SIXTY-EIGHTH

ANNUAL REPORT OF THE BOARD OF DIRECTORS

OF

THE MICHIGAN CENTRAL RAILROAD COMPANY

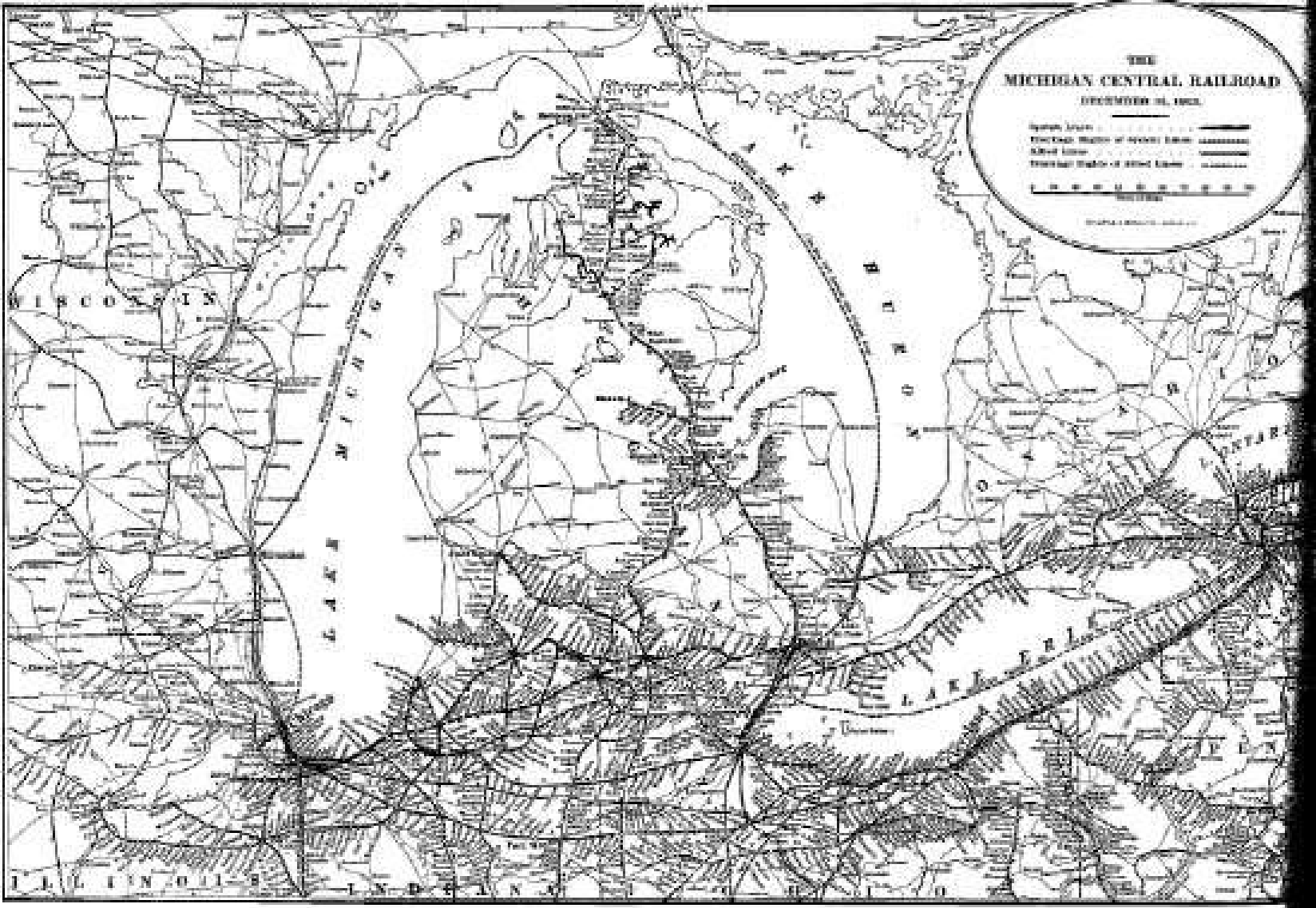
TO THE STOCKHOLDERS

FOR THE YEAR ENDED

DECEMBER 31 1913

DETROIT

MICHIGAN


THE
MICHIGAN CENTRAL RAILROAD
LAKE MICHIGAN
LAKE HURON
LAKE ERIE
WISCONSIN
ILLINOIS
INDIANA
OHIO

SIXTY-EIGHTH

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DETROIT

MICHIGAN

ORGANIZATION OF
THE MICHIGAN CENTRAL RAILROAD COMPANY

DECEMBER 31, 1913

DIRECTORS

Elected at the annual meeting of stockholders held at Detroit, Michigan, May 8, 1913

HENRY B. LEDYARD, *Chairman*

WILLIAM K. VANDERBILT
FREDERICK W. VANDERBILT
CHAUNCEY M. DEPEW
LEWIS CASS LEDYARD
WILLIAM K. VANDERBILT, JR
WILLIAM H. NEWMAN
J. PIERPONT MORGAN
WILLIAM ROCKEFELLER
JAMES STILLMAN
WILLIAM C. BROWN
GEORGE F. BAKER
MARVIN HUGHITT

EXECUTIVE COMMITTEE

HENRY B. LEDYARD, *Chairman of the Board of Directors**
WILLIAM C. BROWN, *President**

WILLIAM K. VANDERBILT
FREDERICK W. VANDERBILT
J. PIERPONT MORGAN
LEWIS CASS LEDYARD
WILLIAM ROCKEFELLER
WILLIAM H. NEWMAN
JAMES STILLMAN

**Members ex officio*

OFFICERS

President	WILLIAM C. BROWN	New York
Senior Vice President	ALFRED H. SMITH	New York
Vice President	WILLIAM K. VANDERBILT, JR	New York
Vice President	JOHN CARSTENSEN	New York
Vice President	ALBERT H. HARRIS	New York
Vice President	CHARLES F. DALY	New York
Vice President	JOHN J. BERNET	Chicago
Secretary	DWIGHT W. PARDEE	New York
Treasurer	MILTON S. BARGER	New York
Local Treasurer	WALTER E. HACKETT	Detroit
General Auditor	RICHARD M. HUDDLESTON	Chicago
Auditor	FRANK O. WALDO	Detroit
General Counsel	HENRY RUSSEL	Detroit
General Solicitor	CLYDE BROWN	New York
General Claims Attorney	FRANK V. WHITING	New York
General Land and Tax Agent	HERBERT D. HOWE	Chicago
General Manager	EDMOND D. BRONNER	Detroit
General Superintendent	SHELDON W. BROWN	Detroit
Chief Engineer	GEORGE H. WEBB	Detroit
Superintendent Motive Power	WALTER H. FLYNN	Detroit
General Purchasing Agent	SYDNEY B. WIGHT	New York
Purchasing & General Tie Agent	BERTON A. AIKENS	Detroit
Freight Traffic Manager	GEORGE H. INGALLS	Chicago
General Freight Agent	WILLIAM C. ROWLEY	Detroit
Passenger Traffic Manager	JOHN W. DALY	Chicago
General Passenger Agent	LOUIS W. LANDMAN	Chicago

The annual meeting of stockholders for the election of directors is held in the city of Detroit, Michigan, on the Thursday following the first Wednesday in May

REPORT

To the Stockholders of

THE MICHIGAN CENTRAL RAILROAD COMPANY:

The Board of Directors herewith submits its report for the year ended December 31, 1913, with statements showing the results for the year and the financial condition of the company.

The report covers the operation of mileage, as follows:

	Miles
Main line	270·07
Proprietary lines	326·29
Leased lines	1,110·20
Lines operated under trackage rights	93·18
Total road operated (as shown in detail on another page)	1,799·74

Of the total road operated, 72·82 miles are operated in freight service only and 26·44 miles in passenger service only.

This company and The Lake Shore & Michigan Southern Railway Company are joint owners of the Detroit Toledo & Milwaukee Railroad, which, for convenience of operation, has been divided between the owners. The sale during the year of 39·17 miles of this line between Battle Creek and Allegan to the Michigan & Chicago Railway Company, the construction of a spur at Battle Creek and a re-division of the remaining road between the owners has resulted in a loss to The Michigan Central Railroad Company of 19·41 miles of proprietary line operated. The construction of a Detroit Delray & Dearborn Railroad connection with the Michigan Central Railroad main line at Junction Yards has added 2·39 miles, with a resulting net loss of 17·02 miles of proprietary line operated as compared with 1912.

There was no change in capital stock during the year, the amount authorized and outstanding being $18,738,000.00.

The funded debt outstanding December 31, 1912, was			$43,316,174 34
It has been increased during the year by pro-rata liability for certificates under the New York Central Lines Equipment Trust agreement of 1913			2,055,234 09
			$45,371,408 43
It has been decreased during the year as follows:			
Payment of pro-rata of installments on account of New York Central Lines equipment trust certificates			
November 1, 1913 trust of 1907	$260,425 45		
January 1, 1913 trust of 1910	368,019 72		
January 1, 1913 trust of 1912	151,710 90	$780,156 07	
Michigan Central-Jackson Lansing & Saginaw three and one-half per cent gold bonds of 1951 purchased and cancelled by the Trustees of the Land Grant Fund of the Jackson Lansing & Saginaw Railroad Company		4,000 00	784,156 07
Total funded debt December 31, 1913 (detail on another page)			$44,587,252 36

The changes in the road and equipment account during the year were as follows:

Amount charged against main line to December 31, 1912			$50,555,505 20
Charged for additions and betterments in 1913, as shown in detail on another page			
Against capital account			
For road	$1,852,052 18		
For equipment	2,012,319 68	$3,864,371 86	
Less:			
Equipment replacement fund	$330,241 44		
Accrued reserve for depreciation	700,451 18	1,030,692 62	2,833,679 24
Total main line			$53,389,184 44
Amount charged against leased lines to December 31, 1912		$16,618,610 44	
Charged for additions and betterments in 1913, as shown in detail on another page			
Against capital account			
For road	$1,184,505 12		
Less: Jackson Lansing and Saginaw R R bonds retired	4,000 00	1,180,505 12	
Total leased lines			17,799,115 56
Total December 31, 1913			$71,188,300 00

The sale of the last of three Detroit River ferry boats, belonging to The Canada Southern Railway Company, to the Kelly Island Lime & Transport Company, for a consideration of $25,000.00 was consummated March 5, 1913, and the proceeds paid over to The Canada Southern Railway Company.

On January 28, 1913, by the purchase of four-tenths (4/10ths) share from The Canada Southern Railway Company, this company increased its holdings of the capital stock of The Toronto Hamilton & Buffalo Railway Company to six thousand two hundred fifty (6,250) shares.

On March 1, 1913, this company issued its one year promissory notes for $4,000,000.00, bearing interest at rate of 4½% per annum, and retired its one year 4% notes of an equal amount which matured on that date.

On December 30, 1912, this company advanced to the Bay City & Battle Creek Railway Company, on its promissory note, without interest, $50,000.00 with which to purchase a portion of the right-of-way of the Hecla Belt Railroad, from a point of connection with the line of the Bay City & Battle Creek Railway Company near Bay City, Michigan. The property thus acquired will afford a more convenient and economical interchange with the Detroit & Mackinac Railway, and access to new industries.

During the year a portion of the line of The Detroit Delray & Dearborn Railroad was double tracked, and a double track connection therefrom to the main line of the Michigan Central Railroad near Junction Yards, West Detroit, was constructed at an expense of $110,500.00.

The necessary approval has been obtained from the proper state authorities of an increase in the capital stock of The Detroit Delray & Dearborn Railroad Company from $50,000.00 to $500,000.00 (the latter amount being erroneously stated in the report for the year ended December 31, 1912 as $375,000.00).

During the year the Detroit Terminal Railroad, in which this company has a one-fourth interest, was extended 3·89 miles to a connection with this company's main line, near Junction Yards, West Detroit, at a cost of approximately $84,000.00 and this company advanced its ownership proportion (25%) of such cost.

Out of $24,000,000.00 of certificates authorized under the New York Central Lines equipment trust of 1913, there were issued during the year an aggregate of $15,494,000.00. The cost of the equipment to be assigned to this company in connection with the issue of these latter certificates is approximately $2,283,593.43, and its pro-rata amount of certificates, representing not to exceed ninety (90) per cent of the cost, is $2,055,234.09. Full particulars as to the character of the equipment acquired are set forth upon another page of this report.

Losses were sustained by the company during the year through fires which destroyed valuable property, including one grain elevator at Kensington, Illinois, a car repair shop at West Detroit, a considerable portion of the stock yards at the same point, and the passenger station and general offices at Detroit. The losses not covered by insurance were, to a very great extent, covered by the balance in the reserve fund accumulated in prior years to meet such contingencies. The elevator, car repair shop and stock yards have been restored, or are under construction.

The disastrous fire, which put the passenger station and general offices of this company in Detroit out of use, occurred December 26, 1913, at about half past two in the afternoon. Fortunately, the new station and general office building in this city, under construction by the Detroit River Tunnel Company, and leased to The Michigan Central Railroad Company was sufficiently near completion for immediate occupation. Train service was at once transferred to the new station, and the general offices were moved and put into service within twenty-four hours. Great credit is due the General Manager and his assistants for their efficient work. No important records were destroyed.

The new station, office building and train shed have been constructed along the most modern designs with every necessary facility, and will be adequate for the use of this company for many years to come. Ample provision has been made for the storage of baggage, mail and express, and in addition there are cleaning yards and a service building for the car department, dining car department, and Pullman Company. During the short time the station has been in operation it has proved an unqualified success.

SUMMARY OF FINANCIAL OPERATIONS AFFECTING INCOME

RAILWAY OPERATING INCOME	1913	1912	Increase	Decrease
RAIL OPERATIONS	*1,799·74 miles operated*	*1,816·76 miles operated*		*17·02 miles*
Revenues	$36,011,885 97	$32,911,753 07	$3,100,132 90	
Expenses	27,313,272 92	23,008,755 63	4,304,517 29	
NET REVENUE RAIL OPERATIONS	$8,698,613 05	$9,902,997 44		$1,204,384 39
Percentage of expenses to revenues	(75·85%)	(69·91%)	(5·94%)	
AUXILIARY OPERATIONS				
Revenues	$665,084 61	$663,850 55	$1,234 06	
Expenses	680,503 26	635,752 02	44,751 24	
NET DEFICIT AUXILIARY OPERATIONS	$15,418 65	$28,098 53*		$43,517 18
NET RAILWAY OPERATING REVENUE	$8,683,194 40	$9,931,095 97		$1,247,901 57
RAILWAY TAX ACCRUALS	1,392,813 51	1,366,984 90	$25,828 61	
RAILWAY OPERATING INCOME	$7,290,380 89	$8,564,111 07		$1,273,730 18
OTHER INCOME				
Joint facility rent income	$255,584 14	$207,114 02	$48,470 12	
Miscellaneous rent income	1,725 94	2,093 84		$367 90
Dividend income	746,941 50	618,556 67	128,384 83	
Income from funded securities	46,880 00	46,880 00		
Income from unfunded securities and accounts	192,198 54	186,018 65	6,179 89	
Miscellaneous income	2,726 72		2,726 72	
TOTAL OTHER INCOME	$1,246,056 84	$1,060,663 18	$185,393 66	
GROSS INCOME	$8,536,437 73	$9,624,774 25		$1,088,336 52
DEDUCTIONS FROM GROSS INCOME				
Deductions for lease of other roads	$3,662,313 88	$3,545,579 46†	$116,734 42	
Hire of equipment-debit balance	1,376,527 09	1,099,646 52	276,880 57	
Joint facility rent deductions	579,350 32	560,795 72	18,554 60	
Miscellaneous rent deductions	8,574 08	3,013 41	5,560 67	
Miscellaneous tax accruals	20,652 97	11,286 84	9,366 13	
Separately operated properties-loss	52,246 83	245,802 66		$193,555 83
Interest deductions for funded debt	1,258,304 38	1,239,327 82†	18,976 56	
Interest deductions for unfunded debt	294,195 68	192,988 94	101,206 74	
Miscellaneous deductions	1,112 00		1,112 00	
TOTAL DEDUCTIONS	$7,253,277 23	$6,898,441 37	$354,835 86	
NET INCOME	$1,283,160 50	$2,726,332 88		$1,443,172 38
DIVIDENDS, TWO, AGGREGATING 6%	1,124,280 00	1,124,280 00		
SURPLUS	$158,880 50	$1,602,052 88		$1,443,172 38

AMOUNT TO CREDIT OF PROFIT AND LOSS (FREE SURPLUS) DECEMBER 31, 1912		$13,228,542 28
ADD		
Surplus for the year 1913	$158,880 50	
Profit from sale of a part of the Detroit Toledo and Milwaukee Railroad	132,501 00	
Premium (less commission and expense) on sale of one year six per cent notes	2,020 30	293,401 80
		$13,521,944 08
DEDUCT		
Discount, commission and expenses equipment trust certificates of 1913, and one year four and one-half per cent notes	$126,058 41	
Additional excise tax for years 1909, 1910 and 1911	33,177 37	
For abandoned property	153,611 11	
Sundry adjustments and cancellations (net)	53,098 31	365,945 20
BALANCE TO CREDIT OF PROFIT AND LOSS (FREE SURPLUS) DECEMBER 31, 1913		$13,155,998 88

* Revenue

† Revised for comparison

For the year covered by this report the revenue from transportation was $35,644,055.00, an increase of $3,063,201.94 as compared with the previous year; revenue from operations other than transportation was $367,830.97, an increase of $36,930.96, and revenue from auxiliary operations (connected with but in addition to transportation by rail) was $665,084.61, an increase of $1,234.06. The total gross revenue from all operations $36,676,970.58 was the largest in the history of the company and an increase compared with 1912 of $3,101,366.96.

The freight revenue was $23,131,935.92, an increase of $1,813,731.42. This was due to the increased movement of nearly all commodities.

The passenger revenue was $9,305,636.24, an increase of $1,055,300.14. This additional revenue was largely contributed by interline business, both home and foreign, and immigrant travel; also by local business, the increase in which was caused to a considerable extent, by the policy of discontinuing low-rate excursion travel, with a resulting greater average distance carried and average amount received per passenger.

The express revenue was $1,716,303.88, an increase of $105,910.06 compared with the previous year, due to an enlarged volume of business, producing an increase in the first eight months of $157,056.38, partly offset by a decrease in the remaining months, due principally to the operation of the parcel post.

The revenue from transportation of mails was $444,726.95, an increase of $10,396.21, due principally to increased compensation, effective July 1, 1913, allowed by the United States Government for carrying parcel post matter.

Since the regular quadrennial weighing of mails in 1911, the parcel post has been inaugurated, the original weight limit of parcels being eleven pounds, for the transportation of which Congress has allowed an increase in compensation (effective from July 1, 1913, and until the next regular weighing of the mails) of not to exceed five per cent, which is equal to an annual increase of $17,148.00 in the compensation paid this company for carrying the mails.

The situation in reference to mail pay, however, is still unsatisfactory. Pending the report of the joint Congressional Committee now sitting and action upon this report by Congress, the conditions have been much aggravated by the enlargement of the parcel post, with substantially no return to the railroads for the increased service. This new feature of mail transportation has had the effect of curtailing express revenue without compensating return from other sources of traffic.

The operating revenue from all other sources increased $114,795.07 over the previous year; the principal items being other passenger train revenue $14,057.69, switching $47,424.42, car service $11,404.56, and rents of buildings and other property $22,084.95.

The total expenses of rail operations were $27,313,272.92, an increase of $4,304,517.29, as per detail on following pages. By groups the increases were as follows:

Maintenance of way and structures	$1,219,119 62
Maintenance of equipment	1,303,070 99
Traffic expenses	35,926 60
Transportation expenses	1,699,479 35
General expenses	46,920 73
Total	$4,304,517 29

The increase in maintenance of way and structures was principally caused by heavy expenditures in connection with the maintenance and upkeep of the roadway. The increased force necessary for this work was employed at higher rate of wages. There was a greater number of ties laid and at an increased cost per tie, and a larger expenditure for rock ballast, rails and other track material. The replacement of Grand River bridge, of buildings destroyed by fire at West Detroit stock yards, and of telegraph lines destroyed by storms, explains the increases in accounts affected thereby. These increases were offset to some extent by reduction in the accounts "Removal of snow, sand and ice", due to the open winter; and in "Signals and interlocking plants" and "Buildings, fixtures and grounds", due to large expenditures during 1912 for replacement of signals on the west division, and of the West Detroit roundhouse.

The increase in maintenance of equipment was due principally to large expenditures for repairs and renewals, a heavy outlay having been found necessary for repairs to freight cars in outside shops, due to inability to properly care for these repairs with the company's present facilities.

The increase in traffic expenses is due to increased expenditures account of fast freight lines, cost of advertising, cost of printing tariffs in connection with application for increase in freight rates, and to maintenance of outside agencies; partially offset by decreased cost of supervision and in other expenses.

The increase in transportation expenses is principally due to increased mileage and tonnage, higher rates of wages paid employes in station, train, yard and signal service, and unusually large payments on account of loss and damage—freight.

The increase of $46,920.73 in general expenses covers additional insurance, new and additional requirements of State and Interstate Commerce Commissions, a more thorough revision of way bills in the general office, and the investigating and handling of many more overcharge and loss and damage claims caused by a greater volume of business.

The result of auxiliary operations was a net deficit of $15,418.65, as compared with a net revenue of $28,098.53 in 1912, principally due to a deficit of $20,451.86 in dining car service, a decrease of $20,964.94 in net revenue from stockyards, and a decrease of $1,475.07 in net revenue from restaurants.

The operating income was $7,290,380.89, a decrease of $1,273,730.18.

Other income was $1,246,056.84, an increase of $185,393.66 as compared with the previous year, due principally to increase in joint facility rent, dividend income, and interest on unfunded securities and accounts.

The gross income was $8,536,437.73, a decrease of $1,088,336.52.

Deductions from gross income amounted to $7,253,277.23, an increase of $354,835.86. The principal fluctuations were increases of $133,449.00 in rental of Detroit River Tunnel, $276,880.57 in hire of equipment, $101,206.74 in interest on unfunded debt, $24,115.27 in rents payable, $18,976.56 in interest on funded debt due to equipment trust certificates and $9,366.13 in miscellaneous taxes; partially offset by $16,572.63 reduction in interest due to refunding Canada Southern bonds and $193,555.83 in separately operated properties—loss, the latter due almost entirely to discontinuance by this company of participation in the operating deficits of the Merchants Despatch Transportation Company.

The profit from operation for the year, after payment of six per cent in dividends upon the capital stock, was $158,880.50 which has been carried to the credit of profit and loss.

The credits for retired equipment during the year amounted to	$559,475 00
The charges against this account for proportion of cost of four coaches, and one combination baggage, mail and express car for Toronto Hamilton & Buffalo Line, one hundred and forty-five new freight cars, one switch engine, one scale testing car, superheaters, betterments, etc., aggregated	229,233 56
	$330,241 44
Credit balance equipment replacement fund December 31, 1912	341,236 67
Total credit balance December 31, 1913	$671,478 11

During the year expenditures in excess of $4,000,000.00 were made on extensive improvements, as shown in detail on another page, the cost of the more important items for improvement of facilities (partly estimated) and exclusive of equipment, being as follows:

At Junction Yards, Detroit, a modern double hump gravity switching yard, with 66 miles of track has been completed at a cost of $1,140,000.00.

A new ice house at West Detroit, with capacity of 40,000 tons is now under construction at an estimated cost of $110,000.00.

Grade separation at Detroit, on the Bay City division, in pursuance of agreement with the City of Detroit, $90,000.00.

Land at a cost of $155,000.00 has been purchased at Junction Yards, anticipating the reconstruction and removal of the transfer house from its present location.

Improvements in Detroit's outlying freight houses have been made to the extent of $57,000.00, and paving of team tracks adjacent thereto to the extent of $85,000.00, in order to properly care for increase in business at these stations.

The extension of Jackson Junction yards has been accomplished at a cost of $50,000.00, and at the same place $190,000.00 has been expended in extending the erecting shop and building a blacksmith shop.

An expenditure of $110,000.00 for a grain elevator at Kensington to replace the old one at this point destroyed by fire. This represents about 40% of the total cost of building now under construction.

At North Toledo $85,000.00 has been expended in the construction of a roundhouse, repair tracks, etc.

To prevent delays and to facilitate the handling of trains, the line between North Toledo yards and West Toledo has been double tracked, and an extension made to the yards at an expense of $115,000.00.

Under arrangement, dated November 1, 1913, made with the Manistee & North Eastern Railroad Company, a spur track has been built at an expense of $50,000.00, by which this company will be able to reach the new camp site of the Michigan National Guard, situated about 6·31 miles from Grayling.

At St Thomas a new erecting shop and power plant has been provided, at a cost of $300,000.00.

During the year 1913, practically all of the railroads in the eastern section of the United States, operating in the territory east of the Mississippi and north of the Ohio and Potomac Rivers, were parties to arbitrations, first with the Brotherhood of Locomotive Firemen and Enginemen, and later with the Order of Railway Conductors and Brotherhood of Railroad Trainmen, acting jointly.

The concerted movement of the firemen demanded standardization of pay and working conditions, involving an increase in the wages of firemen employed by this company of approximately 52%, and resulted in arbitration under the Erdman Act. The railroads selected Mr. William W. Atterbury, Vice-President of the Pennsylvania Railroad, and the firemen designated Mr. Albert Phillips, Vice-President of the Brotherhood of Locomotive Firemen and Enginemen. The third member of the Board (appointed by the Federal Authorities) was the Honorable William L. Chambers, of Washington, D. C., who was selected chairman.

The arbitration proceedings were held in New York from March 10, to April 5, and on April 23, an award was handed down which provided for an increase in the wages paid to firemen on the Michigan Central Railroad of 10%, or approximately $87,500.00 per annum.

While the conference committee of managers were engaged in preparation for the firemen's arbitration proceedings, a petition approved October 19, 1912 by the eastern association of general committees, Order of Railway Conductors and Brotherhood of Railroad Trainmen for standardization of rates of pay, involving an increase in the payrolls of this company, estimated at $493,000.00 per annum, was presented to all roads east of Chicago and north of the Chesapeake & Ohio Railway, and to the conference committee of managers as well, with a view of ascertaining whether the matter would be handled by the several roads individually or in concert. United action was determined upon by the roads concerned and an arbitration board consisting of six members was agreed to under the terms of the Newlands amendment of the Erdman Act.

The railroads were represented upon this board by Mr. W. W. Atterbury, Vice-President, Pennsylvania Railroad, and Mr. A. H. Smith, Senior Vice-President, New York Central Lines.

The conductors' and trainmen's organizations designated as their representatives Mr. L. E. Sheppard, Senior Vice-President, Order of Railway Conductors and Mr. D. L. Cease, editor and manager, "The Railroad Trainmen" and the four members so selected met and completed their board by choosing the Honorable Seth Low and Doctor John H. Finley, President, the College of the City of New York.

The Board so constituted, having chosen Mr. Seth Low as its chairman, heard testimony between September 11, and October 15, and on November 10, handed down its award, which provided for an increase in the wages of conductors and trainmen employed by this company of 6·8% or approximately $167,000.00 per annum.

Section 19-A of the Act to Regulate Commerce, which became a law on the first day of March 1913, provides that the Interstate Commerce Commission shall investigate and ascertain the value of all the property owned or used by all railroad companies. The commission is required to ascertain and report in detail as to each piece of property owned or used, the original cost to date, cost of reproduction new, cost of reproduction less depreciation; also all other values and elements of value, if any, of such property. It is also required to investigate and to report upon the history and organization of the present and of any previous corporation operating the property; upon moneys received by reason of any issues of stocks, bonds, or other securities; upon the syndicating, banking and other financial arrangements under which such issues were made and the expense thereof, together with a large number of other matters unnecessary to specify in detail. The company is required to co-operate with and aid in the work of the valuation of its property in such particulars and to such extent as the commission may require and direct. It is impossible even to approximate at this time the expense which will thereby be incurred.

The performance of the work for the company has been undertaken by a Valuation Committee appointed by the Board of Directors. The committee is engaged in the preliminary inquiries essential to the proper organization of the necessary forces and in making the preparation required to comply with the requirements of the commission.

Shortly after the passage of the act, the principal carriers of the country including this company, organized an association known as the Presidents' Conference Committee. This committee in an informal conference with the commission, pledged its hearty co-operation in the work. It has appointed an engineering committee consisting of fifteen members, which for several months past has been engaged in discussing with the board of engineers appointed by the commission, the maps, profiles and schedules which shall be furnished by the carriers to the commission for its use in inspecting, listing and valuing the property of the carriers. The questions involved have been of great importance and difficulty and as a result these conferences have necessarily taken a very considerable time, and no active work has been undertaken by the commission upon the property of this company. It is expected however that progress will be made during the year 1914.

In May 1913 The Michigan Central Railroad Company joined with other roads in the official classification territory in an application to the Interstate Commerce Commission for an increase of 5% in freight rates, and the commission now has this application under consideration.

In the operation of the pension department 41 employes were retired and placed upon the pension rolls. Of these retirements, 30 were authorized because of the attainment of seventy years of age and 11 because of total and permanent physical disability. During the year 31 pensioners died and at the close of the year 204 retired employes were carried upon the pension rolls. The average monthly pension allowance to these employes was $22.18 and the total amount paid them in pension allowances was $57,152.60.

Mr. J. Pierpont Morgan, who had been a director of this company since May 1903, died at Rome, Italy, on March 31, 1913, and was succeeded as a director by his son Mr. J. Pierpont Morgan on May 8, 1913.

The death during the year of two valued and esteemed officers of the company is recorded.

Mr. David S. Sutherland, General Agent, died December 17, 1913.

Mr. Sutherland began service as a messenger boy in the car department of this company February 1, 1864, at the age of fifteen years, and continued in the employment of the company until the day of his death, a period of only one month and a half less than fifty years. At the age of sixteen he became a car checker, and was yardmaster, trainmaster, division superintendent and general agent, rendering his entire active lifework in the useful and loyal service of the company. His familiarity with the railroad from its early beginnings, and his force and executive ability, made of him an officer in whom great trust and reliance was reposed.

Mr. Nathaniel E. Slaymaker, Attorney for the company, and Land Commisioner of the Jackson Lansing & Saginaw Railroad Company died at Detroit, Michigan, July 23, 1913, after serving the company faithfully and efficiently for fourteen years.

On April 1, 1913, Mr. Alfred H. Smith was appointed Senior Vice-President, and Mr. John J. Bernet a vice president of the company.

At a meeting of the Board of Directors, held November 18, 1913, Mr. W. C. Brown, President, presented his resignation, effective December 31, 1913.

At the meeting of the Board of Directors, held December 17, 1913, Mr. Alfred H. Smith was elected President, effective January 1, 1914, succeeding Mr. W. C. Brown.

During the year the following additional appointments of officials were made:

Jan. 8, 1913	Walter E. Hackett, Local Treasurer.
Jan. 16, 1913	Henry Shearer, Assistant General Superintendent.
Aug. 1, 1913	William Hutchinson, Land Commissioner, J L & S RR Co.
Sept. 1, 1913	John M. Simpson, Assistant General Passenger Agent.
Nov. 12, 1913	Harry J. Perkins, Industrial Agent.
Dec. 1, 1913	James F. Deimling, Assistant Chief Engineer.
Dec. 1, 1913	Frank B. Marble, Division Engineer.
Dec. 1, 1913	Charles C. Hill, Engineer of Contruction.

Acknowledgment is hereby rendered to officers and employees for faithful and efficient service.

ALFRED H. SMITH,
Senior Vice-President.

The Michigan Central Railroad Company

DETAIL OF RAILWAY OPERATING REVENUES

TRANSPORTATION

	1913	1912	Increase	Decrease
Freight	$23,131,935 92	$21,318,204 50	$1,813,731 42	
Passenger	9,305,636 24	8,250,336 10	1,055,300 14	
Excess baggage	106,396 54	103,097 14	3,299 40	
Mail	444,726 95	434,330 74	10,396 21	
Express	1,716,303 88	1,610,393 82	105,910 06	
Milk (on passenger trains)	47,178 36	40,561 89	6,616 47	
Other passenger train	127,569 63	113,511 94	14,057 69	
Switching	712,535 41	665,110 99	47,424 42	
Special service train	8,529 99	7,907 31	622 68	
Miscellaneous transportation	43,242 08	37,398 63	5,843 45	
Totals	$35,644,055 00	$32,580,853 06	$3,063,201 94	

OTHER THAN TRANSPORTATION

Station and train privileges	$20,427 75	$18,070 74	$2,357 01	
Parcel room receipts	13,567 01	10,484 06	3,082 95	
Storage—freight	31,548 41	36,489 47		$4,941 06
Storage—baggage	7,534 81	5,940 25	1,594 56	
Car service	160,464 19	149,059 63	11,404 56	
Telegraph and telephone service	1,259 40	3,488 87		2,229 47
Rents of buildings and other property	91,244 83	69,159 88	22,084 95	
Miscellaneous	30,650 79	28,614 43	2,036 36	
Joint facilities revenue—Dr.	176 11	280 99	104 88	
Joint facilities revenue—Cr.	11,309 89	9,873 67	1,436 22	
Totals	$367,830 97	$330,900 01	$36,930 96	
TOTAL OPERATING REVENUES	$36,011,885 97	$32,911,753 07	$3,100,132 90	

EXPENSES IN DETAIL (RAIL OPERATIONS)

MAINTENANCE OF WAY AND STRUCTURES

	1913	1912	Increase	Decrease
Superintendence	$227,789 52	$188,401 78	$39,387 74	
Ballast	82,453 82	29,648 67	52,805 15	
Ties	971,186 48	595,226 18	375,960 30	
Rails	365,838 05	86,224 40	279,613 65	
Other track material	352,524 27	248,453 87	104,070 40	
Roadway and track	1,800,106 65	1,410,581 96	389,524 69	
Removal of snow, sand and ice	50,839 87	125,776 96		$74,937 09
Bridges, trestles and culverts	156,938 72	115,675 78	41,262 94	
Over and under grade-crossings	9,606 69	6,718 93	2,887 76	
Grade crossings, fences, cattle guards, and signs	129,494 03	90,459 91	39,034 12	
Snow and sand fences and snowsheds	2,462 05	634 94	1,827 11	
Signals and interlocking plants	148,958 62	194,096 34		45,137 72
Telegraph and telephone lines	43,692 63	13,445 23	30,247 40	
Buildings, fixtures, and grounds	351,342 19	374,978 89		23,636 70
Docks and wharves	15,587 25	7,551 41	8,035 84	
Roadway tools and supplies	72,919 86	59,647 17	13,272 69	
Injuries to persons	9,914 94	13,966 76		4,051 82
Stationery and printing	9,575 15	9,113 29	461 86	
Other expenses	644 92	382 28	262 64	
Maintaining joint tracks, yards, and other facilities—Dr.	191,752 82	170,654 13	21,098 69	
Maintaining joint tracks, yards, and other facilities—Cr.	144,776 61	111,906 61		32,870 03
Totals	$4,848,851 89	$3,629,732 27	$1,219,119 62	

EXPENSES IN DETAIL (RAIL OPERATIONS) continued

MAINTENANCE OF EQUIPMENT

	1913	1912	Increase	Decrease
Superintendence	$174,650 79	$143,864 02	$30,786 77	
Steam locomotives—repairs	1,916,023 59	1,596,196 34	319,827 25	
Steam locomotives—renewals and depreciation	304,402 15	243,429 20	60,972 95	
Passenger-train cars—repairs	256,105 15	261,272 41		$5,167 26
Passenger-train cars—renewals and depreciation	85,850 77	41,323 52	44,527 25	
Freight-train cars—repairs	2,354,563 05	1,522,536 89	832,026 16	
Freight-train cars—renewals and depreciation	680,966 28	726,878 10		45,911 82
Floating equipment—repairs	17 83		17 83	
Work equipment—repairs	58,527 21	29,164 16	29,363 05	
Work equipment—renewals and depreciation	36,254 78	33,979 00	2,275 78	
Shop machinery and tools	107,066 17	72,950 05	34,116 12	
Injuries to persons	10,826 30	17,747 20		6,920 90
Stationery and printing	13,306 54	10,966 68	2,339 86	
Other expenses	1,499 27	3,665 27		2,166 00
Maintaining joint equipment at terminals—Dr.	14,854 22	7,870 27	6,983 95	
Totals	$6,014,914 10	$4,711,843 11	$1,303,070 99	

TRAFFIC EXPENSES

Superintendence	$192,941 19	$213,516 78		$20,575 59
Outside agencies	180,978 75	159,865 46	$21,113 29	
Advertising	89,680 95	65,914 07	23,766 88	
Traffic associations	15,710 68	19,251 30		3,540 62
Fast freight lines	204,615 38	198,470 04	6,145 34	
Industrial and immigration bureaus	5,684 67	7,519 86		1,835 19
Stationery and printing	106,042 19	88,860 90	17,181 29	
Other expenses	5,006 00	11,334 80		6,328 80
Totals	$800,659 81	$764,733 21	$35,926 60	

TRANSPORTATION EXPENSES

Superintendence	$329,077 97	$273,442 81	$55,635 16	
Dispatching trains	102,772 22	95,598 25	7,173 97	
Station employees	2,312,684 47	2,099,104 72	213,579 75	
Weighing and car-service associations	37,663 82	1,664 30	35,999 52	
Station supplies and expenses	168,190 00	159,371 50	8,818 50	
Yardmasters and their clerks	311,284 82	252,262 39	59,022 43	
Yard conductors and brakemen	1,106,765 50	1,000,413 56	106,351 94	
Yard switch and signal tenders	77,607 46	73,341 74	4,265 72	
Yard supplies and expenses	24,779 78	18,969 84	5,809 94	
Yard enginemen	763,384 92	678,320 66	85,064 26	
Enginehouse expenses—yard	115,874 01	99,242 19	16,631 82	
Fuel for yard locomotives	735,877 22	677,208 75	58,668 47	
Water for yard locomotives	33,873 05	31,137 58	2,736 07	
Lubricants for yard locomotives	12,414 06	11,365 19	1,048 87	
Other supplies for yard locomotives	9,038 56	8,164 97	873 59	
Operating joint yards and terminals—Dr.	448,723 71	371,943 25	76,780 46	
Operating joint yards and terminals—Cr.	40,370 16	42,141 45	1,771 29	
Road enginemen	1,570,510 15	1,429,201 65	141,308 50	
Enginehouse expenses—road	489,959 64	376,768 99	113,190 65	
Fuel for road locomotives	2,685,677 82	2,475,458 71	210,219 11	
Water for road locomotives	127,852 89	118,981 32	8,871 57	
Lubricants for road locomotives	54,729 07	46,812 63	7,916 44	
Other supplies for road locomotives	33,863 79	32,401 51	1,462 28	
Carried forward	$11,512,235 37	$10,289,035 06	$1,223,200 31	

The Michigan Central Railroad Company

EXPENSES IN DETAIL (RAIL OPERATIONS) concluded

TRANSPORTATION EXPENSES (*concluded*)

	1913	1912	Increase	Decrease
Brought forward	$11,512,235 37	$10,289,035 06	$1,223,200 31	
Road trainmen	1,638,031 30	1,561,333 69	76,697 61	
Train supplies and expenses	364,995 04	303,003 60	61,991 44	
Interlockers, block and other signals—operation	136,275 21	125,290 19	10,985 02	
Crossing flagmen and gatemen	106,329 75	96,377 11	9,952 64	
Drawbridge operation	16,350 64	14,508 31	1,842 33	
Clearing wrecks	67,816 05	62,747 23	5,068 82	
Telegraph and telephone—operation	105,387 39	92,483 29	12,904 10	
Operating floating equipment	422 50	1,763 34		$1,340 84
Stationery and printing	163,568 01	149,930 76	13,637 25	
Other expenses	40,151 47	54,197 43		14,045 96
Loss and damage—freight	566,467 93	348,739 85	217,728 08	
Loss and damage—baggage	7,365 76	4,479 98	2,885 78	
Damage to property	23,755 23	17,907 28	5,847 95	
Damage to stock on right of way	6,152 34	3,005 20	3,147 14	
Injuries to persons	250,415 69	189,855 79	60,559 90	
Operating joint tracks and facilities—Dr.	112,597 30	92,732 57	19,864 73	
Operating joint tracks and facilities—Cr.	105,778 91	94,331 96		11,446 95
Totals	$15,012,538 07	$13,313,058 72	$1,699,479 35	

GENERAL EXPENSES

Salaries and expenses of general officers	$108,732 99	$103,100 59	$5,632 40	
Salaries and expenses of clerks and attendants	278,605 72	235,356 81	43,248 91	
General office supplies and expenses	29,376 17	27,649 57	1,726 60	
Law expenses	91,136 74	108,776 73		$17,639 99
Insurance	17,794 24	15,458 36	2,335 88	
Pensions	59,896 02	53,089 89	6,806 13	
Stationery and printing	37,565 41	31,351 20	6,214 21	
Valuation expenses	2,333 53		2,333 53	
Other expenses	10,077 81	13,752 20		3,674 39
General administration joint tracks, yards and terminals—Dr.	790 42	852 97		62 55
Totals	$636,309 05	$589,388 32	$46,920 73	

PERCENTAGE OF RAIL OPERATING EXPENSES TO REVENUE FROM RAIL OPERATIONS BY GROUPS

	1913	1912
Maintenance of way and structures	13·47	11·03
Maintenance of equipment	16·70	14·32
Traffic expenses	2·22	2·32
Transportation expenses	41·69	40·45
General expenses	1·77	1·79
Totals	75·85	69·91

AUXILIARY OPERATIONS

	1913	1912	Increase	Decrease
DINING CAR SERVICE				
Revenues	$414,591 17	$398,142 79	$16,448 38	
Expenses	435,043 03	397,918 10	37,124 93	
Net revenue		$224 69		$20,676 55
Net deficit	$20,451 86			
GRAIN ELEVATORS				
Revenues	$9,103 36	$7,132 21	$1,971 15	
Expenses	21,657 11	19,285 34	2,371 77	
Net deficit	$12,553 75	$12,153 13	$400 62	
STOCK YARDS				
Revenues	$115,981 50	$138,628 13		$22,646 63
Expenses	110,169 87	111,851 56		1,681 69
Net revenue	$5,811 63	$26,776 57		$20,964 94
RESTAURANTS				
Revenues	$125,408 58	$119,947 42	$5,461 16	
Expenses	113,633 25	106,697 02	6,936 23	
Net revenue	$11,775 33	$13,250 40		$1,475 07
TOTAL NET REVENUE		$28,098 53		$43,517 18
TOTAL NET DEFICIT	$15,418 65			

RAILWAY TAX ACCRUALS

MICHIGAN CENTRAL SYSTEM (INCLUDING LEASED LINES)

Location	On the value of real and personal property	On stocks, bonds, loans, etc.	On gross or net earnings, revenue or dividends	Internal Revenue U. S. Gov't.	Total
Michigan	$1,119,082 40				$1,119,082 40
Indiana	100,504 17				100,504 17
Illinois	53,969 88				53,969 88
Ohio	14,578 93		$1,363 40		15,942 33
Canada	64,713 32				64,713 32
New York	7,181 05	$476 27			7,657 32
U. S. Government				$30,944 09	30,944 09
Totals	$1,360,029 75	$476 27	$1,363 40	$30,944 09	$1,392,813 51

The Michigan Central Railroad Company

DEDUCTIONS FROM GROSS INCOME

For lease of other roads

Rental and other payments required to be made as a condition to the continued use or possession of other roads:

Battle Creek & Sturgis Railway Interest at 3% on $421,000 00 First mortgage bonds		$12,630 00
Bay City & Battle Creek Railway Interest at 3% on $250,000 00 First mortgage bonds		7,500 00
Benton Harbor Extension, etc. Cash		5,000 00
Canada Southern Railway		
Interest at 5% on $6,000,000 00 Second mortgage bonds	$50,000 00	
Interest at 5% on $22,500,000 00 Consol mortgage bonds	1,075,538 47	
Interest at 4% on $130,000 00 Leamington & St Clair mortgage bonds	5,200 00	
Dividend at 3% on $15,000,000 00 capital stock	450,000 00	1,580,738 47
Detroit and Bay City Railroad Interest at 5% on $4,000,000 00 First mortgage bonds		200,000 00
Detroit Manufacturers' Railroad Cash		15,000 00§
Detroit River Tunnel Cash		1,324,340 00
Grand River Valley Railroad		
Interest at 4% on $1,500,000 00 First mortgage bonds	$60,000 00	
Dividend at 5% on $491,200 00 capital stock	24,560 00	84,560 00§
Jackson Lansing & Saginaw Railroad		
Interest at 3½% on $1,714,000 00 First mortgage bonds	$60,045 41	
Dividend at 3½% on $2,000,000 00 capital stock	70,000 00	
Organization expenses	750 00	130,795 41
Joliet & Northern Indiana Railroad		
Interest at 4% on $1,500,000 00 First mortgage bonds	$60,000 00	
Dividend at 5% on $300,000 00 capital stock	15,000 00	75,000 00
Kalamazoo & South Haven Railroad Interest at 5% on $700,000 00 First mortgage bonds		35,000 00
Lansing Manufacturers' Railroad Cash		3,750 00§
Michigan Air Line Railroad Interest at 4% on $2,600,000 00 First mortgage bonds		104,000 00
St Joseph South Bend & Southern Railroad Cash		20,000 00
Toledo Canada Southern & Detroit Railway Interest at 4% on $1,600,000 00 First mortgage bonds		64,000 00
TOTAL		$3,662,313 88

§ Organization expenses $325.00 not included.

For interest on funded debt

Michigan Central Railroad		
Interest at 3½% on First mortgage bonds	$490,000 00	
Interest at 4% on Gold debentures	305,360 00	
Interest at 5% on Equipment trust certificates 1907	128,042 50	
Interest at 4½% on Equipment trust certificates 1910	198,730 04	
Interest at 4½% on Equipment trust certificates 1912	95,577 88	
Interest at 4½% on Equipment trust certificates 1913	40,593 36	1,258,304 38

Other deductions

Hire of equipment—debit balance	$1,376,527 09	
Joint facility rent	579,350 32	
Miscellaneous rent	8,574 08	
Miscellaneous tax accruals	20,652 97	
Interest on unfunded debt	294,195 68	
Operating guarantee—Merchants Despatch Transportation Company	34,624 72	
Deficit from operation—The Mackinac Transportation Company	17,458 27	
Deficit from operation—Pikes Summer Tavern	163 84	
Miscellaneous	1,112 00	2,332,658 97
TOTAL DEDUCTIONS		$7,253,277 23

DIVIDENDS

Payable July 29, 1913,	3% on $18,738,000 00 capital stock	$562,140 00
Payable January 29, 1914,	3% on $18,738,000 00 capital stock	562,140 00
TOTAL	6%	$1,124,280 00

DETAIL OF EXPENDITURES FOR ADDITIONS AND BETTERMENTS

MICHIGAN CENTRAL RAILROAD—MAIN LINE

Charged against capital			
Road			
Stations and other structures			
Passenger station, Galien	$6,566 47		
Round house and tracks, West Detroit	62,346 44		
New ice house and tracks, West Detroit	135,044 33		
Elevator and tracks, Kensington	103,141 61		
Car repair shop, Jackson Junction	4,037 30		
Oil house, West Detroit	10,020 69		
Extension to shop buildings, Jackson	190,087 60		
Additional fire protection and water supply, West Detroit	12,628 00		
Coaling and water stations, West Detroit	43,251 69		
Miscellaneous other structures	24,872 63		
	$591,996 76		
Less: Miscellaneous buildings abandoned	61,180 36	$530,816 40	
Land at various places (net)		44,643 74	
Bridges			
Battle Creek	$9,755 79		
Sundry bridges	7,715 44	17,471 23	
Roadway			
Ballast applied	$56,567 02		
New yard and track changes, Junction Yards	985,632 25		
Additional yard, Jackson	53,198 70		
Storage tracks, Bay City Junction, Detroit	11,335 59		
Jackson Junction and Niles telephone circuit	12,374 19		
Niles and Chicago telephone circuit	2,700 23		
Miscellaneous roadway	3,597 42		
Miscellaneous sidings and yard tracks	104,866 38		
	$1,230,271 78		
Less: Miscellaneous side tracks abandoned	16,053 03	1,214,218 75	
		$1,807,150 12	
Shop machinery and tools		43,668 56	
Motor inspection cars		633 50	
Rail unloader		600 00	
		$1,852,052 18	
New equipment			
Trust equipment of 1913 (delivered)	$1,960,417 50		
Freight and inspection charges and appliances 1910, 1912 and 1913 trust equipment	51,902 18	2,012,319 68	$3,864,371 86
Less:			
Equipment replacement fund		$330,241 44	
Accrued reserve for depreciation		700,451 18	1,030,692 62
Total main line			$2,833,679 24

The Michigan Central Railroad Company

DETAIL OF EXPENDITURES FOR ADDITIONS AND BETTERMENTS (concluded)

LEASED AND PROPRIETARY LINES

Charged against capital			
Road			
Stations and other structures			
Round houses and other facilities, St Thomas, Bay City, Wolverine, North Yards and Toledo	$283,162 27		
Engine houses, Grayling, Vassar, Caro and Chicago Heights	12,880 65		
Pumping stations, Waterford, Cayuga, Tilbury and Ridgetown	14,272 82		
Freight houses and facilities, Russell Street and Gratiot Avenue, Detroit	43,800 51		
Paving team tracks, Detroit	62,842 53		
Water tanks, River Rouge and South Rockwood	6,277 30		
Track scales, Detroit, Orion and Pinconning	6,451 08		
Miscellaneous other structures	36,606 85	$466,294 01	
Bridges			
Trestle over Lake Shore & Michigan Southern Railway, Canada Southern Junction	$11,035 16		
Drawbridge, Saginaw	25,934 72		
Bridges at Cayuga, Fletcher and Dyer	40,342 11		
Miscellaneous small bridges	40,844 70	118,156 69	
Roadway			
Increased weight of rail	$73,962 72		
Ballast applied	61,046 49		
Double tracking on Toledo division	46,249 26		
Track changes, North Toledo	68,643 17		
Grade separation, Joliet	25,885 72		
Grade separation, Detroit	92,810 12		
Additional tracks and yards, Belt Line, Detroit	41,933 42		
Double tracking on Belt Line, Detroit	7,125 69		
Additional yards, North Yards	14,275 26		
Interchange track, Hartsdale	10,132 64		
Portage Lake branch	31,405 17		
Telephone circuit, St Thomas, Bridgeburg and Niagara-on-the-lake	20,093 20		
Miscellaneous sidings, yard tracks and logging branches	153,121 53		
Miscellaneous roadway	29,403 94	676,088 38	
Land at various places		85,132 67	
Shop machinery and tools		29,015 86	$1,374,687 61
Deduct:			
For property abandoned		$74,979 57	
For land sold		115,202 92	
For Jackson Lansing & Saginaw RR Co bonds retired		4,000 00	194,182 49
Total leased and proprietary lines			$1,180,505 12
Summary			
Michigan Central Railroad—Main line			$2,833,679 24
Leased and proprietary lines			1,180,505 12
Total			$4,014,184 36

CONDENSED GENERAL BALANCE SHEET, DECEMBER 31, 1913

Assets

Property investment				
Road and equipment				
Investment to June 30, 1907				
Michigan Central Railroad			$35,213,257 09	
Leased and proprietary lines			14,216,143 27	$49,429,400 36
Investment since June 30, 1907				
Road				
Michigan Central Railroad		$3,480,455 80		
Leased and proprietary lines		3,582,972 29	$7,063,428 09	
Equipment				
Michigan Central Railroad		$2,304,226 89		
Trust equipment		15,142,853 69		
		$17,447,080 58		
Credit				
Equipment replacement fund	$671,478 11			
Accrued reserve for depreciation	2,080,130 92	2,751,609 03	14,695,471 55	21,758,899 64
Total cost of road and equipment				$71,188,300 00
Securities				
Securities of proprietary, affiliated and controlled companies				
Pledged, Canada Southern Railway Company—stock			$725,000 00	
Unpledged			6,435,692 50	7,160,692 50
Other investments				
Advances to proprietary, affiliated and controlled companies for construction, equipment and betterments				
Detroit Terminal Railroad Company			$267,812 16	
Miscellaneous investments				
Physical property			668,127 98	
Securities—unpledged			2,386,877 00	3,322,817 14
Total property owned as investment				$81,671,809 64
Working assets				
Cash			$2,619,568 31	
Michigan Central Railroad Company stock			1,600 00	
Marketable securities			15,025 09	
Loans and bills receivable			6,000 00	
Net traffic, car mileage and per diem balance			372,192 04	
Net balance due from agents and conductors			2,538,272 58	
Miscellaneous accounts receivable			2,342,984 17	
Materials and supplies			3,342,231 34	11,237,873 53
Accrued income not due				
Unmatured interest, dividends and rents receivable				186,293 91
Deferred debit items				
Advances				
Bay City and Battle Creek Railway Co		$50,000 00		
Canada Southern Railway Co		20,175 75		
Detroit Delray and Dearborn Railroad Co		10,138 32		
Detroit River Tunnel Co		2,274,007 80		
Indiana Harbor Belt Railroad Co		1,151,307 96		
Mackinac Transportation Company Co		81,292 06		
Toledo Terminal Railroad Co		124,200 00	$3,711,121 89	
Working funds			82,096 78	
Other deferred debit items			1,055,026 98	4,848,245 65
TOTAL				$97,944,222 73

The Michigan Central Railroad Company

CONDENSED GENERAL BALANCE SHEET, DECEMBER 31, 1913

Liabilities

Stock		
Capital stock—common		$18,738,000 00
Mortgage, bonded and secured debt		
Funded debt		
Mortgage Bonds		
Michigan Central first mortgage	$14,000,000 00	
Grand River Valley first mortgage	1,500,000 00	
Detroit & Bay City first mortgage	4,000,000 00	
Kalamazoo & South Haven first mortgage	700,000 00	
Michigan Air Line first mortgage	2,600,000 00	
Jackson Lansing and Saginaw first mortgage	1,714,000 00	
Joliet & Northern Indiana first mortgage	1,500,000 00	
Plain bonds, debentures and notes		
Gold debentures	7,634,000 00	
Equipment trust certificates, 1907	2,343,829 03	
Equipment trust certificates, 1910	4,416,236 64	
Equipment trust certificates, 1912	2,123,952 60	
Equipment trust certificates, 1913	2,055,234 09	44,587,252 36
Total capitalization		$63,325,252 36
Working liabilities		
Loans and bills payable	$9,500,000 00	
Audited vouchers and wages unpaid	6,086,112 97	
Miscellaneous accounts payable	103,424 36	
Matured dividends, interest and rents unpaid	26,320 00	
Matured mortgage, bonded and secured debt unpaid	2,000 00	
Other working liabilities	384,831 47	16,102,688 80
Accrued liabilities not due		
Unmatured interest, dividends and rents payable		1,397,744 23
Deferred credit items		
Operating reserves		
Reserves for replacement of property	$56,771 65	
Other deferred credit items	34,004 76	90,776 41
Appropriated surplus		
Additions to property through income since June 30, 1907		3,871,762 05
Free surplus		
Profit and loss—balance		13,155,998 88
TOTAL		$97,944,222 73

STOCK AND BONDS OWNED OR ACQUIRED UNDER LEASE

Stock

	Shares	Par Value
Battle Creek & Sturgis Ry Co	4175	$417,500 00
Bay City & Battle Creek Ry Co	3000	300,000 00
Canada Southern Railway Co	78100	7,810,000 00
Chicago Kalamazoo & Saginaw Ry Co	2700	270,000 00
Clifton Hotel Co Ltd	150	15,000 00
Detroit & Bay City R R Co	6000	600,000 00
Detroit & Charlevoix R R Co	5203	520,300 00
Detroit Belt Line R R	1000	100,000 00
Detroit Delray & Dearborn R R Co	2410	241,000 00
Detroit Manufacturers' R R	1720	172,000 00
Detroit River Tunnel Co	30000	3,000,000 00
Detroit Terminal R R Co	932	93,200 00
Detroit Toledo & Milwaukee R R Co	7500	750,000 00
Grand River Valley R R Co	1569	156,900 00
Indiana Harbor Belt R R Co	7350	735,000 00
Jackson Lansing & Saginaw R R Co	6743	674,300 00
Joliet & Northern Indiana R R Co	3000	300,000 00
Kalamazoo & South Haven R R Co	2575	257,500 00
Lansing Transit Railway Co	10	1,000 00
Mackinac Transportation Co	216⅔	21,666 67
Michigan Air Line R R Co	6685¼	334,262 50
Toledo Terminal Railroad Co	4800	480,000 00
Toronto Hamilton & Buffalo Ry Co	6250	625,000 00
Miscellaneous		62,700 00
Total par value of stock		$17,937,329 17

Bonds

Battle Creek & Sturgis Ry Co	$24,000 00
Bay City & Battle Creek Ry Co	48,000 00
Chicago Kalamazoo & Saginaw Ry Co	761,000 00
Toronto Hamilton & Buffalo Ry Co	357,000 00
Total par value of bonds	$1,190,000 00
Grand total par value of stock and bonds	$19,127,329 17

The securities owned by this company are carried on its books at a total value of $9,564,194.59

CAPITALIZATION

Capital stock

Number of shares authorized	187,380	Total par value authorized	$18,738,000 00
Number of shares issued and outstanding	187,380	Total par value issued and outstanding	$18,738,000 00
Par value per share	$100 00		

Amount of capital stock per mile of road owned (270·07 miles) $69,382.00

The Michigan Central Railroad Company

CAPITALIZATION (concluded)

Funded debt

Class of bond	Date of issue	Date of maturity	Amount of authorized issue	Amount issued and now outstanding	Rate of interest	Payable on the first days of
Michigan Central First mortgage	1902	May 1, 1952	$18,000,000	$14,000,000 00	3½%	May and November
Gold Debentures	1909	April 1, 1929	25,000,000	7,634,000 00	4 %	April and October
Grand River Valley First mortgage	1909	September 1, 1959	4,500,000	1,500,000 00	4 %	March and September
Detroit & Bay City First mortgage	1881	March 1, 1931	4,000,000	4,000,000 00	5 %	March, June, September and December
Kalamazoo & South Haven First mortgage	1889	November 1, 1939	700,000	700,000 00	5 %	May and November
Michigan Air Line First mortgage	1890	January 1, 1940	2,600,000	2,600,000 00	4 %	January and July
Jackson Lansing & Saginaw First mortgage	1901	September 1, 1951	2,000,000*	1,714,000 00	3½%	March and September
Joliet and Northern Indiana First mortgage	1907	July 10, 1957	3,000,000	1,500,000 00	4 %	January and July 10th
Equipment Trust certificates, 1907	1907	November 1, 1922	3,906,382	2,343,829 03	5 %	May and November
Equipment Trust certificates, 1910	1910	January 1, 1925	5,520,296	4,416,236 64	4½%	January and July
Equipment Trust certificates, 1912	1912	January 1, 1927	2,275,663	2,123,952 60	4½%	January and July
Equipment Trust certificates, 1913	1913	January 1, 1928	2,055,234	2,055,234 09	4½%	January and July
Total amount of funded debt				$44,587,252 36		

*$286,000. purchased and retired by the Land Grant Trustees

Amount of funded debt per mile of road

Road	Funded debt	Miles	Amount per mile of road
Michigan Central Railroad	$32,573,252 36	270·07	$120,610
Grand River Valley Railroad	1,500,000 00	83·79	17,902
Detroit and Bay City Railroad	4,000,000 00	169·80	23,557
Kalamazoo and South Haven Railroad	700,000 00	39·50	17,722
Michigan Air Line Railroad	2,600,000 00	115·16	22,577
Jackson Lansing and Saginaw Railroad	1,714,000 00	370·07	4,642
Joliet and Northern Indiana Railroad	1,500,000 00	45·00	33,333
	$44,587,252 36	1,093·39	$40,779

Treasurer, Grand Central Terminal, New York

Transfers stock and pays dividend on stock.
Transfers and pays interest on registered bonds.
Pays coupons from all issues of bonds not mentioned below.

Union Trust Company of New York

Pays coupons from bonds secured by Detroit & Bay City mortgage.
Pays coupons from bonds secured by Michigan Air Line mortgage.

Guaranty Trust Company of New York

Pays coupons from Michigan Central first mortgage bonds.
Pays coupons from bonds secured by Jackson Lansing & Saginaw mortgage.
Pays coupons from bonds secured by Joliet & Northern Indiana mortgage.
Pays interest on equipment trust certificates.

NEW YORK CENTRAL LINES EQUIPMENT TRUSTS

The following statement shows the character of the equipment acquired under the terms of the New York Central Lines Equipment Trust Agreements and Leases of 1907, 1910, 1912 and 1913 together with the total amount of certificates issued and the amounts now outstanding.

EQUIPMENT TRUST OF 1907

Road	Locomotives	Passenger cars	Freight cars	Company service cars	Certificates issued for not to exceed 90 per cent of value bearing interest at 5%	Certificates redeemed	Balance certificates outstanding Dec. 31, 1913
N Y C & H R R R	447	88	4,000		$11,904,901 78	$4,761,960 72	$7,142,941 06
L S & M S Ry	125	25	4,000	200	6,708,392 73	2,683,357 08	4,025,035 65
C I & S R R	2	8	3,400	150	3,779,976 60	1,511,990 64	2,267,985 96
M C R R	5	15	3,500	200	3,906,381 73	1,562,552 70	2,343,829 03
C C C & ST L Ry	112	17	1,525	100	3,700,347 16	1,480,138 86	2,220,208 30
TOTALS	691	153	16,425	650	$30,000,000 00	$12,000,000 00	$18,000,000 00

EQUIPMENT TRUST OF 1910

Road	Locomotives	Passenger cars	Freight cars	Company service cars	Certificates issued for not to exceed 90 per cent of value bearing interest at 4½%	Certificates redeemed	Balance certificates outstanding Dec. 31, 1913
N Y C & H R R R	127	30	4,000		$6,509,466 30	$1,301,893 26	$5,207,573 04
L S & M S Ry	75	60	12,500	250	13,337,243 10	2,667,448 62	10,669,794. 48
C I & S R R	31	2	1,000		1,638,607 50	327,721 50	1,310,886 00
M C R R	112	34	3,300		5,520,295 80	1,104,059 16	4,416,236 64
C C C & ST L Ry	80	6	1,600		2,994,387 30	598,877 46	2,395,509 84
TOTALS	425	132	22,400	250	$30,000,000 00	$6,000,000 00	$24,000,000 00

EQUIPMENT TRUST OF 1912

Road	Locomotives	Passenger cars	Freight cars	Company service cars	Certificates issued for not to exceed 90 per cent of value bearing interest at 4½%	Certificates redeemed	Balance certificates outstanding Dec. 31, 1913
N Y C & H R R R	50	70	6,350	150	$7,156,741 50	$477,116 10	$6,679,625 40
L S & M S Ry			3,750		2,974,961 25	198,330 75	2,776,630 50
C I & S R R			250		194,280 75	12,952 05	181,328 70
M C R R	20		2,500		2,275,663 50	151,710 90	2,123,952 60
C C C & ST L Ry	48	25	1,500		2,398,353 00	159,890 20	2,238,462 80
TOTALS	118	95	14,350	150	$15,000,000 00	$1,000,000 00	$14,000,000 00

EQUIPMENT TRUST OF 1913

Road	Locomotives	Passenger cars	Freight cars	Certificates issued for not to exceed 90% of value bearing interest at 4½%
N Y C & H R R R	226	50	1,000	$6,028,012 95
L S & M S Ry	33	30		1,213,072 16
M C R R	78	30		2,055,234 09
C C C & ST L Ry			1,000	1,087,551 00
P & L E R R			4,000	3,981,991 50
T & O C Ry	3		1,000	1,128,138 30
TOTALS	340	110	7,000	$15,494,000 00

The Michigan Central Railroad Company

TABLE OF TRACKS

Location	Miles	Second track	Third track	Fourth track	Sidings	Total
MAIN LINE						
Kensington to Detroit	270·07	270·07	6·97	6·97	377·80	931·88
PROPRIETARY LINES						
Battle Creek & Sturgis Railway	33·80				3·75	37·55
Bay City & Battle Creek Railway	18·00				12·14	30·14
Detroit & Bay City Railroad	107·46	7·60			65·82	180·88
Detroit Belt Line Railroad	4·39				24·18	28·57
Detroit Delray & Dearborn Railroad	8·15	4·06			2·07	14·28
Detroit Toledo & Milwaukee Railroad	47·15				8·65	55·80
Joliet & Northern Indiana Railroad	45·00				29·16	74·16
BRANCHES						
Detroit & Bay City Railroad	62·34				45·38	107·72
Total proprietary lines	326·29	11·66			191·15	529·10
LEASED LINES						
Benton Harbor Extension	1·63				1·10	2·73
Canada Southern Railway (in Canada)	226·18	226·18			180·76	633·12
Canada Southern Bridge Company	2·50				1·65	4·15
Detroit River Tunnel Company	2·42	2·42				4·84
Detroit Manufacturers' Railroad	1·51				2·36	3·87
Grand River Valley Railroad	83·79				21·38	105·17
Jackson Lansing & Saginaw Railroad	296·35	4·02			310·76	611·13
Kalamazoo & South Haven Railroad	39·50				6·97	46·47
Michigan Air Line Railroad	115·16				46·63	161·79
St Clair & Western Railroad	14·78				1·49	16·27
St Joseph South Bend & Southern Railroad	40·20				7·56	47·76
Toledo Canada Southern & Detroit Railway	55·10	3·43			112·96	171·49
Total leased lines	879·12	236·05			693·62	1,808·79
BRANCHES						
Canada Southern Railway (in Canada)	153·86	16·86			46·60	217·32
Jackson Lansing & Saginaw Railroad	73·72				85·09	158·81
Toledo Canada Southern & Detroit Railway	3·50				9·38	12·88
Total branches	231·08	16·86			141·07	389·01
Total leased lines and branches	1,110·20	252·91			834·69	2,197·80
Total main line, proprietary and leased lines	1,706·56	534·64	6·97	6·97	1,403·64	3,658·78
Carried forward	1,706·56	534·64	6·97	6·97	1,403·64	3,658·78

TABLE OF TRACKS (concluded)

Location	Miles	Second track	Third track	Fourth track	Sidings	Total
Brought forward	1,706·56	534·64	6·97	6·97	1,403·64	3,658·78
LINES OPERATED UNDER TRACKAGE RIGHTS :						
Illinois Central Railroad, Kensington to Chicago	14·00	14·00				28·00
Grand Trunk Railway, Bridgeburg to Black Rock	1·19	·34				1·53
Grand Trunk Railway, at Battle Creek	·23					·23
Indiana Harbor Belt Railroad, Calumet Park to Union Stock Yards	30·02	30·02				60·04
Lake Shore & Michigan Southern Ry. Wagon Works to Toledo	6·31					6·31
Lake Shore & Michigan Southern Ry. South Bend to SS&S Junction	·72					·72
Chicago Indiana & Southern Railroad South Bend to SS&S Junction	1·88					1·88
London & Port Stanley Railway, St. Thomas to London	14·99					14·99
New York Central & Hudson River Railroad, Suspension Bridge to Buffalo	23·84	23·84				47·68
Total lines operated under trackage rights	93·18	68·20				161·38
Grand total, all lines operated	1,799·74	602·84	6·97	6·97	1,403·64	3,820·16

Recapitulation according to States

States	Main line	Proprietary lines	Leased lines	Otherwise operated	Total
Michigan	221·00	281·29	696·58	·23	1,199·10
Illinois	6·07	29·00		44·02	79·09
Indiana	43·00	16·00	20·34	2·60	81·94
Ohio			11·79	6·31	18·10
New York				24·71	24·71
Canada			381·49	15·31	396·80
Total	270·07	326·29	1,110·20	93·18	1,799·74
MILES OPERATED FOR					
Passenger and freight service	270·07	301·64	1,094·67	34·10	1,700·48
Passenger service only				26·44	26·44
Freight service only		24·65	15·53	32·64	72·82
Total	270·07	326·29	1,110·20	93·18	1,799·74

The Michigan Central Railroad Company

MILEAGE STATISTICS

LOCOMOTIVE MILEAGE

REVENUE SERVICE	1913	1912	Increase	Decrease
Freight locomotive-miles	9,082,532	8,127,395	955,137	
Passenger locomotive-miles	7,006,814	6,702,717	304,097	
Mixed locomotive-miles	457,754	500,232		42,478
Special locomotive-miles	51,059	49,382	1,677	
Switching locomotive-miles	6,913,906	6,514,459	399,447	
Total revenue locomotive mileage	23,512,065	21,894,185	1,617,880	
Non-revenue locomotive mileage	1,171,585	775,639	395,946	
Total locomotive mileage	24,683,650	22,669,824	2,013,826	

TRAIN MILEAGE

REVENUE SERVICE				
Freight train-miles	7,284,858	6,602,864	681,994	
Passenger train-miles	6,716,139	6,434,292	281,847	
Mixed train-miles	486,505	492,136		5,631
Special train-miles	7,021	4,039	2,982	
Total revenue train mileage	14,494,523	13,533,331	961,192	
Non-revenue train mileage	485,294	250,095	235,199	
Total train mileage	14,979,817	13,783,426	1,196,391	

CAR MILEAGE

REVENUE SERVICE				
Freight car-miles				
Loaded	208,277,437	194,512,948	13,764,489	
Empty	87,344,454	70,202,162	17,142,292	
Caboose	7,420,730	6,762,822	657,908	
Total freight car-miles	303,042,621	271,477,932	31,564,689	
Passenger car-miles				
Passenger	15,969,644	15,022,316	947,328	
Sleeping, parlor and observation	15,091,494	13,283,470	1,808,024	
Other passenger-train cars	20,066,421	19,279,780	786,641	
Total passenger car-miles	51,127,559	47,585,566	3,541,993	
Special car-miles				
Freight—loaded	107,840	51,871	55,969	
Caboose	6,969	4,040	2,929	
Passenger	156		156	
Other passenger-train cars	156		156	
Total special car-miles	115,121	55,911	59,210	
Total revenue car mileage	354,285,301	319,119,409	35,165,892	
Non-revenue car mileage	9,361,015	3,329,228	6,031,787	
Total car mileage	363,646,316	322,448,637	41,197,679	

TRAFFIC STATISTICS

DESCRIPTION OF FREIGHT MOVED

PRODUCTS OF AGRICULTURE	1913 Tons	1912 Tons	Increase Tons	Decrease Tons
Grain	1,184,841	1,234,699		49,858
Flour	328,201	317,404	10,797	
Other mill products	260,571	288,339		27,768
Hay	131,993	154,481		22,488
Tobacco	24,632	16,760	7,872	
Cotton	24,499	43,332		18,833
Fruit and vegetables	664,507	485,501	179,006	
Other articles	149,721	265,539		115,818
PRODUCTS OF ANIMALS				
Live stock	286,583	305,596		19,013
Dressed meats	204,596	142,097	62,499	
Other packing house products	139,010	105,963	33,047	
Poultry, game and fish	54,131	27,477	26,654	
Wool	11,894	15,072		3,178
Hides and leather	37,604	37,883		279
Dairy products	67,555	76,405		8,850
Other articles	87,688	57,215	30,473	
PRODUCTS OF MINES				
Anthracite coal	1,522,706	1,599,904		77,198
Bituminous coal	3,916,147	3,893,375	22,772	
Coke	483,788	444,190	39,598	
Ores	55,328	34,965	20,363	
Stone, sand and other like articles	1,985,037	2,105,218		120,181
Other articles	406,847	377,480	29,367	
PRODUCTS OF FORESTS				
Lumber	2,575,108*	1,270,264	1,304,844	
Other articles	208,258*	1,231,049		1,022,791
MANUFACTURES				
Petroleum and other oils	235,052	164,872	70,180	
Sugar	127,439	121,862	5,577	
Naval stores	782		782	
Iron: pig and bloom	254,414	233,776	20,638	
Iron and steel rails	58,263	31,181	27,082	
Other castings and machinery	492,335	532,938		40,603
Bar and sheet metal	631,844	535,725	96,119	
Cement, brick and lime	771,055	582,275	188,780	
Agricultural implements	76,000	71,112	4,888	
Wagons, carriages, tools, etc	320,591	181,494	139,097	
Wines, liquors and beers	80,692	54,876	25,816	
Household goods and furniture	127,130	57,427	69,703	
Other articles	2,775,351	2,672,137	103,214	
MISCELLANEOUS				
Other commodities not previously mentioned	1,088,042	1,231,245		143,203
TOTAL	21,850,235	21,001,128	849,107	

* Logs classified as "Lumber" in 1913 and as "Other products of forest" in 1912

The Michigan Central Railroad Company

TRAFFIC STATISTICS (concluded)

FREIGHT	1913	1912	Increase	Decrease
Tons of revenue freight carried	21,850,235	21,001,128	849,107	
Tons of company freight carried	3,323,745	2,183,689	1,140,056	
Total tons of freight carried	25,173,980	23,184,817	1,989,163	
Tons of revenue freight carried one mile	3,547,706,279	3,212,612,390	335,093,889	
Tons of company freight carried one mile	190,113,445	143,671,885	46,441,560	
Total tons of freight carried one mile	3,737,819,724	3,356,284,275	381,535,449	
Miles of road operated in freight service	1,773·30	1,790·32		17·02
Tons of revenue freight carried one mile per mile of road	2,000,624	1,794,435	206,189	
Tons all freight carried one mile per mile of road	2,107,833	1,874,684	233,149	
Average distance haul of one ton of revenue freight	162	153	9	
Average distance haul of one ton all freight	148	145	3	
Average number of tons of revenue freight per train mile	457	453	4	
Average number of tons all freight per train mile	481	473	8	
Average number of tons of revenue freight per loaded car mile	17·03	16·52	·51	
Average number of tons all freight per loaded car mile	17·92	17·20	·72	
Average number of freight cars per train mile	38·99	38·26	·73	
Average number of loaded cars per train mile	26·80	27·42		·62
Average number of empty cars per train mile	11·24	9·89	1·35	
Total freight revenue	$23,131,935.92	$21,318,204.50	$1,813,731.42	
Average amount received for each ton of freight	$1.06	$1.02	$0.04	
Average revenue per ton per mile	mills 6·52	mills 6·64		mills 0·12
Average revenue per mile of road	$13,044.57	$11,907.48	$1,137.09	
Average revenue per train mile	$2.98	$2.90		$0.02
PASSENGER				
Number of interline passengers carried	1,373,314	1,214,366	158,948	
Number of local passengers carried	4,421,840	4,382,087	39,753	
Number of commutation passengers carried	465,941	403,798	62,143	
Total number of revenue passengers carried	6,261,095	6,000,251	260,844	
Total number of revenue passengers carried one mile	449,518,270	407,473,834	42,044,436	
Miles of road operated in passenger service	1,726·92	1,746·33		19·41
Number of revenue passengers carried one mile per mile of road	260,301	233,332	26,969	
Average distance each revenue passenger carried	71·80	67·91	3·89	
Average number of passengers per train mile	62·41	58·83	3·58	
Average number of passengers per car mile	14·47	14·40	·07	
Average number of passenger cars per train mile	7·10	6·87	·23	
Total passenger revenue	$9,305,636.24	$8,250,336.10	$1,055,300.14	
Average amount received from each passenger	$1.49	$1.37	$0.12	
Average revenue per passenger per mile	cents 2·070	cents 2·025	cents ·045	
Total passenger service train revenue	$11,747,811.60	$10,552,231.63	$1,195,579.97	
Average passenger service train revenue per mile of road	$6,802.75	$6,042.52	$760.23	
Average passenger service train revenue per train mile	$1.63	$1.52	$0.11	
TOTAL TRAFFIC				
Operating revenues	$36,011,885 97	$32,911,753 07	$3,100,132 90	
Operating expenses	27,313,272 92	23,008,755 68	4,304,517 20	
Net operating revenue	$8,698,613 05	$9,902,997 44		$1,204,384 39
Operating revenues per mile of road	$20,009 49	$18,115 68	$1,893 80	
Operating expenses per mile of road	15,176 23	12,664 72	2,511 51	
Net operating revenue per mile of road	$4,833 26	$5,450 91		$617 65
Operating revenues per train mile	$2 48	$2 43	$0 05	
Operating expenses per train mile	1 88	1 70	0 18	
Net operating revenue per train mile	$0 60	$0 73		$0 13

EQUIPMENT STATISTICS

	1913	1912
Average mileage per engine (steam)	34,083	34,152
Average mileage per engine (electric)	23,902	21,574
Cost of repairs per engine mile (steam)	cents 7·80	cents 7·08
Cost of repairs per engine mile (electric)	cents 4·40	cents 3·84
Total capacity of freight train cars, tons	934,755	946,795
Average capacity of freight train cars, tons	36·36	36·06
Seating capacity of passenger cars	18,621	18,931
Average seating capacity of passenger cars	62	62
Average mileage per passenger train car	104,565	94,455
Average cost of repairs per passenger train car mile	cents 0·502	cents 0·558

MISCELLANEOUS STATISTICS

CONSUMPTION OF FUEL BY LOCOMOTIVES

Total fuel, tons (all bituminous coal)	1,604,151	1,498,068
Average pounds consumed per mile run by locomotives in freight service	174	181
Average pounds consumed per mile run by locomotives in passenger service	115	114
Average cost of fuel per ton	$2.15	$2.10
Average cost of fuel per locomotive mile	cents 13·94	cents 13·98

NEW STEEL RAIL LAID DURING THE YEAR

Tons 100-pound rail	21,071	11,849
Average price per ton	$31.54	$31.17

NEW TIES LAID DURING THE YEAR

Oak	618,949	434,174
Chestnut	372,163	366,684
Cedar	26,615	59,732
Miscellaneous, treated	517,338	415,174
Total	1,535,065	1,275,764
Average price at distributing points	cents 74	cents 71

The Michigan Central Railroad Company

EQUIPMENT IN SERVICE

(Including Equipment of Leased Lines)

	Dec. 31, 1912	Increase		Decrease		Dec. 31, 1913
		Added	Change of class and service	Retired	Change of class and service	
LOCOMOTIVES						
For passenger service	143			2		141
Electric locomotives	6					6
For freight service	261			7		254
For switching service	134	1		6		129
TOTALS	544	1		15		530
CARS IN PASSENGER SERVICE						
Passenger coaches	88				1	87
Passenger coaches, steel underframe	14					14
Smoking cars	42		1			43
Combination passenger and baggage cars	23					23
Combination passenger and baggage cars, steel underframe	2					2
Combination passenger, baggage & mail cars	5					5
Immigrant and excursion cars	71			2	3	66
Dining cars	14					14
Dining cars, steel underframe	1					1
Cafe dining coaches	7					7
Buffet and cafe cars	8			1		7
Buffet and cafe cars, steel	2					2
Mail cars	6				2	4
Mail cars, steel	8					8
Mail cars, steel underframe	1					1
Mail and baggage cars	22					22
Mail and baggage cars, steel underframe	4					4
Baggage and express cars	84			4		80
Baggage and express cars, steel	10					10
Baggage and express cars, steel underframe	1					1
Special horse cars	14					14
Other cars in passenger service, wood	4	1				5
TOTALS	431	1	1	7	6	420
CARS IN FREIGHT SERVICE						
Box cars	10,929		1	362	27	10,541
Box cars, steel underframe	3	145				148
Flat cars	2,266			190	3	2,073
Flat cars, steel underframe	92					92
Stock cars	601			65		536
Coal and coke cars	2,001			52	2	1,947
Coal and coke cars, steel	300					300
Refrigerator produce cars	546			15		531
Caboose cars	287		2	15	2	272
TOTALS	17,025	145	3	699	34	16,440
EQUIPMENT IN COMPANY'S SERVICE						
Officers' cars	5					5
Officers' cars, all steel		1				1
Officers' cars, steel underframe	1					1
Pay cars	1					1
Air-brake instruction cars	1					1
Ballast cars	176			5		171
Derrick cars	4					4
Steam wrecking cranes	5					5
Cinder, push, gas and oil transport cars	74		2	9		67
Other road cars	577	1	35	42	1	570
TOTALS	844	2	37	56	1	826
MARINE EQUIPMENT						
Ferry boats, side wheel, single deck	1			1		
TOTALS	1			1		

EQUIPMENT IN SERVICE (concluded)

(Including Equipment of Leased Lines)

	Dec. 31, 1912	Increase: Added	Increase: Change of class and service	Decrease: Retired	Decrease: Change of class and service	Dec. 31, 1913
LEASED UNDER RENTAL AGREEMENT						
CARS IN FREIGHT SERVICE						
Consolidated Rolling Stock Company box	63			16		47
Stock cars	250					250
Totals	313			16		297

LEASED UNDER EQUIPMENT TRUSTS

	Dec. 31, 1912	Increase: Added	Increase: Change of class and service	Decrease: Retired	Decrease: Change of class and service	Dec. 31, 1913
LOCOMOTIVES						
For passenger service	33	8				41
For freight service	83	35				118
For switching service	43	38				81
Totals	159	81				240
CARS IN PASSENGER SERVICE						
Passenger coaches, steel underframe	15					15
Smokers	6					6
Combination passenger and baggage cars	8					8
Combination passenger and baggage cars, steel underframe	2					2
Dining cars, steel		2				2
Dining cars, steel underframe	4					4
Cafe dining coaches, steel underframe	1					1
Buffet and cafe cars	1				1	
Buffet and cafe cars, steel	2					2
Buffet cars, steel underframe			1			1
Mail cars, steel	2					2
Baggage and express cars, steel	10	10				20
Totals	51	12	1		1	63
CARS IN FREIGHT SERVICE						
Box cars	1,473			8		1,465
Box cars, steel underframe	50					50
Box automobile cars	484			8		476
Box automobile cars, steel underframe	4,438			6		4,432
Flat cars, steel underframe	495					495
Coal and coke cars, steel	2,299			1		2,298
Caboose cars	45	18				63
Totals	9,284	18		23		9,279
EQUIPMENT IN COMPANY'S SERVICE						
Ballast cars	200			1		199
Totals	200			1		199

REPORT OF THE LAND COMMISSIONER OF THE JACKSON LANSING & SAGINAW RAILROAD COMPANY

DETROIT, MICH., JANUARY 12, 1914

MR. A. H. SMITH

President The Michigan Central Railroad Company

NEW YORK

DEAR SIR—I respectfully submit herewith annual statement of the business of the Land Department of this company for the year ended December 31, 1913

LAND ACCOUNT

	Acres	Acres	Amount
Unsold January 1, 1913, according to patents	23,086·75		
Restored to market in 1913	40·00	23,126·75	
Sold during the year	1,806·85		
Abandoned	751·31	2,558·16	
Unsold at the close of the year		20,568·59	

LAND SALES ACCOUNT

Lands sold during the year	$4,683 01
Less cancelled contracts	113 75
Total	$4,569 26

LAND CONTRACTS

Total amount due on contracts at the close of the year	$4,129 72

The sales for the last five years are as follows:

	1909	1910	1911	1912	1913
Acres sold	1,273·14	1,233·69	1,040·00	1,801·47	1,806·85
Average per acre	$5 86	$4 65	$7 77	$4 00	$2 59
Land sales	$7,462 23	$5,740 98	$8,081 50	$7,200 30	$4,683 01

REPORT OF THE LAND COMMISSIONER OF THE JACKSON LANSING & SAGINAW RAILROAD COMPANY (concluded)

RECEIPTS

Cash on hand January 1, 1913	$3,437 65	
From payments on land contracts and sales	6,112 03	
From interest	405 40	
From taxes	170 31	
From trespass	45 00	
Total		$10,170 39

DISBURSEMENTS

Deposited to the credit of trustees	$3,500 00	
For taxes	1,666 27	
For salaries and commissions	2,760 52	
For exploration	322 59	
For miscellaneous expenses	11 50	
Balance	1,909 51	
Total		$10,170 39

WILLIAM HUTCHINSON
Land Commissioner.

Messrs. Ledyard, Russel and Blair, Trustees

Balance on hand end of 1912, as shown by report for that year	$113 86	
Amount received from land commissioner during 1913	3,500 00	
Interest on land fund year 1913	9 31	
Total		$3,623 17
Bonds purchased and cancelled during 1913 ($4,000.00 less discount $720.00.)		3,280 00
Cash on hand December 31, 1913		$343 17