repaired rails have been put in the track of the Joliet cut-off, and its repairs generally well kept up.

Three hundred tons of English steel rail, manufactured by John Brown & Co. after the Bessamer process, were laid early last year, in some places where exposed to severe service. They have worked well thus far, hardly showing perceptible wear at any point.

BUILDING REPAIRS.

Galesburg.—One new baggage room; old one repaired; wheat house repaired; 400 feet sidewalk laid.

Battle Creek.—Ticket office altered and repaired; wheat house repaired; barn repaired; one new baggage room; old one altered and repaired; built new reservoir and laid 120 feet iron supply pipes across river.

Augusta.—One hundred feet new sidewalk.

Ceresco.—One hundred feet new sidewalk.

Marengo.—One hundred feet new sidewalk.

Albion.—One hundred feet new sidewalk; repaired wheat house; shingled freight house, 200 by 50 feet; repaired cattle yards and water houses, and put in two new tubs.

Parma.—Built new baggage room and rebuilt cattle yards.

Jackson.—Repaired freight house and wood house; built new refreshment room and new telegraph and baggage rooms.

Grass Lake.—Two hundred feet new sidewalk; repaired wheat house and cattle yards.

Chelsea.—New baggage room; repaired wheat and water houses, and laid 100 feet sidewalk.

Dexter.—Built 150 feet dock and 150 feet sidewalk; repaired wheat house and turn-table.

Ypsilanti.—Repaired engine pump and freight houses, also telegraph office; put in new pit and turn-table, also foundation for scales.

Wayne.—New baggage room; rebuilt two wood sheds, each 1,500 feet long; 50 new farm gates made and put up on east division; 60 rods fence as highway cattle guards.

Kalamazoo.—General repairs of freight house; new platforms at passenger house.

Mattawan.—Repaired platforms.

Lawton.—New coal house, 200 feet by 16, with crane and buckets for coaling engines. *

Decatur.—Two new baggage rooms ; also repairs of platforms.

Dowagiac.—Repairs to passenger, freight and grain houses.

Pokagon.—New freight house and wood shed.

Niles.—New water house.

Buchanan.—Moved and repaired freight house.

Lake.—Built new freight house and platforms.

Michigan City.—New coal house, 150 by 15 feet, with crane and buckets ; repairs on machine shop and engine house ; also repaired stock yards.

Chicago.—New wood and coal houses, with crane and buckets ; new stationary engine for pumping and small repairs.

The bridge over St. Joseph River at Niles, the largest on the road, completely repaired by new deck stringers, new covering and new trestle approaches to the spans at each end.

New highway bridge built one mile west of Niles and two bridges raised between Niles and Buchanan.

Also, repairs to bridges over Kalamazoo River, and to culverts injured by the high water in March.

Sixty highway and farm crossing gates made and put up on west division during the year.

On the night of the fourth of June, the engine house at Joliet was struck by lightning and consumed. It contained at the time five locomotives,—Antelope, Ajax, Foreigner, Hinkley and Joliet,—all of which were considerably damaged. The loss of building and contents, and damage to engines is estimated at \$23,514.90, which is fully covered by insurance. In view of the near vicinity of stone quarries, it will undoubtedly be more economical in the end to rebuild with that material, using an iron roof. The repair shop, turn-table, &c., were uninjured, hence no serious inconvenience will be felt while rebuilding.

MASON WORK.

Ypsilanti.—Sixty rods stone sewer, two feet wide by three feet high ; pit and wall for turn-table.

Ann Arbor.—New forge for rail shop.

Lawton.—Abutments for bridge at Paw Paw River, also at Galien River.

Niles.—Abutments for highway bridge and foundation to water house.

Buchanan.—Foundation of freight house.

LOCOMOTIVE DEPARTMENT.

It is gratifying to report a saving of some \$47,000 in the cost of locomotive repairs, as compared with the previous year, particularly in view of the general increase of business and of locomotive and train service upon the road. The stock in this department, as will be seen by reference to report of the superintendent, has been kept up and is now in better than its usual average condition. Some additional power will be needed to meet the natural increase of business and to make good the depreciation of the older class of engines.

CAR DEPARTMENT.

New cars have been built and others rebuilt during the year, as follows :—

15 day passenger coaches, six-wheel trucks, remodelled and rebuilt inside, with raised roofs and improvement in Ruttan ventilation.

1 second-class car rebuilt.

1 baggage car, six-wheel trucks, rebuilt.

6 baggage cars, six-wheel trucks, re-roofed, partially rebuilt and painted.

101 new freight cars, consisting of—

11 additional refrigerator cars,

40 uniform build Blue Line cars,

25 stock cars, extra serviceable,

25 platform cars.

65 passenger cars and 169 freight car-trucks have been rebuilt.

23 new hand and 10 new rubble cars have been built.

The car stock stands relatively with last year, as follows :—

2 passenger cars less, taken down, being replaced by new.

1 baggage car over, new.

58 freight cars over, new.

10 hand and rubble cars over, new ; with the general equipment in considerably improved condition.

It will be necessary to add to the present passenger car stock during the coming year, for the reasons stated by the superintendent of that department.

With this I submit the report of Messrs. Sweet and Sunderland, Superintendents of the Locomotive and Car Departments, with valuable statistics, touching the condition of their respective departments.

The heads of the several departments and others holding responsible positions, have all discharged their duties with commendable zeal, and an entire spirit of co-operation in promoting the best interests of the Company.

Respectfully,

H. E. SARGENT,
General Superintendent.

REPORT OF
SUPERINTENDENT OF LOCOMOTIVE DEPARTMENT.

H. E. SARGENT, Esq., *General Superintendent,*

SIR:—Herewith please find statement of the working of the Locomotive Department for the year ending May 31, 1868.

The saving of some \$48,000 in the cost of locomotive repairs over last year, coupled with the increase of business and service of engines, is in a measure attributable to the improved condition of track, while all reasonable efforts have been made towards the economical management of the department. The general condition of engines during the winter and spring service was, and is now, better than for several years past. Reference to Table B will show some of the larger items of expense in repairs and improvements.

[A .]

STATEMENT of Miles run by Locomotives during the year from June 1, 1867, to May 31, 1868, inclusive.

MONTHS.	Miles passen- ger trains.	Miles freight trains.	Miles working trains.	Miles switch- ing trains.	Miles total trains.
1867.					
June,	67,628	62,555	9,953	18,900	159,036
July,	64,807	55,337	10,816	19,850	150,810
August,	71,174	68,947	13,514	21,009	174,644
September,	71,628	81,652	11,496	21,242	186,018
October,	64,949	67,650	13,934	20,470	167,003
November,	69,057	64,362	13,744	25,054	172,217
December,	66,343	64,673	10,459	20,121	161,596
1868.					
January,	64,573	78,294	5,320	26,570	174,757
February,	70,848	76,128	9,868	23,160	180,004
March,	64,022	69,186	10,000	22,152	165,360
April,	67,132	87,963	9,838	23,650	188,583
May,	66,852	77,373	8,671	22,125	175,021
	809,013	854,120	127,613	264,303	2,055,049

TABLE B.
Renewals during the year.

Straight locomotive axles,	22
Crank axles,	10
Rings of steel tire,	56
Rings of iron tire,	16
Rings of cast chilled tire,	38
Crown sheets,	17
Flue sheets,	20
Tender and truck wheels,	390
Tender and truck axles,	72
New cabs,	15
pilots,	40
tenders,	13
lamp boards,	36
head lamps,	17
smoke stacks,	18
jackets to boilers,	27
lagging to boilers,	28
tanks,	5
ash pans,	8
snow ploughs,	10
Tool boxes for engines,	48
Seat boxes for engines,	48
Clothes boxes for engines,	50
Oil boxes for engines,	48
Engines painted and varnished throughout,	59
Engines painted and varnished partially,	85
Driving wheels,	19
Sets of flues pierced and re-set,	17
Engine pilot trucks,	4

TABLE C.

Cost of locomotive repairs,	\$258,017 42
Cost of locomotive service,	125,273 70
<i>Cost of Fuel.</i>	
Wood used, 51,938 $\frac{1}{4}$ cords, at \$4.12,	\$213,985 59
Coal used, 7,969 $\frac{1}{4}$ tons, at \$4.47,	35,622 55
Total cost of fuel,	\$249,608 14
Oil used, 16,571 $\frac{3}{4}$ gallons, at 60 $\frac{3}{10}$ cents,	\$10,075 62
Rags used, 55,541 pounds, at 10 $\frac{1}{10}$ cents,	5,609 64
Waste used, 7,086 pounds, at 20 cents,	1,417 20
Average number of miles run to each cord of wood consumed, .	33.62
Average number of miles run to each ton of coal consumed, .	35.41
Average number of miles run to each gallon of oil consumed, .	124
Average number of freight cars hauled per train for the year, .	22 $\frac{11}{100}$
<i>Recapitulation.</i>	
Cost per mile run for repairs,	12 $\frac{55}{100}$ cents.
for engineers, firemen and wiping,	6 $\frac{9}{100}$ "
for fuel,	12 $\frac{14}{100}$ "
for oil,	$\frac{45}{100}$ "
for rags,	$\frac{27}{100}$ "
for waste,	$\frac{68}{1000}$ "
Total cost per mile run,	31 $\frac{568}{1000}$ cents.

TABLE D.
SCHEDULE and Description of Locomotives.

NAMES.	Where Built.	Cylinders.	Diameter of Drivers.	No. of Drivers.
Ranger,	Det. Locomotive Works,	16×22	5 ft. 6 in.	4
Rambler,	" " "	"	"	4
Rattler,	" " "	"	"	4
Rover,	" " "	"	"	4
Rusher,	" " "	"	"	4
Racer,	" " "	"	"	4
Bald Eagle,	Manchester,	16×20	"	4
White Eagle,	"	"	"	4
Black Eagle,	"	"	"	4
American Eagle,	"	"	"	4
Golden Eagle,	"	"	"	4
Grey Eagle,	"	"	"	4
Rocket,	"	"	"	4
Storm,	"	"	"	4
Monitor,	"	16×22	4 ft. 10 in.	4
Meteor,	"	"	"	4
Gladiator,	"	"	"	4
North Wind,	"	"	5 ft. 6 in.	4
East Wind,	"	"	"	4
South Wind,	"	"	"	4
West Wind,	"	"	"	4
Whirlwind,	"	"	"	4
Trade Wind,	"	"	"	4
Grey Hound,	Lowell,	"	"	4
Fox Hound,	"	"	"	4
Wolf Hound,	"	"	"	4
Stag Hound,	"	"	"	4
Arab,	Det. Locomotive Works,	16×20	"	4
Mameluke,	" " "	"	"	4
Circassian,	" " "	"	"	4
Corsair,	" " "	"	"	4
Egyptian,	" " "	"	"	4
Persian,	" " "	"	"	4
Herald,	" " "	15×18	5 feet.	4
Reindeer,	" " "	"	"	4
Mayflower,	" " "	"	"	4
Hurricane,	" " "	"	"	4
Antelope,	Hinkley & Drury,	"	"	4
Comet,	Michigan C. R. R. Shop,	"	"	4
Gazelle,	" " "	"	"	4
Torrent,	" " "	"	"	4
Ceres,	Manchester,	15×24	4 ft. 6 in.	4
Cataract,	Michigan C. R. R. Shop,	15×18	5 feet.	4
Jupiter,	Manchester,	16×20	4 feet.	6
Saturn,	"	"	"	6
Neptune,	"	"	"	6
Pluto,	"	"	"	6
Ætna,	Hinkley & Drury,	"	"	6

Schedule and Description of Locomotives—Continued.

NAMES.	Where Built.	Cylinders.	Diameter of Drivers.	No. of Drivers.
Sampson,	Michigan C. R. R. Shop,	16×20	4 feet.	6
Giant,	" " "	"	"	6
Tiger,	" " "	"	"	6
Hercules,	" " "	"	4 ft. 6 in.	4
Battle Creek,	" " "	"	"	4
Challenge,	" " "	"	5 ft. 6 in.	4
Defiance,	" " "	"	"	4
Rocky Mountain,	" " "	16×22	4 ft. 10 in.	4
Goliah,	" " "	"	"	4
Vesuvius,	" " "	"	"	4
Hecla,	" " "	"	"	4
Grizzly Bear,	" " "	"	"	4
Brown Bear,	" " "	"	"	4
Lion,	" " "	"	"	4
Foreigner,	Rogers,	15×22	5 feet.	4
Saxon,	" " " " " " "	16×22	"	4
America,	" " " " " " "	"	"	4
Dolphin,	Schenectady,	15×22	4 ft. 6 in.	4
Grampus,	" " " " " " "	16×22	4 ft. 10 in.	4
Porpoise,	" " " " " " "	"	"	4
Salamander,	Michigan C. R. R. Shop,	"	"	4
Ajax,	Manchester,	15×24	4 ft. 6 in.	4
Atlas,	" " " " " " "	"	"	4
Black Bear,	Det. Locomotive Works,	16×20	4 feet.	6
Mars,	" " " " " " "	16×22	4 ft. 10 in.	4
White Bear,	" " " " " " "	"	"	4
Niagara,	" " " " " " "	"	"	4
Peninsula,	" " " " " " "	"	"	4
Washington,	" " " " " " "	"	"	4
Twilight,	" " " " " " "	"	"	4
Atlantic,	" " " " " " "	"	"	4
Pacific,	" " " " " " "	"	"	4
Arctic,	" " " " " " "	"	"	4
Baltic,	" " " " " " "	"	"	4
White Cloud,	Manchester,	16×20	5 ft. 6 in.	4
North Sea,	" " " " " " "	16×22	4 ft. 10 in.	4
South Sea,	" " " " " " "	"	"	4
Red Sea,	" " " " " " "	"	"	4
Caspian Sea,	" " " " " " "	"	"	4
Black Sea,	" " " " " " "	"	"	4
White Sea,	" " " " " " "	"	"	4
Globe,	Globe Works,	16×20	4 ft. 6 in.	4
Hinkley,	Hinkley & Drury,	14×22	"	4
Vulcan,	" " " " " " "	15×18	"	4
Swallow,	Michigan C. R. R. Shop,	12×17	4 feet.	4
Detroit,	Boston Locomotive W'ks,	12×20	"	4
Marshall,	" " " " " " "	"	"	4
Michigan City,	" " " " " " "	"	"	4
Chicago,	" " " " " " "	"	"	4
Joliet,	" " " " " " "	"	"	4

Total number, 98

TABLE E.

STATEMENT of the Number and Occupation of Employees at the different Shops on the Road.

OCCUPATION.	Detroit.	Marshall.	M. City.	Chicago.	Total.
Superintendent, . . .	1	-	-	-	1
Draughtsman, . . .	1	-	-	-	1
Clerk,	1	-	-	-	1
Time keepers, . . .	1	1	1	-	3
Engine dispatchers, . .	1	1	1	1	4
Master mechanics, . .	-	1	1	-	2
Machinists,	36	25	17	-	78
Copper and tin smiths, . .	12	2	2	-	16
Flue setters and caulkers, .	2	2	1	-	5
Tender and truck repairers, .	4	4	2	-	10
Boiler makers,	9	8	5	-	22
Bolt cutters,	1	1	-	-	2
Carpenters,	7	1	1	-	9
Pattern makers,	1	1	1	-	3
Laborers,	6	7	8	2	23
Apprentices,	19	1	10	-	30
Boiler washers,	1	1	1	-	3
Blacksmiths,	7	4	4	1	16
Helpers,	6	5	5	2	18
Painters,	2	1	1	-	4
Stationary engineers, . . .	2	1	1	-	4
Stationary firemen, . . .	1	-	-	-	1
Engine wipers,	8	12	10	6	36
Locomotive engineers, . . .	35	26	16	5	82
Locomotive firemen, . . .	35	29	16	5	82
Watchmen,	5	3	2	2	12
Draymen,	-	-	1	-	1
Totals,	204	134	107	24	469

TABLE F.

COMPARATIVE STATEMENT of the Service of the different kinds of Locomotive Tire on the Road and the Average Mileage of same.

	AVERAGE NUMBER OF MILES RUN.			
	Miles run before turning.	From first to second turning.	From second to third turn'g.	Miles run until worn out.
Low Moor Tire,	30,011	27,324	29,969	87,304
Freedom Tire,	23,356	22,744	19,415	65,515
Bowling Tire,	25,213	25,329	25,318	75,860
Average mileage of Iron Tire, . . . .	. . . .	. . . .	. . . .	76,226

There are in use on the road 136 rings of Vicker's steel tire, of which 72 rings only have been turned. These show an average of 35,974 miles run to first turning, and an average depreciation of 25 per cent. in running 51,803 miles.

There are 56 rings of Krupp's steel tire in use on the road, of which 28 rings have been turned. These show an average of 24,854 miles run to first turning, and an average depreciation of 25 per cent. in running 41,601 miles.

TABLE G.

STATEMENT of Miles run by Locomotives on Joliet Division during the year,
from June 1, 1867, to May 31, 1868, inclusive.

MONTHS.	Miles Passenger Trains.	Miles Freight Trains.	Miles Working Trains.	Miles Switching Trains.	Miles Total Trains.
1867.					
June,	3,260	5,480	—	1,500	10,240
July,	2,750	2,825	2,430	1,550	9,555
August,	3,030	2,850	2,930	1,685	10,495
September,	2,995	2,593	2,455	1,910	9,953
October,	3,032	3,700	2,400	1,550	10,682
November,	2,750	2,950	—	2,250	7,950
December,	3,395	2,750	—	1,500	7,645
1868.					
January,	3,095	3,050	—	800	6,945
February,	3,245	3,260	—	1,800	8,305
March,	2,900	2,825	—	750	6,475
April,	2,855	2,350	—	780	5,985
May,	2,470	2,770	—	1,000	6,240
Total,	35,777	37,403	10,215	17,075	100,470

I would respectfully recommend the purchase of six coal-burning engines with 16×22 inch cylinders and 4 feet 6 inch wheel, for hauling stock trains, principally on the Middle Division; the three placed upon the road last year, with five feet drivers, being sufficient to provide for express passenger trains on that division when other engines are not equal to the emergency. I would also recommend the purchase of some \$15,000 worth of machinery for the use of the different shops, to give all suitable facilities for repairs and for building in the future whatever additional machinery the road may require. There should also be more standing room provided at Detroit; no small expense is incurred for want of same.

Most respectfully submitted,

A. S. SWEET,
Locomotive Superintendent.

DETROIT, June 6, 1868.

REPORT OF SUPERINTENDENT OF CAR DEPARTMENT.

M. C. R. R. Co. CAR DEP'T OFFICE, }
DETROIT, June 5, 1868. }

H. E. SARGENT, Esq., *General Superintendent M. C. R. R. Co.*,

DEAR SIR:—Herewith I hand you Annual Report and cost of operating Car Department for the year ending May 31, 1868, which, with the following statements is respectfully submitted.

PASSENGER CARS.

The present passenger stock consists of 85 cars, classified as follows, viz.:—

57 day coaches, with	12	wheels each.
2 Pullman sleeping cars, with	12	“ “
8 Pullman sleeping cars, with	16	“ “
4 second-class cars, with	8	“ “
14 military cars, with	8	“ “
<hr style="width: 10%; margin-left: 0;"/>		
85		

BAGGAGE CARS.

13 large baggage and mail cars,	12	wheels each.
7 small baggage cars,	8	“ “

FREIGHT CARS.

30 accommodation cars for use of drovers, way passengers, &c., with	8	wheels each.
216 large stock cars,	8	“ “
143 small stock cars,	8	“ “
74 D. D. stock cars,	8	“ “
631 merchandise cars,	8	“ “

134 Blue Line cars,	8 wheels each.
20 refrigerator cars,	8 " "
232 platform cars,	8 " "

1,480—total number of freight cars—1,124 of which are provided with fixed grain boards for the transportation of grain.

HAND AND RUBBLE CARS.

130 hand cars.

165 wood and rubble cars.

PASSENGER CAR DETAILS.

The total cost of passenger car repairs for the year is \$178,228.71. Included in which is the amount of \$17,885.72, expended in completing the Pullman Company cars built by us, and also the remodelling of fifteen day coaches, at a cost of \$67,500. Remodelling three military cars, at a cost of \$2,306, two of which were sold to the Jackson, Lansing and Saginaw Railroad Company, and the other to the Paw Paw Railroad Company.

Rebuilding one second-class car, at a cost of \$2,800.

27 day coaches re-varnished inside and out.

6 day coaches renovated and re-varnished inside and out.

6 sleeping coaches renovated and re-varnished inside and out.

14 pair sleeping car trucks rebuilt, 16 wheels.

43 pair day car trucks rebuilt, 12 wheels.

7 pair second-class and military trucks rebuilt, 8 wheels.

BAGGAGE CAR DETAILS.

The total cost of baggage cars repairs for the year is \$16,924.13, included in which is the remodelling of six cars, at a total cost of \$7,000, and the rebuilding of one other at a cost of \$2,200; and also the rebuilding of seven pair of twelve-wheeled trucks that were charged to the general repair account.

FREIGHT CAR DETAILS.

The total cost of freight car repairs for the year has been \$289,484.61, included in which was the building of eleven

refrigerator cars, at a cost of \$18,909.10, and forty "Blue Line cars," at a cost of \$52,040; twenty-five platform cars, at a cost of \$12,500, (old irons being used in the construction as far as possible;) twenty-five stock cars of an improved pattern, with axles *case-hardened*, at a cost of \$23,250.

The following renewals have also been made and charged to the general repair account:—

104 merchandise cars rebuilt.

48 large stock cars rebuilt.

2 way cars rebuilt.

1 G. W. express car rebuilt. (Burned while in our service.)

169 pairs of freight trucks rebuilt.

HAND CAR DETAILS.

The total amount of the account is \$1,639.84. There have been rebuilt sixty-seven band and lever cars and seventeen rubble cars; and built twenty-three new band and lever cars and ten rubble cars.

For performance of wheels, axles and gun-metal boxes, reference may be had to the following table:—

	FOR THE YEAR ENDING MAY 31,						
	1868.	1867.	1866.	1865.	1864.	1863.	1862.
<i>Wheels under cars of all classes.</i>							
Number in use, . . .	13,104	12,548	11,204	11,574	11,324	11,566	11,212
Number renewed, . . .	1,047	2,270	889	1,726	1,256	1,589	1,447
Per cent. of renewals, . . .	7.98	18.09	7.93	14.91	11.10	13.75	12.81
Average mileage of wheels worn out, . . .	191,397	85,173	223,706	96,842	149,527	137,527	110,193
<i>Axles under cars of all classes.</i>							
Number in use, . . .	6,552	6,274	5,084	5,788	5,662	5,778	5,606
Number renewed, . . .	599	910	427	684	483	561	497
Per cent. of renewals, . . .	9.14	14.54	8.40	11.81	8.50	9.70	8.86
Average mileage of axles worn out, . . .	167,272	106,232	232,874	122,189	194,416	195,395	160,411
<i>Gun-metal Boxes under passenger cars.</i>							
Number in use, . . .	1,052	972	876	982	832	960	960
Number renewed, . . .	1,193	1,078	782	933	1,114	480	421
Per cent. of renewals, . . .	113.40	110.90	89.27	95.00	134.00	50.00	43.85
Average mileage of boxes worn out, . . .	33,582	32,629	49,836	40,416	30,962	54,824	31,709
<i>Gun-metal Boxes under baggage cars.</i>							
Number in use, . . .	212	200	160	168	180	220	220
Number renewed, . . .	137	155	189	174	247	146	191
Per cent. of renewals, . . .	64.15	77.50	118.00	103.00	137.00	66.36	86.82
Average mileage of boxes worn out, . . .	82,776	75,677	45,721	51,448	37,020	64,852	45,110
<i>Gun-metal Boxes under freight cars.</i>							
Number in use, . . .	11,840	11,376	10,168	10,424	10,312	10,376	10,032
Number renewed, . . .	2,547	3,219	1,625	2,910	2,441	2,046	1,969
Per cent. of renewals, . . .	21.51	28.29	15.98	27.91	23.00	19.62	19.63
Average mileage of boxes worn out, . . .	58,495	44,560	93,084	41,405	59,144	89,662	69,824
<i>Gun-metal Boxes under cars of all classes.</i>							
Number in use, . . .	13,104	12,548	11,204	11,574	11,324	11,556	11,212
Number renewed, . . .	3,877	4,452	2,596	4,017	4,802	2,672	2,681
Per cent. of renewals, . . .	29.58	35.48	23.17	34.70	42.00	23.12	23.91
Average mileage of boxes worn out, . . .	51,687	43,426	76,723	41,610	39,110	82,048	59,474

All the stock in this department is in good working condition and fully up to the standard, there being a gain of seven ordinary freight cars and one twelve-wheeled baggage car over the number reported last year, not including the eleven refrigerator cars and forty Blue Line cars.

It will be necessary during the coming year to remodel a number of our passenger coaches, and I would recommend the

building of at least ten additional coaches, so that we can have that number of spare cars to relieve a like number for repairs, repainting and varnishing. With the present number of cars and business increasing we cannot spare them from the road a sufficient length of time to put them in a condition that a true regard for economy will warrant.

I would also call your attention to the condition of the shops for car building and painting, at Detroit. With the exception of the "Old Round House," which is now used for the setting up of freight cars, they are entirely inadequate to the present wants of the road, especially the paint shop. A paint shop is required that will hold from thirteen to sixteen coaches. Our present shop will hold only six.

Respectfully yours,

J. B. SUTHERLAND,
Superintendent Car Department.

T A B L E S

TO

SUPERINTENDENT'S REPORT.

1868.

[A.]

STATEMENT of the Number of Way Passengers, and the Earnings from the same for the Years ending May 31, 1867, and May 31, 1868.

MONTHS.	NO. OF WAY PASSENGERS.		WAY PASSENGER EARNINGS.	
	Year ending May 31, 1867.	Year ending May 31, 1868.	Year ending May 31, 1867.	Year ending May 31, 1868.
June, 1867,	55,289	50,703 $\frac{1}{2}$	\$70,685 06	\$64,234 59
July,	65,517 $\frac{1}{2}$	59,889	79,606 34	70,718 75
August,	59,679 $\frac{1}{2}$	59,968 $\frac{1}{2}$	76,178 80	74,534 06
September,	60,968 $\frac{1}{2}$	65,299 $\frac{1}{2}$	85,031 60	91,786 96
October,	70,588 $\frac{1}{2}$	69,357 $\frac{1}{2}$	97,015 33	95,987 79
November,	59,746 $\frac{1}{2}$	60,034 $\frac{1}{2}$	79,486 70	80,712 45
December,	57,355	55,368	72,269 52	70,257 07
January, 1868,	46,769	47,639	60,169 59	59,508 03
February,	43,820	41,715 $\frac{1}{2}$	55,543 88	52,438 60
March,	57,817	48,734 $\frac{1}{2}$	71,941 34	61,206 71
April,	57,603 $\frac{1}{2}$	51,979 $\frac{1}{2}$	71,327 97	67,222 39
May,	52,119 $\frac{1}{2}$	48,760	66,149 03	63,816 56
Totals,	687,273 $\frac{1}{2}$	659,449	\$885,405 16	\$852,423 96

[B.]

STATEMENT of the Whole Number of Passengers, and the Earnings from the same for the Years ending May 31, 1867, and May 31, 1868.

MONTHS.	WHOLE NO. OF PASSENGERS.		PASSENGER EARNINGS.	
	Year ending May 31, 1867.	Year ending May 31, 1868.	Year ending May 31, 1867.	Year ending May 31, 1868.
June, 1867,	70,096	62,521 $\frac{1}{2}$	\$146,573 85	\$141,497 04
July,	78,592 $\frac{1}{2}$	71,692 $\frac{1}{2}$	160,095 37	151,643 75
August,	71,917	70,771	164,359 88	154,543 73
September,	73,871 $\frac{1}{2}$	77,977	183,406 11	187,901 52
October,	84,240	82,702 $\frac{1}{2}$	199,189 54	193,873 41
November,	74,124 $\frac{1}{2}$	72,492	174,723 72	162,386 63
December,	67,638	62,794	148,473 07	122,286 56
January, 1868,	52,958	54,538 $\frac{1}{2}$	105,840 73	106,913 15
February,	50,026 $\frac{1}{2}$	47,644	101,909 70	93,221 60
March,	67,036	56,915 $\frac{1}{2}$	139,830 70	115,268 89
April,	68,999 $\frac{1}{2}$	63,066 $\frac{1}{2}$	152,769 00	136,467 94
May,	63,974 $\frac{1}{2}$	63,290	147,054 08	155,502 75
Totals,	823,474	786,405	\$1,824,225 75	\$1,721,506 97

[C.]

STATEMENT showing the Amount Earned from Wheat and Flour, and all other Freights for the Years ending May 31, 1867, and May 31, 1868.

MONTHS.	AMOUNT EARNED FROM WHEAT AND FLOUR.		AMOUNT EARNED FROM OTHER FREIGHT.	
	Year ending May 31, 1867.	Year ending May 31, 1868.	Year ending May 31, 1867.	Year ending May 31, 1868.
June, 1867, . . .	\$27,293 76	\$11,060 58	\$148,161 90	\$112,517 09
July,	18,600 38	9,587 19	135,275 23	135,876 55
August,	33,103 93	75,916 86	150,257 98	145,594 38
September,	81,251 58	85,179 03	150,144 22	164,181 71
October,	89,170 04	72,601 36	182,904 88	197,843 66
November,	67,307 17	39,790 80	148,668 76	180,976 71
December,	16,173 19	18,745 78	119,927 38	161,687 03
January, 1868,	23,095 97	19,562 03	155,836 25	194,648 97
February,	16,961 65	24,169 60	145,302 93	169,902 02
March,	20,449 71	27,777 96	197,953 92	170,459 97
April,	17,999 11	35,227 12	171,445 46	227,930 92
May,	16,901 25	27,699 75	151,335 04	172,037 09
Totals,	\$428,307 74	\$447,318 06	\$1,857,213 95	\$2,033,656 10

[D.]

EARNINGS for the Year ending May 31, 1868.

MONTHS.	Passengers.	Freight.	Mails.	Miscellaneous.	Year ending May 31, 1868.	Year ending May 31, 1867.	Decrease.	Increase.
June, 1867,	\$141,497 04	\$123,577 67	\$3,490 39	\$16,412 38	\$284,977 48	\$335,082 67	\$50,105 19	-
July,	151,643 75	145,463 74	3,490 39	12,423 27	313,021 15	324,986 01	11,964 86	-
August,	154,543 73	221,511 24	3,490 39	19,447 91	398,993 27	359,645 59	-	\$39,347 68
September,	187,901 52	249,360 74	3,490 39	24,025 67	464,778 32	429,160 57	-	35,617 75
October,	193,873 41	270,445 02	3,490 39	38,487 01	506,295 83	493,640 53	-	12,655 30
November,	162,386 63	220,767 51	3,490 39	26,289 43	412,933 96	414,603 73	1,669 77	-
December,	122,286 56	180,432 81	3,490 39	24,163 76	330,373 52	308,669 06	-	21,704 46
January, 1868,	106,913 15	214,211 00	3,490 39	18,701 49	343,316 03	304,094 68	-	39,221 35
February,	93,221 60	194,071 62	3,490 39	13,531 45	304,315 06	283,661 33	-	20,653 73
March,	115,268 89	198,237 93	3,490 39	9,883 36	326,880 57	375,210 53	48,329 96	-
April,	136,467 94	263,158 04	3,490 39	12,642 51	415,758 88	362,783 23	-	52,975 65
May,	155,502 75	199,736 84	3,490 39	10,505 59	369,235 57	333,952 58	-	35,282 99
Totals,	\$1,721,506 97	\$2,480,974 16	\$41,884 68	\$226,513 83	\$4,470,879 64	\$4,225,490 51	-	\$145,389 13

[E.]

COMPARATIVE STATEMENT

Of Passenger and Freight Business, for the Years ending May 31, 1867, and 1868.

	PASSENGERS.										PASSENGER TOTALS.	
	EAST.					WEST.					No.	Amount.
	LOCAL.		THROUGH.		No.	LOCAL.		THROUGH.		No.			Amount.
	No.	Amount.	No.	Amount.		Amount.	Amount.	Amount.	Amount.			
1867,	338,884	\$431,978 34	54,245½	\$418,090 60	348,389½	\$453,426 82	63,237½	\$472,622 81	18,717½	\$48,207 18	823,474	\$1,824,225 75
1868,	321,940	414,937 93	52,327	404,229 82	337,509	437,486 03	57,157	416,648 74	17,472	48,204 45	786,405	1,721,506 97
Increase,	.	.	.	.	.	.	.	.	.	.	.	.
Decrease,	16,944	17,040 41	1,918½	13,860 78	10,880½	15,940 79	6,080½	55,874 07	1,245½	2 73	37,069	102,718 78

COMPARATIVE STATEMENT—CONTINUED.

	FREIGHT.						TOTAL FREIGHT.		MISCELLANEOUS.		TOTAL EARNINGS.	
	EAST.			WEST.			Amount.	Amount.	Amount.	Amount.	Passenger & Freight.	Amount.
	LOCAL.		THROUGH.	LOCAL.		THROUGH.						
	Amount.	Amount.	Amount.	Amount.	Amount.	Amount.						
1867,	\$547,371 90	\$677,194 59	\$697,627 31	\$463,327 89	\$2,985,521 69	\$215,743 07	\$4,325,490 51					
1868,	596,549 85	797,742 62	593,378 99	493,302 70	2,480,974 16	268,398 51	4,470,879 94					
Increase,	49,177 95	120,548 03	-	28,974 81	196,462 47	52,655 44	145,389 43					
Decrease,	-	-	4,248 32	-	-	-	-					

[F.]
 MONTHLY STATEMENT
 Of Freight moved during the Year ending May 31, 1868.

ARTICLES.	JUNE.	JULY.	AUGUST.	SEPT.	OCT.	NOV.	DEC.	JAN.	FEB.	MARCH.	APRIL.	MAY.	TOTALS.
Apples,	38	33	1,050	6,308	32,036	38,112	1,179	2,264	1,023	987	515	592	84,737
Ale and Beer,	804 ³	1,085 ³	924 ³	920 ³	974 ³	920 ³	601 ³	435	552 ³	692 ³	807 ³	709	9,408 ³
Ashey,	33	21	20	31	52	27	6	64	7	54	75	21	411
Barley,	23,064	9,172	7,836	33,778	32,252	17,174	22,751	13,771	19,619	17,061	21,751	10,034	229,163
Beans,	454	23	212	460	2,451	1,951	2,564	2,683	2,312	1,071	321	1,287	15,751
Bran and Shorts,	386	163	343	480	471	471	670	400	441	700	486	1,305	6,963
Beef,	130	103	679	404	791	2,734	1,718	2,355	3,192	1,518	2,293	173	16,070
Butter,	31	66	127	48	21	23	11	10	9	0	3	3	302
Corn Meal,	37,340	12,098	9,883	9,123	5,144	51,553	163,349	187,482	10,839	121,766	186,676	35,673	930,329
Cheese,	611	471	492	237	1,117	643	389	494	1,040	694	530	781	6,627
Cranberries,	114	66	57	35	36	32	31	7	11	18	28	36	531
Coal,	-	-	-	-	240	826	439	-	-	-	-	-	1,619
Coal, dried,	1,131	1,106	2,448	3,400	3,329	1,929	1,371	1,351	906	653	801	1,280	19,401
Flour,	64	10	10	16	30	169	174	135	196	196	82	95	1,177
Furniture and Luggage,	27,412	24,708	130,654	160,654	127,429	73,985	38,037	37,916	45,423	59,293	63,151	54,520	849,243
Grass and Clover Seed,	462	354	373	598	689	749	529	320	638	806	1,080	843	7,166
Garden Roots,	14	23	23	198	45	97	29	105	363	752	305	132	2,361
Ham and Bacon,	54,568	11,078	2,586	10,542	62,481	82,697	3,129	1,854	1,304	23,890	123,601	124,960	508,690
High Wines,	216	140	21	53	39	422	1,553	1,526	1,101	1,039	861	295	7,266
Hides,	206	181	187	249	488	401	310	354	387	520	243	229	3,494
Iron and Nails,	270	320	171	255	320	327	310	387	354	287	173	123	3,208
Lime,	628	686	631	916	1,117	1,109	884	307	74	707	1,068	874	6,588
Lumber,	4,179,504	4,315,698	4,934,034	4,577,666	3,658,027	3,922,759	2,336,069	2,474,842	3,176,866	2,814,550	3,362,739	5,361,365	45,114,719
Leathers,	137	217	284	334	276	276	106	28	118	98	119	168	2,186
Leather,	62	54	90	81	78	62	59	59	56	62	72	117	836
Merchandise, miscel.,	9,472	10,419	11,073	14,548	10,695	11,152	8,391	9,015	11,147	12,429	15,692	14,878	138,911
Oats,	21,758	26,801	36,301	39,098	63,067	18,535	24,459	23,063	30,579	113,635	182,013	55,594	584,913
Other Agric'l Products,	106	106	177	276	1,052	1,331	467	266	239	207	200	196	4,753
Plaster,	717	489	1,926	982	499	213	500	968	1,494	1,257	2,037	1,540	12,166
Pig Iron,	200	775	1,190	937	204	240	509	998	1,094	544	522	406	7,709
Pelts and Skins,	70	60	29	18	40	40	60	70	70	40	52	111	7,092
Pork in Barrel,	4,472	267	1,015	4,684	2,355	1,390	671	6,809	17,081	7,873	3,064	8,290	58,197
Pork in Hog,	-	-	-	-	3	173	3,102	6,912	2,632	380	-	-	13,201

Salt,	2,610	3,554	4,315	4,390	4,405	4,846	11,869	12,031	4,782	3,757	2,231	2,631	61,541
Stoves,	46	60	180	477	314	399	206	27	14	119	207	151	2,200
Shingles,	3,448 ²	2,542	2,985 ¹	2,878 ¹	2,298 ³	3,213 ³	812 ³	1,024	1,767 ¹	1,582 ¹	2,855 ¹	2,321	27,790 ¹
Wool,	146	1,914	949	632	273	125	151 ²	177	169	237	218	167	5,158
Wheat,	28,179	2,500	344,602	230,054	227,170	138,753	50,283	50,641	44,375	29,228	86,811	79,688	1,312,284
Whiskey,	607	620	609	970	1,482	1,112	730	738	675	640	578	470	9,140
Cattle,	7,285	8,861	9,068	11,080	4,979	3,146	3,808	4,462	3,102	5,478	8,393	9,082	78,737
Horses,	104	88	73	117	112	146	132	80	155	358	322	119	1,782
Hogs,	15,195	20,741	17,394	18,474	24,883	27,015	14,919	5,981	1,769	6,256	15,014	23,051	190,692
Sheep,	6,347	4,788	5,872	6,379	8,170	9,320	6,200	9,738	15,785	19,535	19,914	11,916	123,964
Wood,	115 ²	96	41	71 ¹	291 ¹	613	887 ¹	901 ¹	854 ¹	291 ¹	78 ¹	210	4,424 ¹
Sand, Stone and Brick,	1,293	1,654	1,674	1,786	1,804	1,244	761	521	606	852	1,667	1,180	15,002
Totals, in tons.	38,031	38,563	64,363	72,194	63,149	55,476	43,646	48,264	46,451	47,783	62,452	58,214	638,586

[G.]

CONDENSED STATEMENT

Of the Business of the Michigan Central Railroad for the last Ten Years.

YEAR ENDING	No. of Way Passengers.	No. of Through Passengers.	Total No. of Passengers.	No. of Tons of Freight moved.	Gross Earnings.	Operating Disburse- ments, including taxes.	Net Earnings.	Expenses, less taxes, per ct. of Gross Earnings.	Net Earn- ings, per ct. of Gross Earnings.
May 31, 1859, . . .	269,358	92,169	361,527	235,123	\$1,838,129 67	\$1,072,732 88	\$765,396 79	.53 $\frac{4}{10}$	.41 $\frac{6}{10}$
May 31, 1860, . . .	251,755	72,666 $\frac{1}{2}$	324,421 $\frac{1}{2}$	295,276	1,832,944 86	1,077,483 51	755,461 35	.53 $\frac{7}{10}$	.41 $\frac{2}{10}$
May 31, 1861, . . .	262,665	65,110	327,775	378,570	2,058,052 61	1,137,724 35	920,328 26	.51	.44 $\frac{7}{10}$
May 31, 1862, . . .	253,536 $\frac{1}{2}$	55,292	308,828 $\frac{1}{2}$	463,112	2,361,241 42	1,149,152 94	1,212,088 48	.45 $\frac{1}{10}$	.51 $\frac{2}{10}$
May 31, 1863, . . .	387,672	59,689 $\frac{1}{2}$	447,361 $\frac{1}{2}$	564,827	2,946,560 55	1,272,359 72	1,674,200 83	.40 $\frac{1}{10}$	.56 $\frac{8}{10}$
May 31, 1864, . . .	556,206 $\frac{1}{2}$	89,552 $\frac{1}{2}$	645,759	542,410	3,434,548 63	1,720,125 05	1,714,423 58	.47 $\frac{6}{10}$	.49 $\frac{8}{10}$
May 31, 1865, . . .	745,343 $\frac{1}{2}$	107,540 $\frac{1}{2}$	852,889	485,275	4,145,419 57	2,406,149 63	1,739,269 94	.55 $\frac{3}{10}$	.42
May 31, 1866, . . .	766,755 $\frac{1}{2}$	136,070 $\frac{1}{2}$	902,826	533,451	4,446,490 51	2,808,375 92	1,638,114 59	.61	.36 $\frac{8}{10}$
May 31, 1867, . . .	687,273 $\frac{1}{2}$	136,200 $\frac{1}{2}$	823,474	578,177	4,325,490 51	2,826,777 21	1,498,713 30	.63	.34 $\frac{6}{10}$
May 31, 1868, . . .	659,449	126,956	786,405	638,586	4,470,879 64	2,714,545 64	1,756,334 00	.58 $\frac{4}{10}$	.39 $\frac{3}{10}$

[H.]

STATEMENT showing the Total Amount of Freight moved in the following Years.

ARTICLES.	YEARS ENDING MAY 31,						
	1863.	1864.	1865.	1866.	1867.	1868.	
Apples, . . .	bbls.	68,987	115,863	43,480	131,308	96,811	84,737
Ale and Beer, . .	bbls.	5,899½	6,643½	8,399½	8,616½	8,698½	9,408½
Ashes, . . .	tons.	171	200	173	148	381	411
Barley, . . .	bush.	138,322	104,561	45,242	92,916	304,415	229,163
Beans, . . .	bush.	41,178	72,402	72,755	7,756	16,073	15,751
Bran & Shorts, . .	tons.	1,803	3,605	4,718	2,765	4,347	6,963
Beef, . . .	bbls.	66,223	51,197	33,076	20,579	19,108	16,070
Butter, . . .	tons.	1,875	1,610	909	374	479	362
Corn, . . .	bush.	497,786	167,509	647,222	537,296	778,024	930,926
Corn Meal, . . .	bbls.	1,608	1,002	5,057	3,066	6,832	6,627
Cheese, . . .	tons.	887	946	722	459	980	531
Cranberries, . . .	bbls.	756	607	209	1,255	822	1,619
Coal, . . .	tons.	8,658	13,655	14,738	10,264	17,232	19,401
Fruit, dried, . . .	tons.	601	1,051	854	739	947	1,177
Flour, . . .	bbls.	880,374	778,331	653,823	700,107	809,711	849,243
Furniture and Luggage, . . .	tons.	3,621	4,960	7,790	8,288	7,997	7,166
Grass and Clover Seed, . . .	tons.	1,841	606	1,037	906	1,296	2,361
Garden Roots, . . .	bush.	101,147	101,590	129,757	392,007	322,928	508,690
Ham & Bacon, . . .	tons.	19,454	14,547	3,432	2,435	3,454	7,266
High Wines, . . .	bbls.	14,383	25,946	8,509	2,766	5,271	3,494
Hides, . . .	tons.	2,007	2,228	2,325	2,617	2,696	3,208
Iron & Nails, . . .	tons.	2,588	3,412	4,149	5,688	8,347	8,588
Lime, . . .	tons.	1,490	1,882	2,367	3,121	5,167	7,633
Lumber, . . .	feet.	23,478,021	26,532,234	28,823,692	35,247,865	42,178,307	45,114,719
Laths, . . .	tons.	1,159	1,251	1,093	1,643	2,057	2,186
Leather, . . .	tons.	877	805	831	903	1,020	826
Merchandise, miscellaneous, . . .	tons.	123,691	128,259	112,453	137,006	133,601	138,911
Oats, . . .	bush.	741,444	1,165,535	677,680	366,128	388,412	584,913
Other Agricultural Prod'ts, . . .	tons.	2,613	2,827	3,765	3,932	4,950	4,753
Plaster, . . .	tons.	12,188	13,546	13,252	12,968	10,464	12,166
Pig Iron, . . .	tons.	1,057	2,686	2,227	1,480	2,973	7,709
Felts & Skins, . . .	tons.	147	289	352	448	540	692
Fork in bbl., . . .	bbls.	133,808	78,247	79,107	63,592	64,729	58,147
Fork in Hog, . . .	tons.	7,444	9,872	6,721	5,150	9,095	13,201
Salt, . . .	bbls.	50,829	41,792	34,224	35,539	36,019	61,541
Stoves, . . .	tons.	749	858	866	1,121	1,542	2,200
Shingles, . . .	M.	13,359½	10,053½	9,246½	23,101½	20,090½	27,730½
Wood, . . .	tons.	1,716	2,111	2,618	3,113	3,111	5,158
Wheat, . . .	bush.	2,008,885	978,219	891,286	1,243,902	1,337,429	1,312,284
Whiskey, . . .	bbls.	18,913	13,366	6,990	4,476	9,103	9,140
Cattle, . . .	No.	80,385	94,561	87,800	113,269	90,538	78,737
Horses, . . .	No.	3,527	6,028	21,763	4,157	2,087	1,782
Hogs, . . .	No.	292,426	349,716	173,814	129,247	115,050	190,692
Sheep, . . .	No.	41,089	64,867	121,297	147,066	105,164	123,964
Wood, . . .	cords,	5,922½	2,731	3,326½	743	2,283½	4,424½
Sand, Stone & Brick, . . .	tons,	4,192	7,540	4,449	10,315	13,552	15,002
Totals, in tons, . . .		564,827	542,410	485,275	533,451	578,177	638,586

[I.]

MOVEMENT of Freight, Through and Local, and Earnings on same.

YEAR ENDING MAY 31, 1868.	Tons carried.	Earnings.	Earnings per mile.	Earnings per ton per mile.
Through freight East,	165,954	\$797,742 62	\$2,902 78	\$0 01 $\frac{7.5}{100}$
Through freight West,	82,634	493,302 70	1,794 94	02 $\frac{1.4}{100}$
Total through freight,	248,588	1,291,045 32	4,671 26	01 $\frac{8.8}{100}$
Local freight East, .	196,176	596,549 85	6,491 99	03 $\frac{3.1}{100}$
Local freight West, .	193,822	593,378 99	7,940 30	04 $\frac{1.0}{100}$
Total local freight, .	389,998	1,189,928 84	14,279 72	03 $\frac{6.6}{100}$
Total through and lo- cal freight, . . .	638,586	2,480,974 16	15,652 83	02 $\frac{4.5}{100}$

[J.]

STATEMENT showing the Number of Tons of Freight forwarded from and received at each Station during the Year ending May 31, 1868.

	Tons forwarded.	Tons received.	Total Tonnage, 1868.	Total Tonnage, 1867.	Increase.	Decrease.
Detroit,	157,545	251,404	408,949	358,813	50,136	-
Bridge Works,	-	6,002	6,002	3,410	2,592	-
G. T. Junction,	10,763	32,236	42,999	40,595	2,404	-
Dearborn,	1,878	427	2,305	2,646	-	341
Inksters,	210	32	242	214	28	-
Wayne,	2,958	2,145	5,103	3,351	1,752	-
Secords,	163	11	174	123	51	-
Dentons,	1,560	326	1,886	1,445	441	-
Ypsilanti,	9,841	10,486	20,327	18,856	1,471	-
Geddes,	69	37	106	382	-	276
Ann Arbor,	9,733	17,049	26,782	21,068	5,714	-
Kellogs,	-	25	25	20	5	-
Fosters,	253	503	756	757	-	1
Farmers,	502	72	574	329	245	-
Delhi,	2,789	2,507	5,296	5,685	-	389
Scio,	132	80	212	655	-	443
Dexter,	8,794	5,932	14,726	10,732	3,994	-
Chelsea,	4,161	3,676	7,837	5,468	2,369	-
Francisco,	1,183	798	1,981	946	1,035	-
Grass Lake,	4,910	2,062	6,972	5,417	1,555	-
Leoni,	165	116	281	253	28	-
Michigan Centre,	47	64	111	528	-	417
Jackson,	30,651	24,062	54,713	41,066	13,647	-
Woodville,	3,698	9	3,707	2,343	1,364	-
Sandstone,	213	4	217	720	-	503
Parma,	2,452	1,924	4,376	2,536	1,840	-
Concord,	791	531	1,322	855	467	-
Bath Mills,	528	227	755	512	243	-
Newburg,	411	189	600	713	-	113
Albion,	4,862	5,181	10,043	9,260	783	-
Marengo,	874	236	1,110	900	210	-
Marshall,	10,868	14,859	25,727	20,885	4,842	-
Emeralds,	645	33	678	862	-	184
Ceresco,	3,020	1,734	4,754	2,311	2,443	-
Battle Creek,	9,840	13,098	22,938	28,762	-	5,824
Augusta,	4,709	2,198	6,907	5,922	985	-
Galesburg,	3,979	1,166	5,145	3,990	1,255	-
Comstock,	999	606	1,605	1,862	-	157
Kalamazoo,	11,278	13,575	24,853	30,818	-	5,965
Ostemo,	699	48	747	1,238	-	491
Mattawan,	8,246	875	9,121	11,557	-	2,436
Lawton,	5,550	8,754	14,304	4,875	9,429	-
White Oak,	1,002	6	1,008	1,060	-	52
Decatur,	8,198	3,069	11,267	10,998	269	-
Tietsorts,	226	63	289	556	-	267
Dowagiac,	9,325	3,615	12,940	12,218	712	-
Pokagon,	2,647	409	3,056	1,763	1,293	-
Niles,	9,331	9,318	18,649	17,324	1,325	-
Buchanan,	3,959	1,634	5,593	6,279	-	686
Dayton,	961	210	1,171	1,021	150	-
Wilson,	426	-	426	736	-	310
Galien,	3,115	225	3,340	3,325	15	-
Averys,	2,924	174	3,098	3,796	-	698
Three Oaks,	5,062	595	5,657	7,065	-	1,408
New Buffalo,	3,119	814	3,933	4,165	-	232
Corymbo,	366	32	398	731	-	333

Statement showing the Number of Tons of Freight, &c.—Continued.

	Tons forwarded.	Tons received.	Total Ton- nage, 1868.	Total Ton- nage, 1867.	Increase	Decrease.
Michigan City,	34,289	28,787	63,076	69,232	-	6,156
Millers,	-	-	-	120	-	120
Furnessville,	3,475	133	3,608	2,720	888	-
Pierces,	610	-	610	1,170	-	560
Porter,	5,300	305	5,605	2,008	3,597	-
Lake,	390	271	661	893	-	232
Tolleston,	59	200	259	383	-	124
Gibsons,	84	200	284	258	26	-
Calumet,	40	174	214	237	-	23
Chicago,	165,877	141,018	306,895	278,845	28,050	-
Joliet and N. I. Railroad,	55,833	22,035	77,868	75,771	2,097	-
Totals,	638,587	638,586	1,277,173	1,156,354	120,819	-

[K.]

STATEMENT showing the Number of Passengers Departing from and arriving at each Station during the Year ending May 31, 1868.

	Departed from.	Arrived at.	Total Arrived & Departed, 1868.	Total Arrived & Departed, 1867.	Increase, 1868.	Decrease, 1868.
Detroit,	138,329½	117,518	255,847½	266,096	-	10,248½
Grand Trunk Junction, . .	19,790½	14,577	34,367½	38,517	-	4,149½
Dearborn,	6,452½	6,388	12,835½	15,327½	-	2,492
Inksters,	1,955	2,057	4,012	3,857½	154½	-
Co House,	1,224½	1,132	2,356½	1,982½	374	-
Wayne,	13,905½	14,521	28,426½	26,065½	2,361	-
Secords,	1,050½	1,077	2,127½	2,286½	-	159
Dentons,	2,478½	2,531½	5,010	5,196	-	186
Ypsilanti,	33,925½	33,227	67,152½	71,422½	-	4,270
Geddes,	583	833½	1,416½	2,659½	-	1,243
Ann Arbor,	45,177½	43,545½	88,723	90,656½	-	1,933½
Kellogs,	-	-	-	3	-	3
Fosters,	1,151½	1,919½	3,071	3,114½	-	43½
Farmers,	-	-	-	-	-	-
Delhi,	1,621	2,176	3,797	3,400	397	-
Scio,	957½	932½	1,890	1,975	-	85
Dexter,	14,843	15,468	30,311	28,716½	1,594½	-
Chelsea,	9,237	9,135	18,372	18,297	75	-
Francisco,	1,900	1,772	3,672	3,801½	-	129½
Grass Lake,	8,995	8,876½	17,871½	19,436½	-	1,565
Leoni,	1,922½	2,209	4,131½	5,288	-	1,156½
Michigan Centre,	1,398	1,910	3,308	4,024	-	716
Jackson,	56,745½	57,248	113,993½	123,336	-	9,342½
Woodville,	521	364½	885½	1,712½	-	827
Sandstone,	800	918	1,718	2,048	-	330
Parma,	7,106½	7,211½	14,318	14,991½	-	673½
Concord,	1,399	1,229½	2,628½	2,808½	-	180
Bath Mills,	501	490	991	1,226½	-	235½
Newburg,	-	-	-	-	-	-
Albion,	17,443½	17,785½	35,229	38,159	-	2,930
Marengo,	1,783	1,488½	3,271½	3,625½	-	354
Marshall,	27,817½	27,763	55,580½	59,042	-	3,461½
Ceresco,	1,427	1,721	3,148	3,522½	-	374½
Battle Creek,	31,064	31,323½	62,387½	65,081½	-	2,694
Bedford,	208½	275	483½	550½	-	67
Augusta,	6,101½	5,875	11,976½	12,095½	-	119
Galesburg,	11,372½	11,545	22,917½	26,021½	-	3,104
Comstock,	944½	952½	1,897	2,050½	-	153½
Kalamazoo,	54,297½	55,070	109,367½	110,306	-	938½
Ostemo,	1,869	2,200	4,069	4,940½	-	871½
Mattawan,	6,404	6,420½	12,824½	12,110½	-	-
Lawton,	16,143½	16,176	32,319½	28,462	3,857½	-
White Oak,	450	411½	861½	1,592½	-	731
Decatur,	14,918	15,034	29,952	28,657	1,295	-
Tietsorts,	1,503½	1,605½	3,109	2,546½	562½	-
Dowagiac,	1,778½	17,560	35,338½	35,240½	98	-
Pokagon,	5,124	5,103	10,227	11,269½	-	1,042½
Niles,	29,753½	29,193½	58,957	62,087½	-	3,130½
Buchanan,	12,896½	12,743	25,639½	26,853	-	1,213½
Dayton,	3,826½	3,768½	7,595	8,253	-	658
Wilson's,	-	3	3	4	-	1
Galien,	3,093½	3,038½	6,132	4,985	1,147	-

STATEMENT showing the Number of Passengers, &c.—Continued.

	Departed from.	Arrived at.	Total Arrived & Departed, 1868.	Total Arrived & Departed, 1867.	Increase, 1868.	Decrease, 1868.
Averys,	2,032½	2,115	4,147½	4,956	-	808½
Three Oaks,	6,080	5,967	12,047	15,059½	-	3,012½
New Buffalo,	4,292	4,316½	8,608½	10,731½	-	2,123
Corymbo,	623½	635½	1,259	1,453	-	194
Michigan City,	29,100½	27,029½	56,130	62,342	-	6,212
Millers,	-	-	-	-	-	-
Furnessville,	932½	1,006	1,938½	2,257	-	318½
Pierces,	-	9	9	51	-	42
Porter,	1,797½	1,800½	3,598	3,618½	-	20½
Lake,	2,801½	3,037	5,838½	4,869½	969	-
Tolleston,	796½	963½	1,760	1,718½	41½	-
Gibsons,	1,095½	975½	2,071	1,753½	317½	-
Calumet,	1,284	1,249½	2,534	5,997	-	3,463
Chicago,	94,404½	120,116½	214,521	223,518½	-	8,997½
Joliet and N. I. R. R.,	968½	860½	1,829	2,920½	-	1,091½
Totals,	786,405	786,405	1,572,810½	1,646,948	-	74,137½

[L.]

STATEMENT of Passengers carried on Michigan Central Railroad since its Ownership and Organization by the present Company.

YEAR ENDING MAY 31.	Number.	YEAR ENDING MAY 31.	Number.
1847,	41,223	1859,	361,527
1848,	73,656	1860,	324,422
1849,	96,070	1861,	327,775
1850,	152,672	1862,	308,829
1851,	191,852	1863,	447,362
1852,	221,200	1864,	645,759
1853,	247,552	1865,	852,889
1854,	357,936	1866,	902,826
1855,	503,774	1867,	823,474
1856,	550,780	1868,	786,405
1857,	593,630	Total,	9,273,570
1858,	461,957		

[M.]

STATEMENT

Of Monthly Expenditures on account of Operating the Michigan Central Railroad from June 1, 1867, to May 31, 1868, inclusive.

MONTHS.	Road Repairs.	Building Repairs.	Locomotive Repairs.	Car Repairs.	Locomotive Service.	Train Service.	Station Service.	Fuel.	Oil and Waste.	Stationery.	Telegraph Office.	State Tax.	Miscellaneous.	Total.
1867.														
June, . . .	\$78,300 07	\$9,840 55	\$34,894 82	\$28,450 18	\$10,199 55	\$9,865 15	\$54,940 00	\$26,477 04	\$3,567 91	\$2,910 52	\$1,021 09	\$1,029 06	\$5,729 37	\$268,133 41
July, . . .	94,127 17	11,957 65	24,676 23	42,067 03	9,446 00	8,992 31	34,796 14	24,409 35	2,938 88	2,690 53	1,794 04	-	4,310 71	262,206 04
August, . .	79,303 95	11,920 39	22,170 83	40,152 63	10,607 15	9,743 11	43,837 80	19,395 27	3,527 06	2,300 11	2,298 08	-	2,633 34	247,859 72
September,	65,681 37	11,867 33	20,398 71	34,122 65	10,498 00	10,998 43	44,292 56	26,043 84	3,610 15	1,429 52	1,993 64	-	2,103 02	232,939 22
October, . .	81,005 18	17,598 74	19,856 71	2,287 58	10,381 05	11,314 02	40,636 84	22,103 38	3,078 83	3,814 46	1,930 43	-	52,501 75	266,568 97
November,	45,829 19	10,429 01	18,273 25	374 30	10,315 80	10,877 49	41,186 92	26,663 27	3,043 36	1,107 68	1,847 69	-	3,376 82	173,384 78
December,	46,732 19	7,817 07	24,735 50	11,215 81	10,574 57	14,666 54	41,932 15	27,992 25	3,591 46	2,042 80	2,331 47	-	6,803 95	200,435 76
1868.														
January, . .	25,750 46	10,330 14	17,772 18	18,621 29	10,787 55	11,335 39	41,607 93	28,627 72	3,280 02	3,620 03	1,081 72	\$5,549 21	3,006 45	262,930 09
February, . .	26,276 13	4,470 06	19,771 97	28,673 07	11,046 31	10,923 90	46,463 72	29,363 12	3,052 80	2,915 92	2,415 33	10,230 17	1,869 95	203,472 54
March, . . .	44,778 45	5,886 08	18,763 44	20,795 86	10,284 02	12,549 54	39,446 25	24,489 74	3,040 09	4,864 74	2,170 57	-	2,450 05	190,127 43
April, . . .	58,098 48	7,302 54	18,581 00	19,654 61	10,829 90	9,935 52	44,320 11	29,955 64	2,568 93	3,194 02	2,077 70	447 02	1,906 95	208,963 62
May, . . .	54,846 94	10,946 04	18,122 18	14,139 46	10,303 80	9,553 27	41,986 28	25,668 44	3,383 20	2,876 92	2,172 40	942 88	2,582 25	197,524 06
Total, . . .	\$700,636 18	\$120,366 20	\$258,017 42	\$200,554 47	\$125,273 70	\$130,794 67	\$515,447 30	\$311,249 06	\$39,291 78	\$33,877 25	\$24,854 06	104,198 04	\$50,024 61	2,714,945 64

