

ANNUAL REPORT

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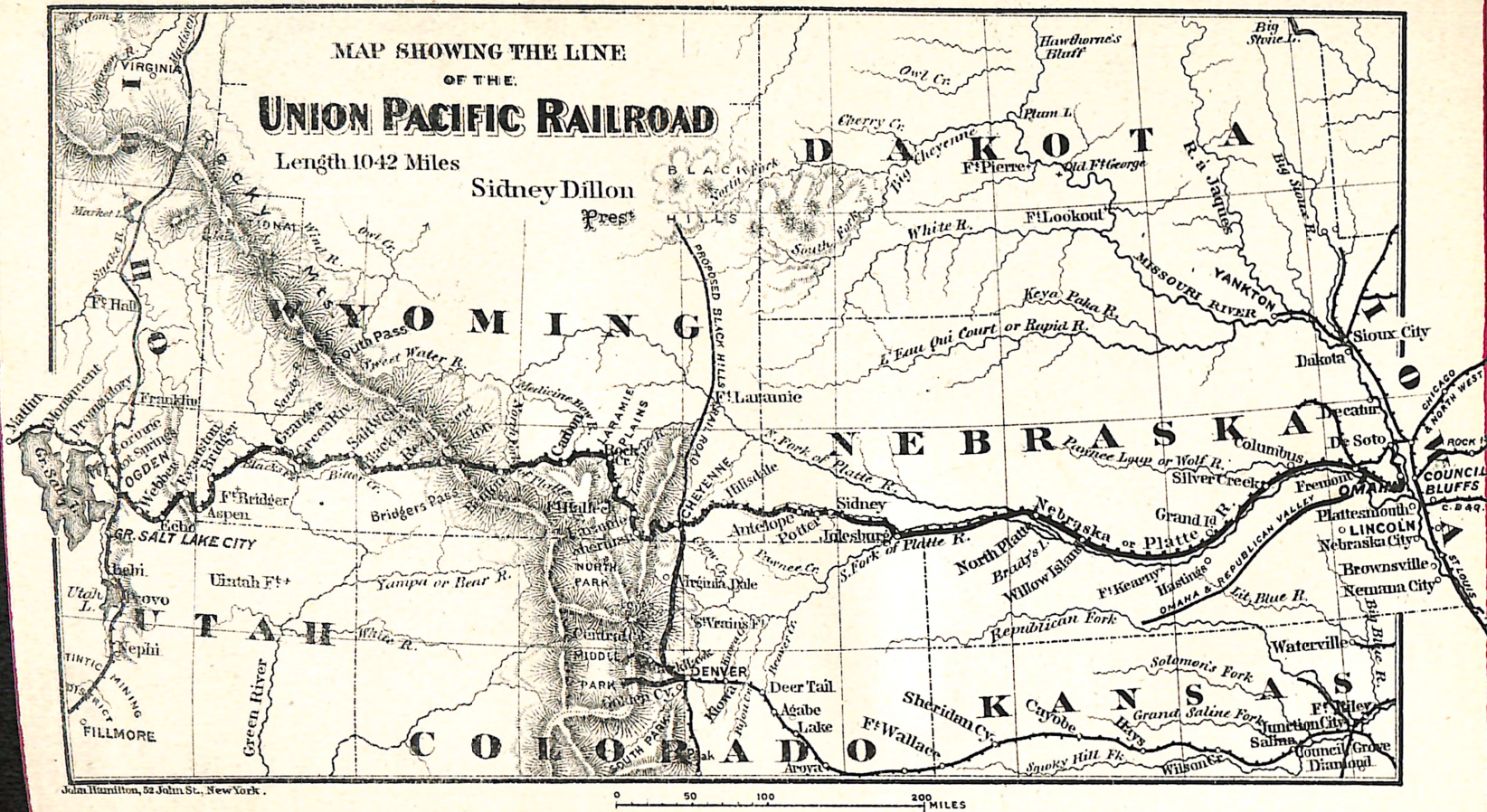
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1878
 Union Pacific

REPORT
 TO THE
 STOCKHOLDERS
 OF THE
 UNION PACIFIC
 RAILROAD,

FOR THE YEAR 1877.
 UNION PACIFIC
 HISTORICAL MUSEUM

NEW YORK:
 JOHN HAMILTON, STATIONER & PRINTER,
 No. 52 JOHN STREET.
 1878.

DIRECTORS

OF THE

UNION PACIFIC RAILROAD COMPANY.

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ELISHA ATKINS, Boston.	DAVID DOWS, New York.
EZRA H. BAKER, Boston.	JAY GOULD, New York.
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SIDNEY DILLON, *President*, New York.
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HENRY McFARLAND, *Secretary and Treasurer*, Boston.
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H. B. WILBUR, *Auditor*, Boston.

OFFICERS ON THE LINE.

S. H. H. CLARK, *General Superintendent*, Omaha.
T. E. SICKLES, *Chief Engineer*, Omaha.
A. J. POPPLETON, *Attorney*, Omaha.
J. W. GANNETT, *Auditor*, Omaha.
N. SHELTON, *Cashier*, Omaha.
J. T. CLARK, *Assistant General Superintendent*, Omaha.
T. L. KIMBALL, *General Passenger and Ticket Agent*, Omaha.
E. P. VINING, *General Freight Agent*, Omaha.
LEAVITT BURNHAM, *Land Commissioner*, Omaha.

REPORT.

To the Stockholders of the Union Pacific Railroad Co.:

The following report of the operations of the Company for the year ending December 31, 1877, is respectfully submitted.

The number of miles of railroad in operation is as follows: Mileage.

Omaha to Ogden	1,034 $\frac{2}{3}$ miles.
Council Bluffs to Omaha (being bridge and approaches).....	3 “
Ogden to Junction of Central Pacific R. R..	5 “

Total

Total	1,042 $\frac{2}{3}$ miles.
Gross Earnings (exclusive of Omaha Bridge)	\$12,473,203 86 Earnings.
Operating Expenses (including Taxes).....	5,273,421 69

Surplus Earnings..... \$7,199,782 17

The Operating Expenses being 42 $\frac{2}{100}$ per cent. of the Earnings.

The Disbursements for Interest and Dividends for the year 1877 were as follows: Interest and Dividends.

Interest on First Mortgage Bonds.....	\$1,633,890
“ “ Land Grant “	516,180
“ “ Sinking Fund “	1,135,040

Total Interest..... \$3,285,110

Quarterly Dividends on Stock

Total Interest and Dividends \$6,224,710

Funded
Debt.

The Funded Debt of the Company December 31, 1876 and 1877, compare as follows:

NAMES OF BONDS.	Dec. 31, '76.	Dec. 31, '77.	Decrease.	Rate of Interest	Coupons Payable.
First Mortgage.	\$27,232,000	\$27,231,000	\$1,000	6% gold	January 1 and July 1.
Sinking Fund...	14,188,000	14,045,000	143,000	8% c'y.	March 1 and Sept. 1.
Income Bonds..	1,000	1,000	.....	10% "	All paid but 1 bond.
Land Grants....	7,404,000	7,324,000	80,000	7% "	April 1 and October 1.
Omaha Bridge..	2,279,000	2,225,000	54,000	8% gold	" "
Total	\$51,104,000	\$50,826,000	\$278,000		

Earnings
and Ex-
penses.

The Earnings and Expenses for the years 1876 and 1877 compare as follows:

	1876.	1877.
Gross Earnings.....	\$12,886,558 84	\$12,473,203 86
Operating Expenses	5,268,211 20	5,273,421 69
Surplus Earnings	\$7,618,647 64	\$7,199,782 17
Percentage of Expenses.	40 $\frac{88}{100}$	42 $\frac{28}{100}$
Gross Earnings	Decrease.	\$413,654 98
Operating Expenses	Increase.	\$5,210,49
Surplus Earnings	Decrease.	\$418,865 47
Percentage of Expenses.	Increase.	1 $\frac{40}{100}$

Passenger
Earnings.

It will be seen by the appended tables that the decrease in the Passenger Earnings for the year 1877 from the year 1876 was \$707,845.76, being 16 $\frac{43}{100}$ per cent.

This large decrease is attributable—

1. To the Centennial held in 1876, and the large increase of travel incident thereto, especially from California.
2. To the failure of the crops in California in 1877, which paralyzed business throughout that State, and temporarily checked westward emigration.

The increase in the Freight Earnings in 1877 over 1876 was \$293,557.03, being 4 $\frac{0}{100}$ per cent. Freight Earnings.

The increase of freight is derived principally from the local business of the road, which is growing very rapidly, the cattle trade alone advancing with rapid strides toward being the most important traffic of the Company. The live stock shipments during the year show an increase of nearly 100 per cent. over those of 1876. The crops along the east end have been remarkably good, and the condition of Nebraska may be said to be unusually prosperous.

The Government Business included in the gross earnings show a decrease in passengers of \$12,179.44, being 3 $\frac{25}{100}$ per cent., and an increase in freight of \$69,636.47 being 31 $\frac{14}{100}$ per cent. Government Business.

The revenue from carrying the United States Mails was increased by \$22,636.00 in 1877 over 1876. United States Mails.

The percentage of Operating Expenses in 1877 shows an increase of 1 $\frac{40}{100}$ per cent. over 1876. This increase arises from the large quantity of steel rails laid during the year on the main line, the Company being encouraged to do so by the cheapness of these rails at the time. Percentage of Operating Expenses.

The following renewals of track have been made during the past year: Repairs of Road-bed and Track.

11,452 Tons of Steel Rails.
5,489 " " Iron " re-rolled.
377,504 Pine Ties.
92,939 Hard Wood Ties.

Rails laid on track in 1876 and 1877 compare as follows:

	1876.	1877.	Increase.	Decrease.
Steel Rails—Tons.....	2,022	11,452	9,430	.....
Iron Rails re-rolled—Tons.	10,914	5,489	.....	5,425
Total Rails—Tons....	12,936	16,941	4,005	.....

The Expenses for Renewals were—

	1876.	1877.	Increase.
Rails	\$495,158 01	\$573,558 46	\$78,400 45
Ties	291,024 23	317,669 02	26,644 79
Total	\$786,182 24	\$891,227 48	\$105,045 24

The policy of the Company is to substitute steel rails for iron as fast as it can economically be done, the Company beside having other use for the iron rails taken up.

The present amount of steel rails in track is 192 miles.

Rolling Mill at Laramie.

The Rolling Mill at Laramie has been run by the Company the past year under a competent Superintendent instead of a Contractor, as in 1876.

There were re-rolled during the year 8,944 tons of rails, at a cost of \$15 per ton.

General Repairs of Track and Road-bed.

In the General Repairs of Track and Road-bed the expenses for 1876 and 1877 compare as follows:

1876.....	\$709,613 69
1877.....	674,344 59
Decrease	\$35,269 10

Removing Snow and Ice, and Repairs of Snow-sheds and Fences.

During the past year the expenses for removing snow and ice and the repair of snow-sheds and fences has been quite small. There has been very little, if any, detention to trains.

The cost for 1876 and 1877 compare as follows:

	1876.	1877.	Decrease.
Removing Snow and Ice.....	\$68,373 32	\$8,382 78	\$59,990 54
Repairs Snow-Sheds and Fences.....	25,682 46	20,749 96	4,932 50
Total.....	\$94,055 78	\$29,132 74	\$64,923 04

The expense of repairing bridges for 1876 and 1877 compare as follows: Repairs Bridges.

1876.....	\$112,327 00
1877.....	81,000 94
Decrease.....	\$31,326 06

The filling in with earth of many trestle bridges in former years and the substitution of iron for wooden bridges, particularly the one at Dale Creek, are the causes producing a decrease in this branch of our expenses.

During the past year the amount expended for construction has been \$229,479.48, as follows: New Construction.

New Union Depot at Council Bluffs.....	\$71,611 34
Rebuilding General Offices at Omaha.....	58,453 74
Depot at Hazard Junction.....	1,686 10
Scrap Furnace at Omaha.....	325 84
Land at Council Bluffs for Station and Transfer Grounds	17,226 25
Land at Omaha.....	2,307 80
“ “ Fremont.....	33 00
“ “ Laramie.....	250 00
4 Outfit Cars.....	7,780 83
2 Small Baggage Cars.....	2,728 33
42 Box Cars.....	27,651 25
1 Oil Tank Car.....	1,489 44
Dale Creek Bridge (extra cost of Iron Bridge over value of material taken out).....	23,014 07
Black Hills Survey.....	14,093 38
Hastings Survey.....	828 11
Total.....	\$229,479 48

Motive Power. No addition was made to the motive power during the year.

Cars. The following new cars were added to the rolling stock of the Company:

42 Box Cars,
2 Small Baggage Cars,
4 Outfit Cars,
1 Oil Tank Car.

Equipment of the Road. The Equipment of the Road now consists of—

168 Locomotives,
169 Passenger and Baggage Cars,
3,107 Freight Cars.

The usual repairs have been made upon the cars during the year, and the amount of expenses (which is about the same as for the year 1876) may be found in the appended statements.

The increasing freight business requires more cars, and the Company have contracted for 250 Box Cars, to be delivered early in the spring.

For the same reason, more motive power is needed, and ten Locomotives have already been contracted for.

Coal Mines. The production and cost of the Coal mined by the Company for the years 1877 and 1876 compare as follows:

	Tons.	Cost of Mining.	Average Cost per Ton.
1877.....	275,480	\$312,131 37	\$1 13 $\frac{1}{4}$
1876.....	264,771	375,520 56	1 41 $\frac{3}{4}$
Increase ...	10,709		
Decrease...		\$63,389 19	.28 $\frac{1}{2}$

The decrease of 28 $\frac{1}{2}$ cents per ton in the cost of mining has resulted in a net saving to the Company in last year's operations of \$78,361.53.

It is hoped that this year the price of mining coal will be reduced below \$1.00 per ton, and an examination of the appended coal table for the last three years will show that our hopes are well founded.

The sales of Coal for private use compare as follows:

	Tons.	Amount.	Average per Ton.	Sales of Coal to private parties.
1877.....	92,289 $\frac{3}{4}$	\$578,327 60	\$6 26 $\frac{6}{10}$	
1876.....	65,042	423,687 00	6 51 $\frac{4}{10}$	
Increase	27,247 $\frac{3}{4}$	\$154,640 60		

This business is rapidly growing and promises to be an important source of revenue to the Company.

The amount received from the sales of Coal, as above, is the price delivered at the station at which it is consumed, and includes the cost of transportation. The price varies according to distance from the mines, and the average price of \$6.26 is for sales at various points along the entire line of the road.

It is pleasing to state that the long-pending suit of Thomas Wardell against the Company has at last been decided in our favor in the Circuit Court of the United States for the Southern District of Nebraska, and the Company has thus been relieved from this most extortionate contract.

The importance of this decision can be seen by the following transcript from the last report of the Government Directors of the Union Pacific Railroad Company:

"The Company is still beset with litigation growing out of some of the transactions of its earlier history. One of the most important suits now pending is that of Thomas Wardell vs. The Union Pacific Railroad Company and others, in the Circuit Court of the United States for the District of Nebraska. This case is based upon a contract made between the Union Pacific Company and Cyrus O. Godfrey and Thomas Wardell, July 16, 1868, relative to

"the coal lands of the Company, the supplying of the Company with fuel, the transportation of coal, etc., and became the basis of the organization of the Wyoming Coal and Mining Company. This subject was fully reported on in the reports of the Government Directors for the years 1872, 1873, 1874, and 1875. The Government Directors have resisted this contract from the time it first came to their knowledge in 1869. Their reasons therefore are stated at length and in detail in their report for 1872. Nothing effective came of this resistance until 1874, when the present management entered upon the control of the affairs of the Company. The action then taken is thus given in the report of the Government Directors for that year, viz.:

"The Union Pacific Railroad Company has taken possession of all the coal mines heretofore in the possession of the Wyoming Coal and Mining Company, and is now working them as its own property. This has caused a resort to legal proceedings against the Company by Thomas Wardell, which, if properly and earnestly resisted by the Railroad Company, will, in our judgment, result in the defeat of Wardell's pretensions, and in the annulment of the so-called contract under which the Wyoming Coal and Mining Company long held possession of the vastly-valuable coal-lands of the Union Pacific corporation. The contract is copied at length in the report of the Government Directors for 1872, and the legal proceedings above referred to were brought to the attention of the Secretary of the Interior by special communication in September last, in which was inclosed a copy of Mr. Wardell's bill of complaint, with the suggestion that the subject be brought to the attention of the Attorney-General, with a view to having instructions given to the United States Attorney for the District of Nebraska to give his attention to the case."

The Earnings and Expenses of Omaha Bridge are as follows:

	1876.	1877.	Difference.
Earnings.....	\$482,862 88	\$475,273 16	Decr. \$7,589 72
Ordinary Exp ..	\$192,231 29	\$174,644 48	Decr. \$17,586 81
Rip-raping.....	34,267 16	42,326 54	Incr. 8,059 38
Repairs Bridge blown away...		61,699 99	Incr. 61,699 99
Total Expenses	\$226,498 45	\$278,671 01	Incr. \$52,172 56
Surplus.....	\$256,364 43	\$196,602 15	Decr. \$59,762 28
Interest on Bonds	225,006 53	199,655 63	
Bonds redeemed	51,000 00	54,000 00	
Total	\$276,006 53	\$253,655 63	
Deficiency	\$19,642 10	\$57,053 48	

Two spans of the Bridge on the Iowa side were carried away by a tornado August 25th, last year, and the cost to replace them was, as above, \$61,699.99. Without this accident the Bridge would have shown a profit of \$4,646.51.

The Sales of Land compare as follows:

	Acre.	Amount.	Average per Acre.
1876.....	125,905.21	\$375,540 82	\$2 98
1877.....	69,015.87	343,768 02	4 98
Increase.....			\$2 00
Decrease.....	56,889.34	\$31,772 80	

The sales during the first six months of 1877 were quite small, owing to the fear of a return of the grasshoppers, which had destroyed almost the entire crop of 1876.

The crops of 1877 were excellent, and have caused considerable demand for our lands, as well as giving the Road a large and increasing business.

	Acres.	Amount.
The total sales to December 31, 1877, were.....	1,394,108.81	\$6,083,510 02
Less sales canceled	75,829.01	366,384 79
Total.....	<u>1,318,279.80</u>	<u>\$5,717,125 23</u>
Average price, \$4.33 $\frac{6}{10}$.		
Interest received on Contracts		\$502,021 92
Received on Forfeited Contracts		46,091 61
Total Proceeds.....		<u>\$6,265,238 76</u>
Less Expenses Land Dep't..	\$828,483 46	
" Taxes on Land.....	584,003 03	
		<u>1,412,486 49</u>
Total Net Proceeds.....		<u><u>\$4,852,752 27</u></u>

Land Grant Fund.	Whole issue of Land Grant Bonds.....	\$10,400,000 00
	Purchased and canceled to date	3,076,000 00
	Outstanding, December 31, 1877.....	<u>\$7,324,000 00</u>
	There is in the hands of the Company contracts bearing interest, which are to be applied as fast as paid to canceling outstanding bonds.....	\$3,009,117 20
	Cash on hand.....	406,035 00
		<u>\$3,415,152 20</u>
	Leaving to be provided for by future sales.....	\$3,908,847 80

The Company has on hand, still unsold, 10,764,947 acres of valuable farming, grazing, and mineral lands.

BRANCH ROADS.

The Omaha & Republican Valley Railroad has been extended during the last year from Wahoo to David City, in Butler County, a distance of 41½ miles, making the entire length of the road 60½ miles. The road is doing a good business, and is already giving the main line a large traffic which did not formerly come to the road. Omaha & Republican Valley R.R.

The Colorado Central Railroad Company has also extended its road to Colorado Junction, formerly Hazard Station, on the Union Pacific Railroad, giving the Company a connection with the whole of that road, and opens up to our Company the whole business of Colorado and New Mexico, and which should give the road a large business in both passengers and freights not heretofore enjoyed by this Company. Colorado Central R.R.

Surveys have been made during the past year for a road to the Black Hills, and all the practicable routes have been explored with a view of determining the cheapest and most direct and convenient road to them. Black Hills Survey.

The Utah Northern Railroad is being extended fifty miles northwest from Franklin, which should give such additional facilities for business as will increase the Montana traffic very materially. It is expected to still further extend the road some 70 or 80 miles the current year, which should give our road the preponderance of the Montana business. Utah Northern R.R.

The other connecting roads have remained the same as formerly, and are giving the road the usual, and in some cases, an increased business.

The decline in silver and lead has been so great (particularly of lead), that it has been difficult to produce it at paying rates, but with a reduction of the pay of miners, and other improvements, the business is very good and will probably increase.

The failure of crops in California, and the general depression of business there, has decreased our earnings on

through traffic, but with the abundant rains that they have had and the prospect of good crops which that insures, makes it quite certain that the present year we will receive as much as formerly, if not a large increase.

There has been no change in the local management of the road during the past year (except the appointment of an Assistant General Superintendent), and the Board still feels the same confidence in and warmly commends the General Superintendent, Mr. S. H. H. Clark, the Assistant General Superintendent, and heads of departments, and local officers of the Company engaged in operating the road. Their faithful performance of duties intrusted to them has largely contributed to the satisfactory results obtained.

By order of the Board,

SIDNEY DILLON,

President.

MONTHLY CLASSIFICATION OF EARNINGS. ✓

1877.	Passenger.	Freight.	Mail.	Express.	Miscellaneous.	Total.
January	\$263,657 51	\$462,285 57	\$49,731 25	\$26,800 00	\$12,879 76	\$815,354 09
February	203,899 48	563,213 73	49,731 25	25,460 66	8,795 22	851,100 34
March.....	300,347 79	630,930 57	49,731 25	34,246 81	12,255 89	1,027,512 31
April.....	379,991 68	612,412 66	49,731 25	33,104 15	13,040 37	1,088,280 11
May.....	373,404 29	629,267 03	49,731 25	32,600 38	24,060 19	1,109,063 14
June	329,365 29	597,784 85	49,731 25	33,900 16	90,317 79	1,101,099 34
July.....	307,829 13	578,949 41	49,731 25	39,761 87	18,725 26	994,996 92
August.....	299,027 56	587,909 49	49,731 25	37,940 73	4,743 12	979,352 15
September.....	315,549 07	718,907 15	49,731 25	41,052 58	11,172 23	1,136,412 28
October	323,489 84	891,998 86	49,731 25	40,824 30	23,127 40	1,329,171 65
November	300,127 43	722,699 97	49,731 25	39,092 51	3,357 87	1,115,009 03
December	203,067 80	601,321 24	49,731 25	46,007 83	25,724 38	925,852 50
Total.....	\$3,599,756 87	\$7,597,680 53	\$596,775 00	\$430,791 98	\$248,199 48	\$12,473,203 86

STATEMENT OF EARNINGS AND OPERATING EXPENSES, 1872 to 1877. ✓

EARNINGS.	1872.	1873.	1874.	1875.	1876.	1877.
Commercial Passenger.....	\$3,067,158 29	\$3,639,086 60	\$3,702,155 79	\$4,169,770 69	\$4,083,987 75	\$3,306,505 62
Government ".....	303,154 12	248,117 88	250,702 76	176,243 65	223,614 78	293,251 25
Commercial Freight.....	4,166,993 76	4,806,620 85	4,819,661 00	5,758,479 02	6,219,496 60	6,458,514 85
Government ".....	170,158 06	219,939 65	316,840 21	234,596 13	374,387 65	362,208 21
Company ".....	431,267 25	490,347 08	528,230 12	648,437 12	710,239 25	776,957 47
United States Mail.....	283,855 00	283,855 00	345,758 00	325,143 00	574,139 00	596,775 00
Express.....	336,333 35	410,190 76	381,303 77	444,174 23	502,738 42	430,791 98
Car Service.....	3,959 36	16,281 73	*25,308 83	32,551 97	*22,043 74	*31,201 38
Miscellaneous.....	112,612 80	135,392 51	222,298 41	179,597 21	195,972 60	257,221 33
Rents.....	17,113 54	16,271 60	18,238 89	24,839 07	24,326 53	22,179 53
Total Earnings.....	\$8,892,605 53	\$10,266,103 66	\$10,559,880 12	\$11,993,832 09	\$12,886,858 84	\$12,473,203 86

* Amount expended in excess of receipts for Car Service.

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OPERATING EXPENSES	1872.	1873.	1874.	1875.	1876.	1877.
Conducting Transportation.....	\$753,456 87	\$772,439 51	\$745,470 24	\$820,759 98	\$831,182 92	\$874,999 61
Motive Power, Water Expenses, etc.....	611,058 34	622,926 43	540,084 19	614,603 62	625,868 36	611,890 43
Fuel for Locomotives.....	746,357 73	747,196 71	638,931 99	698,134 43	742,869 37	650,594 80
Repairs of Locomotives.....	390,471 73	347,352 53	336,333 69	377,560 57	428,061 79	399,904 40
Repairs of Passenger Cars.....	135,778 48	135,074 27	122,565 86	93,681 01	118,352 97	142,869 02
Repairs of Freight Cars.....	198,711 58	259,831 53	266,085 68	241,441 24	287,654 28	295,879 41
Repairs of Shops, Sheds, etc.....	37,682 56	29,380 33	26,084 64	31,804 99	26,713 19	27,439 56
Renewal of Rails.....	253,318 83	277,738 19	467,914 67	347,465 71	495,158 01	573,558 46
Renewal of Ties.....	171,940 40	364,101 08	295,457 46	322,154 53	291,024 23	317,669 02
Maintenance of Track.....	773,579 05	885,229 51	883,124 70	761,681 98	709,613 69	674,344 59
Removing Snow and Ice.....	196,235 89	34,129 27	10,188 13	42,498 72	68,373 32	8,382 78
Repairs of Snow Sheds and Fences.....	103,033 50	35,757 45	13,623 59	22,949 62	25,682 46	20,749 96
Repairs of Bridges.....	77,421 12	99,423 46	81,808 04	182,589 64	112,327 00	81,000 94
General Expenses.....	148,381 55	142,258 31	171,475 86	153,653 06	198,133 68	307,175 21
Taxes.....	203,145 85	222,022 44	255,555 13	271,068 85	307,195 93	286,963 50
Total Expenses.....	\$4,800,573 48	\$4,974,861 02	\$4,854,703 87	\$4,982,047 95	\$5,268,211 20	\$5,273,421 69
Surplus Earnings.....	\$4,092,032 05	\$5,291,242 64	\$5,705,176 25	\$7,011,784 14	\$7,618,647 64	\$7,199,782 17
Expense Ratio.....	53.1%	48.4%	45.2%	41.5%	40.8%	42.2%

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STATEMENT OF FUNDED DEBT.

First Mortgage Bonds.....	\$27,231,000
Land Grant Bonds.....	7,324,000
Income.....	1,000
Sinking Fund.....	14,045,000
Total.....	\$48,601,000

Funded Debt was reduced last year as follows :

First Mortgage Bonds.....	\$1,000
Land Grant Bonds.....	80,000
Sinking Fund Bonds.....	143,000
Bridge Bonds.....	54,000
Total.....	\$278,000

INTEREST AND DIVIDEND PAYMENTS FOR 1877.

First Mortgage Bonds.....	\$1,633,890
Land Grant Bonds.....	516,180
Sinking Fund Bonds.....	1,135,040
Total Interest Payments.....	\$3,285,110
Dividends on Stock.....	2,939,600
Total Interest and Dividends.....	\$6,224,710

UNION PACIFIC
HISTORICAL MUSEUMSTATEMENT OF MATERIAL ON HAND FOR FUTURE
USE.

For use of Locomotives.....	\$349,787 81
“ “ Cars.....	281,583 27
“ “ Bridges.....	44,199 27
“ General Purposes.....	51,746 59
Coal.....	98,205 92
Wood.....	12,471 54
Ties.....	95,625 90
Total.....	\$933,620 30

STATEMENT OF LAND DEPARTMENT.

Sales for 1877.	Acres.	Average Price	Amount.
January	2,747.41		\$9,270 05
February	2,546.08		8,730 54
March	1,558.24		7,808 24
April	3,110.62		10,332 38
May	3,283.43		14,531 86
June	3,440.58		13,468 02
July	2,834.76		12,442 14
August	7,426.79		61,636 70
September	9,007.94		50,841 55
October	13,116.19		65,426 92
November	12,007.68		50,837 09
December	7,936.15		38,442 53
Total.....	69,015.87	\$4 98	\$343,768 02
Sales reported to December 31, 1876.....	1,319,848.12	4 32 $\frac{1}{2}$	5,711,584 84
Less Sales, Canceled in 1877.....	1,388,863.99		\$6,055,352 86
	70,584.19		338,225 63
	1,318,279.80	4 33 $\frac{1}{16}$	\$5,717,127 23

Amount of Land Grant Bonds.....		\$10,400,000 00
Canceled to December 31, 1876..	\$2,996,000 00	
“ during 1877.....	80,000 00	
Total Canceled to date.....		3,076,000 00
Outstanding December 31, 1877..		\$7,324,000 00
Contracts outstanding.....	\$3,009,117 20	
Cash on hand.....	406,035 00	
Total amount applicable to payment of bonds.....		3,415,152 20
Bonds to be provided for.....		\$3,908,847 80

CONSTRUCTION EXPENDITURES FOR YEAR 1877 OF UNION PACIFIC RAILROAD CO.

General Office Building, Omaha.....	\$58,453 74
Depot at Council Bluffs	71,611 34
Depot at Hazard Junction.....	1,686 10
Scrap Furnace at Omaha.....	325 84

Right of Way and Land.

Land at Council Bluffs.....	\$17,226 25
“ “ Omaha.....	4,307 80
“ “ Fremont.....	33 00
“ “ Laramie.....	250 00
	<u>\$21,817 05</u>

Less Land at Omaha.

Sold to B. & M. R. R. Co.....	\$2,000 00
	<u>19,817 05</u>

Car Equipment.

4 Outfit Cars, Nos. 7 to 10	\$7,780 83
2 Small Baggage Cars	2,728 33
42 Box Cars, Nos. 5,376 to 5,460.....	27,651 25
1 Oil Tank Car.....	1,489 44
	<u>39,649 85</u>
Dale Creek Bridge	23,014 07
Black Hills Survey	14,093 38
Hastings “	828 11
	<u>\$229,479 48</u>

SUMMARY OF EQUIPMENT.

	Present number.	Added during 1877.
LOCOMOTIVES.....	168	
PASSENGER CARS—		
First Class.....	25	
Second Class.....	73	
Small Emigrant.....	7	
Mail.....	9	
Express.....	9	
Small Baggage.....	12	2
Large Baggage.....	11	
Sleepers.....	23	
Total Passenger Cars.....	169	2
FREIGHT CARS—		
Box.....	1,387	42
Flat.....	1,000	
Coal.....	500	
Stock and Charcoal.....	120	
Way.....	85	
Fruit.....	10	
Outfit.....	4	4
Oil Tank.....	1	1
Total Freight Cars.....	3,107	47

PERFORMANCE OF LOCOMOTIVES.

Comparative Statement of Mileage, Cost of Supplies and Labor and Average Cost per Mile Run for the years 1876 and 1877.

	1876.	1877.
Total Miles Run.....	5,578,000	5,753,729
Cost of Running.....	\$585,423 70	\$577,867 90
" Repairs.....	428,061 79	399,904 40
" Fuel.....	742,869 37	650,594 80
" Oil and Waste.....	40,444 66	34,022 53
Total.....	\$1,796,799 52	\$1,662,389 63
Cost per Mile run—		
For Running Expenses.....	.10.49	.10.43
" Fuel.....	.13.30	.11.31
" Oil and Waste.....	.00.70	.00.59
" Repairs.....	.07.67	.06.95
Total.....	.32.21	.28.55
Tons of Coal used.....	156,970	148,236
Cords of Wood used.....	6,755½	6,401½
Pints of Oil used.....	476,104	422,704
Pounds of Waste used.....	35,949	31,263
Miles Run—		
For one ton coal or cord wood.....	34.07	37.21
" " pint oil.....	11.71	13.61
" " " ".....	.64	.54
Pounds of waste used per 100 miles..		
Average Cost of Fuel—		
Coal per ton.....	\$4.50	\$4.17
Wood per cord.....	5.50	5.50

PRODUCTION AND COST OF COAL.

	1875.			1876.			1877.		
	Tons.	Cost.	Cost per Ton.	Tons.	Cost.	Cost per Ton.	Tons.	Cost.	Cost per Ton.
Carbon	61,750	\$126,716 13	\$2 05	69,062	\$109,193 02	\$1 58	74,343	\$92,702 41	\$1 24 $\frac{3}{4}$
Rock Springs.	104,667	192,973.09	1 84	134,953	185,844 60	1 37 $\frac{3}{4}$	146,494	162,075 07	1 10 $\frac{1}{4}$
Almy.....	41,805	72,195 88	1 73	60,756	80,482 94	2 32 $\frac{1}{2}$	54,643	57,353 89	1 05
Total.....	208,222	\$391,885 10	\$1 88	264,771	\$375,520 56	\$1 41 $\frac{1}{4}$	275,480	\$312,131 37	\$1 13 $\frac{1}{2}$

Comparative Statement of Passenger Earnings.

	1876.	1877.	Decrease.	Increase.
January .	\$188,113 17	\$263,657 51	.....	\$75,544 34
Feb'y ...	203,950 96	203,899 48	\$51 48	.....
March ..	300,356 56	300,347 79	8 77	.....
April ...	378,574 11	379,991 68	.....	1,417 57
May.....	489,686 03	373,404 29	116,281 74	.....
June	446,295 48	329,365 29	116,930 19	.....
July	352,378 20	307,829 13	44,549 07	.....
August..	406,608 15	299,027 56	107,580 59	.....
Sept	419,814 19	315,549 07	104,265 12	.....
Oct	453,353 42	323,489 84	129,863 58	.....
Nov	383,459 32	300,127 43	83,331 89	.....
Dec	285,012 94	203,067 80	81,945 14	.....
Total..	\$4,307,602 53	\$3,599,756 87	\$784,807 57	\$76,961 91
			76,961 91	
			\$707,845 66	
			Decrease, 1877 less than 1876.....	
			Being 16. $\frac{43}{100}$ per cent.	
			Commercial business for 1876.....	4,083,987 75
			" " " 1877.....	3,306,505 62
			.....	\$777,482 13
			Decrease	
			Being 19. $\frac{2}{100}$ per cent.	
			Government business for 1876.....	\$223,614 78
			" " " 1877.....	293,251 25
			.....	\$69,636 47
			Increase.....	
			Being 31. $\frac{14}{100}$ per cent	

Comparative Statement of Freight Earnings.

	1876.	1877.	Decrease.	Increase.
January .	\$414,103 57	\$462,285 57	-----	\$48,182 00
Feb'y ...	428,209 78	563,213 73	-----	135,003 95
March ...	519,603 79	630,930 57	-----	111,326 78
April....	582,684 50	612,412 66	-----	29,728 16
May.....	622,939 78	629,267 03	-----	6,327 25
June....	589,569 34	597,784 85	-----	8,215 51
July.....	564,726 74	578,949 41	-----	14,222 67
August..	676,313 74	587,909 49	\$88,404 25	-----
Sept....	777,893 45	718,907 15	58,986 30	-----
Oct.....	800,749 45	891,998 86	-----	91,249 41
Nov....	742,420 42	722,699 97	19,720 45	-----
Dec.....	584,908 94	601,321 24	-----	16,412 30
Total..	\$7,304,123 50	\$7,597,680 53	\$167,111 00	\$460,668 03
				167,111 00
				\$293,557 03
				Increase, 1877 over 1876.....
				Being 4 $\frac{2}{100}$ per cent.

Statement of Through and Local Commercial Freight Earnings for the year 1877.

Months.	Local.	Through.	Coal.	Total.
January.	\$211,098 89	\$108,067 63	\$42,984 08	\$362,150 60
Feb'y ..	200,810 30	278,681 89	25,040 07	504,532 26
March...	260,179 67	253,185 62	25,278 18	538,643 47
April . .	260,764 83	258,081 63	23,621 34	542,467 80
May	278,541 13	249,187 25	20,776 74	548,505 12
June....	256,176 74	244,276 88	18,036 51	518,490 13
July	283,816 91	169,820 14	16,649 24	469,286 29
August..	336,149 53	123,070 47	21,904 43	481,124 43
Sept....	382,865 63	188,206 64	22,702 00	594,774 27
October .	472,428 34	262,551 60	43,632 15	778,612 09
Nov	363,440 20	212,289 84	51,387 90	627,117 94
Dec.....	268,456 31	182,996 96	41,357 18	492,810 45
Total..	\$3,574,728 48	\$2,530,416 55	\$353,369 82	\$6,458,514 85

Comparative Statement of Total Freight Earnings for Years
1876 and 1877.

From.	1876.	1877.	Difference.
Commercial...	\$6,219,496 60	\$6,458,514 85	\$239,018 25 Increase.
Government ..	374,387 65	362,208 21	12,179 44 Decrease.
Company	710,239 25	776,957 47	66,718 22 Increase.
Total	\$7,304,123 50	\$7,597,680 53	\$293,557 03 Increase.

Percentage.

Commercial.....	Gain	3.84 per cent.
Government.....	Loss	3.25 "
Company.....	Gain	9.39 "
Total.....	Gain	4.02 per cent.

Statement Showing the Number of THROUGH Passengers East
and West, and the Revenue derived therefrom during the Year
1877.

MONTH.	EAST.		WEST.	
	No. of Passengers	Revenue.	No. of Passengers	Revenue.
January	1,458	\$49,419 95	2,802	\$91,575 47
February	1,467	50,877 87	3,294	106,094 51
March	2,479	80,823 68	5,569	168,403 29
April	3,076	110,381 42	7,196	211,914 90
May	3,562	130,511 22	5,874	191,741 02
June	3,074	116,584 88	3,419	121,849 72
July	2,819	90,555 20	2,740	90,282 99
August	3,197	108,826 36	2,984	96,883 74
September....	2,996	101,125 76	3,447	120,765 39
October	3,025	99,281 77	4,686	157,033 65
November	2,144	70,450 64	3,716	121,346 81
December	1,757	60,145 18	2,542	84,448 77
Total.....	31,054	\$1,069,478 93	48,269	\$1,562,340 26

Revenue East Bound Through..... \$1,069,478 93
 " West " " 1,562,340 26

Statement Showing the Number of WAY Passengers East and West, and the Revenue derived therefrom during the Year 1877.

MONTH.	East.		West.	
	No. of Passengers	Revenue.	No. of Passengers	Revenue.
January	3,952	\$54,142 14	4,970	\$68,024 95
February	2,770	16,671 42	4,952	30,255 68
March	3,367	19,743 45	5,402	31,377 37
April	3,120	19,872 86	5,942	37,822 50
May	3,477	20,343 75	5,347	30,808 30
June	3,551	37,249 95	5,023	53,680 74
July	4,587	52,626 76	6,473	74,364 18
August	4,189	38,260 16	5,904	55,057 30
September	3,821	44,487 30	4,186	49,170 62
October	3,773	27,447 40	5,548	39,727 02
November	4,127	51,052 00	4,646	57,277 98
December	3,365	27,234 30	3,876	31,239 55
Total	44,099	\$409,131 49	62,269	\$558,806 19
Revenue East Round Way		\$409,131 49		
" West				588,806 19
Total Through and Way				\$3,599,736 87

TABLE

Showing the number of WAY and THROUGH Passengers carried, and the number carried One Mile, during the year 1877.

1877.	WAY PASSENGERS.			THROUGH PASSENGERS.			TOTAL.	
	East.	West.	Carried 1 Mile.	East.	West.	Carried 1 Mile.	No. of Passengers.	Mileage.
January	3,952	4,970	1,840,528	1,458	2,802	4,398,913	13,182	6,239,441
February	2,770	4,952	1,658,766	1,467	3,294	4,897,758	12,483	6,556,551
March	3,367	5,402	1,828,297	2,479	5,569	8,476,349	16,817	10,304,646
April	3,120	5,942	2,101,170	3,076	7,196	10,657,326	19,334	12,758,496
May	3,477	5,347	2,193,215	3,562	5,874	9,899,594	18,260	12,092,809
June	3,551	5,023	2,102,589	3,074	3,419	7,846,848	15,067	9,949,437
July	4,587	6,473	2,949,864	2,819	2,740	5,746,802	16,619	8,696,666
August	4,189	5,904	2,488,579	3,197	2,984	6,379,320	16,247	8,867,899
September	3,821	4,186	1,966,443	2,996	3,447	6,650,636	14,450	8,617,079
October	3,773	5,548	2,151,679	3,025	4,686	8,017,258	17,032	10,168,937
November	4,127	4,646	2,004,937	2,144	3,716	5,769,837	14,633	7,774,774
December	3,365	3,876	1,636,106	1,757	2,542	4,170,530	11,540	5,806,636
Total	44,099	62,269	24,922,173	31,054	48,269	82,911,198	185,691	107,833,371
1876	44,188	59,218	25,377,883	37,626	61,796	102,655,041	202,648	128,032,924
Gain		3,051						
Loss	89		455,710	6,572	13,527	19,743,843	16,957	20,199,553

Number of Tons of Through and Local Commercial Freight carried One Mile during each month of the year 1877.

MONTHS.	Through.		Local.		Total.
	1877.	1876.	1877.	1876.	
January	8,075,348	9,400,741	17,485,089		
February	9,260,779	8,168,737	17,429,516		
March	13,371,214	9,653,763	23,024,977		
April	14,329,557	8,825,498	23,155,055		
May	14,797,127	11,817,336	26,614,483		
June	14,339,500	9,575,239	24,114,739		
July	13,348,079	11,176,115	24,524,194		
August	12,348,126	13,503,811	25,851,937		
September	12,444,705	14,490,650	26,935,355		
October	14,954,088	18,333,671	33,287,759		
November	15,399,700	14,595,172	29,994,872		
December	12,838,412	10,658,012	23,496,424		
Total	155,706,635	140,207,765	295,914,400		
Coal sold by U. P. Coal Department	.....	38,730,470	38,730,470	
Total for 1877	155,706,635	178,938,235	334,644,870		
Total for 1876	177,591,469	114,410,607	292,002,076		
Increase	.....	64,527,628	42,642,794	
Decrease	.....	21,884,834	.....	

Average Rate per Ton per Mile of Through and Local Commercial Freight.		
	Including Coal.	Excluding Coal.
Through	\$1 69	\$1 69
{ West Bound	1 49	1 49
{ East Bound	1 62	1 62
{ Average	.....	.....
Local	\$3 15	\$3 19
{ West Bound	1 53	1 92
{ East Bound	2 19	2 54
{ Average	.....	.....
Total	\$2 23	\$2 29
{ West Bound	1 52	1 66
{ East Bound	1 92	2 04
{ Average	.....	.....

Statement in Pounds of Classified Freight Forwarded during the Years 1876 and 1877.

CLASS.	ARTICLES.	East Bound. 1877.	West Bound. 1877.	Local Freight. 1877.	TOTAL.		Increase.	Decrease.
					1876.	1877.		
Mineral Products.	Coal	.....	.....	230,952,985	234,915,710	230,952,985	.....	3,962,725
	Stone and Brick	5,350	1,384,620	5,373,350	9,236,580	6,763,320	.....	2,473,260
	Cement, Plaster and Lime	36,040	87,340	7,287,590	6,244,975	7,410,970	1,165,995	.....
	Salt	.....	.....	5,345,590	2,083,569	5,343,700	.....	.....
Military and Naval Stores.	Powder, Cartridges, &c	8,110	398,550	1,676,870	2,326,888	2,083,530	.....	243,358
	Tar and Pitch	.....	18,650	73,700	66,370	92,350	25,980	.....
	Rope and Cordage	340	967,290	685,510	2,331,672	1,653,140	.....	678,532
Provisions.	Hog Products	.....	9,428,300	10,339,495	20,106,595	19,767,795	.....	338,800
	Beef	84,005	49,880	549,235	669,850	683,120	13,270	.....
	Fish and Game	7,767,905	5,496,820	1,384,320	16,829,695	14,649,045	.....	2,180,650
	Butter, Eggs, and Cheese	1,200	2,940,090	3,936,510	6,099,582	6,877,800	778,218	.....
Wood and Manufactures of Wood.	Paper	20,565	8,094,910	2,813,715	9,937,582	10,929,190	991,595	.....
	Books	68,290	1,144,750	337,845	1,578,624	1,550,885	.....	27,739
	Stationery	6,060	852,860	414,520	1,051,535	1,273,440	221,905	.....
	Paint and Varnish	289,210	2,545,870	1,324,720	3,654,080	4,159,800	505,720	.....
	Tobacco	110,510	6,961,270	1,851,945	9,005,333	8,923,725	.....	81,608
	Cigars and Pipes	9,525	384,260	370,950	649,746	764,735	114,989	.....
	Agricultural Implements	1,655	7,089,240	7,230,435	13,587,050	14,321,330	734,280	.....
	Vehicles	201,280	8,616,750	12,689,860	21,949,203	21,507,890	.....	441,313
	Lumber and Timber	4,420	1,011,480	128,791,620	74,390,748	129,807,520	55,416,772	.....
	Shingles, Lath, and Staves	.....	235,220	3,429,410	2,348,525	3,664,630	1,316,105	.....
Wood	.....	1,500	9,563,705	13,542,035	9,565,205	.....	3,976,830	
Merchandise	Charcoal	.....	.....	12,372,095	20,024,895	12,372,095	.....	7,652,800
	Manufactured Wood	9,610	1,585,570	1,936,570	2,486,829	3,531,750	1,044,921	.....
	Wood in Shape	3,250	2,901,810	1,226,905	2,637,305	4,131,965	1,494,660	.....
	Barrels and Casks	147,080	89,450	1,465,945	1,302,220	1,702,475	400,255	.....
Total	396,775	32,745	4,734,200	5,460,409	5,163,720	.....	296,689	
Total	103,570,576	215,894,595	1,112,760,135	1,259,894,897	1,432,225,306	224,284,032	51,953,623	
						Total increase,	172,330,049	

Statement in Pounds of Glassified Freight Forwarded during the Years 1876 and 1877.

CLASS.	ARTICLES.	East Bound. 1877.	West Bound. 1877.	Local Freight. 1877.	TOTAL.		Increase.	Decrease.	
					1876.	1877.			
Mineral Pro- ducts.	Coal.....			230,952,985	234,915,710	230,952,985		3,962,725	
	Stone and Brick.....	5,350	1,384,620	5,373,350	9,236,580	6,763,320		2,473,260	
	Cement, Plaster and Lime.....	36,040	87,340	7,287,590	6,244,975	7,410,970		1,165,995	
	Salt.....			5,747,700	3,231,600	5,747,700		2,516,100	
	Metallic Ores.....	139,120	42,040	26,960,805	15,236,765	27,141,965		11,905,200	
	Other and Coke.....		159,030	51,359,480	25,418,265	51,518,510		26,100,245	
	Drugs.....	119,505	5,480,055	2,154,110	6,241,338	7,753,670		1,512,332	
	Borax, &c.....	542,355		70,080	488,393	612,435		124,042	
	Dry Goods.....	628,475	21,744,525	9,551,960	31,062,258	31,924,960		862,702	
	Silk.....	1,066,455		1,290	1,039,186	1,067,745		28,559	
	Green Fruit.....	3,895,995	671,930	9,261,250	13,943,220	13,829,175		114,045	
	Dried Fruit and Nuts.....	998,995	1,767,270	3,274,760	5,878,663	6,041,025		162,362	
Agricultural Products.	Wheat and Barley.....	170,340	174,690	135,911,890	130,556,586	136,256,920		5,700,334	
	Corn and Oats.....	32,065	524,810	48,508,940	59,278,000	49,065,815		10,212,185	
	Rye, Flax Seed, &c.....	189,050	298,810	3,909,010	5,448,881	4,396,870		1,052,011	
	Potatoes and Vegetables.....	2,009,840	277,560	11,831,885	11,526,586	14,119,285		2,592,699	
	Hay.....			9,594,955	10,712,850	9,594,955		1,117,895	
	Flour and Meal.....	9,930	428,235	15,548,620	14,405,130	15,986,835		1,581,705	
Groceries.	Candles.....		2,985,805	578,670	4,323,650	3,564,475		759,175	
	Canned Goods.....	1,685,425	3,410,570	3,532,325	8,214,447	8,628,320		413,873	
	Soap and Starch.....	150	2,187,320	2,749,485	4,147,305	4,936,955		789,650	
	Sugar and Syrup.....	1,330	8,112,990	14,436,705	23,104,347	22,551,025		553,322	
	Tea.....	18,469,291	12,500	411,805	19,027,921	18,893,596		134,325	
	Coffee.....	3,798,585	80,530	2,186,165	1,946,609	6,065,280		4,118,671	
	Baking Powder, &c.....		402,390	398,390	1,105,215	800,780		304,435	
	Other.....	664,275	1,379,880	18,845,170	16,341,293	20,889,325		4,548,032	
	Fancy Goods.....	767,875	672,220	783,735	2,127,760	2,223,830		96,070	
	Window Glass.....		393,290	951,640	1,613,150	1,344,930		268,220	
	Glassware and Crockery.....	23,250	2,295,310	3,882,425	5,021,531	6,200,985		1,179,454	
	Furniture and H. H. goods.....	642,430	9,369,660	14,095,065	25,149,926	24,107,155		1,042,771	
	Hardware.....	112,135	8,867,315	7,411,910	13,020,966	16,391,360		3,370,394	
Hardware and Metals.	Nails.....	865	5,649,230	5,192,930	9,668,445	10,843,025		1,174,580	
	Stoves.....		1,169,130	3,591,140	3,898,995	4,760,270		861,275	
	Iron, R. R.....		551,150	9,987,450	15,945,685	10,538,600		5,407,085	
	Iron, Bar.....		11,542,430	3,244,645	19,030,202	14,787,075		4,243,127	
	Iron, other.....		13,426,220	4,849,795	15,043,990	18,276,015		3,232,025	
	Steel, Copper, &c.....		3,531,760	638,165	3,710,660	4,169,925		459,265	
	Tin and Quicksilver.....		592,850	1,057,370	795,715	2,488,470	2,445,935		42,535
	Lead.....		514,080	20,136,665	8,830,220	20,650,745		11,820,525	
	Bullion.....		3,000	63,210,340	51,691,367	63,213,340		11,521,973	
		Hats and Millinery Goods.....	98,235	1,192,280	278,170	1,543,577	1,568,685		25,108
Leather and Rubber.	Boots and Shoes.....	4,455	2,867,270	2,178,770	4,361,660	5,050,495		688,835	
	Leather and Leather Goods.....	805,335	677,220	909,150	2,316,383	2,391,705		75,322	
	Rubber Goods.....	1,810	1,468,990	198,630	1,607,105	1,669,430		62,325	
Hides, Wool, &c.	Hides, Pelts, &c.....	4,874,985	1,430	3,646,645	8,133,101	8,536,360		403,259	
	Furs.....	1,216,930	14,730	25,825	1,190,628	1,244,185		53,557	
Live Stock.	Wool.....	44,869,820	7,610	1,944,270	49,849,968	46,821,700		3,028,268	
	Horses and Cattle.....	11,500	1,145,240	100,350,490	57,782,400	101,507,230		43,724,830	
	Sheep and Hogs.....			8,927,570	5,791,980	8,927,570		3,135,590	
Liquors.	Whiskey, &c.....	107,605	13,732,415	5,471,560	14,743,677	19,311,580		4,567,903	
	Wine.....	5,733,215	406,580	942,090	6,552,684	7,081,885		529,201	
	Beer, &c.....	250	3,566,245	3,888,240	4,367,170	7,454,735		3,087,565	
	Oil.....	46,560	10,351,680	9,632,240	13,037,545	20,030,480		6,992,935	
	Machinery.....	42,930	7,319,600	5,572,060	14,254,510	12,934,590		1,319,920	
	Musical Instruments.....	25,180	1,640,925	383,350	2,008,685	2,049,455		40,870	
Military and Naval Stores.	Powder, Cartridges, &c.....	8,110	398,550	1,676,870	2,326,888	2,083,530		243,358	
	Tar and Pitch.....		18,650	73,700	66,370	92,350		25,980	
	Rope and Cordage.....	340	967,290	685,510	2,331,672	1,653,140		678,532	
Provisions.	Hog Products.....		9,428,300	10,339,495	20,106,595	19,767,795		338,800	
	Beef.....	84,005	49,880	549,235	669,850	683,120		13,270	
	Fish and Game.....	7,767,905	5,496,820	1,384,320	16,829,695	14,649,045		2,180,650	
	Butter, Eggs, and Cheese.....	1,200	2,940,090	3,936,510	6,099,582	6,877,800		778,218	
	Paper.....	20,565	8,094,910	2,813,715	9,937,582	10,929,190		991,595	
	Books.....	68,290	1,144,750	337,845	1,578,624	1,550,885		27,739	
	Stationery.....	6,060	852,860	414,520	1,051,535	1,273,440		221,905	
	Paint and Varnish.....	289,210	2,545,870	1,324,720	3,654,080	4,159,800		505,720	
	Tobacco.....	110,510	6,961,270	1,851,945	9,005,333	8,923,725		81,608	
	Cigars and Pipes.....	9,525	384,260	370,950	649,746	764,735		114,989	
Wood and Manufactures of Wood.	Agricultural Implements.....	1,655	7,089,240	7,230,435	13,587,050	14,321,330		734,280	
	Vehicles.....	201,280	8,616,750	12,689,860	21,949,203	21,507,890		441,313	
	Lumber and Timber.....	4,420	1,011,480	128,791,620	74,390,748	129,807,520		55,416,772	
	Shingles, Lath, and Staves.....		235,220	3,429,410	2,348,525	3,664,630		1,316,105	
	Wood.....		1,500	9,563,705	13,542,035	9,565,205		3,976,830	
	Charcoal.....			12,372,095	20,024,895	12,372,095		7,652,800	
	Manufactured Wood.....	9,610	1,585,570	1,936,570	2,486,829	3,531,750		1,044,921	
	Wood in Shape.....	3,250	2,901,810	1,226,905	2,637,305	4,131,965		1,494,660	
	Barrels and Casks.....	147,080	89,450	1,465,945	1,302,220	1,702,475		400,255	
	Merchandise.....	396,775	32,745	4,734,200	5,460,409	5,163,720		296,689	
	Total.....	103,570,576	215,894,595	1,112,760,135	1,259,894,897	1,432,225,306		51,953,623	
						Total increase,		172,330,049	

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Jack Hagan

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