REPORT

OF THE

DIRECTORS

OF THE

Michigan Central Railroad Co.,

TO THE

STOCKHOLDERS:

TOGETHER WITH THE

REPORTS OF THE TREASURER AND SUPERINTENDENT.

JUNE, 1859.

BOSTON:
WILLIAM WHITE, PRINTER, 4 SPRING LANE.
1859.

DIRECTORS.

CHOSEN AT THE ANNUAL MEETING, JUNE 27, 1859.

JOHN W. BROOKS, *Boston.*
NATHANIEL THAYER, *Boston.*
R. B. FORBES, *Boston.*
H. H. HUNNEWELL, *Boston.*
ELON FARNSWORTH, *Detroit.*
ERASTUS CORNING, *Albany.*
D. D. WILLIAMSON, *New York.*
EDWARD MINTURN, *New York.*
J. M. FORBES, *Boston.*

PRESIDENT.

JOHN W. BROOKS.

VICE-PRESIDENT.

R. B. FORBES.

TREASURER.

ISAAC LIVERMORE.

SUPERINTENDENT.

R. N. RICE.

AUDITOR.

WILLIAM BOOTT.

CLERK.

WM. B. FOWLE, JR.

DIRECTORS' REPORT.

To the Stockholders of the Michigan Central Railroad Company.

The Report of the Treasurer, Mr. Livermore, shows the financial condition of the Company; and that of the Superintendent, Mr. Rice, the operations of the road in Michigan during the year just closed.

The bonded debt of the Company June 1, 1858, was		$8,284,063 33
Bills payable of the Company, were . . .		118,576 35
Total debt, ...		$8,402,639 68
Capital stock, ...		6,057,840 00
		$14,460,479 68
The bonded debt is now .	$8,184,488 89	
Less sinking fund, . . .	64,800 32	
Total net debt, . .	$8,119,688 57	
Capital stock, . . .	6,057,840 00	
		$14,177,528 57
Total debt reduction during the year, . .		$282,951 11
The gross receipts for the year have been . .		$1,889,777 95
Operating expenditures, . .	$979,552 80	
Taxes, ...	93,180 08	
		$1,072,732 88
		$817,045 07

This amount has been disposed of as follows:—

Interest and exchange, . .	$735,488 07	
Paid to sinking fund, . .	60,000 00	
Balance to credit of income, .	21,557 00	
		$817,045 07

Nothing has been charged to construction during the year; the permanent improvements, as detailed in the Superintendent's Report, having been charged into the operating accounts.

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

MONTHS.	Year ending May 31, 1858.	Year ending May 31, 1859.	Decrease.
June, ...	$244,373 57	$170,847 58	$73,525 99
July, ...	211,635 98	143,872 45	67,763 53
August, ...	221,353 98	176,060 82	45,293 16
September, ...	301,588 74	224,574 50	77,014 24
October, ...	262,923 83	209,868 03	53,055 80
November, ...	211,860 89	156,298 00	55,562 89
December, ...	170,464 77	130,108 71	40,356 06
January, ...	122,379 95	101,386 50	20,993 45
February, ...	107,502 40	102,959 35	4,543 05
March, ...	165,936 03	151,864 66	14,071 37
April, ...	223,010 37	143,143 30	79,867 07
May, ...	185,727 01	127,145 77	58,581 24
Totals, ...	$2,428,757 52	$1,838,129 67	$590,627 85

The expense of operating the road for the last two years compares as follows:—

MONTHS.	Year ending May 31, 1858.	Year ending May 31, 1859.	Decrease.
June,	$155,856 14*	$92,362 79	$63,493 35
July,	155,385 06*	100,572 46	54,812 60
August,	143,692 37*	82,590 79	61,101 58
September,	117,727 88*	89,458 81	28,269 07
October,	123,949 96*	89,285 33	34,664 63
November,	160,467 24*	117,520 16	42,947 08
December,	100,101 22*	87,290 10	12,811 12
January,	112,970 84	55,411 48	57,559 36
February,	149,266 97	130,584 80	18,682 17
March,	95,046 93	62,104 77	32,942 16
April,	92,571 89	66,527 09	26,044 80
May,	124,181 54	99,024 30	25,157 24
Totals,	$1,531,218 04	$1,072,732 88	$458,485 16
Add,*	132,554 32	– –	132,554 32
Totals,	$1,663,772 36	$1,072,732 88	$591,039 48

The following table will show some of the leading changes in the earnings and operations of the Company during the last two years:—

* Previous to January 1, 1858, the disbursements were charged into the operating accounts instead of the actual expenses, which in some months would be more, and in some less than the actual cost of operating. Under the old system, the disbursements from June to December, 1857, inclusive, were less than the actual expense of operating by $132,554.32; which amount is added in the table, to make the comparison correct.

	Year ending May 31, 1857.	Year ending May 31, 1858.	Year ending May 31, 1859.	Percentage of decrease of the last year, from the next previous.
Local Passenger Earnings,	$602,992 68	$452,870 51	$377,978 88	16½ per cent.
Local Freight Earnings,	664,953 83	558,344 14	496,789 16	11 "
Miscellaneous Earnings,	80,694 47	73,969 64	68,084 82	8 "
Total Local Earnings,	1,348,640 98	1,085,184 29	942,852 86	13 "
Through Passenger Earnings,	1,007,423 07	868,169 05	560,630 51	35⅓ "
Through Freight Earnings,	748,538 64	475,404 18	334,646 30	29⅔ "
Total Through Earnings,	1,755,961 71	1,343,573 23	895,276 81	33⅓ "
Total Earnings,	3,104,602 69	2,428,757 52	1,838,129 67	24⅓ "
Operating Expenses, exclusive of State Tax,	2,005,156 55	1,580,290 59	979,552 80	38 "
Earnings, per mile run, Passenger Trains,	2 02½	1 95⅓	1 48½	25 "
Earnings, per mile run, Freight Trains,	1 69	1 81	1 62	10½ "
Average Earnings per mile run,	1 85	1 88	1 55	17½ "
Expenses per mile run,	1 19½	1 12½	82½	36½ "
Net Earnings per mile run,	65½	75½	72½	4 "
Percentage of Earnings used in operating, exclusive of Taxes,	64½ per cent.	59½ per cent.	53⅓ per cent.	6 "

An examination of this table shows that the local business has fallen off but $142,331.43, or 13 per cent., while the through has fallen away $448,296.42, or 33⅓ per cent.

This great reduction in the long business is due to several causes showing a greater combination than often occurs in any one year.

First. A decrease of business to and from the States beyond our line, the railroads and general business of that region having suffered quite as much as any other part of the country, from the great depression of the times.

Second. The opening of several new avenues to market from the region which had heretofore been drained principally by the two Michigan roads.

Third. The large reduction of freight rates brought about by the competition of the four great seaboard lines, one of which extending to Illinois brought upon all the East and West lines from that State, the evils of that competition and its low rates.

Fourth. The competition for the small business upon the Lakes this year has reduced the rate charged by the lake craft upon freight, between Buffalo and Chicago, to a point below that of any other period.

Some of these causes are temporary and may not occur again for years. The opening of the new lines is a permanent evil, which nothing but the natural increase of the population and business of the new country tributary to all, will outgrow. Should that region upon the return of its usual prosperity develop as rapidly as before, the loss occasioned by the new lines before very long will be overcome.

The local business of the road has been affected by the partial failure of the wheat crop last year. We have received for the transportation of wheat and flour (which is principally local) over $112,000 less than last year, while our eastward local freight earnings have fallen off $43,000, which shows the miscellaneous freight to have increased a small amount even in this bad year, and that Michigan, as heretofore, is relying less and less upon the uncertainties of the wheat crop.

The local passenger business must of course fall off in a measure with the freights, especially at a time when the pleasure travel is small. Passing as our line does through the

largest towns and most populous portion of the State, we think we have reason to believe its local business, with rare exceptions, will steadily increase and put an increasing proportion of our yearly revenue beyond the reach of those contingencies which affect the through traffic.

For the last two months a greater number of passenger trains have been run than the business required. We have made efforts to get the number reduced, and I believe all the lines but one have agreed to the propriety of it, and it is hoped that before long all may see their interest in the matter.

For several years previous to the last two, new railroads had been opened in this country at the rate of from two to five thousand miles per annum. The demand for labor and skill in all the departments of railroad management was beyond the supply, and increased expenditure was the necessary result.

Very few new lines are now building. This, with the decreased business upon those in operation, has made labor and skill more plenty, enabled all to sort their men somewhat more closely, and added very much to the ability of managers to economize in the working of their lines; while we have shared largely in the benefits of increased economy, we feel sure that we have not fallen into a common error of allowing our property to deteriorate during such hard times as those we have just passed through.

Our road is in fine order and our rolling stock in excellent condition. The property in every department has been well kept up, and it is probable we were never as well, certainly never better prepared than now, to do a large business with economy.

The growing crops in Michigan and the States beyond are looking exceedingly well, and bid fair to give our road a good fall business.

By order of the Board,

J. W. BROOKS, *President.*

BOSTON, June 21, 1859.

TREASURER'S REPORT.

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

GENTLEMEN,—The year which has just closed, owing to circumstances related in detail in the Report of the Superintendent, as bearing upon the business of the Road, has proved very much less favorable than was expected at its commencement. Business generally, stagnant since the disastrous fall of 1857, failed to revive as early as was anticipated, and after the year's work, the position of our Company is found to be but slightly more favorable than it was a year since.

The accompanying Tables will show that the expenditures of the Road have been met, the interest on our whole debt has been paid, and also the annual payment of ($60,000) sixty thousand dollars towards the Sinking Fund. In addition to this, the credit to Income Account has been increased to the extent of ($21,557) twenty-one thousand five hundred and fifty-seven dollars, leaving a balance now standing to the credit of that account of ($108,975.97) one hundred and eight thousand, nine hundred and seventy-five dollars and ninety-seven cents.

During the year, no charges have been made to Construction Account, and those to Operating have been reduced to the lowest possible point consistent with maintaining the Road and its appurtenances in their present excellent condition.

The Company has no floating debt whatever, and the treasury is prepared to meet the payment of the Bonds maturing on the first of July next; after which time, with the sole exception of a Bond of one thousand dollars maturing on the first of October next, there will mature no liabilities of the Company

until April 1st, 1860, when $699,000 of the Company Bonds fall due; on the following 1st of October, $535,000 more become due.

With the view of extending the time of maturity of these Bonds, amounting in all to $1,234,000, a circular was issued by the Company in December last, a copy of which is hereto annexed, under which, a portion of these Bonds have been exchanged and cancelled, as shown in the Report of the Trustees of the Sinking Fund, herewith.

The result of the last year's business, when analyzed, ought not to discourage the stockholders respecting the future prospects of the Road. With short crops at the West, and the business of the whole country in a state of lethargy almost unparalleled, and the most determined competition from all rival roads, and consequently with prices for carrying at an extremely low point, we have yet (as stated in the Report of the Superintendent) maintained the condition of the Road at the highest standard of perfection which it has ever reached, have paid Operating Expenses, Interest, and Sinking Fund, and beyond all these, have credited a small balance to Income Account.

Respectfully submitted.

ISAAC LIVERMORE, *Treasurer.*

[A.]

DR. *The Michigan Central Railroad Company, in General Account.* *Contra.* CR.

1859.				1859.		
June 1.	To Capital Stock, ...		$6,057,840 00	June 1.	By Construction No. 1, Purchase of Road,	$2,000,000 00
	Bond Account, viz.:—				Construction No. 2, Expenditures since purchase, ...	10,847,238 17
	6 per cent. Sterling Bonds, unconvertible, 1st Mortgage, ...	$467,488 89			Cash on hand, ...	34,478 20
	8 per cent. Sterling Bonds, convertible, 1st Mortgage,	500,000 00			Cash loaned on call, ...	34,000 00
	8 per cent. Bonds, unconvertible, ...	258,000 00			Accounts and Bills Receivable, . . .	211,579 32
	8 per cent. Bonds, convertible, 1st Mortgage, . .	3,831,000 00			Assets in hands Oliver Macy, General Receiver, ...	33,518 63
	8 per cent. Bonds, convertible, 1st Mortgage, 1st Sinking Fund, ...	3,087,000 00			Assets in hands R. N. Rice, Sup't, . .	60,508 49
	8 per cent. Bonds, convertible, 1st Mortgage, 2d Sinking Fund, ...	41,000 00			New Albany and Salem Railroad Co. Stock and Bonds, ...	609,763 99
			8,184,488 89		Joliet and Northern Indiana Railroad Stock, ...	168,225 00
	To Income Account, balance of this Acc't,		108,975 97		Joliet and Northern Indiana Railroad Construction, ...	40,768 18
	Unpaid Dividends, ...		495 00		Steamboats, ...	311,719 88
			$14,351,799 86			$14,351,799 86

(E. E.)

BOSTON, June 1, 1859.

ISAAC LIVERMORE, *Treasurer.*

[B.]

Dr.	*Income Account.*	*Receipts of Road.*		*Contra.*	Cr.
1859.			1859.		
June 1.	To Balance of this Account, per Treasurer's Report of June 1, 1858, ...	$87,418 97	June 1.	By Operating Account, from June 1, 1858, to June 1, 1859, ...	$1,072,732 88
	To Receipts of Road from June, 1, 1858, to June 1, 1859, per Statement C, . . .	1,889,777 95		Annual payment towards Sinking Fund, ...	60,000 00
				Interest and Exchange Account, from June 1, 1858, to June 1, 1859, . .	735,488 07
				Balance to New Account, ...	108,975 97
		$1,977,196 92			$1,977,196 92
	To balance of Income Account this day, .	$108,975 97			

(E. E.)

Boston, June 1, 1859.

ISAAC LIVERMORE, *Treasurer.*

[C.]

Gross Receipts of Road, for Year ending May 31, 1859.

Months.	Freight.	Passengers.	Miscellaneous.	Total.	Amount.
1858.					
June,	$70,503 67	$100,051 26	$2,600 00	$173,154 93	
July,	50,750 70	92,658 54	12,000 01	156,309 25	
August,	54,655 33	84,860 41	2,748 60	142,264 34	
September,	113,766 52	77,020 38	13,041 24	203,828 14	
October,	113,003 07	133,980 21	2,470 63	249,453 91	
November,	68,360 66	108,313 77	12,935 01	189,609 44	
December,	73,117 95	65,934 83	2,550 99	141,603 77	
1859.					
January,	57,955 27	53,208 70	1,775 61	112,939 58	
February,	49,887 01	51,872 87	12,300 84	114,060 72	
March,	59,146 11	71,092 61	1,570 04	131,808 76	
April,	61,547 58	89,195 42	1,855 97	152,598 97	
May,	56,955 10	63,229 44	1,961 60	122,146 14	
	$829,648 97	$991,418 44	$68,710 54		$1,889,777 95
					$1,889,777 95

Operating Account and Interest for Year ending May 31, 1859.

Date.	Account.	Amount.	Amount.
1859. June 1,	Road Repairs,	$218,201 48	
	Building Repairs,	43,980 84	
	Locomotive Repairs,	72,098 69	
	Car Repairs,	84,717 51	
	Locomotive Service,	43,601 27	
	Train Service,	38,827 79	
	Station Service,	256,021 89	
	Fuel,	122,901 19	
	Oil and Waste,	24,002 05	
	Stationery and Printing,	13,202 39	
	Taxes,	93,180 08	
	Telegraph,	12,810 18	
	Steamers,	2,679 34	
	Miscellaneous,	60,958 28	
			$1,072,782 88
	Amount of annual payment towards Sinking Fund,		60,000 00
	Interest and exchange paid from June 1, 1858, to June 1, 1859,		735,488 07
	Excess of receipts from Road over debits to operating account, from June 1, 1858, to June 1, 1859,		21,557 00
			$1,889,777 95

E. E.

BOSTON, June 1, 1859.

ISAAC LIVERMORE, *Treasurer.*

[CIRCULAR.]

THE MICHIGAN CENTRAL RAILROAD COMPANY.

TREASURER'S OFFICE, December 24, 1858.

To the Holders of Bonds of this Company maturing in 1860 :—

There will mature during the year 1860 bonds to the amount of $1,275,000. As an inducement to the holders of the bonds to exchange them for other bonds having a longer period to mature, the Company proposes to issue, dollar for dollar, in exchange for the above mentioned bonds, others maturing in the year 1882, secured by the first and only mortgage, bearing eight per cent. interest, and also additionally secured by an annual payment from the earnings of the road to a Sinking Fund, of a sufficient amount, with the excess which may reasonably be anticipated from the Sinking Fund already established and provided for, to absorb at maturity this amount of $1,275,000.

By the Trust Mortgage Deed, made by the Company to John M. Forbes, Nathaniel Thayer and H. H. Hunnewell, Trustees, under date of 29th September, 1857, provision was made for a Sinking Fund, by an annual payment from the Company to the Trustees of sixty thousand dollars; and this Sinking Fund was created to secure the payment of $3,160,000 Bonds. This annual payment to the Trustees was to be invested by them in the purchase of the Bonds for whose security the Fund was created, if the Bonds could be procured at a rate not to exceed ten per centum above their par value, and failing this, to be invested at the discretion of the Trustees.

It will be found upon computation that this annual payment of sixty thousand dollars, accumulating from the time of the first payment to the maturity of the Bonds, and calculated at the rate of seven per centum per annum interest, (a rate even less than may reasonably be expected, as the Bonds for the purchase of which provision is made bear eight per cent. per annum) will amount to $3,549,529.10.

Say estimated amount of Sinking Fund at maturity of Bonds, ...	$3,549,529 10
Total amount of Bonds secured by above Sinking Fund, ...	3,160,000 00
Surplus applicable to new Sinking Fund, .	$389,529 10

From the above it will appear that of the $1,275,000 Bonds maturing in 1860—if renewed or extended as proposed—there will be met from the Sinking Fund already established $389,-529.10, leaving to be provided for by a new fund, $885,470.90. Computing the accumulation of an additional payment of $15,000 per annum in the same manner and at the same rate, it will be be found to amount at the time of the maturity of the Bonds, to $887,382.27—a sufficient sum to absorb the entire amount. The Company, therefore, proposes to the holders of the Bonds maturing in 1860 to create this additional Sinking Fund, as an inducement to them to exchange for Bonds maturing in 1882, which last Bonds will be secured as above.

It should be borne in mind that even should the amount of payment to the Sinking Fund as proposed not yield as freely as is now anticipated and stated above, yet the absorption of so large an amount of the securities of the Company must necessarily make the payment of such amount as the Sinking Fund might, under disadvantageous circumstances, fail to meet, certain, and the securities now offered undoubted in their character.

As it will be essential to the Company to know at a date previous to the maturity of the 1860 Bonds, whether or not they will be exchanged as above proposed, that provision may be made for their payment from other sources, it will be necessary that the time for which the present proposition of the Company shall hold good should be limited, the Company therefore proposes to exchange as above at any time previous to October 1, 1859.

Per order of the Directors,

ISAAC LIVERMORE, *Treasurer.*

TRUSTEES' REPORT.

To the President and Directors of the Michigan Central Railroad Company:—

The Trustees appointed under the Trust Mortgage Deed of the Michigan Central Railroad Company, to John M. Forbes, Nathaniel Thayer and H. H. Hunnewell, Trustees, under date of September 29, 1857, report: That the accompanying statement shows the present standing of the Sinking Fund, the care of which was intrusted to them, by which it appears that the balance to the credit of that account, on the 1st day of June, 1859, was:—

In Bonds at par, ...	$64,000 00
Balance of Cash in hands of Trustees, . .	800 32
Total, ...	$64,800 32

STATEMENT.

Received from the Treasurer of the Michigan Central Railroad Company, being first payment on account of the Sinking Fund,		$60,000 00
Interest Coupons collected from $62,000 of Bonds, . . .		2,480 00
$10,000 in Bonds, at 95 per cent. of their par value,	$9,500 00	
20,000 " " 95¼ " " "	19,050 00	
32,000 " " 95½ " " "	30,560 00	
2,000 " " 95 " " "	1,900 00	
Commission for purchase of $64,000 in Bonds, at 1 per cent. on cost of same, $61,010, . . .	610 10	
Amount paid for postages and notarial fees, . .	9 58	
Amount paid for clerk hire for 6 months, to April 1,	50 00	
Balance. Cash in hands of Trustees, . . .	800 32	
	$62,480 00	$62,480 00

We have alse countersigned sixty-six Mortgage Bonds of $1,000 each, and exchanged the same for an equal number of old Bonds, which have been cancelled as provided for in the mortgage.

We have notice of a few others being ready for exchange in London.

J. M. FORBES,
H. HOLLIS HUNNEWELL,
Trustees.

AUDITOR'S REPORT.

To the Directors of the Michigan Central Railroad Company:

BOSTON, June 15, 1859.

Gentlemen,—I have examined the Treasurer's books in Boston, and the Superintendent's books in Detroit, and have found them to be correctly kept, and supported by proper vouchers.

Respectfully,

WILLIAM BOOTT, *Auditor.*

SUPERINTENDENT'S REPORT.

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

The following Report and Tables relating to the business and expenses of operating the road for the year ending May 31st, 1859, is respectfully submitted.

BUSINESS OF THE ROAD.

The gross earnings of the road for the year have been $1,838,129.67 made up as follows:—

Earnings from Passengers, ...	$938,609 39
" " Freight, ...	831,435 46
" " Miscellaneous, ...	68,084 82
	$1,838,129 67

The result showing a falling off from the previous year's earnings of $590,627.85 divided among the different branches of traffic as follows:—

Decrease in Passenger earnings, ...	$382,430 17
" " Freight "	202,312 86
" " Miscellaneous "	5,884 82
	$590,627 85

It is presumed that this large falling off in the revenues of the road will not surprise any one, all being familiar with the general prostration of the business of the West and North-west, owing principally to the general failure of the last season's crops.

To the difficulties existing between the four great Eastern lines may be attributed in a measure the unfavorable results in the freight earnings of the last half year, as the opening of the Pittsburg, Fort Wayne and Chicago Road to Chicago connecting the Pennsylvania Road with the North-west, both being under one management, has forced the more northern lines to participate to some extent in the difficulties of their Eastern allies, and the result has been that all the lines have been compelled to transport a large proportion of through winter and spring freights at rates that have afforded but little or no profits, and at such low figures as to make a decided impression upon the receipts of that branch of traffic.

The large falling off in passenger earnings is owing partially to the opening of new avenues of travel, but more especially to the general depression of business and consequent general desire or necessity of economy by the public.

The business arrangements of the Company with other lines remains unchanged; at Chicago, the Illinois Central, Galena and Chicago Union, Chicago, Burlington and Quincy Railroads and Lake Michigan Steamboat Line transact their business as heretofore upon the same premises with this Company, which arrangement, after much experience, is found to be mutually advantageous in the prompt interchange of business.

The arrangements with the daily line of steamers between Detroit and Cleveland are the same as heretofore.

ARRANGEMENT OF TRAINS.

From the 9th of May, 1858, until the 28th November, there were run three through express passenger trains each way daily, except Sundays, after which and until the 3d of April two express trains were run, and a mixed train for mails, express and freight.

Upon the third of April the Spring and Summer arrangement took effect, being three through passenger trains each way daily, except Sundays, and a mixed train daily between Jackson and Detroit; during the most of the year it has been necessary to run a train between Michigan City and Chicago each way daily, for the accomodation of the Cincinnati business, *via* the New Albany and Salem and connecting roads. An emigrant and through freight westward, and stock and

through freight eastward, has been run daily, and way freight trains have been run as the business required. Statement I., shows the mileage of all trains this year to be 100,101 less than last. Trains have all been run at moderate speed, about the same as last year.

OPERATING EXPENSES.

The total amount of expenses of working and repairs for the year, as shown in table H., has been $1,072,732.88, being less than last year by $591,039.48 or 35 per cent. Taking out the State taxes, the cost of working has been 53 per cent. of the gross earnings.

The cost of working the road, besides the ordinary expenses, includes much of an extraordinary nature, for instance, rebuilding entirely new the double track pile bridge at Detroit, 768 feet in length, and rebuilding anew 16 others upon the line, the aggregate length of which is 2,148 feet; 10 arched stone culverts to take the place of others built of wood; cost of re-rolling and placing in track of upwards of 1,000 tons new rails; 5,000 new chairs to take the place of old cast iron ones; about 83,000 new ties; some 30 miles new board fence; difference in cost of building 100 large size cattle cars, to replace the same number of a smaller size sold the Hannibal and St. Joseph Railroad Company; building 25 new cars of same kind; 15 hand and repairing cars to replace others gone out of use from age.

ROAD REPAIRS.

This account embraces the general repairs of road-bed, track, bridges, culverts and fences, and it also includes the materials and labor used in renewing the bridges, culverts and fence mentioned above, 1,045 tons rail re-rolled, 5,000 new chairs, 83,136 new ties.

Commencing the year with the track in very good condition combined with a favorable winter, has resulted in keeping the expenses in this branch down to within reasonable limits; taking into account the cost chargeable to renewals as noted, the total of this account bears a favorable comparison with that of previous years; the track, as a general thing, is in first rate

condition, and can be kept so at less cost for repairs for the coming than for the year just closed.

It will be necessary to rebuild this season, some others of the pile bridges, but not to an extent that will prevent a favorable comparison with the accounts of the past year.

BUILDING REPAIRS

Includes the maintenance and improvements made upon all station buildings, repair shops, engine houses, and structures of every kind upon the line. This account is less than last year by about 20 per cent., and it is believed that much greater reduction in this item of expense will be the result the coming year, as the buildings generally are in good condition.

LOCOMOTIVE REPAIRS.

The repairs of engines this year is $72,098.09, being less than last year by $90,081.12, a reduction of over 55 per cent. This result verifies the prediction in the Report of last year, and shows the great importance of keeping the track in good order, the state of the track having an important influence for or against this item of expense.

The Company have the same number of engines as at the date of last Report: 98 of all kinds, (See Schedule J.,) and with but few exceptions in better working order than usual.

During the year, three of the old ten-wheel six driver freight engines have been rebuilt and changed to four-drivers outside connected, 16 by 22 inch cylinders, with all the later improvements of the large class freight engines heretofore built by the Company.

There is now on hand a large portion of the materials for rebuilding two more of this class of engines, paid for and charged in this account.

Tender-frames have been built for three engines, eight have had new flue-sheets, two have had new crank axles; a large number of new axles, engine truck and tender wheels have been put in.

There will be no difficulty in the present improved condition of the track, in keeping this branch of the expenses down to its proper limit, and it is hoped that still further improvements may be attained.

REPAIRS OF CARS.

Cost of car repairs for year ending May 31, 1858, was	$134,715 83
Cost of same for this year, ...	84,717 51
In favor of present year, of	$49,998 32

Or about 37 per cent. less than last year.

This item of expense embraces the repairs and renewals of the entire rolling stock with the exception of locomotives.

In addition to the ordinary repairs of the year, there has been built 100 large live stock eight-wheel cars of improved pattern, to replace the same number of a smaller size eight-wheel car sold the Hannibal and St. Joseph Railroad Company, the cost of which, less the amount received for those sold, is included in this branch of expense. There has also been built entirely new, to replace those gone out of use, 25 large cattle cars like above, and 15 stand and repairing cars.

The entire stock of all kinds, with the exception of three passenger cars, is in good condition; the three passenger cars among the first built will have to be renewed, but it may not be necessary to do it this year.

For schedule of cars see Statement K.

LOCOMOTIVE, TRAIN, STATION AND TELEGRAPH SERVICE.

The cost of these branches of service has been much reduced by the less number of men employed and the general reduction of wages paid, and it is believed that a large increase of business would add but little to it.

Locomotive Service.

Year ending May 31, 1858, ...	$71,911 96
This year, ...	43,601 27
In favor of this year, ...	$28,310 69

Or say 39 per cent. less than last.

Train Service.

Year ending May 31, 1858,	$51,711 52
This year,	38,827 79
In favor of this year,	$12,883 73

Or say 25 per cent. less than last.

Station Service.

Year ending May 31, 1858,	$326,859 34
This year,	256,021 89
In favor of this year,	$70,837 45

Or say 22 per cent. less than last.

Telegraph Line.

Year ending May 31, 1858,	$18,355 83
This year,	12,810 18
In favor of this year,	$5,545 65

Or say 30 per cent. less than last.

The general condition of the road was never better than at the present time. The road-bed, track and fences are in good order. Station buildings, shops and tools are in good repair, and road furniture in general efficient working condition, and although efforts have been, and are constantly being made by all those having the direction of the different departments to reduce the operating expenses of the line to the utmost, a proper care has been had that it should not be done to the neglect of any part of the Company's property.

Should the returning prosperity of the West, which the present flattering condition of the crops gives all confidence in predicting, add largely to the business of the line the coming year, it will not add materially if at all to the aggregate working expenses.

R. N. RICE, *General Superintendent.*

TABLES

TO

SUPERINTENDENT'S REPORT.

1859.

[A.]

STATEMENT *of the Number of Way Passengers, and the Earnings from the same, for the Years ending May* 31, 1858, *and May* 31, 1859.

MONTHS.	NO. OF WAY PASSENGERS.		WAY PASSENGER EARNINGS.	
	Year ending May 31, 1858.	Year ending May 31, 1859.	Year ending May 31, 1858.	Year ending May 31, 1859.
1858.				
June, ...	33,517½	21,725½	$48,185 94	$30,750 16
July, ...	33,520½	26,909½	45,293 73	32,358 74
August, ...	29,642½	23,286½	41,493 30	32,634 39
September, . . .	34,640	25,970½	53,389 01	39,387 76
October, ...	35,663	30,440	55,986 35	44,928 41
November, . . .	23,942½	22,324	37,885 72	31,533 29
December, . . .	21,023½	19,655½	30,890 27	26,488 93
1859.				
January, ...	18,120	18,977	25,118 11	26,720 03
February, . . .	13,671	16,355	19,258 60	22,115 41
March, ...	21,795½	23,834½	31,108 10	31,856 27
April, ...	22,017	20,445½	34,086 04	30,025 52
May, ...	19,719	19,434½	30,175 34	29,179 97
Totals, . . .	307,272	269,358	$452,870 51	$377,978 88

[B.]

STATEMENT *of the whole Number of Passengers, and the Earnings from the same, for the Years ending May* 31, 1858, *and May* 31, 1859.

MONTHS.	WHOLE NO. OF PASSENGERS.		PASSENGER EARNINGS.	
	Year ending May 31, 1858.	Year ending May 31, 1859.	Year ending May 31, 1858.	Year ending May 31, 1859.
1858.				
June, ...	56,878	32,462½	$159,252 94	$99,249 56
July, ...	52,556	35,437½	139,338 64	82,488 20
August, ...	45,298	32,752	126,839 08	89,060 99
September, . . .	57,381	37,447	174,797 64	113,082 67
October, ...	54,143½	41,033½	153,612 42	103,603 29
November, . . .	34,291½	29,947	98,940 26	73,111 37
December, . . .	27,264½	24,695½	73,746 72	57,954 30
1859.				
January, ...	22,152½	22,322	53,611 30	50,090 06
February, . . .	17,319	19,979½	45,215 06	48,029 76
March, ...	29,139½	30,666	81,896 52	77,837 87
April, ...	34,709½	27,467½	114,773 79	73,855 13
May, ...	30,823½	27,317	99,015 19	70,246 19
Totals, . . .	461,956½	361,527	$1,321,039 56	$938,609 39

[C.]

STATEMENT, *showing the Amount received from Wheat and Flour, and all other Freights, for the Years ending May* 31, 1858, *and May* 31, 1859.

MONTHS.	AMOUNT RECEIVED FROM WHEAT AND FLOUR.		AMOUNT RECEIVED FROM OTHER FREIGHT.	
	Year ending May 31, 1858.	Year ending May 31, 1859.	Year ending May 31, 1858.	Year ending May 31, 1859.
1858.				
June, ...	$5,061 20	$12,747 88	$73,625 86	$52,848 26
July, ...	3,236 46	9,420 01	62,656 50	45,813 76
August, ...	17,664 27	24,950 67	70,554 85	56,050 42
September, . . .	27,298 64	38,196 82	92,981 38	67,293 13
October, ...	37,368 71	29,693 41	65,593 47	70,569 45
November, . . .	58,570 14	13,223 73	48,420 92	63,961 02
December, . . .	34,504 48	6,391 92	56,089 55	60,470 61
1859.				
January, ...	24,050 89	6,364 57	38,705 10	39,695 01
February, . . .	11,445 62	7,699 69	45,040 12	42,131 56
March, ...	18,599 23	6,230 77	59,334 18	62,484 73
April, ...	28,842 84	6,481 06	73,393 97	57,310 25
May, ...	15,095 90	8,139 38	65,614 04	43,267 35
Totals, . . .	$281,738 38	$169,539 91	$752,009 94	$661,895 55

[D.]

STATEMENT *of the Earnings of the Michigan Central Railroad, from June* 1, 1858, *to May* 31, 1859, *inclusive.*

MONTHS.	Passengers.	Freight.	Miscellaneous.	Total.
1858.				
June, ...	$99,249 56	$65,596 14	$6,001 88	$170,847 58
July, ...	82,488 20	55,233 77	6,150 48	143,872 45
August, ...	89,060 99	81,001 09	5,998 74	176,060 82
September, . . .	113,082 67	105,489 95	6,001 88	224,574 50
October, ...	103,603 29	100,262 86	6,001 88	209,868 03
November, . . .	73,111 37	77,184 75	6,001 88	156,298 00
December, . . .	57,954 30	66,862 53	5,291 88	130,108 71
1859.				
January, ...	50,090 06	46,059 58	5,236 86	101,386 50
February, . . .	48,029 76	49,831 25	5,098 34	102,959 35
March, ...	77,837 87	68,715 50	5,311 29	151,864 66
April, ...	73,855 13	63,791 31	5,496 86	143,143 30
May, ...	70,246 19	51,406 73	5,492 85	127,145 77
Totals, . . .	$938,609 39	$831,435 46	$68,084 82	$1,838,129 67

[E.]

CONDENSED STATEMENT

OF THE BUSINESS OF THE MICHIGAN CENTRAL RAILROAD FOR THE LAST SIX YEARS.

Years ending	Number of Way Passengers.	No. of Through Passengers.	Total number of Passengers.	No. of Tons of Freight Moved.	Gross Earnings.	Operating Disbursements, including Taxes.	Net Earnings.
May 31, 1854, ...	245,028	112,908	357,936	216,560	$1,579,412 64	$903,944 38	$675,468 26
May 31, 1855, ...	345,138½	158,635½	503,774	241,825	2,215,283 73	1,335,627 48	879,656 25
May 31, 1856, ...	389,510	161,270	550,780	231,293	2,800,442 81	1,571,817 99	1,228,624 82
May 31, 1857, ...	406,600½	187,029½	593,630	328,939	3,104,602 69	2,083,199 36	1,021,403 33
May 31, 1858, ...	307,272	154,684½	461,956½	276,294	2,428,757 52	1,531,218 04	897,539 48
May 31, 1859, ...	269,358	92,169	361,527	235,123	1,838,129 67	1,072,732 88	765,396 79

[F.]

MONTHLY STATEMENT

Of Freight moved during the Year ending May 31, 1859.

ARTICLES.		JUNE.	JULY.	AUGUST.	SEPT'R.	OCTOBER.	NOV'R.	DEC'R.	JAN'Y.	FEB'Y.	MARCH.	APRIL.	MAY.	Total.
Apples,	bbls.	50	4	304½	3,755	5,205	2,066	256½	59	21	188	211	5	12,625
Ale and Beer,	"	585	500½	447½	426	432	462½	410½	342½	436½	442½	699	679	5,863½
Ashes,	tons,	18	16	2	6	15	18	9	16	18	21	29	15	183
Barley,	bush.	193	707	563	2,554	10,579	1,671	1,186	1,182	1,848	1,257	1,172	75	22,977
Buckwheat Flour,	tons,	–	3	–	1	4	–	–	–	–	–	–	–	8
Beans,	bush.	341	280	532	76	792	1,925	162	3,002	4,489	2,013	696	91	14,399
Bran and Shorts,	tons,	189	337	348	335	336	294	321	243	187	168	184	160	3,047
Beef,	bbls.	71	112½	8	70	4	110	942	292	162	1,829	146	40	3,286½
Butter,	tons,	31	9	14	27	78	46	70	37	32	36	6	27	415
Corn,	bush.	19,156	26,400	10,508	10,954	15,108	8,218	30,215	39,397	60,220	40,680	18,933	33,078	307,867
Corn Meal,	bbls.	183	182	203	264	239	102	310	280	148	245	430	819	3,405
Cheese,	tons,	23	33	45	32	39	44	13	3	2	7	17	26	284
Cranberries,	bbls.	3	–	19	332	540	364	80	105	319	64	18	3	1,847
Coal,	tons,	163	282	413	270	296	361	216	149	172	146	353	478	3,298
Fruit, dried,	"	23	4	1	5	5	9	39	36	26	18	27	27	220
Flour,	bbls.	22,513	18,672	53,596½	89,867	69,740½	33,848½	15,278	16,442	16,962	15,507	14,473	16,723½	383,623
Furniture and Luggage,	tons,	227	196	210	281	400	353	240	158	152	366	434	342	3,359
Grass and Clover Seed,	"	–	3	17	14	11	3	21	71	30	82	30	6	338
Garden Roots,	bush.	12,564	1,425	473	1,326	12,508	16,866	2,033	1,158	1,046	15,232	27,453	19,493	111,572
Ham and Bacon,	tons,	6	2	6	21	4	40	234	261	113	311	7	7	1,012
High Wines,	bbls.	321	158	188	178	119	92	245	404	459	445	106	147	2,862
Hides,	tons,	45	32	12	44	81	309	469	200	154	186	261	73	1,856
Iron and Nails,	"	281	228	260	338	370	371	151	118	167	359	530	377	3,550
Lime,	"	174	172	196	161	146	111	84	10	24	93	193	168	1,531
Lumber,	feet,	1,226,187	1,549,225	1,172,856	1,456,273	1,833,208	1,145,058	720,824	975,118	1,260,286	1,010,745	1,244,098	1,031,023	14,624,896
Laths,	tons,	132	74	170	128	162	142	40	32	29	87	76	81	1,103
Leather,	"	59	68	80	93	59	99	93	74	80	74	90	69	928
Merchandise, miscellaneous	"	3,338	3,018	3,677	5,696	5,034	4,969	3,716	2,342	2,650	4,998	6,333	4,899	50,660
Oats,	bush.	23,271	29,977	5,154	4,795	4,415	2,038	2,653	4,380	6,645	6,976	4,645	3,269	98,218
Other Agricult'l Products,	tons,	47	29	17	22	83	124	59	31	33	76	40	64	625
Plaster,	"	13	3	1	95	6	753	278	68	283	1,332	969	446	4,247
Pig Iron,	"	12	75	31	13	26	–	12	11	31	34	26	19	290
Pelts and Skins,	"	25	21	7	7	14	24	45	36	44	39	33	50	345

Pork,	bbls.	140½	140	80	306½	1,366½	2,502	9,331½	5,814	1,725½	2,430½	466½	164	24,467½
Pork in Hog,	tons,	–	–	–	–	5	178	1,355	651	201	6	1	–	2,397
Salt,	bbls.	3,454	3,653	3,882	5,545	3,797	4,310	2,010	350	84	246	424	1,013	28,768
Stores,	tons,	20	15	84	108	82	72	10	5	4	9	30	53	492
Shingles,	M.	921	1,604¼	799	1,422	1,382¾	1,121½	483	992	1,630¾	1,728	1,768½	1,058¾	14,911½
Wool,	tons,	64	598	46	20	12	96	11	5	28	15	14	14	923
Wheat,	bush.	59,970	43,545	113,171	137,325	95,910	105,146	30,854	20,377	33,562	26,107	37,476	52,018	755,961
Whiskey,	bbls.	487½	683	617½	660	496	499½	397	362½	428½	411	414	321	5,777½
Cattle, Neat,	No.	5,372	2,367	4,440	2,442	1,990	1,748	806	1,343	1,304	2,547	2,321	2,313	28,993
Horses,	No.	68	81	91	66	79	62	46	21	72	166	207	80	1,039
Hogs,	No.	9,374	6,234	15,755	11,924	18,972	24,286	7,294	5,005	5,368	9,671	6,224	9,898	130,005
Sheep,	No.	251	438	175	245	302	595	349	1,540	439	281	505	997	6,117
Wood,	cords,	74	155	122	213½	6	404½	1,030½	1,314	654¼	138½	47½	–	4,154¾
Stone, Sand and Brick,	tons,	50	76	186	88	139	347	25	4	9	10	102	112	1,148
Total in tons,	. . .	17,183	15,595	22,393	28,923	26,488	23,867	17,592	15,052	14,721	17,984	18,402	16,923	235,123

[G.]

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

Articles.		Years Ending May 31,					
		1854.	1855.	1856.	1857.	1858.	1859.
Apples, ...	bbls.	16,774	38,198½	50,445½	40,966	55,368½	12,625
Ale and Beer, .	bbls.	3,411	3,900	2,891	4,486	4,522	5,863½
Ashes, ...	tons,	177	104	82	159	189	183
Barley, ...	bush.	43,675	35,777	29,160	25,230	22,023	22,977
Buckwheat Flour,	tons,	27	13	56	119	96	8
Beans, ...	bush.	2,472	9,189	1,423	9,054	8,057	14,399
Bran and Shorts,	tons,	1,656	1,899	1,797	2,055	2,158	3,047
Beef, ...	bbls.	2,625	4,473½	7,773	1,814	11,380	3,286½
Butter, ...	tons,	167	372	325	282	585	415
Corn, ...	bush.	377,257	790,979	495,862	667,971	244,691	307,867
Corn Meal, . .	bbls.	1,916	4,073	5,912	4,059	2,559	3,405
Cheese, ...	tons,	165	235	489	628	770	284
Cranberries, . .	bbls.	980	597½	224	6,601	1,624	1,847
Coal, ...	tons,	1,823	2,312	2,652	2,614	2,719	3,298
Fruit, dried, . .	tons,	406	424	813	2,555	462	220
Flour, ...	bbls.	387,764½	366,220	319,722½	371,734½	519,455½	383,623
Furniture & Luggage, ...	tons,	2,528	3,406	4,586	5,735	4,381	3,359
Grass Seed, . .	tons,	489	429	603	475	383	338
Garden Roots, .	bush.	35,500	72,966	44,733	100,433	107,482	111,572
Ham and Bacon,	tons,	815	670	337	984	1,084	1,012
High Wines, . .	bbls.	5,818	5,634½	5,160	4,715	3,338	2,862
Hides, ...	tons,	529	481	672	910	1,336	1,856
Iron and Nails, .	tons,	4,658	8,422	4,674	5,757	3,374	3,550
Lime, ...	tons,	833	1,038	1,479	1,246	1,429	1,531
Lumber, . . .	feet,	14,440,045	14,975,625	18,823,724	23,758,294	17,220,049	14,624,896
Laths, ...	tons,	1,296	1,183	1,377	1,352	1,339	1,103
Leather, . . .	tons,	437	589	732	1,064	851	928
Mill Stones, . .	tons,	18	17	27	58	68	-
Merchandise, Miscellaneous, . .	tons,	35,033	45,529	61,284	85,250	56,199	50,660
Oats, ...	bush.	238,276	422,697	193,753	277,711	284,921	98,218
Other Agricultural Products, .	tons,	330	727	799	1,135	1,040	625
Plaster, . . .	tons,	3,103	3,293	2,698	3,235	2,623	4,247
Pig Iron, . . .	tons,	571	430	774	1,165	460	290
Pelts and Skins, .	tons,	190	247	433	515	302	345
Pork, ...	bbls.	25,172½	18,393½	11,979	12,603	24,112½	24,467½
Pork in Hog, . .	tons,	2,509	4,620	7,775	2,522	2,712	2,397
Salt, ...	bbls.	21,705	27,453½	24,527	23,636	24,931	28,768
Stoves, ...	tons,	744	1,074	1,148	970	875	492
Shingles, . . .	M.	8,025	8,796½	12,394½	14,820	13,313	14,911½
Wool, ...	tons,	677	754	993	1,187	1,021	923
Wheat, ...	bush.	1,275,394	1,077,257	582,542	1,099,080	1,084,465	755,961
Whiskey, . . .	bbls.	5,592½	7,037½	4,878	8,686	7,455	5,777½
Cattle, Neat, . .	No.	7,238	12,109	26,840	45,740	33,590	28,993
Horses, ...	No.	1,647	3,530	4,002	3,775	1,517	1,039
Hogs, ...	No.	15,165	37,051	169,355	243,065	125,106	130,005
Sheep, ...	No.	10,432	11,323	11,830	19,320	11,057	6,117
Stone, Sand and Brick, . . .	tons,	3,304	5,540	2,251	485	2,010	1,148
Wood, ...	cords	5,745	1,695	383	708¾	3,599	4,154¾
Total, in tons,	. .	216,583	241,825	249,595	328,939	276,294	235,123

[H.]

STATEMENT

Of Monthly Expenses on account of operating the Michigan Central Railroad, from June 1, 1858, to May 31, 1859, inclusive.

Months.	Road Repairs.	Building Repairs.	Locomot'e Repairs.	Car Repairs.	Locomot'e Service.	Train Service.	Station Service.	Fuel.	Oil and Waste.	Station'ry.	Telegraph Operation.	Taxes.	Miscella-neous.	Steamboat Account.	Total.
1858. June,	$22,316 48	$4,064 09	$10,402 94	$7,258 15	$4,485 03	$8,318 32	$19,725 05	$8,809 46	$2,967 32	$767 15	$1,416 91	–	$6,831 89	–	$92,362 79
July,	23,659 44	3,717 53	5,365 33	8,824 78	4,393 26	3,754 90	18,489 19	22,514 79	1,945 41	864 71	1,151 40	–	5,891 72	–	100,572 46
August,	28,825 87	2,580 70	6,395 40	8,242 45	3,743 78	3,734 07	17,320 46	8,837 91	2,571 35	1,068 11	1,378 45	–	2,892 15	–	82,590 79
Sept.	30,602 63	2,793 85	6,032 97	9,644 50	4,047 69	3,437 17	18,602 84	7,210 54	1,823 76	789 29	1,000 20	–	3,473 35	–	89,458 81
Oct.	26,737 18	3,885 99	7,112 63	8,286 52	3,815 16	3,820 03	18,963 33	8,559 82	2,839 19	993 48	1,239 86	–	3,062 34	–	89,285 33
Nov.	28,539 69	3,637 85	6,064 81	6,119 38	4,603 95	3,645 21	38,756 87	9,996 10	2,121 83	1,773 75	1,191 01	$2,051 56	2,126 44	$1,891 71	117,520 16
Dec.	8,709 56	2,862 75	5,047 28	6,026 24	3,622 08	3,040 37	23,392 70	9,710 52	1,343 23	1,207 05	1,231 24	11,485 54	9,611 54	–	87,290 10
1859. Jan.	6,230 39	1,917 02	4,648 76	4,759 20	2,968 41	2,873 97	15,594 84	10,516 04	1,770 66	1,228 75	903 62	–	1,999 82	–	55,411 48
Feb.	7,508 23	1,447 37	5,218 86	4,308 77	2,764 96	2,731 47	13,309 77	9,642 50	1,726 57	665 19	777 57	78,779 71	1,636 61	67 22	130,584 80
March,	9,292 51	3,061 38	6,024 53	2,775 41	2,788 71	2,820 40	16,208 31	9,953 61	1,560 98	950 27	970 14	863 27	4,114 84	720 41	62,104 77
April,	10,138 62	4,277 47	3,946 82	4,454 36	3,207 47	2,790 46	20,866 09	9,302 53	2,150 16	1,455 51	729 88	–	3,207 72	–	66,527 09
May,	15,640 83	4,684 84	5,838 17	14,017 95	3,160 77	2,861 42	34,822 44	7,847 37	1,781 62	1,439 13	819 90	–	6,109 86	–	99,024 30
Totals,	213,201 48	$43,930 84	$72,098 59	$84,717 51	$43,601 27	$38,827 79	256,021 89	122,901 19	$24,602 05	$13,202 39	$12,810 18	$93,180 08	$50,958 28	$2,679 34	1,072,732 88

[I.]

STATEMENT *of Miles run by Locomotives during the Year, from June* 1, 1858, *to May* 31, 1859, *inclusive.*

MONTHS.	Passenger Trains.	Freight Trains.	Lumber, Wood, and Working Trains.	Total.
1858.				
June, ...	52,901	40,790	10,904	104,595
July, ...	51,859	42,022	9,262	103,143
August, ...	51,973	42,153	10,700	104,826
September, ...	49,187	44,657	11,818	105,662
October, ...	56,137	42,266	10,308	108,711
November, ...	53,777	41,411	9,760	104,948
December, ...	52,192	32,357	7,869	92,418
1859.				
January, ...	49,532	33,436	6,848	89,816
February, ...	45,649	29,336	5,993	80,978
March, ...	53,128	32,786	8,567	94,481
April, ...	56,909	35,872	7,764	100,545
May, ...	58,525	31,275	8,020	97,820
Totals, ...	631,769	448,361	107,813	1,187,943

[J.]

SCHEDULE *and Description of Locomotives.*

NAMES.	Where Built.	Cylinders.	Diameter of Drivers.	No. of Drivers.
Ranger,	Detroit Locom. Works,	16—22	5 ft. 6 in.,	4
Rambler,	" " "	"	"	4
Rattler,	" " "	"	"	4
Rover,	" " "	"	"	4
Racer,	" " "	"	"	4
Rusher,	" " "	"	"	4
Bald Eagle,	Manchester,	16—20	"	4
White Eagle,	"	"	"	4
Grey Eagle,	"	"	"	4
Black Eagle,	"	"	"	4
American Eagle,	"	"	"	4
Golden Eagle,	"	"	"	4
White Cloud,	"	"	"	4
Flying Cloud,	"	"	"	4
Rocket,	"	"	"	4
Storm,	"	"	"	4
North Wind,	"	"	"	4
East Wind,	"	"	"	4
South Wind,	"	"	"	4
West Wind,	"	"	"	4
Whirlwind,	"	"	"	4
Trade Wind,	"	"	"	4
Arab,	Detroit Locom. Works,	"	"	4
Mameluke,	" " "	"	"	4
Circassian,	" " "	"	"	4
Corsair,	" " "	"	"	4
Egyptian,	" " "	"	"	4
Persian,	" " "	"	"	4
Grey Hound,	Lowell,	16—22	"	4
Stag Hound,	"	"	"	4
Fox Hound,	"	"	"	4
Wolf Hound,	"	"	"	4
Pioneer,	Hinckley & Drury,	15—18	5 feet,	4
Herald,	" "	"	"	4
Reindeer,	" "	"	"	4
Antelope,	" "	"	"	4
Mayflower,	" "	"	"	4
Comet,	Mich. Central Shop,	14—20	"	4
Gazelle,	" " "	"	"	4
Torrent,	" " "	"	"	4
Hurricane,	" " "	15—18	"	4
Cataract,	" " "	"	"	4
Jupiter,	Manchester,	16—20	4 feet,	6
Saturn,	"	"	"	6
Neptune,	"	"	"	6
Pluto,	"	"	"	6
Black Bear,	Detroit Locom. Works,	"	"	6

SCHEDULE *of Locomotives*—Continued.

NAMES.	Where Built.	Cylinders.	Diameter of Drivers.	No. of Drivers.
Rocky Mountain,	Hinckley & Drury,	16—20	4 feet,	6
Salamander,	" "	"	"	6
Ætna,	" "	"	"	6
Samson,	Michigan Central Shop,	"	"	6
Giant,	" " "	"	"	6
Tiger,	" " "	"	"	6
Ajax,	Manchester,	15—24	4 ft 6 in.,	4
Atlas,	"	"	"	4
Ceres,	"	"	"	4
Stranger,	"	"	5 feet,	4
Foreigner,	Rogers,	15—22	"	4
Saxon,	"	16—22	4 ft 10 in.,	4
America,	"	"	"	4
Dolphin,	Schenectady,	15—22	4 ft 6 in.,	4
Grampus,	"	16—22	4 ft 10 in.,	4
Porpoise,	"	"	"	4
Mars,	Detroit Locom. Works,	"	"	4
White Bear,	" " "	"	"	4
Niagara,	" " "	"	"	4
Peninsula,	" " "	"	"	4
Washington,	" " "	"	"	4
Goliah,	Michigan Central Shop,	"	"	4
Vesuvius,	" " "	"	"	4
Hecla,	" " "	"	"	4
Grizzly Bear,	" " "	"	"	4
Brown Bear,	" " "	"	"	4
Lion,	" " "	"	"	4
Twilight,	Detroit Locom. Works,	"	"	4
Atlantic,	" " "	"	"	4
Pacific,	" " "	"	"	4
Arctic,	" " "	"	"	4
Baltic,	" " "	"	"	4
North Sea,	Manchester,	"	"	4
South Sea,	"	"	"	4
Red Sea,	"	"	"	4
Caspian Sea,	"	"	"	4
Black Sea,	"	"	"	4
White Sea,	"	"	"	4
Challenge,	Michigan Central Shop,	16—20	5 ft 6 in.,	4
Defiance,	" " "	"	"	4
Globe,	Globe Works,	16—22	4 ft 6 in.,	4
Hinckley,	Boston Locom. Works,	14—22	"	4
Vulcan,	Hinckley & Drury,	15—20	"	4
Hercules,	Michigan Central Shop,	"	"	4
Battle Creek,	" " "	"	"	4
5 Training Engines,	Boston Locom. Works,	12—20	4 feet,	4
1 Training Engine,	Michigan Central Shop,	12—17	"	4

Total number of Locomotives, 98.

K.

STATEMENT *showing the number of Cars of each kind owned by the Company, all of which were built in its own shops.*

PASSENGER CARS.

67 first class, with 12 wheels.
3 first class, with 12 wheels, in process of construction.
12 second class, with 8 wheels.
31 third class, with 8 wheels, designed for emigrants, and adapted for loading with certain kinds of clean freight eastward.

BAGGAGE CARS.

14 with 8 wheels.
9 with 12 wheels.

FREIGHT CARS.

26 covered, 8 wheels, for way cars, and for use of men in charge of live stock and conductors.
986 covered, with 8 wheels.
42 covered, with 4 wheels.
225 open, with 8 wheels.
6 open, with 4 wheels.

GRAVEL AND OTHER CARS.

96 Hand Cars.
20 Gravel Cars, single dumpers.
21 Gravel Cars, hand dumpers.
113 Wood and Repairing Cars.