

gomery—but all three are under one management, so that there is no competition. There are large deposits of iron, slate, lime and marble along the line of this road, that will be opened up as soon as these 26 miles are completed, besides a heavy coal business may be reasonably expected from the Selma, Rome and Dalton.

**Erie Railway.**

It is stated that the efforts of Mr. Jewett to obtain a reorganization of the Erie Railway Company have been brought to a successful termination. The scheme proposed is as follows:

All of the mortgage bondholders down to the first consolidated are to receive interest regularly. The first consolidated mortgage bondholders are to fund alternate coupons for six years. The second consolidated to fund all of their coupons for that period. The holders of common stock are to pay six dollars per share into the treasury of the road, and the preferred stockholders three dollars per share.

It is claimed that the parties in interest on the other side have assented to the proposition, and that the board of directors have sanctioned the agreement. It is believed that the company can be organized by the first of January, and the property taken out of the hands of the receiver.

**Chicago and Northwestern Railway.**

The earnings of this road for the years ending May 31, 1875 and 1876, were as follows:

	1874-'75.	1875-'76.
From passengers ..	\$3,205,059 68	\$3,145,749 63
“ freight .....	8,837,828 49	9,001,177 95
“ express .....	268,284 46	262,253 83
“ mails .....	264,459 33	289,182 98
“ miscellaneous	132,094 55	75,346 96
	<u>\$12,707,726 51</u>	<u>\$12,773,711 35</u>

**Expenses viz:**

Repairs of engines ..	\$581,693 46	\$533,747 21
“ cars ..	926,054 64	636,934 83
“ buildings	125,608 34	132,918 09
“ fences, etc	47,540 86	61,753 73
“ bridges ..	118,601 99	150,286 76
“ track.....	1,670,412 16	1,412,579 61
“ tools, etc	96,972 58	101,712 76
Fuel used by locomotives .....	856,632 90	911,833 54
Fuel and lights used in cars and at stations .....	122,877 94	122,047 19
Oil and waste used.	90,133 09	94,538 69
Office and station furniture & exp.	54,877 10	46,814 33
Furniture and fixtures for cars...	15,691 69	12,019 71
Foreign agents .....	45,325 00	57,783 47
Advertising .....	19,611 26	18,092 16
Stationery, etc.....	51,816 86	43,098 65
Enginemen, etc....	677,089 91	667,076 25
Conductors, etc....	413,077 65	413,032 31
Laborers and switchmen.....	662,021 97	658,524 61
Agents and clerks at stations .....	612,875 28	615,154 09
Superintendence ..	109,262 38	102,788 83
Rents .....	24,081 31	23,967 78
Loss and damage..	70,764 46	47,473 34
Injury to persons..	50,872 29	71,486 73
Teaming freight, etc	5,835 70	6,003 53
Miscellaneous exp.	56,222 11	68,273 06
Car hire paid over amount received.	51,740 72	65,671 67

Operating exp..	\$7,557,693 14	\$7,074,617 95
Taxes .....	408,737 14	327,546 90
Losses & renewals acc't Chicago fire	18,264 27	6,693 14
<b>Total expenses...</b>	<b>\$7,984,694 55</b>	<b>\$7,408,857 99</b>

Net earnings..	\$4,723,031 96	\$5,364,853 36
From which deduct—		
Interest on bonds.....	\$2,164,142 13	
Sinking fund .....	40,120 00	
Premium on gold coupons .....	170,413 84	
Interest and exchange	31,917 46	
U. S. Revenue. Pay'ts.	17,319 97	
Rent of Chicago, Iowa and Nebraska R. R.	521,092 12	
Rent of Cedar Rapids and Missouri River Railroad .....	621,553 41	
Payments in adjustment of old Galena and Chicago Union R. R. stock .....	743 74	
	<u>3,567,302 67</u>	

Leaving a balance of .....	\$1,797,550 69
To which add receipts of—	
Winona and St. Peter Railroad .....	\$626,965 83
Winona, Mankato and New Ulm Branch....	4,187 18
La Crosse, Trempeleau and Prescott R. R. ....	231,966 95
North Western Union Railway .....	268,534 03
Iowa Midland Railway	108,366 63
	<u>1,240,020 62</u>
	<u>\$3,037,571 31</u>

And deduct their charges, viz:	
Interest on bonds and premium on gold...	\$1,146,024 53
Less to credit of N. W. Union Railway Co ..	153,602 02
	<u>\$992,422 51</u>
Operating expenses...	820,062 72
Taxes .....	48,369 19
	<u>1,857,854 42</u>

Leaving as net income for the year.	\$1,179,716 89
Add balance to credit of income May 31, 1875 .....	2,637,612 64

Balance of income account May 31, 1876 .....

The number of miles of railroad is as follows: The Consolidated Chicago and Northwestern Railway and branches, 1,059.30 miles; Chicago and Milwaukee Railway, owned but not consolidated, 85 miles; Chicago, Iowa and Nebraska Railroad, and Cedar Rapids and Missouri River Railroad in Iowa, under perpetual lease, 356.60 miles—total 1,500.90 miles. The Proprietary Lines are: Winona and St. Peter Railroad and Mankato Branch, 380.75 miles; La Crosse, Trempeleau and Prescott Railroad, 29 miles; Northwestern Union Railroad, 62.63 miles; Iowa Midland Railroad, 68.80 miles—total, 491.18 miles. There has been no change in the number of miles of railroad since the last report, but a correction in the distance of the old line between Belvidere and Madison increases the total by 1.30 miles, making the whole number of miles 1,992.08.

Comparing the operating of the 1,500.90 miles of the Chicago and Northwestern Railway and branches with those of the previous year shows an increase in the gross earnings of \$65,984 84, with a decrease in expenses of \$575,836 56, making the increase in net earnings \$641,821 40. The percentage of expenses to earnings, exclusive of taxes, in 1875-'76, was 55.28; same for preceding year, 59.47. Per cent inclusive of taxes, 58; same for preceding year, 62.83.

The gross receipts of the Chicago and North-

western Railway proper, and of the Proprietary lines—1,992.08 miles—for the year ending May 31, 1876, were \$14,013,731 97, against \$13,786,303 08 for the year ending May 31, 1875, an increase of \$227,428 89. Of this increase, 29 per cent came from the Chicago and Northwestern Railway, and 71 per cent from the Proprietary roads. The President in his report says:

The gross earnings of the fiscal year furnish no adequate indication of the amount of traffic as compared with the previous year. They rather show the constant progress and increasing development of the country tributary to our lines. Additional business has come in to more than make up for any deficiencies occasioned by the prevailing low rates of transportation. The descending scale in prices during the year was met by an ascending volume of traffic, and by greatly reduced operating expenses, producing results which have added to the net profits of the company, and are encouraging for the future of the property.

Had the prices of the year previous been obtained on the business of the last year, the gross earnings would have been \$942,048 88 greater than they were, of which earnings, \$209,248 08 would have accrued from passengers and \$732,800 80 from freight.

A gratifying feature is the improvement which has taken place in the business of the newer lines. The proprietary roads, as a class, have increased their traffic in much more rapid ratio than the parent road, although a steady and healthy growth has continued with the latter.

The increase in tonnage carried one mile on the Chicago and North Western Railway was 10.08 per cent.; on the Winona and St. Peter, 18.88 per cent.; on the La Crosse, Trempeleau and Prescott, 18.67 per cent.; on the North Western Union, 24.55 per cent.; and on the Iowa Midland Railway, 26.95 per cent.

The aggregate number of tons carried during the year was .....

And for the previous year .....

Increase, 10.10 per cent.

The earnings per ton of freight were... \$2 83

And for the previous year .....

Decrease, 6.60 per cent.

The total tons carried one mile were 503,132,389

And for the previous year .....

Increase, 10.69 per cent.

The earnings per ton per mile were... 1.95 cents.

And for the previous year .....

Decrease, 7.14 per cent.

The whole number of passengers on all the lines was 3,527,143, against 3,407,620 in the previous year, an increase of 3.51 per cent.

The number carried one mile was .....

And for the previous year .....

Increase, 4.71 per cent.

The earnings per passenger were... 98.77 cents.

And the earnings for previous year 1.03.48

Decrease, 4.55 per cent.

The earnings per passenger per mile were .....

And for the previous year .....

Decrease, 5.63 per cent.

The operating expenses and taxes of the whole road, (1,992.08 miles,) compared with same items in the preceding year, were as follows:

For year ending May 31, 1875 .....

“ “ “ 31, 1876 .....

Decrease .....

The saving, thus effected, has not been made at the expense of the property, but is the result of careful efforts extending through every department of operating, and is the fruit of better facilities afforded by the completion of the new shops, by steel track, and important improvements in permanent way.

The road and rolling stock have been fully maintained, and are in good condition at the close of the year. Besides the renewals with steel rails, extensive repairs and improvements have