

SECOND

ANNUAL REPORT

OF THE

Milwaukee & Prairie du Chien

RAILWAY COMPANY

TO THE STOCKHOLDERS.

FOR 1862.



MILWAUKEE:

JERMAIN & BRIGHTMAN, BOOK AND JOB PRINTERS, 207 EAST WATER ST.

1863.

DIRECTORS AND OFFICERS,

FOR THE YEAR 1862.

DIRECTORS.

L. H. MEYER,.....New York.
JOHN CATLIN,.....Milwaukee.
WILLIAM P. LYNDE,.....Milwaukee.
CHARLES F. ILSLEY,.....Milwaukee.
ADOLPH RUSCH,.....New York.
ALLAN CAMPBELL,New York.
GEORGE SMITH,New York.
OSCAR VON HOFFMANN,.....New York.
H. L. DOUSMAN,.....Prairie du Chien, Wis.

OFFICERS OF THE COMPANY.

L. H. MEYER,.....PRESIDENT.
JOHN CATLIN,.....VICE PRESIDENT AND COUNSEL.
WM. TAINTOR,.....SECRETARY AND TREASURER.
CHAS. P. WILLIAMS,.....TRANSFER AGENT, NEW YORK.

OFFICERS IN CHARGE OF THE LINE.

JAMES C. SPENCER,.....GENERAL MANAGER.
WM. JERVIS,.....SUPERINTENDENT.
E. P. BACON,AUDITOR AND GENERAL TICKET AGENT.
W. L. DANA,.....GENERAL FREIGHT AGENT.

ANNUAL MEETING OF STOCKHOLDERS,

On the 30th day of April,
AT MILWAUKEE.

ELECTION NOTICE.

Chapter 308, Act published April 14, 1860.

SECTION 4. The preferred stockholders of the first and second class, shall elect the directors under the new organization, until a dividend shall have been earned on all the preferred shares of the several classes, when all of the preferred stockholders shall elect the directors, until a dividend shall have been earned on all the shares of the said company, both preferred and common stock, and thereafter all the shareholders of the said company shall elect the directors.

Articles of Association.

Tenth.—Annual meetings of the stockholders shall be held in the State of Wisconsin, in the month of April, in each year, after 1861, which meeting shall be called by the directors, who shall specify the time and place for holding the same. And thirty days previous to any annual meeting, the directors shall send through the post office to each stockholder, to the address as shown by the company's books, a full and specific statement of all the business, acts and doings of the corporation up to the first day of January preceding.

RESOLUTION OF THE BOARD OF DIRECTORS,

PASSED JANUARY 23d, 1863.

Resolved, That the stockholders' meeting shall be held at Milwaukee, on the 30th April, 1863, Thursday noon, at the Company's office.

Pursuant to the above resolution of the Directors, in accordance with the above extracts of the law, and the Articles of Association, a meeting of the stockholders of the Milwaukee and Prairie du Chien Railway Company will be held at Milwaukee, on Thursday, the 30th day of April, 1863, for the purpose of electing nine Directors for the ensuing year.

WM. TAINTOR,

Secretary.

MILWAUKEE, January 23, 1863.

SECOND ANNUAL REPORT

OF THE

Milwaukee & Prairie du Chien Railway Co.

FOR THE YEAR 1862.

The law remaining unaltered, the Annual Reports from Superintendent, Secretary and Treasurer, as required by Chapter 91, Act approved 15th May, 1858, duly sworn to, is again subjoined.

The accompanying reports of

1. The General Manager,
2. The Secretary and Treasurer,
3. Transfer Agent,
4. Trustees of the Sinking Fund

will be found to contain the information more desirable to Stockholders, and being plain and ample, only leave room for few remarks from me. The system referred to in page seven, of last year's report, has not only been strictly adhered to, but has been more fully carried out, and an Auditing Department arranged.

The General Manager's Report again gives a full, fair, unflattered statement of the cost of operating the road, inclusive of new iron, new cars, new locomotives, new buildings, repairs, alterations and additions; with no construction, no renewal, no equipment account to fall back upon; the cost of all above items, went into repairs, and amounts to 64 36-100 per cent. of the gross earnings, against last year, 60 67-100 per cent.

Considering the increased State, and new U. S. Tax, the advance in material, \$185,591 of which was used on repairs of road, bridges,

cars, locomotives, etc.; the addition of thirty-five new freight cars, to the supply of last year, the re-building of one locomotive more than last year, the substitution of thirteen new, for thirteen old, worn out or destroyed freight cars; the improved condition of road and rolling stock; the increased per centage of operating the road is explained.

The sinking of one hundred feet of road-bed and track, eighteen feet below surface of water, in swamp near Stoughton, also contributed to expenses.

The General Manager has purposely avoided mention of extraordinary expenses, which last year were given. I deem it proper for the information of those interested, to mention what may be fairly called and classed as extraordinary expenses of this year, viz.:

1. Half cost of 300 tons new iron, which would have been dispensed with, if the Rolling Mills could have furnished us re-rolled iron enough to meet our necessities, say.....	\$8,500 00
2. New chairs,.....	5,000 00
3. Ties, 138,842 new, put in,—ratio over and above usual wear and tear,.....	18,500 00
4. New buildings as stated in Gen. Manager's Report,	5,980 00
5. Locomotives, Nos. 7 & 9,.....	13,732 00
6. 35 new freight cars, over and above the amount on hand last year, at average cost,.....	22,750 00
7. Covering bridges which were never before covered,	1,320 00
8. Increase Tax,.....	16,441 44
Total,.....	\$92,223 44

Or 7 94-100 per cent. of gross earnings.

Total operating expenses,.....	64 36-100 per cent.
Less extraordinary expenses,	7 94-100 per cent.

Leaves running expenses,.....56 42-100 per cent.

Against last year, 60 67-100 per cent.; 9 40-100 per cent.; and 51 27-100 per cent., respectively.

The apparent increase of running expenses, arises from greater amount of material used and work done, as shown in the General Manager's Report. In 1861, less was done than should have been done, if there had been time, after taking possession to properly judge, and prepare for the wants.

It is also a natural consequence of reduced local business, while through business was maintained. The effect of deficient local crop is

shown in the General Manager's report, by a falling off in local receipts of \$69,456 17; this is partially made up by the increased receipts on through freight of \$48,500 57, the tonnage of which having, however, not increased, shows the larger income from it to have been from fuller rates. It is to be hoped that the better understanding arrived at with competing lines, may not only continue, but may be further carried out, when to both them and to this Company, still better results can be easily attained, with more satisfaction to the business community.

Of new and re-rolled iron, there was laid in 1862, 588 tons more than in 1861, and also 3,789 repaired bars more. Of amount paid for personal injuries, \$1,500 arose from accident caused by breaking of a rail, Jan. 26, 1861, only settled in 1862. In comparing, this makes \$3,000 difference, as properly expenses of 1861 should have shown that much more, and those of 1862 that much less. The New York Office expenses, are larger, being for full of year 1862, against part of year 1861.

The elevator mentioned on pages eleven and twelve, of last year's report, has been built and the track laid to it. The cost is given in Income Account, and so far does not reach the estimate given in last year's report; certain work not being needed till the elevator is in use, remains to be done, and will probably, including platforms, sheds and grading, cost \$10,000.

Untimely rise of water, and subsequent want of competent force, in consequence of the draft for the Army, have delayed the completion till it was too late for usual fall business; and as with the small crop along our line, there was no accumulation of wheat that could not otherwise be managed, it has been deemed best not to put it in operation yet; it will be, at the opening of spring business. It is located on the main channel of the Mississippi River, at upper Prairie du Chien, with water enough for steamboats and barges to approach and discharge conveniently, at even the lowest stages of water. I refer to last year's report, pages thirteen and fourteen, for explanation of some entries, and accounts, and merely add as to

INCOME ACCOUNT.

Item : Paid for Milwaukee and Mississippi Railroad Co., \$28,220,36, was for liens subject to which the property was bought.

Item : Real Estate, \$1,022 10, is for gravel pit.

Item ; Interest \$172,900 : this is 7 per cent. on \$2,470,000, being the amount of bonds outstanding, after effecting purchases under Sec. 7 of the laws.

Item : Sinking Fund, 1st installment \$13,000, was for the first regular installment of the Sinking Fund, as expressly stipulated in the mortgage. Hereafter the half yearly interest will decrease, and the half yearly sinking fund increase in ratio, as the Sinking Fund cancels bonds. The conditions of the mortgage, are that the yearly payment on it till entirely cancelled, shall be \$204,480, and so much of this sum as is not required to pay interest on outstanding bonds, shall be paid to the Trustees of the Sinking Fund, semi-annually. In 1861 the interest on bonds was smaller, from the fact that part of the bonded debt, did not draw full year's interest. This year 1862, the whole bonded debt drew full interest, but the Sinking Fund payment was only for half year. In 1863, the interest and Sinking Fund will, for the first time, together amount to the full sum of \$204,480, and will be distributed as follows; unless by conversion of bonds into preferred stock, the interest is decreased, and Sinking Fund increased.

Amount of bonds out 1st Jan., 1863,	\$2,454,000 00	
Half year's interest, on same,.....	..\$85,890 00	
Half year's Sinking Fund, due in April	16,350 00	
		<u>\$102,240 00</u>
Amount of bonds out 1 July, 1863	\$2,438,000 00	
Half year's interest,.....	..\$85,330 00	
Half year's Sinking Fund, due in		
October.....	16,910 00	
		<u>102,240 00</u>
		<u><u>\$204,480 00</u></u>

The amount of bonds to be cancelled, in 1863, will be \$33,000.

GENERAL ACCOUNT.

Item : Sinking Fund shows the amount of scrip stock and bonds, and first and second preferred stock, cancelled since the organization of the Company, \$219,200.

Item : Balance of Income Account, \$211,057 14, is yet subject to two reductions:

1. For Tax Installment first of 1863.....\$17,000 00
2. For finishing around Elevator..... 10,000 00

The accounts given by the Secretary and Treasurer, and those given by the Transfer Agent, as to the amount of stock and bonds, their pur-

chase and cancellation, show the same thing in different forms; and a comparison makes all clear, with details of the cost of the scrip stock and bonds, and first and second preferred stock, bought under Sec. 7 of the Laws, for cancellation.

The last Legislature, by an Act entitled, "An Act to amend Chapter 308, of the General Laws of 1860, entitled, 'An Act to facilitate and authenticate the formation of a Corporation, by the purchase of the Milwaukee and Mississippi Railroad Company,'" repealed Sec. 7 of the Laws, and confirmed the Articles of Association.

After this Act was published and became law, no further purchases under Sec. 7 were made.

Referring to Art. XI, Sec. 1, of the State Constitution, and Chapter 86, of the Laws of 1862, it becomes evident that no further purchases under Sec. 7 can be made, and therefore, hereafter the reduction of investment becomes entirely dependent on the working of the Mortgage Sinking Fund, which though slow, is sure, and must result, in due course, in leaving the stockholders owners of a Railroad free of debt.

The Trustees' Report explains the part of these gentlemen in the redemption and cancelling of bonds, and shows simply the operation of the Mortgage Sinking Fund.

TAXES.

The last Legislature increased the Tax from 1 per cent. on the gross earnings, to 3 per cent. on the same, which of course increases the cost of running the Road, at once, 2 per cent. on gross earnings.

The Excise, or U. S. Tax on passenger business, to 31st December, amounted to \$3,220 11. The year 1863 will only show the full increase of Tax.

With the extraordinary expenses of \$104,000 in 1861, and \$92,223 in 1862, and with the prospective extraordinary expenses on bridges, &c., as stated necessary in the General Manager's Report, the Directors are desirous of having the approval of the proprietors, as well with regard to the past, as to the future. The General Manager and myself specially desire that the owners should see their property and satisfy themselves of the condition of the Road, as also of its future necessities; above all, I would desire the propriety of building and locating the Elevator where it is, to be judged of by those who have the most interest and best right to judge.

With this view, the Board at its last meeting here, passed a resolution to the effect that a Committee of three, one member from each

class of stock, should be appointed at the next Stockholders' meeting, to take place here the 30th of April. It is of course desirable that such Committee should consist of men not members of the Board.
• All of which is respectfully submitted.

L. H. MEYER,
President.

Milwaukee, January 20th, 1863.

To the Stockholders of the Milwaukee and Prairie du Chien Railway Company.

☞ Attention is called to the Election Notice, prefixed.

GENERAL MANAGER'S REPORT.

TO THE PRESIDENT AND BOARD OF DIRECTORS

OF THE

Milwaukee & Prairie du Chien Railway Co.

GENTLEMEN :

The following Report of the management of the Milwaukee & Prairie du Chien Railway for the year 1862, is respectfully submitted :

A comparison with the operation for 1861 is made, to show more clearly the departments in which the expenditures have been increased over the previous year. The Report for 1861, being from Jan. 22d, the date on which your Company took possession of the Milwaukee & Mississippi Railroad, the cost of operation from Jan. 1st to 22d, has been taken from the books of that Company, in order to compare this year with the entire year of 1861.

EARNINGS.

The Gross Earnings for the year 1862 have been as follows :

From Freight.	\$855,901 80
“ Passengers	257,027 00
“ Mails and Rents.....	50,805 45
Total	<u>\$1,163,734 25</u>
The Expenses for operating the Road, including all repairs, renewals, new cars, taxes, &c., have been	<u>\$748,993 44</u>
Net Earnings.....	<u><u>\$414,740 81</u></u>

The Gross Earnings for the year 1861 were \$1,153,406 67

The Expenses for the the year 1861 were 718,791 51

Net Earnings for 1861..... \$434,615 16

The Gross Earnings for the year 1862 are \$1,163,734 25

The Gross Earnings for the year 1861

were..... 1,153,406 67

Increase in 1862..... \$10,327 58

Decrease in Freight Earnings..... 26,554 32

Increase in Passenger Earnings..... 35,103 64

Increase in Mail and Rents..... 1,778 26

The Net Earnings for the year 1862 are \$414,740 81

The Net Earnings for the year 1861 were 434,615 16

Decrease in 1862..... \$19,874 35

The Earnings of the Southern Wisconsin

Branch, included in the above, for the

year 1862, are \$38,515 66

Expenses of the same..... 19,135 70

Net Earnings..... \$19,379 96

The Earnings of the same for the year

1861 were..... \$39,047 16

Expenses for the year 1861 were..... 26,130 50

Net Earnings for the year 1861..... \$12,916 66

Decrease in Gross Earnings in 1862..... 531 50

Increase in Net Earnings in 1862..... 6,463 30

FREIGHT.

Number of Tons of Local Freight carried during the

year 1862..... 167,197

Income from same..... \$479,746 42

Number of Tons of Local Freight carried during the

year 1861 190,671

Income from same..... \$549,202 59

Decrease in number of Tons in 1862..... 23,474

Decrease in Income in 1862..... \$69,456 17

Number of Tons of Local Freight carried Eastward during the year 1862.....	118,632
Same, during the year 1861.....	128,681
Number of Tons of Local Freight carried Westward during the year 1862.....	48,565
Same during the year 1861.....	61,990
Number of Tons of Through Freight carried during the year 1862.....	115,153
Income from same.....	\$366,103 95
Number of Tons of Through Freight carried during the year 1861.....	115,123
Income from same.....	\$317,603 38
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Increase in number of Tons in 1862.....	30
Increase in Income in 1862.....	\$48,500 57
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Number of Tons of Through Freight carried Eastward during the year 1862.....	99,285
Same during the year 1861.....	100,207
Number of Tons of Through Freight carried Westward during the year 1862.....	15,868
Same during the year 1861.....	14,916

The wheat crop of 1861 was an average one in this State, Iowa and Minnesota, and whilst being marketed, which occupied the first half of the present year, the earnings of your Road showed a handsome increase over the corresponding months of 1861. The crop of 1862, throughout that part of the State traversed by your Road, was very light—in some counties almost a total failure. The failure of the local crop, the transportation of which would have been remunerative, caused us to lose in the latter half of the year, nearly the increase gained in the first half. Low water in the Mississippi River during the fall, prevented shipments of wheat, to a large extent, from Minnesota, where the crop was an abundant one, and correspondingly lessened our Tonnage.

The above statement of the movement of freight, shows a decrease in Tonnage and Income from local freight, and an increase in Income, with but nominal increase in Tonnage, from through freight. The decrease in Income from local freight, is explained by deficiency in the local crop; the increase in Income from through freight, by increased rates received for that business.

PASSENGERS.

Number of Local Passengers carried during the year	
1862.....	126,435
Income from same.....	\$148,681 34
Number of Local Passengers carried during the year	
1861	120,672
Income from same.....	\$147,434 79
	<hr/>
Increase in Number in 1862.....	5,763
Increase in Income in 1862.....	\$1,246 55
Number of Through Passengers carried during the	
year 1862.....	10,269
Income from same.....	\$40,799 69
Number of Through Passengers carried during the	
year 1861	9,511
Income from same.....	\$36,653 53
	<hr/>
Increase in Number in 1862.....	758
Increase in Income in 1862.....	\$4,146 16
Ferry Passenger Earnings during the year	
1862	\$4,857 41
Same during the year 1861.....	4,482 00
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Increase in 1862.....	\$375 41
Military Service, Miscellaneous, &c., in 1862	\$62,688 56
Same in 1861.....	33,353 04
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Increase in 1862.....	\$29,335 52

The item Military Service, includes the amount received from soldiers travelling while on furlough, they being carried at the same rate as is received for transportation on government account. It is presumed that the ordinary passenger business of the Road, has been much less than it would otherwise have been, in consequence of the large number of residents along the line of the road, having entered the military service—an effect which will continue to be felt, and to a much greater extent in future than heretofore, until they resume their former positions.

R E P A I R S .

REPAIRS OF TRACK.

The Expenditures for the Repairs of Track for the year	
1862 have been.....	\$219,352 11
Same for the year 1861 were.....	172,933 08
	\$46,419 03
Increase in 1862 ..	\$46,419 03

In the Report for last year, it was stated that "the amount of material used for repairs and renewals of Road in that year, must be increased for the next two years, the iron and ties on the Eastern Division, not heretofore renewed, (84 miles,) having been down an average of ten years, and being badly worn." True economy dictates that this defective iron should be re-laid as soon as possible, so that the repairs of the rolling stock, largely increased by the condition of this portion of the Road, may be reduced, as the track is improved. The amount of re-rolled iron laid was limited only by the amount we were able to obtain, the demand upon the rolling mills being beyond their capacity to supply. In addition to the re-rolled iron, three hundred tons of English rails was purchased in New York, which was also laid down.

The following statement shows the quantity and cost of material used in repairs and renewals of track, during the year :

1,635 Tons re-rolled Iron.....	\$44,145 00
300 Tons new Iron.....	17,126 00
4,970 Cast Chairs, including bolts and wedges.....	6,958 00
6,543 Wrought Chairs.	2,278 92
97,691 lbs. Spikes.....	3,297 06
138,842 Ties.....	44,429 44
8,407 Rails repaired, restored for use, and put in main track.....	6,869 29
	\$125,103 71
Total	\$125,103 71

Against the following in 1861 :

1,347 Tons new and re-rolled Iron.....	\$34,822 00
100,099 lbs. Chairs.....	4,059 90
95,900 lbs. Spikes.....	3,196 66
102,000 Ties.....	35,700 00
4,618 Rails repaired, put in main track..	3,280 98
Total.....	<u>\$81,059 54</u>
Increase in amount of material used in 1862.....	<u>\$44,044 17</u>

The large increase in the cost of chairs, as compared with the previous year, arises from the substitution of a heavy cast chair, in part, for the lighter wrought one heretofore in use. The decreased amount of labor necessary to keep that portion of the track in order, laid with them, has shown the superiority of the former as compared with the latter. The winter of 1861-2 having been a favorable one for getting out ties, a large number of superior white oak ties were delivered on the line of the Road. The number put in this year, will enable us to go through the coming year with less. Renewals of iron should continue to the same extent as this year, or greater, until the worn out rails are replaced.

The roadway has been thoroughly ditched, some portions ballasted, and embankments and bridges, the grade of which was originally too low, raised. The condition of the roadway has materially improved the past year; but much remains to be done to put the track in good order.

REPAIRS OF BRIDGES.

The Expenditures for Repairs of Bridges for the year

1862 have been.....	\$16,841 26
Same for the year 1861 were.....	12,128 69
Increase in 1862	<u>\$4,712 57</u>

The Bridges not having been originally covered, were, when you took possession of the Road, more or less defective, according to the length of time they had been in use. The wooden abutments, upon which most of them were placed, also required speedy renewal. A force has been employed during the season, in replacing the latter with substantial masonry. The Bridges are being rebuilt; the larger ones covered; others made safe by the substitution of new chords and braces where needed, until such time as they can be renewed.

The following statement shows the extent of renewals :

Three small Bridges rebuilt, at a cost of.....	\$1,200 00
Three large Bridges rebuilt, " "	4,090 00
Three large Bridges covered " "	1,320 00
400 yds. Masonry, in place of Wooden Abutments.....	2,000 00
Total	\$8,610 00

The three Bridges crossing the Wisconsin River, 2,200 feet, 1,500 feet, and 1,400 feet in length, respectively, already require such extensive repairs, that it would be economy to renew them. The substitution of masonry in place of the piles and wooden cribs on which they now rest, was commenced this season. The foundations have been prepared, most of the stone quarried, and one pier finished, for the first bridge. This renewal must be pushed as rapidly as the water in the river will allow, as the piles, without renewal, cannot be trusted much longer.

The expenditures in this department must continue heavy, until these renewals are done.

REPAIRS OF FENCES.

The Expenditures for Repairs of Fences, for the year

1862 have been.....	\$3,131 22
Same for the year 1861 were.....	14,604 00
Decrease in 1862	\$11,472 78

960 rods of new fence have been built during the year, and 4,823 rods of old fence have been replaced with new.

REPAIRS OF BUILDINGS.

The Expenditures for Repairs of Buildings, for the

year 1862 have been.....	\$14,645 69
Same for the year 1861 were.....	26,552 70
Decrease in 1862	\$11,907 01

The various buildings on the Road have been kept in good repair, and the following new ones erected :

Station at Juda.....	\$928 24
Brick Water House at Watertown Junction.....	827 91
Wood Water House at Edgerton.....	520 05

Joint Freight House at Milton Junction, (one-half cost)	332 99
New Office at Machine Shop, Milwaukee.....	260 00
Machinery and refitting Car Shop at Prairie du Chien,	795 68
Extension to Station and Eating House at Madison...	1,789 34
Extension to Freight House and Office for Northern Transportation Co. at Milwaukee.....	547 57
Total	<u>\$6,001 78</u>

Ten per cent. on the cost of the extension to house at Madison, is paid as additional rent by the lessee.

The Car Shop at Milwaukee not being large enough for economical repairs of cars, the machine shop at Prairie du Chien has been taken for additional facilities, and a stationary engine, with the necessary machinery for building and repairing cars, put in, costing as above stated.

REPAIRS OF LOCOMOTIVES.

The Expenditures for Repairs of Locomotives for the year 1862 have been.....	\$60,963 62
Same for the year 1861 were.....	51,429 41
Increase in 1862.....	<u>9,534 21</u>

The equipment has been increased this year, by re-building two of the old engines not in use for some years; the Waukesha, now No. 7, at a cost of \$6,098 81; and the Palmyra, now No. 9, at a cost of \$7,642 08. The condition of the others has been improved by extensive repairs, and they are ready for immediate and economical use.

Three have had general repairs.

Four have had new driving wheels.

Eleven have had new tires.

Three have had new trucks.

Seven have had new tender frame and wheels.

Sixteen have had new flue sheets.

Two have had new smoke-stacks.

Seven have had new springs.

The mileage of engines in 1862 was 823,642 miles.

Cost of repairs per mile, 7 41-100 cents.

The mileage of engines in 1861 was 834,269 miles.

Cost of repairs per mile, 6 16-100 cents.

The Company now have :

- 7 first class passenger engines.
- 28 first class freight engines.
- 4 second class freight engines, used for switching.
- 5 old engines, not in use for some years.

One of the latter, it is contemplated, to rebuild into a switching engine, the present year. One old engine, not worth re-building, has been broken up the last year and charged to stock of material.

REPAIRS OF CARS.

The Expenditures for Repairs of Cars, for the year

1862, have been.....	\$81,264 07
Same for the year 1861 were.....	59,862 05
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Increase in 1862.....	\$21,402 02

Three passenger cars having been destroyed by accident, on a connecting road, that part of the car equipment has been reduced that number. The number still owned by the Company, being ample for that branch of our business, it has been deemed advisable to put the money received for them into freight cars. The amount has therefore been placed to the credit of "Car Reserve Account," until the freight cars are built or purchased. The stock of passenger cars has been much improved by repairs and renewals.

Three passenger cars have been rebuilt and made equal to new ones.

Six have had new trucks, with elliptic springs in place of rubber, and have been re-painted and varnished.

Three have been re-painted and varnished.

One baggage car has been re-built.

Two second class cars have been re-painted and varnished.

Two baggage cars have been re-painted.

The stock of freight cars having been on the Road an average of eight years, the repairs are exceedingly heavy. The repairs and renewals this season, have materially improved their condition and increased the equipment.

30 new freight cars have been purchased at a cost, delivered at Janesville, of \$19,477 50.

18 new freight cars have been built at the shops of the Company, in Milwaukee, at a cost of \$11,340 00.

11 old cars have been rebuilt.

50 old cars have had new trucks.

- 40 old cars have been re-roofed with Winslow's patent iron roof.
 54 old cars have been re-roofed with double board roof.
 66 old cars have been re-painted.
 804 new wheels have been substituted for defective ones during the year.

All of these repairs, renewals and new cars, are included in the expenditures for repairs of cars.

The following statement shows the car equipment of the road :

- 28 first class passenger cars.
 4 second class passenger cars.
 11 baggage cars.
 461 box freight cars.
 100 flat freight cars.
 35 gravel cars.
 24 ditching cars.
 46 hand cars.

REPAIRS OF TOOLS AND MACHINERY.

The Expenditures for Repairs of Tools and Machinery, for the year 1862, have been.....	\$6,425 91
Same for the year 1861 were.....	9,331 83
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Decrease in 1862.....	\$2,905 92

The expenditures for repairs and renewals in the above items, exceed those of 1861 by \$55,782 12, and explain the increased cost of operation for this year as compared with last. The necessity of these renewals was imperative. The time that the wooden structures, ties and iron, renewed this year, have been in use, exceeds that generally considered as the duration of the superstructure of a road. The embarrassed state of the affairs of the Milwaukee and Mississippi Railroad Company, during the last few years of its existence, necessarily prevented such renewals as were requisite to balance the annual depreciation of the superstructure ; which consequently adds proportionately to our expenditures, until we shall have made good the depreciation of these years.

Detailed statements of the operation of the Road, and movement of freight and passengers will be found in the tables annexed.

It gives me pleasure to say that the officers, agents and employes generally, have labored zealously for the best interests of the Road, and performed their duties promptly and satisfactorily.

Respectfully,

J. C. SPENCER,

General Manager.

MILWAUKEE, Jan. 20, 1863.

OPERATION OF THE ROAD,

FOR THE YEAR 1862.

EARNINGS.

From Freight,.....	\$855,901	80
From Passengers,..	257,027	00
From Mails and Rents,	50,805	45
		<hr/>
Gross Earnings,.....	\$1,163,734	25
Operating Expenses,.....	748,993	44
		<hr/>
Net Earnings,.....	\$414,740	81

EXPENSES.

REPAIRS OF ROAD.

Repairs of Track :		
Labor,.....	\$95,059	35
Material,.....	124,292	76
		\$219,352 11
Repairs of Bridges :		
Labor,.....	11,486	09
Material,.....	5,355	17
		16,841 26
Repairs of Fences :		
Labor,.....	1,353	36
Material,.....	1,777	86
		3,131 22
Repairs of Buildings :		
Labor,.....	7,966	11
Material,.....	6,679	58
		14,645 69
		<hr/>
		\$253,970 28

REPAIRS OF MACHINERY.

Repairs of Locomotives :		
Labor,.....	\$42,460	05
Material,.....	18,503	57
		\$60,963 62
Repairs of Cars :		
Labor,.....	35,728	33
Material,.....	45,535	74
		81,264 07
Repairs of Tools and Machinery :		
Labor,.....	3,491	92
Material,.....	2,933	99
		6,425 91
		<hr/>
		\$148,653 60

OPERATION OF THE ROAD,

FOR THE YEAR 1862.

EXPENSES.—Continued.

OPERATING THE ROAD.

Management and General Offices,.....	\$26,880	88	
Foreign Agency and Advertising,.....	12,352	60	
Station Service,	74,522	35	
Stationery,.....	4,803	86	
Conductors, Baggage-men and Brakemen,...	28,869	72	
Train and Station Supplies,.....	7,591	00	
Engineers, Firemen and Wipers,.....	46,610	93	
Oil and Waste,.....	13,564	02	
Fuel,.....	65,414	43	
Damage to Property,.....	923	20	
Loss and Damage of Freight and Baggage,	6,171	06	
Personal Injuries,.....	1,887	25	
Legal Expenses,.....	3,727	96	
Mississippi River Ferry,.....	15,239	56	
Car Service,.....	4,721	95	
Expenses of New York Office,.....	2,246	61	
Patents,	264	00	
Miscellaneous Expenses,.....	866	88	
			<u>\$316,658 26</u>

OTHER EXPENSES.

Taxes and Insurance,.....	\$24,364	87	
Right of Way,.....	527	50	
Steamboat Ways, at Prairie du Chien,	1,598	82	
United States Excise Tax,.....	3,220	11	<u>\$29,711 30</u>
Total Expenses,.....	\$748,993	44	

TONNAGE AND REVENUE OF FREIGHT

FORWARDED FROM AND RECEIVED AT THE SEVERAL STATIONS DURING THE YEAR, 1862.

STATIONS.	FORWARDED.						RECEIVED.	
	EASTWARD.		WESTWARD.		TOTAL.		TOTAL.	
	Tons.	Revenue.	Tons.	Revenue.	Tons.	Revenue.	Tons.	Revenue.
Milwaukee, Way,			37,202	84,688 86	37,202	84,688 86	106,686	342,547 78
Milwaukee, Thro.,			9,507	39,495 81	9,507	39,495 81	75,788	247,980 34
Junction,	10	6 25			10	6 25	61	300 04
Waukeaha,	2,808	2,807 30	302	981 58	3,110	3,788 88	2,085	2,384 27
Genesee,	1,046	1,505 22	33	68 90	1,079	1,574 12	415	514 04
North Prairie,	3,769	5,345 46	3	21 41	3,772	5,366 87	718	828 80
Eagle,	3,398	5,726 48	35	172 06	3,428	5,898 54	1,057	1,418 20
Palmyra,	2,408	5,019 08	81	271 10	2,484	5,290 18	567	1,029 06
Whitewater,	8,410	20,605 70	800	2,606 49	9,210	23,212 19	5,539	10,822 02
Lima,	435	1,175 40	13	64 08	448	1,239 48	70	156 58
Milton,	558	1,599 77	26	105 84	579	1,705 61	293	562 05
Milton Junction,	88	183 14	640	1,528 00	728	1,711 14	162	383 81
Janesville, Way,	11,947	29,677 46	7,235	16,057 93	19,232	45,735 39	11,839	21,634 21
Janesville, Thro.,			6,361	24,638 80	6,361	24,638 80	23,497	53,989 00
Hanover,	128	371 47	44	97 83	172	469 30	334	1,037 16
Orford,	843	2,455 58	3	17 29	846	2,472 87	150	248 80
Brodhead,	4,818	12,775 39	17	77 65	4,835	12,853 04	2,585	3,415 40
Juda,	2,134	6,238 90	16	24 26	2,150	6,263 16	510	998 23
Monroe,	9,607	26,708 06	142	381 56	9,749	27,084 62	3,138	7,914 45
Edgerton,	3,428	9,347 22	605	522 74	4,033	9,869 96	1,952	2,705 61
Stoughton,	6,496	20,424 46	98	234 53	6,589	20,658 99	2,767	4,673 65
McFarland,	1,815	6,562 35	7	40 81	1,822	6,603 16	618	990 37
Madison,	15,882	60,234 75	498	1,605 26	16,375	61,840 01	17,359	38,389 06
Middleton,	2,049	8,679 26	21	31 75	2,070	8,711 01	230	686 91
Cross Plains,	2,208	8,837 49	14	45 39	2,217	8,882 88	517	1,647 07
Black Earth,	3,006	12,748 53	9	47 07	3,015	12,795 60	469	1,696 66
Mazomanie,	7,011	24,848 42	52	213 21	7,063	25,061 63	1,930	7,238 34
Arena,	3,590	11,709 19	23	50 95	3,613	11,760 14	460	1,569 61
Spring Green,	2,188	9,327 36	44	100 36	2,232	9,427 72	212	1,048 18
Lone Rock,	2,405	10,650 11	63	145 41	2,468	10,795 52	638	3,572 83
Avoca,	2,002	11,439 16	192	304 63	3,194	11,743 79	1,072	5,144 81
Muscoda,	1,217	4,352 68	53	83 93	1,270	4,436 66	263	1,476 08
Boscobel,	5,817	24,625 52	34	69 44	5,851	24,694 96	1,057	5,091 37
Wauzeka,	867	1,138 05	201	63 03	568	1,201 08	150	568 61
Bridgeport,	3,061	11,224 69	19	19 38	3,080	11,244 07	212	1,214 33
Pra. du Ch'n, Way,	2,708	10,208 79			2,708	10,208 79	1,092	5,142 03
Pra. du Ch'n, Thro,	99,285	301,969 84			99,285	301,969 84	15,868	64,184 61
Total Way,	118,632	369,058 69	48,565	110,692 73	167,197	479,746 42	167,197	479,746 42
Total Thro.,	99,285	301,969 84	15,868	64,184 61	115,153	366,108 95	115,153	366,108 95
Total,	217,917	671,028 03	64,433	174,827 34	282,350	845,855 37	282,350	845,855 37

NUMBER AND REVENUE OF PASSENGERS CARRIED FROM AND TO THE SEVERAL STATIONS DURING THE YEAR 1862.

STATIONS.	FROM.						TO		
	EASTWARD.		WESTWARD.		TOTAL.		TOTAL.		
	No.	Revenue.	No.	Revenue.	No.	Revenue.	No.	Revenue.	
Milwaukee, Way			20,532	29,222 98	20,532	29,222 98	18,075	26,237 58	
Milwaukee, Thro			1,474	6,424 80	1,474	6,424 80	1,527	7,323 91	
Wauwatosa,	469	75 81	199	220 48	668	296 29	1,292	470 39	
Elm Grove,	627	166 95	164	122 18	791	289 13	986	375 84	
Junction,	283	125 16	694	471 91	977	597 07	1,297	798 45	
Forest House,	54	27 55	11	8 60	65	36 15	23	16 70	
Waukesha,	6,888	3,888 18	2,044	2,561 48	8,932	5,949 66	8,995	5,747 73	
Genesee,	1,140	744 93	290	306 93	1,430	1,051 86	1,448	1,079 31	
North Prairie,	947	676 54	327	312 40	1,274	988 94	1,186	900 29	
Eagle,	1,512	1,887 55	992	947 21	2,504	2,334 76	2,522	2,290 69	
Palmyra,	1,166	1,045 26	1,203	937 50	2,369	1,982 76	2,355	1,927 25	
Whitewater,	2,859	3,110 34	2,590	2,545 33	5,449	5,655 67	5,648	5,888 15	
Lima,	278	195 50	325	232 73	603	428 23	583	353 04	
Milton,	825	846 87	1,430	843 92	2,255	1,690 29	2,182	1,730 75	
Milton Junc., Way, ..	1,351	1,262 88	3,392	11,083 80	9,743	12,346 68	4,171	5,246 44	
Milton Junc. Thro.				3,416	11,893 40	3,416	11,893 40		
Janesville, Way,	3,500	4,082 22	6,436	6,750 05	9,936	10,832 27	15,047	20,555 75	
Janesville, Thro.							3,852	15,157 58	
Hanover,	497	152 ²⁶	766	464 03	1,173	616 29	1,507	887 23	
Orford,	864	381 06	197	193 16	1,061	574 22	1,014	496 12	
Brodhead,	2,044	1,339 83	599	520 20	2,643	1,860 03	2,695	1,862 51	
Juda,	593	439 63	310	222 35	903	661 98	868	626 91	
Monroe,	2,657	2,883 28	172	570 40	2,829	3,453 68	2,897	3,532 47	
Edgerton,	1,293	1,012 23	663	696 73	1,956	1,708 96	2,056	1,641 44	
Stoughton,	1,341	1,526 00	1,595	1,402 84	2,936	2,928 84	3,223	3,161 75	
McFarland,	164	169 80	552	201 81	716	371 61	716	390 16	
Madison,	11,835	19,512 30	7,981	10,024 54	19,816	29,536 84	21,262	30,630 21	
Middleton,	573	305 69	301	244 29	874	549 98	691	409 99	
Cross Plains,	1,308	751 05	301	244 79	1,609	995 84	1,654	950 26	
Black Earth,	1,344	1,095 55	812	553 23	2,156	1,648 78	2,063	1,449 80	
Mazomanie,	3,035	3,224 35	1,131	1,053 24	4,166	4,277 59	4,927	4,135 03	
Arena,	1,025	1,143 64	472	393 15	1,497	1,536 79	1,422	1,364 75	
Spring Green,	1,039	845 26	392	293 75	1,430	1,139 01	1,340	1,003 44	
Lone Rock,	1,731	3,024 64	832	307 83	2,113	3,332 47	2,007	2,951 49	
Avoca,	662	1,009 00	415	317 57	1,077	1,326 57	1,020	1,306 79	
Muscoda,	644	1,116 07	432	334 84	1,076	1,450 91	1,000	1,323 10	
Boscobel,	1,201	2,766 94	1,217	792 40	2,418	3,559 34	2,393	3,326 63	
Wauzeka,	451	499 44	512	261 57	963	761 01	920	631 11	
Wright's Ferry,	30	22 80	87	26 60	117	49 40	136	76 50	
Bridgeport,	233	532 33	237	48 50	470	580 83	398	423 44	
Pra. du Ch'n, Way, ..	4,908	12,057 68			4,908	12,057 68	5,116	12,467 33	
Pra. du Ch'n, Thro.	5,379	22,481 49			5,379	22,481 49	4,890	18,318 20	
Total Way,	61,280	72,946 07	65,155	75,735 27	126,435	148,681 84	126,435	148,681 84	
Total Thro.,	5,379	22,481 49	4,890	18,318 20	10,269	40,799 69	10,269	40,799 69	
Total,	66,659	95,427 56	70,045	94,053 47	136,704	189,481 03	136,704	189,481 03	

MOVEMENT AND REVENUE OF FREIGHT,

MONTHLY, DURING THE YEAR 1862.

EASTWARD.

	WAY.		THROUGH.		TOTAL.	
	Tons.	Revenue.	Tons.	Revenue.	Tons.	Revenue.
JANUARY,	8,504	\$ 32,393 38	5,684	\$ 25,977 92	14,188	\$ 58,371 30
FEBRUARY,	6,248	22,127 56	3,349	16,431 22	9,596	38,558 78
MARCH,	3,626	11,538 73	1,179	4,894 25	4,805	16,432 98
APRIL,	3,601	10,253 79	5,677	15,839 31	9,278	26,093 10
MAY,	14,768	44,161 35	14,573	43,945 79	29,341	88,107 14
JUNE,	17,659	57,813 62	17,353	45,175 72	35,012	102,989 34
JULY,	12,568	38,755 31	7,884	20,956 15	20,451	59,711 46
AUGUST,	8,043	24,412 93	3,293	7,198 04	11,336	31,610 97
SEPTEMBER,	9,999	30,708 08	9,270	26,196 14	19,270	56,904 22
OCTOBER,	14,723	42,492 43	18,065	56,507 30	32,788	93,999 73
NOVEMBER,	10,997	30,467 62	11,795	37,794,41	22,792	68,262 03
DECEMBER,	7,896	23,923 89	1,163	1,053 09	9,060	24,976 98
TOTAL,	118,632	\$369,053 69	99,285	\$301,969 34	217,917	\$671,023 03

WESTWARD.

	WAY.		THROUGH.		TOTAL.	
	Tons.	Revenue.	Tons.	Revenue.	Tons.	Revenue.
JANUARY,	1,741	\$ 4,376 28	275	\$ 1,148 26	2,016	\$ 5,524 54
FEBRUARY,	2,363	5,104 22	286	1,420 33	2,650	6,524 55
MARCH,	2,980	6,369 71	252	1,355 52	3,232	7,725 23
APRIL,	2,898	7,609 11	1,259	5,925 46	4,157	13,534 57
MAY,	5,414	12,208 84	1,870	8,514 62	7,284	20,723 46
JUNE,	4,902	11,462 70	1,741	6,614 65	6,642	13,077 35
JULY,	5,853	12,265 97	2,093	7,089 37	7,946	19,355 34
AUGUST,	3,632	8,234 07	1,100	5,325 01	4,732	13,559 08
SEPTEMBER,	4,998	10,918 23	1,792	6,776 99	6,789	17,695 22
OCTOBER,	5,187	12,140 88	2,462	9,977 21	7,649	22,118 09
NOVEMBER,	4,785	11,665 19	2,320	8,764 04	7,106	20,429 23
DECEMBER,	3,762	8,337 53	418	1,223 15	4,180	9,560 68
TOTAL,	48,565	\$110,692 73	15,868	\$64,184 61	64,433	\$174,827 34

MOVEMENT AND REVENUE OF PASSENGERS, MONTHLY, DURING THE YEAR 1862.

EASTWARD.

	WAY.		THROUGH.		TOTAL.	
	No.	Revenue.	No.	Revenue	No.	Revenue.
JANUARY,	3,948	\$ 4,424 92	120	\$ 579 91	4,068	\$ 5,004 83
FEBRUARY,	3,082	3,714 70	136	629 29	3,218	4,343 99
MARCH,	4,369	4,723 59	135	647 09	4,504	5,370 68
APRIL,	4,694	4,917 77	390	1,680 40	5,084	6,598 17
MAY,	4,096	5,148 90	556	2,194 30	4,652	7,343 20
JUNE,	4,728	5,962 92	593	2,268 79	5,316	8,231 71
JULY,	7,736	7,505 55	589	2,120 18	8,275	9,625 73
AUGUST,	6,579	8,149 95	536	2,295 44	7,115	10,445 39
SEPTEMBER,	6,086	7,859 51	765	3,160 17	6,801	11,019,63
OCTOBER,	5,685	7,573 50	814	3,227 36	6,499	10,800 86
NOVEMBER,	5,070	6,841 41	522	2,249 43	5,592	9,090 84
DECEMBER,	5,262	6,123 35	273	1,429 13	5,535	7,552 48
TOTAL,	61,280	\$72,946 07	5,379	\$22,481 49	66,659	\$95,427 56

WESTWARD.

	WAY.		THROUGH.		TOTAL.	
	No.	Revenue.	No.	Revenue.	No.	Revenue.
JANUARY,	4,146	\$ 4,586 89	137	\$ 613 95	4,283	\$ 5,200 84
FEBRUARY,	3,327	3,890 89	144	651 70	3,471	4,542 59
MARCH,	4,679	5,071 58	171	765 23	4,850	5,836 81
APRIL,	5,114	5,339 45	409	1,624 16	5,523	6,963 61
MAY,	4,502	5,673 47	667	2,343 73	5,169	8,022 20
JUNE,	5,127	6,195 93	551	2,069 88	5,678	8,265 81
JULY,	8,712	8,672 54	701	2,151 13	9,413	10,823 67
AUGUST,	6,672	7,869 76	554	1,928 33	7,226	9,798 09
SEPTEMBER,	6,108	7,555 72	423	1,723 11	6,536	9,278 83
OCTOBER,	5,917	7,919 19	582	2,247 13	6,499	10,166 32
NOVEMBER,	5,253	6,720 96	345	1,435 79	5,598	8,156 75
DECEMBER,	5,598	6,233 89	201	764 06	5,799	6,997 95
TOTAL,	65,155	\$75,735 27	4,890	\$18,318 20	70,045	\$94,053 47

ABSTRACT OF COMMODITIES OF FREIGHT TRANSPORTED EASTWARD DURING THE YEAR 1862.

Forwarded From	Flour,	Wheat,	Rye,	Barley,	Oats,	Corn,	Potatoes,	Beans,	Grass Seed,	Hay,	Dressed Hogs,	Eggs,	Butter,	Lard,	Tallow,	Wool,	Hides,
Waukesha.....	1,980	53,136	542	.....	22	.....	525	120	205	.....	18,490	780	9,540	70	.....	74,430	13,130
Geneseo.....	1,624	27,072	2,661	.....	70	.....	389	88	.....	.....	22,865	4,023	12,834	1,878	.....	2,113	3,047
North Prairie.....	69	80,489	27,438	.....	1,411	.....	1,230	49	35	.....	63,183	9,772	16,819	514	.....	23,669	11,771
Eagle.....	6,829	68,412	3,533	2,487	2,113	1,011	3,744	377	14	.....	60,650	3,608	16,885	400	585	13,739	10,549
Palmyra.....	1,257	43,626	12,700	1,111	1,368	2,211	4,567	342	13	.....	46,810	13,665	8,095	305	.....	26,491	24,555
Whitewater.....	3,441	213,522	3,822	3,398	3,121	783	94	686	619	79	4,000	13,290	385,220	4,370	61,989	65,634	65,634
Lima.....	1	12,471	194	383	707	219	8	95	.....	.....	13,118	4,830	3,372	.....	15	.....	886
Milton.....	.....	14,641	.....	233	3,205	64	131	193	.....	.....	12,078	9,862	14,637	810	696	.....	4,822
Milton Junction.....	4	.....	.....	.....	.....	.....	.....	.....	.....	.....	183,309	5,386	200	800	7,650	21,930	202,790
Janesville.....	385	349,312	11,335	2,637	17,031	7,528	.....	.....	.....	.....	350	.....	475	.....	.....	.....	1,135
Hanover.....	3	3,102	340	.....	821	347	.....	.....	.....	.....	21,696	13,160	3,922	175	.....	.....	585
Orford.....	.....	16,211	863	.....	6,963	6,583	108	2	1,883	.....	314,497	38,900	66,587	6,545	3,310	22,422	31,960
Broadhead.....	3,662	73,727	20,223	3,587	23,641	11,050	64	321	.....	.....	138,922	9,940	13,256	3,760	.....	.....	5,117
Juda.....	116	38,362	1,270	346	10,436	3,248	.....	7	24	.....	1,330,238	88,170	183,185	27,270	11,514	28,339	8,125
Monroe.....	6,606	142,544	1,824	943	32,324	3,321	16	615	3	.....	17,613	11,510	7,472	1,785	200	9,564	98,721
Edgerton.....	1,612	94,659	590	590	321	.....	.....	676	27	.....	106,185	4,780	1,990	.....	2,370	16,178	34,295
Stoughton.....	3,174	196,089	185	150	316	10	14	216	.....	.....	54,439	3,740	.....	.....	.....	.....	38,817
McFarland.....	.....	59,170	.....	113	24	.....	.....	.....	.....	.....	676,085	.....	5,912	13,950	72,245	960	7,285
Madison.....	739	471,575	.....	.....	.....	.....	10	594	.....	.....	21,072	.....	40	.....	.....	.....	269,030
Middleton.....	2,799	58,217	38	.....	.....	.....	223	8	.....	.....	162,156	10,621	12,086	280	.....	.....	5,968
Cross Plains.....	3,558	54,500	.....	1,326	2,416	.....	.....	.....	.....	.....	329,826	2,510	17,208	2,582	.....	.....	12,703
Black Earth.....	2,198	76,274	.....	46	200	.....	180	19	.....	.....	483,731	5,625	40,789	5,486	.....	.....	15,112
Mazomanie.....	31,852	81,846	85	235	1,772	130	257	413	170	.....	397,578	2,730	8,300	5,890	5,921	12,141	90,981
Arena.....	13,969	51,844	.....	.....	1,566	.....	543	9	.....	.....	224,628	5,216	9,143	1,927	.....	.....	13,212
Spring Green.....	957	59,609	1,065	582	3,184	.....	94	9	.....	.....	398,480	12,000	7,840	7,860	1,555	10,786	10,786
Lone Rock.....	1,047	36,967	2,624	177	923	713	58	207	120	.....	461,900	3,300	6,357	688	694	1,900	7,950
Avoca.....	7,818	30,079	1,407	384	6,300	.....	169	78	.....	.....	175,632	390	1,867	625	.....	.....	18,694
Muscoda.....	1,113	12,513	.....	.....	170	.....	57	81	6	.....	492,796	2,012	3,987	4,105	.....	.....	10,091
Boscobel.....	1,001	120,464	.....	485	4,478	.....	.....	281	.....	.....	38,301	.....	.....	.....	.....	.....	18,694
Waubesa.....	774	2,260	.....	.....	.....	.....	.....	.....	.....	.....	38,301	.....	.....	.....	.....	.....	10,091
Waupaca.....	332	74,279	.....	969	1,365	.....	.....	20	28	.....	318,100	.....	.....	.....	.....	.....	7,374
Bridgeport.....	55,827	2,784,812	.....	17,831	1,997	.....	350	853	877	.....	6,438,442	29,670	501,290	395,380	77,540	8,230	7,374
Prairie du Chien.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	806,122
Total.....	154,807	5,409,164	100,842	37,111	133,864	35,915	13,745	6,525	3,511	92	13,023,846	297,004	991,624	863,163	187,155	412,329	1,867,027

ABSTRACT OF COMMODITIES OF FREIGHT TRANSPORTED EASTWARD DURING THE YEAR 1862—Continued.

Forwarded From	Pork and Beef, Hbbs.	HigHwines, Hbbs.	Horses, No.	Horned Cattle, No.	Hogs, No.	Sheep, No.	Lumber, Feet.	Hoop Poles, No.	Stones, Tons.	Brick, No.	Pig Iron, Lbs.	Lead, Lbs.	Merchandise, Lbs.	Machinery, Lbs.	Agricultural Implements, Lbs.	Miscellaneous, Lbs.
Waukesha.....	28			3	313	8	17,500		739							136,685
Genesee.....				4			240		52					3,210		17,587
North Prairie.....	11				1,199	20	13,000						400		10,000	53,133
Engle.....				60	717	13								1,000		86,043
Palmyra.....			4	85	1,014	160									2,260	63,249
Whitewater.....			1	9		80									49,935	1,862,802
Lima.....	11												54		1,000	30,064
Milton.....	9		1	25			5,000						18,485	300	31,147	75,981
Milton Junction.....	4	50	3		53	255				20,000			598,405	16,080	174,675	174,675
Janesville.....																7,678
Hanover.....	5												365	1,950	180	8,672
Orford.....	4		2	16	1,171		12,700						2,500	22,950	1,200	161,047
Brodhead.....	1			7	145	3,623	8,000	120,000					925	1,200	25,193	25,193
Juda.....	10		28	470	6,347	70	88,666	460,000					1,530		22,220	17,615,67
Monroe.....			4	58	1,383					60,200						183,351
Edgeron.....	20			30	1,768									80	7,400	78,556
Stoughton.....	12				49											3,935
McFarland.....			32	98	664				2				1,502,810	3,300	135,480	8,139
Mesison.....													100			14,962
Middletown.....	291			15	59								9,677		13,360	14,846
Cross Plains.....				114	618									1,150	920	1,103,882
Black Earth.....				2	183	705	32,000				1,000	10,700		2,645	4,480	32,064
Mazonianie.....	1		3	66	222							500,758	100	230		55,520
Arena.....																164,360
Spring Green.....	72			4	761	2,343	6,000				2,400		180	9,138		
Lone Rock.....				4	684	679						647,300			7,512	56,768
Avoca.....	47		2	714	1,104	7,200							16,116	1,480	72,370	72,370
Muscoda.....			3	1,427	5,176	240							2,490	1,420	94,286	94,286
Boscobel.....				362	176	3,000			4,880							107,737
Wauzeka.....					482				680							21,140
Bridgeport.....	1,413	130	46	7,199	7,845							132,970	531,075	230	61,870	796,015
Prairie du Chien.....						606	193,546	580,000	5,753	60,200	23,400	1,291,788	2,681,718	41,813	411,684	7,273,533
Total.....	1,940	227	142	12,462	38,048	606	193,546	580,000	5,753	60,200	23,400	1,291,788	2,681,718	41,813	411,684	7,273,533

ABSTRACT OF COMMODITIES OF FREIGHT TRANSPORTED WESTWARD DURING THE YEAR 1862.

Forwarded From	Merchandise, Lbs.	Machinery, Lbs.	Agricult' Im- plements, Lbs.	Miscellaneous, Lbs.	Lumber, Feet.	Shingles, M.	Lath, Feet.	Posts, No.	Staves & Head- ings, No. & P'ces.	Hoops, No.	Coal, Tons.	Pig Iron, Lbs.	Bricks, No.	Salt, Bbls.	Water Lime, Cement & Plas- ter, Bbls.	Hightines, Bbls.	Flour, Bbls.	Empty Bbls., No.	Horses, No.	Horned Cattle, No.	Sheep & Hogs, No.
Milwaukee...	267,323,870	107,730	954,950	1,227,300	8,865,206	4,639	682,400	19,097	459,730	97,200	32,43	104,720	202,940	50,913	2,102	499	.....	25,648	49	4	4
Waukesha...	3,300	6,250	131,150	6,250	.....	.....	.....	.....	120,000	.....	.....	.....	.....	918	.....	.....	.....	7	2	7	111
Genesee...	105	2,620	14,553	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	166	.....	.....	.....	.....	.....	.....	.....
North Prairie	465	900	5,170	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Engle...	24,550	10,770	56,123	9,500	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Palmyra...	.....	5,525	82,276	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Whitewater.	.....	470,650	821,384	18,550	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lima...	.....	60	2,825	23,280	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milton...	.....	5,300	38,278	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milton June.	137,148	4,259	84,838	196,285	179,748	185	11,000	.....	21,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Janesville...	16,258,098	61,840	1,508,750	1,351,064	1,292,257	788	234,850	.....	120,000	.....	.....	22,150	.....	2,254	.....	.....	.....	.....	.....	.....	.....
Hanover...	4,350	1,800	66,720	7,526	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Oxford...	.....	.....	.....	5,460	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Brookfield...	.....	.....	6,800	19,236	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Juda...	.....	.....	1,000	4,120	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Monroe...	1,820	.....	1,000	30,780	42,850	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Edgerton...	1,220	.....	9,440	107,179	22,500	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Stoughton...	4,130	.....	12,760	113,475	13,000	.....	.....	.....	.....	.....	.....	.....	216,850	.....	.....	.....	.....	.....	.....	.....	.....
McFarland...	.....	.....	.....	12,110	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Madison...	659,816	4,120	202,568	11,160	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Middleton...	.....	1,200	1,230	12,400	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cross Plains...	.....	.....	.....	28,827	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Black Earth...	9,189	.....	1,015	6,710	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mazomanie...	.....	23,565	11,900	57,358	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Arena...	1,600	1,000	2,720	9,323	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Spring Green	1,212	.....	13,000	69,700	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lone Rock...	.....	150	2,400	118,870	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Avoca...	.....	.....	11,480	202,186	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Muscoda...	1,650	6,065	.....	100	92,086	12	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Boscobel...	.....	.....	5,200	133,987	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wauzeka...	.....	.....	.....	500	66,730	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bridgeport...	.....	.....	.....	36,948	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total...	43,842,683	201,879	3,402,371	5,038,710	10,525,011	5,624	938,250	19,437	700,730	97,200	32,43	126,870	423,290	52,016	3,189	1,567	883	26,609	157	123	726

STATEMENT OF EARNINGS,

MONTHLY, FOR THE YEAR 1862.

	Freight.	Passengers.	Mails and Rents.	Total.
JANUARY,	\$ 64,478 03	\$ 15,126 35	\$ 4,299 17	\$ 83,903 55
FEBRUARY,	45,690 78	13,192 33	4,023 56	62,906 67
MARCH,	24,887 85	18,015 99	4,106 03	47,009 87
APRIL,	40,414 92	16,766 12	4,578 37	61,759 41
MAY,	109,603 23	16,371 73	4,243 05	130,218 01
JUNE,	122,001 98	18,810 39	4,103 05	144,915 42
JULY,	79,993 74	24,470 68	4,257 09	108,721 51
AUGUST,	46,103 35	25,799 09	4,260 36	76,162 80
SEPTEMBER,	75,483 78	29,979 30	4,197 74	109,660 82
OCTOBER,	122,017 76	28,036 93	4,314 20	154,368 89
NOVEMBER,	89,645 85	23,486 25	4,139 51	122,271 61
DECEMBER,	35,580 53	21,971 84	4,283 32	61,835 69
TOTAL,	\$ 855,901 80	\$ 257,027 00	\$ 50,805 45	\$ 1,163,734 25

MILEAGE AND REVENUE OF FREIGHT,

For the year 1862.

	TONS.	Tons Carried One Mile.	REVENUE.
Eastward,	217,917	28,277,478	\$671,023 03
Westward,	64,433	6,193,420	174,827 34
Total,	282,350	34,475,898	845,850 37
Express and Storage,			\$10,051 43
Total Freight Earnings,			\$855,901 80

MILEAGE AND REVENUE OF PASSENGERS,

For the year 1862.

	NUMBER.	No. Carried One Mile.	REVENUE.
Eastward,	66,659	3,075,824	\$95,427 56
Westward,	70,045	3,075,506	94,053 47
Total,	136,704	6,151,330	\$189,481 03
Ferry Passenger Earnings, ..			\$4,857 41
Military Service, Miscellaneous, &c.,			62,688 56
Total Passenger Earnings, ..			\$257,027 00

MILEAGE OF TRAINS, AND EXPENSES PER MILE RUN.

Passenger Trains,.....	296,441 miles.
Freight Trains,.....	436,372 “
Wood and Repair Trains,.....	90,829 “
	823,642

EXPENSES PER MILE,

Including Extraordinary Renewals.

Repairs of Road and Bridges,.....	28-67 cents.
“ “ Locomotives,.....	7-41 “
“ “ Cars,.....	7-51 “
Engineers, Firemen and Wipers,.....	5-66 “
Conductors, Baggage and Brakemen,.....	3-51 “
Fuel,	7-94 “
Oil and Waste,.....	1-65 “
Other Expenses,.....	26-24 “
	88-59

FREIGHT CAR MILEAGE.

Loaded going West,	1,487,240
“ “ East,.....	3,279,350
	4,766,590
Total of Loaded Cars,.. ..	4,766,590
Empty going West,.....	2,166,820
“ “ East,.....	380,335
	2,547,155
Total of empty cars,.....	2,547,155

VALUE OF SUPPLIES

ON HAND DECEMBER 31st, 1862.

Wood,.....	Cords,.....	13,965	\$27,930 00
Coal,.....	Tons;.....	85	543 88
Oil,.....	Gallons,...	931	868 21
Iron Rails, new,.....	Tons, gross,.....	5	285 00
Iron Rails, old,.....	Tons, net,.....	1,077	21,540 00
Chairs,.....	Number,.....	2,409	887 76
Spike,.....	Pounds,.....	26,731	879 65
Ties.....	Number,.....	4,615	1,153 75
Iron, unworked,.....	Pounds,.....	33,411	1,538 00
Iron worked and partly worked,...	“	104,906	9,069 70
Copper and Brass,.....	“	13,194	4,433 21
Lumber,.....	Feet,.....	780,541	11,497 09
Truck and Car Wheels,.....	Number.....	173	2,518 50
Steel and Steel Springs,.....	Pounds,.....	8,674	999 74
Engine, Car and Road Castings,...	“	53,532	1,680 20
Lumber, Posts & nails for fencing,.....			265 02
Paints and Oil,.....			1,091 53
Scrap Iron,.....	Pounds,.....	226,234	3,696 62
Other Materials,.....			5,629 12
Store-keeper's Stock,.....			3,674 48
Total,.....			<u>\$100,181 46</u>

COMPARATIVE STATEMENT OF THE EARNINGS OF THE ROAD,

COMMENCING WITH THE YEAR 1857, THE ROAD BEING COMPLETED IN MARCH, 1857.

	1857.	1858.	1859.	1860.	1861.	1862.	Comparison of 1862 with 1861.
JANUARY.....	\$ 28,401 28	\$ 48,181 44	\$89,790 42	\$87,519 70	\$ 54,245 81	\$ 88,808 55	\$29,657 74 Increase.
FEBRUARY ..	34,107 55	89,806 28	40,058 94	32,301 23	44,026 96	62,906 67	18,879 71 Increase.
MARCH	40,591 30	51,934 39	39,370 53	39,501 04	48,686 62	47,009 87	8,373 25 Increase.
APRIL	45,986 75	76,005 95	48,994 50	45,810 59	49,102 19	61,759 41	12,657 22 Increase.
MAY	81,478 88	60,737 82	59,312 00	59,082 30	112,265 44	180,218 01	17,952 57 Increase.
JUNE	118,443 49	103,689 50	52,392 84	48,797 80	141,771 08	144,915 42	3,144 39 Increase.
JULY.....	91,364 00	99,446 44	45,884 49	37,429 86	107,116 61	108,721 51	1,604 90 Increase.
AUGUST	80,784 09	66,137 02	40,386 30	60,228 07	90,462 73	76,162 80	14,299 98 Decrease.
SEPTEMBER..	128,007 99	106,904 38	104,878 71	139,761 43	184,725 85	109,660 82	25,065 03 Decrease.
OCTOBER.....	115,920 69	92,476 42	124,854 06	168,615 13	177,879 07	154,368 89	28,510 18 Decrease.
NOVEMBER..	81,093 93	63,350 56	86,270 92	90,899 96	130,184 04	122,271 61	7,912 43 Decrease.
DECEMBER ..	41,577 93	53,415 82	55,376 98	44,594 59	67,990 82	61,835 69	6,154 63 Decrease.
TOTAL.....	\$862,817 89	\$888,186 02	\$746,498 78	\$799,841 45	\$1,158,406 67	\$1,168,784 25	\$10,327 58 Increase.

SECRETARY'S REPORT.

SECRETARY AND TREASURER'S OFFICE,

MILWAUKEE, January 20, 1863.

*To the President and Directors of the Milwaukee and Prairie du
Chien Railway Company :*

GENTLEMEN :

The accompanying statements, marked severally "A," and "B," exhibit the condition of Income Account, and the affairs of the Company in General Account, December 31st, 1862, and are respectfully submitted.

Your obedient servant,

WM. TAINTOR,

Secretary and Treasurer.

[A.]
INCOME ACCOUNT.

CR.

DR.		CR.
To Operating Expenses for the year 1862.....	\$748,928 44	
“ Cost of Prairie du Chien Elevator	53,288 94	\$ 292,874 33
“ Cost of Extension of Track to Prairie du Chien Elevator.....	14,563 55	1,163,734 25
“ Paid for Real Estate.....	1,022 10	
“ Paid for Mil. & Miss. R. R. Co. under liens upon property.....	28,220 36	
“ Paid Dividend No. 1.....	156,264 00	5,623 44
“ Amount invested in Scrip First Preferred Stock and Bonds attached, and in other Preferred Shares of the Company, under Sec. A, Chap. 308, of Laws of Wisconsin, of 1860, viz.:		
In Scrip Stock and Bonds.....	\$51,738 75	
“ First Pref'd Stock (98 sh's)	7,763 74	
“ Sec'd Pref'd Stock (60 sh's)	3,420 00	
“ Amount of Interest for the year on outstanding Bonds.....	62,922 49	
“ Paid First Installment of Sinking Fund, due Oct. 1st, 1862.....	172,900 00	
“ Balance to new Account.....	13,000 00	
	211,057 14	
	<u>\$1,462,232 02</u>	
		By Balance Dec. 31st, 1861, as per last report.....
		“ Gross Earnings for the year 1862. From Freights..... \$855,901 80
		“ Passengers..... 257,027 00
		“ Mails and Rents..... 50,805 45
		“ Interest received on Loans, Discount on prepaid Coupons, and Premium on U. S. Demand Notes
		<u>\$211,057 14</u>
		By Balance Dec. 31, 1862.....
		<u>\$1,462,232 02</u>

[B.]
DR. GENERAL ACCOUNT, DEC. 31, 1862. CR.

General Property Account, Cost of Road.....	\$7,500,000 00		
Stock of Materials: Materials on hand.....	100,181 46		
Balances due from Agents, other Companies and Government.....	46,589 76		
On Freight and Passenger Accounts.....	\$15,097 84		
" Military Accounts.....	31,491 85		
U. S. Post Office Department on Account Transportation of Mails.....			
Cash.....	\$239,649 28		
" in Bank and on hand in Milwaukee.....	85,766 27		
			\$7,978,841 52
First Mortgage Bonds, amount outstanding.....			\$2,464,000 00
Original Issue was.....		\$2,556,000	
Deduct cancelled as per last Report.....	\$30,000		
" purchased and cancelled in 1862			
under Sec. 7, of Chap. 308, of		59,000	
Laws of Wis., of 1860.....			
" designated for purchase by Trusts			
of Sinking Fund.....	13,000		
".....		102,000	
First Preferred Stock.....			1,051,000 00
Original Issue was.....		\$1,095,400	
Deduct cancelled as per last Report.....	\$34,000		
" purchased and cancelled in 1862,			
under Sec. 7, Chap. 306, of Laws			
of Wisconsin, of 1860.....	9,800		
".....		44,400	
Second Preferred Stock.....			1,014,000 00
Original Issue was.....		\$1,086,800	
Deduct cancelled as per last Report.....	\$66,800		
" purchased and cancelled in 1862,			
under Sec. 7, Chap. 308, of Laws			
of Wis., of 1860.....	6,000		
".....		72,800	
Common Stock, total Issue.....			2,761,800 00
Sinking Fund.....			219,200 00
Convertible Property and Old Debts Account.....			141,286 59
Debts Payable.....			80,015 55
Due other Companies on Freight and Passenger			
Accounts.....	\$22,128 87		
Due other Companies on Military Accounts.....	9,396 04		
Unpaid Bills and Pay Rolls, principally for			
month of December, 1862.....	\$48,460 64		
Common Account, unpaid Coupons due January 1st, 1863.....			41,912 50
Car Reserve Account.....			3,263 58
Reserved Government Tax, 3 per cent. reserved from Coupons			1,826 16
prepared since 1st July, 1862.....			211,057 14
Income Account, Balance as per Statement "A".....			\$7,978,841 52

Wm. TAINTOR, Secretary and Treasurer.

TRANSFER AGENTS REPORT.

NEW YORK, January 2d, 1863.

*To the President and Directors of the Milwaukee & Prairie du
Chien Railway Company :*

GENTLEMEN:

I submit herewith, for your inspection, a report of the amount of capital stock cancelled since the organization of the Company, showing the balance outstanding January 1st, 1863, as appears by the stock ledger.

The entry made under date of May 10th, 1862, was an appropriation to the Trustees of the sinking fund, as a compromise on the wording of the mortgage, which requires "that the Company shall pay to the Trustees of the sinking fund such sums of money as shall amount to the difference between \$204,480, and the interest for each year on the outstanding bonds." This amount, provided no bonds had been cancelled previous to October 1st, 1862, would be in round numbers \$13,000 for six months. Owing, however, to the cancellation of \$86,000 by the purchase of first preferred scrip stock, and bonds, the amount due the Trustees would be for six months, \$15,790, an excess of \$2,790 over the amount otherwise due, namely: \$13,000. This excess of \$2,790 was therefore paid the Trustees, upon the condition that they should buy bonds, at market rates, and not at par, as they were entitled to. The Trustees accordingly surrendered to the Company \$3,000 of bonds, purchased and cancelled as agreed.

The remaining entries you will readily understand, as they are entries of preferred shares, purchased in accordance with the provisions of section 7, statutes of 1860, before said section was repealed by the Wisconsin Legislature.

Respectfully,

CHAS. P. WILLIAMS,

Transfer Agent.

DR. MILWAUKEE & PRAIRIE DU CHIEN RAILWAY CO., CAPITAL STOCK ACCOUNT. CR.

1862.

Jan. 1. To balance, as per President's last report, capital stock,.....	\$7,368,600
As follows, viz :	
Original issue, 1st pref'd scrip, stock and bonds..	\$2,556,000
Less am't cancelled 1861.	30,000
Original issue 1st pref'd stock.....	1,095,400
Less am't cancelled 1861.	34,600
Original issue 2d pref'd stock.....	1,086,800
Less am't cancelled 1861.	66,800
Original issue, common stock.....	2,761,800
	<u>\$7,368,600</u>

1862.

Jan. 22. By 1st preferred scrip stock, with mortgage bonds, purchased under provisions of Sec. 7, statutes of 1860, as follows, viz :	
“ “ \$7,000 a 86 1-8 per ct. entered at par.	\$7,000
“ “ 19,000 a 86 5-8 per ct. “	19,000
“ “ 16,000 a 87 per ct. “	16,000
April 7. “ 3,000 a 89 1-2 per ct. “	3,000
“ 9. “ 5,000 a 89 1-2 per ct. “	5,000
“ 19. “ 5,000 a 89 1-2 per ct. “	5,000
“ 22. “ 1,000 a 89 1-2 per ct. “	1,000
May 10. “ 2,790 approp'n made to purchase.	3,000
Sept. 3. “ 18,000 am't due sink fund, Oct. 1, '62.	13,000
April 24. “ 1st preferred stock purchased, viz :	
“ “ 90 shs a 79 per ct. entered at par.	\$9,000
May 1. “ 8 “ a 80 per ct. “	800
April 22. “ 2d preferred stock purchased, viz :	
“ 22. “ 30 shs a 56 3-4 per ct. entered at par.	\$3,000
“ 23. “ 30 “ a 57 per ct. “	3,000
Dec. 31. “ Balance forward, capital stock outstanding.	7,280,800
	<u>7,368,600</u>

1863.

Jan. 1. To balance brought forward, capital stock outstanding.....	\$7,280,800
To wit :	
Of 1st preferred scrip stock, with bonds.....	\$2,454,000
“ 1st preferred stock, full paid.....	1,051,000
“ 2d preferred stock, full paid.....	1,014,000
“ common stock, full paid.....	2,761,800

REPORT OF TRUSTEES
OF
MORTGAGE AND SINKING FUND.

NEW YORK, Dec. 31, 1862.

To the Milwaukee and Prairie du Chien Railway Company :

GENTLEMEN :

The undersigned, Trustees under the Mortgage Deed of Trust, made by you January 22d, 1861, respectfully report :

That during the year 1862 they have cancelled by purchase, at the market rate, \$3,000 of the bonds ; that they received \$2,790 with which to do this from the Company, by way of compromise of a question arising as to what amount was due the Trustees for the first payment to be made by the Company.

That they duly received from the Company, the payment due the Sinking Fund, Oct. 1st, 1862, \$13,000, and thereupon, as required by the Trust Deed, designated the following numbers for payment : 16, 395, 579, 600, 662, 1325, 1685, 1974, 1977, 2037, 2299, 2398, 2516, 2517. And have since that time paid \$6,500 of the bonds designated ; the holders of the other \$6,500 have not yet presented their bonds for payment.

Your President, L. H. Meyer, Esq., has shown to us \$56,000 of the Bonds cancelled by purchase of the 1st class preferred Scrip Stock, accompanied by the bonds, under Chapt. 308, Sec. 7 of the Statutes of 1860, State of Wisconsin.

The accompanying statement will show how the accounts stand.

W. SCHALL, by
A. GOETTEL, Att'y. } Trustees.
N. A. COWDREY. }

STATEMENT NO. 1.

The Milwaukee and Prairie du Chien Railway Company,
To W. Schall and N. A. Cowdrey, Trustees:

1861. DR.

January 22 To amount of Mortgage Bonds given for
purchase money, paid for Company's
property..... \$2,556,000

1862. CR.

January 1 By amount cancelled to date,\$30,000
May 14 " Bonds purchased by us, \$3,000
Oct. 1— " Bonds designated by us
for payment, 13,000
Dec. 31 " Bonds purchased and
cancelled by Company, 56,000
Total amount cancelled, 1862,.....\$72,000
Total amount cancelled, to date,... 102,000
Dec. 31 Balance due, as per Mortgage Deed,..... \$2,454,000

STATEMENT NO. 2.

United States Trust Co., New York,
In account with W. Schall and N. A. Cowdrey, Trustees:

1862. DR.

January 1 To balance, \$53 75
May 12 " Cash from release of disputed
land title, with J. A. Bing-
ham 105 00
" " " Installment on Sinking Fund,
by way of compromise,..... 2,790 00
" 14 " 3 Coupons, from bonds pur-
chased by us, collected,..... 105 00
Sept. 3 " Cash Paid by Company to Sink-
ing Fund,.....13,000 00
Dec. 16 " January Coupons collected on
\$6,500,..... 227 50
" 31 " Interest on balance of deposit,
80 16

\$16,361 41

1862.	CR.	
May 14	By \$3,000 Bonds purch'd at 94½c.,	\$2,846 25
Sept. 4	" \$2,000 Bonds paid by designation,	2,023 76
" 16	By \$500 Bonds paid by designation,	507 07
" 30	" \$1,000 " " " "	1,016 78
October 2	" \$2,000 " " " "	2,034 33
" 3	" \$1,000 " " " "	1,017 36
Dec. 31	" Expenses of Trust to date,.....	360 00
" "	" Balance, applicable to the payment of the remaining \$6,500 designated by us for payment.	6,555 86
		<u>\$16,361 41</u>

[Copy of Report filed with the Secretary of the State, as required by Law.]

ANNUAL REPORT
OF THE OPERATIONS OF THE
MILWAUKEE & PRAIRIE DU CHIEN
RAILWAY COMPANY.

Being a Railway Company in the State of Wisconsin, during the year ending on the thirty-first day of December, 1862, made to the Stockholders of said Company, in accordance with the provisions of Chapter 91, of the General Laws of 1858.

FIRST—The whole length of road in operation is 234 41-100 miles.
Single Track,..... 234 41-100 miles.
Double Track,None.

SECOND—The amount of Capital actually subscribed is \$7,500,000 00
Paid thereon,.....\$7,500,000 00
Unpaid.....None.

THIRD—The whole cost of the Road, is, (by purchase,) \$7,500,000 00

FOURTH—The amount of indebtedness is,..... \$2,535,341 71

AS FOLLOWS:

1st Mortgage Bond,.....	\$2,454,000 00
Insecured,.....	81,341 71
	\$2,535,341 71
The amount due the Corporation is.....	53,254 51

FIFTH—The number of passengers and the rate of fare is as follows:

Through Passengers, 10,269.	Rate per mile, 2-65 cts.
Way Passengers,.....126,435.	Rate per mile, 3-22 cts.

SIXTH—The amount received for transportation is as follows :

Passengers,.....	\$257,027 00
Mails,.....	21,562 56
Property,.....	855,901 80
	<u>\$1,134,491 36</u>

The amount received for Interest, is..... 5,623 44

The amount received from other sources
is, as follows :

Rents, \$29,242 89

Total Receipts earned, including interest received, \$1,169,357 69

SEVENTH—The amount of Freight,.....\$282,350 tons.

EIGHTH—The amount paid out and incurred for ex-
penses, &c., is \$1,327,049 50

AS FOLLOWS :

For repairs of the road,.....	\$239,324 59
Buildings,	14,645 69
Engines,	60,963 62
Cars,	81,264 07
Fuel,.....	65,414 43
Taxes,.....	27,584 98
Interest on 1st mort'ge bonds,	172,900 00
Wages of employes, \$409,933 37 which is included in the other items stated.	
For indebtedness,	138,797 11
For other purposes,.....	526,155 01
	<u>\$1,327,049 50</u>

Salaries paid to each officer exceeding \$1,000 00, and amount
of each are as follows :

President,.....	\$3,000 00
General Manager,.....	3,000 00
Superintendent,	3,000 00
Secretary & Treas. combined,	2,000 00

NINTH—The amount of loss to the company from casualty, \$1,887 25

TENTH—The number of dividends one.

Amount of dividends,.....\$156,264 00

When made? Declared January 10th, 1862.

In what manner paid? In cash.

ELEVENTH—The number of persons killed is seven. Passengers and others, four. Employes, three.

The number of persons injured, two. Passengers and others, one. Employes, one.

The cause of persons being killed, are as follows :

Two from getting on the train while in motion ; two from falling from top of cars ; one from jumping off engine ; two from walking on track.

The causes of persons being injured are, as follows :

One from getting on train while in motion ; one from putting arm out of car window.

TWELFTH—Of the foregoing accidents, none have arisen from carelessness or negligence of employes on the road.

STATE OF WISCONSIN, }
COUNTY OF MILWAUKEE. } ss.

We, William Taintor, Secretary and Treasurer, and William Jervis, Superintendent of the Milwaukee and Prairie du Chien Railway Company, do each of us solemnly swear, that the foregoing report has been made from the best sources of information at our disposal, and that the several matters therein set forth are correct and true, to the best of our knowledge, information and belief. So help us God.

WM. TAINTOR, *Secretary and Treasurer.*

WM. JERVIS, *Superintendent*

Sworn and subscribed to, before me, this 10th day of February 1863.

B. H. EDGERTON, Notary Public.

