

THIRD
ANNUAL REPORT
OF THE
DIRECTORS
OF THE
Michigan Central Railroad Company,
TO THE
STOCKHOLDERS.

TOGETHER WITH THE REPORTS OF THE TREASURER AND SUPERINTENDENT

JUNE 1, 1849.

BOSTON:
1849.
EASTBURN'S PRESS.

REPORT.

Boston, June 1st, 1849.

TO THE STOCKHOLDERS OF THE
MICHIGAN CENTRAL RAILROAD COMPANY. }

WE submit to you herewith the Reports of Mr. Upton, Treasurer, and of Mr. Brooks, Superintendent and Engineer.

Referring to these documents for details, we would call your attention to the general result of our operations, and to our prospects for the future.

In our financial department, we have had to encounter many difficulties growing out of the embarrassment of the business community, and out of the discredit brought upon all Railroad Securities, by the errors of a few companies.

We have passed through this crisis without injury to our credit, and have every reason to believe, that we can, during the coming eight months, provide for all our floating debt, as fast as it becomes due, either by an issue of bonds, or by selling more of our stock. We prefer the last named measure, and shall only resort to a further issue of bonds, in case we find it impossible to sell our stock at par at the times when our liabilities mature.

The Report of Mr. Brooks will show you that he has nearly completed his work, and that, although forced, by the failure of contractors to do the most difficult sections by day labor, under great disadvantages, he had finished the road, so far as to have it open for travel on the 23d of April, which is believed to exhibit greater dispatch than has been made in building any other road of equal length.

The cost of the road has considerably exceeded the original estimates, but will be found to be as low per mile, as that of any other road of equal solidity and equipment, and very much lower than the average.

We believe that we have profited by the experience of the earlier railroad companies, and have made such arrangements that we can do *any* amount of business without additional outlay, except for the cars and engines, which our increased traffic may hereafter require. While other companies have been necessarily obliged to bring in yearly accounts for the expense of pulling down small depots and erecting large ones; for buying more land at high prices; for taking up light rails and putting down heavy ones; for altering or replacing cars and machinery of faulty construction; and for various other improvements which their experience proved to be indispensable; we have been able to make our road, so far as completed, with its equipments, depots and land, at once equal to the best roads now in existence, in this country.

We believe that the expenditure, though large, has been judicious; that it will prove, in the long run, to have been wise to do our work thoroughly; and that we shall reap the benefit of it, by keeping our running expenses light, and by avoiding the necessity

of constant calls upon our stockholders for money to meet a daily increasing construction account.

We do not mean to say, that our road is perfect, nor that our construction account will never be reopened, after it is once closed by the expenditure of the sums now estimated to be necessary to complete it; but that when the time does come for such increase, we believe that any small expenditures will be met by our surplus profits, and that any large outlay will be for the purpose of meeting such a manifest increase of our business as will not only reconcile the stockholders to an addition to our capital, but will make them eager to get the new stock, which must then be created.

We may be too sanguine in our expectations of profit, but we think we cannot be mistaken in the opinion, that it will be for the interest of the company, to endeavor to avoid further calls for money, after the construction account is once closed, even if in order to meet such small expenditures as legitimately belong to construction, we should make lower dividends than our nett earnings would appear to warrant.

The Reports herewith show, that during the year ending 30th May, 1849, our Gross Receipts have been,

For Through Passengers,	\$65,676 12	
For Through Freight,	773 16	
	<hr/>	\$66,449 28
For Way Passengers,	132,091 44	
“ Way Freight,	213,666 04	
	<hr/>	345,757 48
“ Mails and miscellaneous,		15,222 77
		<hr/>
	Total,	\$427,429 53
		<hr/>
	<i>Carried forward,</i>	\$427,429 53

<i>Brought forward,</i>	\$427,429 53
Our Operating Expenses, including a large amount of work done in aid of construction, and under all the disadvantages of running the cars uninterruptedly during the process of reconstruction, - - - -	239,233 76
Nett,	<u>\$188,195 77</u>

A comparison with the Receipts of the year ending 30th May, 1848, shows an increase of Gross Receipts of about \$66,000, while our expenses, owing to the large amount of work done for construction, have increased in a still greater ratio, being \$48,621 06, more than for the previous year.

Our Dividend declared 1st December, 1848, against our profits, for the year ending on that day, amounted to \$176,000.

The cost of our Road to this date has been - - - - - 5,554,653 03

The Estimates for outstanding accounts, for work to be done upon the Road, and for such increase of equipments as will be sufficient for any amount of business that we are likely to have for two or three years, - - - - - 245,366 97

\$5,800,000 00

Within two years we shall be called upon to relay the 66 miles of road now laid with flat bar, at a cost of about - - - - - 500,000 00

Making the total cost of 218½ miles of road and equipments, when laid with a heavy rail and including the Steamer May Flower, - - - \$6,300,000 00

Having now given you the leading facts in regard to the cost of the Roads, and its past business, we abstain from offering any estimates of our future business, because all such calculations are subject to contingencies, and are more likely to mislead than to assist your judgment as to the value of your property. We would however remark, that judging of the future by our experience during two years of short crops, and of very great commercial depression, our Road appears to be sure of a large and increasing way traffic both in passengers and freight, which promises before many years to make our investment a fair one, irrespective of any increase of our through travel.

For *immediate* results our success depends upon our being able to take the mass of the cabin passengers bound for the other side of Lake Michigan.

It has already been proved that we can carry our passengers from Detroit to Chicago with great regularity, in 14 to 15 hours, which we shall decrease two hours when our heavy rail is all laid,—while the average time taken by the upper Lake Boats, in good weather, throwing out inferior boats and stormy passages, has hitherto been over three days; and though competition may induce the best of them by great exertions to shorten the time a few hours, the inevitable result of the completion of our Road must be to make the Boats more dependant on freight and emigrants, and thus to diminish their attractions for cabin passengers.

If under such circumstances they can compete successfully with us, they will at the same time demonstrate that the Railroad from New York to Baltimore, 198 miles, must yield its through passengers to a competition of only 450 miles of water car-

riage by way of the Capes of the Chesapeake. Still more,—that from Boston to New York, passengers will go around Cape Cod, a distance of ~~only~~ 325 miles, instead of taking the direct railroad and steamboat route of only 220 miles; and even those going to Albany from Boston should go by water, a distance of 470 miles, rather than take the Western Railroad of 200 miles.

If on any of the abovenamed routes, the railroads are to remain free from water competition, *we ought* to be much more so, with only 263 miles against 700 miles of dangerous Lake navigation, whenever the travelling public now accustomed to go around the Upper Lakes, shall become acquainted with the facilities which we offer them.

We leave you to form your own opinion as to the probability of our getting the abovenamed traffic, and would limit ourselves to the expression of *our* confidence in being entirely successful, provided we can add this large through travel to the valuable way traffic which we have secured.

All which is respectfully submitted.

By order of the Board,

J. M. FORBES,

President M. C. R. R. Co.

A

A

DR. MICHIGAN CENTRAL RAIL ROAD COMPANY IN GENERAL ACCOUNT.

CONTRA.

CR.

Date.	Items.	Amount.	Date.	Items.	Amount.
1849. June 1.	To Capital Stock, To Bond Account. To 8 per cent. Bonds, unconvertible, To 7 per cent. Bonds, unconvertible, To 8 per cent. Bonds, convertible, To Income Account, balance of this ac- count, To Bills Payable, To Borrowed Money, To U. Tracy Howe, Local Treasurer,	2,379,500 00 1,139,850 00 354,500 00 777,000 00 57,766 37 842,468 38 26,939 89 6,897 45 <u>\$5,584,922 09</u>	1849. June 1.	By Construction No. 1, Purchase, By Construction No. 2, Expenditure since purchase, By Cash in sundry Banks, By Cash with J. W. Brooks, Super- intendent and Engineer, - - - - - - -	2,000,000 00 3,554,633 03 25,584 01 4,705 05 - - - - - - - <u>\$5,584,922 09</u>

BOSTON, JUNE 1, 1849.

ERRORS EXCEPTED.

GEO. B. UPTON, *Treasurer.*

B

B

DR. INCOME ACCOUNT.

RECEIPTS OF ROAD.

CONTRA.

CR.

Date.	Items.	Amounts.	Date.	Items.	Amounts.
1849. June 1.	To Balance of this Account, per Treasurer's Report of June 1, 1848, To Receipts of Road from June 1, 1848, to June 1, 1849, per Statement C	45,570 60 427,429 53 <hr/> \$473,000 13	1849. June 1.	By Dividend declared December 1, 1848, at 8 per cent., By Operating Accounts from 1st June 1848, to 1st June 1849, as per Statement C By Balance to New Account,	176,000 00 239,233 76 57,766 37
1849. June 1.	To Balance of Income Account this day,	\$57,766 37			<hr/> \$473,000 13

BOSTON, JUNE 1, 1849.

ERRORS EXCEPTED.

GEO. B. UPTON, *Treasurer.*

TREASURER'S REPORT.

To THE DIRECTORS OF THE
MICHIGAN CENTRAL RAILROAD COMPANY. }

I respectfully submit the accounts of the Company, made up to the 1st instant, to be presented, through you, to the Stockholders, at the annual meeting to be holden the twenty-fifth instant.

The paper herewith accompanied, and marked A, gives the standing of the Company in *general account*. By reference to it it will be seen, that the bonds already issued, amount to the sum of two million two hundred and seventy-one thousand three hundred and fifty dollars.

These bonds are payable as follows:—

1850,	\$2,000 00	
1851,	185,500 00	
1852,	94,500 00	
1853,	194,000 00	
1854,	59,000 00	
1855,	697,000 00	
1856,	19,500 00	
1857,	339,850 00	
1858,	675,300 00	
1859,	4,700 00	
	—————	\$2,271,350 00

The paper marked B, is the *Income Account*, and shows a balance to the credit of earnings, of fifty-seven thousand seven hundred and sixty-six dollars and thirty-seven cents.

I do not recommend a dividend until December. The semi-annual accounts of earnings which are

made up from December 1st to June 1st, includes of course, all that portion of time when the navigation on the lakes is suspended, and must always show smaller earnings, than the accounts from June 1st to December 1st.

The paper marked C, shows the *gross earnings* and the *operating accounts* for the year just closed, and gives the nett earnings thereof. The interest account which has accrued upon the bonds and notes of the Company to this date, has been charged to construction ; this charge has been considered proper under the circumstances, as the work upon which a large proportion of the expenditure has accrued, has only been in use for a very short time ; added to this, a large amount of work has been performed for construction, and charged to the ordinary operating accounts, which would fully balance any charges of interest upon that portion of the work which has been in use for any length of time by the Company, or from which they have drawn their income.

It will, no doubt, be a matter of satisfaction to the Company, that their heavy expenditures are now about brought to a close, having been made through a long and most severe pressure upon the money market, during all of which time, their credit has been fully sustained, and that the present prospect is, that an easier money market will enable them to place their floating debt in such a permanent shape, as the wisdom of the Directors may suggest or desire.

GEORGE B. UPTON, *Treasurer.*

*Office of the Michigan Central Railroad }
Company. Boston, June 1, 1849. }*

C

GROSS EARNINGS of Road, for year ending May 31, 1849.

C

OPERATING ACCOUNTS for the year ending May 31, 1849.

Month.	Freight.	Passengers.	Miscellaneous.	Total.	Amount.	Date.	Accounts.	Amount.	Amount.
1848.						1849.			
June,	16,036 21	14,688 59	131 25	30,856 05		June 1.	Road repairs, . . .	54,682 60	
July,	6,948 79	12,849 61	6 25	19,804 65			Building.	459 47	
Aug.	9,513 28	15,284 38		24,797 66			Locomotive, . . .	38,791 03	
Sept.	34,637 47	20,133 99	28 00	54,799 46			Cars,	18,896 59	
Oct.	46,289 69	25,146 35	16 25	71,452 29			Locomotive services,	23,023 69	
Nov.	29,520 70	17,380 60	37 35	46,938 65			Train,	5,044 17	
Dec.	9,514 26	9,507 31	82 27	19,103 84			Station,	41,806 72	
1849.									
Jan.	10,199 74	7,184 66	6 25	17,390 65			Fuel,	33,120 89	
Feb.	8,172 15	7,195 10		15,367 25			Oil and waste, . .	9,513 52	
March	7,557 83	10,629 59	56 25	18,243 67			Stationery, . . .	3,995 18	
April,	14,608 77	19,841 56	34 75	34,485 08			Incidentals, . . .	3,899 90	
May,	21,440 31	37,925 82	14,824 15	74,190 28			State Tax,	11,000 00	
	214,439 20	197,767 56	15,222 77		427,429 53				239,233 76

By Balance, being the Earnings for
the year, ending May 31, 1849, 188,195 77

\$427,429 53

\$427,429 53

BOSTON, JUNE 1, 1849.

ERRORS EXCEPTED.

GEO. B. UPTON, Treasurer.

SUPERINTENDENT'S REPORT.

TO THE PRESIDENT AND DIRECTORS OF THE }
 MICHIGAN CENTRAL RAILROAD COMPANY. }

The following report upon the construction and business of the road for the past year, is respectfully submitted.

Most of the contracts not fulfilled or nearly so, at the date of my last report, (June, 1848) were forfeited by the failure of the contractors. Where parties could be found of sufficient energy and responsibility to complete them, without delaying the final completion of the road, they were relet; in other cases, they were completed by the Company. Under the latter arrangement, many of the most difficult and expensive sections of grading were worked, in whole or in part, by the Company, under disadvantages arising from having the most difficult portion of the work to perform, after much time had been lost by the delay, and, finally, entire failure of the contractors. Many, and probably most of the difficulties attending the prompt performance of this work, grew out of the unusually wet and unhealthy character of the season, in which the low clay work of the western end of the line had to be prosecuted.

The line was opened to Paw Paw, sixteen and a half miles west of Kalamazoo, on the 28th day of June, 1848; to Niles on the 1st day of October, following; and to New Buffalo on the 23d day of April, last past. Upon the old portion of the line, between Ypsilanti and Dexter, all the straightenings have been brought into use, as well as the straightenings at the

village of Marshall. The whole line from Detroit to New Buffalo, is now about two hundred and eighteen and one-half miles long.

The buildings at most of the principal stations, have been completed, and most of the side tracks of the old line relaid and extended to accommodate the increased length of the trains drawn upon the new road.

The steamboat "May Flower" commenced about a year ago, has been completed, and was put in service on the 28th day of May, last. Her dimensions are as follows:—

Length of deck,	-	-	-	290 feet.
Depth of hold,	-	-	-	13½ "
Breadth of beam,	-	-	-	35½ "
Extreme width on deck,	-	-	-	65 "
Tonnage, (Custom House measurement,)				1354 tons.

Her engine, built by Hogg & Delamater, of New York, is a walking beam engine. Diameter of cylinder, 72 inches; length of stroke, 11 feet; diameter of wheel, 35 feet; length of bucket, 11 feet. She has three boilers, 9½ feet in diameter and 30 feet long. The sides of the hull, between the inside planking and frame are strengthened with an iron lattice, riveted at the crossings, and bolted to every frame, giving the whole great strength and stiffness.

She has about 85 State rooms, and accommodations for about 300 cabin passengers, and from 3 to 500 steerage and deck passengers.

The finishing, furniture, general equipment and speed of the boat, are such as to compete well with any steamer on inland waters in this country. It will probably not be necessary for the Company to construct another boat at present.

The stock of cars has been considerably increased during the past year. Two old passenger cars, have been broken up, and two small ones of 28 seats each, sold. The whole stock now upon the road is of the best quality, and in fine order, numbering as follows:—

FREIGHT CARS.

50 open 8 wheeled cars, reckoned as single,	100
150 cov'd " " " " " "	300
61 " 4 " " " " "	61
10 " 4 " " " " "	10
	<hr/>
Total freight cars, - - - - -	471

PASSENGER CARS.

3 first class 8 wheeled, with 48 seats each,	144 seats.
1 " " 8 " " 56 " " 56 "	
4 " " 12 " ^{Saloon} Cars, " 67 " " 268 "	
8 " " 12 " " 76 " " 608 "	
2 sec'd " 8 " " 48 " " 96 "	
2 " " 8 " " 40 " " 80 "	
	<hr/>
20 in all, with - - - - -	1,252 "
4 Baggage Cars.	

GRAVEL AND OTHER CARS.

Gravel Cars, - - -	44
Hand " - - -	22
Repairing, " - - -	35
	<hr/>
	101

RECAPITULATION.

Freight Cars as single,	-	-	-	-	471
Passenger, “	-	-	-	-	20
Baggage, “	-	-	-	-	4
Gravel, “	-	-	-	-	44
Hand, “	-	-	-	-	22
Repairing, “	-	-	-	-	35
					<hr/>
Total,	-	-	-	-	596

By the commencement of the fall business, there will be added to the above stock, four new first class passenger cars of the largest size, and from 2 to 4 more second class, and about 50 double covered freight cars.

The present stock of locomotives is as follows:—

2	10 tons,	2	drivers.
2	11 “	2	“ Rebuilt during past year.
2	12 “	2	“ Rebuilding.
1	12 “	4	“
10	18 “	4	“
2	19 “	4	“
1	21 “	4	“
1	1½ “	2	“
5	24 “	6	“

26 in all.

A 1.

The money required to pay up outstanding accounts, complete the road and fully equip it for the business likely to be done for the next two years is as follows:

Outstanding accounts unpaid	-	-	\$41,566	00
Additions at New Buffalo Harbor,	-		2,500	00
Grading west of Niles,	-	-	10,000	00
To complete the enlargement of side track accommodations at several of the Stations east of Kalamazoo, with the wood sheds and other buildings still required,	-	-	20,000	00
Completing buildings and machinery at Marshall,	-	-	13,000	00
60 double covered Freight Cars,	-		42,000	00
Finishing 4 first class Passenger Cars,			5,000	00
4 second class Cars,	-	-	4,000	00
3 Freight Engines,	-	-	26,000	00
Fencing balance of road,	-	-	25,000	00
Balance of land,	-	-	5,000	00
Balance of Iron account and contingencies,	-	-	51,300	97
			<hr/>	
			\$245,366	97

A 2.

Should the existing low price of iron not render it expedient to delay the remaining flat bar portion of the line between Jackson and Marshall, a distance of 66 miles, at an earlier period, it will be necessary

to do this in about two years, which at the present price of iron would involve an expenditure of \$500,000 00.

This sum, with the before mentioned amount of \$245,366 97, for further equipment, &c., would bring the whole invested capital to the round sum of \$6,300,000 00, or nearly \$29,000 00 per mile. A comparison of this sum per mile, with the cost with most Eastern railroads is much in favor of the low cost of our own, as the following statement will show.

Michigan Central Rail Road, cost per	
mile, - - - - -	\$29,000 00
Boston and Maine, - - - - -	44,000 00
Boston and Providence, - - - - -	63,000 00
Western Rail Road, - - - - -	67,000 00
Fitchburg " - - - - -	53,000 00
Eastern " - - - - -	59,000 00
Old Colony " - - - - -	47,000 00
Boston and Worcester, $\frac{3}{8}$ double track,	
(branches not double,) - - - - -	67,000 00
Utica and Schenectady, - - - - -	40,000 00
Albany and Schenectady, - - - - -	95,000 00
Syracuse and Utica, - - - - -	37,000 00

Should the crop of this season turn out as favorable as its present appearances indicate, the above stock of locomotives would have to be increased by the addition of two more Freight Engines of our largest class.

A

STATEMENT OF FLOUR, AND WHEAT AS FLOUR,

(at 4 1-2 bushels of Wheat per barrel of Flour,) and the amount of Receipts for the transportation of the same, and other Freights, on the Michigan Central Rail Road, from June 1st 1848, to May 31st 1849, inclusive.

Months.	Barrels of Flour.	Amount Received.	Other Freights. Amount Received.	Total Receipts from Freight.
1848.				
June.	6,084	2,847 96	13,388 96	16,036 91
July.	5,280	1,918 81	5,029 98	6,948 79
August.	14,623	4,862 66	4,650 63	9,513 28
September.	76,294	28,287 47	8,350 00	34,637 47
October.	95,500	31,279 07	15,017 62	46,289 69
November.	47,502	15,365 10	14,155 60	29,520 70
December.	8,512	2,983 00	6,531 26	9,514 26
1849.				
January.	17,521	5,968 23	4,211 46	10,199 74
February.	17,572	6,047 98	2,124 17	8,172 15
March.	14,254	4,479 83	3,077 97	7,557 83
April.	24,871	7,844 09	6,764 88	14,608 77
May.	17,343	5,318 34	16,121 97	21,440 31
	345,356	\$115,015 61	\$99,423 59	\$214,439 20

The Earnings and Operating Expenses of the Road, from June 1st 1848, to May 31st 1849, are as follows :—

From Passengers.

Through Passengers Westward,	36,334 88	
Through Passengers Eastward	29,341 24	
	<u> </u>	65,676 12
Way Passengers Westward,	72,014 35	
Way Passengers Eastward,	60,077 09	
	<u> </u>	132,091 44
		<u> </u>
Total from Passengers,		197,767 56

From Freight.

Transportation of Wheat and Flour,	115,015 61	
Transportation of other Freight,	99,423 59	
	<u> </u>	
Total from Freight,		\$214,439 20
Miscellaneous, including transportation of Mail,		15,222 77
		<u> </u>
Total Receipts,		\$427,429 53
Total Expenses, as per Statement,		\$239,233 76
		<u> </u>

Number of Passengers.

Through Passengers Westward,	10,191½	
Through Passengers Eastward,	7,624	
	<u> </u>	
Total through,		17,815½
Way Passengers Westward,	41,452	
Way Passengers Eastward,	36,802½	
	<u> </u>	
Total Way,		78,254½
		<u> </u>
Total number of passengers,		96,070

Statement A shows the amount of the receipts from the transportation of flour and other freight separately. From this it appears, that we have moved 345,356 barrels of flour, (in wheat and flour) being 171,644 barrels more than were moved the previous year. In the year ending June 1st, 1848, the average distance flour was carried, was about 82 miles, and in the last year, the same average was 74 miles, while at the same time, the road was increased in length; thus showing, that while the eastern counties on the line had a fair crop, there was nearly a total failure in the western counties.

A fair crop would furnish to the road for transportation, between 6 and 700,000 barrels of flour, from the whole line. The area which the line now draws from, exported above 600,000 barrels during the year ending June 1st, 1847. Our wheat crop for the last year, has been, upon the whole line, not much, if any, above half a fair average crop, and the bulk of it, upon that portion of the line which yields the smallest amount for transportation. The average amount per barrel, received during the last year, was about 33 cents; and in the previous year, 43 cents. A portion of this difference is owing to the lesser distance it was carried, and the balance to a reduction of tariff, made in conformity to section 15 of the Company's charter. It is fair to presume, that the receipts from other freights than flour, will rise as rapidly as those on flour, in the development of the whole business of the line; and if so, the freight receipts of the year ending June 1, 1850, with a fair wheat crop, will not fall much, if any, below 400,000 dollars.

The way passengers and receipts for the last two years, stands as follows:—

Year ending June 1st, 1848, number of passengers		60,006
“ “ “ “ 1849, - -		78,252½
Receipts, ending June 1, 1848, -		\$90,418 56
“ “ “ “ 1849, -		\$132,091 44

Per cent. of increase, 30 in number, 46 in money received.

Average increase in length of road in operation, during the year, 29 per cent.

When we consider that the business of our State has been much depressed during the past year, from the short crop and the low price it has borne in the market, the above statement, as to our local passenger business show a very satisfactory result.

In the expenses of operating the road the past year, we included the cost of an ordinary supply of wood upon the new part of the line, west of Kalamazoo, which had not before been supplied, and a very much larger stock offered upon the balance of the line than it has ever before had. The stock now on hand is upwards of 26,000 cords.

The iron also, for the western part of the line has been hauled, and no credit given to operating expenses for it. Engines have also been supplied for gravel trains during the whole year, excepting some portion of the winter months, without crediting the operating accounts with the repairs and maintenance of those trains.

Included in the cost of repairing Locomotives is the expense of lengthening two of the small ones, purchased of the State, and increasing their power; also the cost, so far as it has been incurred: of altering two more, which are now about half completed. The alteration of the four will cost about \$9,000.

With these alterations they will answer to work some of our lighter trains, while in their present state, they seem of little use for any purpose. During the past two years very large expenditures have been made by the operating department in the supply and maintenance of trains as above mentioned in the service of construction.

Reckoning the net cost of these trains at but two thirds the average cost per mile of all the trains upon the road, and the cost of such trains amounts to the sum of \$64,500 00.

This sum will fully equal the interest upon any portion of our borrowed capital, the avails of which have been in the use of the operating department, and which interest has been charged to construction account.

The relaying of the road at the same time its operation was carried on, at times considerably embarrassed the operation, and somewhat increased its expense.

B

STATEMENT

Of the number of Passengers and Passenger Receipts, from June 1, 1848, to May 31, 1849, inclusive.

Months.	No. of Passengers.	Receipts.	
1848.			
June,	7,655	14,688	59
July,	7,630	12,849	61
August,	8,253½	15,284	38
September,	10,162	20,133	99
October,	11,027	25,146	35
November,	8,652½	17,380	60
December,	5,609½	9,507	31
1849.			
January,	4,200½	7,184	66
February,	3,873½	7,195	10
March,	6,337½	10,629	59
April,	8,181	19,841	56
May,	14,488	37,925	82
	96,070	197,767	56

C

STATEMENT

Of the Earnings of the Michigan Central Rail Road from June 1, 1848, to May 31, 1849, inclusive.

Months.	Freight.	Passengers.	Miscellaneous.	Total.
1848.				
June,	16,036 21	14,688 59	131 25	30,856 05
July,	6,948 79	12,849 61	6 25	19,804 65
August,	9,513 28	15,234 38		24,797 66
September,	34,637 47	20,133 99	28 00	54,799 46
October,	46,289 69	25,146 35	16 25	71,452 29
November,	29,520 70	17,380 60	37 35	46,938 65
December,	9,514 26	9,507 31	82 27	19,103 84
1849.				
January,	10,199 74	7,184 66	6 25	17,390 65
February,	8,172 15	7,195 10		15,367 25
March,	7,557 83	10,629 59	56 25	18,243 67
April,	14,608 77	19,841 56	34 75	34,485 08
May,	21,440 31	37,925 82	14,324 15	74,190 28
	214,439 20	197,767 56	15,222 77	427,429 53

D

STATEMENT

Of Miles run by Locomotives from June 1st 1848, to May 1st 1849, inclusive.

Months.	Passenger Trains.	Freight Trains.	Gravel Trains.	Hauling Wood.	Timber and Iron.	Total.
1848.						
June.	8,526	5,478	3,737	1,559	4,936	24,236
July.	8,490	5,360	4,060	1,260	6,530	25,700
August.	8,490	4,086	5,868	1,240	6,405	26,089
September.	9,020	16,836	7,130	1,930	2,952	37,868
October.	10,402	23,760	4,715	1,580	5,890	46,347
November.	10,590	23,730	3,650	6,100	1,696	45,766
December.	9,982	7,908	1,760	2,655	2,124	24,379
1849.						
January.	10,314	7,718		575	2,587	21,194
February.	9,178	6,851		1,200	2,299	19,528
March.	10,314	7,718	350	560	2,587	21,529
April.	10,748	9,550	1,485	545	1,910	24,238
May.	15,295	10,530	1,790	105		27,720
	121,299	129,525	34,545	19,309	39,916	344,594

E

S T A T E M E N T

Of the Monthly Disbursements on account of Operating the Michigan Central Railroad, from June 1st 1848, to May 31st 1849, inclusive.

Months.	Road Repairs.	Building Repairs.	Loc'Ve Repairs.	Car Repairs.	Loc'Ve Services.	Train Services.	Station Services.	Fuel.	Oil.	Stationery.	State Tax.	Incidentals	Total.
1848.													
June.	3,190 64		2,443 60	1,137 98	1,441 68	410 00	2,908 83	1,857 48	365 72	144 35		234 84	14,135 12
July.	2,181 51	143 16	2,357 82	730 24	1,595 66	324 23	3,098 50	828 44	1,498 93	333 85		127 04	13,199 38
August.	2,201 56	19 45	1,749 36	830 86	1,546 57	386 50	3,139 56	1,733 49	715 33	351 75		156 55	12,850 98
September.	5,633 54	58 29	6,973 78	2,330 22	2,102 32	417 44	3,543 16	780 50	707 65	361 26		106 05	23,064 71
October.	4,857 57	41 83	2,498 50	1,291 04	2,735 61	515 16	4,976 73	319 09	1,380 62	241 13		148 46	19,004 77
November.	4,351 10	22 47	2,229 73	1,064 23	2,263 51	493 00	4,807 84	761 22	1,477 47	132 78		353 27	17,956 62
December.	6,028 75	101 09	7,681 85	1,458 53	2,206 50	385 00	3,748 37	1,161 75	632 66	225 60		585 99	24,216 09
1849.													
January.	3,110 79	21 40	2,630 80	911 32	1,451 87	385 00	2,922 66	3,267 79	55 40	304 08	11,000 00	267 63	26,323 74
February.	3,651 99	51 78	1,788 60	558 77	1,595 59	350 00	2,570 59	11,603 93	1,594 33	142 52		416 47	24,324 57
March.	3,214 95		3,189 76	359 39	1,527 26	383 33	2,763 90	7,631 07	254 41	243 76		178 74	19,776 57
April.	10,078 76		2,164 51	2,148 29	2,354 20	453 68	3,029 61	2,028 65	465 32	318 63		214 39	23,255 44
May.	6,151 44		3,082 72	1,025 72	2,202 89	540 83	4,297 47	1,128 08	365 68	1,215 47		1,110 47	21,120 77
	\$54,682 60	\$459 47	\$33,791 03	\$13,896 59	\$23,023 69	\$5,044 17	\$41,806 72	\$33,120 89	\$9,513 52	\$3,995 18	\$11,000 00	\$3,899 99	\$239,333 76

Statement B. shows the number of passengers and receipts therefrom in the monthly statements.

Statement C the gross earnings of the road in monthly statements.

Statement D the number of miles run by locomotives.

Statement E the monthly disbursements for operating the road.

According to the requirements of section 15 of our charter, the freight tariff has been reduced; the reduction taking effect on the 1st of July, 1848. Under this change it became necessary to reduce the rates upon flour about 16 per cent., and upon many other coarser kinds of merchandise, a much larger per cent.

At the time of this reduction, an effort was made to induce the exportation of some of the coarser kinds of grain, by adapting the tariff as much as possible to the value of this kind of produce. This is having a very beneficial effect upon corn, as none of this grain had, previous to this year, been sent from the line of the road.

This trade now promises to be of some value, 8000 bushels having been sent over the road during the past four weeks, with a prospect of a large increase in the business.

A like favorable effect has been the result of a reduction in the tariff upon lumber and some other low priced articles.

The through passenger business of the present season, from the opening of the road to New Buffalo, until the middle of May, was very promising. From that time, the prevalence of the cholera has given a very severe check to it; and until the present excitement upon that subject subsides, the business will be

light. Competition will, for a short time, reduce the value of this business, though nothing permanent need be apprehended from this source. The passage across from Buffalo to Chicago can be made with regularity, in, from 33 to 36 hours, while the passage round, ranges from 4½ to 6 days. With this wide difference, an opposition cannot be permanently maintained, and is only sustained at present, by a system of deception, which, in a little time, will react with power in our favor.

Since the road has been owned by the Company, the business of the State has been very much depressed by two successive short crops of our great staple, wheat. Against such adverse circumstances, the increasing receipts from the local business of the line, go far to show, that we are located where a strong tide of increase is rapidly developing a large business, and when the present stagnation caused by the prevailing epidemic is over, we may reasonably expect a very satisfactory business in return for the capital we have expended.

I am very respectfully, your obedient servant,

J. W. BROOKS,

Superintendent and Engineer.