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1866.

SIXTH ANNUAL REPORT

—OF THE—

Milwaukee and Pra. du Chien

RAILWAY COMPANY,

TO THE SHAREHOLDERS.

—ALSO,—

SECOND ANNUAL REPORT

—OF THE OPERATIONS OF THE—

McGREGOR WESTERN,

—AND THE—

Minnesota Central Railway Companies,

MILWAUKEE AND PRAIRIE DU CHIEN RAILWAY CO., LESSEES.

FOR THE YEAR ENDING DECEMBER 31st, 1866.



MILWAUKEE:

DAILY WISCONSIN PRINTING HOUSE, COR. EAST WATER AND HURON STS.

1867.

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1867.

DIRECTORS ELECTED JUNE, 1866.

ALEXANDER MITCHELL,.....	Milwaukee.
WALTER S. GURNEE,.....	New York.
S. S. MERRILL,	Milwaukee.
HANS CROCKER,.....	"
RUSSELL SAGE,.....	New York.
H. C. STIMSON,.....	"
FRED. P. JAMES,.....	"
JOSEPH RUDD,.....	"
N. A. COWDREY,.....	"

OFFICERS OF THE COMPANY.

ALEXANDER MITCHELL,.....	PRESIDENT.
WALTER S. GURNEE	VICE PRESIDENT.
WILLIAM TAINTOR,	SECRETARY AND TREASURER.
C. P. GILPIN,.....	ASS'T SEC'Y AND TRANSFER AGENT.

OFFICERS IN CHARGE OF THE LINE.

S. S. MERRILL,.....	GENERAL MANAGER.
WM. JERVIS,.....	SUP'T MAIN LINE AND MONROE BRANCH.
L. B. ROCK,..	ASS'T SUP'T MAIN LINE AND MONROE BRANCH.
D. C. SHEPARD,.....	SUPERINTENDENT OF THE MINNESOTA DIVISION.
WM. B. STRONG,.....	SUPERINTENDENT OF THE MCGREGOR DIVISION.
O. E. BRITT,.....	GENERAL FREIGHT AGENT.
A. V. H. CARPENTER,..	GENERAL PASSENGER AGENT.
JOHN C. SPENCER, ..	AUDITOR.
C. A. PLACE,.....	PAYMASTER.

SIXTH ANNUAL REPORT

OF THE

Milwaukee & Prairie du Chien Railway Co.

FOR THE YEAR 1866.

TO THE SHAREHOLDERS.

The Milwaukee & Prairie du Chien Railway Company earned, in 1866, exclusive of their McGregor and Minnesota line :

Gross, \$8,526 per mile.....	\$2,013,749 12
Operating Expenses, 81½ per cent.....	1,642,571 70

Net Earnings (\$1,580 per mile).....	<u>\$371,177 42</u>
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The Company carried, exclusive of McGregor and Minnesota Lines, during the year 1866, 256,705 passengers, at an average of 3-67 cents per mile; 369,320 tons freight, at an average of 3-32 cents per ton per mile. In 1865, they carried 280,594 passengers, at an average of 3-75 cents per mile, and 290,916 tons of freight, at an average of 3-63 cents per ton per mile. In 1866, they carried 5,724,000 bushels of wheat and 181,429 barrels of flour. In 1865, they carried 5,111,805 bushels of wheat and 92,165 barrels of flour.

The mileage of Passenger Trains for 1866, was..	323,432
“ “ Freight “ “ “ “ ..	568,052

Total miles.....	<u>891,484</u>
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For further details, you are referred to the report of the General Manager, and to the accompanying tables.

The property of the Company consists of 235 miles of railroad owned absolutely, and 145 miles, viz: from McGregor to Cresco, 66 miles, and Owatonna to Minneapolis and St. Paul, 79 miles, owned subject to \$2,109,000 of mortgage bonds, and \$138,500 of capital stock of the McGregor and Minnesota Companies, not held by the Prairie du Chien Company.

It also owns two steam ferry boats, a large and convenient elevator, and a hotel and depot at Prairie du Chien.

Also, the following rolling stock, including that upon the McGregor and Minnesota lines:

61	Locomotives (including 2 not in use.)	
33	First Class Passenger Cars.	
4	Second Class Passenger Cars.	
3	Sleeping	“ “
18	Mail, Baggage and Express Cars.	
1	Paymaster's	“
169	Flat (freight)	“
722	Box and Stock Freight	“

The value of supplies on hand, not including McGregor and Minnesota Roads, January 1, 1864.....	\$118,420
“ “ 1865.....	237,703
“ “ 1866.....	231,411
“ “ 1867.....	242,607
1867, including McGregor and Minnesota Roads..	320,003

The property of the Company is now represented by—

First Mortgage Bonds.....	\$390,500
“ Preferred Stock.....	3,201,296
Second “ “	1,996,800
Common “ “	4,634,500
	<hr/>
	\$10,223,096

The Company have, during the year, declared dividends as follows:

On the First Preferred Stock, 8 per cent.
“ “ Second “ “ 7 “ “
“ “ Common Stock, from the net earnings of 1861, 3 “ “

The present Directors, on their accession to office, found the Company in arrears on the Sinking Fund, and have allowed it to remain so, for the reason that contracts had been made by their predecessors to construct an extension of the McGregor Western Railway, and to meet the obligations incurred by said contracts, required all of the cash resources of the Company, and for the further reason that to do so, the net earnings of 1866 being so small, would have necessitated the omitting the payment of a full dividend on one or both classes of preferred stocks. The bonds, in amount being but \$390,500, are perfectly secured, and all of the holders thereof have refused to accept par and interest for their bonds when offered them by one of the present Directors.

The Directors, in April, 1866, made a running arrangement with the Milwaukee & St. Paul Railway Company, by which they agreed to divide earnings with that Company, mile per mile, allowing to each 65 per cent. for operating expenses. Under this arrangement the St. Paul Company became debtor to this Company for the business done from May 1, 1866, to January 1, 1867, \$15,865.

The present Directors were elected in June, 1866, and a majority immediately commenced an examination of the property, and went personally over it, accompanied by Mr. Spencer, the late manager, who cheerfully gave them all the assistance and information in his power. The Directors did not find the road in the good condition they had expected. They directed Mr. Jervis, the Superintendent, and Mr. Edgerton, the Chief Engineer, to make a careful examination of the road-bed, bridges and rolling stock, and to report the result in writing, which they did under date of July 30th, 1866.

The substance of their report is herewith published. An examination of which will show some reasons why the operating expenses are so large.

At Prairie du Chien the Directors found a contract for transporting freight across the river, made with Mr. John Lawler, by the McGregor Western Railway Company, July 1st, 1863, and purporting to be assumed by the late Directors of the Prairie du Chien Company as their last official act in June, 1866. The present Directors do not yet know positively who were Mr.

Lawler's associates in said contract or indirectly interested with him therein. They regard it as improvident and injurious to the Prairie du Chien Company.

By the terms of the contract Mr. Lawler is to receive for fifteen years:

1st. On all full loaded cars in which there is no change of bulk, not more than \$8 per car load.

2d. On cars loaded with live stock, \$6 per car.

3d. On salt, in lots not less than a car load, not more than 8 cts. per barrel, and on lots of less than a car load, not more than 12 cts. per barrel.

4th. On all grain and merchandise when there are any changes from cars or breakage of bulk at a rate not to exceed 5 cts. per 100 pounds.

The contract by its terms gives all of the transfer business exclusively to Mr. Lawler and assigns for fifteen years, and makes no reservation or provision to terminate or qualify the same if a bridge across the river is hereafter built.

The present Directors hope to show that it is not obligatory upon the company, and it will be their duty to undertake to do this, unless by the voluntary action of the parties the contract can be so modified as to make it just and satisfactory in its terms.

McGREGOR WESTERN RAILWAY.

The road of the McGregor Western Railway Company was leased to the Prairie du Chien Company under contract dated March 11th, 1865.

The Directors believe the general features of the lease to be highly meritorious and of great benefit to the Prairie du Chien Company. The document itself, however, was not carefully drawn and was ambiguous in some of its provisions. We found a misunderstanding existing between the two companies. The Prairie du Chien Company had entered into contracts and were building sixteen miles of road in

extension of the McGregor Western Road. The latter company claimed the right, and exercised it, of issuing mortgage bonds and shares of capital stock representing said extension, and applied the proceeds thereof, not to the payment of the new construction, but to old indebtedness, or claims against them. The Prairie du Chien were in advance to the McGregor Western about \$500,000, a considerable portion of which advance, for all new construction, the McGregor Company claimed was unauthorized and not binding on them, a committee of their board urged this view of it, upon us, and fortified themselves by the opinion of counsel. They were also informed that the learned counsel, under whose supervision the lease was drawn, took that view of it. The interest on the mortgage bonds of the McGregor Company was in arrear and the largest holder thereof threatening to foreclose, and claiming that the mortgage was not deferred to the claims and advances of the Prairie du Chien Company, made, as was supposed, under the authority of the lease. In this view he claimed to be sustained by the same learned counsel. It became evident to the Directors that affairs with the McGregor Company were very much mixed, complicated and embarrassed, and they could find but one way to relieve the Prairie du Chien Company and protect the large indebtedness due it for advances made and contracted to be made. The lease itself contained an option to purchase the McGregor Road, and the late President informed the Shareholders in his annual report, 1865, page 8, that a large majority of each class of Shareholders had assented to said lease, a copy of which he gave. To assent to the lease as given, was to authorize the Directors to carry it into effect in detail. They accordingly exercised the option of purchase as therein given, and issued the amount of second preferred and common stock necessary to take up the bonds and stock of the McGregor Company as in the lease provided, viz: For the McGregor Western bonds the second preferred Prairie du Chien stock dollar for dollar, for not exceeding \$18,000 per mile for the first sixty miles, and \$15,000 per mile for the rest of said line. For the McGregor Western stock, the Prairie du Chien common stock, \$1 of Prairie du Chien, for \$2 of the McGregor Western, not exceeding \$22,000 per mile, of McGregor Western stock, or \$11,000 per mile of Prairie du Chien common stock, and thus secured the control of the McGregor Western Railway Company.

MINNESOTA CENTRAL RAILWAY.

Before exercising the option of purchase in the lease the Directors found that the McGregor Western Railway Company had consolidated with the Minnesota Central Railway, a railway extending from Minneapolis to Owatonna, seventy-one miles in operation and with a very large amount of work done between Mendota and St. Paul eight miles, and at other places on the line, or its proposed extensions. The terms of the consolidation were, the McGregor Western Company took the Minnesota Central subject to a mortgage of \$2,000,000 and \$100,000 of floating debt, and gave them therefore \$2,000,000 of McGregor Western Company's capital stock, which, under the lease comes to the Prairie du Chien Company for \$1,000,000 of Prairie du Chien common stock. The exercise of this option gives the ownership of the line of road, so far as built, to the Prairie du Chien Company, from McGregor to Minneapolis and St. Paul, 220 miles. Of this distance the line from Cresco to Owatonna, about 85 miles, is unbuilt. It has now been put under contract, and it is expected to be finished by October, 1867. The contractors are to receive for building it \$2,000,000 of mortgage bonds upon the line of road from McGregor to St. Paul and \$1,000,000 of Prairie du Chien common stock.

By the exercise of this option of purchase, the Prairie du Chien Company becomes the equitable owner of a land grant of about 2,500,000 acres of land donated to aid in building the McGregor Western from McGregor to O'Brien county, Iowa, about 200 miles. The location of this line of road via Austin to St. Paul through Northern Iowa and Central Minnesota is one of the most favorable locations in the Western States, the country is filling up with population with astonishing rapidity. The Directors confidently anticipate a very great increase of business on the completion of this road. This route by way of Milton Junction and Northwestern Railway, is 24 miles nearer from St. Paul to Chicago than any other route, and not much further to Milwaukee. The Directors expect the receipts from business brought from this line of road will nearly double the income on the old line.

They refer you to the accompanying tables for detailed

information relative to the earnings and operation of the McGregor Western and Minnesota Central lines, in 1866, they were:

McGregor Western, gross.....	\$263,754 86
Operating Expenses, 80½ per cent.....	212,709 59
Net	<u>\$51,045 27</u>
Minnesota Central, gross.....	278,965 98
Operating Expenses, 65½ per cent.....	182,729 23
Net	<u>\$96,236 75</u>

The Minnesota Central was in operation with Southern or Eastern connections only from September 1st, 1866.

The McGregor Western had but 50 miles to November 1st, 1866, after that 66 miles in operation. The earnings of the Minnesota Central have very largely increased thus far this year over the corresponding time last year.

NEW LEGISLATION.

The Legislature of Minnesota, at its session for 1867, enacted a law in substance ratifying and confirming the union of the McGregor Western Railway Company with the Minnesota Central Railway Company, and declaring the latter to be merged into and a part of the former.

The Wisconsin Legislature, at its session for 1867, enacted Chapter 433, Local Laws, entitled "An Act Respecting certain Railroad Corporations," which, in substance, repeals any existing authority in articles of association or otherwise to consolidate with or hold stock in the Chicago & Northwestern Railway Company, and prohibits the last named Company from consolidating with or holding stock, directly or indirectly, in either the Milwaukee & Prairie du Chien Railway Company or the Milwaukee & St. Paul Railway Company.

At the same session, 1867, they enacted

CHAPTER 431—LOCAL.

[Published April 11, 1867.]

AN ACT to authorize the Milwaukee & St. Paul Railway Company to own stock in the Milwaukee & Prairie du Chien Railway Company.

The People of the State of Wisconsin, represented in Senate and Assembly, do enact as follows :

SECTION 1. The Milwaukee & St. Paul Railway Company shall have, in addition to the right to exercise all the powers and franchises now conferred upon it by law, the power to purchase, take, hold and own, in its corporate name and for its sole use, shares in the capital stock or bonds of the Milwaukee & Prairie du Chien Railway Company, and its Board of Directors may direct the manner in which any such shares of capital stock may be voted upon; may collect and apply dividends, interest or principal thereof, as in their judgment will best promote the interest of said Railway Company.

SEC. 2. This act shall take effect and be in force from and after its passage. Approved April 9, 1867.

It is understood that the Milwaukee & St. Paul Railway Company owns and controls a very large majority of all the stock of the Prairie du Chien Company.

At the same session they enacted the following law, to which the attention of the Shareholders is especially invited :

CHAPTER 435, LOCAL LAWS, 1867.

AN ACT To facilitate the construction of a Railroad from Monroe to Dubuque, and to retire the Bonds and Preferred Stocks of the Milwaukee & Prairie du Chien Railway Company.

The People of the State of Wisconsin, represented in Senate and Assembly, do enact as follows :

SECTION 1. That to enable the Milwaukee & Prairie du Chien Railway Company to exercise the authority and power of leasing or purchasing, or of constructing a railroad from Monroe, in Green county, in this State, to the Mississippi River, and across the same to, in and through the city of Dubuque, which authority and power is conferred by an act entitled "An Act to amend the articles of association of the Milwaukee & Prairie du Chien Railway Company," approved March 26, 1864, and for the further purpose, as auxiliary thereto, of retiring and cancelling the present mortgage bonds of the Milwaukee & Prairie du Chien Railway Company, and the first preferred stock of said Company, the Board of Directors of said Railway Company are hereby authorized and empowered to make, issue and deliver, not exceeding five thousand bonds of one thousand dollars each, payable, principal and interest, in the city of New York, the principal in not exceeding fifty years from July 1st, 1867, and the interest semi-annually, at the rate of eight per cent. per annum, which bonds may contain a clause, making the principal become due in not less than six months from date of default in payment of interest.

To secure the payment of said bonds, the Board of Directors are hereby authorized and empowered to mortgage the whole or any part of the property or franchises of the Company including the proposed extension from Monroe to the Mississippi River, or to Dubuque, by a proper mortgage, or trust deed

or deeds, such as are usual with railway companies, which deed or deeds may contain all the agreements, covenants and undertakings usual and proper in such cases, including proper covenants for a sinking fund and the payment of the principal of said bonds; and said mortgage or trust deed or deeds, when made in accordance with this act, is hereby declared to be a first and prior lien to all others, on the entire property and franchises of the Company, including said extension from Monroe to Dubuque; and said Directors shall cause the same to be recorded in the office of the Secretary of State, of the State of Wisconsin.

From the whole amount of said mortgage bonds, the Directors of said Company shall reserve and appropriate three thousand five hundred and eighty-two of the said mortgage bonds, amounting to the sum of three million five hundred and eighty-two thousand dollars, or so much thereof as may be necessary for that purpose, exclusively to exchange for, and for the cancellation of the present outstanding mortgage bonds, and to the exchange for and cancellation of the first preferred stock.

Sec. 2. Before the Board of Directors of said Railway Company shall deliver or in any manner use any of the bonds which by the first section of this act they are authorized and empowered to make, issue and deliver, they shall make and execute one thousand and fourteen bonds, of one thousand dollars each, payable, principal and interest, in the city of New York, the principal in not exceeding fifty years from July 1st, 1867, and the interest semi-annually, at the rate of seven per cent. per annum; and to secure the payment of said bonds in this section mentioned, the said Directors shall make, execute and acknowledge in due form of law, and cause to be recorded in the office of the Secretary of State, of the State of Wisconsin, a second mortgage or trust deed, such as are usual with railway companies, upon the whole of the property or franchises of the Company, including the proposed extension from Monroe to the Mississippi River or Dubuque, which may contain all agreements, covenants and undertakings usual and proper in such cases, which said mortgage or trust deed, when made in accordance with this act, is hereby declared to be a prior lien on the property and franchises therein mentioned, to all other liens except the mortgage mentioned in the first section of this act.

The Directors of said Company shall use and apply the said second mortgage bonds exclusively to the exchange for and cancellation of the ten thousand one hundred and forty shares of the second class preferred stock of said Company, originally issued in conformity with the articles of association of said Company, at the option of the holders of such shares.

Sec. 3. If said option to take said bonds, mentioned in the first and second sections of this act, shall not be exercised and notified to the Directors of said Company within nine months after said mortgages shall have been respectively recorded in the office of the Secretary of State, it shall be optional with the Directors of said Company to cancel the bonds not so taken in exchange by said bondholders and stockholders. And the said Directors shall give notice for sixty days, in two daily newspapers, in the cities of Milwaukee and New York, of the time of recording said mortgages respectively, and of the time when said option of exchange will expire.

Sec. 4. Of the said mortgage bonds authorized by the first section of this act to be made and issued, one thousand four hundred and eighteen, for the sum of one thousand dollars each, amounting to one million four hundred and eighteen thousand dollars, shall be delivered to the United States Trust Company, of New York, as trustee, and the said trustee shall take, receive and hold said bonds solely in trust, that the proceeds of the same shall be faithfully applied to the construction of said railroad from Monroe to the Mississippi River or to Dubuque, by the Milwaukee & Prairie du Chien Railway Company. And the Directors of the Milwaukee & Prairie du Chien Railway Company are authorized and empowered to sell said bonds on such terms as they shall think best for the interest of said Company, depositing

the proceeds of such sale with said trustee upon the trust aforesaid; and they are also authorized to receive from the said trustee from time to time, the proceeds of the sale of said bonds, for the sole purpose of applying the same to the construction of said line of railroad between Monroe and Dubuque, and the said proceeds may be used for that purpose by the said Milwaukee & Prairie du Chien Railway Company. And the said trustee is hereby authorized and required to pay over said proceeds to the Directors of the Milwaukee & Prairie du Chien Railway Company, or to their order from time to time, as the construction of said railroad from Monroe to Dubuque shall require.

SEC. 5. So much of section one of chapter ninety-one, of the private and local laws of 1866, as is contained in the *Proviso* to said section, is hereby repealed. *Provided*, however, that this section shall not take effect nor be in force until the mortgages provided for in the first and second sections, shall have been duly executed by the Company, and duly recorded, and the bonds thereby secured executed by the Company, and ready for delivery to the preferred stock and bond holders, and to the trustee named in the fourth section of this act, and notice thereof given to them; which said bonds shall never be appropriated to any other than the purposes specified in this act, nor until the fourteen hundred and eighteen bonds, reserved for the building of the road from Monroe to Dubuque, shall have been deposited with the trustee or depository for that purpose under this act, and when so deposited they shall be devoted to that purpose and shall be used for no other. *And provided, further*: That this section shall not confer upon the Board of Directors of said Company, or upon said corporation, the power to consolidate its railway with any other railroad in this State.

SEC. 6. This act shall take effect and be in force from and after its passage.

ANGUS CAMERON, *Speaker of the Assembly.*

WYMAN SPOONER, *President of the Senate.*

Approved April 9, 1867.

LUCIUS FAIRCHILD, *Governor.*

It is presumed that this law will be satisfactory to the preferred Shareholders and that they will be ready to avail themselves of its provisions, by exchanging their stock for the mortgage bonds thus authorized. The existing outstanding mortgage bonds of the company liable to be exchanged, amount to \$390,500.

The provision made in aid of the completion of the line from Monroe to Dubuque, a work long contemplated, and the importance of which cannot well be over-estimated, does not, in the opinion of the Directors, impair in the slightest degree, the security or character of the proposed mortgage bonds, but will on the contrary, rather add to their value, should the road be constructed. The proposed line, passes through a populous country, abounding in agricultural and mineral wealth, to connect at the flourishing city of Dubuque with the extensive lines of road centering there. To complete the line, including a bridge across the Mississippi, it

is estimated that in addition to the \$1,418,000 in mortgage bonds provided by the foregoing law nearly a million of dollars in money will require to be raised by stock subscription or some equivalent method, before the work can be undertaken.

The Directors feel that they would be wanting in their duty as your agents did they not caution you against lending your names and influence to designing and disappointed men, who are seeking not your benefit, but to injure the property and embarrass the management thereof, by circulating verbal, written and printed statements substantially false, or with a few and partial facts and wide and sweeping statements and inferences conveying false impressions.

The Directors are confident that the property of the Company will, under prudent management, and with the ordinary crops of the country, soon become one of the best railway properties in the Northwest.

By Order of the Directors,

ALEX. MITCHELL, *President.*

ABSTRACT OF REPORT
OF THE
Superintendent and Engineer,
ON THE CONDITION OF THE
Road-Bed, Bridges and Rolling Stock,
OF THE
MILWAUKEE AND PRAIRIE DU CHIEN RAILWAY,
MADE JUNE 16th, 1866.

ABSTRACT OF REPORT.

ALEXANDER MITCHELL, Esq.,

President Milwaukee & Prairie du Chien Railway Company.

SIR:—In answer to the Resolution of Board of Directors, June 16th. 1866, the undersigned submit their report on the condition of Road-bed, Bridges, Equipment and Property of the Company, with estimate of the amount required to put the same in reasonably good and proper repair for doing the ordinary business of the Company.

The estimates are based on present prices, and are designed to be liberal. They cover the re-building in a permanent form of 170 Bridges and Culverts, besides the 3 Wisconsin River Bridges, the Bridge over Rock River, at Janesville, built jointly by this Company and the Chicago & Northwestern Railway Co., and filling Trestle work near Monroe. The greater portion of these Bridges and Culverts were built originally of wood; some of the Culverts are under heavy embankments, requiring larger cost in excavating and filling than the masonry of the Culverts. They have been standing over ten years and are very much decayed, some so badly that provision has been made to put in a sufficient number of Piles this season to sustain the Track in case the culverts are carried out by high water. On the main line, west of Whitewater, and on the Southern Wisconsin Branch, a larger number were originally built of masonry, but of a very poor character and are constantly crumbling to pieces under the action of the weather. And many of the open Bridge abutments have fallen down and Track is sustained by Timber bents.

The amount which should be expended for permanent bridges is as follows :

Eastern Division	\$56,641 00
Western "	105,552 00
Southern Wisconsin Division	75,746 00
Total	<u>\$237,939 00</u>
Estimate for this season	148,351 00
Balance	<u>\$89,588 00</u>

May be extended through three years, requiring \$29,863 each year. Of the amount estimated, as required this season, \$16,559.00 is for re-building Bridges carried out by Freshet of April, 1866: \$67,800.00 is for Wisconsin River Bridges, \$32,700.00 for re-building joint Bridge at Janesville, \$12,000.00 for partly filling high trestle work on Southern Wisconsin Branch. Balance, \$19,292.00, is for structures that are deemed too far gone to be safe for another winter.

The flood of last April indicated the necessity of raising portions of the track in Wisconsin Valley.

To provide for such a freshet, it will be necessary to raise the track two feet higher than at present, for a distance of ten miles, in the aggregate, at the three crossings, the cost will be \$32,000.00.

As such a freshet had not occurred before since the Road was built, or since the memory of the "oldest inhabitant," there is a reasonable probability that it will not occur again for the next three years.

It is proposed to raise the track this season at the first and second crossings, which will be about one-third of the distance required to be raised.

The track superstructure on Eastern Division is in good condition, with the exception of 11 miles. The rails on Western Division have been down ten years, with the exception of 14 miles re-laid up to July 1st, 1866, on the balance (83 miles) the rails are badly worn and track is rough.

On both Divisions there are 94 miles of track in poor condition, about one-third of the rails may be used in repairing other portions of track, and one-third are only battered at the ends and may be welded and used in repairing where they can be laid together. The balance are worn out.

To make the track in what may be called good condition, for safety and economy, 31 miles of re-rolled rails are needed. This is more than can be obtained during balance of this season—15 miles is probably the limit.

The cost for re-rolling, fish joint, proportion of new spike and labor, is \$6,000 per mile. For 15 miles, \$90,000.

The surplus of old rails on hand has been so reduced that it would be advisable to have two miles of new iron, which would increase the estimate for the 15 miles to \$100,000.00.

If only 15 miles is re-laid this season, probably not less than 35 miles will be needed on both Divisions in each of the two following seasons to bring the track up to a fair average condition.

ROLLING STOCK.

There are 44 Locomotives in use, and 1 not in use. Of these, 3 are first class switching; 3 second class switching, and 38 Passenger and Freight in fair average condition.

First Class Passenger Cars.....	24
Sleeping “	3
Second Class Passenger Cars.	5
Pay Car.	1
Mail and Express Cars.....	4
Baggage “	9
Box Freight “	502
Open Stock “	25
Platform “	116

The cars are of various ages, some have been in use 11 years. It will require 50 new Freight Cars yearly to keep the number good and 50 to provide for increase of business.

WM. JERVIS, *Superintendent.*

B. H. EDGERTON, *Engineer.*

General Manager's

REPORT.

REPORT.

MILWAUKEE & PRAIRIE DU CHIEN RAILWAY CO.
General Manager's Office.

To the President and Directors :

GENTLEMEN—

I submit herewith the report of the Management of the Road, for the year 1866, and refer to the accompanying tables, showing in detail the operating and other expenses, the earnings from Freight and Passenger traffic, and such other information as will show the condition of the Road at the close of the year:

Gross Earnings for the year 1866.....	\$2,013,749 12
Gross Earnings for the year 1865.....	1,985,511 71
Increase in 1866.....	<u>28,237 41</u>
Gross Earnings for the 1st Six months, 1866.....	\$916,550 68
Gross Earnings for the 2d Six months, 1866.....	1,097,198 44
Increase in Earnings, 2d Six months.....	<u>180,647 76</u>
Operating Expenses for the year 1866.....	\$1,642,571 70
Operating Expenses for the 1st Six months 1866.....	\$788,222 55
Operating Expenses for the 2d six months 1866.....	<u>854,349 15</u>
Increase in Expenses, 2d Six months.....	<u>\$66,126 60</u>
Net Earnings for the year 1866.....	\$371,177 42
Net Earnings for the 1st six months..	\$128,328 13
Net Earnings for the 2d six months...	<u>242,849 29</u>
Increase in Net Earnings, 2d Six months.....	<u>\$114,521 16</u>

During the year there has been expended for *Extraordinary* Repairs and Renewals, \$448,209 18, as follows:

Material used in Repairs and Renewal of Track.....	\$197,985 48
New Wisconsin River Bridges.....	97,922 00
Re-building Fences.....	11,467 38
New Buildings.....	10,048 92
Re-building two and building one new Locomotive.....	34,191 93
Building 48 Box Freight Cars, 27 Flat Cars, 3 Second Class Cars, and 2 Passenger, and 1 Business Car re- Built.....	96,593 47
Total.....	<u>\$448,209 18</u>

Of the above *Extraordinary* Repairs and Renewals, there was expended, viz:

DURING THE FIRST SIX MONTHS.

Material used in Repairs and Renewal of Track.....	\$83,344 32
New Bridges.....	22,341 00
Re-building Fences.....	3,867 57
New Buildings....	4,709 42
Re-building one Locomotive.....	12,514 32
Building 5 Box Freight Cars, 27 Flat Cars, 3 Second Class Cars, and 2 Pas- senger Cars re-built.....	47,380 04
Total, 1st Six months.....	<u><u>\$174,156 67</u></u>

DURING THE SECOND SIX MONTHS.

Material used in Repairs and Renewal of Track.....	\$114,641 16
New Bridges.....	75,581 00
Re-building Fence,.....	7,599 81
New Buildings.....	5,339 50
Building one new and Re-building one Locomotive.....	21,677 61
Building 43 Box Freight Cars and Re- building Business Car	49,213 43
Total 2d Six Months.....	<u>\$274,052 51</u>

Amount expended during 2d six months for *Extraordinary* Repairs and Renewals, in excess of amount expended 1st Six months, viz:

Material used in Repairs and Renewal of Track.....	\$31,296 84
New Bridges.....	53,240 00
Re-building Fences.....	3,732 24
New Buildings.....	630 08
Re-building and Building Locomotives.	9,163 29
Construction of Cars.....	1,833 39
Total.....	<u>\$99,895 84</u>
Amount paid for Personal Injuries during 2d Six months, all of which injuries were received prior to June 16th, 1866, and included in Operating Ex- penses.....	16,987 08
	<u>\$116,882 92</u>

It will be seen by the foregoing statements, that while the operating expenses for the 2d six months, during which time the road has been under the present management, exceeded those of the 1st six months \$66,126 60, there was expended for *Extraordinary* Repairs, Renewals, &c., during the 2d six months, in excess of the amount expended for the same during the 1st six months, \$116,882 92, showing an actual decrease in the ordinary operating expenses for the 2d six months of \$50,756 32.

Although the amount expended during the 2d six months, on Track and Bridges, may seem large, yet we can safely say that not one dollar more has been expended than was actually necessary; the imperfect and unsafe condition of portions of the Bridges and Road bed, caused by natural wear and decay and by the floods and freshets of the previous spring, rendered these expenditures imperative. It has been deemed proper to make the above comparisons of Earnings and Expenses between the 1st and 2d six months, as parties connected with the former management of the Road have expressed their surprise at the decrease of net earnings as compared with those of 1865.

S. S. MERRILL

General Manager.

STATEMENT OF EARNINGS AND EXPENSES OF THE
MILWAUKEE & PRAIRIE DU CHIEN RAILWAY,
FOR THE YEAR 1866.

EARNINGS.

From Freight.....	\$1,580,067	14
“ Passengers.....	404,301	16
“ Mails and Rents.....	29,380	82
Total Earnings.....	—————	<u>\$2,013,749</u> 12

EXPENSES.

Repairs of Road:

Repairs of Track.....	376,319	28
Repairs of Bridges.....	115,460	25
Repairs of Fences.....	11,467	38
Repairs of Buildings.....	37,379	28

Repairs of Machinery:

Repairs of Locomotives.....	130,863	71
Repairs of Cars.....	224,024	37
Repairs of Tools and Machinery.	34,047	26

————— 929,561 53

<i>Operating :</i>	Brought forward,	\$929,561 53
Management and General Offices	39,221 37	
Foreign Agency and Advertising	9,166 83	
Station Service.....	146,159 06	
Conductors, Baggage and Brake- men	56,259 76	
Engineers, Firemen and Wipers	84,111 65	
Train and Station Supplies.....	29,066 25	
Fuel Consumed.....	143,902 23	
Oil and Waste.....	29,045 85	
Personal Injuries.....	27,113 62	
Damage to Property.....	2,675 09	
Loss and Damage of Freight and Baggage	13,635 99	
McGregor Ferry Expenses.....	7,599 99	
Legal Expenses.....	8,193 57	
Miscellaneous Expenses.....	1,688 72	
New York Office Expenses.....	4,827 05	
Taxes.....	103,109 86	
Insurance.....	7,233 28	\$713,010 17
Total Expenses.....		<u>\$1,642,571 70</u>

EARNINGS.

Gross Earnings for the Year :

From Freight.....	\$1,580,067 14
“ Passengers	404,301 16
“ Mails and Rents.....	29,380 82
Total	<u>\$2,013,749 12</u>
Expenses, including all Repairs, Renewals, Taxes, &c	1,642,571 70
Net Earnings.....	<u>\$371,177 42</u>
Gross Earnings for 1865.....	\$1,985,511 71
Gross Expenses for 1865.....	1,337,880 26
Net Earnings.....	<u>\$647,631 45</u>

Gross Earnings for 1866.....	\$2,013,749	12
Gross Earnings for 1865.....	1,985,511	71
	<hr/>	
Increase in 1866.....	28,237	41
	<hr/> <hr/>	
Increase in Freight Earnings, 1866.....	\$190,608	36
Decrease in Passenger Earnings, 1866.....	158,610	07
 (<i>Included in Passenger Earnings :</i>		
For year 1865, Military Earnings... \$108,687	41	
" year 1866, Military Earnings... 779	90	
	<hr/>	
Decrease in Military Earnings, 1866 \$107,907	51	
Decrease in Mails and Rents, 1866.....	3,760	88
Net Earnings for 1865 were.....	647,631	45
Net Earnings for 1866 were.....	371,177	42
	<hr/>	
Decrease in 1866.....	\$276,454	03
	<hr/> <hr/>	

SOUTHERN WISCONSIN BRANCH.

The earnings of the Southern Wisconsin Branch for 1866, included in the above, have been:

From Freight.....	\$59,784	48
" Passengers	22,370	96
" Mails and Rents.....	2,606	50
	<hr/>	
Total	84,761	94
Expenses have been.....	49,359	06
	<hr/>	
Net Earnings, 1866.....	35,402	88
	<hr/> <hr/>	
The Earnings in 1865 were.....	65,096	49
The Expenses in 1865 were.....	31,808	49
	<hr/>	
Net Earnings, 1865.....	33,288	00
	<hr/> <hr/>	
Increase in gross Earnings in 1866 over 1865.....	19,665	45
Increase in net Earnings in 1866 over 1865.....	2,114	88

REPAIRS OF TRACK.

The Expenditure for Repairs and Renewal of Track, during year 1866.....	\$376,319 28
The Expenditure for same, 1865.....	288,005 16
	<hr/>
Increase in 1866.....	\$88,314 12

The materials used and cost of same during the two years, is as follows :

YEAR 1866.

150 Tons new Rails.....	\$13,500 00
2,225 Tons re-rolled Rails.....	100,503 09
21,209 Rail Splices.....	9,277 10
44,198 lbs. Bolts.....	4,237 21
133,970 lbs. Spike.....	9,373 12
Chairs.....	7,947 35
142,522 Cross Ties.....	53,147 61
4,842 Old Rails repaired.....	7,709 67
	<hr/>
	\$205,695 15

YEAR 1865.

157 Tons new Rails.....	\$18,210 00
1,454 Tons re-rolled Rails.....	79,970 00
6,457 Rail Splices.....	5,166 00
22,188 lbs. Bolts.....	2,140 98
80,995 lbs. Spike.....	5,669 65
7,798 lbs. wro't Chairs.....	467 88
86,808 Cross Ties.....	34,722 40
7,017 Old Rails repaired.....	9,552 67
1 $\frac{1}{3}$ Miles new Side Track.....	8,633 00
	<hr/>
	\$164,532 58

REPAIRS OF BRIDGES.

The Expenditure for Repairs and Renewal of Bridges, during the year 1866.....	\$115,460 25
The Expenditure for same, 1865.....	37,688 39
	<hr/>
Increase in 1866.....	\$77,771 86

The Renewals for year 1866, were:

1,911 Cubic yards Masonry.....	\$29,065 00
1,866 Lineal ft. high Howe truss.....	55,280 00
224 " " short " "	4,480 00
1,664 ft. Pile Bridging.....	8,320 00
Filling Southern Wis. Bridge.....	777 00
	<hr/>
Total.....	\$97,922 00

The Renewals for year 1865, were:

375 Cubic yards Masonry.....	\$4,500 00
478 Lineal ft. high Howe truss.....	11,950 00
155 " " short " "	3,281 00
843 ft. Pile Bridging.....	4,215 00
	<hr/>
Total.....	\$23,946 00

REPAIRS OF FENCES.

The Expenditure for Repairs of Fences during the year 1866.....	\$11,467 38
The Expenditure for the same, 1865.....	9,150 51
	<hr/>
Increase in 1866.....	\$2,316 87
No. rods re-built 1866, 16,444, cost.....	\$11,467 38

REPAIRS OF BUILDINGS.

The Expenditure for Repairs and Construction of New	
Buildings, during the year 1866.....	\$37,379 28
The Expenditure for same, 1865.....	45,631 51
	<hr/>
Decrease in 1866.....	\$8,252 23
The following New Buildings have been erected during the year 1866, and cost included in the above expenditure :	
New Brick Water-house, Mazomanie.....	\$1,200 00
Water Station, Blue River.....	663 60
“ “ Boscobel.....	792 00
Ice House, Prairie du Chien.....	1,015 03
Baggage House, “.....	735 00
Oil “ “.....	445 00
Boiler Elevator Engine, Prairie du Chien.....	3,030 79
Winter Platform, “.....	764 00
Platform, Bridgeport.....	166 50
Brick Sewer, Madison.....	1,237 00
	<hr/>
Total.....	\$10,048 92

REPAIRS OF LOCOMOTIVES.

The Amount Expended for Repairs and Rebuilding	
Locomotives, during year 1866.....	\$130,863 41
The Expenditure for same, 1865.....	115,133 10
	<hr/>
Increase in 1866.....	\$15,730 31
The following extraordinary repairs have been done on Locomotives during the year 1866, and amount included in above expenditure :	
Locomotive No. 12, commenced in 1865 and completed in 1866, amount expended this year.....	\$12,514 32
New Locomotive No. 11, built and nearly completed this year, cost.....	15,546 51
Old Locomotive No. 3, not in use for several years, rebuilt, cost.....	6,131 10
	<hr/>
Total.....	\$34,191 93

REPAIRS OF CARS.

The Expenditure for Repairs and Construction of New

Cars during the year 1866.....	\$224,024 37
The Expenditure for same, 1865.....	174,681 77
	<hr/>
Increase in 1866.....	<u>\$49,342 60</u>

The amount Expended for Repairs of Cars and charged to operation, during the year 1866, includes the rebuilding of two Passenger Cars and a Business Car and 60 entire new Trucks put under old Cars.

During the year 1866 we have built the following Cars, which have been included in the operating account:

3 Second Class Cars.....	\$13,846 49
48 Box Freight Cars.....	51,118 00
27 Flat Cars.....	22,083 55
3 Mail and Express Cars, completed.....	932 29
	<hr/>
Total cost.....	<u>\$87,980 33</u>

REPAIRS OF TOOLS AND MACHINERY.

The Expenditure for Repairs and New Tools and

Machinery, during the year 1866.....	\$34,047 26
The Expenditure for same, 1865.....	10,537 00
	<hr/>
Increase in 1866.....	<u>\$23,510 26</u>

The amount Expended for New Tools and Machinery during the year 1866, and charged to operation, was as follows:

One New Double Wheel Lathe.....	\$8,605 13
“ 42 inch Swing Lathe.....	1,609 00
“ Axle Lathe.....	1,220 25
“ 16 inch Swing Lathe.....	442 00
“ Engine and Boiler (Mil. Shops).....	4,538 89
“ Radial Drill.....	511 12
Re-building Steam Hammer.....	703 87
	<hr/>
Total.....	<u>\$17,630 26</u>

STATEMENT OF ROLLING STOCK,

On the Milwaukee and Prairie du Chien Railway :

Locomotives.....	47
1st Class Passenger Cars.....	25
2d Class and Smoking Cars.....	5
Sleeping Cars.....	3
Baggage, Mail and Express.....	13
Box Freight Cars.....	525
Flat Cars.....	121
Business Cars.....	1

STATEMENT OF INCOME, FROM ALL SOURCES, FOR
THE YEAR 1866.

From Freight.....	1,547,289 07
“ Passengers	391,052 18
“ Military	779 90
“ Mails and Rents.....	28,031 93
“ Miscellaneous	3,994 48
“ Express Service.....	32,778 07
“ Telegraph	1,348 89
“ Sleeping Cars.....	3,689 70
“ McGregor Ferry.....	4,784 90
“ Interest received on Loans, Discounts, &c., and from McGregor Western Railway under Lease Contract.....	37,319 40
“ Earnings under Pooling Contract with the Milwaukee & St. Paul Railway Company..	15,865 29
	<u>\$2,066,963 81</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.	1863.	1864.	1865.	1866.
JANUARY,	28,461 23	43,181 44	39,780 42	37,319 76	54,245 81	83,903 55	67,129 99	102,748 89	96,183 83	121,776 40
FEBRUARY,	34,107 55	39,896 23	40,056 94	32,301 23	44,026 96	65,906 67	76,131 96	115,135 20	74,283 18	84,897 44
MARCH,	40,591 30	51,034 38	39,370 53	39,501 04	43,636 62	47,009 87	44,925 84	83,250 96	70,740 47	72,135 23
APRIL,	45,986 75	76,005 95	43,994 50	45,310 89	49,102 19	61,759 41	88,176 74	140,417 72	106,689 42	108,982 98
MAY,	81,473 88	86,737 82	59,312 09	59,052 89	112,265 44	130,215 01	106,966 84	196,747 16	146,943 40	207,487 72
JUNE,	118,443 40	103,699 56	82,382 84	48,797 30	141,771 03	144,915 42	111,259 96	212,209 24	224,868 45	262,171 63
JULY,	91,364 06	99,446 44	45,834 49	37,429 36	107,116 61	108,721 51	71,857 88	139,547 31	217,189 46	170,795 45
AUGUST,	80,784 09	66,137 02	49,586 30	60,228 67	90,462 73	76,162 80	69,352 53	113,398 71	170,584 56	116,806 07
SEPTEMBER,	123,007 99	106,904 98	104,878 71	130,761 43	134,725 85	109,660 82	155,416 70	168,217 57	228,020 35	179,596 97
OCTOBER,	115,920 69	92,476 42	124,884 06	163,615 13	177,879 07	184,368 89	205,054 87	178,656 07	310,594 69	284,133 98
NOVEMBER,	81,093 93	63,350 56	86,270 92	90,899 96	130,184 04	122,271 61	138,542 40	149,099 51	226,839 97	244,606 13
DECEMBER,	41,577 93	53,415 92	55,376 98	44,894 89	67,990 32	61,835 69	112,913 42	117,012 52	110,663 93	99,781 44
TOTAL,	\$892,817 89	\$883,156 02	\$746,496 73	\$799,841 45	\$1,163,406 67	\$1,163,764 25	\$1,247,257 83	\$1,711,280 88	\$1,985,511 71	\$2,013,740 12

**DETAILED STATEMENT OF EARNINGS MONTHLY
FOR THE YEAR 1866.**

MONTHS.	FREIGHT.	PASSENGERS.	MAILS AND RENTS.	TOTAL.
January,	\$92,468 67	\$27,100 20	\$2,207 53	\$121,776 40
February,	59,484 56	23,216 28	2,196 60	84,897 44
March,	38,344 97	31,606 72	2,183 54	72,135 23
April,	71,967 60	33,249 17	2,865 49	108,082 26
May,	225,886 89	39,405 35	2,195 48	267,487 72
June,	216,425 56	43,521 76	2,224 31	262,171 63
July,	129,514 20	39,075 81	2,205 44	170,795 45
August,	80,203 31	33,958 48	2,104 28	116,266 07
September,	138,343 12	38,924 62	2,259 23	179,526 97
October,	245,701 45	38,171 04	2,260 89	286,133 38
November,	211,251 01	31,072 87	2,371 25	244,695 13
December,	70,475 80	24,998 86	4,306 78	99,781 44
Total,	\$1,580,067 14	\$404,301 16	\$29,380 82	\$2,013,749 12

Mileage and Revenue of Freight for the year 1866.

	TONS.	TONS CARR'D ONE MILE.	REVENUE.	RATE PER MILE.
Eastward,	260,442	35,895,604	\$1,120,328 22	.03 12-100
Westward,	108,878	10,659,186	426,960 85	.04 00-100
	369,320	46,554,790	\$1,547,289 07	.03 32-100
Express,			32,778 07	
			\$1,580,067 14	

Mileage and Revenue of Passengers for the year 1866.

	NO. PASSENG'S.	NO. CARRIED ONE MILE.	REVENUE.	RATE PER MILE.
Eastward,	122,494	4,880,047	\$179,786 14	.03 68-100
Westward,	134,211	5,787,181	211,266 04	.03 65-100
	256,705	10,667,228	\$391,052 18	.03 67-100
Military Service, Miscellaneous, &c.,			13,248 98	
			\$404,301 16	

TONNAGE AND REVENUE OF FREIGHT

Forwarded from and Received at the several Stations during the year 1866.

STATIONS.	FREIGHT FORWARDED.						FREIGHT RECEIVED.	
	EASTWARD.		WESTWARD.		TOTAL TONNAGE AND REVENUE.		TOTAL TONNAGE AND REVENUE.	
	Tons.	Revenue.	Tons.	Revenue.	Tons.	Revenue.	Tons.	Revenue.
Milwaukee,..... Way.			50,336	151,278 69			97,796	393,071 92
Milwaukee,..... Thro'			18,945	127,565 73	69,281	278,844 42	98,386	497,021 69
Wauwatosa,							1	4 91
Kim Grove,	2	8 34	1	1 87	3	10 01	3	9 76
Junction,	0		420	1,862 00	420	1,862 00	82	218 16
Forest House,							35	22 56
Waukesha,	2,441	4,375 36	417	1,851 04	2,858	6,226 40	4,190	7,174 69
Geneseo,	1,563	3,201 97	26	119 32	1,579	3,321 29	431	987 11
North Prairie,	1,603	3,716 01	11	72 91	1,614	3,788 92	431	1,009 69
Eagle,	4,722	11,441 82	75	534 26	4,797	11,976 17	2,238	4,532 70
Palmyra,	2,076	5,036 14	339	1,122 25	2,415	7,058 39	690	2,249 00
Whitewater,	3,146	11,343 67	1,774	10,611 56	4,920	22,055 23	9,759	20,351 17
Lima,	220	870 69	35	339 81	255	1,210 50	456	701 77
Milton,	542	1,959 67	60	588 10	608	2,547 77	710	1,408 67
Milton Junction,	14	52 26	25	152 97	39	205 23	172	669 44
Janesville,..... Way	9,885	29,898 70	13,749	33,564 72	23,134	63,463 42	15,954	53,771 47
Janesville,..... Thro'							46,980	169,782 82
Hanover,	484	1,692 64	42	201 71	526	1,894 35	465	5,454 75
Orford,	2,323	8,051 52	14	60 47	2,337	8,111 99	279	616 06
Brodhead,	7,654	25,364 40	183	618 15	7,837	26,982 55	3,715	8,354 38
Juda,	2,587	9,415 75	2	16 03	2,589	9,431 78	685	1,806 80
Monroe,	11,910	44,705 61	133	529 06	12,043	45,234 67	10,010	22,284 95
Edgerton,	6,092	18,931 36	1,068	1,797 74	7,070	20,639 10	2,499	5,228 67
Stoughton,	4,585	16,886 40	184	882 06	4,739	17,768 70	2,111	5,349 04
McFarland,	2,658	10,643 33	15	108 65	2,673	10,751 98	545	1,152 97
Madison,..... Way	4,778	18,197 66	2,618	14,687 87			16,208	41,043 20
Madison,..... Thro'			16,857	73,663 01	24,253	106,548 54		
Mendota,	8,157	30,324 08	30	156 34	8,187	30,480 42	592	2,065 55
Cross Plains,	2,735	12,801 52	25	130 77	2,760	12,932 29	944	2,936 40
Black Earth,	4,460	20,536 93	32	199 06	4,492	20,735 99	1,795	5,620 15
Mazomanie,	7,343	34,375 33	266	1,237 99	7,609	35,613 32	2,502	11,874 21
Arena,	3,356	16,013 75	27	97 34	3,383	16,111 09	580	3,187 05
Helena,	577	3,092 63	4	9 03	581	3,101 66	193	686 94
Spring Green,	2,057	11,246 66	53	250 13	2,110	11,496 79	891	4,219 17
Lone Rock,	1,630	10,255 73	234	893 63	1,870	11,149 36	1,568	10,771 40
Avoca,	3,415	17,612 59	218	631 79	3,633	18,244 38	1,263	6,682 00
Muscoda,	855	4,267 22	56	183 62	911	4,720 74	388	2,761 78
Blue River,	135	711 99	3	11 43	138	723 42	137	1,017 85
Boscobel,	4,894	29,746 28	279	610 50	5,173	30,356 78	2,022	14,793 63
Woodman,	1,101	6,075 36	67	97 74	1,168	6,173 10	168	998 04
Wauzeka,	880	2,252 23	96	117 50	976	2,369 73	418	1,819 83
Wright's Ferry,							1	26
Bridgeport,	1,598	10,394 46	153	103 77	1,751	10,588 23	628	4,246 56
Prairie du Chien, Way	3,222	16,754 95					4,698	28,455 25
Prairie du Chien, Thro'	145,360	666,804 51			148,888	683,559 46	38,802	201,228 74
Total Way,.....	115,076	453,523 71	73,076	225,732 11	188,152	679,255 82	188,152	679,255 82
Total Thro',.....	145,366	666,804 51	35,802	201,228 74	181,168	868,033 25	181,168	868,033 25
Total,	260,442	1,120,328 22	108,878	426,960 85	369,320	1,547,289 07	369,320	1,547,289 07
Express and Storage,								32,778 07
Total Freight Earnings,								1,580,067 14

NUMBER AND REVENUE OF PASSENGERS

Carried from and to the several Stations during the Year 1866.

STATIONS.	FROM.						TO.	
	EASTWARD.		WESTWARD.		TOTAL.		TOTAL.	
	No.	Revenue.	No.	Revenue.	No.	Revenue.	No.	Revenue.
Milwaukee,.....Way			27,712	46,429 93	27,712	46,429 93	25,358	43,166 14
Milwaukee,.....Thro'			3,770	21,459 18	3,770	21,459 18	2,881	17,494 00
Wauwatosa,.....	2,372	460 00	538	582 99	2,910	1,042 99	3,184	1,084 41
Elm Grove,.....	845	312 40	335	322 15	1,180	634 55	1,329	716 38
Brookfield Junction,...	529	266 87	1,623	1,242 49	2,152	1,509 36	2,581	1,599 70
Forest House,.....	56	33 35	5	2 30	61	35 65	62	34 75
Waukesha,.....	9,103	5,652 60	4,035	5,349 60	13,138	11,002 20	13,138	10,319 36
Geneseo,.....	1,880	1,282 02	534	582 10	2,414	1,864 72	2,460	1,765 80
North Prairie,.....	1,772	1,247 03	596	656 35	2,368	1,903 38	2,261	1,820 02
Eagle,.....	2,389	2,272 61	1,700	1,835 95	4,095	4,108 56	4,191	4,669 02
Palmyra,.....	2,618	1,919 62	2,873	2,303 26	4,891	4,222 88	4,704	3,812 38
Whitewater,.....	4,439	4,555 68	6,274	6,447 68	10,713	11,003 36	10,330	10,393 54
Lima,.....	834	366 72	870	886 56	1,704	1,253 28	1,861	947 95
Milton,.....	989	814 23	2,461	1,342 13	3,450	2,156 41	2,485	1,812 43
Milton Junc.,.....Way	4,044	4,395 43	16,308	25,723 12	20,352	30,118 55	13,627	19,062 60
Milton Junc.,.....Thro'			7,035	31,516 36	7,035	31,516 36		
Janesville,.....Way	5,240	6,184 84	16,564	16,401 25	21,804	22,586 09	23,395	26,520 38
Janesville,.....Thro'							2,684	18,152 67
Hanover,.....	2,660	720 02	693	547 42	3,353	1,267 44	3,723	1,573 65
Orford,.....	1,451	686 00	489	502 53	1,940	1,188 53	2,081	1,147 42
Brodhead,.....	3,611	2,839 65	1,323	1,890 46	4,934	4,229 51	5,405	4,357 37
Juda,.....	1,082	783 87	704	548 92	1,786	1,332 79	1,823	1,289 16
Monroe,.....	5,695	6,588 48	887	1,492 65	6,082	8,351 13	5,990	8,489 67
Edgerton,.....	3,697	2,501 40	1,431	1,570 77	5,128	4,072 17	5,695	4,003 52
Stoughton,.....	2,855	2,594 75	2,531	2,977 64	5,086	5,572 39	5,795	5,408 02
McFarland,.....	511	509 52	1,164	640 52	1,675	1,150 04	1,964	1,157 55
Madison,.....	17,995	29,354 99	16,757	26,081 83	34,752	55,436 82	32,286	48,458 78
Mendota,.....	2,471	979 10	615	740 80	3,086	1,719 90	3,147	1,602 88
Cross Plains,.....	2,371	1,723 63	830	731 99	3,201	2,455 02	3,111	2,363 66
Black Earth,.....	2,285	2,238 63	1,300	1,122 43	3,585	3,361 06	3,988	3,419 50
Mazomanie,.....	5,113	6,312 76	2,077	2,547 27	7,190	8,860 03	7,402	8,979 24
Arena,.....	1,588	1,840 80	886	720 60	2,474	2,561 40	2,627	2,737 43
Helena,.....	420	372 60	303	126 52	723	499 12	681	446 31
Spring Green,.....	1,750	1,965 00	1,165	806 12	2,915	2,771 72	3,128	2,888 08
Lone Rock,.....	3,295	6,341 10	1,195	1,138 20	4,790	7,470 30	4,690	7,337 98
Avoca,.....	1,715	2,568 01	1,054	879 72	2,769	3,447 73	2,823	3,162 10
Muscoda,.....	1,360	2,017 60	891	677 83	2,251	2,695 43	2,450	3,317 08
Blue River,.....	500	672 24	531	334 08	1,031	1,006 32	1,329	1,322 56
Boscobel,.....	3,084	6,628 24	2,735	1,871 51	5,819	8,500 15	6,563	9,677 18
Woodman,.....	1,262	969 65	651	268 17	1,813	1,237 82	1,729	1,149 52
Wauzeka,.....	1,244	1,100 40	870	619 31	2,114	1,719 71	2,390	1,854 24
Wright's Ferry,.....	98	100 90	61	25 15	159	125 05	251	147 71
Bridgport,.....	833	1,822 65	379	119 85	1,212	1,942 50	1,231	1,607 20
Prairie du Chien,.....Way	10,472	29,873 93			10,472	29,873 93	11,145	37,428 41
Prairie du Chien,.....Thro'	6,566	35,646 67			6,566	35,646 67	10,526	52,975 54
Total Way,.....	115,928	144,139 47	123,386	168,290 50	239,314	302,429 97	239,314	302,429 97
Total Thro',.....	6,566	35,646 67	10,826	52,975 54	17,391	88,622 21	17,391	88,622 21
Total,.....	122,494	179,786 14	134,211	221,266 04	256,705	391,052 18	256,705	391,052 18
Military Service,.....							779 90	
Miscellaneous,.....							12,469 08	
Total Passenger Earnings,.....							404,301 16	

REVENUE FROM STATIONS DURING THE YEAR 1866.

STATIONS.	FREIGHT.			PASSENGERS.			TOTAL REVENUE.
	Tons Freight Forwarded.	Tons Freight Received.	Revenue on Freight Received.	No. of Passengers from.	No. of Passengers to.	Revenue on Passengers from.	
Milwaukee,.....	60,281	196,181	800,093 61	31,482	28,229	67,889 11	957,982 72
Wauwatosa,.....	1	1	4 91	2,910	3,184	1,042 99	1,047 90
Elm Grove,.....	3	3	9 76	1,180	1,320	634 55	644 31
Brookfield Junction,...	421	82	218 16	2,182	2,581	1,509 36	1,727 52
Forest House,.....	.....	35	22 56	61	62	35 65	58 21
Waukesha,.....	2,857	4,180	7,174 69	13,138	13,128	11,002 20	18,176 89
Genesee,.....	1,579	431	987 11	2,414	2,460	1,864 72	2,861 83
North Prairie,.....	1,614	431	1,009 60	2,365	2,261	1,903 38	2,912 98
Eagle,.....	4,797	2,238	4,582 70	4,095	4,191	4,108 56	8,691 26
Palmyra,.....	2,415	650	2,249 00	4,891	4,704	4,222 88	6,471 88
Whitewater,.....	4,920	9,759	20,351 17	10,713	10,320	11,003 36	31,354 53
Lima,.....	285	456	701 77	1,704	1,861	963 28	1,635 05
Milton,.....	608	710	1,408 67	3,450	2,485	2,156 41	3,565 08
Milton Junction,.....	39	172	669 44	27,407	13,627	61,634 91	62,304 35
Janesville,.....	23,134	62,934	223,554 29	21,804	32,079	22,686 09	246,140 38
Hanover,.....	626	465	5,434 75	3,353	3,723	1,267 44	6,702 19
Orford,.....	2,337	279	616 06	1,940	2,081	1,188 68	1,804 64
Brodhead,.....	7,837	3,715	8,354 38	4,934	5,405	4,229 51	12,583 89
Juda,.....	2,589	695	1,506 80	1,780	1,823	1,332 79	2,839 59
Monroe,.....	12,043	10,010	22,284 95	6,082	5,990	8,351 13	30,636 08
Edgerton,.....	7,070	2,499	5,228 67	5,128	5,695	4,072 17	9,300 84
Stoughton,.....	4,739	2,111	5,349 04	5,086	5,795	5,672 39	10,921 43
McFarland,.....	2,673	545	1,152 97	1,675	1,964	1,150 04	2,303 01
Madison,.....	24,253	16,208	41,043 20	34,752	32,286	55,436 82	96,480 02
Mendota,.....	8,187	592	2,065 55	3,086	3,147	1,719 90	3,785 45
Cross Plains,.....	2,760	344	2,936 40	3,201	3,111	2,455 02	5,391 42
Black Earth,.....	4,492	1,795	5,620 15	3,683	3,988	3,361 06	8,981 21
Mazomanie,.....	7,609	2,502	11,874 21	7,190	7,402	8,860 03	20,734 24
Arena,.....	3,383	580	3,187 05	2,474	2,627	2,061 40	5,748 45
Helena,.....	581	193	686 94	723	681	499 12	1,156 06
Spring Green,.....	2,110	891	4,219 17	2,915	3,128	2,771 72	6,990 89
Lone Rock,.....	1,870	1,568	10,777 40	4,790	4,690	7,479 30	18,256 70
Avoca,.....	3,633	1,263	6,682 00	2,769	2,823	3,447 73	10,129 73
Muscoda,.....	911	338	2,761 78	2,251	2,450	2,695 43	5,457 21
Blue River,.....	138	137	1,017 85	1,031	1,329	1,006 22	2,024 17
Boscobel,.....	5,173	2,022	14,793 03	5,819	6,563	8,500 15	23,293 18
Woodman,.....	1,168	168	908 64	1,813	1,729	1,237 82	2,146 46
Wauzeka,.....	976	418	1,819 83	2,114	2,300	1,719 71	3,539 54
Wright's Ferry,.....	.....	1	26	159	251	126 05	126 31
Bridgeport,.....	1,751	628	4,246 56	1,212	1,231	1,942 50	6,189 06
Prairie du Chien,.....	148,588	40,500	229,683 99	17,038	21,971	65,520 60	295,204 59
Total,.....	369,320	369,320	\$1,547,289 07	256,705	256,705	\$391,052 18	\$1,938,341 25

Abstract of Commodities of Freight Transported during the Year 1866.—Westward.

FORWARDED FROM	Flour, Bbls.	Salt, Bbls.	W. Plaster, Cement & Plaster, Bbls.	Highwines, Brls.	Merchandise, Lbs.	Machinery, Lbs.	Agricultural Im- plements, Lbs.	Coal, Tons.	Pig Iron, Tons.	Lead, Tons.	Horses, No.	Cattle, No.	Hogs, No.	Sheep, No.	Lumber, Feet.	Shingles, No.	Lath, Pieces.	Posts, No.	Staves & Head- ings, Lbs.	Bricks, No.	Stone, Tons.	Empty Bbls, No.	Miscellaneous, Lbs.
Milwaukee...	254	40,699	3,589	15	43,653,650	75,220	805,770	9,519	193	...	48	10	264	13,594,340	9,109,260	1,714,500	2,397	73,150	324,950	4	9	7,030,320	
Elm Grove...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	920
Brookfield J'n	1	...	...	...	370	...	350	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	405,000
Waukesha...	...	...	...	...	20,430	...	23,150	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	477,110
Genesee...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19,100
North Prairie...	2	...	...	...	...	...	6,540	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19,020
Eagle...	3	...	...	...	...	...	9,000	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	136,000
Palmyra...	3	...	...	...	39,070	1,000	10,900	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	317,040
Whitewater...	18	...	...	...	...	...	368,920	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2,683,030
Lima...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	68,480
Milton...	...	...	...	...	...	...	18,800	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	64,850
Milton June...	...	...	...	...	...	...	750	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	44,270
Hannsville...	...	...	...	...	1,597,500	10,000	397,050	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1,113,570
Hanover...	...	...	...	...	26,000	...	11,810	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	49,000
Oxford...	...	...	...	...	1,750	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	324,080
Brodhead...	115	...	...	...	...	...	10,000	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4,100
Yadd...	...	...	...	...	...	...	1,010	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	20,000
Monroe...	...	...	...	...	...	...	600	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	31,240
Edgerton...	...	...	...	...	...	...	1,900	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	31,950
Stoughton...	50	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	357,030
McFarland...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	369,900
Madison...	1,087	4	29,210,640	462,200	2,804,320	107,146	826	12	2	325	140,503	708,250	43,100	285,000	14	39	23,100	...	...	...	...	...	23,100
Mendon...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Cross Plains...	2	...	...	...	740	...	4,000	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Black Earth...	...	...	...	...	37,050	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Mazomanie...	20	...	...	...	...	...	10,000	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Arcena...	51	...	...	...	...	...	4,400	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Hefena...	...	...	...	...	...	...	800	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Spring Green...	707	...	...	...	...	...	540	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Lone Rock...	100	...	...	...	...	...	118	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Avoca...	100	...	...	...	...	...	1,500	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Muscoda...	...	...	...	...	...	...	200	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Blue River...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Roscholt...	125	58	13	...	32,620	4,070	24,330	0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Woodman...	10	3	...	...	1,010	...	500	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Wauzeka...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Bridgeport...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total	1,650	41,827	3,618	285	80,626,570	591,550	4,445,370	6,632	339	118	941,102	971,884	18,000	171	9,820,750	2,176,050	24,807	649,150	969,160	151	11,284	17,711,540	

Abstract of Commodities of Freight Transported during the Year 1866.—Eastward.

	Wheat, Bu.	Rye, Bu.	Barley, Bu.	Oats, Bu.	Corn, Bu.	Potatoes, Bu.	Beans, Bu.	Green Seed, Bu.	Flour, Bbls.	Tork and Hock Bbls.	Hides, Bbls.	Dressed Hogs, lbs.	Eggs, lbs.	Butter, lbs.	Tard, lbs.	Tallow, lbs.	Wool, lbs.
Elm Grove.....	35,995	750	5,820	.....	8,429	.....	787	295	2,358	.....	.....	61,030	.....	4,829	.....	120	120,570
Brookfield Junction.....	1,280	3,136	1,965	.....	8	.....	43	.....	9,117	.....	.....	67,820	.....	.....	.....	160	1,880
Waukesha.....	36,750	7,956	165	975	8	.....	43	.....	24	.....	.....	82,630	.....	8,970	.....	.....	6,030
Genesee.....	66,605	9,970	1,978	10,142	6,337	14,785	441	54	6,636	.....	.....	296,300	.....	.....	.....	400	60,010
North Prairie.....	37,966	7,631	228	735	6,182	.....	880	.....	2,900	.....	.....	88,339	.....	1,580	.....	.....	20,070
Palmyra.....	39,988	1,294	442	21,683	6,211	2,193	512	298	1,506	1,609	.....	61,775	.....	6,930	131,370	6,980	88,800
Whitewater.....	6,434	1,875	933	.....	82	.....	.....	60	.....	.....	.....	400	.....	2,680	.....	100	.....
Lima.....	1,117	2,608	334	12,692	4,215	.....	12	.....	.....	.....	.....	12,540	.....	.....	.....	1,400	.....
Milton Junction.....	75,332	14,885	1,965	188,021	64,069	.....	.....	.....	.....	.....	.....	48,310	.....	.....	.....	20,680	1,500
Janesville.....	1,280	3,136	1,965	.....	4,751	.....	.....	.....	.....	.....	.....	48,310	.....	.....	.....	.....	.....
Onondaga.....	12,703	13,019	307	43,561	26,033	1,711	4	.....	.....	.....	.....	108,900	.....	9,210	.....	130	50
Orford.....	5,939	34,780	621	121,891	83,767	4,022	260	314	11,682	.....	.....	910,870	.....	101,380	1,040	2,880	10,000
Brookfield.....	3,369	4,519	.....	40,984	29,820	302	.....	.....	24	.....	.....	82,120	.....	1,820	.....	.....	6,770
Juda.....	75,835	24,593	.....	186,147	49,989	5,074	149	86	988	.....	.....	1,090,180	.....	208,410	.....	12,830	6,170
Monroe.....	51,409	3,436	1,162	63,996	28,316	3,242	363	24	2,219	.....	.....	369,690	.....	6,760	.....	2,000	8,490
Stoughton.....	69,494	6,193	1,176	32,154	15,409	3,882	.....	.....	10,908	.....	.....	54,700	.....	.....	.....	.....	.....
Edgerton.....	78,683	6,609	799	9,323	4,968	.....	.....	.....	.....	.....	.....	66,910	.....	870	.....	.....	.....
McFarland.....	88,752	6,007	409	65,626	8,326	137	126	.....	341	70	.....	209,310	.....	1,040	.....	.....	.....
Madison.....	250,446	722	4,985	14,875	2,075	.....	.....	.....	.....	.....	.....	135,370	.....	.....	.....	.....	.....
Menasha.....	81,768	458	1,761	3,481	.....	.....	.....	.....	.....	.....	.....	118,200	.....	770	.....	.....	.....
Cross Plains.....	104,883	1,121	759	29,772	6,443	.....	.....	.....	.....	.....	.....	230,850	.....	2,900	.....	.....	.....
Black Earth.....	86,210	8,665	6,170	12,149	6,740	900	117	.....	27,063	.....	.....	441,830	.....	8,310	.....	.....	.....
Mazomanie.....	68,533	3,136	882	28,457	7,416	.....	.....	.....	.....	.....	.....	411,830	.....	6,800	.....	.....	.....
Arena.....	10,801	874	3,240	1,262	70	.....	.....	.....	.....	.....	.....	95,200	.....	1,040	.....	.....	.....
Iclena.....	32,913	11,453	1,440	7,192	1,826	123	190	11	292	.....	.....	240,840	.....	610	.....	.....	.....
Spring Green.....	9,313	3,238	104	898	.....	.....	.....	.....	2,274	.....	.....	723,230	.....	3,830	.....	.....	.....
Lone Rock.....	29,197	3,001	.....	.....	6	.....	.....	.....	3,368	.....	.....	719,230	.....	1,120	.....	.....	.....
Avoca.....	29,540	1,829	.....	61,709	13,927	87	171	.....	.....	.....	.....	60,420	.....	4,70	.....	.....	.....
Muscoda.....	.....	.....	.....	1,613	4,266	.....	.....	.....	.....	.....	.....	69,980	.....	988	.....	.....	.....
Blino River.....	50,129	3,591	667	34,317	3,829	.....	.....	.....	241	.....	.....	728,920	.....	9,810	.....	.....	.....
Rosbeh.....	10,101	825	354	8,168	1,738	.....	.....	.....	.....	.....	.....	88,760	.....	3,400	.....	.....	.....
Woodman.....	2,629	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	17,770	.....	.....	.....	.....	.....
Wauzeka.....	15,075	209	83	24,317	79	.....	.....	.....	.....	.....	.....	313,000	.....	180	.....	.....	.....
Bridgeport.....	4,294,878	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12,019,970	.....	23,820	.....	.....	.....
Prairie du Chien.....	.....	.....	.....	159	13,700	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	5,724,051	170,526	29,661	969,148	353,967	55,500	3,769	3,169	179,710	1,700	777	20,865,740	159,329	1,273,915	191,675	196,140	639,920

Abstract of Commodities of Freight Transported during the Year 1866.—Eastward.—(Continued.)

FORWARDED FROM																
	Hides, Lbs.	Hay, Lbs.	Pig Iron, Lbs.	Lead, Lbs.	Merchandise,	Mathery,	Agricultural Im-	Horses, No.	Cattle, No.	Hogs, No.	Sheep, No.	Lumber, Feet.	Stone, Tons.	Brick, No.	Empty Brs, No.	Miscellaneous, Lbs.
Elm Grove.....																9,470
Brookfield Junction.....																279,310
Waukesha.....	11,130				10,000	5,940	4	94	908	974	13,013	374			678	31,800
Genesee.....	2,000									466						31,800
North Prairie.....	5,400				10,630			70	320	483				45		83,360
Eagle.....	8,700							110	400							113,200
Palmyra.....	12,840				45,970			146	306	77	9,000					332,570
Whitewater.....	43,200				6,650	75,650	4	172	292	41	7,000			6,000	186	1,450,000
Lima.....	1,830															25,600
Milton.....	5,320									209						73,000
Milton Junction.....	260		100													26,740
Janesville.....	124,000	56,000			1,177,510	480	35,010	11	520	87,144,500						802,030
Hanover.....	820				8,050	1,800										66,800
Orford.....	2,150				4,440											5,200
Brookhead.....	25,750				3,030			134	1,191	42					688	397,570
Juda.....	4,850				50			685	3,650	1,440	2,500					31,570
Monroe.....	61,780				13,800	16,110	110	1,183	4,482	276	69,850					3,037,080
Edgerton.....	15,850							216	1,175	339				371,700		809,080
Stoughton.....								187	1,407	60						209,000
McFarland.....	4,220								229							7,700
Madison.....	90,570				336,520	72,190	28	107	285	410			53			325,410
Mendota.....	6,430				1,070	160	1	99	796							13,150
Cross Plains.....	5,430				3,910	1,570		92	142							37,000
Black Earth.....	11,630		4,070		28,480	3,450	3	351	1,301							23,870
Mazomanie.....	63,310							317	639	200	16,925			20		1,132,080
Arena.....	12,650			10,610		1,300		678	316		4,620					37,000
Helena.....	1,260							119	986							8,460
Spring Green.....	13,570							390	506							190,940
Lone Rock.....	14,250	100,000			100,000	2,930	6	645	1,021	30	6,200					992,930
Avoca.....	15,430			2,000	5,180	280	1	500	707	71						253,020
Nuscoda.....	2,850				193,690			86	457							30,470
Blue River.....																174,460
Roscobel.....	43,430				39,110	6,850	3	680	1,414	73	10,940					1,697,850
Woodman.....	1,630				300			382	900							663,760
Wauzeka.....	3,600				320			149	145		273,450					31,130
Bridgport.....	2,600	800			670			216	226							47,600
Prairie du Chien.....	845,230				1,933,480	53,550	64	6,672	9,196	104	6,300			2,000	904	763,310
Total.....	1,403,920	800,260,070	13,170	3,816,000	28,820,313,840	271,13,577	36,136	3,017,505,198	446,856,705	3,905	13,748,020					

Milwaukee and Prairie du Chien Railway Company.

GENERAL ACCOUNT DECEMBER 31st, 1866.

Cr.

General Property Account.—Cost of Road.....	\$7,726,200 00	First Mortgage Bonds and Scrip Stock.—Outstanding as per last Report.....	\$402,000 00
McGregor Western Railway Co. Lessors. Stock Advances for account of materials, rolling stock, &c., to date, under Lease Contract, McGregor Western Railway Co. Lessors. Cash advances to date on account of construction, under Lease Contract.....	407,796 00	Converted and Cancelled during the year.....	11,500 00
McGregor Western Railway Co. Bonds and Stock.—Amount of 2d Preferred and Common Stock, issued for Bonds and Stock of said Co., under option of purchase in Lease Contract, United States Government P. O. Department.	231,196 83	First Preferred Stock.—Issued as per last Report... Issued during the year for Bonds converted.....	3,082,000 00
Due on account transportation of Mails.....	2,608,300 00	Issued during the year under McGregor Western Lease Contract.....	11,500 00
Balances due from Station Agents.....	10,942 82	Second Preferred Stock.—Issued as per last Report. Issued during the year for Bonds of the McGregor Western Railway Co., under Lease Contract, at par.	107,796 00
“ “ Government on Military Act.....	11,387 28	Common Stock.—Issued as per last Report.....	1,014,000 00
“ “ Government on Military Act, due under Pooling Contract.....	44,955 86	Issued during the year for 32,410 shares McGregor Western Railway Co. Stock, under Lease Contract,	982,800 00
Stock of Material.—Cost of Material on hand... Minnesota Cent'l Railway Co.—Cash Advances, Milwaukee & St. Paul Railway Co.—Amount due under Pooling Contract.....	69 92	West'n Railway Co. Stock, under Lease Contract,	3,014,000 00
McGregor Western Railway Co. Bonds.—Cost of \$17,000 of said Company's Bonds, received for Freight and Old Rolling Stock.....	242,607 18	Common Stock.—Issued as per last Report.....	1,620,500 00
Cash.—Funds on hand in New York and Milwaukee.....	73,936 86	Sinking Fund.—Amount of Bonds and Stock cancelled to date by Sinking Fund.....	
	39,298 58	Reserved Sinking Fund, as per last Report.....	514,200 00
	15,733 33	Unpaid Sinking Fund.....	1,435 00
	133,490 94	Convertible Property and Old Debts Account.....	177,145 00
		Balances due to other Companies, &c.....	141,266 59
		Reserved Government Tax.....	42,780 89
		Unpaid Vouchers and Pay Rolls.....	2,611 00
		Bills Payable.....	171,706 17
		Iowa Railway Construction Co.....	2,898 75
		Coupon Account.—Unpaid Coupons, due 1st January, '67, and prior.....	580 72
		Income Account.....	13,755 00
			249,440 48
			\$11,540,915 60

WM. T. TAINTOR, Sec'y and Treasurer.

VALUE OF FUEL AND SUPPLIES ON HAND, DE-
CEMBER 31st, 1866.

Wood.....	Cords.....	20,949	\$72,483 60
Coal.....	Tons.....	507	4,726 50
Oil.....	Gallons.....	1,275	1,584 40
Waste.....	Pounds.....	1,003	260 30
New Iron Rails.....	Gross Tons....	112 ²⁷³ / ₂₂₄₀	10,095 22
Old Iron Rails.....	Net Tons....	497 ³⁰⁰ / ₃₀₀₀	12,432 23
Spike.....	Pounds....	30,835	1,927 19
Fish Plate, Splices and Bolts....	Pounds ...	37,104	2,836 59
Ties.....	Number...39,232		15,692 80
Iron Unworked.....	Pounds ...	126,263	11,028 59
Iron Worked and Partly Worked, Pounds...116,100			16,217 87
Copper and Brass.....	Pounds....	14,615	7,697 65
Lumber.....	Feet....	1,181,104	37,911 24
Truck and Car Wheels.....	Number.....	252	4,560 24
Steel and Steel Springs.....	Pounds	11,831	2,251 74
Engine, Car and Road Castings. Pounds ...129,105			7,237 82
Lumber, Posts & Nails for Fencing.....			754 42
Paints and Oil.....			640 81
Scrap Iron.....	Pounds ..	472,802	13,672 27
Other Materials.....			12,399 66
Storekeepers' Stock.....			6,196 28
			\$242,607 18

SUMMARY.

Number of Miles run by Passenger Trains.....		323,432
“ “ “ Freight Trains.....		568,053
“ “ “ Wood and Gravel Trains...		105,175
Total number of miles run.....		996,660
Number of Tons Freight carried one mile.....		46,554,790
“ “ Passengers “ “		10,667,228
Earnings per mile run on Freight.....		\$2 72
“ “ “ “ Passengers		1 21
Expenses per mile, including all expenditures.....		1 65
Per centage of expenses to earnings, including		
all expenditures.....	.82	per cent.
Per centage of expenses to earnings, less taxes. .76		“ “
Amount received per ton per mile.....	.03 32-100	cts.
“ “ “ passenger per mile.....	.03 67-100	“
Cost of maintaining repairs of track and		
bridges per mile.....	.49 34-100	“
Cost of repairs of Engines, per		
mile run.....	.13 13-100	
Cost of Engineers and Firemen. .08 44-100		
Cost of Oil and Waste.....	.02 90-100	
Cost of Fuel.....	.14 44-100	
Number of Passengers carried per mile run .1 26-100		
Length of Road.....	235,91-100	
Gross Earnings per mile of Road.....	\$8,536 09	
Net.....	1,573 38	

REPORT OF THE OPERATION
OF THE
McGregor Western Railway.

REPORT.

McGREGOR WESTERN RAILWAY Co., }
General Manager's Office. }

TO THE PRESIDENT AND DIRECTORS:

Gentlemen:—I herewith submit the report of the management of this Road, for the year 1866. The following tables will show the Earnings and Operating Expenses, the movement and revenue of Freight and Passengers, and the amount of Rolling Stock and Supplies on hand, at the close of the year.

During the year the line has been completed from Counover to Cresco, a distance of 16 miles, at a cost of \$317,887.98, and trains have been running regularly to Cresco since November 17th, 1866.

As will be seen by the following tables, the Company has transported during the year, 36,838 passengers, at an average of 4.39 cents per mile, and 60,589 tons of freight at an average of 6.06 cents per ton per mile. There has also been carried during the same period 1,093,031 bushels of wheat and 27,448 barrels of flour. It is hoped that with the extension of the Road and a fair crop this fall, that the earnings will be largely increased during the coming year.

S. S. MERRILL,

General Manager.

STATEMENT OF EARNINGS AND EXPENSES OF THE
MCGREGOR WESTERN, (MIL. AND PRA. DU CHIEN RAIL-
WAY, LESSEES,) FOR THE YEAR 1866.

EARNINGS.

From Freight	\$208,678	95
“ Passengers	52,880	91
“ Mails and Rents	2,195	00
Total Earnings		\$263,754 86

EXPENSES.

<i>Repairs of Road :</i>		
Repairs of Track	\$36,183	88
Repairs of Bridges	3,872	21
Repairs of Fences	2,396	81
Repairs of Buildings	857	03
<i>Repairs of Machinery :</i>		
Repairs of Locomotives	7,369	27
Repairs of Cars	23,641	00
Repairs of Tools and Machinery	3,248	21
<i>Operating :</i>		
Management and General Offices	9,411	45
Foreign Agency and Advertising	115	15
Station Service	19,682	00
Conductors, Baggage and Brakemen	7,964	75
Engineers, Firemen and Wipers	12,508	71
Train and Station Supplies	3,985	07
Fuel	37,733	11
Oil and Waste	3,147	49
Personal Injuries	137	30
Damage to Property	1,586	18
Loss and Damage of Freight and Baggage	1,290	39
Legal Expenses	467	43
Miscellaneous Expenses	429	85
Taxes	6,338	95
Rent of Rolling Stock and Working Capital	30,343	35
Total Expenses		\$212,709 59

RECAPITULATION.

Gross Earnings.....	263,754	86
Total Expenses.....	212,709	59
Net Earnings..	—————	<u>\$51,045 27</u>

STATEMENT OF INCOME, FROM ALL SOURCES, FOR
THE YEAR 1866.

From Freight	\$157,639	52
“ Passengers	49,562	57
“ Mails and Rents.....	2,195	00
“ Express.....	5,661	99
“ Freight Drawback.....	45,377	44
“ Passenger “	3,257	64
“ Miscellaneous	60	70
	<u>\$263,754</u>	<u>86</u>

COMPARATIVE STATEMENT

*Of the Earnings of the McGregor Western Railway, commencing
April 1st, 1865.*

MONTHS.	1865.	1866.
January,		22,097 36
February,.....		16,543 88
March,.....		12,466 98
April,.....	8,277 83	13,291 91
May,.....	12,066 93	29,032 98
June,.....	24,933 80	31,452 55
July,.....	27,697 24	16,315 12
August,.....	18,322 35	14,700 66
September,	26,152 99	22,875 30
October,.....	39,118 05	35,438 69
November,.....	36,937 86	33,436 44
December,.....	19,832 23	16,102 99
Total,	\$213,339 28	\$263,754 86

**DETAILED STATEMENT OF EARNINGS OF THE MCGREGOR
WESTERN RAILWAY, DURING THE YEAR 1866, MONTHLY.**

MONTHS.	FREIGHT.	PASSENGERS.	MAILS AND RENTS.	TOTAL.
January,	\$18,845 18	\$3,077 18	\$175 00	\$22,097 36
February,	14,211 89	2,146 99	185 00	16,543 88
March,	8,112 85	4,169 13	185 00	12,466 98
April,	8,598 49	4,508 42	185 00	13,291 91
May,	24,178 35	4,684 63	170 00	29,032 98
June,	25,352 67	5,914 88	185 00	31,452 55
July,	11,742 93	4,887 19	185 00	16,315 12
August,	10,182 35	4,333 31	185 00	14,700 66
September,	17,576 07	5,114 23	185 00	22,875 30
October,	29,671 25	5,582 44	185 00	35,438 69
November,	28,390 11	4,861 33	185 00	33,436 44
December,	11,816 81	4,101 18	185 00	16,102 99
Total,	\$208,678 95	\$52,880 91	\$2,195 00	\$263,754 86

Mileage and Revenue of Freight for the year 1866.

	TONS.	TONS CARR'D ONE MILE.	REVENUE.	RATE PER MILE.
Eastward,	40,028	1,702,648	\$101,902 49	.5 98-100
Westward,	20,561	897,382	55,737 03	.6 21-100
	60,589	2,600,030	\$157,639 52	.6 06-100
Express and Drawback,			51,039 43	
			\$208,678 95	

Mileage and Revenue of Passengers for the year 1866.

	NO. PASSENG' S.	NO. CARRIED ONE MILE.	REVENUE.	RATE PER MILE.
Eastward,	17,293	528,937	\$23,125 31	.4 37-100
Westward,	19,545	600,440	26,437 26	.4 40-100
	36,838	1,129,377	\$49,562 57	.4 39-100
Extra Baggage and Drawback,			3,318 34	
			\$52,880 91	

McGREGOR WESTERN RAILWAY,

Mil. and Pra. du Chien Railway Co., Lessees.

TONNAGE & REVENUE OF FREIGHT FORWARDED FROM AND RECEIVED AT THE SEVERAL STATIONS FOR THE YEAR 1866.

STATIONS.	FORWARDED.						RECEIVED.		
	EASTWARD.			WESTWARD.			TOTAL.		
	TONS.	REVENUE.	TONS.	REVENUE.	TONS.	REVENUE.	TONS.	REVENUE.	TOTAL.
Prairie du Chien .....	.....	.....	5,082	21,064 61	5,682	21,064 61	39,150	98,104 90	
North McGregor .....	.....	.....	14,352	33,656 26	14,352	33,656 26	881	3,648 91	
Giard .....	.....	.....	.....	.....	.....	.....	7	14 48	
Spaulding .....	.....	.....	.....	.....	.....	.....	2	6 14	
Monona	753	1,222 37	190	357 29	883	1,579 66	336	530 85	
Luana	1,288	2,327 13	44	67 18	1,332	2,394 31	130	287 74	
Postville	5,196	9,343 68	42	127 92	5,238	9,471 60	3,118	5,708 42	
Castalia	1,539	3,268 82	22	56 76	1,561	3,325 58	215	608 31	
Ossian	7,771	18,778 92	103	138 01	7,874	18,911 93	4,043	11,665 35	
Calmar	4,758	12,924 98	24	35 70	4,782	12,959 78	2,354	6,278 85	
Counover	17,934	51,077 47	162	238 30	18,096	51,315 77	8,685	26,421 66	
Cresco	789	2,960 02	.....	.....	789	2,960 02	1,688	4,368 96	
Total	40,028	101,902 49	20,561	55,737 03	60,589	137,639 52	60,589	137,639 52	
Express and Storage .....	.....	.....	.....	.....	.....	.....	.....	5,661 99	
Drawback .....	.....	.....	.....	.....	.....	.....	.....	45,377 44	
Total Freight Earnings .....	.....	.....	.....	.....	.....	.....	.....	208,678 95	

MCGREGOR WESTERN RAILWAY,

Mil. and Pra. du Chien Railway Co., Lessees.

NUMBER AND REVENUE OF PASSENGERS CARRIED TO AND FROM THE SEVERAL STATIONS DURING THE YEAR 1866.

STATIONS.	FROM.						TOTAL.	
	EASTWARD.			WESTWARD.			TOTAL.	
	NO.	REVENUE.	NO.	REVENUE.	NO.	REVENUE.	NO.	REVENUE.
North McGregor.....	..	..	13,842	22,822 21	13,842	22,822 21	12,270	19,873 41
Giard.....	263	66 55	106	89 15	369	155 70	515	303 85
Spaulding.....	70	24 30	57	49 65	127	73 95	181	117 00
Monona.....	1,552	943 70	1,103	980 15	2,655	1,923 85	2,487	1,771 05
Luana.....	818	600 05	381	331 00	1,199	931 05	1,197	900 45
Postville.....	2,796	2,977 59	1,354	877 12	4,150	3,854 71	4,421	4,213 84
Castalia.....	897	773 58	592	318 73	1,489	1,092 31	1,445	1,027 99
Ossian.....	1,841	2,365 45	1,270	596 15	3,111	2,961 60	3,017	3,033 65
Calmar.....	1,824	2,984 00	553	171 60	2,377	3,155 60	2,296	3,253 30
Counover.....	6,518	11,201 29	277	197 20	6,795	11,398 49	8,277	13,959 43
Ridgeway.....	10	7 95	10	4 30	20	12 25	21	9 20
Cresco.....	704	1,180 85	.....	.....	704	1,180 85	711	1,079 40
Total.....	17,293	23,125 31	19,545	26,437 26	36,838	49,562 57	36,838	49,562 57
Drawback.....	.....	.....	.....	.....	.....	.....	.....	3,257 64
Extra Baggage.....	.....	.....	.....	.....	.....	.....	.....	60 70
Total Passenger Earnings..	.....	.....	.....	.....	.....	.....	.....	52,880 91

REVENUE FROM STATIONS DURING THE YEAR 1866

STATIONS.	FREIGHT.			PASSENGERS.			TOTAL REVENUE.
	Tons of Freight For-warded.	Tons of Freight Re-ceived.	Revenue on Freight Recd.	No. Passengers from.	No. Passengers to.	Revenue on Passengers from.	
Prairie du Chien,.....	5,682	39,150	\$98,104 90	.....	.....	.....	\$98,104 90
North McGregor,.....	14,352	831	3,648 91	13,842	12,270	\$22,822 21	26,471 12
Giard,.....	.....	7	14 43	369	515	155 70	170 13
Spaulding,.....	.....	2	6 14	127	181	73 95	80 09
Monona,.....	883	336	530 85	2,655	2,487	1,923 85	2,454 70
Iuana,.....	1,332	130	287 74	1,199	1,197	931 05	1,218 79
Postville,.....	5,238	3,118	5,703 42	4,150	4,421	3,854 71	9,558 13
Castalia,.....	1,561	215	608 31	1,489	1,445	1,092 31	1,700 62
Ossian,.....	7,874	4,043	11,665 35	3,111	3,017	2,961 60	14,626 95
Calmar,.....	4,782	2,384	6,278 85	2,377	2,296	3,155 60	9,434 45
Counover,.....	18,096	8,685	26,421 66	6,795	8,277	11,398 49	37,820 15
Ridgeway,.....	.....	.....	.....	20	21	12 25	12 25
Cresco,.....	789	1,688	4,368 96	704	711	1,180 85	5,549 81
	60,589	60,589	157,639 52	36,888	36,888	\$49,562 57	\$207,202 09

MCGREGOR WESTERN RAILWAY,

Mil. & Pra. du Chien Railway Co., Lessees.

ABSTRACT OF COMMODITIES OF FREIGHT TRANSPORTED DURING THE YEAR 1866—WESTWARD.

FORWARDED FROM.	Flour, bbls.	Salt, bbls.	W. Lime Cement & Plaster, bbls.	Merchandise, lbs.	Machinery, lbs.	Agricultural Implements, lbs.	Coal, lbs.	Horses, No.	Cattle, No.	Sheep, No.	Lumber, Feet.	Shingles, M.	Lath, pieces.	Staves and Heading, lbs.	Brk, No.	Empty Barrels, No.	Miscellaneous, lbs.
Prairie du Chien.....	5,145	106	5,417,110	23,570	854,510	470,780	4	1	108	460,880	448,000	136,000	13,000	13,000	.....	.....	796,400
North McGregor.....	.....	.....	3,340,405	.....	557,870	49,180	4	.....	.....	.....	5,450,515	4,019,800	1,446,800	.....	.....	.....	239,800
Monona .....	.....	.....	24,740	25,600	5,600	.....	1	2	.....	.....	4,000	.....	.....	.....	.....	.....	182,450
Luana .....	.....	.....	.....	.....	10,500	.....	.....	.....	.....	.....	13,000	.....	.....	.....	.....	.....	72,030
Postville.....	2	.....	.....	.....	24,030	.....	.....	.....	.....	.....	2,300	.....	.....	.....	.....	.....	49,200
Castalia.....	.....	.....	.....	.....	14,980	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	29,770
Ossian, .....	.....	.....	5,200	10,000	35,445	.....	.....	.....	.....	.....	28,880	20,000	32,500	.....	.....	.....	8,770
Calmar .....	.....	.....	.....	.....	1,040	.....	.....	.....	.....	.....	9,400	8,000	.....	.....	.....	.....	5,630
Conover .....	.....	.....	44,490	4,500	9,820	.....	.....	.....	.....	.....	47,500	65,000	5,000	.....	.....	.....	41,980
Total	2	5,145	118,854,005	63,670	1,513,795	519,930	9	3	108	6,003,175	4,873,800	1,484,300	13,000	13,000	85	.....	1,426,920

MCGREGOR WESTERN RAILWAY,

Mil. and Pra. du Chien Railway Co., Lessees.

ABSTRACT OF COMMODITIES OF FREIGHT TRANSPORTED DURING THE YEAR 1866.—EASTWARD.

FROM	Wheat, Bus.	Barley, Bus.	Oats, Bus.	Potatoes, Bus.	Grass Seed, Bus.	Flour, Bbls.	Pork and Beef,	Dressed Hogs,	Eggs, Lbs.	Butter, Lbs.	Lard, Lbs.	Tallow, Lbs.	Wool, Lbs.	Hides, Lbs.	Merchandise, Lbs.	Machinery, Lbs.	Agricultural Im- plements, Lbs.	Cattle, No.	Hogs, No.	Lumber, Feet.	Empty Bbls., No.	Miscellaneous, Lbs.
Monona.....	25,933					10		47,550	200						200							17,950
Luana.....	33,548	261 14		110				202,348		160	150		320	1,720				32 1,119				8,750
Postville.....	65,962	1,186		15	786	25,333	3	76,900		8,400	990	10,540	6,200				12,840	269 3,619	310			29,410
Castalia.....	48,044	575		8				93,199		6,270	670		2,560				3,110	37 99				4,140
Ossian.....	191,407	495		63	3	78		443,320	5,900	91,765	275	11,118	8,695	10,430	10,965	13,250	591 1,186	4,000	397			45,870
Calmar.....	148,220				350	13		243,420	640	70,575	1,150	130	240	15,430	600		40	164 276			72	54,225
Conover.....	562,911					1,005		700,020		100,310	2,330	19,040	73,175	13,060	4,300	7,600	909 1,742					201,795
Cresco.....	18,710		606			1,001		181,400		4,290				820	820	1,450		40 45				2,530
Total.....	1,093,031	2,520,620	861,240			27,446	3	1,988,237	6,740	251,770	2,572,735	41,758	107,100	26,830	16,715	86,840	2,102	1,953	4,310	463	360	730

McGREGOR WESTERN RAILWAY.

M. & P. du Chien Railway Co. Lessees.

General Account December 31st, 1888.

U. S. Government P. O. Department.....	2,998 37				1,336 60
Balance due from Agents, other Com- panies, &c.....	5,396 85				43,045 39
C. & N. W. Ry Co.—Amount due from drawback.....	6,908 56				6,687 60
Iowa Ry Construction Co.—Paid for Right of Way East of Conover.....	901 67				51,069 59
Stock of Material.—Cost of Material on hand.....		16,205 45			407,796 00
Telegraph Construction.....		39,875 50			26,040 35
Land Grant.—Expenses of Location.....		1,022 83			120,706 63
Rolling Stock.....		1,712 00			234,813 01
Construction Account.....		256,540 63			6,236 01
North McGregor to Conover.....	25,844 20				231,196 83
New Side Track.....		\$6,255 02			168,636 84
Shops.....		4,050 73			62,559 59
Buildings.....		15,338 45			45,987 76
Conover to Cresco.....	317,887 98				
Culverts, Grading, &c.....		133,731 67			
Iron, Ties, &c.....		171,229 11			
Buildings at Cresco.....		5,185 55			
Right of Way.....		7,741 65			
Surveying Conover West.....	8,165 59				
Compon Account.—Paid Coupons to McGregor Western Railway Co.'s Bonds in Stock and Cash.....		68,796 00			\$736,050 18
		\$736,050 18			

JOHN C. SPENCER, Auditor.

ROLLING STOCK

ON MCGREGOR WESTERN RAILWAY :

Locomotives	7
1st Class Passenger Cars.....	3
2d Class Passenger Cars.....	1
Baggage, Mail and Express.....	2
Box Freight Cars.....	76
Flat Cars.....	30
Boarding Cars.....	1

MCGREGOR WESTERN RAILWAY, (MIL. AND PRA. DU
CHIEN RAILWAY, LESSEES,) VALUE OF SUPPLIES ON
HAND, DECEMBER 31st, 1866.

Wood.....	Cords.....4,800	\$24,480 00
Coal.....	Tons.....14	140 00
Oil	Gallons....1,470	1,113 96
Waste	Pounds...2,663	450 40
Ties	Number...6,500	3,250 00
Iron Unworked.....	Pounds..30,643	1,990 58
Iron Worked and partly Worked..	Pounds...8,603	700 78
Copper and Brass	Pounds.....584	292 60
Lumber.....	Feet.....31,500	1,138 50
Truck and Car Wheels.....	Number...44	972 00
Steel Springs.....	Number.....5	165 00
Engines, Car and Road Castings...Pounds..	10,300	506 00
Paints and Oil.....		128 88
Scrap Iron.....	13,000	260 00
Other Materials.....		546 80
Old Tools.....		2,465 00
Old Car-shop and Engine-house.....		1,275 00
		<u>\$39,875 50</u>

REPORT OF THE OPERATION
OF THE
Minnesota Central Railway.

REPORT,

MINNNSOTA CENTRAL RAILWAY CO., }
General Manager's Office. }

TO THE PRESIDENT AND DIRECTORS :

Gentlemen :—This Road having been under the present management for but about four months, (September 1st to December 31st, '66,) it is impossible to make any detailed report of the condition and operation of the Company, further than is shown in the following tables, which give the Earnings and Expenses for the past year and details of the movement and revenue of Freight and Passengers.

During the year, this Company has transported 44,843 Passengers, at an average of 5.25 cents per mile, and 71,400 Tons of Freight, at an average of 6.93 cents per ton per mile. They have also carried, during the same period, 684,795 bushels of Wheat and 96,098 barrels of Flour.

Since August 19th, 1866, when the connection was made at Owatonna with the Winona & St. Peter Railway, the earnings have steadily increased, but still, are in a great measure dependent upon the Mississippi River navigation—and will continue to be so, until the proposed connection is made at Austin, with the McGregor Western Railway, which will ensure a much more uniform and increased business.

S. S. MERRILL,
General Manager.

STATEMENT OF EARNINGS AND EXPENSES OF THE
MINNESOTA CENTRAL RAILWAY, FOR THE YEAR
ENDING DECEMBER 31st, 1866.

EARNINGS.

From Freight	\$190,646 39
“ Passengers	74,587 12
“ Mails, Express, &c.....	13,732 47
Total Earnings.....	\$278,965 98

EXPENSES.

Repairs of Road :

Repairs of Track	\$50,116 46
Repairs of Bridges.....	369 28
Repairs of Fences	5,101 82
Repairs of Buildings.....	4,089 72

Repairs of Machinery :

Repairs of Locomotives.....	8,677 31
Repairs of Cars.....	12,525 51
Repairs of Tools and Machinery...	11,109 49

Operating :

Management and General Offices..	8,306 13
Foreign Agency and Advertising..	1,152 22
Station Service.....	23,429 34
Conductors, Baggage and Brakemen	4,928 11
Engineers, Firemen and Wipers....	8,406 78
Train and Station Supplies	6,464 79
Fuel	16,723 33
Oil and Waste	2,499 72
Personal Injuries	1,548 35
Damage to Property.....	1,833 00
Loss and Damage of Freight and Baggage.....	430 56
Legal Expenses.....	79 50
Miscellaneous Expenses.....	6,721 99
Taxes.....	5,312 08
Insurance.....	2,903 74

Total Expenses.....	\$182,729 23
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RECAPITULATION.

Gross Earnings.....	278,965 98	
Total Expenses.....	182,729 23	
Net Earnings..	<u> </u>	\$96,236 75

STATEMENT OF INCOME FROM ALL SOURCES, FOR
THE YEAR 1866.

From Freight.....	\$190,646 39
“ Passengers	74,587 12
“ Express Service	4,355 97
“ Telegraph Service.....	196 85
“ Storage.....	8,827 36
“ Extra Baggage.....	352 29
	<u> </u>
	\$278,965 98

ROLLING STOCK

ON MINNESOTA CENTRAL RAILWAY:

Locomotives	7
1st Class Passenger Cars.....	5
Baggage, Mail and Express.....	3
Box Freight Cars.....	108
Flat Cars.....	32

**DETAILED STATEMENT OF EARNINGS OF THE MINNESOTA
CENTRAL RAILWAY, DURING THE YEAR 1866, MONTHLY.**

MONTHS.	FREIGHT.	PASSENGERS.	MAILS AND RENTS.	TOTAL.
January,	\$2,334 00	\$1,808 73	\$269 49	\$4,412 22
February,	2,629 00	1,952 74	227 82	4,809 56
March,	6,748 41	3,278 85	437 78	10,465 04
April,	8,894 29	4,527 76	689 61	14,111 66
May,	30,305 86	4,754 93	3,587 54	38,648 33
June,	30,749 68	5,030 23	2,124 32	37,904 23
July,	17,997 89	5,939 55	949 82	24,287 26
August,	10,743 74	6,027 15	246 71	17,017 60
September,	15,797 35	8,659 53	641 64	25,098 52
October,	28,782 47	12,588 32	1,704 77	43,075 56
November,	24,162 17	11,659 37	1,770 50	37,592 04
December,	12,101 53	8,359 96	1,082 47	21,543 96
Total,	\$190,646 39	\$74,587 12	\$13,732 47	\$278,965 48

Mileage and Revenue of Freight for the year 1866.

	TONS.	TONS CARR'D ONE MILE.	REVENUE.	RATE PER MILE.
Southward,	41,026	1,691,446	\$100,253 56	5.93-100
Northward,	30,374	1,058,065	90,392 83	8.54-100
Total,	71,400	2,749,511	\$190,646 39	6.93-100

Mileage and Revenue of Passengers for the year 1866.

	NO. PASSENG'S.	NO. CARRIED ONE MILE.	REVENUE.	RATE PER MILE.
Southward,	22,724	720,146	\$37,659 80	5.23-100
Northward,	22,119	701,114	36,927 32	5.26-100
Total,	44,843	1,421,260	\$74,587 12	5.25-100

Tonnage and Revenue of Freight

CARRIED FROM AND TO THE SEVERAL STATIONS OF THE MINNESOTA CENTRAL RAILWAY DURING THE YEAR 1898.

STATIONS.	FORWARDED.						RECEIVED.			
	SOUTHWARD.			NORTHWARD.			TOTAL.			
	Tons.	Revenue.	Tons.	Revenue.	Tons.	Revenue.	Tons.	Revenue.	Tons.	Revenue.
Minneapolis way.....	17,971	\$26,709 61	.....	.....	17,971	26,709 61	11,461	\$24,088 70	29,432	\$48,797 31
Minneapolis through....	17,128	49,444 63	.....	.....	17,128	49,444 63	2,829	13,682 96	19,957	63,130 27
Mendota way.....	1,656	7,975 77	6,985	9,217 03	8,601	17,192 80	16,755	27,985 49	25,406	45,178 29
Mendota through.....	1,534	8,959 23	.....	.....	1,534	8,959 23	8,272	29,763 59	10,806	38,722 82
Rosemount	10	49 01	1,175	2,441 82	1,185	2,490 83	446	652 66	1,631	3,142 49
Farmington.....	421	1,060 12	3,497	8,336 97	3,918	9,397 09	2,128	4,314 95	6,046	13,712 04
Northfield	703	1,984 16	3,611	11,890 15	4,314	13,874 31	4,169	11,452 81	8,483	25,327 12
Dundas.....	396	1,228 75	1,947	7,520 71	2,343	8,749 46	970	2,852 97	3,313	11,602 43
Faribault way.....	1,116	2,760 56	1,334	4,797 99	2,450	7,558 55	3,179	10,637 21	5,629	18,275 76
Faribault *through.....	.....	.....	7,201	32,391 27	7,201	32,391 27	9,324	31,580 46	16,525	63,911 73
Medford	81	81 72	169	581 78	250	663 50	167	543 16	417	1,206 66
Owatonna way.....	.....	.....	605	2,209 83	605	2,209 83	2,362	6,323 03	2,967	8,532 06
Owatonna through.....	.....	.....	3,900	11,005 28	3,900	11,005 28	9,338	26,823 40	13,238	38,828 68
Total way.....	22,364	41,849 70	19,273	46,996 28	41,637	88,845 98	41,637	88,845 98	83,274	172,691 96
Total through.....	18,662	58,408 86	11,101	43,396 55	29,763	101,800 41	29,763	101,800 41	49,426	203,691 37
Total	41,026	\$100,258 56	30,374	\$90,392 83	71,400	\$190,646 39	71,400	\$190,646 39	122,826	\$394,292 78

*Faribault being the terminus of the road until August 19, 1898, up to which time all tonnage from Minneapolis and Mendota to Faribault and vice versa was put into through tonnage.

Number and Revenue of Passengers CARRIED FROM AND TO THE SEVERAL STATIONS OF THE MINNESOTA CENTRAL RAILWAY, DURING THE YEAR 1906.

STATIONS.	FROM				TO			
	SOUTHWARD.		NORTHWARD.		TOTAL.		TOTAL.	
	No.	Revenue.	No.	Revenue.	No.	Revenue.	No.	Revenue.
Minneapolis way.....	6,523	7,088 27	.....	.....	6,523	7,088 27	6,279	7,226 60
Minneapolis through.....	2,887	9,437 89	.....	.....	2,887	9,437 89	2,704	8,908 68
Minnehaha.....	149	113 10	630	135 35	779	248 45	899	306 90
Mendota way.....	3,125	5,228 46	2,860	1,410 70	5,985	6,639 16	5,982	6,042 58
Mendota through.....	3,694	10,239 25	.....	.....	3,694	10,239 25	3,872	10,797 71
Westcott.....	22	27 35	102	57 95	124	85 30	163	137 00
Rosemount.....	298	401 11	785	759 15	1,083	1,160 26	880	891 85
Farmington.....	774	1,004 55	1,642	1,945 70	2,416	2,950 25	2,382	2,852 50
Castle Rock.....	71	62 65	105	122 75	176	185 40	260	273 40
Northfield.....	2,224	1,949 55	2,343	4,046 50	4,567	5,996 05	4,465	5,838 33
Dundas.....	488	368 27	598	766 48	1,086	1,134 75	1,052	1,110 13
Faribault way.....	1,988	1,621 30	3,424	4,947 60	5,412	6,568 90	5,569	6,888 85
Faribault *through.....	.....	.....	3,313	8,718 45	3,313	8,718 45	3,221	8,505 68
Medford.....	468	164 80	345	359 25	813	524 05	915	890 05
Clinton.....	13	3 25	18	30 85	31	34 10	44	35 25
Owatonna way.....	.....	.....	2,692	2,643 65	2,692	2,643 65	2,796	2,790 15
Owatonna through.....	.....	.....	3,262	10,982 94	3,262	10,982 94	3,360	11,171 46
Total way.....	16,143	17,982 66	15,544	17,225 93	31,686	35,208 59	31,686	35,208 59
Total through.....	6,581	19,677 14	6,575	19,701 39	13,157	39,378 53	13,157	39,378 53
Total.....	22,724	\$37,659 80	22,119	\$36,927 32	44,843	\$74,587 12	44,843	\$74,587 12

* The road terminated at Faribault until August 19, 1906, up to which time all passengers from Minneapolis and Mendota to Faribault and vice versa were counted as through Passengers.

**ABSTRACT OF COMMODITIES TRANSPORTED ON THE MINNESOTA CENTRAL RAILWAY,
FROM JANUARY 1st, 1866, TO DECEMBER 31st, 1866—SOUTHWARD.**

STATIONS.	Flour, Brls.	Wheat, Bus.	Lumber, Feet.	Merchandise, Lbs.	Miscellaneous, Lbs.	Shingles, No.	Lath, Feet.	Horses, No.	Cattle, No.	Dressed Hogs, Lbs.	Agricultural Imple- ments, Lbs.	Machinery, Lbs.	Empty Brls., No.	Limng, Lbs.	Salt, Brls.	Oats, Bus.	Corn, Bus.	Potatoes, Bus.	Hides, Lbs.	Staves, Heading, Hoop pole, Lbs.	Coal, Lbs.	Wool, Lbs.	Lime, Cement and Plaster, Brls	
Minneapolis..	72,751	1,091	13,945,425	524,035	453,745	1,697,570	352,850	2	2	140	17,790	500	1,126
Mendota.....	569	.....	10,000	4,743,534	20,900	.....	.....	.....	.....	210	224,151	66,653	.....	37,391	1,914	250	54	100	.....	151,690	74,400	.....	63
Rosemount...	.....	207	.....	2,095	500	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Farmington..	.....	2,450	120,035	36,997	9	23,500	13,500	.....	.....	.....	.....	.....	.....	.....	105	.....	.....	.....	.....	.....	.....	.....	.....
Northfield...	3,033	3,266	6,000	29,939	24,656	.....	.....	.....	3,563	.....	.....	2,230	1,825	.....	120	.....	.....	.....	.....	.....	.....	2,350	.....
Dundas.....	3,480	900	.....	84,115	90,765	.....	.....	.....	.....	.....	.....	.....	57	.....	60	.....	.....	.....	.....	.....	.....	610	.....
Faribault.....	7,021	3,354	75,000	140,135	91,560	.....	.....	1	.....	.....	250	.....	.....	.....	.....	.....	10	10,663	20,000	.....	.....	31,575	176
Medford.....	.....	.....	41,200	.....	900	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	86,554	11,305	14,200,666	5,511,750	718,419	1,721,070	571,560	2	6	915	242,191	69,413	3,005	37,391	2,199	250	54	110	10,663	171,690	74,400	34,505	570	

**ABSTRACT OF COMMODITIES TRANSPORTED ON THE MINNESOTA CENTRAL RAILWAY FROM
JANUARY 1st TO DECEMBER 31st, 1866.—NORTHWARD.**

STATIONS.	Flour, Bbls.	Wheat, Bus.	Barley, Bus.	Oats, Bus.	Corn, Bus.	Potatoes, Bus.	R. R. Iron, Lbs.	Merchandise, Lbs.	Miscellaneous, Lbs.	Machinery, Lbs.	Coal, Lbs.	Lumber, Feet.	Lime, Lbs.	Brick, No.	Salt, Barrels.	Hides, Lbs.	Pig Iron, Lbs.	Agricultural Implements, Lbs.	Live Sheep and Hogs, No.	Dressed Hogs, Lbs.	Staves, Heading and Hoop poles, Lbs.	Lime, Cement and Plaster, Bbls.	Wool, Lbs.	Empty Barrels, No.	Cattle and Horses, No.			
Mendota.....	54,242			697				5,294,588	454,930	389,582	387,100	8,600	698,544	173,600	360	300	363,300	20,500				1,641,470	1,032	12,115				
Rosemount..	3	37,772	941	1,032	4	206		2,615	3,728						69			350	1					650				
Farmington.....	111,035	833	743	9	40			6,165	45,320						240			1,525	15	1,842				970				
Northfield ..	834,101	289,053	1,807	266				116,828	221,207	7,410		13,700									6,172	60,355			13,689	889	13	
Dundas.....	1,102	56,257	707	514				474	37,343						60						4,207	191,100			540	1,983		
Faribault.....	5,306	218,605		2,517	207			515,823	241,923	18,000		16,600			1				3,410	900	11,302	266,533			75	36,749	303	73
Medford.....		5,400						900	3,900																2,500			
Owatonna.....		85,507		5,217	3,256			3,075,062	2,886,500			210,000			50		5,872		27,000	150	18,000	32,000			125	14,070		23
Total.....	9,244	673,487	5,564	12,527	3,802	246	3,075,062	8,513,153	1,134,056	563,482	597,100	45,990	698,544	187,300	761	118,818	363,300	83,600	1,066	41,523	2,191,478	1,252	81,873	2,476	119			

