

EIGHTH ANNUAL REPORT

OF THE

PRESIDENT AND DIRECTORS

OF THE

LAKE SHORE

AND

MICHIGAN SOUTHERN

RAILWAY COMPANY

TO THE STOCKHOLDERS,

FOR THE

FISCAL YEAR ENDING DEC. 31, 1877.



C. E. LAND:
FAIRBANKS, BR...

1873

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CLEVELAND:
FAIRBANKS, BRIGGS & CO., PRINTERS,
1878.

ORGANIZATION
OF THE
LAKE SHORE & MICHIGAN SOUTHERN
RAILWAY COMPANY.

MAY 1, 1878.

DIRECTORS.

WILLIAM H. VANDERBILT.....	NEW YORK.
CORNELIUS VANDERBILT.....	NEW YORK.
WILLIAM K. VANDERBILT.....	NEW YORK.
SAMUEL F. BARGER.....	NEW YORK.
AUGUSTUS SCHELL.....	NEW YORK.
JOHN E. BURRILL.....	NEW YORK.
FRANCIS P. FREEMAN.....	NEW YORK.
ANDREW D. WHITE.....	SYRACUSE, N. Y.
HENRY B. PAYNE.....	CLEVELAND, O.
AMASA STONE.....	CLEVELAND, O.
WILLIAM L. SCOTT.....	ERIE, PA.
CHARLES M. REED.....	ERIE, PA.
ALBERT KEEP.....	CHICAGO, ILL.

OFFICERS.

PRESIDENT.....	WILLIAM H. VANDERBILT.....	NEW YORK.
VICE PRESIDENT.....	AUGUSTUS SCHELL.....	NEW YORK.
TREASURER AND SECRETARY.....	EDWIN D. WORCESTER.....	NEW YORK.
ASS'T SEC. & ASS'T TREAS. <i>pro tem.</i>	N. BARTLETT.....	CLEVELAND, O.
AUDITOR.....	C. P. LELAND.....	CLEVELAND, O.
GENERAL MANAGER.....	JOHN NEWELL.....	CLEVELAND, O.
GENERAL SUPERINTENDENT.....	CHARLES PAINE.....	CLEVELAND, O.
GENERAL FREIGHT AGENT.....	ADDISON HILLS.....	CLEVELAND, O.
ASS'T GENERAL FREIGHT AGENT.....	CHARLES M. GRAY.....	CHICAGO, ILL.
ASS'T GENERAL FREIGHT AGENT.....	GEORGE H. VAILLANT.....	CLEVELAND, O.
ASS'T GENERAL FREIGHT AGENT.....	J. T. R. MCKAY.....	CLEVELAND, O.
GENERAL TICKET AGENT.....	J. W. CARY.....	CLEVELAND, O.
CHIEF ENGINEER.....	L. H. CLARKE.....	CLEVELAND, O.
GENERAL MASTER MECHANIC.....	JAMES SEDGLEY.....	CLEVELAND, O.
MASTER CAR BUILDER.....	JOHN KIRBY.....	CLEVELAND, O.
PURCHASING AGENT.....	A. C. ARMSTRONG.....	CLEVELAND, O.

GENERAL OFFICES.....	CLEVELAND, O.
NEW YORK OFFICE, Room 47, Grand Central Depot.....	NEW YORK.

REPORT.

The President and Directors of the LAKE SHORE & MICHIGAN SOUTHERN RAILWAY COMPANY submit to the Stockholders the following Report for the fiscal year ending December 31, 1877:

ROAD OPERATED.

Main Line—Buffalo, N. Y., to Chicago, Ill.....	540.37 miles.
Eleven Branches and Tributary Leased Roads.....	636.42 “
TOTAL.....	1,176.79 miles.

This Company owns 1,024.71 miles, (although 160.11 miles are embraced in three other organizations,) and leases 152.08 miles.

Of the 540.37 miles of Main Line, 235.65 are double track, making the Main Line equal to 776.02 miles of single track; and two branches—203.66 miles—are so situated that they, with the Main Line, form a double line of Road between Cleveland, Ohio, and Elkhart, Indiana, (101 miles east of Chicago,) making, together, 979.68 miles of track, of which 843 miles are laid with steel rails. There are but 137 miles of iron rails remaining in the Main Line, and they will be replaced with steel as rapidly

as renewals are needed. During the year 1877 15,080 tons—160 miles—steel rails were laid, and the entire cost—\$708,281—charged to Operating Expenses.

This account will, probably, show a reduction, in 1878, of about \$300,000.

Included, also, in the Operating Expenses, are five miles additional side tracks, (in former years charged to Construction Account.) The side tracks now measure 462.44 miles.

The total number of miles of *track* to be maintained amounts to 1,874.89, the details of which, location by States, etc., will be found in the usual place in this Report.

CONSTRUCTION.

This account for 1877 amounted to \$141,409.52, or but about half of even the small amount in 1876. The details are as follows:

Real Estate	\$ 22,608 02
New Iron and Stone Bridge across the Maumee River, at Toledo—now being erected— replacing a wooden structure.....	104,377 61
Bridge Masonry.....	14,423,89
TOTAL.....	\$ 141,409 52
1870-1876, inclusive—seven years.....	13,899,312 20
TOTAL—eight years.....	\$14,040,721 72

New buildings have been charged to Operating Expenses, (Repairs Buildings.)

EQUIPMENT.

The amount charged to this account remains unchanged—\$14,378,709.04 for 495 Locomotives, and 10,546 Cars.

There was expended, in 1877, for maintenance of Equipment, \$1,301,896.46, which amount proved fully adequate.

A detailed table of the Equipment will be found in the usual place in this Report.

CAPITAL STOCK.

The Capital Stock of the Company is \$50,000,000, to-wit:

Guaranteed (10 per cent.).....	5,335 Shares—\$100.....	\$ 533,500
Ordinary.....	494,665 Shares— 100.....	49,466,500
	500,000 Shares—\$100.....	\$50,000,000

Of the guaranteed Stock, the claim for dividends between 1857 and 1863 has been settled on \$350,600, leaving \$182,900 still unsettled.

Dividends of 5 per cent. February 1, and 5 per cent. August 1, have been regularly paid on this Stock since August 1, 1863, the date of the first dividend.

Of the ordinary Stock the Company owns 2,654 shares (\$265,400), which appears among its assets in the Balance Sheet.

BONDED DEBT.

The Bonded Debt of the Company stood:

December 31, 1876.....	\$36,000,000
December 31, 1877.....	35,750,000
DECREASE.....	\$ 250,000

This decrease was accomplished by the annual contribution to the Sinking Fund of the First General Consolidated Mortgage of \$25,000,000. This Mortgage provides for a Sinking Fund of one per cent., or \$250,000 per year. This obligation has run for seven years, amounting to \$1,750,000, and is now entirely fulfilled.

The Bonded Debt may be thus classified:

First Mortgage—matures in 1900, including eleven divisional Mortgages on original Roads, to be merged into this Mortgage upon maturity.....	\$25,000,000
Less Sinking Fund.....	1,750,000
	\$23,250,000
Second Mortgage—matures in 1903; amount of Mortgage.....	\$25,000,000
Outstanding (including the plain Bonds of 1882—\$3,294,000—provided for by this Mortgage).....	12,500,000
TOTAL DEBT—interest 7 per cent., currency.....	\$35,750,000

A table giving details of each class of Bonds now outstanding will be found on a subsequent page.

EARNINGS.

	1877.	1876.
From Freight.....	\$ 9,476,607 59	\$ 9,405,628 95
From Passengers	3,203,199 66	3,664,147 87
From all other sources.....	825,351 67	879,399 80
TOTAL.....	<u>\$13,505,158 92</u>	<u>\$13,949,176 62</u>
Operating Expenses and Taxes.....	8,963,965 65	9,574,835 52
PER CENT. OF EARNINGS	66.37	68.64
NET EARNINGS	\$4,541,193 27	\$4,374,341 10
Interest on Funded Debt, Leases four branch roads, and dividends (10 per cent.) on Guaranteed Stock, less interest and dividends on assets ...	2,775,657 70	2,759,989 36
BALANCE	<u>\$1,765,535 57</u>	<u>\$1,614,351 74</u>
Per Share.....	3 57	3 26
From which was paid—		
Contribution to Sinking Fund, 1877.....	\$250,000 00	
On Account of Ashtabula accident.....	495,722 42	
Dividend No. 14, February 1, 1878, 2 per cent.....	989,330 00	
	<u>1,735,052 42</u>	
SURPLUS FOR THE YEAR	<u>\$30,483 15</u>	

The financial results of the eight years since consolidation are shown by the following condensed table :

YEAR.	MILES.	GROSS EARNINGS.	OPERATING EXPENSES.		NET EARNINGS.	INTEREST, LEASES AND DIVIDENDS GUARANTEED STOCK.	DIVIDENDS.		SURPLUS.
			Amount.	Per Cent.			Amount.	Per Cent.	
1870..	1,013	\$13,509,236	\$ 8,368,821	61.95	\$5,140,415	\$1,828,897	\$2,752,360	8	\$ 559,158
1871..	1,074	14,898,449	9,779,806	65.64	5,118,643	2,121,164	2,874,355	8	123,124
1872..	1,136	17,699,935	11,839,526	66.90	5,860,409	2,201,459	3,466,096	8	192,854
1873..	1,175	19,414,509	13,746,598	70.90	5,667,911	2,654,560	1,978,040	4	1,035,311
1874..	1,175	17,146,131	11,152,371	65.04	5,993,760	3,008,193	1,607,661	3¼	1,377,906
1875..	1,175	14,434,199	10,531,501	72.96	3,902,698	2,810,294	989,330	2	103,074
1876..	1,177	13,949,177	9,574,836	68.64	4,374,341	2,759,989	1,607,661	3¼	6,691
1877..	1,177	13,505,159	8,963,966	66.37	4,541,193	2,775,657	989,330	2	30,483

As compared with 1876, the Gross Earnings for 1877 show a decrease of \$444,017, or 3.18 per cent. Operating Expenses show a decrease of \$610,869, or 6.38 per cent. Net Earnings show an increase of \$166,852, or 3.67 per cent.

As the Gross Earnings for the years 1877 and 1870 are almost exactly alike, some comparisons of the two years are furnished,

as showing the changes which have occurred within the comparatively brief period of eight years.

	1877.	1870.
Miles Road operated.....	1,177	1,013
Gross Earnings.....	\$13,505,159	\$13,509,236
Operating Expenses and Taxes.....	8,963,966	8,368,821
NET EARNINGS.....	\$ 4,541,193	\$ 5,140,415
Work Done—		
Number Tons Freight Moved One Mile.....	1,080,005,561	574,035,571
Rate per Ton per Mile.....	Cent, .864	Cent, 1.504
Number Passengers Moved One Mile.....	138,116,618	160,500,114
Rate per Passenger per Mile.....	Cents, 2.326	Cents, 2.612
Freight Train Mileage.....	5,674,685	4,306,110
Passenger Train Mileage.....	2,363,504	2,320,477

The following condensed tables show the Freight and Passenger business for the entire eight years, 1870–1877:

FREIGHT.

YEAR.	TONS.	AVERAGE MILES HAULLED.	TONS ONE MILE.	REVENUE.	RECEIPT PER TON PER MILE.	COST PER TON PER MILE.	PROFIT PER TON PER MILE.
1870.....	2,978,725	192.7	574,035,571	\$ 8,746,126	Cent. 1.504	Cent. .932	Cent. .572
1871.....	3,784,525	193.9	733,670,696	10,341,218	1.391	.913	.478
1872.....	4,443,092	208.2	924,844,140	12,824,862	1.374	.920	.454
1873.....	5,176,661	203.6	1,053,927,189	14,192,399	1.335	.946	.389
1874.....	5,221,267	191.4	999,342,081	11,918,350	1.180	.767	.413
1875.....	5,022,490	187.8	943,236,161	9,639,038	1.010	.737	.273
1876.....	5,635,167	201.2	1,133,834,823	9,405,629	.817	.561	.256
1877.....	5,513,398	195.9	1,080,005,561	9,476,608	.864	.573	.291

PASSENGERS.

YEAR.	PASSENGERS.	AVERAGE DISTANCE	PASSENGERS ONE MILE.	REVENUE.	RECEIPT PER PASSENGER PER MILE.	COST PER PASSENGER PER MILE.	PROFIT PER PASSENGER PER MILE.
1870.....	2,065,440	77	160,500,114	\$4,192,960	Cent. 2.612	Cent. 1.618	Cent. .994
1871.....	2,046,428	70	142,684,243	4,006,724	2.808	1.843	.965
1872.....	2,212,754	74	162,308,495	4,218,543	2.599	1.739	.860
1873.....	2,845,163	63	179,363,173	4,569,730	2.542	1.802	.740
1874.....	3,096,263	56	173,224,572	4,249,022	2.452	1.595	.857
1875.....	3,170,234	52	164,950,861	3,922,798	2.378	1.735	.643
1876.....	3,119,923	56	175,510,501	3,664,148	2.090	1.438	.652
1877.....	2,742,295	50	138,116,618	3,203,200	2.319	1.539	.780

As compared with 1876, the tonnage moved shows a slight decrease—2.16 per cent.—fully accounted for by the ten days' stoppage of freight trains, in July, resulting from the great

strike. A slight improvement, however, in the average rate per ton per mile, resulted in an increase of Earnings from Freight of \$70,979.

The Passenger business shows a large falling off—about one-eighth less both in number of passengers carried and Earnings. In this respect the experience of this Company is not exceptional, the severe general depression having seriously affected the Passenger business of all Railroads.

OPERATING EXPENSES.

Show the very considerable decrease of \$610,869, which is \$166,852 more than the decrease in Earnings, notwithstanding the very large amount of steel rails—15,080 tons (160 miles)—purchased and laid in 1877, and with the roadway equipment and property fully maintained.

It is believed that a further reduction in expenses of at least half a million dollars—equal to one per cent. upon the capital stock—will be effected in 1878.

CONCLUDING REMARKS.

The year opened with the Road cut in twain by the fall of the Ashtabula Bridge. Of the 92 killed in that accident, 83 have been settled for. Of the 64 injured, 56 have been settled for. This absorbed \$453,800 of the earnings; other payments on account of this accident swelled the sum to \$495,722.42, which is almost exactly one per cent. upon the capital stock.

The great strike occurred in the latter part of July, and all freight traffic was stopped for a period of ten days.

This company was so fortunate as to have no property destroyed; and after a frank discussion of some minor grievances, and the adjustment of them, the harmonious relations which had always existed were restored.

It is impossible to estimate the amount of earnings absolutely lost by the strike. Our competitors being in the same situation at the same time, the movement of freight was to some extent simply deferred, not positively lost.

Notwithstanding these adverse and exceptional circumstances, the Road earned $3\frac{1}{2}$ per cent. upon the capital stock. The stockholders received, however, but 2 per cent, as the Ashtabula accident had to be met from current revenue—requiring one per cent.—and the annual contribution to the Sinking Fund—\$250,000—likewise paid from current revenue, absorbed the other half per cent.

The year 1878 opens with promise of much better results.

The increase in Gross Earnings, first quarter, is	\$531,800
The decrease in Expenses, " " "	253,000
Making an increase in Net Earnings of	<u>\$784,800</u>

The fixed charges against Net Earnings for 1878 will be as follows :

Interest on L. S. & M. S. R'y debt, 35,750,000 at 7 per cent.....	\$2,502,500
Interest on D., M. & T. " 924,000 at 7 "	64,680
Interest on K. & W. P. " 600,000 at 7 & 8 "	44,000
Dividend on Guaranteed Stock, \$533,500 at 10 per cent	53,350
Rental four branch roads—(two estimated).....	265,000
	<u>\$2,929,530</u>
Less interest and dividends on assets—estimated	200,000
	<u>\$2,729,530</u>
Last year.....	2,775,657
Estimated reduction.....	46,127

To the General Manager, Mr. John Newell ; the General Superintendent, Mr. Charles Paine ; and the Chief Engineer, Mr. L. H. Clarke ; and their assistants, much credit is due for the efficiency and sound economy with which the Road has been worked.

WM. H. VANDERBILT,

President.

Cleveland, O., May 1, 1878.

LAKE SHORE & MICHIGAN SOUTHERN RAILWAY CO.

1876.	Per Cent.	EARNINGS.	Per Cent.	1877.
\$ 9,405,628 95	67.43	----- From Freight -----	70.17	\$ 9,476,607 59
3,664,147 87	26.27	----- " Passengers -----	23.72	3,203,199 66
273,710 79	1.97	----- " Express -----	1.86	250,891 43
490,590 79	3.51	----- " Mails -----	3.36	453,685 72
50,460 92	.36	----- " Rents -----	.37	50,005 12
64,637 30	.46	----- " all other sources -----	.52	70,769 40
\$13,949,176 62	100.	----- TOTAL -----	100.	\$13,505,158 92
		DECREASE ----- \$444,017 70		

1876.	Per Cent. of Earnings.	EXPENSES.	Per Cent. of Earnings.	1877.
\$ 221,979 45	1.60	----- General Office Expenses -----	1.59	\$ 214,743 41
608,844 57	4.36	----- Conductors and Trainmen -----	3.87	522,958 25
681,073 74	4.88	----- Enginemen and Firemen -----	4.48	604,382 93
1,676,995 04	12.02	----- Agents and Station Labor -----	12.00	1,619,359 17
20,548 17	.15	----- Telegraph Repairs and Supplies -----	.14	19,554 60
31,581 85	.23	----- Gas-light Account -----	.21	29,079 48
555,605 33	3.98	----- Repairs—Engines and Tenders -----	4.07	550,420 51
848,230 23	6.08	----- " Cars -----	5.56	751,475 95
1,177,304 05	8.44	----- " Roadway and Track -----	8.42	1,135,880 96
519,872 34	3.73	----- Steel Rails -----	5.24	708,281 57
107,881 24	.77	----- Repairs—Bridges -----	1.24	167,605 89
30,685 00	.22	----- " Fences -----	.18	24,195 50
261,979 53	1.87	----- " Buildings -----	1.53	205,337 11
1,089,192 40	7.81	----- Fuel Consumed -----	6.84	923,814 52
126,497 56	.91	----- Oil and Tallow -----	.79	107,185 23
15,367 83	.11	----- Waste and Rags -----	.10	13,207 67
182,166 85	1.30	----- Office, Train and Station Supplies -----	1.26	170,724 73
26,107 63	.19	----- Damage and Loss—Freight and Baggage -----	.13	18,572 18
8,880 40	.06	----- Damage to Property and Cattle Killed -----	.07	9,646 21
45,398 35	.33	----- Personal Injuries, except Ashtabula Accident. -----	.19	26,495 90
35,606 44	.25	----- Law Expenses -----	.25	33,990 52
17,224 17	.12	----- New York Office -----	.11	14,126 76
65,165 95	.47	----- Rents Payable -----	.50	67,553 44
247,815 39	1.78	----- Outside Agencies and Advertising -----	1.64	220,920 76
14,628 69	.11	----- Contingencies -----	.07	9,318 69
462,456 15	3.32	----- Hire of Cars -----	2.33	314,159 57
\$ 9,079,088 35	65.09	----- TOTAL -----	62.81	\$ 8,482,991 51
495,747 17	3.55	----- Taxes -----	3.56	480,974 14
\$ 9,574,835 52	68.64	----- TOTAL OPERATING EXPENSES AND TAXES -----	66.37	\$ 8,963,965 65
		Decrease ----- \$610,869 87		
\$ 4,374,341 10	31.36	----- NET EARNINGS -----	33.63	\$ 4,541,193 27
		Increase Net Earnings ----- \$166,852 17		
	100.		100.	

INCOME ACCOUNT—1877.

Gross Earnings.....	\$13,505,158 92
Interest and Dividends on Assets.....	171,775 99
	<hr/>
TOTAL.....	\$13,676,934 91
 Less—	
Operating Expenses and Taxes.....	\$8,963,965 65
Interest on Funded Debt, viz :—	
Lake Shore & Michigan Southern.....	\$2,520,000 00
Detroit, Monroe & Toledo.....	64,680 00
Kalamazoo & White Pigeon.....	44,000 00
	<hr/>
	2,628,680 00
Rental Leased Roads, viz :—	
Erie & Kalamazoo.....	\$ 30,000 00
Kalamazoo, Allegan & Grand Rapids.....	103,800 00
Jamestown & Franklin—40 per cent. of earnings.....	87,376 02
Mahoning Coal Railroad—40 per cent. of earnings.....	44,227 67
	<hr/>
	265,403 69
Dividends Guaranteed Stock (10 per cent.).....	53,350 00
Dividend Ordinary Stock—	"
February 1, 1878, No. 14.....2 per cent.....	989,330 00
Ashtabula Accident to December 31.....	495,722 42
	<hr/>
	13,396,451 76
	<hr/>
SURPLUS, 1877, (includes Sinking Fund, \$250,000).....	\$ 230,483 15
Add amount to credit Income Account January 1, 1877.....	2,288,767 73
	<hr/>
TOTAL.....	\$ 2,569,250 88
Worthless assets charged off.....	4,378 27
	<hr/>
TOTAL TO CREDIT INCOME ACCOUNT JANUARY 1, 1878.....	\$ 2,564,872 61

CONDENSED BALANCE SHEET, DECEMBER 31, 1877.

ASSETS.

Lake Shore & Michigan Southern Railway and Branches.....	864.60 miles.....	\$65,441,205 65	
Detroit, Monroe & Toledo Railroad.....	62.29 miles.....	1,295,600 00	
White Pigeon & Kalamazoo Railroad.....	36.68 miles.....	610,000 00	
Northern Central Michigan Railroad.....	61.14 miles.....	1,356,400 00	
TOTAL.....	1,024.71 miles.....	\$68,703,205 65	
Equipment for 1,177 miles Road.....		14,378,709 04	
Jamestown & Franklin Railroad, 51 miles—			
Advances to December 31, 1877.....		\$1,053,654 34	
First Mortgage Bonds (\$273,000).....		240,300 00	
Second Mortgage Bonds (\$300,000).....		255,000 00	
Stock (\$400,000).....		320,000 00	
			1,868,954 34
Lake Shore & Michigan Southern Railway Stock (2,654 shares).....		265,400 00	
Detroit, Monroe & Toledo Railroad Stock (4,136 shares, entire issue except 5 shares).....		413,600 00	
Union Stock Yard Stock, Chicago, 4,000 shares.....		400,000 00	
Merchants' Despatch Transportation Company Stock.....		79,226 28	
Capital advanced to Co-operative Despatch Lines.....		171,254 54	
Empire Line Transportation Company Stock.....		60,750 00	
\$ 437,000—Cincinnati, Wabash & Michigan R'y—1st Mortgage Bonds, 7s gold, \$437,000 00			
400,000—Lake Shore and Tuscarawas Valley—1st Mortgage Bonds, 7s gold, 400,000 00			
213,000—Mahoning Coal Railroad—First Mortgage Bonds..... 7s.....		213,000 00	
14,000—Erie & Pittsburgh Railroad—1st Mortgage Bonds..... 7s.....		14,000 00	
110,000—Grand Rapids, N. & L. S. Railroad—1st Mortgage Bonds..... 8s.....		104,680 00	
6,500—Grand Rapids, N. & L. S. Railroad, Second Division—First Mortgage Bonds..... 7s.....		5,200 00	
58,000—White Pigeon & Kalamazoo Railroad—1st Mortgage Bonds, 7s.....		52,200 00	
6,000—Michigan Lake Shore Railroad—1st Mortgage Bonds..... 8s.....		6,000 00	
6,000—Toledo, Wabash & W. R'y Sinking Fund..... 7s.....		4,695 00	
66,000—Leavenworth (Kansas) County Bonds..... 7s.....		49,500 00	
30,000—Holliday Coal Company Bonds..... 8s.....		30,000 00	
88,656—Cleveland, Tus. Valley & Wheeling Bonds (and \$5,850 stock) 7s.....		89,923 02	
			\$1,406,198 02
\$1,435,156			
Sundry Bond Scrips (our own issues).....		2,854 26	
Pacific Hotel Company, Chicago—Bonds and Stock.....		415,712 50	
Bills Receivable—New York.....		500,000 00	
Bills Receivable—Cleveland.....		21,572 73	
Cash in New York.....		1,221,502 19	
Cash in Cleveland.....		77,349 55	
Uncollected Earnings (collected since January 1st).....		348,315 73	
General Office Property and other Real Estate.....		228,071 42	
Supplies, Rails, Fuel, etc.....		887,784 74	
			\$91,450,460 99

LAKE SHORE & MICHIGAN SOUTHERN RAILWAY CO.

LIABILITIES.

Capital Stock (\$533,500 ten per cent. guaranteed)	\$50,000,000 00
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Funded Debt, (detailed table elsewhere)—

Lake Shore & Michigan Southern Railway, 864.60 miles	35,750,000 00
Detroit, Monroe & Toledo Railroad..... 62.29 miles	924,000 00
White Pigeon & Kalamazoo Railroad..... 36.68 miles	600,000 00

Floating Debt—(None.)

December Liabilities paid in January	595,583 38
Dividend paid February 1, 1878	1,016,005 00

Income or Profit and Loss Account	2,564,872 61
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\$91,450,460 99

LAKE SHORE & MICHIGAN SOUTHERN RAILWAY CO.

EARNINGS AND EXPENSES IN DETAIL, 1877.

1877.	Per Cent.	January.	February.	March.	April.
EARNINGS.					
From Freight.....	70.17	633,079 48	718,760 18	880,510 23	852,240 99
“ Passengers.....	23.72	186,945 81	198,638 45	243,229 61	266,375 02
“ Express.....	1.85	18,444 00	17,547 12	19,425 46	17,288 19
“ Mails.....	3.36	37,807 18	37,807 14	37,807 14	37,807 14
“ Rents.....	.37	3,854 94	3,563 17	3,711 53	3,496 95
“ All other sources.....	.53	5,810 62	4,653 63	7,478 02	4,269 42
TOTAL—1877.....	100.	885,942 03	980,969 69	1,192,161 99	1,181,477 71
1876.....		1,097,271 60	1,095,529 14	1,193,734 45	1,179,897 95
1875.....		1,163,564 29	1,037,517 81	1,287,840 94	1,275,663 91
1874.....		1,569,750 20	1,363,355 24	1,491,279 50	1,518,122 02
1873.....		1,445,219 89	1,600,933 15	1,774,127 57	1,709,880 19
1872.....		1,349,274 51	1,302,139 38	1,504,478 30	1,536,193 20
1871.....		1,090,039 01	1,082,655 88	1,320,092 13	1,225,280 58
1870.....		899,288 66	1,003,887 54	1,168,963 21	1,177,877 83
EXPENSES.					
General Office Expenses.....	2.53	18,757 82	17,948 18	17,989 37	17,847 43
Conductors and Trainmen.....	6.17	45,999 09	47,399 64	49,659 58	50,820 76
Enginemen and Firemen.....	7.12	57,822 19	52,379 69	57,432 95	55,376 90
Agents and Station Labor.....	19.09	145,981 59	137,556 59	141,906 86	141,716 82
Telegraph Repairs and Supplies.....	.23	1,598 30	1,747 13	2,104 86	1,688 91
Gaslight Account.....	.34	3,219 32	2,854 02	2,754 11	1,957 86
Repairs Engines and Tenders.....	6.49	53,074 01	44,586 72	55,618 22	52,289 03
“ Cars.....	8.86	81,318 98	66,020 69	61,498 27	68,899 41
“ Roadway and Track.....	13.39	163,146 73	110,474 84	81,621 80	89,837 92
Steel Rails.....	8.35	59,023 47	59,023 46	59,023 47	59,023 46
Repairs Bridges.....	1.98	19,251 69	8,519 23	9,683 61	8,465 12
“ Fences.....	.29	682 06	5,768 83	1,758 91	2,149 46
“ Buildings and Fixtures.....	2.42	18,836 05	17,790 83	15,283 22	19,183 78
Fuel Consumed.....	10.89	82,839 16	76,224 24	83,766 42	82,554 03
Oil and Tallow.....	1.26	10,942 65	11,334 43	10,060 84	8,166 94
Waste and Rags.....	.16	1,118 15	1,675 82	1,221 25	1,252 84
Office, Train and Station Supplies.....	2.01	20,868 62	12,352 42	14,057 93	15,112 63
Damage and Loss—Freight and Baggage.....	.22	1,453 15	4,727 89	3,454 91	2,983 83
Damage to Property and Cattle Killed.....	.11	1,432 63	178 69	497 26	308 12
Personal Injuries.....	.31	2,435 21	2,894 06	1,650 83	3,118 08
Law Expenses.....	.40	1,795 03	3,755 95	2,657 10	1,362 89
New York Office.....	.17	950 06	449 50	525 46	1,963 65
Rents Payable.....	.80	5,806 53	3,908 53	7,896 53	3,745 00
Outside Agencies and Advertising.....	2.60	24,582 52	20,425 00	15,602 50	16,614 11
Contingencies.....	.11	728 80	381 51	866 63	1,897 65
Hire of Cars.....	3.70	24,077 34	31,120 96	22,111 51	39,291 22
TOTAL—1877.....	100.	\$847,741 15	\$741,498 85	\$720,707 40	\$747,627 85
Taxes—1877.....		40,000 00	40,000 00	40,000 00	\$40,000 00
TOTAL OPERATING EXPENSES AND TAXES.....		887,741 15	781,498 85	760,707 40	\$787,627 85
Interest, Leases and Dividends on Guaranteed Stock, less Interest and Dividends on Assets.....		231,300 00	231,300 00	231,300 00	231,300 00
BALANCE.....				\$200,154 59	\$162,549 86
DEFICIENCY.....		\$233,099 12	\$31,829 16		

LAKE SHORE & MICHIGAN SOUTHERN RAILWAY.

EARNINGS AND EXPENSES IN DETAIL, 1877.

May.	June.	July.	August.	September.	October.	November.	December.	TOTAL.
824,778 04	731,290 09	475,053 00	819 934 23	869,477 12	950,473 06	814,090 49	906,920 68	\$ 9,476,607 59
262 330 16	267,502 34	250,189 48	338,077 08	347,811 10	343,500 98	260,026 96	238,572 67	3,203,199 66
21,327 66	21,203 25	17,697 08	20,939 77	23,303 96	23,951 51	25,607 98	24,155 45	250,891 43
37,807 14	37,807 14	37,807 14	37,807 14	37,807 14	37,807 14	37,807 14	37,807 14	453,685 72
3,577 93	5,130 48	4,822 15	5,679 45	4,007 94	3,671 92	3,602 57	4,886 09	50,005 12
4,000 26	3,861 19	2,811 45	4,437 31	5,470 90	5,190 78	5,625 43	17,160 39	70,769 40
1,153,821 19	1,066,794 49	788,380 30	1,226,874 98	1,237,878 16	1,364,595 39	1,146,760 57	1,229,502 42	\$13,505 158 92
1,178,639 26	1,142,228 07	1,020,614 79	1,197,992 28	1,350,984 09	1,318,193 63	1,122,314 56	1,051,776 75	13 949,176 62
1,100,142 01	1,055,698 43	1,079,808 29	1,178,324 94	1,306,826 36	1,392,487 01	1,275,954 37	1,280,370 40	14,434,198 76
1,373,678 32	1,335,318 43	1,255,831 15	1,414,818 63	1,532,602 32	1,589,497 32	1,335,892 00	1,363,985 63	17,146,130 76
1,663 40 46	1,601,447 68	1,466 936 52	1,566,914 50	1,791,375 65	1 785,186 08	1,433 734 78	1,572,692 79	19,414,509 26
1,489 333 22	1,332,726 67	1,235,144 80	1,472,074 18	1,643,640 04	1,774,820 54	1,567,875 38	1,492 235 06	17,699,935 28
1,201 783 25	1,148 480 60	1,140,387 95	1,304,253 37	1,377,653 55	1,410 866 76	1,353,361 83	1,243,594 47	14,898 449 38
1,099,493 68	1,042,300 77	908,397 09	1,182,302 91	1 242,956 05	1,294,124 14	1,262,916 87	1,228,726 78	13,509,235 53
18,817 73	19,427 16	16,900 38	17,231 59	16,494 03	16 801 11	17,216 13	19,312 48	\$ 214,743 41
46,695 60	41,940 47	31,891 42	41,727 37	41,796 56	41,716 37	40,079 10	43,231 79	522,958 25
53,531 19	47,889 43	35,337 48	48,655 51	47,909 48	49,611 64	47,218 85	51,017 62	604,382 93
142,564 26	132,221 03	116,068 05	127,360 52	129,805 78	134,026 36	132,709 28	137,442 03	1,619,359 17
1,704 72	1,927 89	1,724 14	1,441 97	1,338 41	1,713 98	1,430 05	1,134 24	19,554 60
2,138 93	1,644 05	1,765 81	1,465 42	2,260 50	2,251 27	3,171 83	3,596 36	29,079 48
48 089 06	49,543 08	39,140 58	40,105 63	40,158 50	45,777 16	40,764 15	41,274 37	550,420 51
75,254 07	64,711 04	49 386 95	53,059 38	53,588 51	59 635 93	59,843 96	58 258 76	751,475 95
111,573 87	110,272 85	100,588 02	92,207 23	76,605 21	74 471 79	67 089 81	57 990 89	1,135,880 96
59,023 47	59,023 46	59 023 46	59,023 47	59,023 46	59,023 47	59,023 46	59,023 46	708,281 57
12,225 96	17,046 68	12,905 87	16,022 11	14,263 27	9,089 84	17,709 04	22,423 47	167,605 89
2,762 20	2,861 08	1,896 26	1,862 27	1,496 23	1,410 01	1,159 15	388 99	24,195 50
18,404 36	17,684 67	15,951 63	17,530 63	13,620 84	19,829 82	15,178 50	14,042 78	205,337 11
80,376 93	70,585 47	56,186 55	80,059 14	78,339 91	81,434 97	72,295 71	79,101 99	923,814 52
9,616 37	7,780 85	6,793 49	7,454 24	8,955 20	8,340 31	10,128 07	7,581 84	107,185 23
880 82	784 83	930 27	1,364 64	827 87	886 00	1,693 44	518 74	13,207 67
13,522 29	11,734 77	14,459 03	11,328 95	14,481 12	12,550 30	13,835 31	16,421 36	170,724 73
521 52	1,443 00	67 09	533 28	31 16	554 57	1,859 29	942 49	18,572 18
1,292 18	790 54	281 72	1,543 17	481 67	1,338 50	326 25	1,175 48	9,646 21
1,682 16	1,993 70	1,383 44	1,820 16	1,516 15	2,212 24	2,863 63	2,926 24	26,495 90
5,433 62	3,474 92	5,178 38	1,116 13	3,501 14	991 97	1,959 40	2,763 99	33,990 52
60 00	200 50	1,063 27	1,001 59	1,199 37	1,661 40	2,592 00	2,459 96	14,126 76
7,288 40	5,375 73	5,700 83	5,240 83	4,280 33	6,619 83	5,017 46	6,673 44	67,553 44
19,304 91	19,371 29	17,967 12	16,587 07	16,300 80	18,082 13	17,431 00	18,651 41	220,920 76
1,021 99	768 97	1,018 58	282 89	654 84	502 23	532 92	661 68	9,318 69
38,099 69	28,131 33	13 276 24	26,707 87	21,252 13	22,901 08	19,788 34	27,401 86	314,159 57
\$771,916 30	\$718,628 79	\$606,936 06	\$672,933 06	\$ 352,232 52	\$673,434 78	\$652,917 03	\$676,417 72	\$3,482,991 51
40,000 00	40,000 00	40,000 00	40,000 00	40,000 00	40,000 00	40,000 00	40,974 14	480,974 14
811,916 30	758,628 79	646,936 06	712,933 06	692,232 52	713,434 78	692,917 03	717,391 86	\$8,963,965 65
231,300 00	231,300 00	231,300 00	231,300 00	231,300 00	231,300 00	231,300 00	231,358 00	\$2,775,658 00
\$110,604 89	\$76,865 70	-----	\$282,641 92	\$364,345 64	\$419,860 61	\$222,543 54	\$280,752 56	\$2,120,319 31
-----	-----	\$ 89,855 76	-----	-----	-----	-----	-----	354,784 04
-----	-----	-----	-----	-----	-----	-----	-----	\$1,765,535 27

DETAILED STATEMENT

OF THE

Funded Debt of the Lake Shore & Michigan Southern Railway Co.

AFTER DEDUCTING \$1,750,000 BONDS IN THE SINKING FUND.

DATE OF ISSUE.	NAME AND CHARACTER.	MILES INCLUDED IN MORTGAGE.	WHEN DUE.	AMOUNT OUTSTANDING.	RATE OF INTEREST AND WHEN PAYABLE.	ANNUAL INTEREST.
July 1, 1870	Lake Shore & Michigan Southern—Consolidated First Mortgage Sinking Fund.....	864	July 1, 1900	\$7,925,000	7% Reg'd Jan. Apl. July & Oct. Coupon Jan. & July April and October.....	\$554,750
Oct. 1, 1869	Lake Shore & Michigan Southern—Mortgage, \$2,000,000 issue.....	864	Oct. 1, 1879	888,000	7 April and October.....	62,160
April 1, 1869	Lake Shore Railway—Dividend Bonds.....	258	April 1, 1899	1,393,000	7 April and October.....	97,510
Jan. 1, 1859	Cleveland, Painesville & Ashtabula Registered—Mortgage.....	95	Jan. 1, 1880	1,000,000	7 January and July.....	70,000
Oct. 1, 1867	Cleveland, Painesville & Ashtabula—Third Mortgage.....	95	Oct. 1, 1892	1,000,000	7 April and October.....	70,000
May 1, 1855	Michigan Southern & Northern Indiana—First Mortgage.....	451	May 1, 1885	5,256,000	7 May and November.....	367,920
July 1, 1855	Cleveland & Toledo—First Mortgage.....	162	July 1, 1885	1,565,000	7 January and July.....	111,650
April 1, 1866	Cleveland & Toledo—Second Mortgage.....	162	April 1, 1886	849,000	7 April and October.....	59,430
July 1, 1862	Buffalo & State Line—Mortgage.....	88	July 1, 1882	200,000	7 January and July.....	14,000
Sept. 1, 1866	Buffalo & State Line—Mortgage.....	88	Sept. 1, 1886	300,000	7 March and September.....	21,000
April 1, 1868	Buffalo & Erie—Mortgage.....	88	April 1, 1898	2,844,000	7 April and October.....	199,080
	Total amount outstanding of the First General Mortgage of \$25,000,000.....			\$23,250,000		\$1,627,500
Dec 1, 1873	Lake Shore & Michigan Southern—Consolidated Second General Mortgage, (Registered and Coupon).....	864	Dec. 1, 1903	9,206,000	7 June and December.....	644,420
Oct. 1, 1872	Lake Shore & Michigan Southern—Bonds of 1882, (Registered and Coupon).....		Oct. 1, 1882	3,294,000	7 April and October.....	230,560
	Total amount outstanding of the Second General Mortgage of \$25,000,000.....			\$12,500,000		
	TOTAL FUNDED DEBT—LAKE SHORE & MICHIGAN SOUTHERN RAILWAY COMPANY PROPER.....			\$35,750,000	All 7 per cent.	\$2,502,500

DEBT OF PROPRIETARY ROADS, (OWNED WHOLLY BY LAKE SHORE & MICHIGAN SOUTHERN RAILWAY CO.)

DATE OF ISSUE.	NAME AND CHARACTER.	MILES INCLUDED IN MORTGAGE.	WHEN DUE.	AMOUNT OUTSTANDING.	RATE OF INTEREST AND WHEN PAYABLE.	ANNUAL INTEREST.
Aug. 1, 1876	Detroit, Monroe & Toledo—First Mortgage.....	62	Aug. 1, 1906	\$ 924,000	7% February and August..	\$ 64,680
Sept. 1, 1869	Kalamazoo & White Pigeon—First Mortgage.....	37	Jan. 1, 1890	400,000	7 January and July.....	28,000
Oct. 1, 1867	Schoolcraft & Three Rivers—First Mortgage.....	12	July 1, 1887	100,000	8 January and July.....	8,000
Oct. 1, 1867	Kalamazoo & Schoolcraft—First Mortgage.....	13	July 1, 1887	100,000	8 January and July.....	8,000
				\$1,624,000		\$108,680

DEBT OF LEASED ROADS, (INTEREST PAID BY LAKE SHORE & MICHIGAN SOUTHERN RAILWAY CO. ON ACCOUNT OF RENTAL.)

DATE OF ISSUE.	NAME AND CHARACTER.	MILES INCLUDED IN MORTGAGE.	WHEN DUE.	AMOUNT OUTSTANDING.	RATE OF INTEREST AND WHEN PAYABLE.	ANNUAL INTEREST.
June 1, 1868	Kalamazoo, Allegan & Grand Rapids—First Mortgage.....	58	July 1, 1888	\$ 840,000	8; January and July.....	\$ 67,200
July 1, 1863	Jamestown & Franklin—First Mortgage.....	51	Differ'nt dates	432,000	7 January and July.....	29,540
June 1, 1869	Jamestown & Franklin—Second Mortgage.....	51	June 1, 1894	500,000	7 December and June....	35,000
				\$1,762,000		\$131,740

MILEAGE STATISTICS.

YEAR.	MILES ROAD OPERATED.	EARNINGS PER MILE.	EXPENSES PER MILE.	NET EARNINGS PER MILE.	FREIGHT TRAIN MILEAGE.	FREIGHT TRAIN EARNINGS PER MILE.	FREIGHT TRAIN EXPENSES PER MILE.	FREIGHT TRAIN PROFIT PER MILE.	PASSENGER TRAIN MILEAGE.	PASSENGER TRAIN EARNINGS PER MILE.	PASSENGER TRAIN EXPENSES PER MILE.	PASSENGER TRAIN PROFIT PER MILE.
1870	1,013.0	\$13,336	\$8,261	\$5,075	4,306,110	\$2.03.11	\$1.25.82	\$0.77.29	2,320,477	\$1.97.28	\$1.22.21	\$0.75.07
1871	1,073.8	13,872	9,106	4,766	5,659,898	1.82.71	1.19.93	0.62.78	2,367,514	1.86.07	1.22.13	0.63.94
1872	1,136.5	16,682	11,177	5,505	7,121,795	1.80.08	1.20.47	0.59.61	2,640,344	1.78.69	1.19.54	0.59.15
1873	1,154.0	16,824	11,928	4,896	8,026,320	1.76.82	1.25.36	0.51.46	2,952,823	1.72.43	1.22.25	0.50.18
1874	1,175.4	14,592	9,491	5,101	6,490,510	1.83.62	1.19.42	0.64.20	2,520,574	2.02.21	1.31.51	0.70.70
1875	1,175.4	12,924	8,963	3,921	5,798,617	1.66.23	1.21.28	0.44.95	2,743,617	1.70.12	1.24.11	0.46.01
1876	1,176.8	11,851	8,135	3,716	6,324,738	1.48.71	1.02.06	0.46.65	2,610,545	1.69.64	1.16.44	0.53.20
1877	1,176.8	11,484	7,622	3,862	5,674,685	1.66.99	1.10.83	0.56.16	2,363,504	1.65.34	1.09.73	0.55.61

CHIEF ENGINEER'S DEPARTMENT.

GENERAL SUMMARY OF OPERATIONS—1877.

REPAIRS AND RENEWALS.

(Included in Operating Expenses.)

Steel Rail	15,080 tons	160.17 miles.
Re-rolled Iron Rail	786 tons	8.84 miles.
	—————	—————
	15,866 tons	168.51 miles.
Repaired Iron Rail	4,186 tons	44.40 miles.
	—————	—————
TOTAL	20,052 tons	212.91 miles.
Cross-ties renewed, 574,056, equal to		214.70 miles.
Fence built (Board)		74.60 miles.
Track ballasted with Stone and Gravel		168.50 miles.

FUEL CONSUMED.

Wood, 56,663 cords, average cost	\$3.11 per cord.
Coal, 281,544 tons, average cost	2.40 per ton.

CHIEF ENGINEER'S TABLE OF ROAD OPERATED

BY THE

LAKE SHORE & MICHIGAN SOUTHERN RAILWAY COMPANY.

JANUARY 1, 1878.

MAIN LINE.

	MILES.	
Buffalo to Erie.....	88.00	
Erie to Cleveland.....	95.50	
Cleveland to west end Toledo Bridge, via Norwalk.....	111.77	
West end Toledo Bridge to Toledo.....	1.10	
Toledo to Chicago, via Adrian.....	244.00	
		540.37

BRANCHES OF L. S. & M. S. RAILWAY.

Elyria Junction to Millbury Junction, via Sandusky.....	72.96	
Sandusky Pier, from Junction to Old Depot.....	3.74	
Air Line Junction to Elkhart.....	130.70	
Lenawee Junction to Jackson.....	41.90	
Lenawee Junction to Monroe.....	29.50	
Palmyra to Adrian.....	5.33	
Ashtabula to Ashtabula Harbor.....	2.51	
Ashtabula to Jamestown.....	36.09	
Junction with D. A. V. & Pitts. R. R. at Dunkirk.....	1.50	
		324.23

PROPRIETARY ROADS, (OWNED WHOLLY BY THIS COMPANY.)

Detroit, Monroe & Toledo Railroad—		
Air Line Junction to Detroit.....	62.29	
Kalamazoo & White Pigeon Railroad—		
White Pigeon to Kalamazoo.....	36.68	
Northern Central Michigan Railroad—		
Jonesville to North Lansing.....	61.14	160.11

ROADS OPERATED UNDER LEASE.

Kalamazoo, Allegan & Grand Rapids Railroad, (Rental \$103,800 per year)—		
Kalamazoo to Grand Rapids.....	58.00	
Jamestown & Franklin Railroad, (40 per cent. of gross earnings)—		
Jamestown to Oil City.....	51.10	
Mahoning Coal Railroad, (40 per cent. of gross earnings)—		
Andover to Youngstown.....	38.00 miles.	
Tyrrell Hill to Vienna.....	2.60 miles.	
Coalburg to New York, O.....	.98 miles.	
Vienna to Holliday Bank.....	1.41 miles.	
	42.99	152.09

LENGTH OF ROAD OPERATED.....1,176.80

SECOND TRACK.

Between Buffalo and Erie.....	88.00	
Between Erie and Cleveland.....	95.50	
Between Cleveland and west end Toledo Bridge.....	32.52	
West end Toledo Bridge to Toledo.....	1.10	
Toledo to Air Line Junction.....	2.50	
Between Elkhart and Chicago.....	16.03	235.65

SIDE TRACKS.

Buffalo Division.....	49.96	
Erie Division.....	73.73	
Toledo Division.....	113.44	
Franklin Division.....	22.55	
Youngstown Division.....	7.15	
Michigan Southern Division.....	195.61	462.44

TOTAL MILES OF SINGLE TRACK.....1,874.89

LAKE SHORE & MICHIGAN SOUTHERN RAILWAY.

TABLE OF TRACKS,

JANUARY 1, 1878,

Showing the Length of same in each State through which the Line passes.

TRACKS.	STATE.						TOTAL.
	N. Y.	PENN.	OHIO.	IND'NA	MICH.	ILLIN'S.	
Single Track—	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
Main Line.....	69.50	44.06	195.01	101.90	115.90	14.00	540.37
Branches.....	1.50	56.39	225.60	65.80	287.14	-----	636.43
LENGTH OF ROAD OPERATED.....	71.00	100.45	420.61	167.70	403.04	14.00	1,176.80
Second Track.....	69.50	44.06	106.06	8.00	-----	8.03	235.65
Sidings.....	39.82	42.96	230.27	63.25	65.40	19.74	462.44
TOTAL MILES OF SINGLE TRACK.....	180.32	188.47	756.94	238.95	468.44	41.77	1,874.89

RECAPITULATION.

STATE.	MILES OPERATED.				MILES OF SINGLE TRACK.			
	MAIN LINE.	BRANCHES	TOTAL.	PER CENT	SECOND TRACK.	SIDINGS.	TOTAL.	PER CENT.
New York.....	69.50	1.50	71.00	6.03	69.50	39.82	180.32	9.62
Pennsylvania.....	44.06	56.39	100.45	8.54	44.06	43.96	188.47	10.06
Ohio.....	195.01	225.60	420.61	35.74	106.06	230.27	756.94	40.32
Indiana.....	101.90	65.80	167.70	14.25	8.00	63.25	238.95	12.75
Michigan.....	115.90	287.14	403.04	34.25	-----	65.40	468.44	25.02
Illinois.....	14.00	-----	14.00	1.19	8.03	19.74	41.77	2.23
TOTAL.....	540.37	636.43	1,176.80	100.	235.65	462.44	1,874.89	100.

RECAPITULATION OF GRAND DIVISIONS, (EAST AND WEST OF TOLEDO.)

DIVISION.	MAIN LINE.	BRANCHES.	SECOND TRACK.	SIDINGS.	TOTAL.
	Miles.	Miles.	Miles.	Miles.	Miles.
Lake Shore.....	295.27	210.89	216.02	266.83	989.01
Michigan Southern.....	245.10	425.54	19.63	195.61	885.88
TOTAL.....	540.37	636.43	235.65	462.44	1,874.89

EQUIPMENT.

	Dec. 31, 1877.	Dec. 31, 1876.	Dec. 31, 1875.	Dec. 31, 1874.	Dec. 31, 1873.	Dec. 31, 1872.
LOCOMOTIVES	495	495	495	497	462	418

Wood Burners, 69 ; Coal Burners, 426.

125 Passenger Engines equipped with Westinghouse Air Brake.

PASSENGER EQUIPMENT.

First Class Passenger Cars	145	144	141	136	133	122
Second Class and Smoking Cars	9	9	9	11	11	14
Emigrant Cars	26	26	26	27	27	23
Railroad Postal Cars	17	17	18	14	12	13
Baggage Cars	64	60	59	56	57	56
Paymasters' Cars	2	2	2	2	2	2
Express Freight	6	6	9	11	11	11
	—	—	—	—	—	—
Total	269	264	264	257	253	241

All equipped with Westinghouse Air-Brake.

FREIGHT EQUIPMENT.

Box Cars	5,178	5,172	5,166	5,142	4,916	4,595
Stock Cars	1,327	1,330	1,330	1,279	1,323	1,323
Oil Cars	292	292	292	298	200	—
Platform Cars	1,682	1,685	1,682	1,790	1,789	1,757
Coal Cars	1,396	1,397	1,397	1,267	1,210	962
Caboose Cars	245	249	249	252	248	232
Derrick Cars	9	9	9	9	9	8
Dumper Cars	148	148	148	148	148	148
	—	—	—	—	—	—
Total	10,277	10,282	10,273	10,185	9,843	9,025
TOTAL CARS—all classes	10,546	10,546	10,537	10,442	10,096	9,266

LOCOMOTIVE DEPARTMENT.

	1877.	1876.	1875.	1874.	1873.	1872.
Miles run by Engines	10,752,055	11,775,053	11,517,223	12,168,210	15,421,203	13,477,534
Cost of Repairs Engines	\$550,420	\$555,605	\$653,387	\$705,984	\$774,487	\$799,861
Cost of Repairs Engines $\frac{1}{2}$ Mile run ..	Cts., 5.12	Cts., 4.72	Cts., 5.67	Cts., 5.80	Cts., 5.02	Cts., 5.93
Cost of Enginemen and Firemen....	\$604,383	\$681,074	\$702,743	\$747,978	\$900,217	\$783,133
Cost of Enginemen and Firemen $\frac{1}{2}$ Mile run	Cts., 5.64	Cts., 5.80	Cts., 6.10	Cts., 6.15	Cts., 5.80	Cts., 5.80
Cost of Fuel consumed	\$923,814	\$1,089,192	\$1,151,722	\$1,226,592	\$1,521,393	\$1,449,481
Cost of Fuel consumed $\frac{1}{2}$ Mile run ..	Cts., 8.70	Cts., 9.25	Cts., 10.00	Cts., 10.08	Cts., 9.20	Cts., 10.70
Average number Miles run per Engine,	21,721.					

RENEWALS AND REPAIRS.

	1877.	1876.	1875.	1874.	1873.	1872.
New Stationary Boilers	1	---	6	7	5	3
New Boilers (complete)	4	3	1	3	11	16
New Fire-boxes (steel)	20	14	20	39	21	8
New Driving Wheels	24	10	20	28	21	22
New Driving Axles	42	44	37	23	20	12
Steel Tyres	132	48	94	56	96	72
Truck and Tender Wheels	1,896	2,615	2,153	2,759	3,353	2,551
Truck and Tender Axles	312	241	378	369	201	198
Crown Sheets (steel)	8	5	5	18	28	22
Flue Sheets (steel)	18	17	30	49	46	45
Iron Flues	sets, 26	14	23	44	26	28
Cylinders	12	10	10	14	11	8
Engine Pilots	64	56	38	57	134	112
Engine Cabs	19	9	10	25	43	47
Engine Tanks	10	11	12	5	9	21
Engines rebuilt (complete)	11	11	---	---	---	---
Number of Engines on Road December 31st.....	495	495	495	497	462	418
Coal Burners, 426 ; Wood Burners, 69.						
Passenger Engines equipped with Westinghouse Air-Brake, 125.						

PERFORMANCE OF LOCOMOTIVE ENGINES,

FOR THE YEAR 1877.

NUMBER OF MILES RUN—	
Passenger Service.....	2,363,504
Freight “.....	5,674,685
Working “.....	342,673
Switching “.....	2,371,193
Total.....	10,752,055
COST PER MILE RUN FOR REPAIRS—	
Passenger Service.....	Cents, 5.87
Freight “.....	4.86
Working “.....	4.28
Switching “.....	3.82
Average.....	4.83
COST PER MILE RUN FOR FUEL, (including Kindlings)—	
Passenger Service.....	Cents, 8.57
Freight “.....	9.37
Working “.....	6.17
Switching “.....	4.49
Average.....	8.03
COST PER MILE RUN FOR LUBRICATING OILS AND TALLOW—	
Passenger Service.....	Cents, .29
Freight “.....	.26
Working “.....	.25
Switching “.....	.19
Average.....	.25
GENERAL SERVICE—COST PER MILE RUN—	
Small Stores, (Illuminating Oils, Waste, etc.,).....	Cents, 0.11
Enginemmen and Firemen.....	5.57
Cleaners and Watchmen.....	0.44
TOTAL COST PER MILE RUN—	
Passenger Service.....	Cents, 20.85
Freight “.....	21.74
Working “.....	17.63
Switching “.....	14.76
Average.....	19.88
MILES RUN PER TON OF COAL, (2,000 lbs.) Kindlings included—	
Passenger Service.....	37.12
Freight “.....	30.18
Working “.....	61.79
Switching “.....	84.10
Average.....	36.49
MILES RUN PER CORD OF WOOD, (Wood Burners only,)—	
Passenger Service.....	56.18
Freight “.....	37.45
Working “.....	64.70
Switching “.....	74.13
Average.....	58.91
MILES RUN PER PINT OF OIL (Lubricants)—	
Passenger Service.....	19.25
Freight “.....	21.26
Working “.....	21.42
Switching “.....	28.75
Average.....	22.03
PINTS OF ENGINE OIL USED.....	
“ “ LARD “.....	266,044
POUNDS OF TALLOW “.....	12,287
“ “ “.....	209,727
Total.....	488,058
AVERAGE COST OF LUBRICANTS PER PINT.....	Cents, 5.69

CAR DEPARTMENT.

	1877.	1876.	1875.	1874.	1873.
Repairs of Cars—all classes	\$751,476	\$848,230	\$868,729	\$958,625	\$1,070,049
New Cars built to replace Cars worn out or destroyed, (included in Operating Expenses)	242	291	157	307	204
Average number of Cars in service.....	10,546	10,537	10,498	10,366	9,546
New Wheels used in Repairs of Cars.....	14,395	14,909	13,755	12,742	14,219
Per cent. of whole number of Wheels in service ...	16 $\frac{3}{4}$	17 $\frac{1}{2}$	16 $\frac{1}{4}$	15 $\frac{1}{4}$	18 $\frac{1}{2}$
New Axles used in Repairs of Cars.....	2,765	2,736	2,582	2,359	2,743
Per cent. of whole number of Axles in service.....	6 $\frac{1}{2}$	6 $\frac{1}{2}$	6	5 $\frac{1}{2}$	7
Coaches painted	21	32	29	44	25
Second-Class Cars painted.....	3	10	--	3	10
Baggage and Mail Cars painted.....	17	23	30	51	16
Coaches newly upholstered.....	3	10	12	18	--
New six-wheel Trucks put under Coaches.....pairs,	1	--	1	1	1
New four-wheel Trucks put under Coaches pairs,	2	6	12	8	7
New four-wheel Trucks put under Baggage Cars ..pairs,	5	1	3	1	2
New Roofs put on Box Cars.....	499	--	--	--	--

GENERAL SUMMARY OF FREIGHT BUSINESS,

FOR THE YEAR ENDING DECEMBER 31, 1877.

TONNAGE, EARNINGS, etc., Compared with Last Year.

1877.				1876.				
	TONS.	EARNINGS.	TONS CARRIED ONE MILE.	RATE PER TON PER MILE. CENTS.	TONS.	EARNINGS.	TONS CARRIED ONE MILE.	RATE PER TON PER MILE. CENTS.
East-bound Freight	3,718,449	\$6,175,883 96	747,274,720	0.826	3,867,031	\$6,421,446 76	827,020,640	0.776
West-bound Freight	1,794,949	3,152,364 51	332,730,841	0.947	1,768,136	2,841,276 25	306,814,188	0.926
TOTALS	5,513,398	\$9,328,248 47	1,080,005,561	0.864	5,635,167	\$9,262,723 01	1,133,834,828	0.817
Storage, Switching, Elevating, etc.		111,039 80				108,638 58		
E. & P. R. R. Freight, between Erie and Girard		37,319 32				34,267 36		
TOTAL REVENUE		\$9,476,607 59				\$9,405,638 95		

BUSINESS OF THIS YEAR, Compared with Last Year.

Decrease of Tonnage—East-bound	148,532 tons—equal to 3.8 per cent.	Decrease of Freight Movement—East-bound	79,745,920—equal to 9.6 per cent.
Increase of Tonnage—West-bound	26,813 tons—equal to 1.5 per cent.	Increase of Freight Movement—West-bound	25,916,653—equal to 8.4 per cent.
Decrease of Tonnage—Total	121,769 tons—equal to 2.2 per cent.	Decrease of Freight Movement—Total	53,829,267—equal to 4.7 per cent.
Decrease of Earnings—East-bound	\$245,562 80—equal to 3.82 per cent.		
Increase of Earnings—West-bound	311,088 26—equal to 10.95 per cent.		
Increase of Earnings—Total	\$ 65,525 46—equal to 0.71 per cent.		
Increase of Earnings from Storage, Switching, etc., and E. & P. Freight	5,453 18—equal to 3.82 per cent.		
Increase of Total Freight Revenue	\$ 70,978 64—equal to 0.75 per cent.		

The proportions of Freight Movements this year were—East-bound, 69.2 per cent.; West-bound, 30.8 per cent. The average haul for each ton carried was—East-bound, 291 miles; West-bound, 188.4 miles; all Freight, East and West, 195.9 miles. The average rate shows this increase, viz.:—On East-bound Freight, 50-1000 of a cent (6.4 per cent.); West-bound, 21-1000 (3.3 per cent.); on all Freight, 47-1000 of a cent, or 5.76 per cent. The increase of Earnings from higher rates this year is about \$505,000; decrease from less tonnage and shorter haul, about \$434,021.36; leaving the net increase, as above, \$70,978.64.

COMPARATIVE STATEMENT,

SHOWING

TONNAGE AND PERCENTAGE OF ARTICLES CARRIED IN 1877,

COMPARED WITH 1876.

ARTICLES.	1877.		1876.		INCREASE AND DECREASE THIS YEAR.
	Per Ct.	Tons.	Per Ct.	Tons.	
Coal	13.7	754,859	14.7	827,252	Per Cent. Decrease 8.8
Stone and Lime.....	2.3	128,025	2.5	141,928	Decrease 9.8
Petroleum	13.7	755,952	10.5	589,022	Increase 28.3
Pig, Bloom and Railroad Iron	1.3	72,946	1.5	82,720	Decrease 11.8
Other Iron and Castings.....	2.2	118,599	1.8	100,949	Increase 17.5
Lumber and other Forest Products.....	8.9	490,022	8.3	469,097	Increase 4.5
Animals.....	7.4	410,165	8.6	486,734	Decrease 15.7
Grain	18.7	1,030,211	18.7	1,055,589	Decrease 2.4
Agricultural Products, except Grain.....	3.1	172,466	3.6	205,445	Decrease 16.1
Flour	4.7	260,381	5.5	308,007	Decrease 15.5
Provisions	3.8	210,260	4.8	270,274	Decrease 22.2
Manufactures.....	3.5	192,110	3.5	198,804	Decrease 3.4
Merchandise and other Articles.....	16.7	917,402	16.0	899,346	Increase 2.0
TOTALS.....	100.	5,513,398	100.	5,635,187	Decrease 2.2

TONNAGE FOR EIGHT YEARS--1870-77.

YEAR.	Coal.	Stone and Lime.	Petroleum.	Pig, Locom. & R. Iron.	Other Iron and Castings.	Lumber & other Forest Products.	Animals.	Grain.	Agricultural Products except Grain	Flour.	Provisions.	Manufactures.	Merchandise and other Articles.	TOTAL.
	Tons	Tons	Tons.	Tons	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1870.	215,997	95,521	260,959	76,012	66,778	334,581	276,531	451,431	149,031	252,163	132,645	199,547	467,529	2,978,725
1871.	241,994	118,586	330,203	66,465	92,530	363,068	319,721	753,197	219,040	256,146	204,934	208,465	560,176	3,784,525
1872.	331,819	142,296	363,113	91,475	90,803	458,859	421,644	931,942	167,496	231,460	233,915	194,797	778,423	4,443,092
1873.	518,613	164,949	635,040	68,121	99,413	530,683	480,623	816,277	232,687	272,677	279,044	182,091	896,425	5,176,661
1874.	662,329	171,102	885,865	62,273	104,594	572,869	438,409	957,721	185,787	299,763	237,067	167,142	873,366	5,221,247
1875.	394,658	150,613	530,796	83,440	119,314	511,651	410,851	870,333	181,183	264,585	258,544	190,894	755,626	5,022,490
1876.	827,252	141,928	589,022	82,720	104,919	469,097	486,734	1,055,589	205,445	308,007	270,274	198,804	899,346	5,635,167
1877.	754,859	128,025	755,952	72,946	118,599	490,022	410,165	1,030,211	172,466	260,381	210,260	192,110	917,402	5,513,398

FREIGHT NOT EARNING REVENUE—(BEING FOR USE OF THE COMPANY.)

	1877.	1876.	1875.	1874.	1873.	1872.
Tons moved in Freight Trains one mile	33,092,600	35,993,327	30,808,909	35,405,067	37,655,074	29,120,012
Cost per ton per mile	Cents, 0.573	0.564	0.737	0.767	0.946	0.920
Amount of Cost of this Transportation...	\$189,621	\$203,002	\$227,062	\$271,556	\$356,217	\$267,987

STATISTICS OF FREIGHT BUSINESS—EIGHT YEARS—1870 TO 1877, INCLUSIVE.

YEAR	East-Bound.					West-Bound.					Total, East and West.					PERCENT- AGE OF FREIGHT MOVEMENTS.		Miles.		
	Tons.	Earnings.	Tons carried one mile.	Rate per ton per mile.	Cts.	Tons.	Earnings.	Tons carried one mile.	Rate per ton per mile.	Cts.	Tons.	Earnings.	Tons carried one mile.	Rate per ton per mile.	Cts.	Miscel- laneous Earnings, for Storage, E. & P. Freight, etc.	TOTAL EARNINGS, including Miscel- laneous.		Eastward.	Westward.
																			Eastward.	Westward.
1870	2,036,753	5,586,697 18	412,067,965	1.356	1.356	941,972	3,047,774 30	161,967,606	1.882	1.882	2,978,725	8,634,471 48	574,035,571	1.504	1.504	111,654 17	8,746,125 65	71.8	28.2	192.7
1871	2,564,708	7,143,074 99	526,397,486	1.357	1.357	1,219,817	3,062,784 18	207,273,210	1.478	1.478	3,784,525	10,205,859 17	733,670,696	1.361	1.361	135,368 83	10,341,218 00	71.7	28.3	193.9
1872	2,997,556	8,488,927 09	667,369,119	1.272	1.272	1,445,536	4,217,956 37	257,475,921	1.638	1.638	4,443,062	12,706,883 46	924,844,140	1.374	1.374	117,978 74	12,824,862 20	72.2	27.8	203.2
1873	3,447 790	9,994,546 44	770,423,785	1.297	1.297	1,728,871	4,074,855 93	283,503,404	1.437	1.437	5,176,661	14,069,402 37	1,053,927,189	1.335	1.335	122,996 40	14,192,398 77	73.1	26.9	203.6
1874	3,715,071	8,273,158 75	753,633,140	1.098	1.098	1,506,196	3,518,452 84	245,703,941	1.432	1.432	5,221,267	11,791,611 59	999,342,081	1.180	1.180	126,738 19	11,918,349 78	75.4	24.6	191.4
1875	3,881,876	6,466,969 19	677,979,702	0.954	0.954	1,640,614	3,063,068 66	265,556,459	1.115	1.115	5,023,490	9,530,037 85	943,236,161	1.010	1.010	109,000 29	9,639,038 14	71.9	28.1	187.8
1876	3,867,081	6,421,446 76	827,020,640	0.776	0.776	1,768,136	2,811,276 25	306,814,188	0.926	0.926	5,663,167	9,262,723 01	1,133,834,828	0.817	0.817	142,905 94	9,405,628 95	73.9	27.1	201.2
1877	3,718,440	6,175,883 96	747,274,720	0.826	0.826	1,794,949	3,152,364 51	332,730,841	0.947	0.947	5,513,398	9,328,248 47	1,080,005,561	0.864	0.864	148,359 12	9,476,607 59	69.2	30.8	193.9

FREIGHT FORWARDED AND RECEIVED AT EACH STATION,

FOR THE YEAR ENDING DECEMBER 31, 1877.

STATIONS.	FREIGHT FORWARDED.		FREIGHT RECEIVED.	
	Weight—Lbs.	Revenue.	Weight—Lbs.	Revenue.
EAST BUFFALO..	743,617,739	\$ 873,498 09	4,023,775,768	\$3,754,753 14
BUFFALO	274,409,455	349,100 92	763,159,943	474,912 81
Total E. Buf. & Buf.	1,018,027,194	\$1,222,599 01	4,786,935,711	\$4,229,665 95
Hamburg	75,837	136 39	70,531	85 43
Lake View	470,733	348 18	4,463,540	2,389 78
Derby	227,648	154 35	305,400	197 71
Angola.....	1,683,048	1,405 03	3,780,681	3,345 18
Farnham.....	3,877,285	3,297 04	3,206,600	1,895 05
Irving	2,537,517	1,649 11	802,980	814 02
Silver Creek.....	3,850,097	4,725 16	6,000,873	4,688 49
Dunkirk	742,578,733	147,568 34	91,042,756	73,304 83
Brocton	148,326,308	48,385 81	31,809,345	20,839 13
Westfield	7,251,155	7,154 64	10,988,744	10,033 46
Ripley	2,882,725	2,637 49	1,705,371	1,717 49
State Line.....	1,419,426	1,378 42	857,475	1,033 19
North East.....	8,036,920	7,968 78	11,316,700	10,513 82
Moorhead.....	830,204	508 55	391,539	377 17
Harbor Creek.....	908,251	761 14	400,327	319 04
ERIE	316,612,410	277,045 84	712,033,128	508,348 13
Swanville.....	209,804	191 36	251,416	302 54
Fairview	1,638,476	1,073 63	3,453,453	2,678 28
Girard	63,485,672	55,563 92	10,094,216	9,055 77
Springfield.....	1,833,947	1,321 64	1,533,921	1,502 09
Conneaut	6,335,307	6,372 77	11,591,333	8,866 31
Kingsville.....	4,428,611	4,090 52	2,818,658	2,357 88
Ashtabula.....	17,235,981	14,661 05	73,638,799	32,681 75
Ashtabula Harbor..	25,167,985	10,490 85	68,843,942	31,505 68
Saybrook	231,689	241 78	352,278	382 50
Geneva	4,527,159	5,150 68	11,677,870	9,572 51
Unionville.....	3,356,302	3,048 34	1,067,264	944 33
Madison	3,972,631	4,038 03	4,228,998	3,762 40
Perry	4,289,489	3,357 79	1,283,708	953 25
Painesville.....	10,103,829	11,547 44	23,754,269	19,194 30
Mentor	907,603	858 72	1,835,946	1,297 43
Willoughby.....	2,077,400	1,864 78	5,216,818	3,864 10
Wickliffe	201,047	85 20	363,150	241 37
Nottingham.....	12,286,137	4,728 86	2,333,132	1,142 44
Collinwood.....	1,819,704	1,780 34	34,871,940	5,849 20
Glenville.....	355,924	786 92	1,397,325	701 68
CLEVELAND.....	2,573,152,834	1,697,622 49	1,420,799,160	996,499 18
Oil City.....	298,377,788	170,252 21	66,861,890	55,670 47
Reno	4,790,403	2,573 59	4,542,574	1,366 25
Run.	2,262,500	673 00	52,150	25 74
Franklin.....	13,851,731	14,539 42	41,367,532	21,110 65
Polk	544,823	280 97	431,413	491 74
Raymilton	229,069,929	121,464 22	1,781,896	1,378 20
Sandy Lake.....	1,221,785	1,063 00	3,876,396	5,155 90
Stoneboro.....	126,333,603	50,442 65	22,306,820	12,858 59
Clark	1,632,847	1,557 77	407,920	404 38
Hadley	3,892,843	2,858 66	2,284,185	4,082 91
Salem.....	2,024,000	1,221 60	.....	.....
Jamestown.....	8,658,137	6,692 76	3,151,499	3,410 91
Simon	508,118	335 10	10,000	8 00
Andover	2,411,560	2,174 22	3,526,017	3,644 92

FREIGHT FORWARDED AND RECEIVED—Continued.

STATIONS.	FREIGHT FORWARDED.		FREIGHT RECEIVED.	
	Weight—Lbs.	Revenue.	Weight—Lbs.	Revenue.
Leon.....	1,170,103	\$ 919 07	477,668	\$ 656 63
Dorset.....	1,576,212	807 71	128,530	181 20
Jefferson.....	2,380,029	2,613 42	6,071,017	5,396 81
Youngstown.....	123,690,938	96,832 97	217,906,932	42,748 48
No. 3 Bank.....	133,788,600	16,731 88		
Stewart Bank.....	40,508,400	5,064 07		
Coalburg.....	99,506,242	48,738 85	22,691,424	3,885 82
Brookfield.....			91,700	61 31
Tyrrell Hill.....	119,482,578	62,827 25	1,522,791	920 67
Fowler.....	1,764,001	1,283 25	612,836	299 70
Kinsman.....	2,988,156	2,283 23	2,839,135	2,048 83
Williamsfield.....	2,482,952	1,793 08	1,054,949	1,018 01
Rockport.....			454,335	338 10
Berea.....	35,895,144	26,476 43	6,490,522	5,348 31
Olmsted Falls.....	383,749	426 48	2,435,636	1,256 42
Shawville.....	728,716	574 57	623,280	484 13
Elyria.....	153,578,470	70,880 10	30,106,264	24,281 69
Oberlin.....	1,791,015	2,272 63	15,832,779	9,928 18
Kipton.....	1,241,223	1,186 42	1,113,355	893 50
Wakeman.....	7,461,758	6,265 76	3,567,635	2,937 46
Collins.....	3,638,256	3,354 78	911,199	855 82
Norwalk.....	25,683,731	25,807 25	37,888,893	25,603 06
Monroeville.....	105,624,850	60,320 72	40,977,453	24,387 63
Bellevue.....	55,125,891	49,576 96	21,233,781	13,150 85
Clyde.....	32,966,446	23,111 67	44,998,979	21,067 21
Fremont.....	96,271,811	81,401 34	30,395,799	26,957 88
Lindsey.....	3,919,996	2,842 95	725,560	805 84
Elmore.....	6,933,065	4,979 60	3,061,233	2,921 53
Genoa.....	26,875,760	19,478 13	5,169,437	2,584 80
Millbury.....	7,296,735	3,202 01	497,814	411 63
North Amherst.....	57,857,145	36,364 70	14,483,913	4,728 25
Brownhelm.....	16,351,336	7,888 39	1,317,509	878 74
Vermillion.....	4,884,346	3,609 38	6,083,835	2,914 89
Ceylon.....	14,222,149	10,660 69	1,601,780	1,117 35
Huron.....	6,667,491	4,730 73	4,635,206	2,852 75
Sandusky.....	156,765,815	130,814 22	55,760,899	36,114 93
Venice.....	4,118,543	2,261 84	243,265	191 82
Danbury.....	130,623	131 69	222,703	158 72
Gypsum.....	4,118,741	2,911 46	993,805	705 95
Port Clinton.....	3,501,445	3,269 07	3,918,333	3,258 22
La Carne.....	1,007,973	591 34	377,504	295 52
Oak Harbor.....	6,039,774	4,037 32	2,111,453	1,805 74
Rocky Ridge.....	7,226,785	4,925 35	1,034,421	779 83
Graytown.....	10,203,749	6,004 78	990,711	704 27
Martin.....	17,093,094	9,265 36	924,918	520 25
DETROIT.....	103,876,402	94,004 90	210,557,407	175,817 55
Gr'd Trunk Junction	82,493,781	27,753 08	185,552,738	95,854 86
Ecorces.....	534,980	306 41	6,665	3 93
Wyandotte.....	7,062,888	6,041 46	10,417,063	8,241 32
Trenton.....	2,885,009	1,511 53	821,912	769 78
Rockwood.....	2,890,935	2,480 49	749,535	748 30
Newport.....	1,504,371	809 86	442,546	429 87
Stony Creek.....	59,348	32 83	23,580	15 10
Monroe.....	148,083,683	69,597 02	58,718,427	31,137 12
La Salle.....	88,970	73 66		
Vienna.....	154,040	148 15	70,449	102 40
West Toledo.....	913,641	748 55	7,900,780	7,064 81
Wagon Works.....	3,669,133	3,735 35	10,364,823	5,548 70
Ida.....	1,515,043	1,018 07	552,248	642 58

FREIGHT FORWARDED AND RECEIVED—Continued.

STATIONS.	FREIGHT FORWARDED.		FREIGHT RECEIVED.	
	Weight—Lbs.	Revenue.	Weight—Lbs.	Revenue.
Petersburg.....	2,989,545	\$ 2,528 43	1,180,262	\$ 1,124 19
Deerfield.....	2,347,183	1,344 77	642,265	684 96
Wellsville.....	128,950	102 19		
Tecumseh.....	15,076,881	16,193 06	19,727,838	16,947 49
Clinton.....	5,419,661	5,524 90	5,240,682	4,792 63
Manchester.....	6,820,303	8,087 22	8,648,374	6,873 71
Norvell.....	187,411	176 49	588,998	492 05
Napoleon.....	2,847,552	3,051 57	1,708,300	1,548 21
Jackson.....	55,532,704	40,178 32	89,830,865	77,087 08
TOLEDO.....	1,105,377,954	859,738 42	773,875,805	530,922 44
Holland.....	362,646	240 73	313,735	199 87
Swanton.....	6,726,127	3,537 40	1,804,474	1,559 02
Delta.....	6,402,350	5,095 34	2,978,391	2,692 32
Wauseon.....	9,436,028	10,884 04	7,296,882	7,245 40
Pettisville.....	4,071,941	3,728 49	535,383	516 23
Archbald.....	9,541,707	8,860 80	2,133,063	2,374 64
Stryker.....	8,771,342	9,740 48	4,875,144	5,232 46
Bryan.....	22,001,493	28,605 64	12,031,255	13,772 37
Melbern.....	1,768,029	2,371 19	447,730	458 77
Edgerton.....	8,014,538	10,087 58	2,383,077	3,176 71
Butler.....	218,870,057	195,144 42	37,098,426	35,738 44
Waterloo.....	61,175,554	64,187 16	15,676,481	17,826 49
Corunna.....	6,701,415	6,083 42	795,991	1,025 40
Kendallville.....	41,244,327	40,113 00	17,060,824	11,232 06
Brimfield.....	2,120,789	2,597 79	567,207	894 06
Wawaka.....	3,311,692	2,842 91	446,696	623 34
Ligonier.....	23,956,003	27,695 15	7,734,828	10,943 40
Millersburg.....	1,997,169	1,595 30	491,356	856 71
Goshen.....	68,215,406	86,605 38	34,426,364	39,193 61
Sylvania.....	300,112	273 26	936,244	706 56
Ottawa Lake.....	9,304,092	4,465 93	642,749	503 71
Wood.....	1,341,030	751 05		
Riga.....	6,179,946	3,029 07	647,258	578 03
Blissfield.....	8,616,489	6,612 52	3,784,230	3,795 99
Grosvenor.....	1,064,689	1,200 26	1,217,147	1,504 91
Palmyra.....	292,303	216 17	345,977	206 13
Lenawee Junction..	72,700	91 58	73,960	9 25
Adrian.....	19,834,260	21,990 57	37,660,290	32,609 94
Clayton.....	3,322,993	3,530 76	1,144,301	1,353 31
Hudson.....	18,992,519	22,951 38	11,643,059	13,593 00
Pittsford.....	2,266,421	3,766 76	823,422	908 49
Osseo.....	569,859	736 90	681,967	927 49
Hillsdale.....	14,430,041	22,290 12	21,750,786	19,881 82
Jonesville.....	12,540,726	12,549 89	10,412,561	8,973 26
Allen.....	1,939,294	2,693 90	919,009	1,199 53
Quincy.....	5,578,298	6,870 29	3,753,129	4,671 80
Coldwater.....	12,832,656	20,515 49	19,140,853	24,641 27
Batavia.....			122,300	101 85
Bronson.....	9,265,054	11,687 39	3,478,306	4,858 17
Burr Oak.....	6,003,463	6,373 93	3,257,962	3,997 12
Sturgis.....	24,218,078	23,630 59	7,733,582	9,755 90
Douglass.....	1,345,961	1,030 17	378,704	333 93
White Pigeon.....	6,333,118	7,496 23	4,383,394	5,329 14
Vistula.....	2,669,507	2,617 35	2,068,599	2,791 22
Bristol.....	3,098,732	2,748 60	2,238,009	3,134 24
Elkhart.....	20,133,894	30,899 46	47,695,318	55,473 13
Litchfield.....	4,879,194	5,617 04	4,337,221	3,976 82
Homer.....	3,874,419	4,975 47	1,526,737	2,160 82
Condit.....	49,390	53 00	127,150	97 88

FREIGHT FORWARDED AND RECEIVED—Concluded.

STATIONS.	FREIGHT FORWARDED.		FREIGHT RECEIVED.	
	Weight—Lbs.	Revenue.	Weight—Lbs.	Revenue.
Albion.....	5,991,596	\$ 8,691 26	11,956,749	\$ 10,570 68
Devereux.....	2,210,315	2,573 37	442,376	436 06
Springport.....	2,717,045	3,299 85	2,774,106	2,443 11
Charlesworth.....	958,558	555 48	46,713	83 58
Eaton Rapids.....	7,451,121	9,987 11	6,041,801	5,054 53
Kingsland.....	1,163,282	753 42	3,500	6 30
Dimondale.....	4,840,937	3,805 04	428,265	555 69
Lansing.....	38,450,677	37,730 52	14,433,383	20,377 68
Constantine.....	8,450,697	9,650 40	7,821,570	9,192 98
Florence.....			224,800	190 74
Three Rivers.....	13,830,357	19,401 57	19,971,531	18,261 89
Moorepark.....	1,555,654	1,190 61	1,148,322	983 35
Flowerfield.....	1,135,253	1,112 63	296,849	385 57
Schoolcraft.....	4,545,943	6,638 86	4,694,673	6,605 56
Portage.....	21,000	44 40	120,000	72 00
Kalamazoo.....	19,607,891	29,142 41	29,445,790	27,721 27
Argenta.....	95,298	154 14	801,732	471 71
Plainwell.....	7,282,692	11,843 16	6,359,325	5,268 56
Otsego.....	5,256,710	5,257 98	2,337,264	2,633 29
Abronia.....	2,978,190	1,136 00	20,000	10 00
Allegan.....	14,372,035	13,532 83	5,932,277	11,339 85
Hopkins.....	5,420,951	3,367 72	918,211	1,142 73
Hilliard.....	1,642,293	1,188 60	114,983	183 68
Dorr.....	10,055,168	6,911 98	1,572,114	1,434 45
Byron Centre.....	2,533,699	1,247 90	435,735	457 01
Grandville.....	640,000	192 00	20,000	25 00
Eagle Mills.....	19,715,900	12,363 86		
Grand Rapids.....	82,418,981	99,877 84	45,292,645	47,377 13
Osceola.....	558,230	206 41	108,434	150 06
Mishawaka.....	5,503,419	8,400 73	5,522,489	6,554 88
South Bend.....	41,224,762	50,900 65	78,331,762	70,758 54
Warren.....	668,200	213 52	99,403	103 91
Terre Coupee.....	2,849,739	1,557 11	165,910	108 11
Carlisle.....	3,925,190	3,186 76	1,496,094	1,979 21
Rolling Prairie.....	6,980,598	3,802 54	564,972	752 49
La Porte.....	114,097,641	84,236 15	34,539,030	37,045 00
Otis.....	32,893,612	14,005 33	3,794,935	3,784 63
Burdick.....	1,191,127	781 38	131,962	186 50
Morrison.....	1,340,000	747 50		
Chesterton.....	2,400,427	1,856 53	967,143	1,164 20
Bailey Town.....	500,000	511 80		
Millers.....	157,576	121 10	193,693	192 82
Pine.....	1,940	4 24	7,925	9 59
Whiting.....	14,000	13 07	77,397	77 30
Colehour.....	425	95	131,180	62 59
South Chicago.....	885,664	1,026 40	5,646,108	2,809 65
Grand Crossing.....	127,040	368 92	4,961,497	3,638 74
Englewood.....	4,787,900	4,087 02	80,350,093	116,747 20
CHICAGO.....	1,185,155,537	2,191,402 88	823,663,940	1,184,363 71
TOTALS.....	11,026,795,414	\$9,328,248 47	11,026,795,414	\$9,328,248 47
Add—Storage, Elevating, Switching, etc.....				111,039 80
Erie & Pittsburgh Railroad Freight, (Erie and Girard).....				37,319 32
TOTAL REVENUE.....				\$9,476,607 59

DESCRIPTIVE STATEMENT OF FREIGHT FORWARDED FROM EACH STATION,

For the Year ending December 31, 1877.

STATIONS.	COAL.	STONE AND LIME.	PETROLEUM.	PIG, BLOOM AND RAILROAD IRON.	OTHER IRON AND CASTINGS.	LUMBER AND OTHER FOREST PRODUCTS.	ANIMALS.	GRAIN.	AGRIC'L PRODUCTS (except Grain.)	FLOUR.	PROVISIONS.	MANUFACTURES.	MERCHANDISE AND OTHER ARTICLES.	TOTAL.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
EAST BUFFALO	15,473	217		13,364	9,778	30	843	620	3,781	81	4,882	29,832	293,198	371,809
BUFFALO	12,788	1,251	70	2,648	2,043	1,117	140	1,179	2,095	784	614	14,223	88,283	137,205
TOTAL—e. buf & buf.	28,261	1,468	70	16,012	11,821	1,147	983	1,799	5,876	865	5,206	44,055	391,481	509,014
Hamburg								3	10				28	38
Lake View								9				139		24
Derby						41		25	32		2		14	114
Angola					38	179	33	62	166		166	85	118	842
Farnham					2	230	2	3	34		16	21	1,631	1,989
Irving		566			2	34		42	583		11		31	1,269
Silver Creek					12	162	70	37	397		21	671	555	1,925
Dunkirk	90,769	147	260,444	1,406	1,338	6,713	200	48	3,700	35	1,043	1,678	3,778	371,289
Brocton	54,225	20	5,393	830	947	4,920	507	10	2,806		14	1,536	2,955	74,163
Westfield		60				40	339		2,347		170	628	42	3,626
Ripley					3	275	43	158	748	19	77	30	88	1,441
State Line					1	25	4	35	324		2	25	294	710
North East		9	3		21	1,636	35	218	978	165	158	663	232	4,018
Moorhead						349		12	49	2			3	415
Harbor Creek						140	5	25	264		1		18	454
Earle	72,252	221	727	757	7,098	7,575	425	848	1,539	681	1,293	8,225	56,095	153,306
Swanville					21	5	2	188	449	8	17	28	24	105
Fairview					156	197	231	925	925		8	38	112	819
Girard	23,384	5		848		74	65	43	616	17	52	444	303	31,743
Springfield					6	522	587	93	1,095	36	288	206	38	917
Conneaut						188	3	64	1,242	10	171	122	335	3,168
Kingsville							340	41	153	481	309	1,616	414	2,214
Ashtabula	412	547	3	112	129	2,700							1,775	8,618

DESCRIPTIVE STATEMENT OF FREIGHT FORWARDED FROM EACH STATION—CONTINUED.

STATIONS.	COAL.	STONE AND LIME.	PETROLEUM.	PIG, BLOOM AND RAILROAD IRON.	OTHER IRON AND CASTINGS.	LUMBER AND OTHER FOREST PRODUCTS.	ANIMALS.	GRAIN.	AGRIC'L PRODUCTS, (EXCEPT GRAIN.)	FLOUR.	PROVISIONS.	MANUFACTURES.	MERCHANDISE AND OTHER ARTICLES.	TOTAL.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Ashtabula Harbor	301	.....	.....	.....	374	.....	.....	16	.....	52	2	11,909	12,584
Saybrook	34	.....	.....	415	24	331	867	12	116
Geneva	30	.....	79	322	.....	1,339	.....	160	91	180	2,204
Unionville	40	3	.....	1,259	20	81	73	45	1,678
Madison	2	.....	80	230	.....	32	.....	35	.....	480	1,986
Perry	2	.....	342	623	.....	184	61	979	231	1,179	2,145
Painesville	65	.....	176	.....	598	5	.....	956	.....	16	4	77	5,052
Mentor	4	.....	154	8	.....	173	6	122	58	379	454
Willoughby	3	.....	202	.....	.....	.....	.....	.....	30	60	1,039
Wickliffe	10	.....	.....	.....	.....	.....	3	24	100
Nottingham	5,926	.....	.....	.....	15	1	.....	25	.....	15	.....	123	6,143
Collinwood	740	.....	.....	.....	.....	119	.....	46	.....	.....	.....	19	910
Glenville	40	.....	.....	113,151	.....	.....	.....	.....	.....	141,290	178
CLEVELAND	53,656	22,817	229,171	21,763	36,898	70,938	368,609	.....	70,476	78,069	64,538	15,200	1,005	1,286,576
Oil City	146,893	.....	249	948	.....	.....	10	6	8	75	2	149,189
Reno	2,374	.....	4	.....	.....	.....	.....	.....	.....	15	1,131	2,895
Run.	946	1,131
Franklin	9	5,546	.....	84	73	3	.....	.....	54	8	205	.....	6,926
Polk	5	.....	115	9	.....	7	11	1	80	44	272
Raymilton	9,741	.....	103,454	.....	.....	1,143	2	.....	11	.....	.....	19	165	114,535
Sandy Lake	3	.....	7	.....	139	2	49	15	15	27	237	98	611
Stoneboro	52,798	2	72	219	4,049	1,399	39	229	8	27	83	3,501	741	63,167
Clark	302	1	13	8	4	17	428	44	817
Hadley	1,449	.....	78	42	8	21	305	43	1,946
Salem	1,012	.....	.....	.....	.....	.....	.....	.....	1,012
Jamestown	1,068	.....	.....	.....	336	1,082	16	336	8	242	149	306	786	4,329
Simon	213	.....	.....	.....	.....	18	.....	18	254
Andover	5	.....	442	24	2	160	32	434	12	95	1,206
Leon	391	70	.....	13	.....	71	11	29	585
Dorset	704	.....	.....	.....	.....	75	.....	9	788

DESCRIPTIVE STATEMENT OF FREIGHT FORWARDED FROM EACH STATION—CONTINUED.

STATIONS.	COAL.		STONE AND LIME.		PETRO-LEUM.		PIG, BLOOM AND RAILROAD IRON.		OTHER IRON AND CASTINGS.		LUMBER AND OTHER FOREST PRODUCTS.		ANIMALS.		GRAIN.		AGRIC'L PRODUCTS, (except Grain.)		FLOUR.		PROVI-SIONS.		MANUFAC-TURES.		MERCHAN-DISE AND OTHER ARTICLES.		TOTAL.		
	Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		
Huron.....			11								21		155		234		807		103		1,829		6		168		3,334		
Sandusky.....			5,032							378	8,109		10,375		19,585		6,776		3,404		2,230		5,744		14,026		78,883		
Venice.....		176								742					658		47		531		1		2		37		2,059		
Danbury.....															2						24		2		87		65		
Gypsum.....											254				168		372				3		393		869		2,059		
Port Clinton.....										8	569		226		164		36				509				239		1,751		
La Carne.....											264		1		225						4				10		504		
Oak Harbor.....											1,424		57		278		12				54		983		200		3,020		
Rocky Ridge.....											2,479						2				4				11		3,613		
Graytown.....										1	5,019		11												64		5,102		
Martin.....											3,817														22		8,547		
Detroit.....		116								5.3	13,647		170		5,775		6,776		1,477		2,803		1,672		22		8,547		
G. T. Junction.....		21								862	24,102		192		5,220		594		12		258		4,126		4,483		51,938		
Ecorces.....											47				12		67								141		41,247		
Wyandotte.....											49		1		14										104		267		
Trenton.....											316		2												5		3,531		
Rockwood.....											278		30		351		26				15		698		46		1,445		
Newport.....											509				204		10				4				25		752		
Stony Creek.....															23										2		30		
Monroe.....		8									52,116		93		1,588		2,796		2,343		1,465		2,836		9,439		74,042		
La Salle.....															8		36									44			
Vienna.....											10				12		36								19		77		
West Toledo.....										18	119				24		24						15		274		457		
Wagon Works.....											117		5		7		10								1,565		8	1,835	
Ida.....													1		262		30		9		42				28		7.8		
Petersburg.....											751				51		57		12		8		544		66		1,495		
Deerfield.....											980				25		76		7		1		25		60		1,174		
Wellsville.....															28		28										64		
Tecumseh.....											914		933		420		34		3,881		621		307		903		7,538		
Clinton.....													241		1,134		219		681		138		117		150		2,710		

DESCRIPTIVE STATEMENT OF FREIGHT FORWARDED FROM EACH STATION—CONTINUED.

STATIONS.	COAL.	STONE AND LIME.	PETROLEUM.	PIG, BLOOM & RAILROAD IRON.	OTHER IRON AND CASTINGS.	LUMBER & OTHER FOREST PRODUCTS.	ANIMALS.	GRAIN.	AGRIC'L PRODUCTS (except Grain.)	FLOUR.	PROVISIONS.	MANUFACTURES.	MERCHANDISE AND OTHER ARTICLES.	TOTAL.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Manchester.....					2		14	2,302	287	288	117	2	388	3,410
Norvell.....								27	1	10			29	69
Napoleon.....							42	1,037	264		9	2	61	1,424
Jackson.....	416		231	168	706	16,208	101	2,277	471	612	221	1,500	4,855	27,766
Toronto.....	28,327	1,232	161	3,205	18,941	48,243	55,113	237,373	28,861	39,698	10,832	11,552	69,051	552,689
Holland.....		160							8				18	181
Swanton.....					14	2,541		653	39	9	35	2	70	3,363
Delta.....						1,509	172	1,032	58	56	180	90	104	3,201
Wauseon.....		6			18	585	691	1,520	111	754	316	180	527	4,718
Pettisville.....						1,424	327	183	7	60	5		30	2,036
Archbald.....					11	2,296	134	1,927	47		180	5	171	4,771
Stryker.....					13	1,208	351	1,681	37		131	723	242	4,386
Bryan.....		3			24	1,437	1,704	1,752	161	25	612	4,488	795	11,001
Melbern.....						253	349	246			26		10	884
Edgerton.....					14	623	598	2,133	80	2	133	280	144	4,007
Butler.....		470		125	68	18,699	5,807	65,737	4,258	4,220	3,363	1,985	4,703	109,435
Waterloo.....					143	20,195	1,676	4,797	620	237	1,453	370	1,397	30,588
Corunna.....						400	180	2,310	19		97		345	3,351
Kendallville.....		25	7		419	4,366	1,436	12,278	229	39	106	624	1,063	20,622
Brimfield.....					2	447	271	258	14		8		56	1,060
Wawaka.....					4	647	73			1		18	25	1,656
Ligonier.....					14	936	1,423	8,393	165	130	371	62	494	11,978
Millersburg.....					2	276	37	443	3	168			67	998
Goshen.....	120	109		11	420	14,328	3,683	5,907	900	3,047	755	2,496	2,632	34,108
Sylvania.....						73		13	3	9	1		51	150
Ottawa Lake.....						4,621		2				5	24	4,652
Wood.....						671								671
Riga.....						2,978		55	3		10	3	41	3,090
Blissfield.....					3	2,578	163	1,001	169	34	179		181	4,308
Grosvenor.....		71				341	1		11	4	43	8	53	532

DESCRIPTIVE STATEMENT OF FREIGHT FORWARDED FROM EACH STATION—CONTINUED.

STATIONS.	COAL.		STONE AND LIME.		PETROLEUM.		PIG, BLOOM & RAILROAD IRON.		OTHER IRON AND CASTINGS.		LUMBER & OTHER FOREST PRODUCTS.		ANIMALS.		GRAIN.		AGRIC'L PRODUCTS (EXCEPT GRAIN).		FLOUR.		PROVISIONS.		MANUFACTURES.		MERCHANDISE AND OTHER ARTICLES.		TOTAL.			
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	
Palmyra.....																													146	
Lenawee Junction.....																													36	
Adrian.....		12				153		909				466					3,679							168				1,979	9,917	
Clayton.....												406						804			167							89	1,662	
Hudson.....												509						3,831			682							791	9,496	
Pittsford.....												13						300			62							170	1,138	
Osseo.....												10						120			56							27	285	
Hillsdale.....												234						421			303							388	1,564	
Jonesville.....									25			27						3,842			138							91	826	
Allen.....												45						181			253							6	47	970
Quincy.....									1			1						804			243							591	106	2,789
Coldwater.....									7			579						1,226			538							950	6,416	
Bronson.....												818						2,361			8							198	80	4,633
Burr Oak.....												93						2,024			105							12	145	3,002
Sturgis.....												6,005						4,096			398							124	618	12,109
Douglass.....												60						237			22							5	3	673
White Pigeon.....									15			10						1,379			685							193	3,167	
Vistula.....												20						374			32							44	1,335	
Bristol.....												374						383			466							33	57	1,549
Elkhart.....												309						1,008			9							30	3,001	10,067
Litchfield.....												445						1,667			3,366							10	1,337	2,440
Homert.....												70						1,867			40							21	133	2,440
Condit.....												24						1,492			24							23	81	1,937
Albion.....												36						25			326							108	499	2,996
Devereux.....									30									1,367			118							16	6	1,105
Springport.....												64						1,067			83							9	99	1,358
Charlesworth.....												447						25			99							7	479	
Eaton Rapids.....												625						2,288			79							102	184	3,726
Kingsland.....												572									16							129	102	582
Dimondale.....												1,570						771			1							6	16	2,420

DESCRIPTIVE STATEMENT OF FREIGHT FORWARDED FROM EACH STATION—CONTINUED.

STATIONS.	COAL.		STONE AND LIME.		PETROLEUM.		PIG, BLOOM & RAILROAD IRON.		OTHER IRON AND CASTINGS.		LUMBER & OTHER FOREST PRODUCTS.		ANIMALS.		GRAIN.		AGRIC'L PRODUCTS (except Grain.)		FLOUR.		PROVISIONS.		MANUFACTURES.		MERCHANDISE AND OTHER ARTICLES.		TOTAL.	
	Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.	
Lansing.....						3			55			12,459	56	4,728	44	261	87	388		1,144				388	1,144	19,225		
Constantine.....											164		383	181	32	3,146	113	69		187				69	187	4,225		
Three Rivers.....						70					84		119	401	17	3,030	145	885		594				885	594	6,915		
Moorepark.....													82	218	2	208	1	32		25				32	25	568		
Flowerfield.....													222	180	84	999	66	66		111				66	111	2,273		
Schoolcraft.....												576															11	
Portage.....													10														1	
Kalamazoo.....												753	9	2,411	523	2,228	249	2,093		1,538				2,093	1,538	9,804		
Argenta.....												10	1		11	2				24					24	48		
Plainwell.....												10	80	133	119	2,216	48	180		855				180	855	3,641		
Osseo.....										4		250		88	43	1,312	38	311		582				311	582	2,628		
Abronia.....												1,488								1					1	1,489		
Alleghen.....			3			6						5,090	178	753	376	254	46	53		372				53	372	7,186		
Hopkins.....												1,558	50	762	230		53			57					57	2,710		
Hilliards.....												700	33	55	16					17					17	821		
Dorr.....												3,826	1	383	14	475	18			311					311	5,028		
Byron Centre.....												1,032		174	24		15	1		21				1	21	1,237		
Grandville.....												320														320		
Eagle Mills.....																											9,858	
Grand Rapids.....			12						30			31,599	65	184	250	1,080		5,335		2,644				5,335	2,644	41,209		
Osceola.....												50	63							4					4	279		
Mishawaka.....												58	172	32	5	1,200	12	1,257		48				1,257	48	2,752		
South Bend.....										127		243	768			3,138		14,960		1,334				14,960	1,334	20,612		
Warren.....														326						8					8	334		
Terre Coupee.....												552		868			2									2	1,425	
Carlisle.....												201	578	913	12	137	9	39		67				39	67	1,963		
Rolling Prairie.....												1,180	321	1,222						15					15	3,490		
La Porte.....			27			19						3,019	1,657	4,865	275	2,281	81	1,960		40,739					1,960	57,049		
Otis.....			83									634	3,783	616	11	30	1	68		194					68	194	16,447	
Burdick.....												530	20							37						37	596	

DESCRIPTIVE STATEMENT OF FREIGHT FORWARDED FROM EACH STATION—CONCLUDED.

STATIONS.	COAL.	STONE AND LIME.	PETROLEUM.	PIG, BLOOM & RAUROAD IRON.	OTHER IRON AND CASTINGS.	LUMBER & OTHER FOREST PRODUCTS.	ANIMALS.	GRAIN.	AGRIC'L PRODUCTS (except Grain).	FLOUR.	PROVISIONS.	MANUFACTURES.	MERCHANDISE AND OTHER ARTICLES.	TOTAL.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Morrison						670								670
Chesterton					8	269	242	98	109	1	11	385	102	1,200
Bailey Town						250								250
Millers						68					2			79
Whiting									3					3
South Chicago	48			143		84					1	127	40	443
Grand Crossing						15	9	371	48	198	29	20	43	63
Englewood	303	242	856				166,640	154,272	11,951	71,364	94,824	21	302	2,384
CHICAGO	546	535	20	377	6,032	5,956						1,671	78,390	592,578
GRAND TOTALS	754,850	1,28,025	755,952	72,946	118,599	490,022	410,165	1,030,211	172,466	260,381	210,260	192,110	917,402	5,513,898

GENERAL SUMMARY OF PASSENGER BUSINESS

FOR THE YEAR ENDING DECEMBER 31, 1877.

MOVEMENT.

	1877.	1876.	DECREASE.
THROUGH PASSENGERS (Buffalo and Chicago).....	1877.	1876.	
First Class.....	47,082	79,250	
Second Class.....	9,260	5,467	
Emigrant.....	3,178	3,624	
TOTAL THROUGH.....	60,120	88,341	28,221, or 31 9-10 per cent.
WAY PASSENGERS—			
First Class.....	2,660,258	3,012,754	
Second Class.....	14,601	13,189	
Emigrant.....	7,316	5,639	
TOTAL WAY.....	2,682,175	3,031,582	349,407, or 11 5-10 per cent.
TOTAL THROUGH AND WAY.....	2,742,295	3,119,923	377,628, or 12 1-10 per cent.
Number of Passengers moved West.....	1,382,228	1,579,294	197,066, or 12 5-10 per cent.
Number of Passengers moved East.....	1,360,067	1,540,629	180,562, or 11 7-10 per cent.
TOTAL.....	2,742,295	3,119,923	377,628, or 12 1-10 per cent.

EARNINGS.

	1877.	1876.	DECREASE.
From Through Passengers.....	\$ 623,623 70	\$ 747,821 73	\$124,198 03, or 16 6-10 per cent.
From Way Passengers.....	2,579,575 96	2,916,326 14	336,750 18, or 11 5-10 per cent.
TOTAL.....	\$3,203,199 66	\$3,664,147 87	\$460,948 21, or 12 6-10 per cent
Decrease in Earnings from reduced Mileage.....			\$778,616 43, or 21 3-10 per cent.
Less increase in rate per mile 2 3-10 mills.....			317,668 22, or 8 7-10 per cent.
DECREASE.....			\$460,948 21, or 12 6-10 per cent.

MILEAGE.

	1877.	1876.	DECREASE.
Number of Miles Traveled by Through Passengers..	32,464,800	47,704,140	15,239,340, or 31 9-10 per cent.
Number of Miles Traveled by Way Passengers.....	105,651,818	127,806,361	22,154,543, or 17 3-10 per cent.
TOTAL.....	138,116,618	175,510,501	37,393,883, or 21 3-10 per cent.
Average Distance Traveled by each Through Passenger.....			1877. 540 1876. 540
Average Distance Traveled by each Way Passenger.....			39 42
Average Distance Traveled by all Passengers.....			50 56

RATES.

	1877.	1876.	INCREASE.
Average Fare from each Through Passenger.....	\$10 37½	\$8 46½	
Average Fare from each Way Passenger.....	96	96	
Average Fare from all Passengers.....	1 17	1 17½	
Average per Mile—Through Passengers (all classes).....	1 92-100 cts.	1 57-100 cts.	3 5-10 mills, or 22 3-10 per cent
Average per Mile—Way Passengers (all classes).....	2 44-100 cts.	2 28-100 cts.	1 6-10 mills, or 7 per cent.
Average per Mile—All Passengers (all classes).....	2 32-100 cts.	2 09-100 cts.	2 3-10 mills, or 11 per cent.

STATISTICS OF PASSENGER BUSINESS—EIGHT YEARS—1870-1877.

YEAR.	Movement of Passengers.										Earnings.					
	THROUGH, (BUFFALO AND CHICAGO.)					WAY.					TOTAL THROUGH AND WAY.	WESTWARD.	EASTWARD.	THROUGH, (BUFFALO & CHICAGO.)	WAY.	TOTAL.
	CLASS.		TOTAL.			CLASS.		TOTAL.								
	First.	Second.	Emigrant.	Total.	First.	Second.	Emigrant.	Total.	Westward.	Eastward.	Total.					
1870.	61,474	8,277	3,277	73,028	1,944,690	22,859	24,854	1,992,412	2,065,440	1,072,320	993,120	\$856,371 00	\$3,336,559 27	\$4,192,960 27		
1871.	54,259	9,094	4,580	67,883	1,935,522	24,212	18,811	1,978,545	2,046,428	1,057,141	989,287	799,059 79	3,207,683 79	4,006,723 58		
1872.	62,116	10,046	8,518	80,680	2,092,465	22,369	17,240	2,132,074	2,212,754	1,145,771	1,069,983	930,214 98	3,238,328 31	4,218,543 29		
1873.	65,577	9,687	7,081	82,295	2,713,512	22,238	27,118	2,762,898	2,845,163	1,461,288	1,380,875	945,072 65	3,624,657 09	4,569,729 74		
1874.	62,873	7,808	3,616	74,297	2,991,277	20,195	10,494	3,021,966	3,096,263	1,574,650	1,521,613	847,568 99	3,401,453 38	4,249,022 37		
1875.	55,225	6,811	4,104	68,940	3,076,497	17,423	7,374	3,101,294	3,170,234	1,607,456	1,562,778	759,523 21	3,163,274 64	3,922,797 88		
1876.	79,250	5,467	3,624	88,341	3,012,754	13,189	5,639	3,031,582	3,119,923	1,579,291	1,540,629	747,821 73	2,916,326 14	3,664,147 87		
1877.	47,682	9,260	3,178	60,120	2,660,258	14,601	7,316	2,682,175	2,742,395	1,388,228	1,360,067	623,623 70	2,579,575 96	3,203,199 66		

YEAR.	Mileage.					Rates.								
	THROUGH, (BUFFALO AND CHICAGO.)		WAY.			TOTAL.		AV. DISTANCE TRAVELED BY EACH PASSENGER.		AVERAGE FARE FROM EACH PASSENGER.		AVERAGE PER MILE, ALL CLASSES.		
	CLASS.		TOTAL.			CLASS.		Miles.			Through.		All.	
	Through.	All.	First.	Second.	Emigrant.	First.	Second.	Emigrant.	Through.	All.	Through.	All.	Through.	All.
1870.	39,435,120	121,064,994	160,500,114	540	77	61	70	\$11 72	\$1 61	\$2 03	Cts. 2.17	Cts. 2.75	Cts. 2.60	
1871.	36,656,820	106,547,587	143,204,407	540	54	54	54	11 77	1 62	1 96	2.18	3.01	2.80	
1872.	43,567,200	118,741,295	162,308,495	540	74	55	74	11 53	1 54	1 92	2.14	2.74	2.59	
1873.	44,439,300	134,923,873	179,363,173	540	49	49	63	11 48	1 31	1 60	2.13	2.69	2.55	
1874.	40,130,380	133,104,192	173,224,572	540	44	44	52	11 41	1 12½	1 37	2.11	2.55	2.45	
1875.	37,227,600	127,723,261	164,950,861	540	41	41	52	11 02	1 02	1 24	2.04	2.48	2.38	
1876.	47,704,140	127,806,361	175,510,501	540	42	42	56	8 46½	96	1 17½	1.57	2.28	2.09	
1877.	32,464,800	105,651,818	138,116,618	540	39	39	50	10 37½	96	1 17	1.92	2.44	2.32	

NUMBER OF PASSENGERS LEAVING EACH STATION,

AND

REVENUE DERIVED THEREFROM.

STATIONS.	NUMBER OF PASSENGERS.			EARNINGS.		
	1877.	1876.	1875.	1877.	1876.	1875.
Buffalo	144,126	213,635	180,064	\$623,966 01	\$847,756 32	\$822,240 45
West Seneca	3,907	4,026	4,766	524 25	520 40	526 35
Bay View	2,190	4,781	652	395 80	834 75	109 40
Hamburg	1,379	2,090	2,060	497 35	683 70	857 95
Athol	465			83 00		
Lake View	2,797	3,216	4,108	1,039 55	1,203 65	1,587 62
Derby	2,563	3,723	3,720	879 70	1,123 53	1,139 66
Angola	9,352	10,908	11,545	4,393 62	4,956 14	5,546 43
Farnham	2,193	2,375	2,380	836 26	982 25	926 30
Irving	3,016	4,312	4,366	1,139 99	1,374 30	1,718 88
Silver Creek	9,711	12,220	11,933	5,029 13	5,155 76	5,487 16
Sheridan	614	1,402	1,288	145 40	220 15	251 95
Dunkirk	43,320	48,767	56,595	57,645 57	56,251 14	72,771 82
Morians	97	175	187	35 95	66 30	55 75
Brocton	23,307	23,620	31,106	21,886 70	19,824 18	26,078 97
Portland	246	272	413	80 50	76 50	104 50
Westfield	10,347	11,763	13,063	7,184 75	7,662 26	8,684 10
Ripley Crossing	1,091	1,096	1,402	221 20	273 60	345 40
Ripley	4,996	5,712	6,733	2,326 42	2,463 65	2,840 35
State Line	1,946	2,432	2,862	699 24	791 39	940 16
North East	18,222	20,699	22,194	9,039 19	10,324 71	10,830 81
Moorhead	2,356	3,244	3,284	632 60	697 56	737 87
Harbor Creek	4,316	5,776	5,945	1,082 33	1,138 33	1,255 66
Wesleyville	1,276	1,856	2,297	210 00	245 15	250 40
Erie	68,858	75,453	88,729	82,973 28	97,620 46	105,010 23
Swanville	2,073	2,632	2,224	615 75	728 70	619 70
Fairview	4,163	4,705	3,928	1,551 50	1,329 57	1,615 85
Girard	20,754	22,182	23,781	13,810 22	15,132 03	18,978 94
Springfield	2,487	2,734	2,775	1,480 75	1,640 68	1,639 58
Conneaut	9,853	9,851	12,610	7,861 50	8,106 40	10,706 74
Amboy	602	971	951	216 85	357 30	332 10
Kingsville	5,189	5,690	5,689	2,757 68	3,037 98	3,349 19
Oil City	12,137	12,513	14,699	7,409 62	7,024 35	9,166 75
Reno	3,568	4,217	2,935	538 50	583 05	541 10
Run	282	235		58 00	41 65	
Franklin	20,548	20,567	20,889	12,128 48	10,713 39	12,010 18
Summit	422	379	706	112 50	123 70	178 20
Polk	3,220	3,979	4,133	933 30	1,171 25	1,341 25
Raymilton	5,408	4,325	4,630	1,880 10	1,520 95	1,612 00
Sandy Lake	8,938	9,559	11,451	3,187 15	3,480 25	3,796 45
Stoneboro	10,935	11,205	11,974	5,046 07	5,030 20	5,382 54
Clark	2,048	2,078	2,332	765 25	728 50	833 60
Hadley	2,907	3,075	3,348	1,402 80	1,346 15	1,371 30
Salem	433	500	1,004	212 95	210 10	301 40
Amasa	2,772	3,062	2,986	1,528 25	1,402 85	1,295 50
Jamestown	8,658	8,529	9,594	7,554 84	7,040 41	7,537 10
Turner	244	366	554	49 85	88 20	117 85
Simon	846	840	1,031	308 20	304 70	373 05
Youngstown	3,211	2,207	2,769	1,337 00	1,288 80	2,226 85
Thornhill	15	48	114	3 40	11 45	16 90
Doughton	146	167	233	34 35	50 40	53 95
Coalburg	2,015	1,888	1,405	540 60	588 75	377 93
Brookfield	104	165	144	35 50	51 00	50 80
Tyrrell	518	594	442	226 55	225 05	177 40
Fowler	585	542	612	274 25	248 85	262 90
Latimer	425	386	289	118 25	109 75	76 35
Kinsman	1,373	1,431	2,587	853 90	880 55	1,284 75
Williamsfield	1,677	2,326	2,161	634 55	957 15	948 20
Andover	7,355	8,633	9,501	3,793 83	4,121 38	4,909 77
Leon	2,619	3,395	3,536	1,251 40	1,433 70	1,641 35
Dorset	1,552	925	1,389	698 05	278 05	471 90
Jefferson	11,007	13,042	13,190	5,068 52	5,597 90	6,287 54
Griggs	243	322	285	72 60	79 60	73 35
Plymouth	325	464	748	73 55	103 75	185 35
Ashtabula	35,345	38,686	41,632	32,579 49	33,988 29	37,948 06
Saybrook	1,714	2,111	2,195	725 85	765 28	763 45
Geneva	13,585	14,516	15,580	8,253 29	8,620 95	9,384 58

Number of Passengers Leaving each Station—Continued.

STATIONS.	NUMBER OF PASSENGERS.			EARNINGS.		
	1877	1876.	1875.	1877.	1876.	1875.
Unionville.....	3,088	3,504	3,585	\$ 1,471 90	\$ 1,602 60	\$ 1,691 75
Madison.....	8,891	10,137	10,419	4 855 36	5,431 25	5,521 78
Perry.....	3,996	4 655	5 136	1,696 80	1,783 40	1,903 47
Lane.....	496	569	391	85 95	118 65	95 55
Painesville.....	34,054	40,141	41,271	28,800 57	32,984 76	35,427 35
Heisley.....	372	395	279	154 85	170 85	128 95
Mentor.....	6,492	6,360	7,153	3,080 00	2,797 45	3,252 20
Reynolds.....	586	868	1 243	172 20	145 00	117 17
Willoughby.....	13,314	14,231	16,072	6,674 25	6,776 00	7,617 10
Wickliffe.....	2 268	2,713	2 689	720 00	891 80	925 00
Noble.....	715	966	961	185 05	243 60	251 65
Nottingham.....	6,005	5 607	9,911	1,607 35	1,687 15	2,420 85
Collinwood.....	7,409	7,121	7,275	1,981 25	1,950 30	1,680 20
Coits.....	3,898	1,832	3,692	386 60	292 25	447 40
Glenville.....	10,524	17,599	21,176	1,572 10	6,532 95	6,715 45
Cleveland.....	200,191	223,680	250,513	424,421 76	462,381 53	531,531 21
West Cleveland.....	1,556	3,069	.....	260 35	442 75	.....
Rockport.....	856	1 243	1 638	264 35	315 10	307 45
Town Line.....	381	582	794	188 30	184 15	221 30
Berea.....	11,013	12,614	16,480	7,000 05	8 235 62	10,119 54
Olmsted.....	4,435	6,126	6,180	1,979 30	2,539 27	2,506 35
Shawville.....	3,630	4,588	4,655	1,551 95	1,812 00	1,723 13
Elyria.....	46 303	53,115	57,367	36,094 37	40,314 86	44 312 20
Amherst.....	9,039	11,674	13,337	4 401 50	5,285 29	6 268 10
Brownhelm.....	3,200	4,026	4,444	1,138 55	1,352 55	1,495 80
Vermillion.....	7,566	9,394	9,916	4,449 65	4,835 38	5,143 40
Ceylon.....	4,859	5,196	5,595	2,150 95	2,424 42	3,063 70
Huron.....	7,378	8,377	9,046	3,647 57	4,034 85	4,154 07
Sandusky.....	29,172	32,669	33 964	27,233 69	28,201 47	33,087 14
Venice.....	1,361	1,777	1,920	520 65	660 37	654 20
Danbury.....	3,094	4,462	3,627	949 70	1,172 10	1,046 90
Gypsum.....	2,235	3,427	3,070	680 35	865 55	820 35
Port Clinton.....	12,843	16,029	14,680	6,863-15	8,136 25	8,018 65
La Carne.....	1,768	2,769	2,411	621 35	824 00	802 95
Oak Harbor.....	5,866	7,492	7,337	2,778 43	3,453 26	3,450 38
Rocky Ridge.....	2,028	1,799	1,729	840 40	672 40	621 95
Graytown.....	3,181	2,931	3,041	1,628 95	1,474 40	1,505 10
Martin.....	3,148	3,174	3,681	1,231 35	1,339 05	1,506 00
Oberlin.....	25,399	30,333	32,375	19,886 83	22,314 14	24,368 57
Kipton.....	3 444	4,566	5 231	1,916 34	2,317 82	2 613 05
Wakeman.....	8,092	9,697	9,875	5,406 25	5,924 93	6,333 55
Collins.....	4 301	5,514	6,441	2,365 97	2,642 44	3,412 97
Norwalk.....	36,205	42,066	41,151	27,421 15	29,680 70	30,405 63
Monroeville.....	25,318	29,528	31,316	18,963 73	21,529 65	25,752 16
Bellevue.....	16,848	19,374	19,313	10,567 72	12,255 83	12,242 00
Clyde.....	30,223	31,202	32,651	22,103 01	23,843 31	25,404 77
Fremont.....	37,010	38,887	40,682	26,229 05	27,897 07	30,813 06
Lindsey.....	4,004	5,590	5,392	1,338 60	1,837 50	1,939 78
Elmore.....	10,879	12,863	13,330	5,338 90	6,027 15	6,690 75
Genoa.....	8,766	10,861	10,620	3,932 50	4,623 01	4,787 30
Millbury.....	6,230	8,319	8,419	2,130 05	2,706 70	3,005 55
East Toledo.....	1,273	1,388	1,304	582 75	717 45	769 45
Detroit.....	29,471	29,101	37,873	64,794 80	66,054 77	72,171 13
Grand Trunk Junction.....	5 533	6,185	5,502	8,208 19	9,030 77	9 213 86
Ecorces.....	548	690	1,288	166 25	226 65	332 30
Wyandotte.....	4,444	3,776	5,582	2,129 10	2,190 80	3,024 55
Trenton.....	3,341	3,777	4,864	1,535 20	1,902 60	2,694 25
Rockwood.....	3,854	4,259	4,184	1,950 55	2,200 20	1,955 45
Newport.....	3,363	4,096	4,047	1,304 00	1,521 15	1,386 35
Stony Creek.....	462	820	434	136 85	225 05	103 55
Monroe.....	28,976	33 648	36,477	26,270 12	29,084 72	32,961 03
Strasburg.....	185	.....	.....	46 40	.....	.....
Ida.....	2,941	3,794	3,359	1,337 00	1,453 15	1,399 35
Petersburg.....	5 087	6,990	6,672	2,766 00	3,576 90	3,537 35
Deerfield.....	4,999	6,294	6,868	2,300 15	2,458 45	2,819 02
Sisson.....	562	1,000	1,031	145 25	226 85	229 65
Wellsville.....	630	950	812	163 30	239 05	213 05
La Salle.....	694	851	299	210 70	269 70	87 25
Vienna.....	2,609	3,047	2,929	1,027 25	1,238 55	1,069 33
Alexis.....	151	234	71	57 80	84 90	37 45
West Toledo.....	770	659	730	323 80	367 10	387 05
Wagon Works.....	14,417	342	.....	1,493 75	254 85	.....

Number of Passengers Leaving each Station—Continued.

STATIONS.	NUMBER OF PASSENGERS.			EARNINGS.		
	1877.	1876.	1875.	1877.	1876.	1875.
Toledo	166,026	169,063	181,724	\$247,126 04	\$272,612 78	\$308,646 54
Air Line Junction	2,875	2,621	2,289	1,597 75	1,645 50	1,475 50
Richards	524	1,054	1,037	222 05	295 95	275 35
Sylvania	7,059	9,490	11,083	2,605 00	3,315 25	3,951 80
Ottawa Lake	4,382	5,627	6,783	1,551 00	2,066 25	2,425 55
Riga	3,707	4,440	5,068	1,352 65	1,525 60	1,724 85
Blissfield	12,109	13,303	14,899	6,076 10	6,279 20	7,068 45
Grosvenor	5,112	5,626	5,943	3,490 30	3,900 10	4,264 72
Palmyra	206	1,308	1,352	93 40	464 80	464 70
Lenawee	8,088	9,508	9,256	3,857 60	4,146 25	4,192 70
Adrian	49,708	63,254	63,539	45,158 57	53,199 00	55,833 47
Chases	792	885	576	210 60	234 65	156 80
Tecumseh	17,288	20,722	18,315	10,332 33	11,918 91	11,408 02
Clinton	8,846	9,906	8,513	4,108 15	3,967 45	3,699 85
River Raisin	450	458	336	157 50	153 60	117 15
Manchester	8,124	10,250	9,082	4,402 04	5,725 06	4,909 54
Norvell	2,779	3,202	2,829	1,207 40	1,208 20	1,095 85
Napoleon	5,399	5,946	5,890	2,018 35	2,349 55	2,386 15
Eldred	226	338	232	73 05	99 80	88 70
Jackson	22,722	25,535	21,753	28,662 90	30,501 88	31,012 94
Clayton	6,069	7,741	7,703	3,253 80	4,025 30	4,180 50
Hudson	18,183	21,486	21,097	14,805 97	16,448 12	17,752 64
Pittsford	4,588	5,107	4,829	2,043 00	2,214 75	2,240 60
Osseo	3,162	3,835	3,823	1,835 25	2,106 60	2,333 60
Hillsdale	24,100	26,432	29,247	22,193 77	22,818 56	24,874 31
Jonesville	23,038	26,124	29,862	15,301 40	16,924 49	20,397 09
Litchfield	5,777	6,456	6,650	2,440 75	2,457 10	3,031 78
Homer	5,926	7,247	6,694	2,713 43	3,347 47	3,205 15
Condit.	402	639	716	111 80	192 05	222 97
Albion	12,208	13,152	13,657	7,140 20	8,029 26	8,259 91
Devereux	1,824	2,380	2,196	555 75	688 85	663 25
Springport	5,175	4,858	5,353	2,149 45	2,002 45	2,317 95
Charlesworth	1,533	1,706	1,974	475 85	515 60	558 38
Eaton Rapids	8,367	9,416	10,705	6,162 31	7,051 31	8,389 53
Kingsland	179	349	386	63 60	100 45	115 50
Dimondale	2,903	2,833	3,304	1,325 45	1,296 40	1,546 45
Packard	57	38	33	18 50	8 65	12 45
South Lansing	87	167	111	41 75	63 90	63 90
Lansing	9,823	8,791	12,918	11,495 39	11,889 71	15,884 30
North Lansing	396	430	470	680 55	410 70	2,528 95
Allens	3,276	4,097	4,707	2,029 36	2,159 05	2,528 95
Quincy	8,447	10,502	12,389	5,568 25	6,593 55	7,265 54
Coldwater	24,166	29,772	30,949	26,654 79	29,441 95	30,173 81
Batavia	953	1,362	959	371 45	503 35	350 45
Bronson	8,322	10,087	10,413	5,547 20	6,144 35	6,239 40
Burr Oak	7,474	8,379	9,326	4,292 90	4,909 80	5,493 60
Sturgis	13,958	15,837	17,081	13,802 33	15,310 04	16,322 07
Douglas	2,124	1,670	1,452	432 90	601 90	522 80
White Pigeon	20,365	20,343	21,023	14,321 74	14,865 60	15,658 91
Constantine	11,815	10,703	10,977	4,827 15	4,895 08	4,598 35
Florence	308	342	282	96 30	104 00	66 15
Three Rivers	17,163	17,632	17,941	10,785 37	12,790 91	11,126 41
Moorepark	1,766	2,015	2,181	702 35	700 35	756 40
Flowerfield	1,749	2,147	2,346	714 30	802 80	1,043 15
Schoolcraft	9,738	10,221	9,816	4,610 60	4,855 13	4,997 65
Portage	1,473	1,934	1,684	398 80	455 50	495 00
Kalamazoo	25,553	30,107	30,198	23,374 18	27,911 14	29,213 87
Cooper	415	405	354	121 00	110 45	102 15
Argenta	1,680	2,348	2,210	549 70	658 45	641 55
Plainwell	6,905	7,492	8,511	3,446 70	3,528 96	3,973 65
Otsego	6,861	8,443	8,876	3,178 70	3,609 23	4,224 15
Abronia	1,166	1,138	1,058	407 80	362 90	335 80
Allegan	14,875	15,990	17,618	11,950 46	12,868 38	14,302 21
Hopkins	3,979	4,509	4,325	1,964 00	2,253 40	2,385 70
Hilliard	1,613	1,741	1,693	902 85	936 25	931 40
Dorr	3,731	3,865	4,276	2,636 15	2,333 80	2,561 50
Byron	3,480	4,485	4,559	1,594 75	2,072 35	2,323 30
Grandville	571	651	889	216 90	213 20	303 90
Eagle Mills	396	380	383	76 95	95 70	89 40
Grand Rapids	14,197	17,233	18,160	23,467 97	27,891 44	30,326 01
Vistula	2,265	2,670	2,432	1,264 40	1,521 65	1,373 45
Bristol	5,442	6,891	5,879	2,229 12	2,680 90	2,340 10

Number of Passengers Leaving each Station—Concluded.

STATIONS.	NUMBER OF PASSENGERS.			EARNINGS.		
	1877.	1876.	1875.	1877.	1876.	1875.
Holland	1,890	2,588	2,289	\$ 678 20	\$ 844 60	\$ 816 80
Swanton	4,888	5,758	5,451	2,275 15	2,714 00	2,749 95
Delta	6,970	8,980	8,641	3,443 95	4,542 65	4,977 72
Wauseon	14,723	16,862	16,208	10,507 98	11,345 98	11,793 29
Pettisville	2,796	3,548	3,014	1,364 50	1,369 55	1,241 20
Archbald	3,977	5,512	4,375	1,959 30	2,472 20	2,062 30
Stryker	5,304	7,691	8,365	3,344 05	4,860 50	5,237 54
Bryan	16,016	18,342	18,792	14,066 05	15,088 40	16,136 95
Melbern	947	1,373	1,278	402 15	474 35	445 50
Edgerton	6,871	8,260	8,626	3,880 95	5,135 10	5,018 40
Bufler	8,385	8,992	10,093	6,553 74	7,003 66	8,205 05
Waterloo	12,580	14,345	13,940	9,086 49	10,237 29	10,334 83
Sedan	741	1,483	1,646	157 50	320 55	399 00
Corunna	2,825	3,278	2,816	811 20	868 95	777 00
Kendallville	14,697	16,157	15,923	13,705 90	14,566 61	14,708 03
Brimfield	2,603	3,240	2,961	1,288 00	1,538 15	1,473 20
Wawaka	2,263	2,618	2,200	870 15	840 90	826 60
Ligonier	10,534	11,881	11,681	7,506 00	8,848 62	8,636 85
Millersburg	2,848	2,995	2,284	990 55	1,026 80	882 25
Goshen	23,729	26,637	23,555	16,185 90	17,169 11	15,624 08
Dunlap	646	427	331	133 35	94 20	77 90
Elkhart	52,969	63,442	60,459	50,403 38	56,759 00	58,488 38
Osceola	1,650	2,260	1,951	494 45	653 90	5 8 29
Mishawaka	9,056	12,143	13,397	4,624 90	5,609 25	7,162 80
South Bend	34,529	38,881	40,131	36,326 91	41,125 36	43,270 48
Warren	877	1,373	1,002	284 90	391 60	312 85
Terre Coupee	782	1,134	1,222	341 20	475 95	535 00
New Carlisle	5,058	5,428	5,723	2,698 60	2,852 95	3,263 55
Rolling Prairie	4,638	4,845	4,414	1,598 90	1,678 45	1,656 50
La Porte	25,690	27,163	29,108	26,470 88	27,679 07	31,357 00
Forester	193	350	349	78 00	137 80	143 50
Otis	4,353	4,989	5,633	3,108 44	3,537 68	3,844 90
Burdick	682	636	588	304 80	266 70	220 25
Chesterton	1,924	2,070	2,660	1,343 75	1,521 10	2,011 05
Miller	622	843	980	440 65	557 35	656 80
Pine	148	135	219	92 40	82 80	118 60
Whiting	2,236	624	1,260	369 70	244 25	470 20
Colehour	3,044	8,625	7,047	593 20	1,254 25	1,158 15
100th Street	6,347	6,175	4,812	973 55	1,023 05	794 40
South Chicago	24,135	32,335	30,157	4,319 80	6,023 11	6,984 55
Grand Crossing	11,125	8,100	5,064	4,264 67	3,936 28	3,635 11
Brookline	210	236		34 50	55 05	
Englewood	39,269	35,668	25,632	8,019 55	7,333 89	6,460 66
Chicago	149,173	164,660	148,321			
Do City Travel	157,065	167,770	188,483	524,103 66	561,966 47	609,369 03
TOTAL	2,742,295	3,119,923	3,170,294	\$3,203,199 66	\$3,664,147 87	\$3,922,797 88

CONDENSED HISTORY

OF THE

Lake Shore & Michigan Southern Ry Co.

AND

EARNINGS--1837-1877--FORTY-ONE YEARS.

EARNINGS—1837—1877—FORTY-ONE YEARS.

YEAR.	ERIE & KALAMAZOO (Toledo to Adrian).	MICH'N SOUTH-ERN & NORTH'N INDIANA.	TOLEDO, NOR-WALK & CLEVELAND.	CLEVELAND & TOLEDO.	CLEVELAND PAINESVILLE & ASHTABULA.	LAKE SHORE RAILWAY.
1837	a 55,821					
1838	50,486					
1839	46,169					
1840	35,544					
1841	37,686	d 7,399				
1842	b 25,144	15,248				
1843	26,770	24,260				
1844	28,005	60,340				
1845	28,422	62,735				
1846	26,580	88,394				
1847	32,834	101,024				
1848	26,047	71,580				
1849	c 14,580	88,660				
1850		162,235				
1851		305,686				
1852		e 555,383				
1853		1,573,181	f 229,270	g 210,956	i 658,526	
1854		2,158,312		685,737	870,430	
1855		2,595,630		888,355	1,152,939	
1856		2,714,848		1,106,021	1,321,699	
1857		2,233,746		1,039,661	1,251,538	
1858		2,015,750		838,810	1,111,353	
1859		1,754,816		780,236	934,321	
1860		2,068,897		889,500	1,069,325	
1861		2,167,280		955,959	1,244,975	
1862		3,228,329		1,167,545	1,629,126	
1863		3,296,094		1,579,511	2,076,185	
1864		4,120,153		1,985,808	2,429,698	
1865		4,836,723		2,359,958	2,396,110	
1866		4,646,328		2,514,277	2,599,352	
1867		4,663,809		h 1,948,315	j 3,062,013	
1868		4,978,153				k 5,087,995
1869		r 2,099,540				l 2,258,665
1870						
1871						
1872						
1873						
1874						
1875						
1876						
1877						

a First locomotive (the "Adrian," Baldwin No. 80) arrived at Toledo June 20, 1837. Animal power used previously.

b Receiver appointed, (Willard J. Daniels, late of Lockport N. Y.) The only Receivership in the history of all the companies.

c Perpetual lease to Michigan Southern, August 1, 1849. Flat or "strap" rail used up to 1851.

d Built and operated by State of Michigan to November 30, 1846.

e Opened through to Chicago May 22, 1852.

f Opened through, January 24, 1853. Merged into Cleveland & Toledo, September 1, 1853. Northern Division (Junction R. R.) opened West Cleveland to Sandusky, October 24, 1853; to Toledo, April 24, 1855.

g September 1, to December 31, 1853—four months.

h To October 31, 1867—ten months. Leased to Cleveland, Painesville & Ashtabula—subsequently consolidated, (March 19, 1869.)

i Opened Cleveland to Erie, November 20, 1852.

j Includes Cleveland & Toledo earnings November and December.

k Lake Shore Railway—formerly C., P. & A. and C. & T. (Erie to Toledo.)

EARNINGS—1837-1877—FORTY-ONE YEARS.

ERIE & NORTH EAST. 6 feet gauge.	BUFFALO & STATE LINE.	BUFFALO & ERIE.	LAKE SHORE & MICHIGAN SOUTHERN.	TOTAL EARNINGS.	FREIGHT PER TON PER MILE.	YEAR.
				\$ 55,821		1837
				50,486		1838
				46,169		1839
				35,544		1840
				45,085		1841
				40,362		1842
				51,030		1843
				88,345		1844
				91,157		1845
				114,974		1846
				133,858		1847
				97,627		1848
				103,240		1849
				162,235		1850
				305,686		1851
m 62,380	n 202,713			820,476		1852
125,600	451,371			3,248,904	Cents.	1853
		705,582		4,420,061	3.570	1854
		947,100		5,584,024	3.270	1855
		1,108,755		s 6,251,323	2.960	1856
		1,051,904		5,576,849	2.740	1857
		938,740		4,904,653	2.380	1858
		836,655		4,306,028	2.292	1859
		918,021		4,945,843	2.757	1860
		1,047,307		5,415,521	2.092	1861
		1,386,611		7,411,611	2.099	1862
		1,724,084		8,675,874	2.296	1863
		2,030,062		10,565,721	2.833	1864
		2,374,821		11,957,612	2.908	1865
		2,477,058		12,237,015	2.476	1866
		o 2,284,129		11,958,266	2.427	1867
		2,214,337		12,230,485	2.336	1868
		p 1,290,075	q 7,327,135	12,975,415	1.774	1869
			13,509,236	13,509,236	1.504	1870
			14,898,449	14,898,449	1.391	1871
			17,699,935	17,699,935	1.374	1872
			19,414,509	t 19,414,509	1.335	1873
			17,146,131	17,146,131	1.180	1874
			14,434,199	14,434,199	1.070	1875
			13,949,177	13,949,177	.877	1876
			13,505,159	13,505,159	.864	1877

l To May 31—five months.

m Opened January 19, 1852, and run as a wide gauge railroad to December 7, 1853. The attempt to narrow the gauge was followed by the "Erie War," which closed the road two months to February 1, 1854, on which day the first train passed from Buffalo to Erie over a uniform gauge.

n Opened Buffalo to State Line February 22, 1852.

o The Buffalo & State Line and the Erie & Northeast Railroad Companies were operated as one road from November 19, 1853, to May 15, 1867, under a contract, when they were formally consolidated, taking the name "Buffalo & Erie Railroad."

p Seven Months, to August 1. Merged into Lake Shore & Michigan Southern.

q Begins June 1, Chicago to Erie; August 1, Chicago to Buffalo.

r Five months, to May 31, 1869—Consolidation with Lake Shore Railway.

s 1856, the last of the first twenty years, the earnings reached their maximum, (\$6,251,323,) when the revulsion of 1857 came.

t 1873 was the summit year of the second twenty years, the earnings reaching \$19,414,509, more than treble the earnings of 1856.

CONDENSED HISTORY

OF THE

Lake Shore & Michigan Southern Railway Co.

BY C. P. LELAND.

The Lake Shore & Michigan Southern Railway Company was formed in 1869 by the consolidation of the

- 1.—Michigan Southern & Northern Indiana—Chicago to Toledo—with branches.
- 2.—Cleveland & Toledo—Toledo to Cleveland.
- 3.—Cleveland, Painesville & Ashtabula—Cleveland to Erie.
- 4.—Buffalo & Erie Railroad—Erie to Buffalo.

These four Companies were each formed by the consolidation of two Companies—thus there are eight original Companies included in the Main Line—from Buffalo to Chicago, viz.:

- | | | |
|---|---|--|
| 1.—Buffalo & State Line, | } | Operated as one Road from Nov. 16, 1853, to May 15, 1867, when the two Roads were consolidated into the Buffalo & Erie R. R. |
| 2.—Erie & Northeast, | | |
| 3.—Franklin Canal Co., in Penn. | } | The main line from Erie westward to the Ohio State Line—25 miles—was built by the Franklin Canal Co. The stock was purchased by the Cleveland, Painesville & Ashtabula R. R. Co., in 1854. |
| 4.—Cleveland, Painesville & Ashtabula, in Ohio. | | |
| 5.—Toledo, Norwalk & Cleveland, | } | Consolidated into the Cleveland & Toledo R. R. September 1, 1853. |
| 6.—Junction R. R. | | |
| 7.—Michigan Southern R. R. | } | Consolidated into the Michigan Southern & Northern Indiana Railroad, May 1, 1855. |
| 8.—Northern Indiana R. R. | | |
| (originally Buffalo & Mississippi.) | | |

The foregoing Companies include the Main Line, Buffalo to Chicago—540 miles—and 324 miles of Branches as follows:

BRANCHES OF L. S. & M. S. RAILWAY.

	Miles.
Elyria Junction to Millbury Junction, via Sandusky.....	72.96
Sandusky Pier, from Junction to Old Depot.....	3.74
Air Line Junction to Elkhart.....	130.70
Lenawee Junction to Jackson.....	41.90
Lenawee Junction to Monroe.....	29.50
Palmyra to Adrian.....	5.53
Ashtabula to Ashtabula Harbor.....	2.51
Ashtabula to Jamestown.....	36.09
Junction with D. A. V. & Pittsburgh R. R. at Dunkirk.....	1.50
	———324.23

Making 864 miles of the Lake Shore & Michigan Southern Railway proper, of which 236 miles are double track.

The Company operates the following roads, which are under separate organizations:

PROPRIETARY ROADS, (OWNED WHOLLY BY THIS COMPANY.)

	Miles.
Detroit, Monroe & Toledo Railroad—Air Line Junction to Detroit.....	62.29
Kalamazoo & White Pigeon Railroad—White Pigeon to Kalamazoo.....	36.68
Northern Central Michigan Railroad—Jonesville to North Lansing.....	61.14
	———160.11

ROADS OPERATED UNDER LEASE.

Kalamazoo, Allegan & Grand Rapids Railroad—Kalamazoo to Grand Rapids.....	58.00
Jamestown & Franklin Railroad—Jamestown to Oil City.....	51.10
Mahoning Coal Railroad—	
Andover to Youngstown.....	38.00 Miles.
Tyrrel Hill to Vienna.....	2.60 “
Coalburg to New York, O. ....	.98 “
Vienna to Holiday Bank.....	1.41 “
	———42.99
	———152.09

Making of Road operated.....	1,177 Miles.
Second Track.....	236 “
Side Tracks.....	462 “

Total miles single track..... 1,875

Embracing the roads built by fifteen original companies, and by the consolidated company since 1869.

The oldest of these fifteen original companies is the

ERIE & KALAMAZOO.

Toledo, O., to Adrian, Mich., 33 miles. Incorporated by the Territorial Legislature of Michigan, April, 1833, to construct a railroad from Lake Erie (Port Lawrence, now Toledo), to the head waters of the Kalamazoo River, hence the name, “Erie & Kalamazoo.”

At that time the entire road was supposed to be in Michigan, but on final adjustment of the boundary question, after the celebrated "Toledo War," about one-third of the road—eleven miles—was found to be in the State of Ohio.

This road was laid with a thin iron ribbon on oak stringers. Was opened in 1837. Until August, the motive power consisted of horses.

The notice of the arrival of Locomotive No. 1, and the advertisement of the road, in 1837—over forty years ago,—is here given, copied from the Toledo *Weekly Blade*, published by A. W. Fairbanks, now of Cleveland, who assisted in landing this pioneer locomotive, the first one in the tier of states bordering upon the great chain of lakes:

(It will be observed no *time* is given for the departure of trains.)

The Board of Directors adopted the following tariff in 1836:

Resolved, That the fare in the "*Pleasure Car*," (a two-story, top-heavy affair, always "jumping" the track), shall be as follows:

Passengers, Toledo to Adrian, 12 shillings; 50 pounds of baggage free.

Freight, Toledo to Adrian, 4 shillings per 100 pounds.

Salt, \$1.00 per barrel. (Wish we could get that now from New York to Chicago—1,000 miles.)

For ten years this road had a stormy and troublous existence, its affairs being managed sometimes by a Commissioner acting for the Board of Directors, sometimes by Trustees appointed by order of the Court, and part of the time by a Receiver at the Toledo end and a Commissioner at the Adrian end, recalling the familiar anecdote of the retort of the mate of a vessel to the captain, "My end of this craft has come to anchor,"

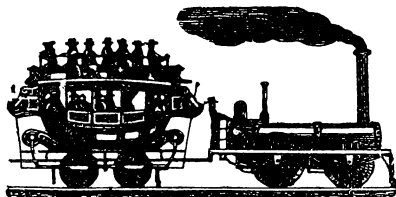
In 1848 the road was sold out under accumulated judgments. Hon. Washington Hunt, of Lockport, N. Y., and

They leased the road August 1, 1849, in perpetuity, to its rival, the Michigan Southern, then in operation from Monroe to Hillsdale, and, although it forms a part of the main line of the Lake Shore & Michigan Southern from Toledo westward, the Erie & Kalamazoo Company still exists, drawing and dividing its rental of \$30,000 per year.

[*Item from Toledo Blade, January 20, 1837.*]

It affords us pleasure to announce the arrival of the long expected locomotive (Adrian Baldwin No. 80) for the Erie & Kalamazoo R. R. The business of our place has been embarrassed for want of it; goods have accumulated at our wharves faster than we could transport them into the interior on cars drawn by horses, and as a natural consequence several of our warehouses are now crowded to their utmost capacity. It is expected that the engine will be in operation in a few days, and then, we trust, goods and merchandise will be forwarded as fast as they arrive. A little allowance, however, must be made for the time necessary to disencumber our warehouses of the large stock already on hand.

ADVERTISEMENT.



TO EMIGRANTS AND TRAVELERS.
The Erie and Kalamazoo Railroad is now in full operation between

TOLEDO AND ADRIAN.

During the ensuing season trains of cars will run daily to Adrian, there connecting with a line of Stages for the West, Michigan City, Chicago and Wisconsin Territory.

Emigrants and others destined for Indiana, Illinois and the Western part of Michigan

Will Save Two Days

and the corresponding expense, by taking this route in preference to the more lengthened, tedious and expensive route heretofore traveled.

All baggage at the risk of the owners.

EDWARD BISSELL,) Commissioners
W. P. DANIELS,)
GEORGE CRANE,) Co.

A. HUGHES, Superintendent Western Stage Company.

George Bliss, of Massachusetts, were the

MICHIGAN SOUTHERN.

In 1837 the then new State of Michigan launched out in a grand scheme of internal improvements, providing for a loan of \$5,000,000, (an enormous sum at that time,) for the improvement of rivers, construction of canals, and for three railroads—a Southern, a Central, and a Northern Railroad.

The Southern Road was to start at Monroe, on Lake Erie, traverse the Southern tier of counties, and terminate at New Buffalo on Lake Michigan.

Chicago was a mere Indian trading post, with a fort (Dearborn,) in an apparently irreclaimable quagmire.

The track was laid with the flat or "strap" rail, 2½ inches wide, ¾-inch thick. The road was opened as follows:

Monroe to Petersburg.....	18 miles, in 1839
Adrian.....	33 miles, in 1840
Hudson.....	50 miles, in 1843
Hillsdale.....	66 miles, in 1843

This comprised all the Southern Road built by the State.

The Palmyra & Jacksonburg Railroad (now the "Jackson Branch") was started by the owners of the Erie & Kalamazoo Railroad and opened to Tecumseh, its terminus for nearly twenty years, with a celebration August 9th, 1838.

This Company became involved and the road was sold to the State of Michigan in 1844, for the amount of the State's loan and interest, \$22,000. The State united it with the Southern Road, as the "Tecumseh Branch," stipulating in the sale of the Southern Road in 1846, that this branch should be extended to Jackson, which, after a delay of ten years, was done.

In 1846 the State sold the road to a company, with Edwin C. Litchfield at its head, for \$500,000, in ten equal annual installments. The new company did but little the next four years, adding but four miles to the west end to reach Jonesville. During the years 1851-2 the road was constructed very rapidly, reaching Chicago, 243 miles from Toledo, in March, 1852.

The lease of the Erie & Kalamazoo, already noticed, August 1, 1849, settled the struggle for supremacy between Monroe and Toledo, in favor of the latter.

NORTHERN INDIANA RAILROAD.

(Originally Buffalo & Mississippi.)

The following contribution to the Chicago *Times* of August 26, 1877, is reprinted here as a history of this road:—

In 1835, forty-two years ago, John B. Chapman of Warsaw, Indiana, a member of the Legislature of Indiana, introduced a bill for the incorporation of the "Atlantic & Pacific Railroad." He was ridiculed out of this ambitious title, and finally consented to come down to "Buffalo & Mississippi," but would not yield another mile. Accordingly, the road was incorporated under that name.

The corporators met at the house of Col. Stephen Downing, in Elkhart, May 25, 1835, and passed a resolution of inquiry, directed to the Secretary of War, as to what steps, if any, had been taken regarding a survey of a railroad route from Maumee bay to the Mississippi, under a recent resolution of the United States Senate.

In February, 1837 (the year of our first great financial revulsion), the company was organized, and the following-named gentlemen made directors: Robert Stewart (president), William Barber, Aaron Streeter, John B. Niles, and John Brown.

In the Toledo *Weekly Blade* of 1837, may be found the following advertisement:—

TO CONTRACTORS:

Notice is hereby given that the grading of the Buffalo and Mississippi Railroad for a double track between Michigan City and LaPorte, a distance of twelve miles, will be let at public outcry to the lowest bidder, at LaPorte, on Monday, the 14th day of June next.

The maps, profiles, and estimates of the route will be ready for examination at the engineer's office in LaPorte, after the 1st of June.

R. STEWART, President,

MICHIGAN CITY, April 28, 1837.

As the official record shows that this work was let on the day named, and names of contractors, prices, etc., stated, and as the records show considerable complaint by the contractors as to heavy discount on the company's scrip, it puzzled the writer for a time to ascertain where the contractors put in any work on this twelve miles, but Judge Niles of LaPorte, clears it up as follows: "The location of the road (LaPorte to Chicago via Michigan City) was very injudicious, having steep grades and requiring heavy work. About one mile through the woods west of and near LaPorte was cleared and partly graded, and can still be seen. Some excavating was also done near the summit, six miles northwest from LaPorte, and the strip was cleared through the heavy timber nearer to Michigan City."

But, under the pressure of the hard times, the whole enterprise had to succumb. In 1838 may be found the following quaint resolution of the Board:—

Resolved, That all operations on the road east of Goshen be suspended until the corps under the direction of Mr. Hardenberg be sufficiently recruited in health to again enter the field, and that they then proceed to locate that part of the road from Goshen to the eastern line of the State.

It may be remembered that 1838 was that dreadful year of sickness and hard times. This enterprise had the life so completely knocked out of it that, during the eight years from 1839 to 1847, even the routine of an annual election was neglected. In October, 1847, an effort was made to resuscitate the company, and the following gentlemen were elected directors: William B. Ogden, president; J. Young Scammon, John W. Brooks, Chauncey B. Blair, E. D. Taylor, John B. Niles, A. L. Osborn.

They met and called upon the delinquent stockholders to call and settle. As but one man, and he the owner of two shares, responded, this Board "threw up the sponge." Two years later, in October, 1849, Judge Niles and others concluded that having had a fourteen years' struggle with that ambitious title, "Buffalo & Mississippi," and as yet not a foot of track laid, they would try a more modest name, and so organized the Northern Indiana Railroad.

In 1849 the control passed into the hands of the Litchfields, who were rapidly pushing the Michigan Southern west, and on May 22d, 1852, the first train passed over the two roads, the Michigan Southern and the Northern Indiana, from Toledo to Chicago—exactly seventeen years after the little meeting at Col. Downing's house to organize the "Buffalo & Mississippi."

Three years later, in April, 1855, the Michigan Southern and the Northern Indiana were consolidated, and the twenty years' history of the "Buffalo & Mississippi" and its successor—the Northern Indiana—from 1835 to 1855, ended.

The following is a list of the presidents of the Road during the protracted period of incubation: Robert Stewart, 1837; Gen. Joseph Orr, 1837-1841; Jonathan Burr, 1841; (interim of eight years) William B. Ogden, 1847; (interim of two years) E. W. Chamberlain, 1850; James H. Barnes, 1851; John Stryker, 1851; George Bliss, 1852; John B. Jervis, 1852-1855. Of the nine, but two are living, John B. Jervis and John Stryker.

Many other prominent citizens of Northern Indiana were directors at different periods; Hon. John B. Niles, A. P. Andrew, Jr., Ezekiel Morrison, W. J. Walker, W. C. Hannah, Havilah Beardsley, John H. Defrees, T. S. Stanfield, and others.

Hon. Schuyler Colfax was a director later in the consolidated Michigan Southern & Northern Indiana board, 1858-9, and Philo Morehouse, 1860-69.

MICHIGAN SOUTHERN & NORTHERN INDIANA RAILROAD CO.

Was formed by the consolidation of the Michigan Southern and the Northern Indiana Railroads, May 1st, 1855.

The consolidated company manifested great vigor in building the Air Line, the Detroit, Monroe & Toledo Railroad, and extending the Jackson Branch; also in building those two "floating palaces," the "Western Metropolis" and the "City of Buffalo." The revulsion of 1857 caught this Company with all these unfinished projects on hand, involving a large floating debt, under which the road went to protest in August, 1857, The Board all resigned, a new Board was elected and at their first meeting in New York, October 1st, 1857, were obliged to borrow chairs from the neighboring offices, as the Sheriff had carried away the furniture of the office, under some one of the 155 suits President Bliss said he found in five States.

In 1858-9 the proceedings of the Board consisted mainly in staving off debts by promises to pay, as soon as the financial condition of the Company improved. The stock had fallen from 115 in 1856, to 6 in 1859.

The interest on the bonds was in arrears, and the holders of second mortgage bonds threatened foreclosure. As if these troubles were not sufficient, the terrible Mishawaka accident occurred in June, 1859, with no money or good securities to pay damages.

In 1860 Henry Keep and his friends bought a controlling interest in the stock at a very low figure, and vigorously set about improving its financial condition. The war soon followed, with its feverish activity in business for railroads, and its expansion of values under the greenback plethora. The road recuperated very rapidly, and in 1863 the stock which had barely escaped annihilation by foreclosure in 1859, sold at 110.

On the 1st day of August, 1863, the day on which the energetic Superintendent, John D. Campbell, died suddenly in Boston, dividend No. 1 was paid to the holders of guaranteed stock, a dividend promised in 1857, when the stock was issued.

In 1869 this Company was consolidated with the Lake Shore Railway, thus disappearing after fourteen years of eventful existence.

The Presidents of the Michigan Southern & Northern Indiana Railroad Company were as follows:—

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|-------------------------|--------------------------|
| 1. JOHN WILKINSON, | 5. GEORGE BLISS, |
| 2. EDWIN C. LITCHFIELD, | 6. ELISHA M. GILBERT, |
| 3. JONATHAN H. RANSOM, | 7. MARTIN L. SYKES, JR., |
| 4. JOHN B. JERVIS, | 8. ELIJAH B. PHILLIPS. |

And the General Superintendents as follows:—

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| 1. JAMES MOORE, | 4. HENRY H. PORTER. |
| 2. SAM BROWN, | 5. CHARLES F. HATCH. |
| 3. JOHN D. CAMPBELL, | |

TOLEDO, NORWALK & CLEVELAND RAILROAD.

This was a Norwalk enterprise, incorporated in 1850. The Commissioners met at the Court House in Norwalk, September 24, 1850, and elected the first Board of Directors as follows:—

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| CHARLES L. BOALT, President, | GEORGE G. BAKER, |
| TIMOTHY BAKER, | ALVIN COLES, |
| E. B. PERKINS, | MATTHEW JOHNSON. |
| FREDERICK CHAPMAN, | |

Subsequently Henry Cowles, Sardis Birchard and J. H. Whitaker were made Directors.

The road was opened January 24, 1853, forming the last link in the chain of roads from Chicago to New York and Boston.

It was a financial success, having been built considerably within the estimated cost, and its business largely exceeded the expectations of its owners, returning to its stockholders a dividend of five per cent. July 1st, 1853, six months after the opening of the road.

This road was consolidated September 1st, 1853, (the same year it was completed) with the rival road, via Sandusky, the "Junction Railroad," forming the Cleveland & Toledo Railroad.

THE "JUNCTION RAILROAD."

(Ohio City, now Cleveland, West Side, to Toledo via Elyria and Sandusky.)

This was a Sandusky enterprise, Hon. E. Lane at its head. The stock books were opened at the Beebe House, Elyria, May 25th, 1850.

While under construction in 1853 it was consolidated with the Toledo, Norwalk & Cleveland. After consolidation this road was opened from Cleveland to Sandusky October 24th, 1853; to Toledo April 24th, 1855. The original intention was to cut off Toledo, leaving it eight miles to the right, and bear away to Perrysburg and Maumee to a junction with the Air Line at Swanton.

This twenty-six miles was nearly all graded, and a bridge was built across the Maumee at Maumee.

After the consolidation this was abandoned, and the bridge was sold in 1866.

CLEVELAND & TOLEDO RAILROAD.

This road came into existence September 1st, 1853, by the consolidation of the two foregoing companies, the Toledo, Norwalk & Cleveland Railroad and the Junction Railroad.

The life of this company was fifteen and one-half years, when it was consolidated (March 1869) with the Cleveland, Painesville & Ashtabula Railroad.

This period embraces the hard times caused by the revulsion of 1857, followed by the good times of the greenback inflation, incident to the war, so on the average it was a prosperous company, although in the five years—1858, 1859, 1860, 1861 and 1862—but one dividend was paid, and that only three per cent., yet the average return to the stockholders for the entire period was nine per cent. per annum.

The Presidents of this Company in the order of their service were:—

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| 1. SAMUEL F. VINTON, | 4. JOHN GARDNER, |
| 2. HENRY MARTIN, | 5. JOHN NEWELL, |
| 3. JOHN B. WARING. | |

The Superintendents,

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|--------------------|------------------|
| 1. E. B. PHILLIPS, | 2. L. D. RUCKER. |
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The Eastern terminus of the Southern or Norwalk Division was changed from Grafton to Elyria in 1866.

The Northern Division, from Sandusky to Millbury (near Toledo) was abandoned in 1858 for lack of business, and the track taken up.

It was rebuilt and opened again for business in 1872, fourteen years afterward.

CLEVELAND, PAINESVILLE & ASHTABULA.

(Cleveland to Erie, Pa., 95 miles.)

1849.—Aug. 1. Meeting of subscribers to stock to organize, held at the Weddell House, Cleveland.

1850.—Contracted with Harbach, Stone & Witt, to build the Road from Cleveland to the State line of Pennsylvania.

1851.—Feb. 22, (Washington's Birthday anniversary) Cleveland, Columbus & Cincinnati R. R. was opened from Cleveland to Columbus, with a grand celebration.

1852.—The Cleveland & Pittsburgh Railroad was opened through in 1852.

This road (Cleveland, Painesville & Ashtabula,) was opened from Cleveland to Erie, Nov. 20, 1852.

1854.—The Pennsylvania part of this road—25 miles—was built by the Franklin Canal Co. The C., P. & A. R. R. Co. absorbed the Franklin Canal Co. in 1854, by purchase of its stock at par, and assumption of all its liabilities.

1863-4.—The Jamestown & Franklin Railroad partly built, and the Ashtabula Branch begun.

1867.—Leased the Cleveland & Toledo Railroad 99 years.

1868.—Name changed to "Lake Shore Railway."

1869.—Consolidation with Cleveland & Toledo Railroad, superseding the lease.

1869.—Consolidation with the Michigan Southern & Northern Indiana Railroad—forming the Lake Shore & Michigan Southern Railway Company.

This Company and its immediate connection eastward—the Buffalo & Erie R. R. Co., were built under great doubt and misgiving, it being regarded impossible to compete with the lake, yet the two companies proved the most profitable of any railroad undertakings in this country.

The Presidents of this Company were:—

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| 1. HEMAN B. ELY, | 4. AMASA STONE, JR., |
| 2. ALFRED KELLY, | 5. J. H. DEVEREUX. |
| 3. WILLIAM CASE. | |

ERIE & NORTHEAST RAILROAD.

(Erie Eastward to State Line—20 miles.)

Act of Incorporation approved April 12, 1842, (No. 92 Penn.)

Act to reduce capital stock to \$600,000, March 11, 1846, (No. 93 Penn.)

Books for subscription to capital stock opened at Reed House, Erie, Oct. 19, 1846.

First election of Directors, (Charles M. Reed, President), Jan. 22, 1847.

1847 and 1848 nothing done.

1849.—Road surveyed and contracts let.

1851.—Engineer instructed to lay the track of the six foot guage. Two locomotives and six passenger cars ordered.

1852.—John F. Tracy appointed Superintendent.

Road opened January 19, 1852, connecting with the Buffalo & State Line Railroad which opened from Dunkirk to State Line January 1, 1852. Buffalo to State Line (68 miles) Feb. 22, 1852. Earnings 1852, \$62,380, 1853, \$126,600.

1853.—Nov. 16, contract with Buffalo & State Line Railroad to first change the guage from six feet to four feet ten inches—then to turn the road over to the State Line Company to operate—the stockholders of both companies to be treated alike. John A. Tracy elected President in November, vice Charles M. Reed, resigned.

1854.—Road closed by track being torn up; "Erie war" Dec. 7, 1853, to Feb. 1, 1854, on which day the first train passed from Buffalo to Erie over the uniform guage.

1854-1857.—Road operated by the State Line Company under the contract of Nov. 16, 1853, until May 15, 1867, when the two companies were consolidated, in accordance with the general act of March 24, 1865 (Penn.)

BUFFALO & STATE LINE RAILROAD.

(68 miles. Incorporated October 13, 1849.)

- 1848.—April 12, An Act to declare the public use of a railroad from Buffalo to State Line. May 24, public meeting at Fredonia. December 30, public meeting at Fredonia.
- 1849.—March 14, public meeting at Buffalo. June 6, meeting of subscribers to stock, to organize; George Palmer elected President.
- 1849-1850—Road surveyed. Contracts let.
- 1851.—Fredonia line abandoned, Dunkirk line adopted and Dunkirk & State Line Road absorbed. New York & Erie Railroad opened through to Dunkirk in May, 1851.
- 1852.—January 1, road opened from Dunkirk to State Line. February 22, road opened from Buffalo to State Line. Time card No. 9, of June 20, 1852, four passenger trains each way, and but one freight train, and that tri-weekly.
- 1853.—November 16, contract with Erie & Northeast Railroad, followed by the "Erie war."
- 1854.—February 1, first train, Buffalo to Erie over uniform gauge.
- 1864.—Erie & Pittsburgh Railroad opened to Newcastle June 29.
- 1865.—Death of George Palmer, President.
- 1866.—Death of Dean Richmond, President, August 28.
- 1867.—May 15, consolidation of Erie & Northeast Railroad and Buffalo & State Line Railroad into the Buffalo & Erie Railroad.

BUFFALO & ERIE RAILROAD.

Formed by consolidation, May 15, 1867, of the Buffalo & State Line Railroad and the Erie & Northeast Railroad.

This Company had an existence of but two years, being consolidated with the Lake Shore & Michigan Southern Railway Company in 1869.

The Presidents of this Company and predecessor (Buffalo & State Line) were:—

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| 1. GEORGE PALMER, | 3. WILLIAM WILLIAMS. |
| 2. DEAN RICHMOND, | |

LAKE SHORE & MICHIGAN SOUTHERN RAILWAY COMPANY.

Soon after the consolidation in 1869, the Company obtained the Kalamazoo & White Pigeon Railroad—38 miles—by purchase, and the Kalamazoo, Allegan & Grand Rapids Railroad—58 miles—by lease.

These two roads were built by the late Ransom Gardner, who also built the Jackson Branch, and the Detroit, Monroe & Toledo Road. They, together, constitute the Kalamazoo Division, of 96 miles—a grand feeder to the Main Line at White Pigeon.

In 1872-3 the consolidated company built the Northern Central Michigan Railroad from Jonesville to Lansing, Mich., 61 miles.

The first four years of the existence of the consolidated company were marked by great activity in constructing branches, double tracks, &c.

The Jamestown & Franklin Railroad was extended to Oil City.

The Ashtabula Branch—abandoned several years before—was built.

The Mahoning Coal Railroad was built from Andover, on the Ashtabula Branch, to Youngstown, giving the Company access to the coal and iron business of the Mahoning Valley.

The Sandusky Division, Sandusky to Toledo, abandoned in 1858, was relaid and opened for business in 1872.

The Main Line from Buffalo to Elyria was double tracked. The equipment was doubled.

In the five years—1870 to 1874—about 20½ millions dollars were expended in construction and equipment.

The panic of 1873, which brought Commodore Vanderbilt to the Presidency of the road, put a full stop to all this,—and it is well that it did—as the Company was on the high road toward bankruptcy. The past four years have been characterized by careful, prudent management, and every year the stockholders have received a small dividend.

The Presidents of the Consolidated Company have been:

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| 1. E. B. PHILLIPS, | 3. CORNELIUS VANDERBILT, |
| 2. HORACE F. CLARK, | 4. WILLIAM H. VANDERBILT. |

The General Superintendents:

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| 1. CHARLES F. HATCH, | 2. CHARLES PAINE. |
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