TENTH ANNUAL REPORT

OF THE

PRESIDENT AND DIRECTORS

OF THE

LAKE SHORE

AND

MICHIGAN SOUTHERN

RAILWAY COMPANY

TO THE STOCKHOLDERS,

FOR THE

FISCAL YEAR ENDING DEC. 31, 1879.

CLEVELAND:
SHORT & FORMAN, PRINTERS AND STATIONERS,
1880.

ORGANIZATION

OF THE

LAKE SHORE & MICHIGAN SOUTHERN

RAILWAY COMPANY.

MAY 1, 1880.

DIRECTORS.

WILLIAM H. VANDERBILT	NEW YORK.
CORNELIUS VANDERBILT	NEW YORK.
WILLIAM K. VANDERBILT	NEW YORK.
AUGUSTUS SCHELL	NEW YORK.
SAMUEL F. BARGER	NEW YORK.
JOHN E. BURRILL	NEW YORK.
DARIUS O. MILLS	NEW YORK.
AMASA STONE	CLEVELAND, O.
HENRY B. PAYNE	CLEVELAND, O.
WILLIAM L. SCOTT	ERIE, PA.
CHARLES M. REED	ERIE, PA.
RASSELAS BROWN	WARREN, PA.
ALBERT KEEP	CHICAGO, ILL.

OFFICERS.

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

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

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

REPORT.

The President and Directors of the LAKE SHORE & MICHIGAN SOUTHERN RAILWAY COMPANY submit to the stockholders the following report for the fiscal year ending December 31, 1879:

ROAD OPERATED.

Main Line—Buffalo, N. Y., to Chicago Ill.	540.49 miles.
Eleven branches and tributary leased roads	637.18 "
TOTAL	1,177.67 miles.

This Company owns 1,024.94 miles, (although 160.07 miles are embraced in three other organizations,) and leases 152.73 miles.

Of the 540.49 miles of main line, 235.79 are double track, making the main line equal to 776.28 miles of single track; and two branches—203.78 miles—are so situated that they, with the main line, form a double line of road between Cleveland, Ohio, and Elkhart, Indiana, (101 miles east of Chicago,) making, together, 980.06 miles of track, all laid with steel rails. There are also some miles of steel rails in two branches, making in all 1,082 miles track laid with steel rails.

CONSTRUCTION AND EQUIPMENT.

These accounts remain unchanged. Nothing was charged to them in 1879, notwithstanding an outlay of about $150,000 for items fairly chargeable to construction, and $300,000 paid for seven hundred new box freight cars. Of this amount $138,915 was derived from the premium on $882,000 first consolidated mortgage bonds, sold to pay off a like amount of bonds (of the former C. P. & A. Co.,) which matured January 1, 1880. This item is not included in the earnings on the one hand, or expenses on the other, but was applied directly to the payment for cars as stated. With this exception all outlays for improvements are included in the operating expenses.

CAPITAL STOCK.

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

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

Of the guaranteed stock, the claim for dividends between 1857 and 1863 has been settled on $360,600, leaving $172,900 still unsettled.

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

Of the ordinary stock the Company owns 2,679 shares ($267,900,) which appears among its assets in the balance sheet.

FUNDED DEBT.

The first mortgage debt of the Company was diminished from $23,000,000 to $22,750,000 by the regular contribution of $250,000 to the Sinking Fund, which now amounts to $2,250,000 first mortgage bonds purchased and cancelled.

The second mortgage debt was increased $665,000, which represents the cost of $1,732,500 first mortgage bonds, and $1,384,700 of the capital stock of the Chicago & Canada Southern Railway Company. This purchase gives this Company the control of that Company's road. It extends from the Detroit River, at Grosse Isle, to Fayette, Ohio, a distance of 67 miles. From Fayette to Butler, an important station on our Air Line, and the eastern terminus of the Eel River Railroad, a distance of only about 35 miles, the road is graded, and this Company was not only menaced with the completion and opening of this road to Butler, but possibly its ultimate extension to Chicago as originally intended. As the opportunity occurred to obtain the virtual ownership of this road at the low cost of $10,000 per mile, it was deemed good policy by the Board of Directors to accept it. This Company has operated that road since November 10, 1879, as agent for the Chicago & Canada Southern Railway Company, hence the earnings and expenses of that road are not included in this report. It is proper to state, however, that the earnings thus far, in the winter season, are somewhat in excess of the cost of operating.

The funded debt of this Company, December 31, 1879, amounted to $35,915,000, an increase of $415,000. The usual detailed table of this debt may be found on a subsequent page.

EARNINGS.

	1879.	1878.
From Freight	$ 11,288,260 62	$ 10,048,951 78
From Passengers	3,138,003 59	3,057,392 73
From Mails	517,446 16	503,765 29
From Express	201,695 65	262,618 30
From all other sources	126,086 45	107,038 32
TOTAL	$15,271,492 47	$13,979,766 42
Operating Expenses and Taxes	8,934,524 42	8,486,600 87
Per Cent.	58 50	60 70
NET EARNINGS	$6,336,968 05	$5,493,165 55
Increase in Gross Earnings	$1,291,726 05	9.24 per cent.
Increase in Expenses	447,923 55	5.28 per cent.
Increase in Net Earnings	843,802 50	15.36 per cent.

DISPOSITION OF NET EARNINGS—1879.

Paid interest on Funded Debt, dividends on Guaranteed Stock, rental four branch roads, less interest and dividends on assets	$ 2,754,987 98
Contribution to Sinking Fund	250,000 00
Ashtabula Accident settlements	* 60,128 09
Dividend August 1, 1879, 2½ per cent	
Dividend February 1, 1880, 4 per cent	
Total 6½ per cent	3,215,322 50
Unexpended balance	56,529 48
TOTAL	$6,336,968 05

*All now settled, with a single unimportant exception.

The amount earned for each share ($100) of the Capital Stock, after the payment of prior fixed charges, was $7.24, against $5.61 in 1878, and $3.57 in 1877.

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

Year.	Miles.	Gross Earnings.	Operating Expenses. Amount.	Operating Expenses. Per Cent.	Net Earnings.	Interest, Leases and Dividends Guaranteed Stock.	Dividends. Amount.	Dividends. Per Cent.
1870	1.013	$13,509,236	$ 8,368,821	**61.95**	$5,140,415	$1,828,897	$2,752,360	8
1871	1.074	14,808,449	9,779,806	**65.64**	5,118,643	2,121,164	2,874,355	8
1872	1.136	17,699,935	11,889,526	**66.90**	5,860,409	2,201,459	3,466,096	8
1873	1.176	19,414,509	13,746,598	**70.90**	5,667,911	2,654,500	1,978,040	4
1874	1.175	17,146,131	11,152,871	**65.04**	5,998,760	3,008,193	1,607,661	3¼
1875	1.175	14,434,190	10,531,501	**72.96**	3,902,698	2,810,294	989,330	2
1876	1.177	13,949,177	9,574,836	**68.64**	4,374,341	2,759,989	1,607,661	3¼
1877	1.177	13,505,159	8,963,966	**66.37**	4,541,193	2,775,857	989,330	2
1878	1.177	13,979,766	8,486,601	**60.70**	5,493,165	2,718,792	1,978,660	4
1879	1.177	15,271,492	8,934,524	**58.50**	6,336,968	2,754,988	3,215,322	6½
Av. 10 years	1.145	15,380,805	10,137,855	**65.91**	5,242,950	2,563,309	2,145,881	4.9

It will be observed that the net earnings in 1879 were the largest in the history of the road, notwithstanding the snow blockade lasting through

January and February, followed by a bitter railroad war in May and June, during which rates dropped to figures which were unprecedented.

The following condensed tables show the freight and passenger business for the entire ten years—1870-1879:

FREIGHT.

Year.	Tons.	Average Miles Hauled.	Tons One Mile.	Revenue.	Receipt per ton per mile.	Cost per ton per mile.	Profit per ton per mile.
					CENT.	CENT.	CENT.
1870	2,978,725	192.7	574,085,571	$ 8,746,126	1.504	.932	.572
1871	3,784,525	193.9	733,670,696	10,841,218	1.391	.913	.478
1872	4,448,092	208.2	924,844,140	12,824,862	1.374	.920	.454
1873	5,176,661	203.6	1,053,927,189	14,192,399	1.335	.946	.389
1874	5,221,267	191.4	999,342,081	11,918,350	1.180	.767	.413
1875	6,022,490	187.8	948,286,161	9,689,088	1.010	.737	.273
1876	5,635,167	201.2	1,133,834,828	9,405,629	.817	.561	.256
1877	5,513,398	195.9	1,080,005,561	9,476,608	.864	.573	.291
1878	6,008,445	219.8	1,340,467,821	10,048,952	.734	.474	.260
1879	7,541,294	229.9	1,733,428,440	11,288,261	.642	.398	.244

PASSENGERS.

Year.	Number passengers carried.	Average Distance	Passengers One Mile.	Revenue.	Receipt per passenger per mile.	Cost per passenger per mile.	Profit per passenger per mile.
					CENT.	CENT.	CENT.
1870	2,065,440	77	160,500,114	$4,192,960	2.612	1.618	.994
1871	2,046,428	70	142,684,243	4,006,724	2.808	1.843	.965
1872	2,212,754	74	162,808,495	4,218,543	2.590	1.739	.860
1873	2,845,163	63	179,363,178	4,569,730	2.542	1.802	.740
1874	3,096,263	56	173,224,572	4,249,022	2.452	1.595	.857
1875	3,170,234	52	164,950,861	3,922,798	2.378	1.735	.643
1876	3,119,923	56	175,510,501	3,664,148	2.090	1.438	.652
1877	2,742,295	50	138,116,618	3,208,200	2.319	1.589	.730
1878	2,746,032	49	133,702,021	3,057,393	2.287	1.166	1.121
1879	2,822,121	50	141,162,317	3,138,003	2,229	1,448	.775

The freight business in 1879, as compared with 1878, shows the following results:

Increase in tonnage, 1,442,849 tons	23.7 per cent
Increase in tons one mile, 392,955,614	29.3 per cent.
Decrease in rate per ton per mile, cent, .092	12.5 per cent.
Increase in freight earnings, $1,239,309	12.3 per cent.

The number of tons moved one mile in 1879 as compared with 1877, shows the extraordinary increase of *sixty per cent.*

The following table illustrates vividly the marvellous increase in production of the great West, and of the freight business of this Road; and shows also the constantly diminishing rate at which the public has been served.

Tons Freight Forwarded from Chicago, (including Englewood,) 1856-1879, 24 years.

		Rate per ton per mile.
1856	33,057 tons.	Cents, 2.960
1857	20,214	2.740
1858	43,304	2.380
1859	69,088	2.292
1860	110,886	2.157
1861	150,734	2.092
1862	196,416	2.099
1863	197,301	2.296
1864	140,496	2.833
1865	155,987	2.903
1866	221,631	2.476
1867	214,395	2.427
1868	246,960	2.336
1869	327,345	1.714
1870	373,873	1.504
1871	403,260	1.391
1872	606,244	1.374
1873	726,278	1.335
1874	677,639	1.180
1875	585,883	1.010
1876	732,259	.817
1877	594,972	.864
1878	885,000	.734
1879	1,082,560	.642

In connection with the foregoing table of tonnage, the following interesting table, taken from the *Chicago Times*, giving the east-bound tariff rates on grain and provisions, for each month of the twenty years 1860-1879, is reproduced here :

CHICAGO TO NEW YORK.

RATES IN CENTS, PER 100 POUNDS.

Year.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.
1860	60	55	50	45	42½	40	45	45	55	60	65	65
1861	60	65	57½	60	55	50	45	45	55	90	95	95
1862	95	100	85	65	55	50	55	55	70	85	95	105
1863	105	105	85	80	70	67	50	60	55	75	95	110
1864	110	110	100	75	75	75	85	80	95	95	115	160
1865	160	160	160	100	70	70	70	70	70	95	130	130
1866	80	70	70	70	55	60	65	65	85	100	105	90
1867	90	80	70	55	50	75	70	70	75	85	85	85
1868	85	85	80	70	60	50	55	60	65	70	75	75
1869	70	65	50	50	50	45	55	50	65	65	70	70
1870	70	70	60	50	45	45	45	45	50	60	65	65
1871	65	65	50	45	45	40	45	50	55	65	65	65
1872	65	65	60	50	45	45	45	45	55	65	65	65
1873	65	65	65	60	45	45	45	45	50	55	55	60
1874	60	55	40	40	45	45	45	45	45	45	45	40
1875	35	40	40	40	40	40	40	40	40	30	40	45
1876	45	45	40	35	20	20	20	20	20	20	20	30
1877	35	35	65	30	30	30	30	30	35	40	40	40
1878	40	30	30	25	10	16	16	20	30	30	35	35
1879	35	30	20	20	25	20	25	30	35	35	40	40

The following table of west-bound rates is reproduced here for record and reference :

NEW YORK TO CHICAGO.

IN CENTS PER 100 POUNDS.

Date.	CLASS. 1.	2.	3.	4.	Special.	
January 1, 1862	160	128	107	66	....	....
April 7, 1862	149	117	85	50	....	....
October 29, 1862	180	150	124	75	....	....
May 14, 1863	166	117	94	55	....	....
October 5, 1863	160	128	107	66	....	....
November 23, 1863	180	150	124	85	....	....
July 25, 1864	200	166	111	85	....	....
September 20, 1864	215	180	120	82	....	....
May 24, 1865	215	180	106	96	....	....
October 16, 1865	215	180	90	82	....	....
February 5, 1866	215	170	82	82	....	....
March 5, 1866	188	160	127	82	....	....
May 15, 1867	188	160	127	82	....	....
November 5, 1867	202	170	138	86	....	....
June 4, 1868	188	160	127	82	....	....
August 10, 1868	149	128	120	82	....	....
September 7, 1868	188	160	127	82	55	....
February 4, 1869	188	160	127	82	55	....
February 18, 1869	45	45	45	45	45	....
February 24, 1869	40	40	40	40	40	....
March 15, 1869	160	160	127	82	55	....
July 1, 1869	188	160	127	82	55	....
July 31, 1869	70	60	55	50	30	....
August 2, 1869	45	45	45	45	40	....
August 4, 1869	40	40	40	40	30	....
August 5, 1869	30	30	30	30	30	....
August 7, 1869	25	25	25	25	25	....
August 23, 1869	38	38	38	38	38	....
August 30, 1869	43	43	43	43	43	....
September 22, 1869	40	40	40	40	40	....
September 24, 1869	35	35	35	35	35	....
September 30, 1869	30	30	30	30	30	....
October 4, 1869	50	50	50	50	50	....
October 9, 1869	75	75	75	50	50	....
October 13, 1869	125	100	75	65	50	....
November 1, 1869	140	125	100	80	50	....
November 29, 1869	150	130	100	80	55	....
June 13, 1870	112	90	70	55	45	....
July 12, 1870	80	70	60	50	42	35
July 25, 1870	65	60	55	45	40	35
July 28, 1870	50	50	50	45	40	35
August 12, 1870	50	50	50	50	40	....
August 22, 1870	100	90	70	55	45	....
September 8, 1870	125	110	85	65	50	....
November 28, 1870	160	130	100	65	....	....
December 26, 1870	180	150	120	80	60	....
February 20, 1871	150	130	100	70	55	....
March 9, 1871	100	90	70	55	45	....
May 18, 1871	75	65	50	45	37	....
June 1, 1871	100	90	70	55	45	....
July 8, 1871	75	65	50	45	37	....
July 28, 1871	45	45	45	45	30	....
August 16, 1871	40	40	40	40	28	....
August 22, 1870	35	35	35	35	26	....
September 2, 1871	30	30	30	30	24	....
November 27, 1871	100	90	70	55	45	....
December 15, 1871	125	110	85	65	50	....
August 1, 1872	75	70	60	45	35	....
September 2, 1872	100	90	70	55	45	....
October 14, 1872	125	110	85	65	50	....
April 14, 1873	100	90	75	60	45	....
July 21, 1873	75	70	60	45	35	....
August 13, 1873	40	40	30	30	25	....
September 17, 1873	75	70	60	45	35	....
January 1, 1874	100	90	75	60	45	....
July 24, 1874	75	70	60	45	35	....
January 20, 1875	100	90	75	60	45	....
March 17, 1875	75	70	60	45	35	....
August 13, 1875	50	40	30	25	20	....
November 15, 1875	75	70	60	45	35	....
December 22, 1875	30	25	20	20	15	....
January 10, 1876	75	70	60	45	35	....
June 2, 1876	75	70	60	25	20	....
June 12, 1876	25	25	25	16	16	....
December 18, 1876	50	45	40	30	25	....
March 12, 1877	75	70	60	45	35	....
October 8, 1877	75	70	60	40	....	....
October 22, 1877	100	90	75	45	....	....
December 10, 1877	100	80	60	45	....	....
February 15, 1878	75	60	50	40	....	....

Passenger earnings for the year show an increase of $80,610, coupled with a decrease of passenger train mileage of 62,000 miles.

OPERATING EXPENSES.

The road was operated in 1879 for 58½ per cent. of the earnings, the lowest percentage ever reached. This included all outlay, as nothing was charged to construction or equipment. Besides the additions to the property already mentioned, there was included in the operating expenses the cost of 9,500 tons steel rails, increasing the number of miles of track laid with steel from 1,002 to 1,082.

CONCLUSION.

The year under review completes the first decade of the existence of this Company. The management congratulates the stockholders upon the late decided improvement of business, following the long period (six years) of depression. The abundant harvest of last year, following the liquidation of the preceding years, and the practical settlement of the financial policy of the nation, produced a general feeling of confidence in "better times," and has been followed by an increased business activity all over the land, which, it is believed, is substantially permanent in its character.

The management takes this occasion to record the faithful and energetic service of the officers and agents having charge of the Company's affairs.

WILLIAM H. VANDERBILT,
President.

Cleveland, May 5th, 1880.

LAKE SHORE & MICHIGAN SOUTHERN RAILWAY COMPANY.

EARNINGS.	Per Cent. 1879.	1879.	1878.
From Freight	73.92	$11,288,260 62	$10,048,951 78
" Passengers	20.55	3,138,003 59	3,057,392 73
" Express	1.33	201,695 65	262,618 30
" Mails	3.39	517,446 16	503,765 29
" Rents	.44	70,207 68	56,241 70
" All other sources	.37	55,878 77	50,796 62
TOTAL	100.	$15,271,492 47	$13,979,766 42

EXPENSES.	Per Cent of Earnings 1879.	1879.	1878.
General office expenses	1.52	$ 232,475 71	$ 227,601 82
Conductors and trainmen	4.03	615,964 70	555,662 70
Enginemen and firemen	4.59	700,937 49	636,297 50
Agents and station labor	11.44	1,747,631 83	1,629,709 05
Telegraph repairs and supplies	.13	19,627 33	16,331 96
Gas-light acccount	.18	27,843 91	26,336 47
Repairs engines	3.61	550,018 27	531,275 06
Repairs cars	4.29	654,509 28	675,369 52
Repairs roadway and track	7.68	1,173,466 59	1,036,043 07
Rail account	1.94	295,604 86	279,603 76
Repairs bridges	.94	144,173 05	176,018 66
Repairs fences	.16	24,395 29	19,351 23
Repairs buildings	1.14	173,643 52	179,988 16
Fuel consumed	5.71	870,733 00	967,197 56
Oil and tallow	.59	90,388 00	93,834 55
Waste and rags	.06	10,056 53	12,138 24
Office, train and station supplies	.80	121,703 98	135,371 93
Damage and loss—freight and baggage	.15	23,333 73	31,437 06
Damage to property and cattle killed	.05	7,698 26	10,993 08
Personal injuries	.26	40,056 57	38,024 01
Law expenses	.33	50,935 25	55,268 97
New York office	.09	13,491 49	13,986 64
Rents payable	.49	74,224 77	71,988 11
Outside agencies and advertising	1.10	167,497 52	210,957 92
Contingencies	.05	8,034 01	9,469 03
Hire of cars	4.31	658,962 61	380,009 24
TOTAL OPERATING EXPENSES	55.64	$ 8,497,407 55	$8,020,265 30
Taxes	2.86	437,116 87	466,335 57
TOTAL OPERATING EXPENSES AND TAXES	58.50	$ 8,934,524 42	$ 8,486,600 87
NET EARNINGS	41.50	$ 6,336,968,05	$5,493,165 55
	100.		

Increase in Gross Earnings	$1,291,726 05
Increase in Operating Expenses	447,923 55
Increase in Net Earnings	843,802 50

INCOME ACCOUNT—1879.

Gross Earnings			$15,271,492 47
Interest and Dividends on Assets			172,806 28
TOTAL			$15,444,298 75
Less—			
Operating Expenses and Taxes		$8,934,524 42	
Interest on **Funded Debt**, viz:—			
Lake **Shore & Michigan** Southern	$2,508,275 00		
Detroit, Monroe & Toledo	64,680 00		
Kalamazoo & White Pigeon	44,000 00		
		2,616,955 00	
Rental Leased Roads, viz:—			
Erie & **Kalamazoo**	$ 30,000 00		
Kalam**azoo, Allegan &** Grand Rapids	103,800 00		
Jamestown **& Franklin**—40 per cent. of earnings	65,422 40		
Mahoning Coal Railroad—40 per cent. of earnings	58,266 86		
		257,489 26	
Dividends Guaranteed Stock (10 per cent.)		53,350 00	
Dividends Ordinary Stock—			
August 1, 1879, No. 17 ... 2½ per cent. February 1, 1880, No. 18 ... 4 per cent.		3,215,322 50	
Ashtabula Accident		60,128 09	
			15,137,769 27
SURPLUS, 1879			$ 306,529 48
Add amount to credit income account January 1, 1879			3,245,132 37
			$ 3,551,661 85
Deduct worthless assets written off			473,100 00
TOTAL TO CREDIT INCOME ACCOUNT JANUARY 1, 1880			$ 3,078,561 85
Same, December 31, 1878			3,245,132 37
Same, December 31, 1877			2,564,872 61
Same, December 31, 1876			2,288,767 73
Same, December 31, 1875			2,282,077 24
Same, December 31, 1874			2,179,303 00
Same, December 31, 1873			1,428,675 44
Same, December 31, 1872			1,417,629 74
Same, December 31, 1871			1,360,927 33
Same, December 31, 1870			1,529,889 59
Same, December 31, 1869			1,187,579 86

CONDENSED BALANCE SHEET, DECEMBER 31, 1879.

ASSETS.

Lake Shore & Michigan Southern Railway and Branches	864.87 miles		$65,600,000 00
Detroit, Monroe & Toledo Railroad	62.36 miles		1,295,800 00
White Pigeon & Kalamazoo Railroad	36.57 miles		610,000 00
Northern Central Michigan Railroad	61.14 miles		1,357,000 00
TOTAL	1,024.94 miles		$68,862,600 00
Equipment—495 locomotives, 11,196 cars			14,378,000 00
Jamestown & Franklin Railroad, 51 miles—			
Advances to December 31, 1878		$1,062,579 42	
First Mortgage Bonds ($273,000)		240,300 00	
Second Mortgage Bonds ($300,000)		255,000 00	
Stock ($400,000)		320,000 00	
			1,877,879 42
Chicago & Canada Southern Railway—			
First Mortgage Bonds	$1,732,500 00		660,000 00
Stock	1,384,700 00		

STOCKS.

Lake Shore & Michigan Southern Railway, (2,679¾ shares)	267,937 50
Detroit, Monroe & Toledo Railroad, (4,140 shares, entire issue except 1 share)	414,110 00
Union Stock Yard, Chicago, (4,000 shares)	400,000 00
Merchants' Despatch Transportation Company	79,226 28
Capital advanced to Co-operative Despatch Lines	171,254 54
Empire Line Transportation Company, (in liquidation)	41,971 50
Pittsburgh & Lake Erie Railroad	200,000 00
Grand Haven Railroad, ($8,880)	6,000 00

BONDS.

$ 437,000—Cincinnati, Wabash & Michigan R'y—1st Mortgage	7s	$437,000 00	
400,000—Lake Shore and Tuscarawas Valley—1st Mortgage	7s	400,000 00	
302,000—Mahoning Coal Railroad—1st Mortgage	7s	268,625 00	
137,000—Grand Rapids, N. & L. S. Railroad—1st Mortgage	8s	130,980 00	
6,500—Grand Rapids, N. & L. S. Railroad, Second Division—1st Mortgage	7s	5,200 00	
58,000—White Pigeon & Kalamazoo R. R.—1st Mortgage	7s	52,200 00	
24,000—Holliday Coal Company	8s	24,000 00	
144,000—Cleveland, Tuscarawas Valley & Wheeling, (and $5,850 stock)	7s	144,000 00	
			$1,462,005 00
$1,508,500			
Pacific Hotel Company, Chicago—bonds and stock			415,712 50
Cash			2,477,133 67
Uncollected earnings (collected since January 1st)			367,379 04
General Office property and other real estate			225,376 47
Supplies, rails, fuel, etc.			756,857 06
			$93,063,442 98

LAKE SHORE & MICHIGAN SOUTHERN RAILWAY CO.

LIABILITIES.

Capital Stock ($533,500 ten per cent. guaranteed)		$50,000,000 00
Funded Debt, (detailed table elsewhere)—		
Lake Shore & Michigan Southern Railway, 864.87 miles		35,915,000 00
Detroit, Monroe & Toledo Railroad ..... 62.36 miles		924,000 00
White Pigeon and Kalamazoo Railroad .... 36.57 miles		600,000 00
Floating Debt—(None.)		
December liabilities paid in January		540,546 13
Dividend paid February 1, 1880		2,005,335 00
Income or Profit and Loss Account		3,078,561 85
		$93,063,442,98

LAKE SHORE & MICHIGAN SOUTHERN RAILWAY CO.

EARNINGS AND EXPENSES IN DETAIL, 1879.

1879.	January.	February.	March.	April.	May.
EARNINGS.					
From Freight	$ 815,946 36	$ 939,170 36	$ 969,807 89	$ 890,421 80	$ 840,082 01
" Passengers	175,124 44	183,401 68	236,926 99	230,489 80	238,598 04
" Express	17,329 22	16,860 14	18,568 05	15,423 61	4,480 04
" Mails	43,120 51	43,120 52	43,120 51	43,120 52	43,120 51
" Rents	4,519 86	4,158 25	4,752 18	5,527 43	5,103 42
" all other sources	5,812 02	5,127 66	4,731 11	5,236 63	4,957 33
TOTAL—1879	1,061,852 41	1,191,838 61	1,277,906 73	1,199,219 79	1,136,341 35
1878	1,270,142 93	1,077,543 05	1,171,837 94	1,057,555 71	1,069,215 56
1877	885,942 03	980,969 69	1,192,161 99	1,181,477 71	1,153,821 19
1876	1,097,271 60	1,095,529 14	1,193,734 45	1,179,897 95	1,178,639 26
1875	1,163,564 29	1,037,517 81	1,287,840 94	1,275,663 91	1,100,142 01
1874	1,569,750 20	1,363,355 24	1,491,279 50	1,518,122 02	1,373,678 32
1873	1,445,219 89	1,600,933 15	1,774,127 57	1,709,880 19	1,663,040 46
1872	1,349,274 51	1,302,139 38	1,504,478 30	1,536,193 20	1,489,333 22
1871	1,090,039 01	1,082,655 88	1,320,092 13	1,225,280 58	1,201,783 25
1870	899,288 66	1,003,887 54	1,168,963 21	1,177,877 83	1,099,493 68
EXPENSES.					
General office expenses	18,481 19	19,225 44	19,241 71	19,346 17	19,095 73
Conductors and trainmen	47,020 70	52,596 76	55,257 85	53,170 09	50,869 35
Enginemen and firemen	57,230 04	56,837 99	61,081 19	58,636 71	57,760 58
Agents and station labor	137,963 87	137,031 75	142,772 00	146,115 00	145,296 18
Telegraph repairs and supplies	1,383 87	1,178 79	1,248 96	1,220 98	1,439 79
Gas-light account	3,114 70	2,252 41	2,913 88	2,172 16	1,440 60
Repairs engines and tenders	47,871 30	44,492 45	50,058 19	44,060 72	46,911 53
" cars	53,023 82	48,641 89	57,742 07	61,899 29	57,463 29
" roadway and track	110,904 71	112,838 32	115,358 48	95,409 31	126,773 30
Steel rails					
Repairs bridges	9,392 25	3,329 59	4,530 78	10,239 31	6,918 17
" fences	250 64	401 64	606 38	2,664 43	3,776 20
" buildings and fixtures	13,662 50	9,744 11	10,113 62	11,883 86	13,734 66
Fuel consumed	75,750 00	78,300 00	85,200 00	76,387 00	75,416 00
Oil and tallow	6,851 99	7,970 60	6,184 03	6,327 48	5,872 82
Waste and rags	208 05	502 40	797 98	1,208 15	836 35
Office, train and station supplies	11,452 49	9,356 44	10,558 98	9,085 25	8,906 64
Damage and loss, freight and baggage	862 42	986 22	830 97	2,980 48	1,244 91
Damage to property and cattle killed	93 00	74 50	109 48	607 37	719 29
Personal injuries	6,088 46	2,932 40	737 02	299 30	1,118 25
Law expenses	1,207 39	1,545 39	4,583 86	3,624 62	1,603 73
New York office	486 00	574 61	648 48	692 59	2,135 00
Rents payable	3,546 84	5,536 34	4,197 56	3,736 67	10,452 34
Outside agencies and advertising	9,755 71	12,201 42	14,682 34	14,951 62	13,753 01
Contingencies	1,340 49	353 53	278 21	847 53	939 89
Hire of cars [debit balances]	36,789 99	45,885 78	53,458 37	61,982 60	48,687 20
TOTAL EXPENSES 1879	$ 654,732 42	$ 654,790 77	$ 703,192 39	$ 689,548 69	$ 703,164 81
Taxes, 1879, [average]	$ 36,400 00	$ 36,400 00	$ 36,400 00	$ 36,400 00	$ 36,400 00
TOTAL OPERATING EXPENSES AND TAXES, 1879	$ 691,132 42	$ 691,190 77	$ 739,592 39	$ 725,948 69	$ 739,564 81
NET EARNINGS, 1879	370,719 99	500,647 84	538,314 34	473,271 10	396,776 54
Interest, leases, etc., 1879, [average]	229,550 00	229,550 00	229,550 00	229,550 00	229,550 00
BALANCE, 1879	$ 141,169 99	$ 271,097 84	$ 308,764 34	$ 243,721 10	$ 167,226 54

LAKE SHORE & MICHIGAN SOUTHERN RAILWAY CO.

EARNINGS AND EXPENSES IN DETAIL, 1879.

June.	July.	August.	September.	October.	November.	December.	TOTAL.
$748,866 69	$ 692,000 60	$ 890,234 91	$1,008,672 30	$1,178,590 49	$1,115,085 73	$1,199,381 48	$ 11,288,260 62
248,365 64	279,675 67	312,536 66	353,040 89	335,253 62	268,985 50	266,604 66	3,138,003 59
17,084 00	15,575 37	15,694 80	20,508 88	19,141 52	20,694 72	20,335 30	201,695 65
43,120 52	43,120 51	43,120 52	43,120 51	43,120 51	43,120 51	43,120 51	517,446 16
5,814 51	5,626 12	6,966 28	6,109 08	6,630 62	5,734 78	9,265 15	70,207 68
1,881 82	4,765 31	4,597 80	4,453 93	5,640 88	4,562 33	4,111 95	55,878 77
1,065,133 18	1,040,763 58	1,273,150 97	1,435,905 59	1,588,377 64	1,458,183 57	1,542,819 05	$ 15,271,492 47
949,797 00	1,027,126 72	1,329,672 45	1,269,537 51	1,372,198 94	1,221,507 29	1,163,631 32	13,979,766 42
1,066,794 49	788,380 30	1,226,874 98	1,287,878 16	1,364,595 39	1,146,760 57	1,229,502 42	13,505,158 92
1,142,228 07	1,020,614 79	1,197,992 28	1,350,984 09	1,318,193 68	1,122,314 56	1,051,776 75	13,949,176 62
1,053,698 43	1,079,808 29	1,178,324 94	1,306,826 36	1,392,487 01	1,275,954 37	1,280,370 40	14,434,198 76
1,335,318 43	1,255,831 15	1,414,818 63	1,532,602 32	1,589,497 32	1,335,892 00	1,365,985 63	17,146,130 76
1,604,447 68	1,466,956 52	1,566,914 50	1,791,375 65	1,785,186 08	1,433,734 78	1,572,692 79	19,414,509 26
1,332,726 67	1,235,144 80	1,472,074 18	1,643,640 04	1,774,820 54	1,567,875 38	1,492,235 06	17,699,935 28
1,148,480 60	1,146,387 95	1,304,253 37	1,377,653 55	1,410,866 76	1,353,361 83	1,243,594 47	14,898,449 38
1,042,300 77	908,397 09	1,182,302 91	1,242,956 05	1,294,124 14	1,262,916 87	1,226,726 78	13,509,235 53
19,738 36	19,278 63	19,399 97	19,565 27	19,676 67	19,598 21	19,828 36	232,475 71
51,335 09	48,671 02	50,321 55	48,299 19	53,599 68	52,700 63	52,122 79	615,964 70
57,241 98	55,869 84	55,888 15	55,554 69	61,778 90	61,598 44	61,459 03	700,937 49
140,198 34	139,588 40	138,294 94	148,409 05	154,594 73	155,513 85	161,853 72	1,747,631 83
1,323 31	1,499 91	1,702 03	1,960 72	2,138 74	1,994 68	2,535 55	19,627 33
1,736 79	1,416 30	1,624 11	2,115 11	2,468 66	3,076 21	3,512 98	27,843 91
36,332 42	44,576 71	42,913 14	45,202 58	45,207 42	47,945 53	54,446 28	550,018 27
50,706 93	46,138 67	49,466 09	54,595 62	60,528 74	53,745 11	60,557 76	654,509 28
109,332 53	92,445 47	91,990 90	89,272 98	89,336 91	72,489 98	67,313 70	1,173,466 59
50,000 00	50,000 00	50,000 00	50,000 00	50,000 00	45,604 86	----------	295,604 86
8,179 43	10,102 77	22,688 73	26,223 92	18,193 03	17,779 91	6,595 16	144,173 05
4,315 35	4,252 62	2,080 23	1,901 26	1,815 36	1,186 67	1,224 51	24,395 29
15,069 60	13,887 40	13,778 41	15,807 17	21,017 29	18,774 39	16,170 51	173,643 52
63,752 00	62,477 00	64,450 00	61,917 00	68,367 00	67,038 00	91,679 00	879,733 00
5,735 79	9,894 39	7,175 88	8,525 24	7,137 20	8,575 99	10,136 59	90,388 00
456 80	59 95	2,826 33	1,065 01	489 25	765 80	840 46	10,056 53
8,271 22	9,971 37	9,248 37	10,028 82	9,534 93	12,853 66	12,435 81	121,703 98
2,931 43	2,989 13	1,293 50	3,965 72	1,404 00	1,169 40	2,675 55	23,333 73
281 20	763 76	1,952 65	712 35	708 80	561 22	1,114 64	7,698 26
1,578 74	1.053 55	2,908 25	14,720 40	521 25	4,578 95	3,520 00	40,056 57
3,470 35	2,164 55	3,113 56	3,430 74	724 70	19,122 50	6,343 86	50,935 25
665 26	1,246 37	345 00	473 36	295 00	305 70	5,624 12	13,491 49
5,300 34	7,326 84	3,770 01	8,521 31	250 00	10,684 00	10,902 52	74,224 77
13,764 71	14,344 34	14,223 20	10,014 91	15,854 24	17,720 30	16,231 72	167,497 52
1,075 98	418 79	290 51	624 52	853 34	444 90	566 32	8,034 01
58,594 86	46,667 21	47,872 05	61,391 38	61,665 06	58,468 93	77,499 18	658,962 61
$ 711,388 76	$ 687,104 99	$ 699,537 56	$ 744,298 32	$ 748,160 90	$ 754,297 82	$ 747,190 12	$ 8,497,407 55
$ 36,400 00	$ 36,400 00	$ 36,400 00	$ 36,400 00	$ 36,400 00	$ 36,400 00	$ 36,716 87	$ 437,116 87
$ 747,788 76	$ 723,504 99	$ 735,937 56	$ 780,698 32	$ 784,560 90	$ 790,697 82	$ 783,906 99	$ 8,934,524 42
317,344 42	317,258 59	537,213 41	655,207 27	803,816 74	667,485 75	758,912 06	6,336,968 05
229,550 00	229,550 00	229,550 00	229,550 00	229,550 00	229,550 00	229,937 98	2,754,987 98
$ 87,794 42	$ 87,708 59	$ 307,663 41	$ 425,657 27	$ 574,266 74	$ 437,935 75	$ 528,974 08	$ 3,581,980 07

DETAILED STATEMENT

OF THE

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

AFTER DEDUCTING $2,250,000 BONDS IN THE SINKING FUND.

DECEMBER 31, 1879.

Date of Issue.	Name and Character.	Miles Included in Mortgage.	When Due.	Amount Outstanding.	Rate of Interest and When Payable.		Annual Interest.
July 1, 1870	Lake Shore & Mich. South.—Consolidated First Mortgage Sinking Fund	864	July 1, 1900	$9,441,000	7 pr.ct.	Reg'd Jan., Apl., July & Oct., Coupon Jan. & July	$660,870
April 1, 1869	Lake Shore Railway—Dividend Bonds	268	April 1, 1899	1,356,000	7	April and October	94,920
Oct. 1, 1867	Cleveland, Painesville & Ashtabula—Third Mortgage	95	Oct. 1, 1892	920,000	7	April and October	64,400
May 1, 1855	Michigan Southern & Northern Indiana—First Mortgage	451	May 1, 1885	5,255,000	7	May and November	367,850
July 1, 1855	Cleveland & Toledo—First Mortgage	162	July 1, 1885	1,595,000	7	January and July	111,650
April 1, 1866	Cleveland & Toledo—Second Mortgage	162	April 1, 1886	849,000	7	April and October	59,430
July 1, 1862	Buffalo & State Line—Mortgage	88	July 1, 1882	200,000	7	January and July	14,000
Sept. 1, 1866	Buffalo & State Line—Mortgage	88	Sept. 1, 1886	300,000	7	March and September	21,000
April 1, 1868	Buffalo & Erie—Mortgage	68	April 1, 1898	2,834,000	7	April and October	198,380
	Total amount outstanding of the First General Mortgage of $25,000,000			$22,750,000			$1,592,500
Dec. 1, 1873	Lake Shore & Mich. Southern—Consolidated Second General Mortgage	864	Dec. 1, 1903	10,460,000	7	June and December	732,200
Oct. 1, 1872	Lake Shore & Michigan Southern—Bonds of 1883		Oct. 1, 1882	2,705,000	7	April and October	189,350
	Total amount outstanding of the Second General Mortgage of $25,000,000			$13,165,000			
	TOTAL FUNDED DEBT—LAKE SHORE & MICHIGAN SOUTHERN RAILWAY COMPANY PROPER			$35,915,000	All 7 per cent.		$2,514,050

DEBT OF PROPRIETARY ROADS [OWNED WHOLLY BY LAKE SHORE & MICHIGAN SOUTHERN RAILWAY CO.]

Date of Issue.	Name and Character.	Miles Included in Mortgage.	When Due.	Amount Outstanding.	Rate of Interest and When Payable.	Annual Interest.
Aug. 1, 1876	Detroit, Monroe & Toledo—First Mortgage [guaranteed by L. S. & M. S.].	62	Aug. 1, 1906	$ 924,000	7 pr.ct. February and August.	$ 64,680
Sept. 1, 1869	Kalamazoo & White Pigeon—First Mortgage	37	Jan. 1, 1890	400,000	7 January and July	28,000
Oct. 1, 1867	Schoolcraft & Three Rivers—First Mortgage	12	July 1, 1887	100,000	8 January and July	8,000
Oct. 1, 1867	Kalamazoo & Schoolcraft—First Mortgage	13	July 1, 1887	100,000	8 January and July	8,000
				$1,524,000		$108,680

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

Date of Issue.	Name and Character.	Miles Included in Mortgage.	When Due.	Amount Outstanding.	Rate of Interest and When Payable.	Annual Interest.
June 1, 1868	Kalamazoo, Allegan & Grand Rapids—First Mortgage	58	July 1, 1888.	$ 840,000	8 pr.ct. January and July	$ 67,200
July 1, 1863	Jamestown & Franklin—First Mortgage	51	Differ'nt dates	397,000	7 January and July	27,790
June 1, 1869	Jamestown & Franklin—Second Mortgage	51	June 1, 1894	500,000	7 December and June	35,000
				$1,737,000		$129,990

MILEAGE STATISTICS.—TEN YEARS.

Year.	Miles Road Operated	Earnings Per Mile.	Expenses Per Mile.	Net Earnings Per Mile.	Freight Train Mileage.	Freight Train Earnings Per Mile.	Freight Train Expenses Per Mile.	Freight Train Profit Per Mile.	Passenger Train Mileage.	Passenger Train Earnings Per Mile.	Passenger Train Expenses Per Mile.	Passenger Train Profit Per Mile.
1870	1,013.0	$13,236	$8,261	$5,075	4,806,110	$2.03.11	$1.25.82	$0.77.29	2,320,477	$1.97.26	$1.22.21	$0.75.07
1871	1,073.8	13,872	9,106	4,766	5,059,898	1.82.71	1.19.98	0.62.78	2,367,514	1.86.07	1.22.13	0.63.94
1872	1,136.5	16,682	11,177	5,505	7,121,795	1.80.06	1.20.47	0.59.61	2,640,344	1.78.69	1.19.54	0.59.15
1873	1,154.0	16,824	11,928	4,896	8,026,220	1.76.83	1.25.36	0.51.46	2,952,823	1.72.43	1.22.25	0.50.18
1874	1,175.4	14,592	9,491	5,101	6,490,510	1.53.62	1.19.42	0.64.20	2,520,674	2.02.21	1.31.51	0.70.70
1875	1,175.4	12,284	8,963	3,321	5,738,617	1.66.23	1.21.28	0.44.95	2,749,617	1.70.12	1.24.11	0.46.01
1876	1,176.3	11,851	8,135	3,716	6,324,733	1.48.71	1.02.06	0.46.65	2,610,545	1.69.64	1.16.44	0.53.20
1877	1,176.8	11,484	7,622	3,862	5,674,635	1.66.99	1.10.83	0.56.16	2,863,504	1.65.34	1.09.73	0.55.61
1878	1,176.8	11,377	7,210	4,067	6,470,848	1.55.21	1.01.50	0.53.71	2,296,194	1.71.19	0.35.00	0.36.19
1879	1,176.8	12,975	7,591	5,384	7,506,016	1.53.89	0.91.09	0.61.99	2,234,304	1.72.68	0.91.00	0.81.63

CHIEF ENGINEER'S DEPARTMENT.

General Summary of Operations—1879.

REPAIRS AND RENEWALS,

[Included in Operating Expenses.]

New Steel Rail	9,528 tons	98.30 miles.
Re-rolled Iron Rail	431 tons	4.57 miles.
	9,959 tons	102.87 miles.
Repaired Iron Rail	2,388 tons	25.32 miles.
TOTAL	12,347 tons	128.19 miles.
Cross-ties renewed, 581,774, equal to		207.77 miles.
Fence built [Board]		44.09 miles.
Track ballasted with Stone, Gravel and Cinders		207.27 miles.

FUEL CONSUMED.

Wood, 49,375 cords, average cost	$2.68 per cord.
Coal, 393,419 tons, average cost	1.87 per ton.

CHIEF ENGINEER'S TABLE OF ROAD OPERATED

—BY THE—

Lake Shore & Michigan Southern Railway Company.

JANUARY 1, 1880.

Entire track carefully re-measured in 1879.

MAIN LINE.

	MILES.	
Buffalo to Erie	88.00	
Erie to Cleveland	95.50	
Cleveland to west end Toledo Bridge, via Norwalk	111.77	
West end Toledo Bridge to Toledo	1.10	
Toledo to Chicago, via Adrian	244.12	
		540.49

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

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

PROPRIETARY ROADS, [OWNED WHOLLY BY THIS COMPANY.]

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

ROADS OPERATED UNDER LEASE.

Kalamazoo, Allegan & Grand Rapids Railroad, [rental $103,800 per year]—			
Kalamazoo to Grand Rapids		58.42	
Jamestown & Franklin Railroad, [40 per cent. of gross earnings]—			
Jamestown to Oil City		50.91	
Mahoning Coal Railroad, [40 per cent. of gross earnings]—			
Andover to Youngstown	38.31 miles.		
Tyrrell Hill to Vienna	2.68 miles.		
Coalburg to New York, O	0.99 miles.		
Vienna to Holliday Bank	1.42 miles.		
		43.40	
			152.73
LENGTH OF ROAD OPERATED			1,177.67

SECOND TRACK.

Between Buffalo and Erie	88.00	
Between Erie and Cleveland	95.50	
Between Cleveland and West end Toledo Bridge	33.35	
West end Toleda Bridge to Toledo	1.10	
Toledo to Air Line Junction	2.59	
Between Elkhart and Chicago	15.25	
		235.79

SIDE TRACKS.

Buffalo Division	53.77	
Erie Division	69.00	
Toledo Division	109.82	
Franklin Division	28.18	
Youngstown Division	7.59	
Michigan Southern Division	200.36	
		468.72

TOTAL MILES OF SINGLE TRACK	Steel	1,082	
	Iron	800	
			1,882.18

LAKE SHORE & MICHIGAN SOUTHERN RAILWAY CO.

TABLE OF TRACKS,

JANUARY 1, 1880.

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

TRACKS.	STATE.						TOTAL.
	N. Y.	Penn.	Ohio.	Ind'na	Mich.	Illin's.	
Single Track—	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
Main Line	69.50	44.06	195.01	101.95	115.95	14.02	540.49
Branches	1.50	56.17	225.78	65.86	287.87	.....	637.18
LENGTH OF ROAD OPERATED	71.00	100.23	420.79	167.81	408.82	14.02	1,177.67
Second Track	69.50	44.06	106.98	8.00	.....	7.25	235.79
Sidings	42.12	43.55	228.78	60.38	65.60	28.20	468.72
TOTAL MILES OF SINGLE TRACK	182.62	187.84	756.55	236.19	409.51	49.47	1,882.18

RECAPITULATION.

STATE.	MILES OPERATED.				MILES OF SINGLE TRACK.			
	Main Line.	Br'nches	Total.	Per Cent	Second Track.	Siding.	Total.	Per Cent
New York	69.50	1.50	71.00	6.08	69.50	42.12	182.62	9.70
Pennsylvania	44.06	56.17	100.23	8.51	44.06	43.55	187.84	9.98
Ohio	195.01	225.78	420.79	35.73	106.98	228.78	756.55	40.20
Indiana	101.95	65.86	167.81	14.25	8.00	60.38	236.19	12.55
Michigan	115.95	287.87	408.82	34.29	.....	65.60	469.51	24.94
Illinois	14.02	.....	14.02	1.19	7.25	28.20	49.47	2.63
TOTAL	540.49	637.18	1,177.67	100.	235.79	468.72	1,882.18	100.00

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

DIVISION.	Main Line.	Branches.	Second Track.	Sidings.	Total.
	Miles.	Miles.	Miles.	Miles.	Miles.
Lake Shore	295.27	210.79	216.85	268.36	991.27
Michigan Southern	245.22	426.39	18.94	200.36	890.91
TOTAL	540.49	637.18	235.79	468.72	1,882.18

EQUIPMENT.

Dec. 31, 1879.

LOCOMOTIVES	495

Wood Burners, 41; Coal Burners, 454.

113 Passenger Engines equipped with Westinghouse Air Brake.

55 " " " " " Driver Brake [additional].

48 Freight " " " Steam Driver Brake.

PASSENGER EQUIPMENT.

First Class Passenger Cars	99
Second Class and Smoking Cars	35
Smoker and Baggage	12
Emigrant Cars	21
Railroad Postal Cars	23
Baggage Cars	48
Baggage and Mail	10
Paymasters' Cars	2
Total	250

All equipped with Westinghouse Air Brake.

FREIGHT EQUIPMENT.

Box Cars	5,871
Stock Cars	1,321
Oil Cars	292
Platform Cars	1,517
Coal Cars	1,532
Caboose Cars	256
Derrick Cars	9
Dumper Cars	148
Total	10,946
TOTAL CARS—all classes	11,196

LOCOMOTIVE DEPARTMENT.

	1879.	1878.	1877.	1876.	1875.
Miles run by Engines	12,966,275	11,609,370	10,752,055	11,775,053	11,517,223
Cost of Repairs Engines	$550,018	$531,275	$550,420	$555,605	$653,387
Cost of Repairs Engines ℔ Mile run	Cts., 4.24	Cts., 4.58	Cts., 5.12	Cts., 4.72	Cts., 5.67
Cost of Enginemen and Firemen	$700,937	$636,297	$604,383	$681,074	$702,748
Cost of Enginemen and Firemen per Mile run	Cts., 5.40	Cts., 5.48	Cts., 5.64	Cts., 5.80	Cts., 6.10
Cost of Fuel consumed	$870,733	$967,197	$923,814	$1,089,192	$1,151,722
Cost of Fuel consumed ℔ Mile run	Cts., 6.71	Cts., 8.33	Cts., 8.70	Cts., 9.25	Cts., 10.00

RENEWALS AND REPAIRS.

	1879.	1878.	1877.	1876.	1875.
New Stationary Boilers	2	1	1	....	6
New Boilers, (complete)	2	5	4	3	1
New Fire Boxes, (steel)	13	14	20	14	20
New Driving Wheels	23	30	24	10	20
New Driving Axles	33	32	42	44	37
Steel Tyres	188	152	132	48	94
Truck and Tender Wheels	2,366	1,772	1,896	2,615	2,153
Truck and Tender Axles	231	285	312	241	378
Crown Sheets (steel)	12	11	8	5	5
Flue Sheets (steel)	33	17	18	17	30
Iron Flues.....sets,	16	16	26	14	23
Cylinders	16	29	12	10	10
Engine Pilots	83	62	64	56	38
Engine Cabs	12	18	19	9	10
Engine Tanks	14	9	10	11	12
Engines rebuilt (complete)	13	12	11	11	....
Number of Engines on Road December 31st	495	495	495	495	495

Coal Burners, 454; Wood Burners, 41.

Passenger Engines equipped with Westinghouse Air-Brake, 113.

" " " " Westinghouse Driver Brakes (additional), 55.

Freight Engines equipped with Steam Driver Brake, 48.

PERFORMANCE OF LOCOMOTIVE ENGINES.

	1879.	1878.	1877.
NUMBER OF ENGINES	495	495	495
NUMBER OF MILES RUN—			
Passenger Service	2,234,304	2,296,194	2,363,504
Freight "	7,506,016	6,470,848	5,674,685
Working "	310,077	300,082	342,678
Switching "	2,915,878	2,542,246	2,371,193
Total	12,966,275	11,609,870	10,752,055
Average number Miles run per Engine	26,195	23,458	21,721
COST PER MILE RUN FOR REPAIRS—			
Passenger Service.....Cents,	4.58	4.45	5.87
Freight "	4.59	4.62	4.86
Working "	4.09	3.54	4.28
Switching "	3.07	2.86	3.82
Average	4.24	4.58	4.83
COST PER MILE RUN FOR FUEL, [including Kindlings]—			
Passenger Service.....Cents,	6.09	7.95	8.57
Freight "	8.80	10.87	9.37
Working "	5.01	6.07	6.17
Switching "	3.80	4.14	4.49
Average	6.71	8.33	8.70
COST PER MILE RUN FOR LUBRICATING OILS AND TALLOW—			
Passenger Service.....Cents,	.24	.24	.29
Freight "	.23	.22	.26
Working "	.20	.22	.25
Switching "	.16	.16	.19
Average	.21	.21	.25
GENERAL SERVICE—COST PER MILE RUN—			
Small Stores—[Illuminating Oils, Waste, etc.]..... Cents,	0.08	0.09	0.11
Enginemen and Firemen	5.40	5.48	5.04
Cleaners and Watchmen	0.30	0.36	0.44
TOTAL COST PER MILE RUN—			
Passenger Service.....Cents,	16.57	18.42	20.85
Freight "	19.05	20.98	21.74
Working "	14.74	15.97	17.63
Switching "	12.01	13.28	14.76
Average	16.93	18.66	19.88
MILES RUN PER TON OF COAL, [2,000 lbs.] Kindlings included—			
Passenger Service	36.74	38.84	37.12
Freight "	26.61	29.50	30.18
Working "	53.24	59.07	61.79
Switching "	73.34	81.02	84.10
Average	32.56	35.91	36.49
MILES RUN PER CORD OF WOOD, [Wood Burners Only]—			
Passenger Service	58.41	60.42	56.18
Freight "	31.21	32.67	37.45
Working "	65.42	69.89	64.70
Switching "	76.21	78.57	74.13
Average	58.78	61.04	58.91
MILES RUN PER PINT OF OIL [Lubricants]—			
Passenger Service	19.84	19.92	19.25
Freight "	22.54	22.60	21.26
Working "	24.04	22.00	21.42
Switching "	31.97	31.63	28.75
Average	23.59	23.42	22.03
PINTS OF ENGINE OIL USED	313,068	267,085	266,044
" " VALVE " "	284,087	104,980	12,287
POUNDS OF TALLOW "	2,410	123,534	209,727
TOTAL	549,589	496,549	488,058
AVERAGE COST OF LUBRICANTS PER PINT.....Cents,	5.07	5.10	5.69

CAR DEPARTMENT.

	1879.	1878.	1877.	1876.	1875.	1874.
Average number of Cars in service	11,202	10,546	10,546	10,537	10,498	10,366
Repairs of Cars—all classes	$654,509	$675,369	$751,476	$848,230	$868,729	$958,625
New Cars built to replace Cars worn out or destroyed, [included in Operating Expenses]	165	212	242	291	157	307
New Wheels used in Repairs of Cars	10,456	9,209	14,395	14,909	13,755	12,742
New Axles used in Repairs of Cars	1,808	1,817	2,765	2,736	2,582	2,359
Coaches painted	19	18	21	32	29	44
Second-Class Cars painted	..	8	3	10	—	3
Baggage and Mail Cars painted	18	21	17	23	30	51
Coaches newly upholstered	3	4	3	10	12	18
New six-wheel Trucks put under Coaches, pairs	--	--	1	..	1	1
New four-wheel Trucks put under Coaches, pairs	5	2	2	6	12	8
New four-wheel Trucks put under Baggage Cars, pairs	..	--	5	1	3	1
New Roofs put on Box Cars	497	911	499	--	--	..

Of the 10,456 new wheels put under Cars in, 1879, 1,292 were put under foreign Cars—292 wheels replaced by makers are not included.

Of the amount expended for Repairs of Cars in 1879—77 per cent. was expended on the Freight Equipment and 23 per cent. upon the Passenger Equipment.

GENERAL SUMMARY OF FREIGHT BUSINESS,

FOR THE YEAR ENDING DECEMBER 31, 1879.

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

	1879.				1878.			
	TONS.	EARNINGS.	TONS CARRIED ONE MILE.	RATE PER TON PER MILE. Cents.	TONS.	EARNINGS.	TONS CARRIED ONE MILE.	RATE PER TON PER MILE. Cents.
East-bound Freight	4,943,253	$ 7,144,041 88	1,197,185,107	0.597	4,228,390	$ 6,683,695 42	995,021,834	0.672
West-bound Freight	2,598,042	3,976,184 12	536,288,333	0.741	1,870,055	3,152,463 07	345,445,992	0.913
TOTALS	7,541,294	$ 11,120,226 00	1,733,473,440	0.642	6,098,445	$ 9,836,158 49	1,340,467,826	0.734
Switching, Storage, Elevating, etc		140,344 73				175,438 12		
E. & P. R. R. Freight, between Girard and Erie		27,789 89				37,355 17		
TOTAL REVENUE		$ 11,288,260 62				$ 10,048,951 78		

BUSINESS OF THIS YEAR, Compared with Last Year.

Increase of Tonnage—East-bound ..... 714,862 tons—equal to 15.9 per cent.
Increase of Tonnage—West-bound ..... 727,987 tons—equal to 38.9 per cent.

Increase of Tonnage—Total ..... 1,442,849 tons—equal to 23.7 per cent.

TONS CARRIED ONE MILE.

Increase of Freight Movement—East-bound ..... 202,118,273—equal to 20.3 per cent.
Increase of Freight Movement—West-bound ..... 190,842,341—equal to 55.2 per cent.

Increase of Freight Movement—Total ..... 392,955,614—equal to 29.3 per cent.

Increase of Earnings—East-bound ..... $ 460,346 46—equal to 6.9 per cent.
Increase of Earnings—West-bound ..... 823,721 05—equal to 26.1 per cent.

Increase of Earnings—Total Freight Movement ..... $1,284,067 51—equal to 13.1 per cent.
Decrease of Earnings for Switching, Storage, &c., and E. & P. Freight ..... 44,758 67—equal to 21.0 per cent.

Increase of Total Revenue ..... $1,239,308 84—equal to 12.3 per cent.

Proportions of Freight Movements this year—East-bound, 69.1 per cent.; West-bound, 30.9 per cent.
Average haul for each ton carried—East-bound, 242.2 miles; West-bound, 206.4; all Freight, 229.9 miles.
Decrease in rate per ton mile—East-bound, .075 cent. [11.2 per cent.]; West-bound, .172 cent. [18.8 per cent.]; all Freight, .092 cent. [12.5 per cent.]
This decrease in rate is equivalent to a loss of $1,600,000; but, notwithstanding, the increased tonnage has resulted in an increase amounting to $1,239,309.

COMPARATIVE STATEMENT,

SHOWING

TONNAGE AND PERCENTAGE OF ARTICLES CARRIED IN 1879,

COMPARED WITH 1878.

ARTICLES.	1879.		1878.		Increase and Decrease this year.
	Per Ct.	Tons.	Per Ct.	Tons.	
					Per Cent.
Coal	14.0	1,052,571	11.8	717,423	Increase 46.7
Stone and lime	1.9	144,460	1.8	111,373	Increase 29.7
Petroleum	6.2	470,449	9.3	569,964	Decrease 17.5
Pig, bloom and railroad iron	2.6	198,073	1.8	110,805	Increase 78.8
Other iron and castings	2.4	184,493	1.9	116,718	Increase 58.1
Lumber and other forest products	8.4	633,721	7.7	468,475	Increase 35.3
Animals	8.2	616,812	8.9	544,009	Increase 13.4
Grain	24.4	1,841,120	22.7	1,384,868	Increase 32.9
Agricultural products, except grain	3.7	277,895	3.8	229,032	Increase 21.3
Flour	4.5	335,868	5.2	314,969	Increase 6.6
Provisions	3.8	286,983	5.7	345,738	Decrease 17.0
Manufactures	4.0	299,357	4.3	261,727	Increase 14.4
Merchandise and other articles	15.9	1,199,492	15.1	923,344	Increase 29.9
TOTALS	100.	7,541,294	100.	6,098,445	Increase 23.7

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

	1879.	1878.	1877.	1876.	1875.
Tons moved in freight trains one mile	46,079,300	38,193,400	33,092,600	35,993,327	30,808,909
Cost per ton per mile.....Cents	0.398	0.474	0.573	0.564	0.737
Amount of cost of this transportation	$183,396	$181,037	$189,621	$203,002	$227,062

TONNAGE FOR TEN YEARS—1870-79.

Year.	Coal.	Stone and Lime.	Petroleum.	Pig, Bloom & R. Iron.	Other Iron and Castings.	Lumber and other Forest Products.	Animals.	Grain.	Agricultural Products except Grain.	Flour.	Provisions.	Manufactures.	Merchandise and other Articles.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1870	215,997	95,521	260,959	76,012	66,778	334,581	276,531	451,431	149,031	252,163	132,645	199,547	467,529	2,078,725
1871	241,994	118,586	380,203	66,465	92,530	363,068	319,721	753,197	219,040	256,146	204,934	208,465	560,176	3,784,525
1872	331,819	142,296	368,113	91,475	90,803	458,859	421,644	981,992	167,496	231,460	283,915	194,797	778,423	4,443,092
1873	518,643	164,949	635,040	68,121	99,413	530,683	480,623	816,267	232,687	272,677	279,044	182,091	896,425	5,176,661
1874	662,329	171,102	488,865	62,253	104,594	572,869	438,409	957,721	185,787	299,763	237,067	167,142	873,366	5,221,267
1875	694,658	150,613	530,796	83,440	119,314	511,651	410,851	870,335	181,183	264,585	258,544	190,894	755,626	5,022,490
1876	827,252	141,328	589,022	82,720	100,949	469,097	486,734	1,055,589	205,445	308,007	270,274	198,804	899,346	5,635,167
1877	754,859	128,025	755,952	72,946	118,599	490,022	410,165	1,030,211	172,466	200,381	210,260	192,110	917,402	5,513,398
1878	717,423	111,373	569,964	110,805	116,718	468,475	544,009	1,384,868	229,032	314,969	345,738	261,727	923,344	6,098,445
1879	1,052,571	144,460	470,449	198,073	184,493	633,721	616,812	1,841,120	277,895	335,868	286,983	299,357	1,199,492	7,541,294

STATISTICS OF FREIGHT BUSINESS—TEN YEARS—1870 TO 1879, INCLUSIVE.

Year.	East-Bound.				West-Bound.				Total, East and West.				Miscellaneous Earnings for Storage, E. & P. Freight, Etc.	TOTAL EARNINGS, including Miscellaneous.	Percentage of Freight Movements.		Average Haul for Each Ton Carried.
	Tons.	Earnings.	Tons carried one mile.	Rate per ton per mile.	Tons.	Earnings.	Tons carried one mile.	Rate per ton per mile.	Tons.	Earnings	Tons carried one mile.	Rate per ton per mile.			Eastward.	Westward.	
				Cts.				Cts.				Cts.					Miles.
1870	2,036,753	$5,586,697	412,067,965	1.356	941,972	$3,047,775	161,967,606	1.882	2,978,725	$ 8,634,472	574,035,571	1.504	$111,654	$ 8,746,126	71.8	28.2	192.7
1871	2,564,708	7,143,075	526,397,488	1.357	1,219,817	3,062,784	207,272,210	1.478	3,784,525	10,205,859	733,670,696	1.391	135,359	10,341,218	71.7	28.3	193.9
1872	2,997,556	8,488,927	667,369,119	1.272	1,445,536	4,217,956	257,475,021	1.638	4,443,092	12,706,883	924,844,140	1.374	117,979	12,824,862	72.2	27.8	208.2
1873	3,447,790	9,994,546	770,423,785	1.297	1,728,871	4,074,856	283,503,404	1.437	5,176,661	14,069,402	1,053,927,189	1.335	122,997	14,192,399	73.1	26.9	203.6
1874	3,715,071	8,278,159	753,633,140	1.098	1,506,196	3,518,453	245,708,941	1.432	5,221,267	11,791,612	999,342,081	1.180	126,738	11,919,350	75.4	24.6	191.4
1875	3,381,876	6,466,969	677,979,703	0.954	1,640,614	3,063,069	265,256,459	1.155	5,022,490	9,530,038	943,236,161	1.010	109,000	9,639,038	71.9	28.1	187.8
1876	3,867,031	6,421,447	827,020,640	0.776	1,768,136	2,841,276	306,814,188	0.926	5,635,167	9,262,723	1,133,834,828	0.817	142,906	9,405,629	72.9	27.1	201.2
1877	3,718,449	6,175,884	747,274,790	0.826	1,794,949	3,152,366	332,780,841	0.947	5,513,398	9,328,249	1,080,005,561	0.864	148,359	9,476,608	69.2	30.8	195.9
1878	4,228,390	6,683,696	996,021,884	0.672	1,870,055	3,152,463	345,445,992	0.913	6,098,445	9,836,159	1,340,467,826	0.734	212,793	10,048,952	74.2	25.8	219.8
1879	4,943,252	7,144,042	1,197,135,107	0.597	2,598,042	3,976,184	536,288,333	0.741	7,541,294	11,120,226	1,733,423,440	0.642	168,035	11,288,261	69.1	30.9	229.9

FREIGHT FORWARDED AND RECEIVED AT EACH STATION,

FOR THE YEAR ENDING DECEMBER 31, 1879.

STATIONS.	FREIGHT FORWARDED.		FREIGHT RECEIVED.	
	Tons.	Revenue.	Tons.	Revenue.
EAST BUFFALO	581,052	$ 1,140,034	2,786,530	$4,527,793
BUFFALO	321,183	559,020	453,698	586,144
Total E. Buffalo and Buffalo	902,235	$ 1,699,054	3,240,228	$5,113,937
Hamburg	8	39	163	268
Lake View	279	292	1,353	1,183
Derby	157	148	134	186
Angola	1,792	1,635	2,269	2,790
Farnham	1,567	2,201	1,388	1,623
Irving	1,438	1,363	399	733
Silver Creek	1,970	4,414	4,687	5,804
Dunkirk	189,456	69,359	52,078	66,304
Brocton	7,917	11,229	6,653	8,359
Westfield	3,150	6,841	5,831	9,208
Ripley	1,136	2,342	875	1,539
State Line	464	870	362	750
Marvin	1,052	839		
North East	5,192	7,942	6,247	10,196
Moorhead	306	348	245	370
Harbor Creek	108	155	193	244
ERIE	219,513	343,277	606,458	747,402
Swanville	22	86	344	572
Fairview	1,088	1,497	2,601	3,473
Girard	18,726	26,742	5,768	8,727
Springfield	531	886	511	975
Conneaut	4,254	6,959	6,445	9,464
Kingsville	2,917	4,346	866	1,502
Ashtabula	9,382	15,504	96,150	42,153
Saybrook	230	405	129	239
Geneva	3,131	7,532	7,996	12,090
Unionville	1,464	2,394	537	1,024
Madison	2,146	3,914	2,063	3,452
Perry	1,481	2,422	477	845
Painesville	6,726	13,836	13,704	19,646
Mentor	873	1,247	1,123	1,474
Willoughby	1,199	1,995	3,255	4,161
Wickliffe	38	50	153	164
Nottingham	5,630	3,363	808	785
Collinwood	1,175	1,917	8,604	3,362
Glenville	525	1,660	2,034	2,328
CLEVELAND	1,806,754	2,061,828	765,655	1,002,467
Oil City	111,706	89,777	27,269	27,639
Reno	22	70	1,830	1,160
Run	50	41	167	101
Franklin	18,242	26,400	30,654	25,510
Polk	496	413	109	282
Raymilton	68,522	62,581	491	907
Sandy Lake	1,238	1,599	1,075	3,107
Stoneboro	125,029	77,261	16,171	14,526
Clark	2,083	2,309	132	330
Hadley	2,039	2,230	553	997
Salem	1,731	1,756	20	25
Jamestown	3,747	5,018	2,011	3,374
Simon	370	532	30	42
Andover	1,641	2,719	1,686	3,271

FREIGHT FORWARDED AND RECEIVED—Continued.

STATIONS.	FREIGHT FORWARDED.		FREIGHT RECEIVED.	
	Tons.	Revenue.	Tons.	Revenue.
Leon	1,090	$ 1,707	190	$ 525
Dorset	956	1,089	173	402
Jefferson	1,377	3,094	3,347	6,056
Plymouth	139	107		
Ashtabula Harbor	41,288	31,863	89,876	28,726
Youngstown	98,773	129,388	173,276	107,520
No. 3 Bank	96,784	22,996		
Coalburg	75,896	89,344	7,679	4,358
Tyrrell Hill	36,647	40,491	271	460
Fowler	268	370	65	144
Kinsman	3,068	4,603	1,474	2,240
Williamsfield	1,952	2,786	719	1,391
Rockport			110	166
Berea	21,136	33,653	3,489	5,135
Olmsted Falls	93	272	956	923
Shawville	320	656	780	763
Elyria	78,242	67,425	17,424	28,210
Oberlin	1,647	2,887	7,073	8,503
Kipton	1,221	1,685	744	975
Wakeman	5,451	9,188	2,641	2,765
Collins	2,628	3,870	417	816
Norwalk	14,674	26,724	18,290	25,373
Monroeville	81,984	62,549	13,648	18,895
Bellevue	25,768	43,059	12,788	15,780
Clyde	16,454	24,998	30,101	34,135
Fremont	78,710	109,914	25,021	32,169
Lindsey	3,364	3,687	563	904
Elmore	5,398	6,719	1,567	2,883
Genoa	12,436	16,637	2,603	2,659
Millbury	4,077	3,119	380	561
North Amherst	35,703	39,637	7,424	4,611
Brownhelm	9,069	7,920	663	654
Vermillion	3,768	4,502	4,298	3,428
Ceylon	5,888	8,607	746	1,137
Huron	4,731	7,020	2,387	2,345
Sandusky	125,380	170,907	48,998	50,685
Venice	1,983	3,227	187	268
Danbury	343	854	200	324
Gypsum	2,597	3,975	522	856
Port Clinton	6,990	10,210	5,633	4,618
La Carne	1,403	1,435	99	147
Oak Harbor	4,784	5,330	1,276	2,330
Rocky Ridge	10,758	12,799	1,155	1,600
Graytown	7,529	6,922	534	872
Martin	9,661	9,758	705	691
DETROIT	90,032	123,050	142,947	152,524
Grand Trunk Junction	109,457	82,805	122,801	104,989
Ecorces	32	49	47	71
Wyandotte	10,103	9,142	19,245	12,103
Trenton	6,035	3,944	576	906
Rockwood	2,361	3,164	584	837
Newport	1,560	1,734	118	280
Stony Creek	131	143	18	20
Monroe	97,692	63,511	60,868	38,117
La Salle	83	117		
Vienna	20	34	57	120
West Toledo	372	713	2,230	3,843
Wagon Works	2,203	4,694	5,234	6,537
Ida	1,460	1,845	243	567

FREIGHT FORWARDED AND RECEIVED—Continued.

STATIONS.	FREIGHT FORWARDED.		FREIGHT RECEIVED.	
	Tons.	Revenue.	Tons.	Revenue.
Petersburg	1,630	$ 2,137	329	$ 824
Deerfield	1,854	2,375	292	719
Wellsville	137	194	10	14
Tecumseh	11,149	18,736	8,561	15,328
Clinton	5,553	9,867	3,437	6 282
Manchester	4,904	11,033	4,044	6,559
Norvell	686	922	398	592
Napoleon	1,922	3,247	893	1,472
Jackson	34,736	40,211	56,293	84,966
TOLEDO	766,049	935,600	569,796	543,261
Holland	121	185	49	83
Swanton	2,994	4,001	818	1,619
Delta	5,248	8,276	1,702	3,423
Wauseon	8,587	16,091	3,713	7,657
Pettisville	1,333	2,106	209	472
Archbald	6,352	11,084	1,115	2,605
Stryker	6,101	11,399	1,881	4,729
Bryan	13,671	29,242	5,599	13,613
Melbern	1,450	3,084	128	304
Edgerton	6,186	10,768	1,514	3,800
Butler	112,782	132,084	14,626	23,980
Waterloo	37,701	66,464	9,937	16,380
Corunna	5,468	7,250	486	1,247
Kendallville	20,565	40,274	4,132	10,199
Brimfield	1,920	3,122	336	912
Wawaka	1,458	2,335	223	521
Ligonier	15,498	41,629	5,254	13,484
Millersburg	1,512	2,239	217	780
Goshen	67,069	118,588	18,976	38,529
Sylvania	86	281	172	302
Ottawa Lake	2,775	2,493	240	401
Wood	729	794		
Riga	2,446	2,556	278	511
Blissfield	4,786	8,154	1,673	3,782
Grosvenor	2,257	5,719	790	1,664
Palmyra	233	361	219	210
Adrian	17,365	38,069	23,400	37,187
Clayton	3,464	5,317	609	1,582
Hudson	13,208	22,588	5,585	13,368
Pittsford	2,340	4,209	408	1,032
Osseo	737	1,620	293	794
Hillsdale	11,342	30,391	12,347	19,868
Jonesville	13,089	24,276	10,196	9,833
Allen	2,384	5,380	422	1,148
Quincy	5,861	12,259	2,589	5,758
Coldwater	11,176	33,424	10,345	25,151
Bronson	7,012	14,150	1,687	4,717
Burr Oak	4,270	10,719	1,337	2,986
Sturgis	23,276	87,268	5,993	11,713
Klinger Lake	1,475	1,483	236	461
White Pigeon	8,075	20,300	4,477	6,290
Vistula	2,051	3,344	1,017	2,892
Bristol	1,634	2,393	912	2,435
Elkhart	18,634	44,639	29,256	48,253
Litchfield	3,826	6,456	1,587	3,190
Homer	3,693	9,072	924	1,945
Condit	368	858	69	94
Albion	5,017	12,889	7,780	11,445
Devereux	1,588	2,881	263	412

FREIGHT FORWARDED AND RECEIVED—Concluded.

STATIONS.	FREIGHT FORWARDED.		FREIGHT RECEIVED.	
	Tons.	Revenue.	Tons.	Revenue.
Springport	2,614	$ 4,347	1,070	$ 2,233
Charlesworth	765	982	33	71
Eaton Rapids	5,136	12,394	3,455	5,625
Kingsland	1,455	2,114		
Dimondale	2,540	3,350	297	626
Lansing	23,923	43,982	11,272	25,141
Constantine	3,678	11,094	2,913	7,353
Florence	158	47	152	242
Three Rivers	6,646	17,458	6,893	12,301
Moorepark	1,442	1,838	245	490
Flowerfield	1,525	1,912	55	141
Schoolcraft	3,664	9,035	3,849	8,112
Portage			128	142
Kalamazoo	12,540	29,976	14,433	26,741
Argenta	685	550	211	247
Plainwell	5,061	13,417	2,772	4,754
Otsego	2,714	7,376	1,859	3,829
Abronia	891	718	21	28
Allegan	12,489	21,912	7,125	15,903
Hopkins	4,980	5,793	536	1,278
Hilliards	3,778	3,414	236	506
Dorr	7,243	8,845	874	1,526
Byron Center	3,743	3,530	480	815
Eagle Mills	16,231	11,422		
Grand Rapids	46,202	92,602	38,817	60,788
Osceola	913	510	133	272
Mishawaka	4,778	13,155	3,188	6,671
South Bend	25,372	51,339	59,671	87,631
Warren	1,171	608	60	62
Terre Coupee	2,954	1,425	25	52
Carlisle	4,639	4,533	1,591	3,271
Rolling Prairie	5,290	4,215	316	802
La Porte	55,258	75,696	19,981	37,517
Otis	42,924	47,259	8,221	11,256
Burdick	2,630	2,694	68	139
Morrison	774	822		
Chesterton	4,370	5,369	549	1,228
Bailey Town	360	646		
Millers	19	38	58	135
Pine	400	243	5	9
Whiting	19	23	67	104
Colehour	3	14	218	296
South Chicago	11,823	6,899	7,128	9,970
Grand Crossing	564	1,281	8,464	8,765
Englewood	30,408	61,385	75,102	202,739
CHICAGO	1,052,152	2,729,629	702,717	1,652,380
TOTALS	7,541,294	$ 11,120,226	7,541,294	$11,120,226

ADD—Storage, Elevating, Switching, etc	140,245
Erie & Pittsburg Railroad Freight, (Erie and Girard)	27,790
TOTAL REVENUE	$11,288,261

DESCRIPTIVE STATEMENT OF FREIGHT FORWARDED FROM EACH STATION,

For the Year ending December 31, 1879.

STATIONS.	Coal.	Stone and Lime.	Petroleum.	Pig, Bloom and Railroad Iron.	Other Iron and Castings.	Lumber and other Forest Products	Animals.	Grain.	Agricult'l Products (except Grain.)	Flour.	Provisions.	Manufactures.	Merchandise and other Articles.	TOTAL.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
EAST BUFFALO	92,770	4,389		34,853	28,790	75	2,173	100	6,751	222	5,713	57,081	348,235	581,052
BUFFALO	138,970	2,227	336	21,104	9,067	1,822	116	766	8,100	934	845	8,554	128,342	321,183
Total—E.Buf.&Buf.	231,740	6,506	336	55,957	37,857	1,897	2,289	866	14,851	1,156	6,558	65,585	476,577	902,235
Hamburg													8	8
Lake View					11	140		13					115	279
Derby						118		11	10				18	157
Angola					6	1,231	20	68	192	10	152	6	107	1,792
Farnham					11	281		8	74			6	1,187	1,567
Irving		51				233		11	1,069	5	13		56	1,488
Silver Creek					17	68	23	65	682		17	775	323	1,970
Dunkirk	28,513	115	140,831	12	1,940	10,836	138	152	2,944	56	472	5,190	3,248	189,456
Brocton	250	43	325	75	56	3,211	175	60	2,196		570	242	724	7,917
Westfield		21			12	503	329	175	1,448	32	121	239	270	3,150
Ripley						184	132	139	550		88		48	1,136
State Line					6	52	10	28	67	14	17		270	464
Marvin						1,052								1,052
North East					18	2,251	76	307	465	722	178	286	889	5,192
Moorhead						271		15					20	306
Harbor Creek						77	11						20	108
ERIE	97,585	151	1,278	3,054	12,580	8,945	612	785	3,166	2,273	1,408	20,378	66,708	219,513
Swanville													22	22
Fairview						267		226	56	7	16		517	1,088
Girard	14,839			1,262	102	305	597	283	183	17	30	845	263	18,726
Springfield						96	39	113	118	50	39		76	531
Conneaut					16	1,298	136	432	991	192	448	34	707	4,254
Kingsville		881				902	15	228	313	8	130	52	438	2,917
Ashtabula	1,065	372	20	55	174	2,565	420	116	178	1,002	404	1,312	1,649	9,382
Saybrook						181					20		29	230
Geneva					89	40	434	251	295	240	291	1,258	233	3,131
Unionville						208		8	858		120	74	206	1,464
Madison					5	818	258	90	1,113	36	85	57	184	2,146
Perry						69		27	906		44		435	1,481
Painesville	83	64			361	1,311	778	314	1,080	288	1,128	315	1,004	6,726
Mentor					18	196	15	184	72		23	274	91	873
Willoughby					14	62		225	98	67	118	139	476	1,199
Wickliffe								33					5	38
Nottingham		5,971							208		6	5	40	5,630
Collinwood		1,035					23		24				88	1,175

DESCRIPTIVE STATEMENT OF FREIGHT FORWARDED FROM EACH STATION—CONTINUED.

STATIONS.	Coal.	Stone and Lime.	Petroleum.	Pig, Bloom, and Railroad Iron.	Other Iron and Castings	Lumber and other Forest Products	Animals	Grain.	Agr'l. Products (except Grain.)	Flour.	Provisions.	Manufactures.	Merchandise and other Articles.	TOTAL.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Glenville							318		81				126	525
CLEVELAND	96,288	21,910	152,544	66,079	44,437	75,943	153,135	586,141	126,915	141,727	83,649	79,920	178,066	1,806,754
Oil City	1,637	5	104,373	120	1,858	1,272			9		13	224	2,195	111,706
Reno			11									7	4	22
Run						40							10	50
Franklin		6	16,078		391	99	27		11	111	11	29	1,479	18,242
Polk						450			6	5	7		28	496
Raymilton	17,910		49,515		7	1,014		11	26	11			28	68,522
Sandy Lake					29	837	22	94	52	5	90	19	90	1,238
Stoneboro	107,738			390	6,650	7,791	19	62	38	19	132	1,225	965	125,029
Clark						1,855		69		8	30	105	16	2,083
Hadley					7	1,367	200	194	11	28	33	8	191	2,039
Salem						1,731								1,731
Jamestown	443		31		108	2,245	15	90		210	95	141	369	3,747
Simon		6				283			13		64		4	370
Andover					28	737	199	5	81	14	490	12	75	1,641
Leon						836	142				53	17	42	1,090
Dorset						847		13			63	19	14	956
Jefferson		39			35	149	263	15	23	222	318	133	180	1,377
Plymouth						139								139
Ashtabula Harbor		283				233							40,772	41,288
Youngstown	31,261	3,302		17,448	37,380	133				145		149	8,955	98,773
No. 3 Bank	96,784													96,784
Coalburg	72,398			3,424	21							25	28	75,896
Tyrrell Hill	36,136			73	20	307			8	34	9	12	48	36,647
Fowler						188					43	13	19	263
Kinsman			5			1,718	773		26		463	14	69	3,068
Williamsfield						1,589	11		22		214	88	78	1,952
Berea		20,458				179	47		76		26	109	241	21,136
Olmsted Falls		5							13			26	49	93
Shawville		32				31	17	80	27	5		81	47	320
Elyria	66,201	1,434	112	1,239	115	534	401	2,581	647	7	67	1,533	3,871	78,242
Oberlin					12	418	171	479	51	81	47	31	357	1,647
Kipton					8	27	12	829	168		112		65	1,221
Wakeman		1,559			31	852	759	1,419	376	84	58	187	126	5,451
Collins					16	1,280	50	510	315		25	378	54	2,628
Norwalk					189	1,407	836	9,090	412	724	121	590	1,305	14,674
Monroeville	55,264	21		4,432	481	4,865	576	6,839	932	578	270	3,127	4,599	81,984
Bellevue		128			34	121	745	11,598	120	5,770	109	2,660	4,483	25,768
Clyde		12		80	116	1,902	741	6,281	322	869	54	3,115	1,662	15,154
Fremont	88	4,749			80	15,185	8.529	35,548	372	6,382	2,207	2,208	3,362	78,710
Lindsey						508	310	2,235	24		68		219	3,364

DESCRIPTIVE STATEMENT OF FREIGHT FORWARDED FROM EACH STATION—CONTINUED.

STATIONS.	Coal.	Stone and Lime.	Petroleum.	Pig, Bloom and Railroad Iron.	Other Iron and Castings.	Lumber and other Forest Products	Animals.	Grain.	Agr'l Products (except Grain.)	Flour.	Provisions.	Manufactures.	Merchandise and other Articles.	TOTAL.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons
Elmore		60			37	2,014	232	2,334	29	54	57	309	272	5,398
Genoa		9,254			13	2,401	103	238		87	22	49	269	12,436
Millbury					11	3,828	14	51	7		14	105	47	4,077
North Amherst		34,039			18	492	13	544	77	212	27	36	245	35,703
Brownhelm		7,447				561		101	103	527	226		104	9,069
Vermillion		318			24	1,884	71	584	320	29	343		195	3,768
Ceylon		3,469				1,332	131	175	235		48		498	5,888
Huron						98	112	517	909	205	2,650		240	4,731
Sandusky	257	6,677		713	953	12,372	19,377	58,803	620	2,765	1,943	4,829	16,071	125,380
Venice					10	105		1,280	9	528			51	1,983
Danbury						5			318		7		13	343
Gypsum					15	1,145		236	330			360	511	2,597
Port Clinton		20			15	4,004	355	1,518	42	25	492	24	495	6,990
La Carne						467	103	796	12		14		11	1,403
Oak Harbor					10	3,474	42	962	8	69	44		175	4,784
Rocky Ridge		4,229				6,394							135	10,758
Graytown					6	7,231	42	171				8	71	7,529
Martin		2,347				7,215		10				32	57	9,661
DETROIT	73	555		13,157	2,935	21,014	831	17,112	6,979	939	3,338	8,988	14,111	90,032
G. T. Junction	338	258	147	481	4,961	66,715	13,017	1,147	431		73	4,182	17,707	109,457
Ecorces					11	17							4	32
Wyandotte				2,659	5,177	188		41				62	1,976	10,103
Trenton	62	3,344				1,743	100	202	210	18	50	50	256	6,035
Rockwood					16	982	30	870	140	247	22	13	41	2,361
Newport						664	30	831			11		24	1,560
Stony Creek								131						131
Monroe			6	710	1,041	55,679	732	1,420	2,461	2,431	2,428	4,579	26,205	97,692
La Salle								83						83
Vienna													20	20
West Toledo					6				22				344	372
Wagon Works						42	23					2,120	18	2,203
Ida		100				91		1,178			63		28	1,460
Petersburg						1,208	8	147	79	21	10	115	42	1,630
Deerfield						968	30	406	317	7	6	7	113	1,854
Wellsville						137								137
Tecumseh			10		92	985	1,194	2,282	279	4,713	609	114	871	11,149
Clinton					40		581	4,338	196	12	100	13	273	5,553
Manchester					12		533	3,454	413		100		392	4,904
Norvell					8	10	11	293					364	686
Napoleon							171	1,538	156		6		51	1,922
Jackson	4,385	12	246		955	9,041	275	4,329	542	223	256	1,639	12,833	34,736
TOLEDO	80,470	1,794	732	20,386	7,818	47,810	68,163	348,004	34,096	41,310	12,338	27,999	74,129	765,049

DESCRIPTIVE STATEMENT OF FREIGHT FORWARDED FROM EACH STATION—CONTINUED.

STATIONS.	Coal.	Stone and Lime.	Petroleum.	Pig, Bloom and Railroad Iron.	Other Iron and Castings.	Lumber and other Forest Products	Animals.	Grain.	Agr'l Products (except Grain.)	Flour.	Provisions.	Manufactures.	Merchandise and other Articles.	TOTAL.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons
Holland		103											18	121
Swanton					10	346	72	2,199	174	13	63	15	102	2,994
Delta					21	985	385	2,855	206	212	317	53	209	5,243
Wauseon		6			8	176	1,090	4,636	690	956	498	90	437	8,587
Pettisville						837	166	275	14		8		33	1,333
Archbald					5	1,962	733	2,645	143	487	197	10	170	6,352
Stryker					29	433	828	3,331	451	37	140	598	254	6,101
Bryan					26	3,094	1,843	4,717	550	127	1,469	952	893	13,671
Melbern						391	452	533	18		39		17	1,450
Edgerton					18	523	806	3,974	397		130	72	216	6,136
Butler		23		377	591	32,446	6,106	55,530	5,835	4,962	484	1,441	4,987	112,782
Waterloo	56				183	11,133	4,469	18,245	946	302	547	687	1,133	37,701
Corunna					5	613	290	3,939	177		146	195	98	5,463
Kendallville			20		257	9,982	1,688	6,543	420	8	116	314	1,217	20,565
Brimfield					18	411	330	1,096	10		15	5	35	1,920
Wawaka						493	45	807	14			14	25	1,458
Ligonier					43	866	1,579	11,322	448	161	434	339	306	15,498
Millersburg						437	50	961		7	6	9	42	1,512
Goshen	71	38		25	222	14,345	4,390	32,211	1,974	4,715	947	5,435	2,696	67,069
Sylvania						7	49						30	86
Ottawa Lake						2,754							21	2,775
Wood						729								729
Riga						1,880		403	62		37		64	2,446
Blissfield						510	389	2,701	325	62	298	284	217	4,786
Grosvenor		60				460	750	300	391		132	8	156	2,257
Palmyra								14	41				178	233
Adrian		29	95		206	301	1,075	10,239	1,098		1,672	252	2,398	17,365
Clayton						62	154	2,695	170	88	145	14	126	3,454
Hudson			14		30	575	1,029	7,343	880	28	675	1,657	977	13,208
Pittsford					24		353	1,350	208		125		280	2,340
Osseo							120	167	67				383	737
Hillsdale			21		66	128	909	2,018	892	3,684	748	197	2,679	11,342
Jonesville		12	29		150	130	160	11,594	340	23	52	204	395	13,089
Allen					11	50	270	1,112	759		67	11	104	2,384
Quincy					11	644	501	2,287	2,008	91	85	82	152	5,861
Coldwater					62	1,457	1,651	3,046	1,848	645	475	445	1,547	11,176
Bronson					81	1,412	1,092	3,606	471		43	108	199	7,012
Burr Oak					11	24	766	3,022	252		71		124	4,270
Sturgis			59		342	14,395	689	5,910	753	86	127	342	573	28,276
Klinger Lake							23	1,028	397	11			16	1,475
White Pigeon					40		648	5,480	592	943	128		244	8,075
Vistula						101	455	996	53	330	25	5	86	2,051

DESCRIPTIVE STATEMENT OF FREIGHT FORWARDED FROM EACH STATION—CONTINUED.

STATIONS.	Coal.	Stone and Lime.	Petroleum.	Pig, Bloom, and Railroad Iron.	Other Iron and Castings	Lumber and other Forest Products	Animals.	Grain.	Agr'l. Products (except Grain.)	Flour.	Provisions.	Manufactures.	Merchandise and other Articles.	TOTAL.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Bristol					20	188	198	1,047	97	6			78	1,634
Elkhart						205	373	5,489	39	5,253	31	92	7,152	18,634
Litchfield					15	59	260	2,632	567		128	25	140	3,826
Homer					25	36	378	2,807	267		70	30	80	3,693
Condit								367					1	368
Albion			34		51	11	32	2,623	212	1,148	27	554	325	5,017
Devereux							50	1,374	137		8		14	1,583
Springport						37	90	1,779	594		42		72	2,614
Charlesworth						683		63	12				7	765
Eaton Rapids		9	7		34	1,384	397	2,222	543	17	140	183	200	5,136
Kingsland						1,455								1,455
Dimondale						591	72	1,736	106		6	10	19	2,540
Lansing					16	10,276	216	10,146	512	714	226	487	1,330	23,923
Constantine						52	182	576	217	2,268	95	60	228	3,678
Florence								158						158
Three Rivers			87		10	287	46	2,986	87	1,954	96	719	424	6,646
Moorepark					12		110	1,085	196	25	6		8	1,442
Flowerfield							227	1,150		101		30	17	1,525
Schoolcraft		27			43	52	374	2 792	173		54	19	130	3,664
Kalamazoo						378	21	6,019	125	1,990	288	1,674	2,045	12,540
Argenta						160		481	42				2	685
Plainwell					11	84	114	384	144	3,300	104	35	885	5,061
Otsego					13	188		443	187	1,095	56	649	83	2,714
Abronia						891								891
Allegan					152	6 930	270	3,552	354	332	78	436	385	12,489
Hopkins						2,019	110	2,250	415		123		54	4,980
Hilliard						3,494	10	204	20		15	25	10	3,778
Dorr						4,552	62	1,705	88	349	146	35	306	7,243
Byron Center						1,638	36	1,931	75		24		39	3,743
Eagle Mills													16,231	16,231
Grand Rapids					216	28,322	30	2,245	321	1,746		3,422	9,900	46,202
Osceola						20		732				102	59	913
Mishawaka					41	501	146	81	139	2,255		1,119	496	4,778
South Bend		13			486	453	646	4,073	9	2,335	7	15,684	1,666	25,372
Warren						10	103	1,042					16	1,171
Terre Coupee						1,253		1,685					16	2,954
Carlisle					35	2,108	657	1,608	9	31	10	81	100	4,639
Rolling Prairie						1,948	274	2,851				159	58	5,290
La Porte	647	197	45	260	1,451	7,066	2,628	10,556	408	2,444	98	2,298	27,160	55,258
Otis	13,051	715		12	44	9,192	6,995	10,145	681	269	18	1,497	305	42,924
Burdick						2,140	10	27			6		447	2,630
Morrison						774								774

DESCRIPTIVE STATEMENT OF FREIGHT FORWARDED FROM EACH STATION—CONCLUDED.

STATIONS.	Coal.	Stone and Lime.	Petroleum.	Pig, Bloom, and Railroad Iron.	Other Iron and Castings.	Lumber and other Forest Products.	Animals.	Grain.	Agr'l. Products (except Grain.)	Flour.	Provisions.	Manufactures.	Merchandise and other Articles.	TOTAL.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Chesterton					8	940	1,983	703	99	18	28	215	376	4,370
Baileytown						360								360
Millers						7							12	19
Pine													400	400
Whiting													19	19
Colehour													3	3
South Chicago					778	53							10,992	11,823
Grand Crossing	172						60					77	255	564
Englewood	370	10	3,400			5	3,012	22,877	56	13		24	641	30,408
CHICAGO	1,396	726	93	4,993	9,032	7,296	279,058	377,763	32,172	72,531	147,863	6,859	112,370	1,052,152
TOTALS	1,052,571	144,460	470,449	198,073	184,493	633,721	616,812	1,841,120	277,895	335,868	286,988	299,357	1,199,492	7,541,294

GENERAL SUMMARY OF PASSENGER BUSINESS

FOR THE YEAR ENDING DECEMBER 31ST, 1879.

MOVEMENT.

THROUGH PASSENGERS [Buffalo and Chicago]—	1879.	1878.	INCREASE.
First Class	44,102	42,977	
Second Class	7,930	8,814	
Emigrant	8,413	4,331	
TOTAL THROUGH	60,445	56,122	4,323, or 7.7 per cent.
WAY PASSENGERS—			
First Class	2,732,120	2,662,475	
Second Class	16,746	16,997	
Emigrant	12,810	10,438	
TOTAL WAY	2,761,676	2,689,910	71,766, or 2.7 per cent.
TOTAL THROUGH AND WAY	2,822,121	2,746,032	76,089, or 2.8 per cent.
Number of Passengers moved West	1,423,817	1,383,712	40,105, or 2.9 per cent.
Number of Passengers moved East	1,398,304	1,362,320	35,984, or 2.6 per cent.
TOTAL	2,822,121	2,746,032	76,089, or 2.8 per cent.

EARNINGS.

	1879.	1878.	INCREASE.
From Through Passengers	$ 582,973.19	$ 581,399.30	$ 1,573.89, or 0.3 per cent.
From Way Passengers	2,555,030.40	2,475,993.43	79,036.97, or 3.2 per cent.
TOTAL	$3,138,003.59	$3,057,392.73	$80,610.86, or 2.6 per cent.
Gain in Earnings from increased Mileage in 1879		$170,989.46	
Less decrease in rate per mile 64-1000 of a cent		90,378.60	$80,610.86, or 2.6 per cent.

MILEAGE.

	1879.	1878.	INCREASE.
Number of Miles Traveled by Through Passengers	32,640,300	30,305,880	2,334,420, or 7.7 per cent
Number of Miles Traveled by Way Passengers	108,522,017	103,396,141	5,125,876, or 5.0 per cent
Number of Miles Traveled by all Passengers	141,162,317	133,702,021	7,460,296, or 5.6 per cent.

	1879.	1878.
Average Distance Traveled by each Through Passenger	540	540
Average Distance Traveled by each Way Passenger	39	38
Average Distance Traveled by all Passengers	50	49

RATES.

	1879.	1878.
Average Fare from each Through Passenger	$9.65	$10.36
Average Fare from each Way Passenger	.93	.92
Average Fare from all Passengers	1.11	1.11½
Average per Mile—Through Passengers [all classes]	1.786 cents.	1.918 cents.
Average per Mile—Way Passengers [all classes]	2.354 cents.	2.395 cents.
Average per Mile—All Passengers [all classes]	2.223 cents.	2.287 cents.

STATISTICS OF PASSENGER BUSINESS—TEN YEARS--1870-1879.

Movement of Passengers.

YEAR.	Through, [Buffalo and Chicago.] Class. First.	Second.	Emig'nt.	Total.	Way. Class. First.	Second.	Emig'nt.	Total.	Total Through and Way.	Westward.	Eastward.
1870	61,474	8,277	3,277	73,028	1,944,699	22,859	24,854	1,992,412	2,065,440	1,072,320	993,120
1871	54,259	9,094	4,530	67,883	1,935,522	24,212	18,811	1,978,545	2,046,428	1,057,141	989,287
1872	62,116	10,046	8,518	80,680	2,092,465	22,369	17,240	2,132,074	2,212,754	1,143,771	1,068,983
1873	65,577	9,687	7,031	82,295	2,713,512	22,238	27,118	2,762,868	2,845,163	1,464,288	1,380,875
1874	62,873	7,803	3,616	74,297	2,991,377	20,195	10,494	3,021,966	3,096,263	1,574,650	1,521,613
1875	58,225	6,511	4,104	68,840	3,076,497	17,423	7,374	3,101,294	3,170,234	1,607,456	1,562,778
1876	79,250	5,467	3,624	88,341	3,012,754	13,189	5,639	3,031,582	3,119,923	1,579,294	1,540,629
1877	47,682	9,280	3,178	60,120	2,660,258	14,601	7,316	2,682,175	2,742,295	1,382,228	1,360,067
1878	42,977	8,814	4,331	56,122	2,692,475	16,997	10,438	2,689,910	2,746,032	1,368,712	1,362,320
1879	44,102	7,930	8,413	60,445	2,782,120	16,746	12,810	2,761,676	2,822,121	1,423,817	1,398,304

Earnings.

YEAR.	Through, [Buffalo & Chicago.]	Way.	Total.
1870	$856,871 00	$3,336,589 27	$4,192,360 27
1871	799,059 79	3,207,668 79	4,006,723 58
1872	930,214 98	3,288,328 81	4,218,543 29
1873	945,072 65	3,624,657 09	4,569,729 74
1874	847,568 99	3,401,453 38	4,249,022 37
1875	759,623 24	3,163,274 64	3,922,797 88
1876	747,821 73	2,916,326 14	3,664,147 87
1877	623,623 70	2,579,575 96	3,203,199 66
1878	581,399 30	2,475,993 43	3,057,392 73
1879	582,973 19	2,555,030 40	3,138,003 59

Mileage.

YEAR.	[Through, Buffalo & Chicago.]	Way.	Total.	Av. Distance Traveled by each Passenger. Through	Way.	All.
				Miles.	Miles.	Miles.
1870	39,435,120	121,064,994	160,500,114	540	61	77
1871	36,656,820	106,547,587	143,204,407	540	54	70
1872	43,567,200	118,741,295	162,308,495	540	55	74
1873	44,489,400	134,923,873	179,365,173	540	49	63
1874	40,120,380	133,104,192	173,224,572	540	44	56
1875	37,227,600	127,723,261	164,950,861	540	41	52
1876	47,704,140	127,806,361	175,510,501	540	42	56
1877	33,464,800	105,651,518	138,116,318	540	39	50
1878	30,905,880	103,396,141	133,702,021	540	38	49
1879	32,640,900	108,522,017	141,162,917	540	39	50

Rates.

YEAR.	Average Fare from each Passenger. Through.	Way.	All.	Average per Mile, all Classes. Through.	Way.	All.
				Cts.	Cts.	Cts.
1870	$11 72	$1 61	$2 03	2.17	2.75	2.612
1871	11 77	1 62	1 96	2.18	3.01	2.808
1872	11 53	1 64	1 92	2.14	2.74	2.599
1873	11 48	1 31	1 60	2.13	2.69	2.542
1874	11 41	1 12½	1 37	2.11	2.55	2.452
1875	11 02	1 02	1 24	2.04	2.48	2.378
1876	8 46½	96	1 17½	1.57	2.28	2.090
1877	10 37½	96	1 17	1.92	2.44	2.319
1878	10 36	92	1 12½	1.91	2.39	2.287
1879	9 65	93	1 11	1.79	2.35	2.223

NUMBER OF PASSENGERS LEAVING EACH STATION,

AND

Revenue Derived Therefrom.

STATIONS.	NUMBER OF PASSENGERS.			EARNINGS.		
	1879.	1878.	1877.	1879.	1878.	1877.
Buffalo	154,282	136,742	144,126	$ 619,190	$ 594,575	$ 623,966
West Seneca	4,582	4,439	3,907	615	570	524
Bay View	3,451	2,263	2,190	634	433	396
Athol	81	295	465	16	59	83
Hamburg	1,213	1,506	1,379	436	518	497
Lake View	2,852	3,205	2,797	953	1,174	1,040
Derby	2,702	2,750	2,563	992	924	880
Angola	9,837	9,774	9,352	4,654	4,566	4,394
Farnham	2,048	2,112	2,103	698	805	836
Irving	2,929	3,026	3,016	1,143	1,201	1,140
Silver Creek	10,742	10,263	9,711	5,614	5,434	5,029
Sheridan	716	710	614	212	181	145
Dunkirk	41,648	44,258	43,320	57,273	64,113	57,646
Morians	200	173	97	62	50	36
Brocton	19,210	13,876	23,307	17,040	11,802	21,887
Portland	77	348	246	34	95	80
Westfield	10,549	13,044	10,347	8,032	10,383	7,185
Ripley Crossing	1,111	1,328	1,091	261	259	221
Ripley	4,509	5,461	4,996	2,040	2,455	2,326
State Line	2,006	2,106	1,946	709	764	699
North East	16,733	19,179	18,222	8,492	9,624	9,039
Moorhead	2,842	3,026	2,856	690	726	633
Harbor Creek	3,570	4,344	4,316	869	1,064	1,082
Wesleyville	1,294	1,310	1,276	209	228	210
Erie	64,294	67,066	68,858	79,730	80,318	82,973
Swanville	1,950	1,714	2,073	600	542	616
Fairview	3,419	3,877	4,163	1,511	1,518	1,552
Girard	20,219	19,855	20,754	15,810	13,922	13,810
Springfield	1,750	2,150	2,487	1,068	1,259	1,481
Conneaut	9,281	10,044	9,853	8,190	8,468	7,862
Amboy	509	583	602	200	179	217
Kingsville	3,954	4,216	5,189	2,463	2,498	2,758
Oil City	9,991	13,011	12,137	5,029	7,019	7,410
Reno	2,662	3,639	3,868	347	488	538
Run	164	246	282	23	47	58
Franklin	14,858	20,026	20,548	9,922	10,613	12,128
Summit	212	316	422	61	79	113
Polk	2,564	3,066	3,220	759	877	933
Raymilton	3,587	3,893	5,408	1,221	1,273	1,880
Sandy Lake	8,629	8,872	8,938	2,913	3,049	3,187
Stoneboro	8,410	10,046	10,935	3,747	4,467	5,046
Clark	1,696	1,936	2,048	566	637	765
Hadley	2,309	2,[illegible]72	2,907	1,060	1,234	1,403
Salem	389	471	433	137	170	213
Amasa	2,310	2,824	2,772	1,188	1,468	1,528
Jamestown	5,687	7,186	8,658	4,864	5,790	7,555
Turner	250	298	244	44	62	50
Simon	648	755	846	232	296	308
Youngstown	6,685	2,057	3,211	7,193	1,573	1,337
Thornhill	52	13	15	14	3	3
Doughton	393	178	146	107	83	34
Coalburg	2,468	940	2,015	651	340	541
Brookfield	353	67	104	110	22	36
Tyrrell Hill	672	476	518	290	260	227
Fowler	703	368	585	334	190	274
Latimer	757	271	425	257	99	118
Kinsman	2,031	1,291	1,373	1,395	907	854
Gravel Pit	63			45		
Stanhope	98			36		
Williamsfield	2,338	1,939	1,677	1,068	805	635
Andover	7,322	7,291	7,355	3,535	3,636	3,794
Leon	2,922	2,549	2,619	1,284	1,188	1,251
Dorset	2,547	1,692	1,552	838	648	698
Jefferson	14,635	11,160	11,007	6,214	5,055	5,069
Griggs	364	265	243	102	69	73
Plymouth	481	422	325	101	93	74
Ashtabula	35,388	34,754	35,345	30,628	30,651	32,579
Saybrook	1,275	1,515	1,714	599	616	726

NUMBER OF PASSENGERS LEAVING EACH STATION—CONTINUED.

STATIONS.	NUMBER OF PASSENGERS.			EARNINGS.		
	1879.	1878.	1877.	1879.	1878.	1877.
Geneva	14,440	14,215	13,585	$ 9,995	$ 9,729	$ 8,253
Unionville	2,461	2,816	3,088	1,281	1,315	1,472
Madison	7,280	7,888	8,891	4,007	4,106	4,855
Perry	3,247	3,182	3,996	1,332	1,307	1,697
Lane	817	566	496	176	120	86
Painesville	34,522	33,504	34,054	28,762	28,201	28,801
Heisley	279	178	372	108	78	155
Mentor	5,378	5,572	6,492	2,614	2,490	3,080
Reynolds	341	375	586	127	117	172
Willoughby	13,327	13,414	13,314	6,376	6,678	6,674
Wickliffe	2,170	2,175	2,268	622	644	720
Noble	542	619	715	147	173	185
Nottingham	5,588	5,113	6,005	1,338	1,427	1,607
Collinwood	8,360	7,285	7,409	2,156	2,018	1,981
Colts	5,201	8,658	3,898	457	749	387
Glenville	24,875	12,203	10,524	5,535	3,128	1,572
Cleveland	221,975	202,854	200,191	430,035	417,110	424,422
West Cleveland	1,064	1,540	1,556	134	190	260
Rockport	692	761	856	150	168	264
Town Line	267	317	381	71	90	158
Berea	12,924	11,491	11,013	7,732	7,685	7,000
Olmsted	3,761	3,843	4,435	1,628	1,606	1,979
Shawville	3,267	3,334	3,630	1,233	1,395	1,552
Elyria	50,468	47,793	46,303	40,703	37,890	36,094
Amherst	10,123	9,885	9,039	4,616	4,477	4,402
Brownhelm	2,812	2,903	3,200	929	939	1,139
Vermillion	8,548	7,663	7,566	4,864	4,379	4,450
Ceylon	3,394	5,105	4,859	1,427	2,145	2,151
Huron	7,354	7,274	7,378	3,992	3,645	3,648
Sandusky	30,309	29,472	29,172	28,515	27,198	27,234
Venice	1,198	1,355	1,361	409	453	521
Danbury	2,970	2,877	3,094	878	879	949
Gypsum	2,433	2,481	2,235	704	650	680
Port Clinton	13,705	14,601	12,848	7,299	7,406	6,863
La Carne	1,689	2,527	1,768	570	809	621
Oak Harbor	6,880	7,340	5,866	3,109	3,198	2,778
Rocky Ridge	4,124	3,607	2,028	1,408	1,222	800
Graytown	4,123	4,123	3,181	1,659	1,668	1,628
Martin	3,723	4,126	3,148	1,612	1,564	1,231
Oberlin	25,636	25,088	25,399	18,635	18,847	19,887
Kipton	3,259	3,544	3,444	1,700	1,884	1,916
Wakeman	8,439	8,398	8,092	5,360	5,299	5,406
Collins	4,375	4,605	4,301	2,444	2,372	2,366
Norwalk	38,813	38,534	36,205	28,361	27,549	27,421
Monroeville	25,603	25,444	25,318	19,602	18,914	18,964
Bellevue	18,604	17,108	16,848	11,189	10,590	10,568
Clyde	29,763	30,092	30,223	22,017	21,295	22,103
Fremont	37,059	36,328	37,010	26,972	25,863	26,229
Lindsey	4,031	4,266	4,004	1,353	1,342	1,339
Elmore	10,963	10,671	10,879	5,145	5,209	5,339
Genoa	8,778	8,769	8,766	3,742	3,754	3,983
Millbury	6,265	6,596	6,230	1,935	1,990	2,130
East Toledo	1,409	1,709	1,273	755	853	583
Detroit	21,995	23,313	29,471	49,040	50,665	64,795
Grand Trunk Junction	3,491	3,900	5,533	5,789	6,265	8,208
Ecorces	662	860	548	179	258	166
Wyandotte	2,862	3,032	4,444	1,265	1,341	2,129
Trenton	2,474	2,246	3,341	1,012	897	1,535
Rockwood	2,115	2,580	3,854	998	1,270	1,951
Newport	1,328	2,216	3,363	592	821	1,304
Stony Creek	163	326	462	60	86	137
Monroe	22,110	24,946	28,976	20,183	22,378	26,270
Strasburg	325	230	185	85	62	46
Ida	2,411	3,208	2,941	1,025	1,322	1,337
Ann Arbor Junction	2,102			802		
Petersburg	4,515	4,988	5,087	2,186	2,657	2,766
Deerfield	5,149	4,872	4,999	2,181	2,079	2,300
Sisson	827	738	562	157	157	145
Wellsville	596	654	630	165	162	163
La Salle	328	677	694	72	160	211
Vienna	1,405	2,512	2,609	538	963	1,027
Alexis	112	185	151	48	58	58

NUMBER OF PASSENGERS LEAVING EACH STATION—CONTINUED.

STATIONS.	NUMBER OF PASSENGERS.			EARNINGS.		
	1879.	1878.	1877.	1879.	1878.	1877.
West Toledo	400	574	770	$ 207	$ 281	$ 324
Wagon Works	10,432	11,514	14,417	1,205	1,373	1,494
Toledo	156,886	153,552	166,026	227,178	227,103	247,126
Air Line Junction	2,284	2,292	2,875	1,229	1,326	1,598
Richards	350	478	524	113	150	222
Sylvania	5,502	6,289	7,059	2,112	2,322	2,605
Ottawa Lake	3,223	3,948	4,382	1,341	1,397	1,551
Riga	3,315	3,549	3,707	1,288	1,302	1,353
Blissfield	11,080	10,927	12,109	5,505	5,458	6,076
Grosvenor	4,177	4,233	5,112	2,658	2,790	3,490
Palmyra	54	77	206	11	75	93
Lenawee	8,323	8,858	8,088	3,808	3,760	3,858
Adrian	49,576	48,287	49,708	44,186	43,077	45,159
Chase's	608	692	792	170	190	211
Tecumseh	16,086	16,157	17,268	10,290	10,394	10,332
Clinton	7,973	7,884	8,846	3,885	3,879	4,108
River Raisin	377	397	450	192	140	158
Manchester	7,774	7,248	8,124	3,846	3,910	4,402
Norvell	2,502	2,448	2,779	1,050	1,019	1,057
Napoleon	4,694	4,735	5,299	1,945	2,009	2,018
Eldred	211	255	226	74	78	73
Jackson	19,418	19,204	22,722	25,784	27,164	28,668
Clayton	5,607	6,009	6,069	3,233	3,087	3,254
Hudson	18,369	18,857	18,188	14,833	15,098	14,806
Pittsford	4,574	4,555	4,588	2,296	2,084	2,043
Osseo	8,202	8,492	8,162	1,682	1,913	1,885
Hillsdale	25,841	24,476	24,100	22,029	21,529	22,194
Jonesville	25,432	21,898	23,088	16,897	14,760	15,801
Litchfield	5,558	5,064	5,777	2,252	2,107	2,441
Homer	6,469	5,967	5,926	2,882	2,851	2,718
Condit	282	342	402	90	129	112
Albion	10,648	10,874	12,208	5,910	6,227	7,140
Devereux	1,586	1,714	1,824	510	498	556
Springport	4,742	4,424	5,175	2,060	1,774	2,149
Charlesworth	1,719	1,518	1,588	457	456	476
Eaton Rapids	8,649	8,274	8,367	6,163	5,988	6,162
Kingsland	128	148	179	41	52	64
Dimondale	3,036	3,208	2,903	1,293	1,875	1,825
Packards	88	61	57	10	13	19
South Lansing	37	37	87	19	17	42
Lansing	11,458	9,867	9,823	14,106	12,105	11,495
North Lansing	410	366	396	664	529	681
Allens	2,637	2,754	3,276	1,744	1,852	2,029
Quincy	8,399	8,150	8,447	5,955	5,574	5,568
Coldwater	22,520	24,742	24,166	25,956	25,225	26,655
Batavia	679	897	953	327	378	371
Bronson	7,326	7,790	8,322	5,085	5,240	5,547
Burr Oak	6,722	6,804	7,474	3,493	3,695	4,293
Sturgis	14,044	13,283	13,958	12,660	12,874	13,802
Douglas	6,687	6,706	2,124	1,477	1,217	433
White Pigeon	18,325	18,878	20,365	13,907	13,896	14,822
Constantine	9,125	10,242	11,815	3,793	4,106	4,827
Florence	290	262	308	85	85	96
Three Rivers	14,503	16,175	17,163	9,513	10,203	10,785
Moorepark	1,557	1,755	1,766	668	585	702
Flowerfield	1,197	1,421	1,749	547	595	714
Schoolcraft	9,092	8,350	9,788	4,895	4,648	4,611
Portage	1,328	1,144	1,473	350	335	399
Kalamazoo	24,997	23,740	25,653	21,425	21,882	23,874
Cooper	301	387	415	113	129	121
Argenta	1,208	1,199	1,630	387	365	550
Plainwell	5,709	6,393	6,905	2,802	3,025	3,447
Otsego	7,054	6,169	6,361	3,133	2,836	3,179
Abronia	802	1,170	1,166	333	365	408
Allegan	15,410	14,413	14,675	12,040	11,285	11,950
Hopkins	5,132	4,388	3,979	2,299	2,317	1,964
Hilliards	2,587	1,904	1,613	1,042	869	903
Dorr	8,818	8,917	8,731	2,268	2,365	2,686
Byron	4,015	3,852	3,480	1,865	1,658	1,595
Grandville	418	490	571	167	198	217
Eagle Mills	454	549	899	77	83	77
Grand Rapids	17,197	15,020	14,197	23,430	22,906	23,468

NUMBER OF PASSENGERS LEAVING EACH STATION—CONCLUDED.

STATIONS.	NUMBER OF PASSENGERS.			EARNINGS.		
	1879.	1878.	1877.	1879.	1878.	1877.
Vistula	2,571	2,411	2,265	$ 1,438	$ 1,234	$ 1,264
Bristol	5,822	5,724	5,442	2,249	2,243	2,229
Holland	1,561	1,671	1,890	508	586	678
Swanton	5,581	4,547	4,888	2,801	2,226	2,275
Delta	8,158	7,471	6,970	4,152	3,960	3,444
Wauseon	17,115	15,137	14,728	10,985	10,726	10,507
Pettisville	2,773	2,737	2,796	1,133	1,091	1,365
Archbald	5,807	4,628	3,977	2,808	2,138	1,859
Stryker	6,251	6,268	5,304	3,677	3,695	3,341
Bryan	16,920	16,912	16,016	15,359	14,613	14,666
Melbern	767	1,120	947	905	401	402
Edgerton	7,775	7,385	6,871	4,222	3,900	3,880
Butler	8,281	7,509	8,385	6,252	5,785	6,554
Waterloo	11,773	12,037	12,580	10,570	9,910	9,986
Sedan	442	693	741	89	126	158
Corunna	2,855	2,747	2,825	1,203	940	811
Kendallville	13,616	13,778	14,697	13,626	13,442	13,706
Brimfield	2,280	2,868	2,603	1,158	1,273	1,289
Wawaka	2,100	2,229	2,263	868	797	870
Ligonier	11,240	10,815	10,534	8,470	7,767	7,506
Millersburg	2,714	2,763	2,848	1,109	1,006	991
Goshen	25,640	25,896	23,729	17,584	16,260	16,186
Dunlaps	478	493	646	92	95	133
Elkhart	58,782	56,877	52,969	53,235	50,539	50,403
Osceola	1,571	1,570	1,650	436	403	494
Mishawaka	9,575	9,739	9,056	4,345	4,356	4,625
South Bend	39,023	36,468	34,529	40,234	36,013	36,327
Warren	790	862	877	255	270	285
Terre Coupee	794	815	782	364	358	341
New Carlisle	5,061	5,028	5,058	2,755	2,705	2,699
Rolling Prairie	3,675	3,891	4,658	1,422	1,535	1,599
La Porte	26,134	24,193	25,690	26,184	24,150	26,471
Foresters	162	268	193	75	105	78
Otis	4,528	4,291	4,353	2,979	2,828	3,108
Burdick	748	640	682	315	285	305
Chesterton	1,960	1,776	1,924	1,333	1,241	1,344
Millers	572	581	622	420	377	441
Pine	125	134	148	63	80	92
Whiting	827	750	2,236	240	194	370
Colehour	8,310	3,920	3,044	1,490	767	593
100th Street	5,039	8,241	6,347	744	1,209	974
South Chicago	22,804	20,811	24,135	4,268	3,808	4,320
Grand Crossing	12,908	9,158	11,125	3,799	3,691	4,265
Brookline	512	271	210	61	33	35
Englewood	39,917	38,515	39,269	7,178	7,153	8,020
Chicago	147,430	139,586	149,173	506,159	488,093	524,104
Do City Travel	226,870	223,973	157,065			

HISTORICAL.

EARNINGS—1837–1879—Forty-Three Years.

YEAR.	Erie & Kalamazoo[Toledo to Adrian.]	Mich'n Southern & North'n Indiana.	Toledo, Norwark & Cleveland.	Cleveland & Toledo.	Cleveland, Painesville & Ashtabula.	Lake Shore Railway.
1837	*a* 55,821					
1838	50,486					
1839	46,169					
1840	35,544					
1841	37,686	*d* 7,399				
1842	*b* 25,144	15,248				
1843	26,770	24,260				
1844	28,005	60,340				
1845	28,422	62,735				
1846	26,580	88,394				
1847	32,834	101,024				
1848	26,047	71,580				
1849	*c* 14,580	88,660				
1850		162,235				
1851		305,686				
1852		*e* 555,383				
1853		1,573,181	*f* 229,270	*g* 210,956	*i* 658,526	
1854		2,158,312		685,737	870,430	
1855		2,595,630		888,355	1,152,939	
1856		2,714,848		1,106,021	1,321,699	
1857		2,233,746		1,039,661	1,251,538	
1858		2,015,750		838,810	1,111,353	
1859		1,754,816		780,286	934,321	
1860		2,068,897		889,500	1,069,325	
1861		2,167,280		955,959	1,244,975	
1862		3,228,329		1,167,545	1,629,126	
1863		3,296,094		1,579,511	2,076,185	
1864		4,120,153		1,985,808	2,429,698	
1865		4,826,723		2,359,958	2,396,110	
1866		4,646,328		2,514,277	2,599,352	
1867		4,663,809		*h* 1,948,315	*j* 3,062,013	
1868		4,978,153				*k* 5,037,995
1869		*r* 2,099,540				*l* 2,258,665
1870						
1871						
1872						
1873						
1874						
1875						
1876						
1877						
1878						
1879						

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

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

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

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

e Opened through to Chicago May 22, 1852.

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

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

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

i Opened Cleveland to Erie, November 20, 1852.

j Includes Cleveland & Toledo earnings November and December.

k Lake Shore Railway—formerly C. P. & A. and C. & T. [Erie to Toledo.]

EARNINGS—1837–1879—Forty-Three Years.

Erie & North East 6 feet guage.	Buffalo & State Line.	Buffalo & Erie.	Lake Shore & Michigan Southern.	Total Earnings.	Freight per Ton per Mile.	YEAR.
				$ 55,821		1837
				50,486		1838
				46,169		1839
				35,544		1840
				45,085		1841
				40,362		1842
				51,090		1843
				88,345		1844
				91,157		1845
				114,974		1846
				133,858		1847
				97,627		1848
				103,240		1849
				162,235		1850
				305,686		1851
m 62,380	*n* 202,713			820,476		1852
125,600	451,871			3,248,904	Cents.	1853
		705,582		4,420,061	*3.510*	1854
		947,100		5,584,024	*3.210*	1855
		1,108,755		*s* 6,251,323	*2.960*	1856
		1,051,904		5,576,849	*2.740*	1857
		938,740		4,904,653	*2.380*	1858
		886,655		4,306,028	*2.292*	1859
		918,021		4,945,843	*2.157*	1860
		1,047,307		5,415,521	*2.092*	1861
		1,386,611		7,411,611	*2.099*	1662
		1,724,084		8,675,874	*2.206*	1863
		2,030,062		10,585,721	*2.833*	1864
		2,374,821		11,957,612	*2.903*	1865
		2,477,058		12,237,015	*2.476*	1866
		o 2,284,129		11,958,266	*2.427*	1867
		2,214,337		12,280,485	*2.386*	1868
		p 1,290,075	*q* 7,827,135	12,975,415	*1.714*	1869
			13,509,286	13,509,286	*1.504*	1870
			14,898,449	14,898,449	*1.391*	1871
			17,699,935	17,699,935	*1.374*	1872
			19,414,509	*t* 19,414,509	*1.335*	1873
			17,146,131	17,146,131	*1.180*	1874
			14,434,199	14,434,199	*1.010*	1875
			13,949,177	13,949,177	*.817*	1876
			18,505,159	18,505,159	*.864*	1877
			13,979,766	18,979,766	*.734*	1878
			15,271,492	15,271,492	*.642*	1879

l To May 31—five months.

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

n Opened Buffalo to State Line February 22, 1852.

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

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

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

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

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

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

HISTORY

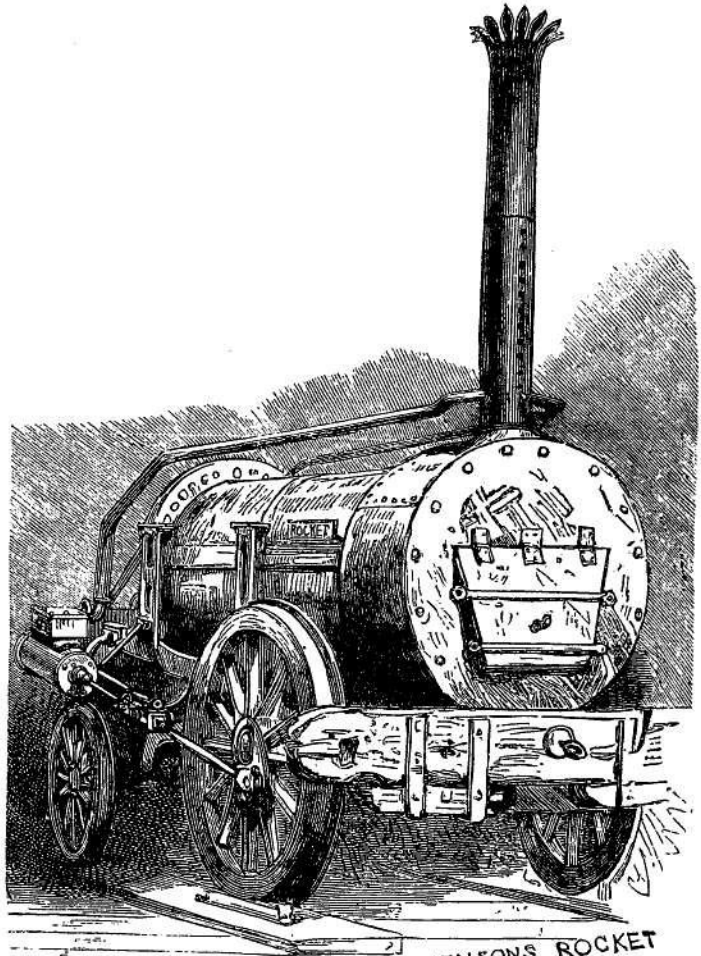
(Third Paper.)

By C. P. LELAND.

The annual reports for 1877 and 1878 contained a condensed history of the different companies embraced in the present organization. It may not be generally known that a determined effort was made to build a railroad substantially on the present line of the L. S. & M. S. in Ohio, fifteen years before the opening of the Cleveland & Toledo, or the Cleveland, Painesville & Ashtabula, now embraced in the L. S. & M. S. As a forerunner of the present corporation, it is deemed appropriate to give a permanent record to a sketch of the rise and fall of

THE OHIO RAILROAD COMPANY.

This company was organized at a residence in Painesville, in April, 1836, to build a railroad from the Pennsylvania State line, through the northern tier of counties of Ohio to the Maumee River, at Manhattan, then a paper city rival of Toledo, now part of it.



STEPHENSONS ROCKET

In 1829, the year in which Stephenson made his triumphant trial trip with the Rocket, on the Liverpool & Manchester Railway, Col. Clinton, a civil engineer, announced his project for the Great Western Railway from New York to the Mississippi River, a distance of 1,050 miles, at an estimated cost of $15,000,000.

Soon after another and a rival project was put forth to build a railroad on piles—ten feet apart, on which were to be placed planks nine by three inches, edgewise, which supplied the tracks. No iron to be used except the bolts and nuts necessary to fasten the planks to the piles. This road—1,050

miles—was to cost less than one million dollars! Here is the estimate made by the projector:

Right of way	$532,800
Lease of mills to saw planks	1,850
Getting out posts	31,400
Bolts and nuts	211,200
Leveling posts and laying rails (planks)	62,800
Setting posts and piles	31,400
Sawing	35,500
TOTAL	$906,950

Strange as it may seem, this unique plan, with the addition of a light strap iron rail, was adopted by the Ohio Railroad Company.

The charter was extremely liberal, bestowing upon the company banking privileges, which were utilized, as will be painfully remembered by the surviving business men of that day, for the emission of three or four hundred thousand dollars of bills. As if this were not enough, the company had the benefit of the so-called "Ohio plunder law," under which the State was forced to become a partner to the extent of fifty per cent. of the amount of capital stock subscribed and paid in by any railroad, turnpike, or canal company. As the term "paid in" was construed with extreme liberality, a subscriber to stock could pay therefor with a deed of his lot or farm *at his own valuation.* After going through this form, gathering in a lot of so-called assets, the officers of the company would certify to the Auditor of State that so much stock had been subscribed and paid in, and demand State bonds to the extent of one-half the sum so subscribed and paid in. Of course, the larger this sum the more bonds the State had to issue.

So many schemes and projects were started under the extraordinary stimulus afforded by this law, it was foreseen that the bond mill at Columbus would break down under the demand from all sections of the State, hence the law was repealed before a very large amount was issued.*

The Ohio Railroad Company, however, got in its work (on the subscription book) early. Seven men, who could probably have raised with difficulty $25,000, subscribed to the capital stock of this road to the extent of $600,000 without the slightest hesitation, and received $219,000 in State bonds—a dead loss to the State.

*The State issued bonds to

Turnpike companies	$1,637,500
Canal companies	377,500
Railroad companies	682,000
Total	$2,697,000

These bonds and the currency issued by the company constituted nearly, if not quite, all the means for the prosecution of the work. Serious disagreements as to the best way to raise money broke out in the Board of Directors. One plan was to purchase flour with the company's notes, ship it to New York for sale, and to use the avails as a redemption fund for the notes and for exchange, which soon was worth ten per cent. premium.

In 1836, the route east of Cleveland was surveyed and located. Then the Directors, possibly influenced by private interests, quarreled as to where to begin the work. One party insisted that the section between Fremont and the Maumee River be constructed first, while another as strenuously insisted on beginning at Cleveland, and proceeding eastward. The former plan prevailed, and the first pile was driven at Fremont, near the present L. S. & M. S. station, June 19, 1839.

PROPOSED PLAN AND COST OF CONSTRUCTION.

As already stated, this road was to be built upon piles or posts. These posts were 12 to 16 inches in diameter, and 7 to 28 feet long, to accommodate the inequalities in the surface of the ground. They were driven ten feet apart, and as the road was to be double track, there were four rows, or 2,112 piles per mile. Upon these piles were placed longitudinally chestnut planks or sills. Then came the cross ties, six feet apart, requiring for both tracks 1,760 per mile. On these were placed the stringers or wooden rails, 8x8. Last of all came the iron ribbon, for it was little more than that, as the estimate provided for but twenty-five tons per mile of double track road. That the piles were well driven is attested by the fact that many of them may be seen to-day at different points along the line. The prices in the estimated cost of the road are interesting: Iron, $80 per ton; spikes, 9 cents per pound; white oak ties, 20 cents each; timber, $7.00 to $8.00 per thousand feet.

The Chief Engineer, Cyrus Williams, estimated the cost of the entire road, 177 miles, double track, at $2,653,676, about $16,000 per mile.

About one-third of the road between Cleveland and Toledo was built ready for the strap rail, but the company succumbed to the hard times which followed the wild speculative era of 1836, and in 1843 operations ceased before a single train had been placed upon the track. The child of the feverish speculative era of '36 died from exhaustion, while its progenitors were quarreling as to the best method of rearing it. The whole scheme was generally regarded as visionary and wild, yet only ten years afterwards (1853) the Cleve-

land & Toledo Railroad was opened, and was a brilliant success from the start Had the Directors of the Ohio Railroad Company pushed on a little farther, laid forty or fifty miles of track, and placed trains on it, thus forming a basis for selling the Company's bonds, it can hardly be doubted that their road would now form a part of the Lake Shore & Michigan Southern Railway.

The writer is indebted to Clark Waggoner, Esq., of Toledo, for nearly all the material furnished for this sketch.