REPORT OF THE DIRECTORS

OF THE

MICHIGAN CENTRAL RAILROAD CO.

TO THE

STOCKHOLDERS,

TOGETHER WITH THE

REPORTS OF THE TREASURER, SUPERINTENDENT, AUDITOR,

AND TRUSTEES OF SINKING FUNDS.

June, 1869.

BOSTON:
WRIGHT & POTTER, PRINTERS, 79 MILK STREET,
(CORNER OF FEDERAL STREET.)
1869.

Notice.

The Bonds of this Company which are by their tenor convertible into stock on the 1st of January only, of any year, will be converted at *any time* upon presentation at the office of the Treasurer, Boston.

OFFICERS.

Directors:

JAMES F. JOY, Detroit.
JOHN W. BROOKS, Boston.
NATHANIEL THAYER, Boston.
ERASTUS CORNING, Albany.
J. M. FORBES, Boston.
GEORGE F. TALMAN, New York.
MOSES TAYLOR, New York.
SIDNEY BARTLETT, Boston.
EDWARD JONES, New York.

President:
JAMES F. JOY.

Vice-President:
NATHANIEL THAYER.

Treasurer:
ISAAC LIVERMORE.

Superintendent:
H. E. SARGENT.

Auditor:
WILLIAM BOOTT.

Clerk:
JOSHUA CRANE.

ANNUAL REPORT.

OFFICE OF THE MICHIGAN CENTRAL RAILROAD COMPANY,
DETROIT, June, 1869.

The Board of Directors submit to the Stockholders the Report of the Earnings and Expenses, and General Business of the Michigan Central Railroad Company for the year ending May 31, 1869.

The Earnings have been—

From Passengers, . . .	$1,795,806 11	
Freight, . . .	2,755,200 48	
Miscellaneous, . .	165,286 30	
		$4,716,292 89
The ordinary Expenses of Operating, including local taxation and taxes on dividend, have been, ...	$3,034,444 02	
Paid into Sinking Funds, .	84,500 00	
		3,118,944 02
Leaving for Interest and Dividends, . .		$1,597,348 87
Interest and Exchange paid, ...		536,865 98
Leaving above all Expenses, net, . . .		$1,060,482 89

The tax on the dividend in Stock made during the year was the sum of $47,598.95, not a regular item of expense, and therefore not properly chargeable to Operating Expenses, though included in that account.

The proper net earnings above those of the last year have been $115,235, and the excess of gross earnings, $245,000.

The expense of operating has been somewhat larger in proportion to earnings, by reason of the increased winter business resulting from the transportation of grain in bulk to the seaboard. This has occurred during the past winter to a very large extent, for the first time in the history of the railroads of the country; and though done at low rates, was to some extent profitable. This transportation of grain by rail, which has heretofore always been by water, has resulted from the establishment of the through line of freight cars, avoiding the necessity of any change or transfer of freight from its starting point in the West to its place of destination in the East. It was a very large business during the winter, and caused considerable increase of the expense of operation. It is a strong indication of the results of the harmonious workings of the various roads constituting the line between New England and New York and the West co-operating for the general good. It is, however, but a beginning of the valuable results to the country and to the railroads themselves which will accrue from such harmony, coupled with the indispensable improvement of the tracks of the various roads—which is the great duty of railway managers—and the removal of every possible unnecessary charge upon property in its progress from the producer to the consumer.

The amount of the sinking funds from the current earnings is now, ... $1,351,599 35

There is outstanding no floating debt. The funded debt now stands at, ... $5,153,488 89

Less amount paid into sinking funds, . .	1,351,599 35
Leaving the net bonded debt at, . . .	$3,801,889 54
The capital stock amounts to, . . .	11,197,348 00
Bonded debt and stock to, ...	$14,999,237 54

The bonded debt has been decreased during the year by conversion of bonds into stock by the amount of $1,815,500, and the stock of the company has been correspondingly increased,

and has also been further enlarged by a stock dividend during the year of ten per cent., amounting to $904,100.

The gross business of the year in the amount of tonnage transported, has increased nearly 25 per cent. The reduction of rates, however, resulting from competition, has been such that the revenues of the Company have not increased in the same ratio; and, indeed, it is not desirable that they should. In view of the rapid development of the country, and especially of the progressive and rapid settlements of the West, and vast increase of its productions, depending upon cheap transportation for their value, the great aim of railway companies should be to so perfect their roads and appointments as to transact the immense business of the country at the least possible expense, and rely upon the volume of business to be done at reasonable rates, rather than upon smaller amounts with higher charges.

The reduction of through passenger fares during the past year, has been one-fifth, and perhaps that of the rates of through freight has been nearly in proportion.

The track of the road and equipments of motive power and rolling stock have been not only kept up to standard, but considerably improved during the year. Additional locomotives have been placed upon the road, though from the increased volume of business there is a necessity for some addition still to its motive power to enable it to meet the requirements of business.

The completion of the railroad from Grand Rapids to Kalamazoo, has created a necessity for some, though not expensive improvements to accommodate it at the latter place.

The Jackson, Lansing and Saginaw road is doing an increasing and healthy business. The Grand River Valley Railroad, from Jackson to Grand Rapids, is drawing near its completion. They all promise to be valuable contributors to the traffic of the road of this company.

It has been found necessary at Jackson to erect a new and additional freight-house to accommodate the enlarged business at that point; and during the past year a substantial one of brick has been built, at a cost of $26,000. Some enlarged accommodations for passengers at that place will also be required. The construction also of another railroad from that point to

Fort Wayne, now in a good state of forwardness, renders these improvements all the more indispensable. These roads, taken up and constructed by the enterprising people of that place, bid fair to make it, not only the most important place upon our road, but to place it in the rank of the most important cities of the State.

The reports of the General Superintendent and of the other heads of departments will show more fully the present condition and the operation of their departments during the year, to which your attention is called for more detailed information, the general careful management of which the Board takes pleasure in commending.

They also take pleasure in stating that the relations of the Western roads with the Eastern or Trunk lines, as they have sometimes called themselves, have become greatly improved. They have come to realize that they are not independent roads, but are parts only of great lines extending from Chicago to New York and Boston, and that their interest and prosperity are connected with the interests and prosperity of the whole lines. The days of arbitrary rates by the Eastern portions of the lines have passed by. Hereafter it is believed that the competition will be between the various through lines, and that each part of every line will be content to share the burdens and the benefits resulting from their common interest. The management, therefore, will be more in harmony; the difficulties in the way of business will be much less, and the general results more satisfactory to all parts of the lines.

It will be seen from the foregoing, that while the net results during the past year have been less than in former years in proportion to the business done, yet on the whole, they have been satisfactory, and the future seems to be full of promise. But those only who are familiar with the West can realize its progress or extent, the vast immigration spreading over it, or the rapidity with which its fertile domains are brought into cultivation, and its towns and cities are springing up, or the speed with which the railway follows, and sometimes outstrips the immigration as it spreads over the great Western prairies. All these things foreshadow long continued and constant increase of business—quite as rapid in the future as in the

past—and though in the past many avenues for its accommodation have been opened to the seaboard, they have not really kept pace with the progress and development of the business of the country. The Board, therefore, cannot but regard the future with strengthened confidence in continued prosperity of the property of the company.

By order of the Board,

JAMES F. JOY, *President.*

TREASURER'S REPORT.

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

GENTLEMEN:—The accounts of the Company for the year ending the thirty-first of May last are herewith submitted, by which it appears that after a dividend of five dollars per share in cash, July 1, 1868, and one of five dollars per share in cash, January 1, 1869, and making the annual payments to sinking funds, and deducting disbursements for operating, local taxes and interest, there will be found to the credit of income account the sum of $800,033.57. The balance of this account at the same period last year was $582,243.95.

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

From June 1, 1867, to June 1, 1868,—

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

From June 1, 1868, to June 1, 1869,—

The gross receipts were		$4,752,224 62
operating expenses, including local taxes, . .	$2,886,943 39	
U. S. Government taxes on dividends and receipts, .	147,500 63	
interest, and foreign and local exchange, . . .	536,865 98	
sinking fund payments, .	84,500 00	
Total payments, . .		3,655,810 00
Net, ...		$1,096,414 62

showing an increase over the previous year of $142,735.89.

The bonded debt has been decreased during the year by the conversion of bonds to stock, to the extent of $1,815,500.

The capital stock has been increased by conversion of bonds, $1,815,500, and by amount of stock dividend, January 1, 1869, $904,400.

Construction account has been increased $1,037,769.09 during the past year.*

The bonded debt amounts to the sum of, .	$5,153,488 89
Capital stock, ...	11,197,348 00
Total, ...	$16,350,836 89

The sum invested in the sinking funds amounts to $1,351,599.35.

The company is free from floating debt.

Respectfully submitted.

ISAAC LIVERMORE, *Treasurer.*

BOSTON, June 14, 1869.

* The principal part of which is the amount of the stock dividend, $904,400, representing permanent improvements for a series of years, the cost of which has been previously charged to operating account.

[A.]

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

1869. June 1,	To construction account,	$15,951,936 56	1869. June 1,	By Capital Stock,		$11,197,348 00
	Cash on hand, and loaned on call,	286,547 50		Bond Accounts, viz:—		
	Materials on hand,	146,745 80		6 per cent. Sterling Bonds, unconvertible, 1st Mortgage payable Jan. 1, 1872,	$467,488 89	
	Assets in hands of O. Macy, General Receiver,	167,112 19		8 per cent. Sterling Bonds, convertible, 1st Mortgage payable Sept. 1, 1869,	500,000 00	
	Assets in hands of James F. Joy, President,	94,748 29		8 per cent. convertible, 1st Mortgage Bonds, payable Sept. 1, 1869,	312,500 00	
	Joliet and Northern Indiana Railroad stock,	168,225 00		8 per cent. convertible 1st Mortgage Bonds, payable Oct. 1, 1882,	577,000 00	
	Chicago land account,	97,627 00		8 per cent. convertible 1st Mortgage Bonds Sinking Funds, payable Oct. 1,'82,	3,296,500 00	
	Jackson land account,	24,411 31				5,153,488 89
	Advance to Jackson, Lansing and Saginaw Railroad Company,	105,000 00		By Unpaid Dividends,		752 00
	Sundry accounts,	65,323 81		Income account, balance of this account,		800,033 57
	Jackson, Lansing and Saginaw bonds, 40 per cent. of earnings,	43,945 00				
		$17,151,622 46				$17,151,622 46

(E. E.)

BOSTON, June 1, 1869. ISAAC LIVERMORE, *Treasurer.*

[B.]

DR. *Income Account.* CR.

1869. June 1,	To Dividend, five per cent. in cash, payable July 1, 1868,		$426,435 00	1869. June 1,	By Balance of this account, in Treasurer's account of June 1, 1868,	$582,243 95
	Dividend, five per cent. in cash, payable January 1, 1869,		452,190 00		Receipts of road from June 1, 1868, to June 1, 1869, per Statement C,	4,752,224 62
	U. S. Government tax on Dividends, &c.,	$101,187 95				
	U. S. Government tax on Receipts,	46,312 68				
			147,500 63			
	Annual payments towards Sinking Funds,		84,500 00			
	Operating account from June 1, 1868, to June, 1, 1869, including local taxes,		2,886,943 39			
	Interest and Exchange account, from June 1, 1868, to June 1, 1869,		536,865 98			
	Balance to new account,		800,033 57			
			$5,334,468 57			$5,334,468 57
				1869. June 1,	By Balance brought down,	$800,033 57

(E. E.)

BOSTON, June 1, 1869.

ISAAC LIVERMORE, *Treasurer.*

NOTE—On the 23d of June, 1869, the Directors declared a dividend of five dollars per share, payable 3d of July next, free of Government tax.

[C.]

Operating and Interest Accounts for the year ending May 31, '69.

Date.	Account.	Amount.	
1869. June 1,	Road Repairs,	$557,292 25	
	Building Repairs,	200,052 96	
	Locomotive Repairs,	271,220 65	
	Car Repairs,	315.238 44	
	Locomotive Service,	140.445 12	
	Train Service,	148,241 25	
	Station Service,	601,703 81	
	Fuel,	387,865 32	
	Oil and Waste,	53,017 38	
	Stationery and Printing,	29,698 89	
	Local Taxes,	104.475 60	
	Telegraph,	27,682 98	
	Miscellaneous,	50,008 74	
			$2,886,943 39
	Amount of Payments towards Sinking Funds,		84,500 00
	Amount paid U. S. Government Tax on Dividends and Receipts,		147,500 63
	Interest and Exchange Accounts from June 1, 1868, to June 1, 1869,		536,865 98
	Balance, being net receipts for the year ending May May 31, 1869,		1,096,414 62
			$4,752,224 62

Gross Receipts of Road for year ending May 31, '69.

Months.	Passengers.	Freight.	Miscellane's.	Total.	Amount.
1868.					
June,	$169,793 48	$189,712 91	$10,265 71	$369,772 10	
July,	163,303 38	144,252 95	17,616 16	325,172 49	
August,	163,357 15	207,999 26	9,781 16	381.137 57	
September,	164,449 46	251,069 72	6,971 00	422,490 18	
October,	217,750 96	230,209 41	15,087 40	463,047 77	
November,	154,909 75	248,575 23	17,290 86	420,775 84	
December,	176,266 28	215,899 16	10,488 26	402,653 70	
1869.					
January,	112,156 96	300,741 54	22,321 56	435,220 06	
February,	109,814 76	208,978 34	10,655 89	329,448 99	
March,	131.946 74	208,126 22	8,340 41	348.413 37	
April,	129.755 30	298,588 62	18,264 17	446,608 09	
May,	131,980 60	258,525 11	16,978 75	407,484 46	
	$1,825,484 82	$2,762,678 47	$164,061 33		$4,752,224 62
					$4,752,224 62

(E. E.)

BOSTON, June 1, 1869.

ISAAC LIVERMORE, *Treasurer.*

TRUSTEES' REPORT.

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

The Trustees appointed under the Trust Mortgage Deed of the Michigan Central Railroad Company to John M. Forbes, Nathaniel Thayer and H. H. Hunnewell, Trustees, under date of September 29, 1857, report: That the present standing of the Sinking Funds, the care of which was intrusted to them, shows the balance to the credit of the *First Sinking Fund*, on the 31st of May, 1869, was in

Bonds at par, viz.:—		
Michigan Central R. R. Co.,	$479,500 00	
Joliet and N. Indiana R. R. Co.,	107,000 00	
Hannibal and St. Joseph R. R. Co.,	101,700 00	
Chicago, Burlington and Quincy R. R. Co.,	16,000 00	
Burlington and Missouri River R. R. Co.,	183,000 00	
Jackson, Lansing and Saginaw R. R. Co.,	40,000 00	
Kalamazoo, Grand Rapids and Allegan R. R. Co.,	29,000 00	
United States 5-20,	39,000 00	
		$995,200 00
Hannibal and St. Joseph R. R. Co. Notes,		16,000 00
Michigan Central R. R. Co. Stock at par,		8,300 00
Cash in Boston Bank,		301 11
		$1,019,801 11

to the credit of the *Second Sinking Fund*, on the 31st of May, 1869, was in

Bonds at par, viz.:—	
Michigan Central R. R. Co.,	$159,500 00
Joliet and N. Indiana R. R. Co.,	32,000 00
Hannibal and St. Joseph R. R. Co.,	29,900 00

Burlington and Missouri River R. R. Co., . .	$59,000 00	
Jackson, Lansing and Saginaw R. R. Co., . .	42,000 00	
		$322,400 00
Joliet and N. Indiana R. R. Stock at par, ...		500 00
Michigan Central R. R. Stock at par, ...		2,700 00
Hannibal and St. Joseph R. R. Co. Notes, ...		6,000 00
Cash in Boston Bank, ...		198 24
		$331,798 24

The accounts for the year ending May 31, 1869, are as follows:—

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

Cash in Boston Bank May 31, 1868, ...		$4,261 84
Received July 1, 1868, 6 months' interest on $68,000 R. R. 7 per cent. bonds, less tax, ...		2,261 00
July 10, 1868, 6 months' interest on $97,000 R. R. 8 per cent. bonds, less tax, ...		3,686 00
July 14, 1868, 6 months' interest on $36,000 R. R. 8 per cent. bonds, less tax, ...		1,368 00
October 2, 1868, 6 months' interest on $172,700 R. R. 7 per cent. bonds, less tax, ...		5,742 27
October 5, 1868, 6 months' interest on $487,000 R. R. 8 per cent. bonds, less tax, ...		18,506 00
October 27, 1868, eleventh annual payment from I. Livermore, Treasurer, ...		60,000 00
November 4, 1868, 6 months' interest on $39,000 United States 5-20 bonds, ...		1,556 10
January 5, 1869, dividend on 75 shares Michigan Central Railroad, . . .	$1,125 00	
Less for 8 dividend shares, . .	800 00	
		325 00
January 7, 1869, 6 months' interest on $68,000 R. R. 7 per cent. bonds, less tax, ...		2,261 00
January 11, 1869, 6 months' interest on $107,000 R. R. 8 per cent. bonds, less tax, ...		4,066 00
January 12, 1869, 6 months' interest on $56,000 R. R. 8 per cent. bonds, less tax, ...		2,128 00
January 20, 1869, 6 months' interest on $13,000 R. R. 8 per cent. bonds, less tax, ...		494 00
April 1, 1869, 6 months' interest on $216,700 R. R. 7 per cent. bonds, less tax, ...		7,205 27
May 3, 1869, 6 months' interest on $39,000 United States 5-20 bonds, ...		1,580 96
		$115,441 44

Paid for cost of $119,000 railroad bonds and notes,	$113,577 17	
commission, one per cent. on purchases,	1,135 77	
clerk hire,	142 00	
rent of safe, advertising, &c.,	135 39	
accrued interest on $7,500 bonds converted to stock,	150 00	
Balance in Boston Bank,	301 11	
		$115,441 44

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

Cash in Boston Bank May 31, 1868,		$1,367 08
Received July 1, 1868, 6 months' interest on $17,000 R. R. 7 per cent. bonds, less tax,		565 25
July 10, 1868, 6 months' interest on $32,000 R. R. 8 per cent. bonds, less tax,		1,216 00
July 14, 1868, 6 months' interest on $10,000 R. R. 8 per cent. bonds, less tax,		380 00
October 2, 1868, 6 months' interest on $71,900 R. R. 7 per cent. bonds, less tax,		2,390 68
October 5, 1868, 6 months' interest on $162,000 R. R. 8 per cent. bonds, less tax,		6,156 00
October 27, 1868, tenth annual payment from I. Livermore, Treasurer,		24,500 00
January 5, 1869, dividend from 25 shares Michigan Central Railroad,	$375 00	
Less for 2 dividend shares,	200 00	
		175 00
January 7, 1869, 6 months' interest on $17,000 R. R. 7 per cent. bonds, less tax,		565 25
January 11, 1869, 6 months' interest on $32,000 R. R. 8 per cent. bonds, less tax,		1,216 00
January 12, 1869, 6 months' interest on $42,000 R. R. 8 per cent. bonds, less tax,		1,596 00
April 1, 1869, 6 months' interest on $71,900 R. R. 7 per cent. bonds, less tax,		2,390 68
		$42,517 94

Paid for cost of $41,000 railroad bonds and notes,	$41,741 29	
commission, one per cent. on purchases,	417 41	
clerk hire,	58 00	
rent of safe, &c.,	53 00	

Paid accrued interest on $2,500 bonds converted to stock, ...	$50 00	
Balance in Boston Bank, ...	198 24	
		$42,517 94

E. & O. E.

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

BOSTON, June 12, 1869.

AUDITOR'S REPORT.

BOSTON, June 8, 1869.

To the Directors of the Michigan Central Railroad Company:

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

Respectfully,

WILLIAM BOOTT, *Auditor.*

GENERAL SUPERINTENDENT'S REPORT.

CHICAGO, June 10, 1869.

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

GENTLEMEN:—Herewith I beg to submit statements of the operation and traffic of the road for the year ending May 31, 1869, together with comparative statements of the previous year, statistics, &c.

	1868.	1869.	Increase or Decrease.
Earnings.			
Passengers, ...	$1,721,506 97	$1,795,806 11	+$74,299 14
Freight, ...	2,480,974 16	2,755,200 48	+274,226 32
Miscellaneous, ...	268,398 51	165,286 30	—103,112 21
Totals, ...	$4,470,879 64	$4,716,292 39	+$245,413 25
Expenses.			
Operating expenses, .	$2,610,346 70	$2,782,467 79	+$172,121 09
Taxes, ...	104,198 94	104,475 60	276 66
Totals, ...	$2,714,545 64	$2,886,943 39	+$172,397 75
Ratio of expenses to earnings, including taxes, .	$.60\frac{71}{100}$	$.61\frac{21}{100}$	$+.00\frac{50}{100}$
Exclusive of taxes, . .	$.58\frac{88}{100}$	.59	$+.00\frac{32}{100}$
Passenger earn'gs, per mile,	$5,232 54	$6,323 26	+$1,090 72
Freight " "	7,540 95	9,701 41	+2,160 46
Miscellane's " "	815 80	581 99	—233 81
Total " "	$13,589 29	$16,606 66	+$3,017 37

PASSENGER EARNINGS.

The relative earnings on passengers as compared with the previous year are as follows :—

	1868.	1869.	Increase.	Decrease.
Local East, .	$414,937 93	$435,871 83	$20,933 90	–
" West, .	437,486 03	458,947 17	21,461 14	–
Through East, .	404,229 82	376,140 97	–	$28,088 85
" West, .	416,648 74	459,502 47	42,853 73	–
Emigrants, .	48,204 45	65,343 67	17,139 22	–
Totals, .	$1,721,506 97	$1,795,806 11	$74,299 14	–

Percentage of local increase, ...	$4\frac{97}{100}$
" of through increase, ...	$1\frac{80}{100}$
" of emigrant increase, ...	$35\frac{56}{100}$
" of local to entire earnings, ...	$47\frac{23}{100}$

The passenger traffic for the year shows in the aggregate a healthy increase of both local and through.

The arrangement with the roads and lines east of Suspension Bridge and Buffalo taking effect on the first of January last, wherein the earnings on all through traffic, both passengers and freight, are pro rated, has reduced the receipts of this company per passenger on the through business, but it is believed to be compensated for in the removal of troublesome restrictions and arbitrary rates at certain seasons heretofore imposed on our East bound through freight, as also in securing greater coöperation in the general interests and working of the line for the long traffic.

In addition to the four through daily passenger trains in each direction, a daily train is continued between Detroit and Dexter, which will soon be necessarily extended to Jackson.

Day and night trains are also run between Chicago and Michigan City, connecting thence through to Lafayette, Indianapolis, Cincinnati, Louisville and New Albany, and it has this season been found necessary to run a daily train between

Chicago and Kalamazoo, in order to relieve the express passenger trains and better accommodate the growing way travel; this train, as far as practicable, being run between Chicago and Michigan City in connection with the Louisville Express.

The passenger equipment of the road has been materially improved during the year,—constant regard being given to uniformity of cars and trains, and consequent strength and resisting power, thereby securing the greater immunity from accident.

Of the 846,452 passengers carried during the year, no one of them has been injured. And of the 10,120,022 persons carried altogether since the commencement of the road, no passenger has ever been injured inside the first-class cars of this company.

FREIGHT EARNINGS.

The comparative earnings of the last and previous year on Freight are as follows:—

	1868.	1869.	Increase.	Decrease.
Local East, .	$596,549 85	$710,085 78	$113,535 93	-
" West, .	593,378 99	632,180 61	38,801 62	-
Through East, .	**797,742 62**	**938,880 47**	**141,137 85**	-
" West, .	493,302 70	474,053 62	-	$19,249 08
Totals, . .	$2,480,974 16	$2,755,200 48	-	-
Total increase,	-	-	$274,226 32	-

Percentage of local increase, ... $12\frac{60}{100}$
of through increase, ... $09\frac{44}{100}$
of through and local increase, ... $11\frac{06}{100}$
of local freight earnings to entire freight earnings, . $48\frac{73}{100}$
of local passenger and freight earnings to all earnings, $47\frac{46}{100}$
The increase of tonnage on all freight moved amounts to $25\frac{72}{100}$ per cent.

The earnings of this department, as anticipated in our last report, show material increase, chiefly owing to the enlarged facilities afforded to the East bound traffic.

Notwithstanding the reduced rates received on the through eastward shipments for three months succeeding 15th February, —being much lower than at any previous period covering the same season,—the larger tonnage carried has materially increased the gross earnings in this direction.

The article of bulk grain, which until the completion of uniform gauge between Detroit and Suspension Bridge, had formed no part of our through traffic, has now become its principal item.

From entire through shipments of 1,060,160 bushels during the year ending May 31st, 1868, this business has increased to 3,706,240 bushels during the year now expired; and the tonnage would have been much greater had we been able to provide a sufficient number of cars and proper handling facilities.

The quick transit of grain by rail, as compared with water, the uniform good condition of delivery, and the convenience of quantity as suited to the means of all dealers, is becoming more apparent, and must soon, to a large extent, change the grain carrying trade. Adding to these advantages increased track facilities over the several Trunk lines, and a moderate and less expensive rate of speed, there can hardly be a question as to the ultimate movement of the bulk of this trade.

The working of the Through or Blue Line with cars of uniform style of build, continues to give excellent results; particularly in lessening the chances of delay as compared with the use of cars of mixed construction and consequent difficulty of repair while remote from their own roads.

All the Trunk roads in interest are at the present time adding to their quotas of the uniform stock. The completion of the Kalamazoo, Allegan and Grand Rapids Railroad, and the opening of a portion of the Grand River Valley road, with which close business relations are established, as also with the Jackson, Lansing and Saginaw road at Jackson, is increasing the local business of the road largely to and from their points of intersection.

For general statistics, covering the different classes of traffic see tables to Superintendent's Report, A to M inclusive.

TELEGRAPH DEPARTMENT AND MOVEMENT OF TRAINS.

This department, located at Kalamazoo, is under the management of a Superintendent who is also Chief Train Despatcher.

With the aid of competent assistants at the General Office, and relays of operators at principal stations, all irregular trains are moved with safety and reasonable despatch. The operations of this branch during the year have been conducted with entire success.

MAINTENANCE OF TRACK AND OPERATING EXPENSES.

For general statistics with reference to this department see table M. The relative cost of operating as compared with gross receipts has been six per cent. above the previous year, while the increased tonnage carried has amounted to $25\frac{72}{100}$ per cent. over for the same period.

ROAD REPAIRS.

The outlay for Road Repairs has been 21 per cent. less than the year previous, when more than ordinary expense was incurred in improvement of track. The expenditure in this department has been as follows:—

For personal services,	$270,133 81
For repairs of tools,	4,183 42
Cost of ties,	28,752 80
of spikes,	12,042 18
of frogs,	5,564 36
of switches,	4,269 38
of re-rolled T rails.	129,479 14
of repairs of T rails,	21,294 96
of joint-splice,	14,691 26
of bridge repairs,	19,941 52
of fence repairs,	23,351 99
Miscellaneous,	23,587 43
	$557,292 25

Material as follows has been used in the track, &c.,—

$3,419\frac{1187}{2240}$ tons re-rolled rails.
$3,315\frac{1888}{2240}$ tons repaired rails.
2,515 kegs rail spikes.
76,415 ties.
16,455 new splice-joints.

37 miles new board fence built.
26 miles rail fence built.
15 (560 feet) stone and cement culverts under track.
1,749 feet stone and cement drain at Jackson, $3\frac{1}{2} \times 2\frac{1}{2}$ feet.
17,843 feet additional side track laid.

The re-rolled rails have laid	$35\frac{68}{100}$ miles.
repaired rails have laid	$34\frac{60}{100}$ "
replaced rails have laid	$30\frac{94}{100}$ "
Total of entirely renewed track,	$101\frac{22}{100}$ miles.

being $35\frac{1}{2}$ per cent. of the entire road.

Eighteen miles have been newly ballasted with gravel.

The bridges across the Huron River have been materially strengthened and protected by additional piling and the construction of ice breakers in all exposed places.

The track of the Joliet cut-off has been improved by ballasting and the addition of repaired and renewed rails. The entire side track, including that at Detroit and Chicago, amounts to $57\frac{1}{2}$ miles, equal to $21\frac{4}{10}$ per cent. of entire line. Additional siding will be required this season at four or five points for greater convenience of meeting trains.

BUILDINGS AND REPAIRS.

New wooden engine houses have been built at Joliet and Niles, to replace those destroyed by fire a year since. A substantial brick freight house, 457 feet long by 37 feet wide, with projecting slate roof, and offices, has been completed by this company at Jackson, at a cost of $25,377. This is required to accommodate our own business at that point, as also in connection with the joint business of the Jackson, Lansing and Saginaw, and Grand River Valley Roads connecting there. A new grain and freight house has also been located at Parma, with bins of 40,000 bushels capacity.

Ann Arbor.—Passenger house enlarged and dining-room and kitchen added.

Dearborn.—Eighty-two feet new wood-shed.

Ypsilanti.—Put in flume and turbine wheel, with 2,000 feet water-pipe, for the better supply of engines.

Dexter.—Addition to freight house, 26 feet by 40 feet, and new floor to passenger house.

Chelsea.—New wood house, 60 feet by 30.

Marshall.—Repairs of machine shop and engine house floors, repairs of station house, etc.

Battle Creek.—New water house, two new pumps, 100 feet 10 inch iron water pipe, and 200 feet supply pipe.

Buchanan.—Built new freight and grain house, with bins of 10,000 bushels capacity.

Galien.—Built small grain and freight house.

New Buffalo.—Raised and repaired passenger house.

Chicago.—Addition to wood and coal shed, 80 feet by 30; repaired roofs and dock; new and permanent foundations for, and new turn-tables at Chicago, Niles and Kalamazoo.

LOCOMOTIVE DEPARTMENT.

The expenses of locomotive repairs show increase of but 5 per cent. over last year, with additional 339,883 miles run or 15 per cent. increased service.

This is quite satisfactory, in view of the generally improved condition of engines, 29 of which have been largely repaired or rebuilt at a cost of $94,500, or average cost of $3,260 each, as will be seen by reference to report of Superintendent of this department.

Four new coal-burning engines of the Manchester build have been added during the year, and three light engines of the old pattern sold.

The equipment of this department has been materially improved and is altogether in a good state of efficiency.

CAR DEPARTMENT.

Unusual effort has been made during the last few years, to bring the equipment of this department to a higher state of excellence.

In the passenger branch, all coaches are supplied with the Ruttan plan of ventilation, which is successful in the almost entire exclusion of dust and cinders and the production of an abundant supply of pure air.

All the twelve-wheeled, first-class coaches, (now numbering 57,) are of uniform size and style of build; and in renewing,

care is taken to preserve uniformity in the improvements, consisting of raised roofs, and the application of the Miller platform, coupling and buffer, also the Myer's safety train brake.

Baggage and second-class cars are added of similar outline and attachments, combining entire uniformity of train, with great strength and resisting power.

Several of our trains are now thus made up, and others will be added as the renewals progress.

FREIGHT EQUIPMENT.

As will be seen by the Report of the Superintendent of the Car Department, very considerable additions and renewals have been made and the entire stock quite generally overhauled and improved. Our present stock of Blue Line cars (154) is less than our proportion as compared with the Line traffic.

During the last year this company has paid to foreign roads the sum of $45,425.77 for balance of car mileage. As a matter of economy, our quota should be filled during the present year.

I submit herewith reports of Messrs. Sweet and Sutherland, Superintendents of Locomotive and Car Departments, together with statistics relative to the condition of their respective departments. In closing this Report, I am gratified in the opportunity of again bearing testimony to the faithful discharge of duty by the heads of the several departments and others holding positions of responsibility.

Respectfully,

H. E. SARGENT,
General Superintendent.

REPORT OF

SUPERINTENDENT OF LOCOMOTIVE DEPARTMENT.

H. E. SARGENT, Esq., *General Supt. M. C. R. R.:*

Herewith I hand you statement of the working of the Locomotive Department for the year ending May 31, 1869.

Although some few items of expense have been greater than last year the saving in others, in view of the extraordinary business that has been done, with a scarcity of machinery, shop facilities, &c., will, I trust, be satisfactory, and which will be shown by reference to the following tables:—

TABLE A.

STATEMENT *of Miles run by Locomotives during the year from June* 1, 1868, *to May* 31, 1869, *inclusive.*

MONTHS.	Miles passenger trains.	Miles freight trains.	Miles working trains.	Miles switching trains.	Miles total trains.
1868.					
June, . .	72,017	76,288	10,941	23,070	182,316
July, . .	66,377	65,517	8,870	22,104	162,868
August, . .	73,587	73,836	11,834	22,525	181,782
September, .	68,528	85,444	13,915	21,983	189,870
October, . .	70,768	81,346	11,137	26,922	190,173
November, .	72,673	82,498	9,010	31,395	195,576
December, .	71,325	103,732	10,164	29,450	214,671
1869.					
January, . .	77,754	114,183	11,714	30,865	234,516
February, .	70,587	96,904	14,448	28,863	210,802
March, . .	64,516	98,578	12,882	29,160	205,136
April, . .	70,635	100,601	12,325	32,483	216,044
May, . .	72,036	97,457	14,294	27,393	211,180
Totals, .	850,803	1,076,384	141,534	326,213	2,394,934

Table B.

Renewals during the year.

Straight locomotive axles,	27
Crank axles,	2
Rings of steel tire,	48
Rings of cast-iron chilled tire,	4
Tender and truck wheels,	417
Tender and truck axles,	96
Crown and head sheets,	24
Flue sheets,	28
New cabs,	29
pilots,	43
tenders,	21
head lamps,	23
lamp boards,	44
Smoke stacks,	21
Jackets to boilers,	34
Lagging to boilers,	49
New tanks,	6
ash pans,	10
Snow ploughs,	9
Tool boxes for engines,	55
Seat boxes for engines,	52
Clothes boxes for engines,	62
Oil boxes for engines,	46
Locomotives painted and varnished throughout,	61
Locomotives painted and varnished partially,	94
New driving wheels,	17
Sets of flues pieced and re-set,	24
New pilot trucks,	10

Table C.

Condensed Statement of Repairs and Services.

Cost of locomotive repairs,	$271,220 65
Cost of locomotive service,	140,445 12
Cost of Fuel.	
64,449¾ cords of wood, at 4\frac{16}{100}$,	$268,318 96
13,797½ tons coal, at 4\frac{22}{100}$,	58,225 45
Total cost of fuel,	$326,544 41
47,225 pounds rags, at 8 cents,	$3,778 00
26,540 pounds waste, at 16 cents,	4,246 40
19,734⅞ gallons oil, at 78 cents,	15,393 20
Average number of miles run to each cord of wood consumed,	29$\frac{34}{100}$
Average number of miles run to each ton of coal consumed,	37$\frac{16}{100}$
Average number of miles run to each gallon of oil consumed,	121$\frac{82}{100}$
Average number of cars hauled per train,	22$\frac{89}{100}$
Recapitulation.	
Cost per mile run for repairs,	11$\frac{82}{100}$ cents.
for engineers, firemen and wiping,	5$\frac{36}{100}$ "
for fuel,	13$\frac{67}{100}$ "
for oil,	$\frac{64}{100}$ "
for rags and waste,	$\frac{335}{1000}$ "
Total cost per mile run,	31$\frac{52}{100}$ cents.

Table D.

Schedule *and Description of Locomotives.*

NAMES.	How Connected.	Cylinders.	Diameter of Drivers.	No. of Drivers.
Ranger,	Outside,	16×22	5 ft. 6 in.	4 wood.
Rambler,	"	"	"	4 "
Rattler,	"	"	"	4 "
Rover,	"	"	"	4 "
Rusher,	"	"	"	4 "
Racer,	"	"	"	4 "
Bald Eagle,	Inside,	16×20	"	4 "
White Eagle,	"	"	"	4 "
Black Eagle,	"	"	"	4 "
American Eagle,	"	"	"	4 "
Golden Eagle,	"	"	"	4 "
Grey Eagle,	"	"	"	4 "
Rocket,	"	"	"	4 "
Storm,	"	"	"	4 "
Monitor,	Outside,	16×22	4 ft. 10 in.	4 coal.
Meteor,	"	"	"	4 "
Gladiator,	"	"	"	4 "
North Wind,	Inside,	"	5 ft. 6 in.	4 wood.
East Wind,	"	"	"	4 "
South Wind,	"	"	"	4 "
West Wind,	"	"	"	4 "
Whirl Wind,	"	"	"	4 "
Trade Wind,	"	"	"	4 "
Grey Hound,	"	"	"	4 "
Fox Hound,	"	"	"	4 coal.
Wolf Hound,	"	"	"	4 "
Stag Hound,	"	"	"	4 "
Arab,	"	16×20	"	4 wood.
Mameluke,	"	"	"	4 "
Circassian,	"	"	"	4 "
Corsair,	"	"	"	4 "
Egyptian,	"	"	"	4 "
Persian,	"	"	"	4 "
Herald,	"	15×18	5 feet.	4 "
Reindeer,	"	"	"	4 coal.
Hurricane,	"	"	"	4 wood.
Comet,	Outside,	14×20	"	4 coal.
Gazelle,	"	"	"	4 wood.
Torrent,	"	"	"	4 "
Ceres,	"	15×24	4 ft. 6 in.	4 "
Cataract,	Inside,	15×18	5 feet.	4 "
Jupiter,	"	16×20	4 feet.	6 "
Saturn,	"	"	"	6 coal.
Neptune,	"	"	"	6 wood.

Schedule and Description of Locomotives—Continued.

NAMES.	How Connected.	Cylinders.	Diameter of Drivers.	No. of Drivers.
Pluto,	Inside,	–	–	–
Ætna,	"	–	–	–
Samson,	"	16×20	4 feet.	6 wood.
Giant,	"	"	"	6 coal.
Tiger,	"	"	"	6 "
Hercules,	"	15×18	4 ft. 6 in.	4 wood.
Battle Creek,	"	"	"	4 coal.
Challenge,	"	16×20	5 ft. 6 in.	4 wood.
Defiance,	"	"	"	4 "
Rocky Mountain,	Outside,	16×22	4 ft. 10 in.	4 "
Goliath,	"	"	"	4 "
Vesuvius,	"	"	"	4 "
Hecla,	"	"	"	4 "
Grizzly Bear,	"	"	"	4 "
Brown Bear,	"	"	"	4 "
Lion,	"	"	"	4 "
Foreigner,	"	15×22	5 feet.	4 "
Saxon,	"	16×22	"	4 "
America,	"	"	"	4 "
Dolphin,	"	15×22	4 ft. 6 in.	4 "
Grampus,	"	16×22	4 ft. 10 in.	4 "
Porpoise,	"	"	"	4 "
Salamander,	"	"	"	4 "
Ajax,	"	15×24	4 ft. 6 in.	4 "
Atlas,	"	"	"	4 "
Black Bear,	Inside,	16×20	4 feet.	6
Mars,	Outside,	16×22	4 ft. 10 in.	4
White Bear,	"	"	"	4 wood.
Niagara,	"	"	"	4 "
Peninsula,	"	"	"	4 "
Washington,	"	"	"	4 "
Twilight,	Inside,	"	"	4 "
Atlantic,	Outside,	"	"	4 "
Pacific,	"	"	"	4 coal.
Arctic,	"	"	"	4 wood.
Baltic,	"	"	"	4 "
White Cloud,	Inside,	16×20	5 ft. 6 in.	4 "
North Sea,	Outside,	16×22	4 ft. 10 in.	4 "
South Sea,	"	"	"	4 coal.
Red Sea,	"	"	"	4 wood.
Caspian Sea,	"	"	"	4 "
Black Sea,	"	"	"	4 coal.
White Sea,	"	"	"	4 wood.
Globe,	Inside,	16×20	4 ft. 6 in.	4 "
Hinkley,	Outside,	14×22	"	4 "
Lightfoot,	"	16×22	"	4 coal.
Quickstep,	"	"	"	4 "
Tempest,	"	"	"	4 "
Tornado,	"	"	"	4 "
Detroit,	"	12×20	4 feet.	4
Marshall,	"	"	"	4

Schedule and Description of Locomotives—Concluded.

NAMES.	How Connected.	Cylinders.	Diameter of Drivers.	No. of Drivers.
Michigan City,	Outside,	12×20	4 feet.	4
Joliet,	"	"	"	4
Swallow,	"	12×17	"	4
Chicago,	"	12×20	"	4
Vulcan,	"	15×18	"	4
Number of Engines burning coal,				22
Number of Engines burning wood,				78
Total number,				100

Table E.

Statement *showing the Number and Occupation of Employees at the Different Shops on the Road in this Department.*

OCCUPATION.	Detroit.	Marshall.	M. City.	Chicago.	Total.
Superintendent,	1	–	–	–	1
Clerk,	1	–	–	–	1
Draughtsman,	1	–	–	–	1
Time Keepers,	1	1	1	–	3
Engine Despatchers,	1	1	1	1	4
Master Mechanics,	–	1	1	–	2
Machinists,	37	26	16	–	79
Copper and Tin Smiths,	14	2	2	–	18
Flue Setters and Caulkers,	2	2	1	–	5
Tender and Track Repairers.	5	2	2	–	9
Boiler Makers,	9	8	5	–	22
Bolt Cutters,	1	1	1	–	3
Carpenters,	8	2	1	–	11
Pattern Makers,	1	1	1	–	3
Laborers,	7	9	9	2	27
Apprentices,	15	3	9	–	27
Boiler Washers,	1	1	1	–	3
Blacksmiths,	8	4	4	1	17
Helpers,	8	5	5	2	20
Painters,	2	1	1	–	4
Stationary Engineers,	2	1	1	–	4
Watchmen,	3	4	3	2	12
Locomotive Engineers,	36	31	18	6	91
Locomotive Firemen,	36	31	18	6	91
Drayman,	–	–	1	–	1
Errand Boy,	1	–	–	–	1
Engine Wipers,	10	12	12	6	40
Totals,	211	149	114	26	500

Table F.

Comparative Statement *of the different kinds of Locomotive Tire on the Road, and the Average Mileage of the same.*

Iron Tire.

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

Average milage of Iron during lifetime, 76,226.

Steel Tire.

	Miles run before turning.	From first to second turning.	From second to third turn'g.	All in good order and have run to date.
Vickers' Tire, . . .	34,529	30,162	32,238	121,329
Krupp's Tire, . . .	35,212	36,777	–	96,498
Firth's Tire, . . .	28,577	–	–	43,438

There are now in use on the road, of steel tire 276 rings, of which only 4 have been set aside as imperfect, after having run 70,119 miles.

Each turning of an iron tire reduces it in thickness $\frac{3}{8}$ of an inch. Each turning of steel tire reduces it but $\frac{1}{8}$ of an inch.

TABLE G.

STATEMENT *of Miles run by Locomotives on Joliet Division during the year from June* 1, 1868, *to May* 31, 1869, ***inclusive.***

MONTHS.	Miles passenger trains.	Miles freight trains.	Miles working trains.	Miles switching trains.	Miles total trains.
1868.					
June, . .	2,875	2,900	2,455	1,625	9,855
July, . .	4,600	2,675	–	1,325	8,600
August, . .	2,935	5,160	–	715	8,810
September, .	3,920	5,000	–	1,140	10,060
October, . .	3,300	2,300	–	1,040	6,640
November, .	3,610	4,300	–	980	8,890
December, .	2,700	3,725	–	1,280	7,705
1869.					
January, . .	3,100	4,810	–	1,200	9,110
February, .	3,525	4,708	–	1,200	9,433
March, . .	2,870	6,205	–	1,375	10,450
April, . .	2,950	4,550	–	1,240	8,740
May, . .	5,230	4,810	–	1,620	11,660
Totals, . .	41,615	51,143	2,455	14,740	109,953

During the year we have sold three light locomotives, and purchased four new ones,—two for passenger, and two for freight service.

We have rebuilt one training engine into a coal-burning tank engine, and are now rebuilding three ten-wheel engines into eight-wheeled outside connection wood-burning freight engines, two of which will be ready for fall business. There have been six engines destroyed by fire during the year, all of which have been fully restored, and the machinery has generally been more than maintained.

To our limited stock of machinery we have recently added a steam hammer and one upright drill.

In view of the extensive renewals to which we are necessarily liable, I would recommend moderate investment in additional machinery as tending to greater economy in the performance of such work. Other than this, our shops are quite complete and in good order and condition.

Respectfully,

A. S. SWEET,
Locomotive Superintendent.

REPORT OF SUPERINTENDENT OF CAR DEPARTMENT.

M. C. R. R. Co. Car Dep't.,
Detroit, June 10, 1869.

To H. E. Sargent, *General Superintendent:*

Dear Sir:—Herewith please find Annual Report of Labor expended and Material used in this department for the year ending May 31st, 1869, which together with the statistical tables attached, is respectfully submitted.

The following number of cars in use are classified as follows:

PASSENGER CARS.

57 day coaches with	12	wheels	each.
3 Pullman sleeping cars, ...	12	"	"
7 Pullman sleeping cars, ...	16	"	"
4 second class cars, ...	12	"	"
4 second class cars, ...	8	"	"
14 military cars, ...	8	"	"

BAGGAGE CARS.

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

FREIGHT CARS.

33 conductors' cars, fitted with seats for the accommodation of way passengers.
211 large stock cars, 31×8 feet 6 inches.
109 small stock cars, 28×8 feet 6 inches.
74 double-deck stock cars.
697 merchandise cars.
155 Blue Line cars.
234 platform cars.

HAND AND RUBBLE CARS.

140 hand cars.
156 rubble cars.

PASSENGER CAR DETAILS.

The total cost of passenger car repairing for the year is $111,283.81. The operations under this head, have been quite extensive the past year, as per following statement.

1 day coach built new, at a cost of about $7,500.
2 second-class cars built new and charged to first class, at $3,800 each.
4 second-class cars built new at a cost of about $3,466 each.
8 day coaches rebuilt at a cost of about $4,000 each.
6 sleeping coaches thoroughly repaired.
8 day coaches repaired and repainted.
23 day coaches revarnished.
15 day coaches provided with Miller compression platforms and canopies.
4 second-class cars provided with Miller compression platform and canopies, making the roofs continuous when in train—thereby excluding cinders from the platforms and door openings.
3 baggage cars provided with Miller platform and canopies.
7 pairs 16-wheeled trucks rebuilt.
26 " 12 " " "
2 " 8 " " "

BAGGAGE CAR REPAIRS.

The expenditures under this head have been $22,526.68. Comprised in this amount is general repairs on cars 122, 123, 124, 125, 126, 127, 131, 134, and 137, which were overhauled, painted and varnished throughout. There have been seven pairs 12-wheeled trucks rebuilt at a cost of about $820 each.

FREIGHT CAR REPAIRS.

The total amount of expenditures charged to this account amounts to $177,688.79. Repairs and renewals under this head are comprised of the following items:—

2 new conductors' cars, $1,250 each.
38 new stock cars, $930 each, on extra large case hardened axles.
4 large stock cars rebuilt, $305 each.
1 double deck car rebuilt, $360.
12 new merchandise cars, $806 each.
66 merchandise cars rebuilt at an average cost of $345 per car.

PLATFORM CARS.

There have been 15 cars fitted up for coal built entirely new, at a cost of $636 each, and 10 rebuilt at a cost of $380 each.

FREIGHT CAR TRUCKS.

There have been built during the year 136 pairs, at an average cost of $300 each.

RECAPITULATION OF FREIGHT CAR REPAIRS.

1 conductors' car built new.
38 small stock cars built new.
4 large stock cars rebuilt.
1 double-deck stock car rebuilt.
12 merchandise cars built new.
66 merchandise cars rebuilt.
1 Blue Line refrigerator car, new.
1 Blue Line car rebuilt.
6 foreign Blue Line cars rebuilt.
15 coal cars built new.
10 coal cars rebuilt.
136 pairs 8-wheeled trucks.
295 stock cars repainted.
55 merchandise cars repainted.

For performance of wheels, axles and gun-metal boxes, see following table, which gives results for last eight years :—

	For the Year Ending May 31.							
	1869.	1868.	1867.	1866.	1865.	1864.	1863.	1862.
Wheels under cars of all classes.								
Number in use,	13,308	13,104	12,548	11,204	11,574	11,324	11,566	11,212
Number renewed,	1,580	1,047	2,270	889	1,726	1,256	1,589	1,447
Per cent. of renewals,	1,187	7.98	18.09	7.93	14.91	11.10	13.75	12.81
Average mileage of wheels worn out,	143,829	191,397	85,173	223,706	96,842	149,527	137,527	110,193
Axles under cars of all classes.								
Number in use,	6,654	6,552	6,274	5,084	5,788	5,662	5,778	5,606
Number renewed,	635	599	910	427	684	483	561	497
Per cent. of renewals,	9.63	9.14	14.54	8.40	11.81	8.50	9.70	8.86
Average of axles worn out,	235,981	167,272	106,232	232,874	122,189	194,416	195,395	160,411
Gun metal boxes under passenger cars.								
Number in use,	1,000	1,052	972	876	982	832	960	960
Number renewed,	1,384	1,193	1,078	782	933	1,114	480	421
Per cent. of renewals,	138.40	113.40	110.90	89.27	95.00	134.00	50.00	43.85
Average mileage of boxes worn out,	28,435	33,582	32,629	49,836	40,416	30,962	54,824	31,709

Gun metal boxes under baggage cars.								
Number in use,	204	212	200	160	168	180	220	220
Number renewed,	228	137	155	180	174	247	146	191
Per cent. of renewals,	111.76	64.15	77.50	118.00	103.00	137.00	66.36	86.82
Average mileage of boxes worn out,	52,408	82,776	75,677	45,721	51,448	37,020	64,852	45,110
Gun metal boxes under freight cars.								
Number in use,	12,104	11,840	11,376	10,168	10,424	10,312	10,376	10,032
Number renewed,	3,529	2,547	3,219	1,625	2,910	2,441	2,046	1,969
Per cent. of renewals,	29.15	21.51	28.59	15.98	27.91	23.00	19.62	19.63
Average mileage of boxes worn out,	49,857	58,495	44,560	93,084	41,405	59,144	89,662	69,824
Gun metal boxes under cars of all classes.								
Number in use,	13,308	13,104	12,548	11,204	11,574	11,324	11,556	11,212
Number renewed,	5,141	3,877	4,452	2,596	4,017	4,802	2,672	2,681
Per cent. of renewals,	38.63	29.58	35.48	23.17	34.70	42.00	23.12	23.91
Average mileage of boxes worn out,	44,203	51,687	43,426	76,723	41,610	39,110	82,048	59,474

HAND, RUBBLE AND WOOD CARS.

Expended on this account for the year was $3,739.16.

11 rubble cars, at $42 each.

22 rubble cars rebuilt, at $40 each.

22 rubble cars repaired generally.

2 hand cars built new, at $57 each.

87 hand cars rebuilt.

PAINTING.

295 stock cars were repainted and lettered, at a cost of $12.50 each.

55 merchandise cars, at $10.50 each.

All the stock is fully up to the standard, and in good working order, there being a gain of 32 stock cars, 1 refrigerator car and 4 second-class cars over the number reported last year.

I would again respectfully call your attention to the building of at least 10 additional coaches, so that we can have that number of spare cars to relieve a like number for repairs, repainting and varnishing.

J. B. SUTHERLAND,
Superintendent Car Department.

TABLES

TO

GENERAL SUPERINTENDENT'S REPORT.

1869.

[A.]

STATEMENT *of the No. of Way Passengers and the Earnings from the same for the Years ending May* 31, 1868 *and May* 31, 1869.

MONTHS.	No. of Way Passengers.		Way Passenger Earnings.	
	Year ending May 31, 1868.	Year ending May 31, 1869.	Year ending May 31, 1868.	Year ending May 31, 1869.
June, 1868, . .	50,703½	53,420½	$64,234 59	$70,481 13
July, . . .	59,889	56,963	70,718 75	67,668 61
August, . .	59,968½	65,194	74,534 06	79,707 06
September, . .	65,299½	65,758½	91,786 96	88,818 99
October, . .	69,357½	77,639½	95,987 79	97,400 52
November, . .	60,034½	59,248½	80,712 45	79,297 01
December, . .	55,368	56,374½	70,257 07	74,874 81
January, 1869, .	47,639	52,655	59,508 03	67,042 49
February, . .	41,715½	47,346½	52,438 60	59,144 28
March, . .	48,734½	56,234	61,206 71	72,792 46
April, . . .	51,979½	55,963	67,222 39	71,882 91
May, . . .	48,760	51,213½	63,816 56	65,708 73
Totals, . .	659,449	698,010½	$852,423 96	$894,819 00

[B.]

STATEMENT *of the Whole No. of Passengers and the Earnings from the same for the Years ending May* 31, 1868 *and May* 31, 1869.

MONTHS.	Whole No. of Passengers.		Passenger Earnings.	
	Year ending May 31, 1868.	Year ending May 31, 1869.	Year ending May 31, 1868.	Year ending May 31, 1869.
June, 1868, . .	62,521½	70,548	$141,497 04	$160,864 57
July, . . .	71,692½	74,043	151,643 75	153,684 02
August, . .	70,771	77,316	154,543 73	155,591 41
September, . .	77,977	81,047	187,901 52	189,122 63
October, . .	82,702½	92,654½	193,873 41	194,770 15
November, . .	72,492	72,982½	162,386 63	168,668 84
December, . .	62,794	64,935½	122,286 56	131,420 60
January, 1869, .	54,538½	60,171½	106,913 15	116,501 07
February, . .	47,644	53,821½	93,221 60	103,035 96
March, . .	56,915½	66,322	115,268 89	139,654 73
April, . . .	63,066½	67,350½	136,467 94	140,824 00
May, . . .	63,290	65,260½	155,502 75	141,668 13
Totals, . .	786,405	846,452½	$1,721,506 97	$1,795,806 11

[O.]

STATEMENT *showing the Amount Earned from Wheat and Flour and all other Freights for the Years ending May* 31, 1868 *and May* 31, 1869.

MONTHS.	AMOUNT EARNED FROM WHEAT AND FLOUR.		AMOUNT EARNED FROM OTHER FREIGHT.	
	Year ending May 31, **1868.**	Year ending May 31, **1869.**	Year ending May 31, **1868.**	Year ending May 31, **1869.**
June, 1868, . .	$11,060 58	$21,322 66	$112,517 09	$130,924 43
July, . . .	9,587 19	10,760 87	135,876 55	145,185 17
August, . .	75,916 86	59,905 52	145,594 38	166,721 43
September, . .	85,179 03	92,651 94	164,181 71	161,692 36
October, . .	72,601 36	103,565 14	197,843 66	198,270 45
November, . .	39,790 80	56,334 00	180,976 71	171,615 95
December, . .	18,745 78	44,545 92	161,687 03	196,556 80
January, 1869, .	19,562 03	33,794 57	194,648 97	223,080 71
February, . .	24,169 60	21,614 73	169,902 02	185,268 77
March, . .	27,777 96	23,964 01	170,459 97	208,556 93
April, . . .	35,227 12	22,881 75	227,930 92	233,643 66
May, . . .	27,699 75	37,885 94	172,037 09	204,506 77
Totals, . .	$447,318 06	$529,177 05	$2,033,656 10	$2,226,023 43

[D.]

EARNINGS *for the Year Ending May* 31, 1869.

MONTHS.	Passengers.	Freight.	Mail.	Miscellaneous.	Total, 1869.	Total, 1868.	Increase.	Decrease.
June, 1868,	$160,864 57	$152,247 09	$3,490 39	$8,699 36	$325,301 41	$284,977 48	$40,323 93	– –
July,	153,684 02	155,946 04	3,490 39	7,892 61	321,013 06	313,021 15	7,991 91	– –
August,	155,591 41	226,626 95	3,490 39	7,234 15	392,942 90	398,993 27	– –	$6,050 37
September,	189,122 63	254,344 30	3,490 39	10,016 31	456,973 63	464,778 32	– –	7,804 69
October,	194,770 15	301,835 59	3,490 39	11,724 01	511,820 14	506,295 83	5,524 31	– –
November,	168,668 84	227,949 95	3,490 39	10,716 55	410,825 73	412,933 96	– –	2,108 23
December,	131,420 60	241,102 72	3,490 39	14,657 96	390,671 67	330,373 52	60,298 15	– –
January, 1869,	116,501 07	256,875 28	3,490 39	7,252 98	384,119 72	343,316 03	40,803 69	– –
February,	103,035 96	206,883 50	3,490 39	7,226 50	320,636 35	304,315 06	16,321 29	– –
March,	139,654 73	232,520 94	3,490 39	10,861 64	386,527 70	326,880 57	59,647 13	– –
April,	140,824 00	256,475 41	3,490 39	11,024 54	411,814 34	415,758 88	– –	3,944 54
May,	141,668 13	242,392 71	3,490 39	16,095 01	403,646 24	369,235 57	34,410 67	– –
Totals,	$1,795,806 11	$2,755,200 48	$41,884 68	$123,401 62	$4,716,292 89	$4,470,879 64	$245,413 25	

[E.]

COMPARATIVE STATEMENT

Of Passenger and Freight Business, for the Years ending May 31, 1868, *and* 1869.

	PASSENGERS.										PASSENGER TOTALS.	
	EAST.				WEST.							
	LOCAL.		THROUGH.		LOCAL.		THROUGH.		EMIGRANTS.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
1868,	321,940	$414,937 93	52,327	$404,229 82	337,509	$437,486 03	57,157	$416,648 74	17,472	$48,204 45	786,405	$1,721,506 97
1869,	344,653½	435,871 83	55,442½	376,140 97	353,357	458,947 17	66,017	459,502 47	26,982½	65,343 67	846,452½	1,795,806 11
Increase,	22,713½	20,933 90	3,115½	-	15,848	21,461 14	8,860	42,853 73	9,510½	17,139 22	60,047½	74,299 14
Decrease,	-	-	-	28,088 85	-	-	-	-	-	-	-	-

COMPARATIVE STATEMENT—CONTINUED.

	FREIGHT.				TOTAL FREIGHT.	MISCELLANEOUS.	TOTAL EARNINGS.
	EAST.		WEST.				Passenger & Freight.
	LOCAL.	THROUGH.	LOCAL.	THROUGH.			
	Amount.	Amount.	Amount.	Amount.	Amount.	Amount.	Amount.
1868,	$596,549 85	$797,742 62	$598,378 99	$493,302 70	$2,480,974 16	$268,398 51	$4,470,879 64
1869,	710,085 78	938,880 47	632,180 61	474,053 62	2,755,200 48	165,286 30	4,716,292 89
Increase,	113,535 93	141,137 85	33,801 62	-	274,226 32	-	245,413 25
Decrease,	-	-	-	19,249 08	-	103,112 21	-

[F.]

MONTHLY STATEMENT

Of Freight moved during the year ending May 31, 1869.

ARTICLES.		JUNE.	JULY.	AUGUST.	SEPT.	OCT.	NOV.	DEC.	JAN.	FEB.	MARCH.	APRIL.	MAY.	TOTALS.
Apples,	bbls.	7	14	991	3,449	22,223	12,523	379	205	190	389	425	14	40,809
Ale and Beer,	bbls.	765	968½	1,001	894½	735	690¾	566	577	455½	491¼	655½	786¼	8,586
Ashes,	tons.	55	15	15	23	85	32	5	46	51	47	28	73	480
Barley,	bush.	1,336	7,821	17,015	52,285	62,918	50,586	17,650	25,597	27,509	45.227	28,907	22,497	359,793
Beans,	bush.	64	56	58	66	2,721	2,249	6,968	3,973	2,704	8,284	4,882	578	32.603
Bran and Shorts,	tons.	912	406	727	1,878	1,878	1,626	1,067	1.082	1,389	1,162	944	1,186	13,857
Beef,	bbls	653	448	651	591	4,860	9,243	5,785	6,207	4,878	3,221	543	705	37,265
Butter,	tons.	123	65	63	59	45	57	38	34	32	46	10	17	588
Corn,	bush.	15,659	13,771	5,647	19,259	12,904	65,845	432,681	658,689	355,927	745,860	504,215	279,736	3,110.193
Corn Meal,	bbls.	397	479	42	332	371	262	2,014	1,044	988	485	568	456	7,938
Cheese,	tons.	57	43	68	50	221	148	22	48	12	19	8	13	709
Cranberries,	bbls.	–	–	–	–	34	98	13	–	11	–	–	–	161
Coal,	tons.	1,237	1,529	2,749	3,089	2,655	2,582	1,313	1,078	1,034	1,078	1,099	1,426	20,919
Fruit, dried,	tons.	22	50	19	95	202	292	110	110	101	77	20	8	1.106
Flour,	bbls.	48,412	80,283	112,426	192,280	167,165	112,028	100,060	73,543	44,645	55,091	65,264	77,474	1,078,660
Furniture and Luggage,	tons.	550	325	541	795	839	842	526	440	438	947	1,110	969	8,377
Grass and Clover Seed,	tons.	14	7	33	346	56	42	10	197	496	430	353	80	2,064
Garden Roots,	bush.	25,480	6,015	11,087	7,213	59,918	93,895	6,188	3.843	1,863	4,828	97,403	116,476	465,659
Ham and Bacon,	tons.	333	114	59	393	339	386	1,456	1,191	731	577	570	359	6,863
High Wines,	bbls.	79	97	652	273	347	907	1,074	967	944	850	459	125	6,774
Hides,	tons.	267	322	337	324	449	459	662	643	482	374	117	210	4,646
Iron and Nails,	tons.	491	985	3,026	1,571	918	395	678	233	221	467	339	513	9,880
Lime,	tons.	1,342	1,090	1,049	1,545	1,329	1,172	617	238	132	169	766	1,381	10,829
Lumber,	feet.	4,888,843	5,334,002	4,647,496	4,910,454	4,591,648	4,806,271	2,644,508	3,259,704	3,342,764	4,325,692	3,440,068	4,786,721	50,428,071
Lath,	tons.	316	201	269	375	319	176	182	66	48	55	98	234	2,339
Leather,	tons.	81	35	77	79	76	78	57	181	129	142	94	69	1,098
Merchandise, Miscel.,	tons.	15,688	11,360	11,821	15,608	13,525	13,240	12,902	13,242	13,487	17,189	17,436	15,260	170.658
Oats,	bush.	33,064	15,032	91,631	130,124	96,693	114,439	71,019	90,169	80,013	102,233	74,320	150,599	1,049,836
Other Agric'l Products,	tons.	247	93	160	284	645	844	443	320	270	296	474	338	4,414
Plaster,	tons.	1,320	1,074	10	812	894	714	262	340	628	1,148	2,717	2,080	11,999
Pig Iron,	tons.	708	777	658	1,712	2,314	1,063	424	625	730	865	1,011	849	12.636
Pelts and Skins,	tons.	80	34	57	36	83	139	160	135	114	89	74	104	1,105
Pork in Bbl.,	bbls.	3,282	1,342	2,243	4,419	2,390	4,803	11,570	5,787	7,616	6,319	5,994	3,787	59,552
Pork in Hog.,	tons.	–	–	–	–	–	135	4,165	4,949	2,260	1,402	–	–	12,911

Salt,	bbls.	3,517	3,860	4,654	4,744	4,155	3,555	4,322	2,058	1,310	1,765	1,837	2,801	38,578
Stores,	tons.	70	122	330	465	536	334	660	81	148	241	253	217	3,457
Shingles,	M.	3,792	1,764	2,464½	3,170½	2,204½	1,545	1,204	2,351	3,821	5,157¾	3,493	2,504½	33,571½
Wool,	tons.	298	1,373	1,103	1,020	292	233	206	166	196	160	112	135	5,794
Wheat,	bush.	60,065	16,547	295,584	271,503	444,540	155,429	68,192	71,126	88,970	87,660	57,671	156,411	1,773,698
Whiskey,	bbls.	462	292	1,347	1,102	1,212	931	1,094	1,441	1,041	851	891	1,575	12,239
Cattle,	No.	9,329	7,259	5,715	835	4,340	3,369	2,336	5,498	5,622	7,613	9,709	12,857	75,482
Horses,	No.	229	139	294	113	194	183	153	96	149	401	314	205	2,471
Hogs,	No.	4,814	11,079	16,623	23,225	29,610	36,729	27,180	3,136	1,954	3,879	9,828	11,150	178,607
Sheep,	No.	6,404	2,251	6,815	7,268	7,239	9,168	9,544	19,548	15,556	23,982	13,277	8,073	129,125
Wool,	cords.	141½	166¾	218½	377½	402	447½	118	118½	250	487	156	61	3,144
Sand, Stone and Brick,	tons.	1,433	1,627	2,327	1,814	1,622	1,131	232	488	410	469	777	1,449	13,779
Totals, in tons,		50,139	42,346	64,207	79,364	84,238	69,627	66,724	70,035	56,167	76,744	70,969	72,275	802,835

[G.]

CONDENSED STATEMENT

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

YEARS ENDING	No. of Way Passengers.	No. of Through Passengers.	Total No. of Passengers.	No. of tons of freight moved.	Gross Earnings.	Operating Disbursements including Taxes.	Net Earnings.	Expenses less taxes per ct. of Gross Earnings.	Net Earnings, per ct. of Gross Earnings.
May 31, 1860, . .	**251,755**	**72,666½**	324,421½	295,276	$1,832,944 86	$1,077,483 51	$755,461 35	.53 7/10	.41 2/10
May 31, 1861, . .	262,665	65,110	327,775	378,570	2,058,052 61	1,137,724 35	920,328 26	.51	.44 7/10
May 31, 1862, . .	253,536½	55,292	308,828½	**463,112**	**2,361,241 42**	**1,149,152 94**	**1,212,088 48**	.45 1/10	.51 3/10
May 31, 1863, . .	387,672	59,689½	447,361½	564,827	2,946,560 55	**1,272,359 72**	**1,674,200 83**	.40 4/10	.56 8/10
May 31, 1864, . .	556,206½	89,552½	645,759	542,410	3,434,548 63	1,720,**125 05**	**1,714,423 58**	.47 6/10	.49 2/10
May 31, 1865, . .	**745,348½**	107,540½	852,889	485,275	4,145,419 57	2,406,**149 63**	**1,739,269 94**	.55 8/10	.42
May 31, 1866, . .	766,755½	136,070½	902,826	**533,451**	**4,446,490 51**	2,808,**375 92**	1,638,114 59	.61	.36 8/10
May 31, 1867, . .	687,273½	136,200½	823,474	**578,177**	**4,325,490 51**	**2,826,777 21**	1,498,713 30	.63	.34 6/10
May 31, 1868, . .	659,449	126,956	786,405	638,586	4,470,879 64	2,714,545 64	1,756,334 00	.58 4/10	.39 3/10
May 31, 1869, . .	698,010½	148,442	846,452½	802,835	4,716,292 89	2,886,943 39	1,829,349 50	.59	.38 8/10

[H.]

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

ARTICLES.		YEARS ENDING MAY 31,					
		1864.	1865.	1866.	1867.	1868.	1869.
Apples,	bbls.	115,863	43,480	131,308	96,811	84,737	40,809
Ale and Beer,	bbls.	6,643¼	8,399¼	8,616¾	8,698¼	9,408½	8,586
Ashes,	tons.	200	173	148	381	411	480
Barley,	bush.	104,561	45,242	92,916	304,415	229,163	359,793
Beans,	bush.	72,402	72,755	7,756	16,073	15,751	32,603
Bran & Shorts,	tons.	3,605	4,718	2,765	4,347	6,963	13,857
Beef,	bbls.	51,197	33,076	20,579	19,108	16,070	37,265
Butter,	tons.	1,610	909	374	479	362	588
Corn,	bush.	167,599	647,222	537,296	778,024	930,926	3,110,193
Corn Meal,	bbls.	1,092	5,057	3,066	6,832	6,627	7,938
Cheese,	tons.	946	722	459	980	531	709
Cranberries,	bbls.	607	209	1,245	822	1,619	151
Coal,	tons.	13,655	14,738	10,264	17,232	19,401	20,919
Fruit, dried,	tons.	1,051	854	739	947	1,177	1,106
Flour,	bbls.	778,331	653,823	700,107	809,711	849,243	1,078,660
Furniture and Luggage,	tons.	4,960	7,790	8,288	7,997	7,166	8,377
Grass and Clover Seed,	tons.	606	1,037	906	1,296	2,361	2,064
Garden Roots,	bush.	101,590	129,757	392,007	322,928	508,690	463,659
Ham & Bacon,	tons.	14.547	3,432	2,435	3,454	7,266	6,863
High Wines,	bbls.	25,946	8,509	2,766	5,271	3,494	6,774
Hides,	tons.	2,228	2,325	2,617	2,696	3,208	4,646
Iron and Nails,	tons.	3,412	4,149	5,688	8,347	8,588	9,886
Lime,	tons.	1,882	2,357	3,121	5,167	7,633	10,829
Lumber,	feet.	26,532,234	28,823,692	35,247,865	42,178,307	45,114,719	50,428,071
Laths,	tons.	1,251	1,093	1,643	2,057	2,186	2,339
Leather,	tons.	805	831	963	1,020	826	1,098
Merchandise, miscellaneous,	tons.	128,259	112,453	137,006	133,601	138,911	170,658
Oats,	bush.	1,165,535	677,680	366,128	388,412	584,913	1,049,336
Other Agricultural Prod'ts,	tons.	2,827	3,765	3,932	4,950	4,753	4,414
Plaster,	tons.	13,546	13,252	12,968	10,464	12,166	11,999
Pig Iron,	tons.	2,686	2,227	1,480	2,973	7,709	12,636
Pelts and Skins,	tons.	289	352	448	540	692	1,105
Pork in bbl,	bbls.	78,247	79,107	63,592	64,729	58,147	59,552
Pork in Hog,	tons.	9,872	6,721	5,150	9,095	13,201	12,911
Salt,	bbls.	41,792	34,224	35.539	36.019	61,541	38,578
Stoves,	tons.	858	866	1,121	1,542	2,200	3,457
Shingles,	M	10,053½	9,246½	23,101½	20,090¾	27,730¼	33,571½
Wool,	tons.	2,111	2.618	3,113	3,111	5,158	5,794
Wheat,	bush.	978.219	891,286	1,243,902	1,337,429	1,312,284	1,773,698
Whiskey,	bbls.	13,366	6,990	4,476	9,103	9,140	12,239
Cattle,	No.	94,561	87,800	113,269	90,538	78,737	75,482
Horses,	No.	6,028	21,763	4,157	2,087	1,782	2,471
Hogs,	No.	349,716	173,814	129,247	115,050	190,692	178,607
Sheep,	No.	64,867	121,297	147,066	105,164	123,964	129,125
Wood,	cords,	2,731	3,326¼	74¾	2,283¼	4,424½	3,144
Sand, Stone & Brick,	tons,	7,540	4,449	10,315	13,552	15,002	13,779
Totals, in tons,		542,410	485,275	533,451	578,177	638,586	902,835

[I.]

MOVEMENT *of Freight, Through and Local, and Earnings on same for Year ending May* 31, 1869.

	Tons carried.	Earnings.	Earnings per mile.	Earnings per ton per mile.
Through freight East,	251,672	$938,880 47	$3,435 60	$0 01$\frac{87}{100}$
Through freight West,	89,714	474,053 62	1,695 83	1$\frac{89}{100}$
Total through freight,	341,386	1,412,934 09	5,139 44	1$\frac{51}{100}$
Local freight East, .	241,750	710,085 78	7,771 54	3$\frac{21}{100}$
Local freight West, .	219,699	632,180 61	8,683 80	3$\frac{95}{100}$
Total local freight, .	461,449	1,342,266 39	16,263 98	3$\frac{52}{100}$
Total through and local freight, . .	802,835	2,755,200 48	16,765 25	2$\frac{09}{100}$

[J.]

COMPARATIVE STATEMENT *showing the Number of Tons forwarded from each Station during the year ending May* 31, 1868, *and May* 31, 1869.

STATIONS.	1869.	1868.	Increase.	Decrease.
Detroit,	172,732	157,545	15,187	–
G. T. Junction,	8,300	10,763	–	2,463
Dearborn,	2,554	1,878	676	–
Inksters,	399	210	189	–
Wayne,	1,854	2,958	–	1,104
Secords,	89	163	–	74
Dentons,	2,502	1,560	942	–
Ypsilanti,	9,326	9,841	–	515
Geddes,	8	69	–	61
Ann Arbor,	8,933	9,733	–	800
Kelloggs,	165	–	165	–
Fosters,	183	253	–	70
Farmers,	795	502	293	–
Delhi,	4,213	2,789	1,424	–
Scio,	554	132	422	–
Dexter,	10,302	8,794	1,508	–
Chelsea,	5,194	4,161	1,033	–
Francisco,	1,212	1,183	29	–
Grass Lake,	5,056	4,910	146	–
Leoni,	171	165	6	–
Michigan Centre,	27	47	–	20
Jackson,	52,940	30,651	22,289	–
Woodville,	3,577	3,698	–	121
Sandstone,	620	213	407	–
Parma,	3,038	2,452	586	–
Concord,	1,570	791	779	–
Bath Mills,	706	528	178	–
Newburg,	316	411	–	95
Albion,	5,059	4,862	197	–
Marengo,	1,235	874	361	–
Marshall,	14,077	10,868	3,209	–

Comparative Statement—Concluded.

STATIONS.	1869.	1868.	Increase.	Decrease.
Emeralds,	–	645	–	645
Ceresco,	1,155	3,020	–	1,865
Battle Creek,	11,036	9,840	1,196	–
Augusta,	5,876	4,709	1,167	–
Galesburg,	3,587	3,979	–	392
Comstock,	1,442	999	443	–
Kalamazoo,	20,747	11,278	9,469	–
Ostemo,	504	699	–	195
Mattawan,	5,782	8,246	–	2,464
Lawton,	13,494	5,550	7,944	–
White Oak,	9	1,002	–	993
Decatur,	9,893	8,198	1,695	–
Tietsorts,	108	226	–	118
Dowagiac,	10,494	9,325	1,169	–
Pokagon,	2,160	2,647	–	487
Niles,	11,897	9,331	2,566	–
Buchanan,	4,458	3,959	499	–
Dayton,	1,130	961	169	–
Wilsons,	539	426	113	–
Galien,	1,956	3,115	–	1,159
Averys,	2,569	2,924	–	355
Three Oaks,	4,037	5,062	–	1,025
New Buffalo,	3,112	3,119	–	7
Corymbo,	536	366	170	–
Michigan City,	39,297	34,289	5,008	–
Furnessville,	4,558	3,475	1,083	–
Pierces,	307	610	–	303
Porter,	4,288	5,300	–	1,012
Lake,	512	390	122	–
Tolleston,	49	59	–	10
Gibsons,	67	84	–	17
Calumet,	68	40	28	–
Chicago,	229,920	165,877	64,043	–
Juliet and N. I. Railroad,	89,541	55,833	33,708	–
Totals,	802,835	638,587	164,248	–

[K.]

COMPARATIVE STATEMENT *showing the Number of Passengers Forwarded from each Station during the Year ending May* 31, 1868, *and May* 31, 1869.

STATIONS.	1869.	1868.	Increase.	Decrease.
Detroit,	155,406½	138,329½	17,077	–
G. T. Junction,	20,720	19,790½	929½	–
Dearborn,	7,304½	6,452½	852	–
Inksters,	2,049½	1,955	94½	–
County House,	1,535½	1,224½	311	–
Wayne,	14,044½	13,905½	139	–
Secords,	1,272	1,050½	221½	–
Dentons,	2,632	2,478½	153½	–
Ypsilanti,	35,404½	33,925½	1,479	–
Geddes,	634½	583	51½	–
Ann Arbor,	48,150½	45,177½	2,973	–
Fosters,	1,600½	1,151½	449	–
Delhi,	1,750	1,621	129	–
Scio,	1,305½	957½	348	–
Dexter,	16,490	14,843	1,647	–
Chelsea,	10,280	9,237	1,043	–
Francisco,	2,357½	1,900	457½	–
Grass Lake,	9,530½	8,995	535½	–
Leoni,	2,144½	1,922½	222	–
Michigan Centre,	1,675½	1,398	277½	–
Jackson,	66,251½	56,745½	9,506	–
Woodville,	615	521	94	–
Sandstone,	902½	800	102½	–
Parma,	7,615½	7,106½	509	–
Concord,	1,366½	1,399	–	32½
Bath Mills,	503	501	2	–
Albion,	18,906½	17,443½	1,463	–
Marengo,	1,740	1,783	–	43
Marshall,	29,955	27,817½	2,137½	–
Ceresco,	1,521	1,427	94	–

Comparative Statement—Concluded.

STATIONS.	1869.	1868.	Increase.	Decrease.
Battle Creek,	33,565½	31,064	2,501½	–
Bedford,	258½	208½	50	–
Augusta,	7,175½	6,101½	1,074	–
Galesburg,	12,325	11,372½	952½	–
Comstock,	905	944½	–	39½
Kalamoozo,	60,506	54,297½	6,208½	–
Ostemo,	1,975	1,869	106	–
Mattawan,	6,131	6,404	–	273
Lawton,	18,328½	16,143½	2,185	–
White Oak,	253	450	–	197
Decatur,	16,548½	14,918	1,630½	–
Tietsorts,	723	1,503½	–	780½
Dowagiac,	17,759	17,778½	–	19½
Pokagon,	5,303½	5,124	179½	–
Niles,	31,326	29,758½	1,567½	–
Buchanan,	14,596½	12,896½	1,700	–
Dayton,	4,038	3,826½	211½	–
Galien,	3,736	3,093½	642½	–
Averys,	1,912½	2,032½	–	120
Three Oaks,	6,092	6,080	12	–
New Buffalo,	4,472	4,292	180	–
Corymbo,	788½	623½	165	–
Michigan City,	25,544	29,100½	–	3,556½
Furnessville,	787½	932½	–	145
Porter,	1,681½	1,797½	–	116
Lake,	2,804½	2,801½	3	–
Tolleston,	892½	796½	96	–
Gibsons,	1,158	1,095½	62½	–
Calumet,	1,525½	1,284	241½	–
Chicago,	96,816½	94,404½	2,412	–
Joliet & N. I. Railroad,	859½	968½	–	109
Totals,	846,452½	786,405	60,047½	–

[L.]

STATEMENT *showing the Number of Passengers Carried on the Michigan Central Railroad since its Ownership and Organization by the Present Company and the Earnings from the same.*

YEARS ENDING MAY 31.	No. of Passengers.	Passenger Earnings.
1847,	41,223	$74,163 08
1848,	73,656	138,649 53
1849,	96,070	197,767 56
1850,	152,672	368,436 70
1851,	191,852	490,119 68
1852,	221,200	581,477 24
1853,	247,552	589,489 32
1854,	357,936	855,917 94
1855,	503,774	1,246,409 90
1856,	550,780	1,497,854 61
1857,	593,630	1,610,415 75
1858,	461,957	1,321,039 56
1859,	361,527	938,609 39
1860,	324,422	803,507 97
1861,	327,775	775,228 53
1862,	308,829	724,915 48
1863,	447,362	889,682 28
1864,	645,759	1,262,415 07
1865,	852,889	1,771,813 60
1866,	902,826	2,061,335 05
1867,	823,474	1,824,225 75
1868,	786,405	1,721,506 97
1869,	846,452	1,795,806 11
Total,	10,120,022	$23,540,787 07

[M.]

STATEMENT OF MONTHLY EXPENDITURES

On account of Operating the Michigan Central Railroad from June 1, 1868, to May 31, 1869, inclusive.

Months.	Road Repairs.	Building Repairs.	Locomotive Repairs.	Car Repairs.	Locomotive Service.	Train Service.	Station Service.	Fuel.	Oil and Waste.	Stationery.	Telegraph Office.	State Tax.	Miscellaneous.	Total.
1868.														
June,	$53,831 84	$15,851 26	$22,956 91	$26,332 58	$11,237 35	$10,657 74	$54,935 85	$30,410 37	$3,198 41	$3,052 57	$2,519 77	–	$4,715 91	$239,700 36
July,	49,758 46	11,909 26	20,892 52	22,019 10	10,885 90	10,971 87	44,250 28	17,209 02	3,251 58	2,201 40	2,231 79	–	4,282 32	199,313 45
August,	45,416 47	23,580 15	23,751 82	15,427 49	11,040 17	12,050 41	46,660 34	22,424 22	4,644 78	1,789 72	2,126 39	–	8,190 29	217,052 25
September,	40,876 95	24,881 25	18,193 66	24,428 47	10,887 72	11,543 25	47,710 46	28,520 71	3,286 78	2,581 90	1,997 18	–	5,398 81	220,316 09
October,	93,759 06	23,581 37	32,539 29	43,006 03	11,279 42	11,938 69	52,452 25	30,678 62	4,399 98	3,792 99	2,321 19	–	2,812 33	312,556 22
November,	28,321 69	12,700 97	18,219 61	29,303 11	11,890 85	14,716 02	50,649 00	28,875 97	3,701 38	1,284 53	2,080 74	–	1,033 69	194,777 51
December,	57,546 58	18,954 53	25,528 91	30,787 61	12,155 80	18,110 96	66,459 02	36,711 87	5,014 36	2,470 93	2,284 56	$16,906 44	7,462 64	295,394 22
1869.														
January,	25,743 68	12,726 95	24,593 04	29,314 88	12,859 09	12,784 91	49,241 71	35,211 77	6,346 14	1,649 22	2,544 80	79,024 40	1,582 61	293,923 20
February,	38,433 20	10,845 21	19,332 39	35,823 79	12,594 79	12,331 90	45,700 40	56,127 89	4,893 66	3,155 20	2,244 91	–	3,112 82	244,606 25
March,	40,612 96	12,036 74	23,146 13	34,560 26	11,572 70	12,239 02	40,133 61	36,304 46	3,280 46	2,203 51	2,387 48	7,770 47	5,252 67	231,500 47
April,	42,664 85	20,606 01	22,182 47	27,752 29	12,496 27	12,485 84	51,540 96	38,752 64	6,305 15	2,608 26	3,434 50	774 29	2,018 05	242,620 58
May,	40,326 51	12,379 26	20,083 90	3,473 03	12,096 06	13,410 53	51,969 98	27,133 78	4,694 81	2,958 66	2,509 67	–	4,146 60	195,182 79
Totals,	$557,292 25	$200,052 96	$271,220 65	$315,238 44	$140,445 12	$148,241 25	$601,703 81	$337,565 32	$53,017 38	$29,698 89	$27,682 98	104,475 60	$50,008 74	2,886,943 39