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TWELFTH ANNUAL REPORT

OF THE

PRESIDENT AND DIRECTORS

OF THE

Lake Shore & Michigan Southern

Railway Company

TO THE

STOCKHOLDERS

FOR THE

FISCAL YEAR ENDING DEC. 31, 1882



CLEVELAND, O.:

SHORT & FORMAN, PRINTERS AND STATIONERS.

1882.

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ORGANIZATION

OF THE

Lake Shore & Michigan Southern RAILWAY COMPANY.

MAY 1, 1882.

DIRECTORS.

WILLIAM H. VANDERBILT	NEW YORK.
CORNELIUS VANDERBILT	NEW YORK.
WILLIAM K. VANDERBILT	NEW YORK.
AUGUSTUS SCHELL	NEW YORK.
SAMUEL F. BARGER	NEW YORK.
JOHN E. BURRILL	NEW YORK.
DARIUS O. MILLS	NEW YORK.
AMASA STONE	CLEVELAND, O.
HENRY B. PAYNE	CLEVELAND, O.
WILLIAM L. SCOTT	ERIE, PA.
CHARLES M. REED	ERIE, PA.
RASSELAS BROWN	WARREN, 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'Y AND ASS'T TREAS.	N. BARTLETT	CLEVELAND, O.
AUDITOR	C. P. LELAND	CLEVELAND, O.
GENERAL MANAGER	JOHN NEWELL	CLEVELAND, O.
ASS'T GENERAL MANAGER	ADDISON HILLS	CLEVELAND, O.
GENERAL SUPERINTENDENT	P. P. WRIGHT	CLEVELAND, O.
GENERAL FREIGHT AGENT	GEORGE H. VAILLANT	CLEVELAND, O.
ASS'T GENERAL FREIGHT AGENT	CHARLES M. GRAY	CHICAGO, ILL.
ASS'T GENERAL FREIGHT AGENT	J. T. R. MCKAY	CLEVELAND, O.
GENERAL PASSENGER AGENT	W. P. JOHNSON	CHICAGO, ILL.
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

NEW YORK OFFICE, Room 47, Grand Central Depot.....

NEW YORK OFFICE { Pays dividends Feb. 1, May 1, Aug. 1, Nov. 1.
 { Pays coupon interest on bonds.
 { Transfers stock.

UNION TRUST CO. { Pays interest on registered bonds.
 OF NEW YORK. { Transfers registered bonds.
 { Registrar of stock.

REPORT.

The President and Directors of the LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY COMPANY submit to the stockholders the following report for the year ending December 31, 1881 :

ROAD OPERATED.

The miles of road operated has not varied in nine years, and are as follows :

Main Line—Buffalo, N. Y., to Chicago, Ill.....	540.49 miles.
Five L. S. & M. S. Branches.....	324.88 “
Total miles L. S. & M. S. R’y proper.....	864.87 miles.
Three proprietary roads, owned wholly by L. S. & M. S. R’y Co., but under other organizations.....	160.07 miles.
Three leased roads.....	151.88 “
Total miles operated.....	1,176.82

With 266.24 miles second track and 503.60 miles side tracks, making in all 1,946.66 miles of track, of which 1,238 miles are laid with steel, an increase of 113 miles in 1881.

CONSTRUCTION.

This account was increased in 1881 \$900,000, as follows :

Second track, 18.08 miles.....	\$248,545 05
Side tracks, 36.21 miles.....	330,027 02
Reduction of grades and change of line.....	142,510 70
Real estate, Chicago.....	60,000 00
Real estate, other points.....	7,621 49
New iron and stone bridges.....	111,295 74
Total.....	\$900,000 00

increasing the construction account from \$65,600,000 to \$66,500,000.

The construction account of the Detroit, Monroe & Toledo Railroad, owned by this Company, was increased \$86,000 for additional facilities at Detroit, which could not be dispensed with any longer.

A substantial and commodious general office building is being erected at Cleveland. The amount expended on this structure up to December 31st was \$85,018.30, which stands charged to the asset in the balance sheet called "General office property and other real estate." The structure, when completed, will cost about \$120,000, and it is expected that it will be ready for occupancy by May 1st, 1882.

EQUIPMENT.

During the three years 1879, 1880 and 1881 very large additions have been made to the equipment. The number of locomotives has been increased from 495 to 532, besides the purchase of 22 to replace a like number worn out and sold, the net cost of all being \$514,055.14.

The number of cars of all kinds has been increased from 10,546 to 16,018, equal to 5,472 cars or 52 per cent. increase, at a cost of \$3,179,379, making total amount invested in equipment in the three years \$3,693,434.14. Of this large sum only \$1,772,000 was charged to equipment account. The balance, \$1,921,434.14 was met from operating expenses and premium on assets and on the bonds of the Company sold in 1881, as detailed in "Income Account" on a subsequent page.

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
	<u>500,000 Shares—\$100.....</u>	<u>\$50,000,000</u>

At the date of the last annual report the claim for dividends on \$172,900 of the guaranteed (Michigan Southern) stock was still in litigation. During the year a decision adverse to the Company was reached in the New York Supreme Court and judgments rendered amounting, with interest and costs, to \$127,195.60, which have been paid.

Of the ordinary stock, the Company owns \$268,200, as stated in the balance sheet.

FUNDED DEBT.

The usual annual contribution of \$250,000 to the Sinking Fund reduces the First mortgage debt from \$22,500,000 to \$22,250,000.

To meet the large expenditures for construction and equipment, already detailed, it was found necessary to increase the Second mortgage debt \$1,500,000 by the sale of that amount of bonds.

The total Funded Debt now stands at \$36,915,000, a net increase of \$1,250,000 in 1881.

EARNINGS.

	1881.	1880.
From Freight.....	\$12,659,987 24	\$14,077,294 32
From Passengers	4,134,788 75	3,761,008 06
From Mails	699,416 54	537,841 10
From Express	327,146 28	243,052 17
From all other sources.....	150,052 52	130,265 26
TOTAL	\$17,971,391 33	\$18,749,460 91
Operating expenses and taxes	11,278,429 19	10,418,104 73
Per cent	62 76	55 56
NET EARNINGS	\$ 6,692,962 14	\$ 8,331,356 18
Decrease in gross earnings	\$ 778,069 58	4.15 per cent
Increase in expenses	860,324 46	8.26 "
Decrease in net earnings.....	1,638,394 04	19.66 "

DISPOSITION OF NET EARNINGS—1881.

Fixed charges after deducting \$214,129.15 income derived from interest and dividends on assets	\$2,725,375 53
Four quarterly dividends, 2 per cent each—8 per cent.....	3,957,320 00
Balance surplus for the year.....	10,266 61
TOTAL NET EARNINGS	\$6,692,962 14

The financial results, also the freight and passenger statistics condensed for the twelve years since consolidation are grouped together on the next page.

EARNINGS, EXPENSES, &C.

1870-1881—TWELVE YEARS.

Year.	Miles.	Gross Earnings.	OPERATING EXPENSES.		Net Earnings.	Fixed Charges.	DIVIDENDS, per share of \$100.	
			Amount.	Per cent.			Earned.	Paid.
1870.....	1013	\$13,509,236	\$ 8,368,821	61.95	\$5,140,415	\$1,828,897	\$ 9 60	\$8 00
1871.....	1074	14,898,449	9,779,806	65.64	5,118,643	2,121,164	8 37	8 00
1872.....	1136	17,699,935	11,839,526	66.90	5,860,409	2,201,459	8 55	8 00
1873.....	1177	19,414,509	13,746,598	70.90	5,667,911	2,654,560	6 10	4 00
1874.....	1177	17,146,131	11,152,371	65.04	5,993,760	3,008,193	6 04	3 25
1875.....	1177	14,434,199	10,531,501	72.96	3,902,698	2,810,294	2 20	2 00
1876.....	1177	13,949,177	9,574,836	68.64	4,374,341	2,759,989	3 26	3 25
1877.....	1177	13,505,159	8,963,966	66.37	4,541,193	2,775,657	3 57	2 00
1878.....	1177	13,979,766	8,486,601	60.70	5,493,165	2,718,792	5 61	4 00
1879.....	1177	15,271,492	8,934,524	58.50	6,336,968	2,754,988	7 24	6 50
1880.....	1177	18,749,461	10,418,105	55.56	8,331,356	2,750,374	11 28	8 00
1881.....	1177	17,971,391	11,278,429	62.76	6,692,962	2,725,375	8 02	8 00

FREIGHT.

Year.	Tons.	Average Miles Hauled.	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	12,824,362	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	999,342,061	11,918,350	1.180	.767	.413
1875.....	5,022,490	187.8	943,236,161	9,689,038	1.010	.737	.273
1876.....	5,635,167	201.2	1,133,834,828	9,406,629	.817	.561	.256
1877.....	5,513,398	195.9	1,030,005,561	9,476,008	.864	.573	.291
1878.....	6,098,445	219.8	1,340,467,821	10,048,952	.734	.474	.260
1879.....	7,541,294	229.9	1,733,423,440	11,288,261	.642	.398	.244
1880.....	8,350,336	221.7	1,851,166,018	14,077,294	.750	.435	.315
1881.....	9,164,508	220.6	2,021,775,468	12,659,987	.617	.414	.203

PASSENGERS.

Year.	Number passengers carried.	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. 1.708	CENT. .904
1871.....	2,046,428	70	142,684,243	4,006,724	2.808	1.939	.869
1872.....	2,212,754	74	162,308,495	4,218,543	2.599	1.814	.785
1873.....	2,845,163	63	179,363,173	4,569,730	2.542	1.878	.664
1874.....	3,096,263	56	173,224,572	4,249,022	2.452	1.673	.774
1875.....	3,170,234	52	164,950,861	3,922,798	2.378	1.824	.554
1876.....	3,119,923	56	175,510,501	3,664,148	2.090	1.515	.575
1877.....	2,742,295	50	138,116,618	3,203,200	2.319	1.647	.672
1878.....	2,746,032	49	133,702,021	3,057,393	2.287	1.276	1.012
1879.....	2,822,121	50	141,162,317	3,138,003	2.223	1.174	1.049
1880.....	3,813,485	53	176,148,767	3,761,008	2.135	1.086	1.049
1881.....	3,632,006	56½	207,953,215	4,134,788	1.988	1.120	.868

The tonnage of freight moved in 1881 was the largest in the history of the Company, exceeding even that of the prosperous year 1880 by $9\frac{3}{4}$ per cent.

On the other hand the excessively low rates that ruled through two-thirds of the year, caused by the struggle between the Trunk Lines, and in which this Company, from the geographical location of its line, was necessarily involved, carried the average rate per ton per mile down to the lowest figure yet recorded, cent 0,617 against cent 0.750 in 1880, a decrease of $17\frac{3}{4}$ per cent. As a necessary result the earnings from freight decreased \$1,417,307, a little more than ten per cent (10.07). The earnings from every other source show a gratifying increase over the results of 1880.

The passenger trains earned, from passengers, mails and express :

In 1881	\$5,161,351 57
In 1880	4,541,901 33
INCREASE	\$ 619,450 24

Which is 13.64 per cent.

To accomplish this favorable result, there was carried the greatest number of passengers ever moved in one year on this road ; and this was done without any accident of a serious nature.

OPERATING EXPENSES.

The large increase of business which has been spoken of necessitated the running of additional trains (freight trains 223,111 miles, passenger trains 361,319 miles in excess of the train mileage of 1880) and the moderate increase in operating expenses, \$860,324, equal to but $8\frac{1}{4}$ per cent., is only what would naturally have been expected. The cost of the additional trains referred to, alone account for \$608,700 of it, and the rest is more than accounted for by the following three items, bearing directly upon the maintenance and improvement of the property :

Steel rails used for renewals—

Laid in 1881, 10,765 tons, cost	\$414,264 00
Laid in 1880, 7,590 tons, cost.....	298,308 00
INCREASE, 3,175 tons.....	\$115,956 00

Cross ties renewed—

In 1881, 727,000, cost.....	\$288,258 00
In 1880, 533,470, cost.....	174,778 00
INCREASE, 193,530	\$113,480 00

Repairs buildings—

In 1881	\$313,470 00
In 1880	194,853 00
INCREASE	\$218,617 00

This account includes several new and important structures costing \$50,863.44.

The road, equipment and other property has in all respects been fully maintained at a high standard of efficiency, and the cost thereof has been borne by the operating expenses.

CONCLUSION.

Besides the effect of the struggle between the Trunk Lines, which has been spoken of, the result of the year was affected in no small degree by the somewhat remarkable peculiarities of the weather. The extremes of cold and snow, and of heat, drouth and floods were unusual, and involved consequences not the less material because not definitely ascertainable. It is confidently believed that in all these respects the coming year will be decidedly more favorable.

WILLIAM H. VANDERBILT,

President.

CLEVELAND, O., May 3, 1882.

LAKE SHORE & MICHIGAN SOUTHERN RAILWAY COMPANY.

EARNINGS.		Per Cent	1881.	1880.	Per Cent.
From Freight.....	70.45		\$12,659,987.24	\$14,077,294.32	75.08
“ Passengers	23.01		4,134,788.75	3,761,008.06	20.06
“ Mails	3.89		699,416.54	537,841.10	2.87
“ Express	1.82		327,146.28	243,052.17	1.30
“ Rents .....	.51		91,391.72	80,649.88	0.43
“ All other sources.....	.32		58,660.80	49,615.38	0.26
TOTAL	100.		\$17,971,391.33	\$18,749,460.91	100.
OPERATING EXPENSES.		Per Cent. of Earnings.	1881.	1880.	Per Cent. of Earnings.
Salaries, general officers and clerks.....	1.65		\$ 298,926.70	\$ 269,329.72	1.44
Law expenses.....	.26		46,121.13	50,603.01	.27
Stationery and printing.....	.39		69,460.01	63,471.28	.34
Outside agencies and advertising.....	1.39		250,266.35	223,186.92	1.19
Contingencies.....	.20		35,261.81	23,356.54	.12
Repairs of bridges [inc. culverts and cattle guards].....	.78		139,607.65	215,942.00	1.15
Repairs buildings and fixtures.....	1.74		313,470.76	194,853.10	1.04
Repairs fences, road crossings and signs.....	.36		63,604.90	47,604.18	.25
Rail renewals	2.31		414,264.44	298,308.56	1.59
Tie renewals	1.60		288,258.72	174,778.84	.93
Repairs roadway and track.....	5.36		963,303.12	883,584.81	4.71
Repairs locomotives.....	3.89		698,705.33	635,024.98	3.38
Fuel for locomotives.....	6.82		1,225,607.87	1,066,085.67	5.74
Water supply .....	.38		68,078.49	54,136.65	.29
Oil and waste .....	.68		122,880.48	93,676.34	.50
Locomotive service.....	5.46		981,024.46	816,379.91	4.35
Repairs passenger cars.....	1.23		220,363.85	206,643.02	1.10
Passenger train service	1.00		179,990.48	155,379.74	.82
Passenger train supplies.....	.13		23,774.43	19,127.57	.10
Repairs freight cars.....	3.77		677,468.29	627,187.91	3.34
Freight train service	3.23		580,876.16	500,569.95	2.67
Freight train supplies.....	.09		15,665.70	4,231.10	.02
Telegraph expenses [maintaining and operating].....	1.36		243,837.83	227,440.72	1.21
Damage and loss to freight and baggage.....	.28		49,721.00	19,840.74	.11
Damage to property [including cattle].....	.22		38,961.60	7,138.52	.03
Personal injuries .....	.12		20,573.75	83,902.55	.45
Agents and station service.....	11.67		2,099,691.68	1,722,520.40	9.19
Station supplies .....	.45		80,020.33	68,935.94	.36
Hire of cars [debit balance].....	2.72		489,479.09	450,969.85	2.40
Rents .....	.59		106,597.13	76,255.45	.40
TOTAL OPERATING EXPENSES.....	60.13		\$10,805,863.54	\$ 9,280,465.97	49.49
Taxes	2.63		472,565.65	437,638.76	2.34
TOTAL OPERATING EXPENSES AND TAXES.....	62.76		\$11,278,429.19	\$ 9,718,104.73	51.83
New freight cars [1,500].....				700,000.00	3.73
GRAND TOTAL.....	62.76		\$11,278,429.19	\$10,418,104.73	55.56
NET EARNINGS.....	37.24		6,692,962.14	8,331,356.18	44.44
	100.				100.

INCOME ACCOUNT—1881.

Amount to credit Income account January 1, 1881	\$ 4,702,223 70
Gross earnings, 1881	17,971,391 33
Interest and dividends on assets.....	214,129 15
Premium on Chicago Union Stock Yards stock sold.....	450,000 00
Premium on Lake Shore & Michigan Southern second mortgage Bonds sold	400,000 00
Other items Profit and Loss account, net	24,546 48
TOTAL	\$23,762,290 66

DEBITS.

Operating expenses and taxes, 1881.....	11,278,429 19
Interest on Funded Debt, viz:—	
Lake Shore & Michigan Southern.....	\$2,503,550 00
Detroit, Monroe & Toledo.....	64,680 00
Kalamazoo & White Pigeon	44,000 00
	2,612,230 00
Rental Leased Roads, viz:—	
Erie & Kalamazoo	\$ 30,000 00
Kalamazoo, Allegan & Grand Rapids.....	103,800 00
Jamestown & Franklin—40 per cent. of earnings.....	53,600 88
Mahoning Coal R. R.—40 per cent. of earnings.....	86,523 80
	273,924 68
Dividends guaranteed stock—10 per cent.	53,350 00
Dividends ordinary stock, viz:—	
May 1, 1881—No. 21.....2 per cent.	
August 1, 1881—No. 22.....2 per cent.	
November 1, 1881—No. 23.....2 per cent.	
February 1, 1882—No. 24.....2 per cent.	
TOTAL	8 per cent.
	3,957,320 00
Paid judgments for dividends on guaranteed stock 1857-1863, with interest and costs.....	127,195 60
Paid judgment Michigan taxes.....	72,401 85
Purchased 22 new locomotives.....	\$ 218,281 00
Less proceeds sale 22 old locomotives	81,256 86
	\$ 137,024 14
New cars charged to this account	537,924 89
TOTAL DEBITS	\$19,049,800 35
Balance to credit Income account December 31st, 1881	4,712,490 31
An increase of \$10,266.91.	

CONDENSED BALANCE SHEET—DECEMBER 31, 1881.

ASSETS.

Lake Shore & Michigan Southern Railway and Branches.....	864.87 miles.....	\$66,500,000 00
Equipment—532 Locomotives, 16,018 Cars.....		16,150,000 00
		<u>\$82,650,000 00</u>
Detroit, Monroe & Toledo Railroad.....	62.36 miles.....	1,381,600 00
White Pigeon & Kalamazoo Railroad.....	36.57 ".....	610,000 00
Northern Central Michigan Railroad.....	61.14 ".....	1,357,000 00
Jamestown & Franklin Railroad, 51 miles—		
Advances to December 31, 1881.....		\$1,105,769 19
First Mortgage Bonds (\$270,000).....		237,300 00
Second Mortgage Bonds (\$482,000).....		449,100 00
Stock (\$400,000).....		320,000 00
		<u>2,112,169 19</u>
Chicago & Canada Southern Railway—		
First Mortgage Bonds.....	\$1,732,500 00 }	
Stock.....	1,384,700 00 }	660,000 00

STOCKS.

Lake Shore & Michigan Southern Railway (2,682 shares).....	268,200 00
Detroit, Monroe & Toledo Railroad (4,140 shares, entire issue except 1 share).....	414,110 00
Cincinnati, Wabash & Michigan Railway (408,463.89).....	437,000 00
Pittsburgh & Lake Erie Railroad.....	200,000 00
Capital advanced to Co-operative Despatch Lines.....	171,932 04
Merchants' Despatch Transportation Company.....	79,226 28
Erie & Western Transportation Company.....	45,500 00

BONDS.

\$400,000—Lake Shore & Tuscarawas Valley—1st Mortgage.....	7s... \$400,000 00
432,000—Mahoning Coal Railroad—1st Mortgage.....	7s... 387,538 39
137,000—Grand Rapids, N. & L. S. R. R.—1st Mortgage.....	8s... 130,980 00
6,500—Grand Rapids, N. & L. S. R. R., Second Division—1st Mortgage, 7s....	5,200 00
58,000—White Pigeon & Kalamazoo Railroad—1st Mortgage.....	7s... 52,200 00
24,000—Holiday Coal Company.....	8s... 24,000 00
144,000—Cleveland, Tuscarawas Valley & Wheeling, (and \$5,850 stock).....	7s... 144,000 00
	<u>1,143,918 39</u>
Pacific Hotel Company, Chicago—Bonds and Stock.....	428,212 50
Cash.....	724,669 05
Uncollected Earnings (collected since January 1st).....	994,795 23
General Office property and other real estate.....	305,797 91
Supplies—rails, fuel, etc.....	1,166,890 03
Valley Railway, Cleveland—advances.....	131,876 99
	<u>\$95,282,897 61</u>

LAKE SHORE & MICHIGAN SOUTHERN RAILWAY COMPANY.

LIABILITIES.

Capital Stock (\$533,500 ten per cent guaranteed).....\$50,000,000 00

Funded Debt (detailed table elsewhere)—

Lake Shore & Michigan Southern Railway.....	864.87 miles.....	36,915,000 00
Detroit, Monroe & Toledo Railroad.....	62.36 “	924,000 00
White Pigeon & Kalamazoo Railroad.....	36.57 “	600,000 00

Floating Debt—none.

December Liabilities paid in January	1,115,402 30
Dividend paid February 1st, 1882.....	1,016,005 00

Income, or Profit and Loss Account..... 4,712,490 31

\$95,282,897 61

LAKE SHORE & MICHIGAN SOUTHERN RAILWAY CO.

EARNINGS AND EXPENSES IN DETAIL, 1881.

EARNINGS.	Per Cent.	January.	February	March.	April.	May.
From Freight.....	70.45	1,143,732.33	1,022,078.58	1,311,191.07	1,264,845.41	967,500.05
“ Passengers	23.01	243,327.09	219,567.48	292,598.88	324,304.35	341,452.97
“ Express	1.82	18,045.25	17,957.51	24,018.18	25,467.37	27,185.25
“ Mails	3.89	45,000.00	45,000.00	52,070.12	47,356.70	47,348.18
“ Rents.....	0.51	8,579.19	5,639.78	6,176.62	7,300.26	6,192.98
“ All other sources.....	0.32	4,993.29	4,239.84	4,738.71	3,805.39	4,051.29
	100.00	1,463,677.15	1,314,483.19	1,690,793.58	1,673,079.48	1,393,730.72
EXPENSES.						
Salaries, gen'l officers and clerks..	2.65	23,767.41	24,368.66	24,282.01	23,492.68	24,361.58
Law expenses .....	.41	2,931.72	3,291.24	5,279.64	2,570.09	3,373.14
Stationery and printing.....	.61	5,558.17	6,193.76	6,517.17	6,091.96	7,261.11
Outside agencies and advertising..	2.22	15,745.16	18,981.54	21,204.12	22,119.36	19,923.10
Contingencies.....	.31	2,291.50	965.08	2,230.87	2,460.80	1,932.26
Rep's bridges (includ'g culverts and cattle guards).....	1.24	6,648.77	7,308.47	5,678.85	7,719.70	9,778.01
Repairs buildings and fixtures...	2.78	14,426.12	13,960.05	19,988.73	21,916.53	25,311.01
Rep's fences, road cross'gs & signs.	.56	1,305.80	1,422.22	2,057.64	12,452.34	5,958.75
Rail renewals	3.67					
Tie renewals	2.56	30,803.87	40,395.48	34,964.17	29,743.02	26,255.73
Repairs roadway and track	8.54	49,849.70	57,311.15	75,672.98	85,701.29	91,717.68
Repairs locomotives.....	6.20	61,970.13	69,101.83	61,884.09	60,362.92	57,817.56
Fuel for locomotives	10.87	99,750.00	89,650.00	115,250.00	114,050.00	95,050.00
Water supply .....	.60	6,511.20	3,999.34	5,748.15	7,751.43	4,610.46
Oil and waste.....	1.09	11,350.46	9,958.16	8,464.13	7,646.24	7,678.59
Locomotive service.....	8.70	87,798.62	80,090.76	89,376.66	82,510.05	71,694.25
Repairs passenger cars	1.95	17,343.53	18,739.55	17,677.15	14,826.82	14,366.40
Passenger train service	1.60	14,439.03	14,632.59	14,066.66	13,973.23	14,188.08
Passenger train supplies .....	.21	2,475.20	2,273.88	2,443.79	1,577.11	1,533.84
Repairs freight cars	6.01	60,150.28	57,927.05	60,013.66	44,535.59	59,477.30
Freight train service	5.15	57,300.06	49,691.04	54,955.47	51,818.03	39,448.83
Freight train supplies.....	.14	1,319.79	1,252.72	1,080.17	1,005.36	1,235.48
Telegraph exp. (maint'g & operat'g)	2.16	19,650.89	20,488.19	19,117.52	19,754.80	19,789.86
Damage & loss to frght. & baggage	.44	5,769.51	5,848.97	3,887.40	6,604.83	2,301.28
Damage to property, incl. cattle..	.34	1,620.67	1,224.11	2,342.92	9,525.49	7,834.70
Personal injuries .....	.18	813.25	6,000.53	828.40	802.70	215.75
Agents and station service.....	18.62	160,248.27	161,324.01	170,433.98	165,872.59	164,725.27
Station supplies .....	.71	8,618.07	8,706.88	6,979.40	4,096.19	4,933.16
Rents payable .....	.95	6,147.73	8,676.83	7,158.58	5,396.36	1,721.92
Hire of cars [debit balance]	4.34	46,693.33	35,060.06	46,993.75	52,420.40	39,505.85
Total Operating Expenses.....	95.81	823,298.24	818,844.05	886,578.06	878,797.96	824,000.95
Taxes	4.19	39,380.47	39,380.47	39,380.47	39,380.47	39,380.47
Total Operating Expenses & Taxes	100.00	862,678.71	858,224.52	925,958.53	918,178.43	863,381.42
Net Earnings		600,998.44	456,258.67	764,835.05	754,901.05	530,349.30
FIXED CHARGES		227,000.00	227,000.00	227,000.00	227,000.00	227,000.00
BALANCE		373,998.44	229,258.67	537,835.05	527,901.05	303,349.30

DETAILED STATEMENT

OF THE

Funded Debt of the Lake Shore & Michigan Southern Railway Company

AFTER DEDUCTING \$3,750,000 BONDS IN THE SINKING FUND,

DECEMBER 31, 1881.

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 & Mich. South.—Consolidated 1st Mortgage Sinking Fund	864	July 1, 1900	\$ 8,956,000	7% Reg'd Jan., Apr., July and Oct. Coupon Jan. and July	\$ 628,920
April 1, 1869	Lake Shore Railway—Dividend Bonds.....	258	April 1, 1899	1,856,000	7 April and October.....	94,920
Oct. 1, 1867	Cleveland, Painesville & Ashtabula—Third Mortgage.....	95	Oct. 1, 1892	920,000	7 April and October.....	64,400
May 1, 1855	Michigan Southern & Northern Indiana—First Mortgage.....	451	May 1, 1885	5,240,000	7 May and November.....	366,800
July 1, 1855	Cleveland & Toledo—First Mortgage.....	162	July 1, 1885	1,595,000	7 January and July.....	111,650
April 1, 1866	Cleveland & Toledo—Second Mortgage.....	162	April 1, 1886	849,000	7 April and October.....	59,480
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	2,884,000	7 April and October.....	198,380
	Total amount outstanding of the 1st General Mortgage of \$25,000,000.....			\$22,250,000		\$1,557,500
Dec. 1, 1873	Lake Shore & Mich. South.—Consolidated Second General Mortgage..	864	Dec. 1, 1903	12,138,000	7 June and December.....	846,680
Oct. 1, 1872	Lake Shore & Michigan Southern—Bonds of 1882.....		Oct. 1, 1882	2,527,000	7 April and October.....	176,890
	Total amount outstanding of the 2d General Mortgage of \$25,000,000.....			\$14,665,000		
	TOTAL FUNDED DEBT—LAKE SHORE & MICHIGAN SOUTHERN RAILWAY COMPANY PROPER.....			\$36,915,000	All 7%.	\$2,584,060

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 [guaranteed by L. S. & M. S].	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
				\$1,524,000		\$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't dates	368,600	7 January and July	25,760
June 1, 1869	Jamestown & Franklin—Second Mortgage.....	51	June 1, 1894	500,000	7 December and June	35,000
				\$1,708,600		\$127,960

Debt of Mahoning Coal Railroad [Leased by L. S. & M. S. Ry. for 40 per cent of earnings].
 Jan. 1, 1872, First Mortgage[\$1,500,000]. Due Jan. 1, 1902. Amount outstanding, \$1,486,000. 7 per cent. Jan. and July.

MILEAGE STATISTICS—TWELVE YEARS.

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	1,018.0	\$13,336	\$ 8,261	\$5,075	4,206,110	\$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	1,177.6	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	1,177.6	12,284	8,963	3,321	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	1,177.6	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	1,177.6	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
1878	1,177.6	11,877	7,210	4,667	6,470,848	1.55.21	1.01.50	0.53.71	2,296,194	1.71.19	0.85.00	0.86.19
1879	1,177.6	12,975	7,591	5,384	7,506,016	1.53.89	0.91.09	0.61.99	2,234,304	1.72.63	0.91.00	0.81.63
1880	1,177.6	15,922	8,846	7,076	7,481,489	1.88.16	1.07.67	0.80.49	2,549,081	1.78.18	0.92.29	0.85.89
1881	1,177.6.	15,261	9,577	5,684	7,704,600	1.64.31	1.08.74	0.55.57	2,910,400	1.77.34	0.99.66	0.77.68

CHIEF ENGINEER'S DEPARTMENT.

General Summary of Operations—1881.

REPAIRS AND RENEWALS.

[Included in Operating Expenses.]

New Steel Rail.....	10,765 tons.....	105.40 miles.
Re-Rolled Iron Rail.....	291 tons.....	3.09 miles.
	-----	-----
	11,056 tons	108.49 miles.
Repaired Iron Rail	2,274 tons.....	24.11 miles.
	-----	-----
TOTAL.....	13,330 tons.....	132.60 miles.
Cross-ties renewed, 727,001, equal to.....		259.73 miles.
Fence built [board].....		42.40 miles.
“ “ [wire].....		45.09 miles.
Track ballasted with Stone, Gravel and Cinders.....		162.53 miles.

FUEL CONSUMED.

Wood, 31,760 cords, average cost.....		\$2.79 per cord.
Coal, 511,069 tons, average cost.....		2.21 per ton

CHIEF ENGINEER'S TABLE OF ROAD OPERATED

—BY THE—

Lake Shore & Michigan Southern Railway Company.

JANUARY 1, 1882.

Entire track carefully re-measured in 1879.

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.....	244.12	
		540.49

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

Elyria Junction to Milbury Junction, via Sandusky.....	72.95	
Sandusky Pier, from Junction to Old Depot.....	3.72	
Air Line Junction to Elkhart.....	130.83	
Lenawee Junction to Jackson.....	41.98	
Lenawee Junction to Monroe.....	29.37	
Palmyra to Adrian.....	5.72	
Ashtabula to Ashtabula Harbor.....	2.33	
Ashtabula to Jamestown.....	35.98	
Junction with D. A. V. & Pitts. R. R. at Dunkirk.....	1.50	
		324.38

PROPRIETARY ROADS [OWNED WHOLLY BY THIS COMPANY.]

Detroit, Monroe & Toledo Railroad—		
Air Line Junction to Detroit.....	62.36	
Kalamazoo & White Pigeon Railroad—		
White Pigeon to Kalamazoo.....	36.57	
Northern Central Michigan Railroad—		
Jonesville to North Lansing.....	61.14	
		160.07

ROADS OPERATED UNDER LEASE.

Kalamazoo, Allegan & Grand Rapids Railroad, [rental \$103,800 per year]—		
Kalamazoo to Grand Rapids.....	58.42	
Jamestown & Franklin Railroad, [40 per cent. of gross earnings]—		
Jamestown to Oil City.....	50.91	
Mahoning Coal Railroad, [40 per cent. of gross earnings]—		
Andover to Youngstown.....	38.31 miles.	
Branch to No. 9 Coal Bank.....	2.83 miles.	
Coalburg to New York, O.....	0.99 miles.	
Not complete Branch to Keel Ridge Coal Bank.....	0.42 miles.	
	42.55	
		151.88

LENGTH OF ROAD OPERATED.....1,176.82

SECOND TRACK.

Between Buffalo and Erie.....	88.00	
Between Erie and Cleveland.....	95.50	
Between Cleveland and west end Toledo Bridge.....	49.90	
West end Toledo Bridge to Toledo.....	1.10	
Toledo to Air Line Junction.....	2.59	
Between Elkhart and Chicago.....	29.15	
		266.24

SIDE TRACKS.

Buffalo Division.....	53.43	
Erie Division.....	80.16	
Toledo Division.....	103.90	
Franklin Division.....	30.27	
Youngstown Division.....	8.28	
Michigan Southern Division.....	227.56	
		503.60

TOTAL MILES OF SINGLE TRACK.....	{	Steel.....	1,237.75	
		Iron.....	708.91	
				1,946.66

LAKE SHORE & MICHIGAN SOUTHERN RAILWAY CO.

TABLE OF TRACKS.

JANUARY 1, 1882.

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

TRACKS.	STATE.						TOTAL.
	N. Y.	Penn.	Ohio.	Ind'na	Mich.	Illn's.	
Single Track—	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
Main Line.....	69.50	44.06	195.01	101.95	115.95	14.02	540.49
Branches.....	1.50	56.17	224.93	65.86	287.87	.....	636.33
LENGTH OF ROAD OPERATED.....	71.00	100.23	419.94	167.81	403.82	14.02	1,176.82
Second Track.....	69.50	44.06	123.53	21.90	.....	7.25	266.24
Sidings.....	41.44	45.58	239.68	64.49	69.70	42.71	503.60
TOTAL MILES OF SINGLE TRACK....	181.94	189.87	783.15	254.20	473.52	63.98	1,946.66

RECAPITULATION.

STATE.	MILES OPERATED.				MILES OF SINGLE TRACK.			
	Main Line.	Br'nches	Total.	Per Cent	Second Track.	Sidings.	Total.	Per Cent
New York.....	69.50	1.50	71.00	6.03	69.50	41.44	181.94	9.35
Pennsylvania.....	44.06	56 17	100.23	8.52	44.06	45.58	189.87	9.75
Ohio.....	195.01	224 93	419.94	35.68	123.53	239.68	783.15	40.23
Indiana.....	101.95	65.86	167.81	14.26	21.90	64.49	254.20	13.06
Michigan.....	115.95	287.87	403.82	34.32	.....	69.70	473.52	24.32
Illinois.....	14.02	.....	14.02	1.19	7.25	42.71	63.98	3.29
TOTAL.....	540.49	636.33	1,176.82	100.	266.24	503.60	1,946.66	100.

RECAPITULATION OF GRAND DIVISIONS, [EAST AND WEST OF TOLEDO.]

DIVISIONS.	Main Line.	Branches.	Second Track.	Sidings.	Total.
	Miles.	Miles.	Miles.	Miles.	Miles.
Lake Shore.....	295.27	209.94	233.40	276.04	1,014.65
Michigan Southern.....	245.22	426.39	32.84	227.56	932.01
TOTAL.....	540.49	636.33	266.24	503.60	1,946.66

EQUIPMENT.

Dec. 31, 1881.

LOCOMOTIVES	532
Wood Burners, 5; Coal Burners, 527.	
114 Passenger engines equipped with Westinghouse Air Brake.	
79 " " " " " " Driver Brake [additional.]	
239 Freight " " " " Steam Driver Brake.	

PASSENGER EQUIPMENT.

First Class Passenger Cars.....	100
Second Class and Smoking Cars.....	33
Smoker and Baggage Cars.....	10
Emigrant Cars.....	21
Railroad Postal Cars.....	29
Baggage Cars.....	55
Baggage and Mail.....	10
Paymasters' Cars.....	2
Total.....	260

All equipped with Westinghouse Air Brake.

FREIGHT EQUIPMENT.

Box Cars.....	8,869
Stock Cars.....	1,717
Oil Cars.....	291
Platform Cars.....	2,061
Coal Cars.....	2,409
Caboose Cars.....	257
Derrick Cars.....	10
Dumper Cars.....	144
Total.....	15,758
TOTAL CARS—all classes.....	16,018

LOCOMOTIVE DEPARTMENT.

	1881.	1880.	1879.	1878.
Miles run by locomotives.....	15,880,737	13,586,207	12,966,275	11,609,370
Cost of repairs locomotives.....	\$698,705	\$635,025	\$550,018	\$531,275
Cost of repairs locomotives per mile run.....	Cts., 4.40	Cts., 4.67	Cts., 4.24	Cts., 4.58
Cost of locomotive service.....	\$981,024	\$816,318	\$700,937	\$636,297
Cost of locomotive service per mile run.....	Cts., 6.18	Cts., 6.00	Cts., 5.40	Cts., 5.48
Cost of fuel consumed.....	\$1,225,608	\$1,066,086	\$870,733	\$967,197
Cost of fuel consumed per mile run.....	Cts., 7.72	Cts., 7.85	Cts., 6.71	Cts., 8.33

Average consumption of coal per 100 miles—freight, 7,625 pounds; passenger, 5,780 pounds.

RENEWALS AND REPAIRS.

	1881.	1880.	1879.	1878.
New stationary boilers.....	1	---	2	1
New boilers, (complete).....	7	1	2	5
New fire boxes, (steel).....	38	18	13	14
New driving wheels.....	76	17	23	30
New driving axles.....	69	16	33	32
Steel tyres.....	387	206	188	152
Truck and tender wheels.....	2,890	2,399	2,366	1,772
Truck and tender axles.....	416	287	231	285
Crown sheets, (steel).....	12	19	12	11
Flue sheets, (steel).....	32	27	33	17
Iron flues, sets.....	63	27	16	16
Cylinders.....	28	10	16	29
Engine pilots.....	115	66	83	62
Engine cabs.....	45	18	12	18
Engine tanks.....	27	10	14	9

Number of locomotives on road December 31st..... 532 494 495 495

Coal burners, 527; wood burners, 5.

Passenger locomotives equipped with Westinghouse Air Brake, 114.

“ “ “ “ “ Driver Brake (additional), 79.

Freight locomotives equipped with Steam Driver Brake, 239.

PERFORMANCE OF LOCOMOTIVES.

	1881.	1880.	1879.	1878.
NUMBER OF LOCOMOTIVES.....	532	494	495	495
NUMBER OF MILES RUN—				
Passenger service.....	2,964,058	2,549,081	2,234,304	2,296,194
Freight ".....	8,297,773	7,481,489	7,506,016	6,470,848
Working ".....	528,908	317,966	310,077	300,082
Switching ".....	4,089,998	3,237,671	2,915,878	2,542,246
TOTAL.....	15,880,737	13,586,207	12,966,275	11,609,370
Average number miles run per locomotive.....	29,573	27,502	26,195	23,453
COST PER MILE RUN FOR REPAIRS—				
Passenger service..... Cents	4.74	5.08	4.58	4.45
Freight ".....	4.33	5.35	4.59	4.62
Working ".....	3.19	3.67	4.09	3.54
Switching ".....	2.96	2.87	3.07	2.86
Average.....	4.40	4.67	4.24	4.58
COST PER MILE RUN FOR FUEL, [including kindlings]-				
Passenger service..... Cents	7.35	7.45	6.09	7.95
Freight ".....	9.51	9.83	8.30	10.37
Working ".....	4.75	5.36	5.01	6.07
Switching ".....	3.67	3.80	3.30	4.14
Average.....	7.72	7.85	6.71	8.33
COST PER MILE RUN FOR LUBRICATING OILS & TALLOW—				
Passenger service..... Cents	.29	.26	.24	.24
Freight ".....	.27	.24	.23	.22
Working ".....	.22	.21	.20	.22
Switching ".....	.18	.16	.16	.16
Average.....	.25	.22	.21	.21
GENERAL SERVICE—COST PER MILE RUN—				
Small stores—[illuminating oils, waste, etc.]—Cents	0.09	0.09	0.08	0.09
Enginemen and firemen.....	5.94	5.76	5.40	5.48
Cleaners and watchmen.....	0.24	0.24	0.30	0.36
TOTAL COST PER MILE RUN—				
Passenger service..... Cents	18.65	18.93	16.57	18.42
Freight ".....	20.38	21.61	19.05	20.98
Working ".....	14.43	14.90	14.74	15.97
Switching ".....	13.08	12.79	12.01	13.28
Average.....	18.64	18.85	16.93	18.66
MILES RUN PER TON OF COAL, [2,000 lbs.] kindlings included—				
Passenger service.....	34.60	35.38	36.74	38.84
Freight ".....	26.23	26.30	26.61	29.50
Working ".....	57.67	57.03	53.24	59.67
Switching ".....	71.88	74.39	73.34	81.02
Average.....	33.61	32.79	32.56	35.91
MILES RUN PER CORD OF WOOD [wood burners only]—				
Passenger service.....	47.10	52.93	58.41	60.42
Freight ".....	26.82	29.91	31.21	32.67
Working ".....	65.78	62.81	65.42	69.39
Switching ".....	70.35	74.51	76.21	78.57
Average.....	61.65	57.75	58.78	61.04
MILES RUN PER PINT OF OIL [lubricants]—				
Passenger service.....	17.29	18.79	19.84	19.92
Freight ".....	19.15	21.52	22.54	22.60
Working ".....	22.79	23.01	24.04	22.00
Switching ".....	28.23	32.51	31.97	31.63
Average.....	20.55	22.77	23.59	23.42

CAR DEPARTMENT.

	1881.	1880.	1879.	1878.
Average number of cars in service.....	14,923	12,356	11,202	10,546
Repairs of cars—all classes.....	\$897,832	\$833,831	\$654,509	\$675,369
New cars built to replace cars worn out or destroyed, [in- cluded in operating expenses].....	66	107	165	212
New wheels used in repairs of cars.....	14,028	10,902	10,456	9,209
New axles used in repairs of cars.....	2,223	2,258	1,808	1,817
Coaches painted.....	32	25	19	18
Second-class cars painted.....	3	1	..	8
Baggage and mail cars painted.....	21	29	18	21
Coaches newly upholstered.....	10	3	3	4
New roofs put on box cars.....	272	390	497	911

Of the 14,028 new wheels put under cars in 1881, 1,347 were put under foreign cars—62 wheels replaced by makers are not included.

Of the amount expended for repairs of cars in 1881, 75½ per cent. was expended on the freight equipment and 24½ per cent. upon the passenger equipment.

GENERAL SUMMARY OF FREIGHT BUSINESS

FOR THE YEAR ENDING DECEMBER 31, 1881.

TONNAGE, EARNINGS, &c., Compared with Last Year.

1881.				1880.			
TONS.	EARNINGS.	TONS CARRIED ONE MILE.	RATE PER TON PER MILE. Cent.	TONS.	EARNINGS.	TONS CARRIED ONE MILE.	RATE PER TON PER MILE. Cent.
East-bound Freight	\$ 6,851,181 89	1,157,415,281	0.592	5,077,871	\$ 8,813,385 31	1,179,292,211	0.747
West-bound Freight	5,624,515 70	864,300,237	0.651	3,272,965	5,077,227 35	671,873,807	0.756
TOTALS.....	\$12,475,697 59	2,021,775,468	0.617	8,350,836	\$13,890,592 66	1,851,166,018	0.750
Switching, Storage, Elevating, &c.	154,520 28				157,088 55		
E. & P. E. R. Freight between Girard & Erie	29,769 37				29,648 11		
TOTAL REVENUE.....	\$12,659,987 24				\$14,077,294 32		

BUSINESS OF THIS YEAR, Compared with Last Year.

Increase of Tonnage—East-bound	56,986 tons—equal to 1.11 per cent.
Increase of Tonnage—West-bound.....	75,886 tons—equal to 23.16 per cent.
Increase of Tonnage—Total.....	132,872 tons—equal to 9.75 per cent.
Decrease of Earnings—East-bound.....	\$1,962,153 42—equal to 22.26 per cent.
Increase of Earnings—West-bound.....	547,238 35—equal to 10.78 per cent.
Decrease of Earnings—Total Freight Movement.....	\$1,414,865 07—equal to 10.19 per cent.
Decrease of Earnings for Switching, Storage, &c.	2,442 01—equal to 1.31 per cent.
Decrease of Total Revenue.....	\$1,417,307 08—equal to 10.07 per cent.

TONS CARRIED ONE MILE.
 Decrease of Freight Movement—East-bound .. 21,876,980—equal to 1.86 per cent.
 Increase of Freight Movement—West-bound.. 192,486,430—equal to 23.65 per cent.
 Increase of Freight Movement—Total.. 170,609,450—equal to 9.22 per cent.

Proportions of Freight Movements this year—East-bound, 57.2 per cent.; West-bound, 42.8 per cent.
 Average haul for each ton carried—East-bound, 225.5 miles; West-bound, 214.4; all Freight, 220.6 miles.
 Decrease in the average rate—On East-bound, .155 cent (20.7 per cent.); on West-bound, .105 cent (13.9 per cent.); on all Freight, .133 cent (17.7 per cent.).
 The increased tonnage movement at the rate of 1880 (cent .750) would equal about \$1,280,000; the loss from reduced rate (cent .1333) is about \$2,695,000.

COMPARATIVE STATEMENT,

SHOWING

TONNAGE AND PERCENTAGE OF ARTICLES CARRIED IN 1881,

COMPARED WITH 1880.

ARTICLES.	1881.		1880.		Increase and Decrease this year.
	Per Ct.	Tons.	Per Ct.	Tons.	
Coal	17.37	1,592,070	14.84	1,239,098	Increase 28.49
Stone and Lime.....	3.44	315,006	2.43	203,060	Increase 55.13
Petroleum	3.36	307,672	3.93	327,953	Decrease 6.18
Pig, bloom and railroad iron.....	4.74	434,019	4.42	369,316	Increase 17.52
Other iron and castings.....	4.35	398,470	3.20	267,331	Increase 49.05
Lumber and other forest products.....	11.08	1,015,199	9.60	801,658	Increase 26.64
Animals	6.15	563,555	7.64	637,795	Decrease 11.64
Grain	16.47	1,509,444	20.69	1,727,645	Decrease 12.63
Agricultural products, except grain.....	4.10	375,654	3.69	308,039	Increase 21.95
Flour.....	3.79	347,865	4.40	367,718	Decrease 5.40
Provisions	2.64	242,430	3.77	314,468	Decrease 22.91
Manufactures	4.51	413,324	3.77	314,587	Increase 31.39
Merchandise and other articles.....	18.00	1,649,800	17.62	1,471,668	Increase 12.10
TOTALS	100.	9,164,508	100.	8,350,336	Increase 9.75

FREIGHT NOT EARNING REVENUE--(Being for use of the Company.)

	1881.	1880.
Tons moved in freight trains one mile.....	66,637,013	37,100,500
Cost per ton per mile.....	Cent 0.414	0.435
Amount of cost of this transportation.....	\$275,877	\$161,387

TONNAGE FOR TWELVE YEARS—1870—1881.

Year.	Coal.	Stone and Lime.	Petroleum.	Pig, Bloom & R. R. Iron.	Other Iron and Castings	Lumber and 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	380,959	76,012	66,778	334,581	276,531	451,431	149,031	252,163	132,645	199,547	467,529	2,978,725
1871	241,991	118,536	380,203	66,465	92,530	363,068	319,721	753,197	219,040	256,146	204,931	203,465	590,176	3,784,525
1872	331,819	142,296	368,173	91,475	90,803	458,859	421,644	931,992	167,496	231,460	233,915	194,797	778,423	4,443,092
1873	518,643	164,949	635,040	68,121	99,413	531,683	480,623	816,267	232,687	272,677	279,044	182,091	896,425	5,176,661
1874	632,329	171,102	683,865	62,253	104,591	572,869	438,409	957,721	185,787	299,763	237,067	167,142	873,366	5,221,267
1875	694,658	150,613	530,796	83,440	119,314	511,651	410,851	870,335	181,183	303,585	258,514	190,894	755,626	5,022,490
1876	827,252	141,928	589,022	82,720	100,940	469,097	486,734	1,053,589	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	173,466	309,381	210,260	192,110	917,402	5,513,398
1878	717,423	111,373	569,964	110,305	116,718	468,475	544,009	1,384,568	229,082	314,969	345,738	261,727	923,344	6,098,445
1879	1,052,571	144,460	470,149	198,073	134,493	633,721	616,812	1,841,120	277,895	335,868	286,983	299,357	1,194,492	7,541,294
1880	1,239,098	203,060	327,953	369,316	267,331	801,658	637,795	1,727,645	308,039	367,718	314,468	314,587	1,471,668	8,350,336
1881	1,592,070	315,006	307,672	434,019	398,470	1,015,199	563,555	1,509,444	375,654	347,865	242,430	413,324	1,649,800	9,164,508

STATISTICS OF FREIGHT BUSINESS—TWELVE YEARS.—1870 TO 1881, INCLUSIVE.

Year.	East-Bound.				West-Bound.				Total, East and West.				Miscellaneous Earnings for Storage, E. & P. Freight, Etc.		TOTAL EARNINGS, Including Miscellaneous Laneans.		Percent- age of Freight Move- ments.		Average Tonn Carried for Each Ton Carried.	Miles
	Tons.	Earnings.	Tons carried one mile.	Rate per ton per mile.	Tons.	Earnings.	Tons carried one mile.	Rate per ton per mile.	Tons.	Earnings.	Tons carried one mile.	Rate per ton per mile.	Cts.	Cts.	\$	Cts.	Eastward.	Westward.		
1870	2,086,753	\$ 5,586,697	412,067,965	1.356	941,972	\$ 3,047,775	161,967,606	1.882	2,978,725	\$ 8,634,472	574,035,571	1.504	\$ 111,654	\$ 8,746,126	71.8	28.2	192.7			
1871	2,564,708	7,143,075	526,397,486	1.357	1,219,817	3,062,784	207,273,210	1.478	3,784,525	10,205,859	733,670,696	1.391	135,359	10,341,218	71.7	28.3	193.9			
1872	2,997,556	8,488,927	667,369,119	1.272	1,445,536	4,217,956	257,475,021	1.638	4,443,092	12,706,883	924,844,140	1.374	117,979	12,824,862	72.2	27.8	208.2			
1873	3,447,790	9,994,546	770,423,785	1.297	1,728,871	4,074,856	283,503,404	1.437	5,176,661	14,069,402	1,053,927,189	1.335	122,997	14,192,399	73.1	26.9	203.6			
1874	3,715,071	8,273,159	753,633,140	1.098	1,506,196	3,518,453	245,708,941	1.432	5,221,267	11,791,612	999,342,081	1.180	126,738	11,918,350	75.4	24.6	191.4			
1875	3,381,876	6,466,969	677,979,702	0.954	1,640,614	3,063,069	265,256,459	1.155	5,022,490	9,530,038	943,236,161	1.010	109,000	9,639,038	71.9	28.1	187.8			
1876	3,897,031	6,421,447	827,020,640	0.776	1,768,136	2,841,276	306,814,188	0.926	5,633,107	9,262,723	1,133,834,828	0.817	142,906	9,405,629	72.9	27.1	201.2			
1877	3,718,449	6,175,884	747,274,720	0.826	1,794,949	3,152,365	332,730,341	0.947	5,513,398	9,328,249	1,080,005,561	0.864	148,359	9,476,608	69.2	30.8	195.9			
1878	4,228,390	6,683,696	995,021,834	0.672	1,870,055	3,152,463	345,445,992	0.913	6,098,445	9,836,159	1,340,467,826	0.734	212,798	10,048,932	74.2	25.8	219.8			
1879	4,943,252	7,144,042	1,197,135,107	0.597	2,598,042	3,976,184	536,238,333	0.741	7,541,294	11,120,226	1,733,423,440	0.642	168,035	11,288,261	69.1	30.9	229.9			
1880	5,077,371	8,813,335	1,179,292,211	0.747	3,272,965	5,077,228	671,873,807	0.756	8,550,336	13,890,563	1,851,163,018	0.750	186,731	14,077,294	60.8	39.2	221.7			
1881	5,133,657	6,851,182	1,157,415,231	0.592	4,030,851	5,624,516	864,360,237	0.651	9,164,508	12,475,698	2,021,775,468	0.617	184,289	12,659,987	57.2	42.8	220.6			

FREIGHT FORWARDED AND RECEIVED AT EACH STATION,

FOR THE YEAR ENDING DECEMBER 31, 1881.

STATIONS.	FREIGHT FORWARDED.		FREIGHT RECEIVED.	
	Tons.	Revenue.	Tons.	Revenue.
EAST BUFFALO.....	1,025,325	\$ 1,576,520	2,405,042	\$ 3,788,947
BUFFALO.....	505,100	780,833	647,652	831,677
Total East Buffalo and Buffalo.....	1,530,925	2,357,353	3,052,694	4,620,624
Hamburg.....	88	82	686	746
Lake View.....	276	324	2,186	2,585
Derby.....	68	105	375	450
Angola.....	1,619	1,823	5,920	7,468
Farnham.....	2,627	6,247	2,222	2,409
Irving.....	1,989	1,638	3,329	3,333
Silver Creek.....	1,584	6,072	9,138	9,788
DUNKIRK.....	191,874	73,879	80,033	91,293
Brocton.....	39,450	26,463	10,617	13,264
Westfield.....	3,530	6,737	10,854	14,370
Ripley.....	1,215	2,217	1,821	3,057
State Line.....	691	1,023	3,194	4,112
Marvin.....	89	90		
North East.....	5,298	9,040	10,503	14,231
Moorhead.....	2,406	1,833	1,596	1,685
Harbor Creek.....	369	468	941	1,075
ERIE.....	331,098	447,914	502,018	530,710
Swanville.....	348	423	2,817	2,181
Fairview.....	2,335	2,425	6,232	7,531
Girard.....	21,080	27,364	9,222	13,230
Springfield.....	771	1,167	980	1,888
Conneaut.....	6,151	8,956	18,121	24,929
Kingsville.....	10,098	9,670	1,484	2,764
Ashtabula.....	12,977	18,816	168,167	77,955
Saybrook.....	919	1,055	281	611
Geneva.....	5,474	9,141	11,924	16,779
Unionville.....	1,168	2,428	1,049	1,520
Madison.....	3,629	6,182	3,303	4,956
Perry.....	2,486	3,644	776	1,267
Painesville.....	12,261	18,028	28,129	37,878
Mentor.....	968	1,508	1,221	1,823
Willoughby.....	3,080	4,190	5,905	7,773
Wickliffe.....	7,153	4,976	266	372
Nottingham.....	6,987	3,862	1,709	1,612
Collinwood.....	2,724	2,360	4,306	3,391
Fair Grounds.....	404	2,072	2,571	1,577
CLEVELAND.....	1,875,633	3,221,045	1,071,040	1,180,505
Oil City.....	16,118	21,287	32,286	29,984
Reno.....	335	569	1,759	1,140
Run.....	380	269	425	261
Franklin.....	31,286	56,219	47,793	34,839
Polk.....	1,239	1,663	549	1,476
Raymilton.....	27,117	18,715	523	1,107
Sandy Lake.....	1,946	2,538	1,838	4,357
Stoneboro.....	128,163	78,959	39,081	26,824
Clark.....	1,858	1,980	143	357

FREIGHT FORWARDED AND RECEIVED—Continued.

STATIONS.	FREIGHT FORWARDED.		FREIGHT RECEIVED.	
	Tons.	Revenue.	Tons.	Revenue.
Hadley	3,543	\$ 3,255	779	\$ 1,337
Salem	1,020	1,071	25	27
Amasa	11,290	2,051	182	109
Jamestown	6,766	6,824	4,331	4,907
Simon	781	1,111	61	55
Andover	2,302	3,481	2,939	5,508
Leon	1,564	1,987	319	803
Dorset	1,646	2,036	457	886
Jefferson	5,670	6,361	3,830	7,340
Plymouth	472	718	86	166
Antabula Harbor	169,137	131,658	52,777	37,318
YOUNGSTOWN	213,305	211,290	223,942	200,697
No. 3 Bank	6,011	1,503		
Coalburg	67,839	69,904	30,836	14,167
Tyrrell Hill	4,357	7,395	793	1,401
Fowler	631	790	183	279
Kinsman	3,667	5,727	2,385	4,416
Williamsfield	5,774	7,600	963	1,964
Rockport			774	939
Berea	16,567	27,488	4,546	6,848
Olmsted Falls	3,667	5,933	1,359	1,604
Shawville	523	892	608	759
ELYRIA	201,141	151,094	25,732	35,685
Oberlin	1,720	3,435	8,616	10,886
Kipton	1,538	2,070	728	1,053
Wakeman	6,539	8,223	2,036	3,601
Collins	1,901	2,900	822	1,653
Norwalk	13,331	21,663	27,620	32,491
Monroeville	52,343	45,180	12,233	14,423
Bellevue	23,982	35,146	15,090	15,801
Clyde	29,167	31,162	25,494	32,517
Fremont	90,610	118,726	32,493	41,388
Lindsey	3,089	4,355	827	1,458
Elmore	9,118	11,899	2,663	4,300
Genoa	14,859	18,508	3,974	3,811
Millbury	6,270	5,648	789	1,006
North Amherst	62,974	63,222	8,389	6,178
Brownhelm	17,601	16,036	1,064	1,080
Vermillion	4,114	4,624	6,980	5,573
Ceylon	8,368	11,305	1,169	1,602
Huron	6,859	8,292	4,516	5,299
SANDUSKY	385,876	385,001	164,565	175,665
Venice	3,152	4,049	1,848	1,142
Danbury	2,796	2,012	383	375
Gypsum	2,395	2,549	621	744
Port Clinton	4,651	5,677	4,438	5,545
La Carne	1,517	1,537	212	316
Oak Harbor	7,540	8,161	3,362	5,230
Rocky Ridge	17,831	19,833	1,442	2,016
Graytown	10,624	9,506	1,188	1,466
Martin	5,744	5,832	1,340	1,307
Clay Centre	7,410	7,624	110	33
DETROIT	117,561	152,729	256,364	238,753
GRAND TRUNK JUNCTION	137,568	82,985	167,783	145,582

FREIGHT FORWARDED AND RECEIVED—Continued.

STATIONS.	FREIGHT FORWARDED.		FREIGHT RECEIVED.	
	Tons.	Revenue.	Tons.	Revenue.
Ecorces ⁺	5,240	\$ 4,210	180	\$ 167
Wyandotte.....	22,653	23,191	40,498	21,167
Trenton.....	31,451	16,396	2,708	3,206
Rockwood.....	5,531	5,978	795	1,066
Newport.....	1,356	1,442	538	721
Stony Creek.....	95	96		
Monroe.....	137,040	86,721	84,668	59,422
La Salle.....	43	43	22	17
Vienna.....	52	78	165	290
West Toledo.....	309	455	3,014	4,671
Wagon Works.....	2,749	4,860	7,490	7,929
Ida.....	6,012	8,969	611	931
Petersburg.....	1,458	1,947	757	1,308
Deerfield.....	4,731	5,106	668	1,393
Corbus.....	5,673	4,884	842	1,169
Tecumseh.....	13,204	19,074	13,067	17,907
Clinton.....	2,607	4,954	4,299	7,308
Manchester.....	6,372	9,126	9,047	10,141
Norvell.....	937	1,005	443	769
Napoleon.....	1,474	2,253	1,074	1,790
Jackson.....	33,293	41,910	73,732	93,472
TOLEDO.....	786,313	865,903	722,498	666,680
Holland.....	568	376	99	150
Swanton.....	2,966	3,638	1,398	2,209
Delta.....	4,431	6,451	2,178	3,888
Harrison.....			325	395
Wauseon.....	6,497	12,082	5,344	9,078
Pettisville.....	1,149	1,927	489	813
Archbald.....	5,044	8,966	1,960	3,825
Stryker.....	7,453	13,089	2,371	5,223
Bryan.....	10,100	21,409	8,470	17,539
Melbern.....	1,009	2,027	230	532
Edgerton.....	5,839	11,218	2,087	4,626
Butler.....	30,515	49,162	12,077	21,279
Waterloo.....	45,865	67,457	14,129	25,166
Sedan.....	185	321		
Corunna.....	3,760	6,237	400	1,123
Kendallville.....	17,431	35,264	5,108	11,009
Brimfield.....	2,799	5,358	301	793
Wawaka.....	2,721	4,684	309	690
Ligonier.....	15,027	30,742	5,334	13,131
Millersburg.....	1,420	2,230	243	322
Goshen.....	83,952	130,652	33,901	54,629
Richards.....			97	69
Sylvania.....	1,075	1,146	380	664
Ottawa Lake.....	2,367	2,250	240	441
Wood.....	331	334	20	18
Riga.....	2,359	2,421	317	598
Blissfield.....	3,087	5,672	2,179	4,477
Grosvenor.....	16,207	21,605	3,299	5,067
Palmyra.....	253	507	232	319
Lenawee Junction.....	74	58	143	77
Adrian.....	23,857	33,020	63,166	67,294
Clayton.....	2,555	3,702	756	1,797

FREIGHT FORWARDED AND RECEIVED—Continued.

STATIONS.	FREIGHT FORWARDED.		FREIGHT RECEIVED.	
	Tons.	Revenue.	Tons.	Revenue.
Hudson	11,546	\$ 23,106	6,103	\$ 13,000
Pittsford	2,293	4,965	496	1,284
Osseo	1,184	2,225	371	977
Hillsdale	10,334	22,925	15,413	21,681
Jonesville	4,505	8,556	5,470	9,853
Allen	1,874	4,347	654	1,662
Quincy	5,109	11,057	2,787	6,453
Coldwater	11,610	30,332	12,726	28,233
Batavia			104	193
Bronson	6,476	13,215	2,497	6,039
Burr Oak	3,622	9,935	1,552	3,317
Sturgis	24,150	32,629	7,131	14,529
Klinger Lake	981	1,643	361	586
White Pigeon	2,424	7,801	2,760	5,789
Vistula	1,164	2,600	828	2,482
Bristol	1,232	2,272	1,309	2,960
Elkhart	12,384	31,013	36,918	63,598
Ypsilanti	1,412	2,527	5,665	5,949
Pittsfield Junction	105	139	20	29
Saline	1,657	2,714	757	1,200
Bridgewater	174	294	23	60
Watkins	84	103		
Brooklyn	884	1,651	619	1,048
Woodstock	432	525	19	67
Somerset	636	1,656	122	264
Somerset Centre	352	473	150	280
Jerome	593	814	68	157
North Adams	1,636	3,847	336	774
Bankers	508	480	65	129
Litchfield	3,377	6,451	1,737	3,486
Homer	1,893	4,384	1,085	2,346
Condit	39	30	2	12
Albion	5,402	12,768	12,648	15,833
Devereux	1,014	1,540	313	393
Springport	2,635	4,655	1,375	2,665
Charlesworth	1,232	1,379	25	71
Eaton Rapids	4,567	9,461	3,708	6,452
Kingsland	2,007	2,695	38	51
Dimondale	2,472	3,420	363	921
Packard	134	190		
Lansing	27,699	47,459	15,331	29,722
Constantine	4,933	12,792	5,678	10,643
Florence	120	36	140	220
Three Rivers	5,412	12,305	7,231	11,173
Moorepark	975	1,695	382	695
Flowerfield	958	1,389	233	375
Schoolcraft	2,418	5,406	4,725	9,120
Portage	20	12	220	199
Kalamazoo	15,431	38,661	27,349	43,123
Argenta	792	620	187	229
Plainwell	4,076	8,754	3,153	6,985
Otsego	4,123	8,503	2,479	5,012
Abronia	1,479	1,265		
Allegan	30,056	39,340	13,321	26,967

FROM SEPTEMBER 1911.

FREIGHT FORWARDED AND RECEIVED—Concluded.

STATIONS.	FREIGHT FORWARDED.		FREIGHT RECEIVED.	
	Tons.	Revenue.	Tons.	Revenue.
Hopkins	7,316	\$ 8,207	849	\$ 1,891
Hilliard	3,691	3,667	177	402
Dorr	6,742	7,688	864	1,698
Byron Centre	2,734	2,841	737	1,338
Eagle Mills	13,967	9,042		
Grand Rapids	40,632	81,414	49,132	81,338
Osceola	108	180	69	135
Mishawaka	4,763	12,098	7,603	12,716
South Bend	31,055	54,634	94,717	130,884
Warren	441	515	20	47
Terre Coupee	3,778	3,035	68	153
Carlisle	4,755	5,624	1,591	3,396
Rolling Prairie	3,429	4,076	435	943
La Porte	69,478	71,204	27,465	42,819
Otis	36,323	24,668	24,571	25,787
Burdick	4,080	4,183	144	253
Morrison	1,403	1,349		
Chesterton	7,004	6,512	1,075	2,191
Bailey Town	82	198	36	44
Millers	64	257	901	1,511
Pine	751	633	15	23
Whiting	9,953	5,845	103	172
Colehour	7,345	4,390	418	617
South Chicago	11,671	4,550	45,482	76,325
Grand Crossing	1,747	2,675	27,794	32,005
Englewood	17,765	33,595	84,076	226,556
CHICAGO	1,184,020	2,855,922	1,174,688	2,402,207
TOTALS	9,164,508	\$12,475,698	9,164,508	\$12,475,698
Add—Storage, Elevating, Switching, &c.				154,520
Erie & Pittsburg Railroad freight, (Erie & Girard)				29,769
TOTAL REVENUE				\$12,659,987

DESCRIPTIVE STATEMENT OF FREIGHT FORWARDED FROM EACH STATION,

For the Year Ending December 31, 1881.

STATIONS.	Coal.		Stone and Lime.		Petroleum.		Pig. Bloom and Railroad Iron.		Other Iron and Castings.		Lumber and other Forest Products.		Animals.		Grain.		Agricult' 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.
EAST BUFFALO.....	259,851		22,716		101		86,308		79,239		766		2,280		4,002		44,640		2,450		12,083		67,899		418,420		1,025,825		
BUFFALO.....	139,242		3,000		2,519		86,715		6,068		3,355		355		1,512		13,848		1,036		749		15,387		229,264		505,100		
Total—E. Buf. & Buf. Harb'g.....	399,093		25,716		2,620		173,023		87,367		4,121		2,645		5,514		58,488		3,506		12,832		83,286		672,684		1,530,924		
Lake View.....											74				9							6			14		88		
Derby.....											26				33								6		235		276		
Angola.....			55					5			215		54		64		798		19		291		6		112		169		
Farrham.....											141				40		189								2,227		2,627		
Livingston.....			348								899						664								78		1,889		
Silver Creek.....			31					37			26		53		19		236						977		132		1,584		
PUNKIK.....	15,246		106		128,776		100	4,471		23,290		596		79		2,895		181		188		2,184		6,690		7,310		191,874	
Detroit.....	11,580		8,489		120		831	106		12,014		227		7		1,425		998		62		45		355		3,298		39,450	
Westfield.....			37					56		507		258		357		998		841		72		51		72		841		3,530	
Riptey.....								8		54		210		20		350		431		15		5			47		1,215		
Slate Line.....			18							72		77		127		7									367		691		
Marvin.....			12					26		1,053		116		803		596		685				169		421		89			
North East.....			39					348		348		30		297		69		21		13		21		421		5,298			
Moorhead.....			72								87		30		153		69		13		14				14		2,406		
Harbor Creek.....					1,620			26,575		14,940		647		2,098		2,801		4,966		3,557		22,898				70,420		831,098	
ERIE.....	170,737		6,369								222				33		2,801		4,966		3,557					331,098			
Swanville.....			71																							348			
Fairview.....			4,680					13		264									34							348			
Garview.....	6,473							90		350				571		110		874								2,385			
Springfield.....					7,086						264		407		439		274										21,080		
Connect.....			210					47		305			64		64		237		65		28				48				
Kingsville.....			7,229							2,182							512		455		188					1,396		6,151	
Ashtabula.....			242					14		1,855							127		218		133					10,998			
Saybrook.....	254									4,080							514		1,288		134					12,977			
Geneva.....										179							171									29		919	
Unionville.....								191		288							1,145		466		323					1,181		5,474	
Madison.....								14		560							906		5		85					305		1,168	
Perry.....										241							276		93		65					212		3,629	
Painesville.....			59					525		4,156							1,566		80		80					364		2,486	
Mentor.....										160							466		511		1,458					2,269		12,361	
Willoughby.....			38					36		341							583		60		115					186		968	
Wickliffe.....										7,116							182										1,346		3,080
Nottingham.....			6,541														291										7,153		
Collinwood.....			2,446																								6,987		
Fair Grounds.....										170																	20		88
																											20		2,724
																											55		404

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 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.
CLEVELAND.	111,737	45,907	128,191	126,133	144,198	152,345	130,801	408,240	146,115	102,048	67,713	113,763	198,082	1,875,683
Oil City.	845	20	7,884	589	1,393	3,918						13	1,494	16,118
Reno.			312		10								180	335
Franklin.	26	59	28,379		933	61			6	306	7	145	1,364	380
Polk.						1,040			147	8			44	31,286
Raymlton.	22,898		474		25	3,635			14	5			37	27,117
Sandy Lake.					27	1,223		68	78		47	321	162	1,946
Stonoboro.	102,715	24		4,035	13,412	6,215	18	59	24	28	38	386	1,179	128,163
Clark.						1,705		65		9	18		22	1,858
Hadley.		882				2,163	53	182	18	97	15			3,543
Salem.						1,010								1,020
Amasa.	11,091	48				127		14						11,290
Jamestown.	145			17	369	2,053	25	168	38	216	58	105	3,618	6,766
Simon.						623		43						781
Andover.					31	1,117	93	290	159	8	115	107	88	2,302
Leon.						1,382	20	60	16		62		15	1,564
Dorset.		7				1,382	70	70	87		70		19	1,646
Jefferson.		14			31	4,278	95	12	89	78	317	292	464	5,670
Plymouth.						351			141					472
Ashabula Harbor.	550	404		1,020		525	53	132						169,137
Youngstown.	117,463	9,722		9,284	54,829	17				1,034				213,305
No. 3 Bank.	6,011						5							6,011
Coalburg.	61,202													67,839
Tyrrrel Hill.	3,626	10								9				38
Fowler.						592	20		65					4,337
Kinsman.					16	245			27			232	29	631
Williamsfield.						1,998	650	233	108			17	151	3,667
Berea.					90	5,154	42	83	84			119	67	5,774
Olmsted Falls.	26			551	33	39	11					1,130	722	16,567
Shawville.		13,802				10	41					59	73	3,667
EXTRIA.		23				1,141	40	144						23
Oberlin.	177,837	3,546	94	3,373	4,931	1,141	420	2,966		97			5,299	201,141
Kipton.		16			18	302	274	236	99				581	1,720
Wakeman.							10	1,028					67	1,538
Collins.		2,913				651	507	465	465			169	160	6,539
Norwalk.					82	1,255	16	343					66	1,901
Monroeville.	33,673			818	1,191	5,140	429	8,007	203			973	1,805	13,581
Bellevue.		123			40	244	298	5,737	566			254	3,922	52,348
Clyde.	10,529	10		1,066	313	2,730	458	11,734	21			803	914	23,982
Premont.	2,536	8,597			200	10,363	2,801	4,775	580			2,946	2,946	29,167
Lindsey.						708	308	1,796	28			2,069	2,665	90,610
													128	3,089

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.	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.
Toledo	261,612	2,225	1,067	31,622	10,520	63,747	48,103	157,085	49,769	38,082	13,683	20,864	88,534	786,313
Holland		560			14	1,174	94	973	92	414	51		8	568
Swanton					10	1,066	1,307	1,682	206	512	306	11	154	2,906
Delta		8			18	61	1,307	3,009	522	305	475	94	703	4,321
Wauseon						653	1,770	252	18				47	1,149
Pettisville					22	2,164	692	798	81	965	117			5,044
Archbald					24	1,355	1,237	3,126	581	71	167			7,453
Stricker					53	1,450	1,958	2,382	554	423	1,056	1,059	1,165	10,100
Bryan						273	191	432	7		62		44	1,009
Melbern					5	1,736	886	2,223	363		109	215	302	5,889
Edgerton					95	21,187	3,609	2,578	704	864	159	318	911	30,515
Butler					352	13,742	3,640	20,134	2,789	1,197	606	1,412	1,983	45,865
Waterloo						175								185
Sedan						1,298	350	1,932	58		28	32	67	3,760
Corunna					248	8,888	2,564	2,683	513	34	410	309	1,756	17,481
Kendallville		16	60			1,559	300	682	76		9	23	60	2,799
Brimfield						2,144	2,144	522	14					24
Wawaka					103	4,724	2,631	5,856	197	196	367	300	653	15,027
Ligonier						650	102	402	14	145	6	10	91	1,420
Millersburg					83	39,076	5,819	21,226	356	5,632	663	7,387	3,011	83,952
Goshen		24			731		37		46				77	1,075
Sylvania						915						26	20	2,367
Ottawa Lake						2,321	10							381
Wood						321								9
Riga						1,523		627	82				59	2,359
Blissfield						115	367	1,265	555	16	259	186	324	3,087
Grosvenor					29	5,147	2,694	5,308	1,562	184	572	193	520	16,207
Palmyra					6	21		39						253
Lenawee Junction														74
Adrian		142	111		628	557	981	4,327	1,243	118	1,351	11,104	3,312	23,857
Clayton					6	363	113	1,208	547	108	82		128	2,555
Hudson			16		13	782	1,175	5,324	1,419	15	455	1,650	697	11,546
Pittsford						85	684	993	201		167	2	138	3,283
Osseo					12	209	138	108	138		29	2	541	1,184
Hillsdale					108	795	551	538	1,390	3,855	313	177	3,067	10,334
Jonesville		48	48	429	64	448	101	1,495	421		61	369	432	1,567
Alles						101	118	828	645		102	161	69	1,504
Quincy					16	780	732	1,500	1,584	54	85	162	199	5,109
Coldwater					67	2,804	1,329	1,427	1,289	1,573	365	720	2,096	11,610
Princeton					11	2,337	987	1,845	1,430	106		210	462	6,476
Purr Oak		883	53		10	1,798	855	1,708	239		134	8	136	3,622
Sturgis					251	19,244	546	2,362	414	30	60	457	693	24,150

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.	Agricultu'l Products (except Grain.)	Flour.	Provis- ions.	Manu- factures.	Mer- chandise and other Articles.	TOTAL.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Klinger Lake					12	107	379	451		334	96		32	981
White Pigeon					40	915	203	570		410	12	8	256	2,424
Vistula		10			10	325	410	15		314	7			1,164
Bristol		5			203	220	523	188		13	12		68	1,232
Elkhart					578	435		40		3,766	12	454	7,089	12,384
Ypsilanti	80				421	21	12				17	76	789	1,412
Pittsfield Junction	13				30	221	14	136		119	12	21	27	1,050
Saline					173	221	937	28			17	33	21	1,657
Bridgewater							127	10			12		7	174
Watkins							74	28						84
Brooklyn						126	621	56		12	15		54	884
Woodstock						38	304	34			5		51	432
Somerset						176	235	213			7		5	636
Somerset Centre					11		261						17	352
Jerome						42	465	80			11		6	593
North Adams						195	362	642					326	1,636
Bankers		72			100	40	113	6				23	131	508
Litchfield					55	204	2,332	421			152		195	3,377
Homerville					36	212	1,088	211			40	160	139	1,893
Condit							39							89
Albion			26		50	54	933	327		2,084	85	702	1,072	5,402
Devereux					20	20	783	195					16	1,014
Springport					5	80	1,515	718			34	107	130	2,635
Charlesworth							62						13	1,232
Eaton Rapids			6		61	221	1,039	732		363	174	25	278	4,567
Kingsland														2,007
Diamondale					1,423	10								2,472
Packard					134		306	198			11	5	19	1,134
Lansing					15,401	458	4,723	1,542		1,680	133	1,089	2,642	27,699
Constantine			19		319	571	235	130		2,300	60	943	237	4,933
Florence							120							120
Three Rivers					147	48	1,414	150		1,900	48	1,002	593	5,412
Moorepark					80	70	627	209			15		44	975
Flowerfield						275	443	14		90	13		34	958
Schoolcraft		21			179	319	1,466	27			90	43	233	2,418
Portage							30							30
Kalamazoo		5			144	111	5,850	105		2,900	206	3,489	2,331	15,431
Argenta					261	19								792
Plainwell					333	91	127	209		2,030	12	43	1,178	4,073
Osseo					746	40	28	169		1,949	7	542	622	4,123
Abronia					1,470									1,470
Allegran					51	410	350	1,021		1,255	61	362	1,184	30,956

From Sept. 1914.

DESCRIPTIVE STATEMENT OF FREIGHT FORWARDED FROM EACH STATION—CONCLUDED.

STATIONS.	Coal.	Stone and Lime.	Petroleum.	Pig. Bloom and Railroad Iron.	Other Iron and Castings.	Lumber and other Forest Products.	Animals.	Grain.	Agricultural Products (except Grain.)	Flour.	Provisions.	Mannufatures.	Merchandise and other Articles.	TOTAL.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Hopkins.....					24	5,211	70	1,042	664		129	41	135	7,316
Hilliards.....						3,224	30	181	22		22	161	51	3,691
Dorr.....						4,888		804	83	742	54		221	6,742
Byron Centre.....						1,715		549	216	172	15	8	59	2,734
Eagle Mills.....													13,967	13,967
Grand Rapids.....					604	22,599	10	13	257			4,752	12,307	40,632
Osceola.....						84		43			11		20	108
Mishawaka.....					40	418	212	40	84	635		2,824	510	4,763
South Bend.....					710	109	436	294	88	2,080	27	24,184	3,127	31,055
Warren.....						10	49	366					16	441
Terre Coupee.....						2,870		900					8	3,778
Carlisle.....					7	2,593	648	930	5	13	3	251	305	4,755
Rolling Prairie.....						1,378	331	1,559			4	87	67	3,429
La Porte.....	6,806	10	103	28	534	15,403	2,720	1,660	2,689	1,538	116	3,590	84,272	69,478
Otis.....	13,555	3,908		37	346	10,445	5,240	257	961	19		1,108	357	36,323
Burdick.....						3,267		13	31				769	4,080
Morison.....						1,403								1,403
Chesterton.....					13	1,423	252	231	28	25	17	150	4,865	7,904
Baincy Town.....						60			12					82
Millers.....						8							56	64
Pine.....						721								751
Whiting.....														9,953
Colehour.....													19	7,345
South Chicago.....	425			9,888	1,039	115						29	103	11,747
Grand Crossing.....					107	377	104	9,121	67			543	1,030	11,747
Englewood.....					38	19,389	262,052	451,674	17				1,403	17,765
CHICAGO.....	1,668	1,440	1,810	17,659	11,948	19,389	34,931	115,038	107,071	7,520	151,190	1,649,800	1,184,020	
TOTALS.....	1,592,070	315,006	307,672	434,019	398,470	1,015,199	563,555	1,509,444	375,654	347,865	242,430	413,324	1,649,800	9,164,508

GENERAL SUMMARY OF PASSENGER BUSINESS,

FOR THE YEAR ENDING DECEMBER 31ST, 1881.

MOVEMENT.

THROUGH PASSENGERS [Buffalo and Chicago]—1881.	1880.	INCREASE.
First class	80,781	54,389
Second class	15,229	10,264
Emigrant.....	26,145	20,646
TOTAL THROUGH.....	122,155	85,299
		36,856 or 43.2 per cent.
WAY PASSENGERS—		
First class	3,500,689	3,181,128
Second class	25,268	20,366
Emigrant.....	33,894	26,692
TOTAL WAY.....	3,559,851	3,228,186
TOTAL THROUGH AND WAY.....	3,682,006	3,313,485
		368,665 or 10.3 per cent.
Number of passengers moved west	1,880,984	1,681,495
Number of passengers moved east.....	1,801,022	1,631,990
TOTAL.....	3,682,006	3,313,485
		368,621 or 11.1 per cent.

EARNINGS.

	1881.	1880.	INCREASE.
From through passengers.....	\$ 894,572 92	\$ 705,561 91	\$ 99,011 01 or 14.03 per cent.
From way passengers.....	3,330,215 83	3,055,446 15	274,769 68 or 8.99 per cent.
TOTAL.....	\$4,134,788 75	\$3,761,008 06	\$373,780 69 or 9.94 per cent.
Gain in earnings from increased mileage in 1881	\$679,024 96		
Less decrease in rate per mile 0.147 of a cent		305,244 27	\$373,780 69 or 9.94 per cent.

MILEAGE.

	1881.	1880.	INCREASE.
Number of miles traveled by through passengers, 65,963,700	46,061,460	19,902,240 or 43.21 per cent'	
Number of miles traveled by way passengers .....141,989,515	130,087,307	11,902,208 or 9.15 per cent.	
Number of miles traveled by all passengers.....	<u>207,953,215</u>	<u>176,148,767</u>	<u>31,804,448 or 18.06 per cent.</u>
		1881.	1880.
Average distance traveled by each through passenger.....		540	540
Average distance traveled by each way passenger.....		39½	40
Average distance traveled by all passengers.....		56½	53

RATES.

	1881.	1880.
Average fare from each through passenger.....	\$6 59	\$8 27
Average fare from each way passenger.....	93½	95
Average fare from all passengers.....	1 12	1 13½
Average per mile—through passengers [all classes]	1.220 cents.	1.532 cents.
Average per mile—way passengers [all classes].....	2.345 cents.	2.349 cents.
Average per mile—all passengers [all classes]	1.988 cents.	2.135 cents.

STATISTICS OF PASSENGER BUSINESS—TWELVE YEARS—1870-1881.

Movement of Passengers.

YEAR.	THROUGH, [BUFFALO AND CHICAGO.]						WAY.			TOTAL THROUGH AND WAY.	WEST. WARD.	EAST. WARD.	Earnings.			
	CLASS.			TOTAL.	CLASS.			Second.	Emig'nt.				WAY.	THROUGH [BUFFALO & CHICAGO.]	WAY.	TOTAL.
	First.	Second.	Emig'nt.		First.	Second.	Emig'nt.									
1870	61,474	8,277	3,277	1,944,699	22,859	24,854	1,992,412	2,065,440	1,072,920	993,120	\$59,371 00	\$3,336,589 27	\$4,192,960 27			
1871	54,259	9,094	4,530	1,835,522	24,212	18,811	1,978,545	2,046,428	1,057,141	989,287	799,059 79	3,207,663 79	4,006,723 58			
1872	62,116	10,046	8,518	2,092,465	22,369	17,240	2,132,074	2,212,754	1,143,771	1,068,983	980,214 98	3,288,328 31	4,218,543 29			
1873	65,577	9,687	7,031	82,295	27,118	27,118	2,762,868	2,845,163	1,464,288	1,380,875	945,072 65	3,624,637 09	4,569,729 74			
1874	62,873	7,808	3,616	7,808	20,193	10,494	3,091,277	3,096,263	1,574,650	1,521,613	847,568 99	3,401,453 88	4,249,022 87			
1875	58,225	6,611	4,104	68,940	20,125	7,374	3,076,497	3,170,234	1,607,456	1,562,778	759,523 24	3,163,274 64	3,922,797 88			
1876	79,250	5,467	3,624	88,341	13,189	5,639	3,031,582	3,119,234	1,540,629	1,540,629	747,821 73	3,664,147 87	3,664,147 87			
1877	47,682	9,290	3,178	60,120	2,660,258	10,438	2,689,916	2,743,295	1,383,712	1,360,067	623,623 70	2,579,575 96	3,203,199 66			
1878	42,977	8,814	4,313	56,122	2,662,475	16,997	2,689,916	2,743,295	1,423,817	1,398,304	582,973 19	2,475,993 43	3,057,392 73			
1879	44,102	7,930	8,413	60,445	2,732,120	16,746	2,751,676	2,822,121	1,431,485	1,331,990	705,561 91	2,555,030 40	3,138,003 59			
1880	54,389	10,264	20,646	85,299	3,181,128	20,368	3,228,186	3,313,485	1,681,495	1,631,990	804,572 92	3,055,446 15	3,761,008 06			
1881	80,781	15,229	26,145	122,155	3,500,689	25,268	3,559,851	3,682,003	1,880,984	1,801,022		3,330,215 83	4,134,788 75			

Rates.

Mileage.

YEAR.	THROUGH, [BUFFALO & CHICAGO.]			WAY.			TOTAL.			AV. DISTANCE TRAVELED BY EACH PASSENGER.			AVERAGE FARE PER MILE, ALL CLASSES.		
	CLASS.			TOTAL.	CLASS.			TOTAL.	Through.	Way.	All.	Through.	Way.	All.	
	First.	Second.	Emig'nt.		First.	Second.	Emig'nt.								
															Through.	Way.	All.	Through.	Way.	All.
1870	39,435,120	121,064,984	121,064,984	160,500,114	61	77	\$2 03	\$1 61	\$1 72	11 72	11 96	11 96	2 17	2 75	2 612
1871	36,656,520	106,547,587	106,547,587	143,204,407	54	70	1 96	1 62	11 77	11 53	11 53	2 18	2 14	2 018	2 808
1872	44,367,200	118,741,295	118,741,295	192,306,495	50	63	1 82	1 51	11 48	11 46	11 46	2 13	2 11	2 062	2 509
1873	43,433,500	134,923,973	134,923,973	179,863,175	49	56	1 60	1 31	11 43	11 41	11 41	2 11	2 09	2 042	2 542
1874	40,120,380	133,104,192	133,104,192	173,224,572	50	44	1 87	1 52	11 41	11 40	11 40	2 04	2 04	2 042	2 432
1875	37,227,600	127,723,261	127,723,261	164,950,861	41	52	1 82	1 52	11 40	11 37 1/2	11 37 1/2	2 04	2 04	2 042	2 378
1876	47,704,140	127,806,361	127,806,361	175,510,501	40	42	1 87	1 50	10 36 1/2	10 36 1/2	10 36 1/2	1 92	1 92	1 92	2 000
1877	32,464,800	138,116,618	138,116,618	158,116,618	39	50	1 17	1 17	10 36	10 36	10 36	1 91	1 91	1 91	2 349
1878	30,305,880	108,396,141	108,396,141	133,702,621	39	49	1 11	1 11	9 65	9 65	9 65	1 79	1 79	1 79	2 387
1879	32,640,300	108,522,017	108,522,017	141,162,317	39	50	1 11	1 11	8 27	8 27	8 27	1 53	1 53	1 53	2 223
1880	46,061,700	130,087,307	130,087,307	176,148,707	39 1/2	50	1 12	1 12	6 59	6 59	6 59	1 22	1 22	1 22	2 335
1881	65,963,400	141,989,515	141,989,515	207,953,215	50 1/2	50 1/2	1 12	1 12				1 22	1 22	1 22	2 34 1/2

NUMBER OF PASSENGERS LEAVING EACH STATION,

AND

Revenue Derived Therefrom.

STATIONS.	NUMBER OF PASSENGERS.			EARNINGS.		
	1881.	1880.	1879.	1881.	1880.	1879.
Buffalo	247,995	200,589	154,282	\$856,397	\$771,465	\$619,190
West Seneca	4,798	5,104	4,582	673	690	615
Bay View	1,836	2,732	3,451	420	524	634
Athol	330	93	81	66	18	16
Hamburg	1,607	1,667	1,213	600	612	436
Lake View	4,012	2,756	2,852	1,515	1,078	953
Derby	3,729	3,263	2,702	1,346	1,181	992
Angola	12,085	9,994	9,837	5,557	4,808	4,654
Farnham	2,974	3,398	2,048	1,148	918	698
Irving	3,828	3,089	2,929	1,504	1,224	1,143
Silver Creek	12,800	12,522	10,742	6,749	6,073	5,614
Sheridan	936	661	716	242	185	212
Dunkirk	55,959	51,923	41,648	68,752	71,348	57,273
Morian	185	144	200	47	52	62
Brocton	28,535	26,154	19,287	24,315	23,277	17,074
Westfield	12,804	11,489	10,549	9,768	9,026	8,032
Ripley Crossing	1,359	940	1,111	250	223	261
Ripley	5,872	5,231	4,509	2,550	2,342	2,040
State Line	2,857	2,713	2,006	1,033	853	709
North East	21,521	18,445	16,733	11,200	9,732	8,492
Moorhead	3,398	2,902	2,842	820	839	690
Harbor Creek	5,265	4,123	3,570	1,224	1,046	869
Wesleyville	1,671	1,108	1,294	184	171	209
Erie	81,778	72,377	64,294	104,332	90,995	79,730
Swanville	2,433	1,986	1,950	692	543	600
Fairview	5,394	4,570	3,419	2,073	1,767	1,511
Girard	29,773	25,501	20,219	18,120	15,615	15,810
Springfield	2,627	1,959	1,750	1,492	1,105	1,068
Conneaut	12,841	10,603	9,281	11,164	9,789	8,190
Amboy	641	517	509	179	180	200
Kingsville	6,003	4,489	3,954	3,041	2,514	2,463
Oil City	11,083	11,966	9,991	6,458	6,434	5,029
Reno	2,474	3,089	2,662	359	443	347
Run	116	192	164	18	26	23
Franklin	15,884	16,586	14,858	9,085	9,531	9,922
Summit	217	205	212	57	52	61
Polk	3,068	2,590	2,564	912	795	759
Raymilton	3,910	4,119	3,587	1,287	1,336	1,221
Sandy Lake	8,557	8,712	8,629	3,132	2,964	2,913
Stoneboro	9,985	10,068	8,410	5,009	4,482	3,747
Clark	1,836	1,878	1,696	648	650	566
Hadley	2,829	2,500	2,309	1,181	1,029	1,060
Salem	371	400	389	133	138	137
Amasa	3,249	2,994	2,310	1,674	1,574	1,188
Jamestown	5,303	5,628	5,687	4,295	4,656	4,864
Turner	292	298	250	66	43	44
Simon	657	620	648	237	223	232
Youngstown	12,758	9,717	6,685	14,339	10,103	7,193
Thornhill	34	118	52	7	76	14
Doughton	500	516	393	129	184	107
Coalburg	3,761	3,784	2,468	999	1,060	651
Rrookfield	701	770	353	243	317	110
Tyrrell Hill	1,371	1,025	672	573	472	290
Fowler	1,083	798	703	509	405	334
Latimer	1,393	1,253	757	494	401	257
Kinsman	3,591	2,483	2,031	2,237	1,778	1,395
Gravel Pit	304	272	63	48	70	45
Stanhope	550	413	48	132	131	36
Williamsfield	3,561	3,485	2,338	1,661	1,633	1,068
Andover	9,099	7,854	7,322	4,753	3,856	3,535
Leon	3,434	3,444	2,922	1,497	1,537	1,284
Dorset	3,443	2,779	2,547	1,389	1,058	838
Jefferson	16,448	14,533	14,635	7,749	6,808	6,214
Griggs	612	408	364	165	114	102
Plymouth	741	680	481	139	136	101
Ashtabula	48,590	40,099	35,888	40,975	35,754	30,028
Saybrook	2,067	1,289	1,275	796	667	599

NUMBER OF PASSENGERS LEAVING EACH STATION—Continued.

STATIONS.	NUMBER OF PASSENGERS.			EARNINGS.		
	1881.	1880.	1879.	1881.	1880.	1879.
Geneva.....	21,308	19,220	14,440	14,413	12,840	9,995
Unionville.....	3,604	3,060	2,461	1,596	1,443	1,281
Madison.....	9,670	8,541	7,280	4,906	4,247	4,007
Perry.....	5,132	4,014	3,247	1,982	1,579	1,332
Lane.....	1,472	928	817	261	191	176
Painesville.....	46,302	41,362	34,522	37,853	34,050	28,762
Heisley.....	463	264	279	158	99	108
Mentor.....	8,249	14,220	5,378	3,711	4,876	2,614
Reynolds.....	459	547	341	181	187	127
Willoughby.....	17,256	14,689	13,327	8,131	7,185	6,376
Wickliffe.....	4,166	3,147	2,170	1,190	781	622
Noble.....	1,268	925	542	289	246	147
Nottingham.....	6,311	5,447	5,588	1,661	1,384	1,338
Collinwood.....	11,238	8,939	8,360	3,036	2,457	2,156
Coits.....	7,107	6,934	5,201	670	641	457
Glenville.....	25,687	24,219	24,875	5,943	5,710	5,535
Cleveland.....	278,472	253,775	221,975	578,603	505,935	430,035
West Cleveland.....	1,079	903	1,064	146	120	134
Rockport.....	1,135	1,000	692	281	205	150
Town Line.....	479	314	267	121	79	71
Berea.....	15,879	14,788	12,924	9,512	9,342	7,732
Olmsted Falls.....	5,281	4,207	3,761	2,175	1,663	1,628
Shawville.....	4,769	3,800	3,267	1,790	1,320	1,233
Elyria.....	62,667	56,157	50,468	49,096	46,598	40,703
North Amherst.....	12,556	11,215	10,123	6,068	5,465	4,616
Brownhelm.....	4,082	3,250	2,812	1,373	1,165	929
Vermillion.....	12,531	9,900	8,548	6,803	5,386	4,864
Ceylon.....	4,373	3,741	3,394	1,999	1,631	1,427
Huron.....	10,682	8,640	7,354	5,424	4,543	3,992
Sandusky.....	39,175	35,046	30,309	38,281	33,002	28,515
Venice.....	1,700	1,469	1,198	574	498	409
Danbury.....	3,307	3,939	2,970	1,036	1,215	878
Gypsum.....	2,793	2,961	2,433	886	847	704
Port Clinton.....	16,369	15,755	13,705	8,419	8,095	7,299
La Carne.....	2,336	2,127	1,689	814	724	570
Oak Harbor.....	10,003	8,257	6,880	4,316	3,606	3,109
Rocky Ridge.....	6,798	5,603	4,124	2,652	1,967	1,408
Graytown.....	5,451	4,697	4,123	2,309	1,910	1,659
Martin.....	4,069	4,380	3,723	1,622	1,874	1,612
Oberlin.....	30,270	27,477	25,636	23,659	21,587	18,635
Kipton.....	4,348	4,327	3,259	2,220	2,093	1,700
Wakeman.....	9,104	8,790	8,439	6,133	5,551	5,360
Collins.....	5,406	4,918	4,375	2,717	2,555	2,444
Norwalk.....	46,212	40,751	38,813	35,523	31,219	28,361
Monroeville.....	29,749	27,616	25,603	24,437	21,954	19,602
Bellevue.....	20,014	17,968	18,604	13,304	11,486	11,189
Clyde.....	36,790	32,133	29,763	27,927	25,126	22,017
Fremont.....	43,608	42,663	37,059	36,767	34,962	26,972
Lindsey.....	5,127	4,973	4,031	1,721	1,649	1,353
Elmore.....	12,944	11,888	10,963	6,199	5,615	5,145
Genoa.....	10,241	9,596	8,778	4,075	3,922	3,742
Milbury.....	9,572	7,670	6,265	2,946	2,532	1,935
East Toledo.....	2,418	1,645	1,409	1,472	1,057	755
Detroit.....	37,412	30,740	21,995	68,507	62,564	49,040
Grand Trunk Junction.....	4,421	4,191	3,491	7,844	7,638	5,789
Ecorse.....	1,662	694	662	539	484	179
Wyandotte.....	8,587	4,442	2,862	3,391	2,052	1,265
Trenton.....	4,879	2,763	2,474	1,908	1,798	1,012
Chandler.....	5,084	4,379	.....	2,388	1,989	.....
Rockwood.....	4,282	2,530	2,115	1,953	1,230	998
Newport.....	3,029	1,520	1,328	1,168	597	592
Stony Creek.....	576	203	163	172	76	60
Monroe.....	26,750	21,977	22,110	25,064	21,017	20,183
Stasburg.....	317	390	325	78	111	85
Ida.....	3,339	3,068	2,411	1,282	1,191	1,025
Federman.....	2,934	3,074	2,102	1,120	1,146	802
Petersburgh.....	6,382	5,727	4,515	2,839	2,564	2,186
Deerfield.....	7,122	6,361	5,149	2,999	2,469	2,181
Corbus.....	878	942	.....	298	325	.....
Sisson.....	1,575	1,318	827	330	236	157
Wellsville.....	870	671	596	238	180	165
La Salle.....	572	498	328	138	118	72

NUMBER OF PASSENGERS LEAVING EACH STATION—Continued.

STATIONS.	NUMBER OF PASSENGERS.			EARNINGS.		
	1881.	1880.	1879.	1881.	1880.	1879.
Vienna	1,325	1,204	1,405	604	479	538
Alexis	186	119	112	72	45	48
West Toledo	318	553	400	191	309	207
Wagon Works	13,290	11,200	10,432	1,681	1,308	1,205
Toledo	187,508	168,407	156,836	276,560	256,724	227,178
Air Line Junction	3,291	3,027	2,284	1,866	1,631	1,229
Richards	583	510	350	216	194	113
Sylvania	7,415	6,591	5,502	2,772	2,472	2,112
Ottawa Lake	3,639	3,598	3,223	1,478	1,372	1,341
Riga	3,647	3,905	3,315	1,357	1,414	1,238
Blissfield	12,939	12,354	11,080	6,683	6,131	5,505
Grosvenor	11,271	10,032	4,177	6,840	6,157	2,658
Palmyra	120	210	54	43	74	11
Lenawee	12,165	11,184	8,323	5,382	4,696	3,808
Adrian	63,906	57,841	49,576	55,842	52,557	44,186
Chase	758	667	608	199	156	170
Tecumseh	18,511	18,096	16,086	12,022	11,664	10,290
Clinton	8,382	8,772	7,973	3,990	4,327	3,885
River Raisin	312	347	377	119	124	192
Manchester	10,613	7,190	7,774	5,421	4,148	3,846
Norvell	3,080	2,713	2,502	1,155	1,106	1,050
Napoleon	5,799	4,993	4,694	2,333	2,025	1,945
Eldred	332	280	211	84	79	74
Jackson	26,198	20,084	19,418	32,298	27,530	25,734
Clayton	6,959	6,357	5,607	3,634	3,523	3,233
Hudson	20,673	19,936	18,369	17,098	16,521	14,833
Pittsford	5,673	5,235	4,574	2,848	2,490	2,296
Osseo	3,998	3,572	3,202	2,010	1,846	1,682
*Ypsilanti	2,150			1,546		
*Pittsfield	520			182		
*Saline	1,462			592		
*Bridgewater	385			137		
*Watkins	81			38		
*Brooklyn	774			509		
*Woodstock	335			163		
*Somerset	419			206		
*Somerset Centre	493			205		
*Jerome	722			267		
*North Adams	1,482			498		
Hillsdale	33,581	29,932	25,841	26,529	24,477	22,029
*Bankers	1,195			318		
Jonesville	32,629	28,424	25,432	20,647	18,435	16,397
Litchfield	5,962	6,253	5,558	2,976	2,636	2,252
Homer	6,938	7,727	6,469	3,449	3,578	2,882
Condit	333	463	282	120	154	90
Albion	13,018	11,638	10,648	7,159	6,395	5,910
Devereux	1,714	1,933	1,586	546	661	510
Springport	5,645	5,173	4,742	2,622	2,271	2,060
Charlesworth	1,812	1,707	1,719	524	504	487
Eaton Rapids	10,596	9,550	8,649	7,344	6,380	6,163
Kingsland	360	236	128	108	68	41
Dimondale	3,401	3,520	3,036	1,517	1,509	1,293
Packard	102	53	38	31	13	10
South Lansing	41	42	37	20	20	19
Lansing	13,814	12,657	11,458	15,865	14,888	14,106
North Lansing	458	344	410	596	566	694
Allen	3,651	3,550	2,637	2,292	2,420	1,744
Quincy	11,740	10,051	8,399	7,551	6,495	5,955
Coldwater	30,495	27,611	22,520	31,169	29,324	25,955
Batavia	1,214	1,672	679	611	500	327
Bronson	9,368	8,373	7,326	6,684	6,262	5,085
Burr Oak	7,668	7,634	6,722	4,172	3,938	3,493
Sturgis	16,616	16,753	14,044	15,290	14,992	12,660
Klinger Lake	3,669	7,248	6,687	1,132	1,669	1,477
White Pigeon	20,945	21,803	18,325	16,298	16,665	13,907
Constantine	9,954	10,574	9,125	4,554	4,262	3,793
Florence	290	412	290	76	82	85
Three Rivers	15,333	16,970	14,503	10,283	10,286	9,513
Moorepark	1,773	1,818	1,557	322	704	663
Flowerfield	1,566	1,856	1,197	665	642	547
Schoolcraft	9,888	10,505	9,092	5,920	5,406	4,835
Portage	1,214	1,022	1,328	277	295	356

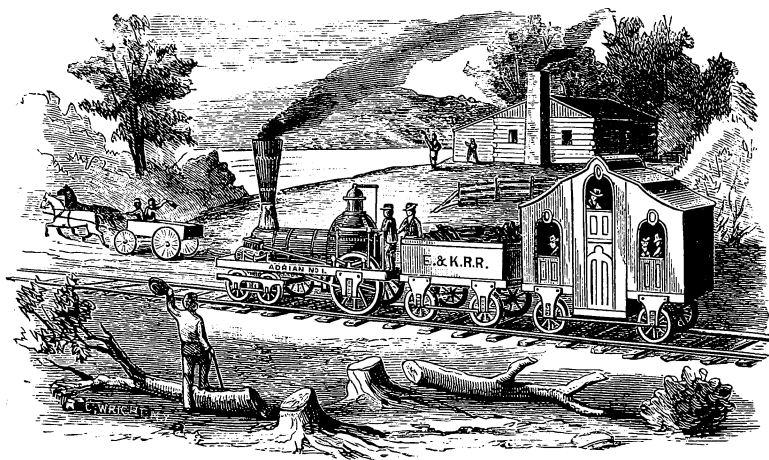
*Sept. 19 to Dec. 31, inclusive.

NUMBER OF PASSENGERS LEAVING EACH STATION—Concluded.

STATIONS.	NUMBER OF PASSENGERS.			EARNINGS.		
	1881.	1880.	1879.	1881.	1880.	1879.
Kalamazoo.....	26,327	27,824	24,997	25,426	24,007	21,425
Cooper.....	408	382	301	137	136	113
Argenta.....	1,285	1,349	1,208	453	415	387
Plainwell.....	7,216	6,668	5,709	3,800	3,287	2,802
Otsego.....	7,865	7,653	7,054	3,879	3,542	3,133
Abronia.....	864	968	802	348	463	333
Allegan.....	19,297	18,529	15,410	16,460	14,897	12,040
Hopkins.....	6,050	5,435	5,132	2,896	2,626	2,299
Hilliard.....	2,747	3,070	2,537	1,464	1,504	1,042
Dorr.....	4,388	4,087	3,818	2,536	2,520	2,268
Byron.....	4,696	4,400	4,015	2,255	1,989	1,865
Grandville.....	393	439	418	178	179	167
Eagle Mills.....	555	431	454	75	70	77
Grand Rapids.....	19,840	19,268	17,197	30,392	27,928	23,430
Vistula.....	3,076	2,912	2,571	1,739	1,630	1,438
Bristol.....	5,551	6,288	5,822	2,464	2,516	2,249
Holland.....	2,432	2,018	1,561	784	686	508
Swanton.....	7,852	6,989	5,581	3,864	3,505	2,801
Delta.....	10,863	10,150	8,158	5,505	5,053	4,152
Wauseon.....	18,997	18,978	17,115	12,371	11,857	10,985
Pettisville.....	4,059	3,757	2,773	1,572	1,376	1,133
Archbald.....	6,812	7,064	5,807	3,605	3,619	2,808
Stryker.....	8,305	8,918	6,251	4,999	4,772	3,677
Bryan.....	20,244	22,786	16,920	18,383	18,783	15,359
Meibern.....	1,024	956	767	403	390	905
Edgerton.....	8,906	9,599	7,775	4,947	5,115	4,222
Butler.....	11,862	9,773	8,281	9,808	7,444	6,252
Waterloo.....	13,874	13,189	11,773	11,949	11,888	10,570
Sedan.....	347	506	442	88	100	89
Corunna.....	3,296	3,690	2,855	1,299	1,305	1,203
Kendallville.....	15,922	16,191	13,616	15,651	14,722	13,626
Brimfield.....	2,478	2,565	2,280	1,311	1,322	1,158
Wawaka.....	2,298	2,475	2,100	879	874	868
Ligonier.....	12,340	12,605	11,240	9,913	9,313	8,470
Millersburg.....	2,763	3,225	2,714	1,509	1,235	1,109
Goshen.....	30,350	28,934	25,640	21,144	19,568	17,584
Dunlap.....	655	635	478	121	123	92
Elkhart.....	73,119	70,134	58,732	68,634	63,016	53,235
Osceola.....	1,470	1,748	1,571	428	549	436
Mishawaka.....	14,886	14,239	9,575	6,343	5,769	4,345
South Bend.....	50,682	49,015	39,023	51,479	46,574	40,234
Warren.....	770	829	790	272	283	255
Terre Coupee.....	766	889	794	352	379	364
Carlisle.....	6,950	6,227	5,061	3,739	3,271	2,755
Rolling Prairie.....	4,872	4,293	3,675	1,946	1,801	1,422
La Porte.....	32,638	30,905	26,134	32,551	30,697	26,184
Forester.....	133	158	162	65	70	75
Otis.....	5,960	4,606	4,528	3,834	3,378	2,979
Burdick.....	1,336	1,044	748	584	451	315
Chesterton.....	3,329	2,610	1,960	2,338	1,830	1,333
Millers.....	899	610	572	614	439	420
Pine.....	104	125	125	76	85	63
Whiting.....	1,816	1,604	827	589	495	240
Colehour.....	10,901	10,719	8,310	2,218	1,908	1,490
100th Street.....	11,353	8,174	5,039	1,556	1,095	744
South Chicgo.....	47,718	34,225	22,804	10,298	7,251	4,268
Grand Crossing.....	13,475	12,916	12,908	4,248	4,409	3,799
Brookline.....	399	344	512	48	45	61
Englewood.....	47,518	46,856	39,917	9,483	8,510	7,178
Chicago.....	217,475	187,151	147,430	688,604	645,017	506,159
Chicago [City Travel].....	294,573	262,452	226,870			

Railroading Forty-five Years Ago.

BY C. P. LELAND.



This is an accurate illustration of a passenger train on the Erie & Kalamazoo Railroad (Toledo to Adrian 33 miles), the seed-corn of the present Lake Shore and Michigan Southern Railway system, in 1837.

The locomotive was No. 80 of the Baldwin Locomotive Works, Philadelphia, started in 1831. (This concern completed No. 6118 April 1st, 1882.) It was landed from a lake vessel in 1837, and was the third west of the Alleghenies, and the first in the tier of the States bordering on the great lakes.

The car is a revelation to the present generation. The writer has made patient researches among the memories of old men, and is satisfied of its accuracy. Hon. Richard Mott, of Toledo, a director in the road when the car was used, writes: "The Gothic car (the Board of Directors called it the pleasure car in their official proceedings) was the second passenger car of the Erie & Kalamazoo Railroad, and was put upon the road in 1837. It was rather shorter than the three-compartment vehicles first used by the Schenectady Railroad, and afterward by the Utica Railroad. The car when full held 24, 8 in each compartment. The lower middle door opened from a place for stowing baggage. The middle section projected a few inches wider than the end section. The car was about the size of a street railway car of the present day. It passed out of existence nearly 40 years ago."

The following account of a day's pleasure in (and out of) the "Pleasure-car" in 1841 is both interesting and amusing :

To the Editor of the Toledo Blade :

During most of the year 1841, I was employed as repairing agent of the Erie & Kalamazoo Railroad, then in operation between Toledo and Adrian. According to schedule time, a passenger train with one coach would leave Toledo in the morning, make the run to Adrian, and return to Toledo in the afternoon, arriving about 6 P. M. The passenger car then used was about the size now in use upon our city street railroads, and was divided into three compartments, each having a front and rear seat, facing each other and running from side to side of the car, with a side entrance to each compartment. The track was ironed with the flat bar "strap rail," as it was called. As my home was in Toledo, I found it necessary to go on each Monday morning over the road, spending the week in making such repairs as were necessary, and returning home on Saturday evening.

In December, 1841, one Saturday the train left Toledo on time for Adrian. I was then at Palmyra, intending to take the train for Adrian and return to Toledo that evening. Owing to a severe storm of rain, freezing as it fell, the track became covered with ice. The train reached Palmyra about 4 P. M. I entered the middle compartment of the car, as the train started for Adrian, and met in the car J. Baron Davis and wife, of Toledo, sitting in the forward seat. Being acquainted with them I thought I would take a seat with them, but seeing the cushion upon the seat out of place, I took the rear seat, facing the one I had rejected. We had not gone more than half a mile from Palmyra, when a "snake-head," as they were called, (the end of a loosened bar) came crashing through the floor of the car, passing diagonally through the seat I had left vacant, the end of the bar striking me in my neck under the chin, and pushing me backward with such force as to break through the panel work partition which divides the compartments of the car. Just at this moment the other end of the bar was torn from the track and carried along with the car. Recovering my consciousness a little, I found myself with head and shoulders protruding through the broken partition, while I held the assaulting "snake-head" firmly grasped in both my hands. Being a stormy day, I had an extra amount of clothing about my neck, which the bar did not penetrate, so that my injuries were not serious. The train was stopped. Frederick Bissell, the conductor, was much frightened. Before leaving the spot, the guilty "snake-head" was once more spiked down, and we moved on, reaching Adrian at 6 P. M., having made the run of 33 miles in 10 hours,

This train left Adrian for Toledo at 7 P. M., and worked its way along over the ice-covered track until we got out of wood and water, when we picked up sticks in the woods and replenished the fire, and with pails dipped up water from the ditches and fed the boiler, and made another run toward Toledo. Passing Sylvania we got the train to a point four miles from Toledo, when, being again out of steam, wood and water, we came to the conclusion that it would be easier to foot it the rest of the way, than to try to get the train along any further. So we left the locomotive and cars standing upon the track, and walked into the city, reaching here at about 2.30 A. M. I was rather lame and sore from contact with the "snake-head," but gratified that we were enjoying the "modern improvement"—railway travel.

M. BRIGHAM.

Toledo, January 13, 1882.

The advertisement of the road was as follows :

Toledo to Adrian—33 miles—and return the same day !

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, } E. & K. R. R.
GEORGE CRANE, } Co.

A. HUGHES, Superintendent Western Stage Company.

This little road had a "soft thing" for two or three years, and earned 15 to 20 per cent. upon its very moderate cost, \$257,659, or \$7,308 per mile.

The road earned in 1837.....	\$55,821
Expenses 25 per cent. !.....	14,181
Net	\$41,640

By the construction by the State of Michigan of the rival road, the Michigan Southern, and a division of the business, the Erie & Kalamazoo was bankrupted—thrown into a receiver's hands, and finally reorganized and leased to its hated rival in 1849.

Competition and human nature 40 years ago were very much the same as to-day, as illustrated by the following copy of a little hand bill issued in 1842 when the fight between the two little roads was very bitter. The drive about accidents, printed in italics, was a little personal, as the man who made up the entire congregation of a church on a rainy Sunday, said about the sermon. "Other roads" meant, of course, the Erie & Kalamazoo.

1842.

SEASON ARRANGEMENTS.

MICHIGAN



SOUTHERN RAILROAD,
FROM MONROE TO ADRIAN.

The most direct, expeditious and safest Route.

The public are respectfully notified that the SOUTHERN RAILROAD is now in complete operation from *Monroe to Adrian*; and being well furnished with Locomotives, Passenger and Freight Cars, will transport Freight and Passengers *safer, cheaper, and more expeditiously* than any other road in competition.


This road was built by the State of Michigan, at an expense of

Four hundred thousand dollars
and in its construction is not surpassed by any in the United States.

PASSENGERS

Going to Illinois, Indiana, Wisconsin, Iowa and Western, Southern, or Central parts of Michigan, will perceive, by referring to the Map, that *no Public thoroughfare* is so direct for them as the

SOUTHERN RAILROAD.


 *Great care is taken in keeping this Road in good repair, thereby avoiding accidents similar to those occurring upon other roads almost daily, jeopardizing "life and limb."*

STEAMBOATS

Are running FROM MONROE TO BUFFALO, in connection with the Cars upon this Road.

STAGES, CARRIAGES, WAGONS, ETC.

Are always in attendance to convey Goods and Passengers to any direction from Adrian.

 Passengers passing over this Road will be met at the boats by Railroad Cars, and conveyed to the Depot, and from the Depot to the Boats *without charge*,

Cars leave Monroe daily for Adrian, Sundays excepted, at 8 o'clock A. M. and leave Adrian for Monroe at 2 o'clock P. M. Running time $2\frac{1}{2}$ hours.

The public may rely upon statements here made, and their patronage is respectfully solicited.

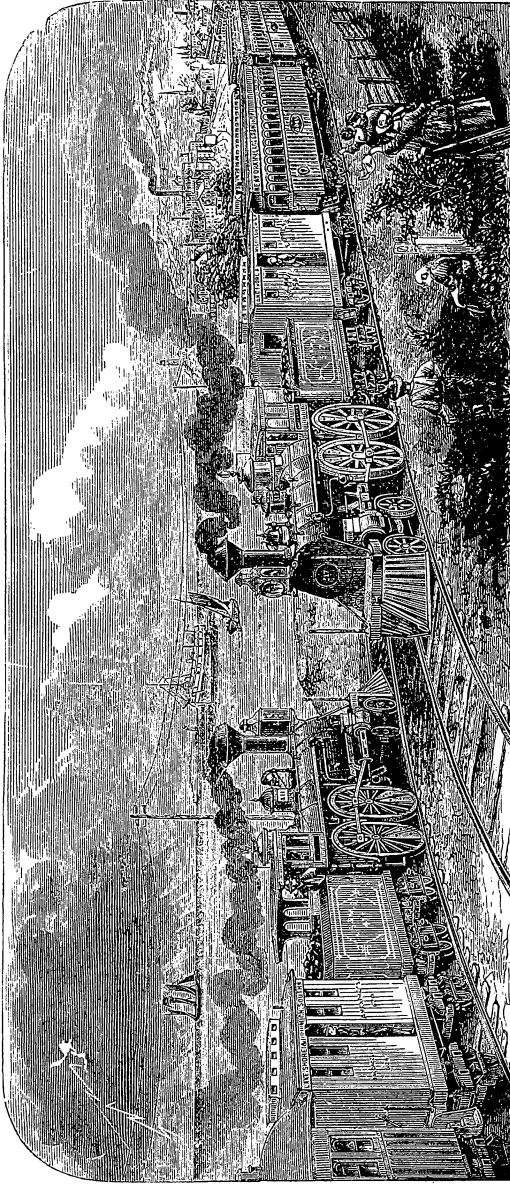
J. H. CLEVELAND,

July, 1842.

Superintendent S. R. R.

Rob't. D. Foy, Printer, 159 Main st. Buffalo.

RAILROADING IN 1882.



Across the Continent, New York to San Francisco, 3,338 Miles, in $6\frac{1}{4}$ days.

The traveler for business or pleasure may now take his seat in a luxurious car at the Grand Central Depot, New York, at eight o'clock Monday morning. The train flies through the Empire State, reaching Buffalo, 440 miles, in the early evening, Cleveland at midnight, and Chicago, 1,080 miles, Tuesday forenoon. He can leave Chicago at noon, taking his choice of three magnificent routes, and reach Omaha, 1,472 miles from New York, Wednesday noon, Keeping right on he traverses the Union Pacific, arriving at Ogden, Friday at 6 P. M. (2,505 miles from New York). thence over the Central Pacific, arriving at San Francisco, 3,338 miles from New York, Sunday noon, (2:48 New York time.)