

ANNUAL REPORT

1870

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REPORT

TO THE

STOCKHOLDERS

OF THE

UNION PACIFIC RAILROAD.

MARCH 8, 1871.



**UNION PACIFIC
HISTORICAL MUSEUM**

BOSTON:

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1871.

Office Union Pacific Railroad Company.

Boston, Mass., March 8, 1871.

REPORT

TO THE

STOCKHOLDERS OF THE UNION PACIFIC R. R.

DURING the past year, notwithstanding the great depression of business in California, the net earnings have been sufficient to meet the interest upon our entire bonded debt; and it is confidently expected that the ensuing year will show much better results. We have very much improved our road during the past year, by smoothing and perfecting the road-bed, strengthening our snow-sheds where they showed signs of weakness last winter, increasing the amount of our snow-fences; and so effectually has our road been protected during the past winter from obstruction by snow, that we have in no instance missed our connection at either end of our line; while the roads east, through Iowa, have been detained over twenty-four hours. The great danger anticipated from the snows of the Platte Valley and Laramie Plains, has proved groundless; and the Union Pacific Railroad can be run with more certainty of being unobstructed by snows than the railroads of New England and New York.

Our repair-shops at Bryan and Wahsatch have been a source of great anxiety to us on account of the temporary nature of their construction, their great liability to fire, and the difficulty of removing our locomotives, should a fire occur. We decided last fall to remove from these shops, and put up new stone shops at Evanston, of sufficient capacity to accommodate the machinery and store the engines now sheltered at both of these shops. We commenced the construction of our shops at Evanston, but not early enough to complete them before the winter set in with such severity as to force us to postpone their completion till spring. They will be ready for occupation early in May. They are finely located on Bear River, with an abundance of pure water, and in the immediate vicinity of one of the most extensive coal-fields on this continent.

The want of a bridge over the Missouri River, at Omaha, to connect the eastern railroads with the Union Pacific, has been one of the most annoying incidents connected with the trip to California. The uncertain and turbulent character of the river, with its shifting banks, has made its passage uncertain, and frequently extremely tedious. During the past year, we have been actively at work upon the bridge, and hope to have as permanent and durable a structure as can be made, ready for use the ensuing summer.

Mr. T. E. Sickels, the chief engineer of the Company, submits a report in detail, upon the construction and present condition of the Missouri-river bridge, from which I extract the following facts:—

The bridge is of 11 spans, of 250 feet each, 50 feet above high water, resting upon one stone abutment now completed; and 11 iron piers, all in place, and the larger part of them already sunk from 60 to 72 feet in the sand, and resting in the bed-rock.

All piers will be completed by the time the superstructure is ready to be placed in position.

The pneumatic system, used in sinking the piers, is

specially applicable to the construction of foundations for bridges across rivers similar to the Missouri. Lignite, bones, &c., have been found to a depth of 50 feet below low water, showing a scouring of at least that depth; and the bed-rock, when reached, shows invariably a smooth surface, worn by attrition of sand upon it. The shortest time in which any column was sunk was seven days; and the greatest depth any column has reached in twenty-four hours was $18\frac{1}{2}$ feet.

The west approach to the bridge is 7,000 feet long. The material for it is very rapidly moved, and it will be completed by April 1.

The east approach is $1\frac{1}{2}$ miles long, rising from the table-land in Council Bluffs to the bridge grade at 35 feet per mile. This approach requires 468,000 cubic yards of earth; and there has been put in by steam-shovels and three trains of cars during the past winter 82,700 cubic yards.

With energetic prosecution of the work, Mr. Sickels is of opinion the bridge can be completed this year.

The bridge is being constructed for highway-travel on the same level with the track of the railway. The revenue arising from this travel and the transportation by cars, taking as a basis the present transfer of cars, freight, and passengers, between the roads terminating in Council Bluffs, Iowa, and the Union Pacific, and the foot-travel between Council Bluffs and Omaha, Mr. Sickels finds to be for the year 1870, at the rates charged, \$176,430. In view of the rapid growth of Council Bluffs and Omaha, which now have a population of 29,000, the large immigration induced by the cheap lands along the line of the road, the development of the Utah silver-mines, and of the agricultural and mineral lands generally, adjacent to the road, with the assured great increase in the trade in Texas cattle, the estimate for 1871 may be set down to be \$275,000.

An Act has been obtained from Congress, authorizing a

mortgage of the bridge. We propose, now, to issue two million five hundred thousand (\$2,500,000) dollars of twenty (20) years, 8 per cent mortgage bonds, to provide means for the completion of the bridge. The tolls on the bridge will be fixed at a rate sufficient to pay the interest on the bonds, and set apart enough to a sinking fund to redeem them at maturity. It is proposed to make the bridge a carriage-way for the accommodation of travel between the cities of Omaha and Council Bluffs, and from which it is expected to derive an income largely in excess of the additional cost, and without interference with its use for railroad purposes.

The increased facilities opened by the railroad for reaching the mining districts have greatly stimulated the development of the mines. Colorado and Utah are now opening some of the richest mines yet discovered in our country. The mines in the vicinity of Salt Lake are exciting great attention. It is estimated that from ten to fifteen thousand settlers and miners will be drawn there the ensuing season. The amount of ores to be sent over our road to smelting works east and in England is estimated to be from 500 to 1,000 tons daily; while the machinery and supplies necessary to develop successfully and profitably the mines will give a very large westward business to our road. Our prospects of business from Salt Lake City and its vicinity are very encouraging; and I shall be greatly disappointed if it shall not be more than double what it was last year. Our coal-mines have proved fully equal to our most sanguine expectations, both in regard to the superior quality of the coal as a steam generator and the extent of the deposit. It is believed that there is no better coal in this country for locomotive service, and none where it can be more cheaply mined. Iron ore, of very superior quality, and in vast quantities, has been discovered in the vicinity of Cheyenne and Laramie. We have promise of an iron district here that will be able to compete successfully with

the most favored localities of our country. Extensive iron works must spring up on the line of our road, and we shall be furnished with cheap iron for all its uses. Coal and iron, the most necessary and essential materials for the construction and operation of a railroad, are found on the line of our road in unlimited quantities, and of the finest quality. They are the sure guaranties that our road can be maintained and operated at the lowest rates.

The sale of our lands and the settlement of the country on the line of our road have been very satisfactory; and a large increase of our business must be derived from this source. Our land agent, Mr. Davis, anticipates a very large influx of settlers the coming season, whose purchases must greatly reduce our indebtedness on Land Grant Bonds. One of the most promising sources for the increase of the business of our road is stock-raising on the Platte Valley and Laramie Plains. Parties who have been in this business for the past two years have realized very satisfactory profits; and the rapid increase of the flocks and herds indicates that we may soon expect to transport hundreds of car-loads of beef and cattle daily to Chicago and eastern markets. These immense plains, covered with the most nutritious grasses, which have been in past ages the pasture of countless herds of buffalo that have been driven off by advancing civilization, are now open for the flocks and herds of the enterprising settler. The pasturage is unlimited, and the extent of the business is only limited by the capacity of eastern markets for consumption.

Cattle that were purchased last summer for \$13 each, and have cost but \$1 since for their care, are now being sold for \$24 each. It does not cost over from \$5 to \$8 to raise a steer up to three years old, that will weigh from eight to ten hundred pounds. These plains cannot be settled up for many years; and they offer to capital one of the most flattering openings for safe and profitable investments.

Since the opening of our road, we have been seeking to secure the transportation of the teas and silks of China and Japan. Arrangements have been recently made that will, we think, secure a large portion of this business overland; and we expect during the coming season a very large increase of our receipts from this source.

A business that has run for a long period in one channel is changed from its course with great difficulty. We shall find from year to year new business and new sources of income. The Montana business from the east, previous to last year, went almost entirely up the Missouri River by steamboats. Last year, a portion of it went over our road. This year, I think it will almost entirely go over our road, leaving it at Evanston, Ogden, and Corinne, for Montana, on wagons.

The great mutations which have taken place in our securities the few months past perhaps demand some explanation.

After we had saved the Government millions upon millions on the cost of its transportation over the plains and to the Pacific; after we had done away with the necessity of keeping a cordon of soldiers for eighteen hundred miles, to secure the safety of emigration and of trans-continental trade; after we had opened the vast interior to settlement seven years earlier than required of us by our charter, — the action of some of the departments of the Government became so hostile to us as to shake the credit of the corporation. The Treasury Department first refused to receive United-States Pacific Railroad Bonds as a basis for banking, and thus lessened their mercantile value; next selected and set apart these bonds in its monthly publications of the public debt, as if not a portion of the debt of the United States, but of our road exclusively; thus apparently indicating its irresponsibility, and thereby again lessening their value; then published monthly, not only the indebtedness, with the interest, but the deficit of interest, as if due

by us, and left unpaid; and then, worst of all, and hardest of all, withheld from us all our earnings in the transportation of letters, newspapers, packages, and of the army and navy, all of which hitherto we had been paid one-half of, as under Act of Congress. The Treasury Department was fortified in the last act of injustice by an opinion of the Attorney General. These repeated blows against this the great work of the age, so unexpectedly directed, shook our credit for a time; for it was soon seen and felt that no corporation could withstand such attacks, and hence those wide and wild variations in the market-value of our securities. The Judiciary Committee of the United-States Senate (every member except one) offset their legal opinion, that the interest was not due, against the opinion of the Attorney General, that it was all due; and every other committee in both Houses of Congress before whom the question was brought agreed with the Judiciary Committee of the Senate. Both Houses of Congress finally reversed the action of the Treasury Department and of the Attorney General (the House of Representatives without a division); and the result is the restoration of the credit of the company, with a great advance in all its securities.

OLIVER AMES,

President Union Pacific Railroad Company.

UNION PACIFIC RAILROAD CO.

GENERAL SUPERINTENDENT'S OFFICE,
OMAHA, NEB., *March 1, 1871.*

OLIVER AMES, Esq., President U. P. R. R. Co.

Dear Sir,—I submit herewith a statement of the operations of the Transportation Department, for the year ending Dec. 31, 1870.

1870.	Earnings.	Expenses.	Net Earnings.
January	\$528,529 22	\$473,950 38	\$54,578 84
February	500,139 42	449,838 67	50,300 75
March	539,238 09	442,900 61	96,337 48
April.....	680,973 26	474,355 61	206,617 65
May	802,586 09	479,640 61	322,945 48
June.....	743,261 83	419,786 39	323,475 44
July	643,058 44	388,350 38	254,708 06
August.....	664,050 83	349,329 93	314,720 90
September.....	728,520 93	286,158 16	442,362 77
October	719,697 80	346,604 28	373,093 52
November	570,168 31	272,730 04	297,438 27
December	505,052 89	293,769 78	211,283 11
	\$7,625,277 11	\$4,677,414 84	\$2,947,862 27

Expenses, 61 34-100 per cent of earnings.

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CLASSIFICATION OF EARNINGS.

1870.	Passenger.	Freight.	Mail.	Express.	Miscellaneous
January.....	\$165,396 56	\$281,560 70	\$22,129 17	\$23,819 69	\$35,623 10
February.....	209,643 65	222,584 31	22,129 17	23,277 61	22,504 68
March.....	272,641 47	213,808 93	21,940 23	23,972 64	6,874 82
April.....	397,566 50	223,666 50	22,129 17	17,463 23	20,147 86
May.....	421,999 90	324,385 62	22,129 17	16,874 17	17,197 23
June.....	396,072 31	294,321 86	22,129 17	18,998 49	11,740 02
July.....	336,298 02	249,825 35	22,129 15	23,657 72	11,148 20
August.....	357,156 64	246,427 35	22,129 19	23,881 15	14,456 50
September....	360,160 56	306,050 40	22,129 16	28,107 29	12,073 52
October.....	359,108 99	292,132 19	26,705 41	27,874 07	13,877 14
November.....	306,107 19	198,793 81	25,180 00	25,369 74	14,717 57
December.....	236,475 76	204,957 69	23,654 59	28,395 96	11,568 89
	\$3,818,627 55	\$3,058,514 71	\$274,513 58	\$281,601 76	\$191,929 53

Government transportation is included in the above columns of Passengers and Freight.

PASSENGER TRANSPORTATION.

Table showing number of Way and Through Passengers carried, and the number carried one mile, during each month of the year 1870.

Months.	Way Passengers.	Way Passengers carried one mile.	Through Passengers.	Through Passengers carried one mile.	Total Passengers.	Total Passengers carried one mile.
January.....	5,342	1,676,797	2,467	2,547,944	7,809	4,224,741
February.....	5,763	1,129,773	2,802	2,891,664	8,565	4,021,437
March.....	7,150	1,448,537	4,571	4,717,272	11,721	6,165,829
April.....	9,371	743,308	6,209	6,407,688	15,580	7,150,996
May.....	8,346	963,228	7,392	7,628,544	15,738	8,591,772
June.....	7,571	1,551,811	6,263	6,463,416	13,834	8,015,227
July.....	7,500	787,250	5,445	5,619,240	12,945	6,406,490
August.....	8,029	1,029,309	5,133	5,297,256	13,162	6,326,565
September.....	7,213	1,305,722	5,303	5,472,696	12,516	6,778,418
October.....	5,849	589,016	5,741	5,924,712	11,590	6,513,728
November.....	5,415	261,919	5,145	5,309,640	10,560	5,571,559
December.....	4,792	1,217,621	3,811	3,932,932	8,603	5,150,573
Totals.....	82,341	12,704,311	60,282	62,213,024	142,623	74,917,385

FREIGHT TRANSPORTATION.

Showing number of tons of Local and Through Freights; also number of tons carried one mile.

Months. 1870.	Number of tons of Freight carried one mile.		
	Through.	Local.	Total.
January.....	878,778	2,572,960	3,451,738
February.....	888,406	1,444,006	2,332,412
March.....	1,564,150	1,773,368	3,337,518
April.....	1,555,480	2,381,158	3,936,638
May.....	1,615,666	5,109,354	6,725,020
June.....	1,234,500	4,964,379	6,198,879
July.....	1,666,431	4,442,148	6,108,579
August.....	2,539,475	4,077,712	6,617,187
September.....	2,843,438	6,063,888	8,907,326
October.....	2,602,379	5,718,525	8,320,904
November.....	1,915,121	6,538,411	8,453,532
December.....	804,988	6,584,385	7,389,373
Totals.....	20,108,812	51,670,294	71,779,106

GOVERNMENT TRANSPORTATION.

Showing number of tons of Government Freight carried one mile during 1870.

January.....	290,623 tons.
February.....	61,809 "
March.....	181,659 "
April.....	514,611 "
May.....	414,732 "
June.....	273,780 "
July.....	255,905 "
August.....	660,217 "
September.....	325,850 "
October.....	560,953 "
November.....	696,954 "
December.....	285,938 "
	4,523,031 tons.

CAR REPORT.

Showing the number of Cars of all kinds belonging to the Union Pacific Railroad Company.

First Class Passenger Cars.....	19	Derrick Cars.....	3
Second " " ".....	21	Dump ".....	52
Baggage Cars.....	11	Fast Freight Cars.....	108
Mail ".....	8	Stock Cars.....	48
Express ".....	8	Fruit ".....	12
Officers' ".....	2	Powder Cars (iron).....	2
"Lincoln".....	1	Box ".....	1,032
Pay ".....	2	Flat ".....	1,165
Emigrant ".....	22		
Caboose ".....	62	Total.....	2,581
Wrecking Caboose.....	3		

All of the above cars are in good order, except fourteen of the second class, which need repairs that will cost, in the aggregate, \$16,500; and also about three hundred and fifty of the flat cars that were used in the construction of the road, and have been idle since then. In addition to the above, there are thirty-one Pullman cars, all but three of which are in good order.

NUMBER OF LOCOMOTIVES, DESCRIPTION, AND HOW EMPLOYED.

Eng's No.	Manufacture.	What employed for.	Condition.
1	Danforth & Co.	Unemployed.	Good.
2	"	Pushing.	"
4	Norris.	Snow-Plow.	"
5	"	"	" (Light tires.)
6	Hinkley & Williams.	Switching.	Fair.
7	Schenectady.	Snow-Plow.	Good.
8	"	Passenger.	"
9	Rogers.	Unemployed.	"
10	Danforth & Co.	Freight.	"
11	"	"	"
12	"	Switching.	Fair.
13	Hinkley & Williams.	Unemployed.	Good.
14	"	Passenger.	"
16	Grant.	Repairing.	Bad flues.
17	"	Freight.	Good.
18	"	Unemployed.	"
19	"	Snow-Plow.	"
20	"	Unemployed.	" (Weak flues.)
21	Schenectady.	Snow-Plow.	"
22	"	"	Fair.
23	"	Freight.	"
24	"	Passenger.	Good.
25	"	Unemployed.	Fair.
26	"	Freight.	Good.
27	"	Passenger.	Fair.
28	Rogers.	Repairing.	Good.
29	"	Passenger.	Good.
30	"	Pay Car.	"
31	"	Passenger.	"
32	"	"	"
33	Hinkley & Williams.	Ex. Switching.	Defective crown and
34	"	Freight.	Good. [fire-box.]
35	"	Unemployed.	"
36	"	"	Fair. (Crack in crown-
37	"	"	" [sheet.]
38	Taunton.	Repairing.	Good. (Slight.)
39	"	Unemployed.	Fair. (Thin tires.)
40	"	Switching.	Good.
41	"	Unemployed.	Good.

LOCOMOTIVES — Continued.

Eng's No.	Manufacture.	What employed for.	Condition.
42	Taunton.	Freight.	Good.
43	Grant.	"	"
44	"	"	Repairing.
45	"	Snow-Plow.	Good.
46	"	Freight.	"
47	"	Snow-Plow.	"
48	"	Freight.	"
49	"	Unemployed.	"
50	"	"	"
51	Moore & Sons.	Artesian Well.	Fair.
52	"	Switching.	"
53	Norris.	Being repaired.	Engine-truck and lifting-
54	Moore & Sons.	Unemployed.	Fair. [shaft broken.]
55	"	Switching.	" (Weak flues.)
57	Grant.	Freight.	Good.
58	"	"	"
59	Schenectady.	Freight.	"
60	"	"	"
61	"	Unemployed.	Fair.
62	"	Freight.	Good.
63	"	"	Fair.
64	"	"	Good.
65	"	"	"
66	"	"	"
67	"	Snow-Plow.	"
68	Rogers.	Unemployed.	Fair.
69	"	Freight.	Good.
70	"	"	"
71	"	Unemployed.	"
72	"	Snow-Plow.	"
73	"	Passenger.	"
74	"	"	"
75	"	"	"
76	"	"	"
77	"	"	"
78	Hinkley & Williams.	Unemployed.	"
79	"	"	"
80	"	Repairing.	Fair.
81	"	Freight.	Good.
82	"	Switching.	"
83	Danforth & Co.	Coal train.	"
84	"	Unemployed.	"
85	"	"	Fair.
86	"	Water train.	Good.
87	"	Unemployed.	"
88	Baldwin.	Freight.	"

LOCOMOTIVES — Continued.

Eng's No.	Manufacture.	What employed for.	Condition.
89	Baldwin.	Unemployed.	Fair.
90	"	Freight.	Good.
91	"	Pusher.	Fair. (Defective crown-
92	"	Freight.	Good. [sheet.)
93	Taunton.	Ex. Fr't & Pas.	"
94	"	Freight.	"
95	"	"	"
96	"	Snow-Plow.	Fair.
97	"	Freight.	"
98	"	"	Good.
99	"	"	"
100	Rhode Island.	Snow-Plow.	Fair.
101	"	Passenger.	"
102	Burnside.	Freight.	Good.
103	"	"	Repairing.
104	"	Freight.	Good.
105	"	"	"
106	"	"	"
107	"	Extra Freight.	"
108	Baldwin.	Freight.	"
109	"	"	"
110	"	"	"
111	"	"	"
112	"	Passenger.	"
113	"	Freight.	Fair.
114	"	"	Good.
115	"	Passenger.	Fair, except cylinder.
116	Rogers.	Repairs.	Fair.
117	"	Extra Freight.	Good.
118	"	"	Being repaired.
119	"	Passenger.	Good.
120	"	"	"
121	Schenectady.	Switching.	Fair. (Weak flues.)
122	"	Freight.	Good.
123	"	"	"
124	"	"	"
125	"	Unemployed.	"
126	Taunton.	"	"
127	"	Repairs.	"
128	"	Freight.	"
129	"	"	"
130	"	"	"
131	Rogers.	Unemployed.	"
132	"	Passenger.	"
141	Schenectady.	Freight.	"
142	"	Pusher.	"

LOCOMOTIVES — Continued.

Eng's No.	Manufacture.	What employed for.	Condition.
143	Schenectady.	Freight.	Good.
144	"	"	"
145	"	"	"
146	"	Passenger.	"
156	Hinkley & Williams.	"	" except tender.
157	"	Freight.	"
158	"	Passenger.	"
159	Taunton.	Extra Pass.	"
160	"	"	Repairing crown-sheet.
161	"	"	General repairing.
162	"	Passenger.	Good.
163	"	"	"
164	"	"	"
165	"	"	"

Total number, 145.

PONY ENGINES.

Eng's No.	Manufacture.	What employed for.	Condition.
1	Danforth & Co.	Switching.	Fair.
2	Grant.	"	"
3	Rogers.	"	"
4	Grant.	"	"
5	Schenectady.	"	Good.

Total number of Ponies, 5. Total number of Locomotives, 150.

During the year 1870, trains were run with great regularity. From Oct. 1, 1870, to March 1, 1871, which embraces that portion of the year when it was popularly supposed that snow-blockades would occur on this road, all passenger-trains going west made regular connections with trains on the Central Pacific Railroad; and all eastward-bound passenger-trains, with a single exception only, connected regularly with trains going east and south from Omaha. Snow-storms on the mountain division of the road have been very numerous during the past winter; but ample protection to the track was afforded by the snow-sheds and snow-fences. It is believed that no railroad in this country, on or near the same parallel of latitude, is less liable than is the Union Pacific Railroad to obstruction by snow.

Only one accident occurred during the past year, that caused death to a passenger. This was occasioned by the breaking of the flange of a car-wheel, which resulted in the death of two passengers, and slight bruises to four others.

BUSINESS OF THE ROAD FOR 1871.

The prospects for a large increase over the business of 1870 are extremely favorable. The development already made of the Utah silver mines, the great extent of country covered by them, and the richness of the ores, afford evidence that a large amount of passenger and freight business incident thereto will pass over the entire length of the road during the coming season. Last year, there were ten thousand two hundred and forty (10,240) tons of ore transported from Ogden to Omaha; and, for the months of January and February, there have been two thousand five hundred and seventy (2,570) tons transported; which latter were the product of one region only.

The transportation of machinery for smelting works, of which large quantities are now being made in Chicago and

elsewhere, and of supplies generally for that region, will constitute a very profitable source of revenue, which, together with the freight on ores and bullion going eastward, cannot fail to add largely to receipts of road.

It is estimated by well-informed persons now in Utah that one thousand (1,000) tons, at least, of ore and base bullion will pass over the road daily during the mining-season of this year. The production of ores will be further stimulated by the extension, during the coming summer, of the Utah Central Railroad to Payson, seventy-five miles south of Salt Lake City.

LOCAL TRADE.

The local trade of the road is increasing quite as rapidly as could have been anticipated. From the extended efforts that have been made by the Land Commissioner to direct attention to the large quantity of valuable agricultural lands near the line of the road, it is known that an extensive emigration from Europe and the Eastern States will be made this year to lands adjacent to the road in Platte Valley.

TEXAS CATTLE TRADE.

Last year, there were twenty-seven thousand (27,000) Texas cattle driven to the line of the railroad from Texas. The parties engaged in this business were so successful, that they have increased their operations, and now give assurances that not less than seventy-five thousand (75,000) head will be driven to the railroad and sent to Omaha during the coming season, to be transported to Chicago and the eastern cities.

THROUGH BUSINESS.

Arrangements recently made with steamship lines are a guaranty that there will be a large increase in overland passenger and freight business this year. Estimates have

been made of the probable amount of business that will be done by the road during the year 1871, which were based on the most reliable data obtainable. From these estimates, the total receipts of the road, it is assumed, will amount to ten millions of dollars (\$10,000,000).

The expenses of transportation, in view of the experience already attained in operating the road, can be stated with an approximation to accuracy, and will not be found to exceed fifty per cent of receipts; leaving a balance of five millions of dollars (\$5,000,000) as the net profits of the year's business.

Very respectfully,

T. E. SICKELS,

Chief Eng'r and Sup't.

UNION PACIFIC
HISTORICAL MUSEUM

STATEMENT OF THE BONDS AND STOCK OF THE
UNION PACIFIC RAILROAD COMPANY,
MARCH 7, 1871.

First Mortgage Bonds.....	\$27,237,000
Land Grant Bonds	\$10,400,000
Less Bonds cancelled.....	806,000
	<hr/>
	9,594,000
Income Bonds	10,000,000
	<hr/>
	\$46,831,000
United-States for 6% Cy. Bonds	27,236,512
Capital Stock issued	86,745,000

STATEMENT OF THE LAND DEPARTMENT TO JAN. 1, 1871.

Bonds issued, \$10,400,000; interest 7 per cent Currency.
Land sales, 292,900 acres; proceeds, \$1,306,566; average price per acre, \$4.46.

On account of these sales, the Company has received and redeemed land-grant bonds to the extent of..... \$736,000
For the remainder, the Company holds land-notes maturing in one, two, and three years with accruing interest 576,650

Total..... \$1,312,650
The condition of the land department may, therefore, be stated thus:—
Bonds..... \$10,400,000
Principal reduced by bonds redeemed..... \$736,000
Land Notes on hand..... 576,650

Showing an absolute reduction..... \$1,312,650
The Company is entitled under the grants from Government, after deducting total lands pre-empted before passage of the act..... 12,080,000 acres.
From which deduct the amount heretofore sold..... 292,883 acres.

Leaving on hand as an asset 11,787,117 acres, which, at an average value of two dollars per acre, being twenty per cent below the minimum Government price for adjoining lands owned by it, should yield the gross sum of \$23,574,234, so much thereof as may be required to be applied to the payment on redemption of the land-grant bonds, and the balance to go into the Treasury. The average land sales amount to about \$75,000 per month.

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