

RECTORS
OF THE
RAILWAY COMPANY.

SIDNEY DILLON..... New York.
DAVID DOWS..... New York.
WILLIAM W. WOOD..... New York.
JAMES W. WOOD..... New York.
WILLIAM W. WOOD..... New York.
WILLIAM W. WOOD..... New York.
WILLIAM W. WOOD..... New York.

REPORT

TO THE

STOCKHOLDERS

OF THE

UNION PACIFIC RAILWAY

FOR THE YEAR 1882.

New Haven, Ct.
New York City.
Oakland, Neb.
Salt Lake City, Utah.
New York City.

New York.
Boston.
Boston.
New York.
New York.
New York.
New York.
New York.

3 Replicate.

CHICAGO 1910



DIRECTORS

OF THE

UNION PACIFIC RAILWAY COMPANY.

F. L. AMES..... Boston. ELISHA ATKINS..... Boston. EZRA H. BAKER..... Boston. F. G. DEXTER..... Boston. CHAS. FRANCIS ADAMS, Jr. Boston S. H. H. CLARK..... Omaha. G. M. DODGE..... Council Bluffs. JOHN SHARP..... Salt Lake.	SIDNEY DILLON..... New York. DAVID DOWS..... New York. JAY GOULD..... New York. RUSSELL SAGE..... New York. SOLON HUMPHREYS. New York. ANDREW H. GREEN.. New York. AUGUSTUS SCHELL.. New York.
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* GOVERNMENT DIRECTORS.

ISAAC H. BROMLEY..... New Haven, Ct.
 GEORGE G. HAVEN..... New York City.
 WATSON PARRISH..... Oakland, Neb.
 EDWARD P. FERRY..... Park City, Utah.
 COLGATE HOYT..... New York City.

GENERAL OFFICERS.

SYDNEY DILLON..... *President*, New York.
 ELISHA ATKINS..... *Vice-President*, Boston.
 SYDNEY BARTLETT..... *General Counsel*, Boston.
 JOHN F. DILLON..... *General Solicitor*, New York.
 HENRY MCFARLAND..... *Secretary and Treasurer*, Boston.
 O. W. MINK..... *Assistant Secretary and Assistant Treasurer*, Boston.
 JAMES M. HAM..... *Assistant Secretary and Assistant Treasurer*, New York.
 H. B. WILBUR..... *Auditor*, Boston.
 JAMES G. HARRIS..... *Transfer Agent*, Boston.
 H. J. WORCESTER..... *Transfer Agent*, New York.

OFFICERS ON THE LINE.

S. H. H. CLARK..... *General Manager*, Omaha.
 T. L. KIMBALL..... *Assistant General Manager*, Omaha.
 A. J. POPPLETON..... *Attorney*, Omaha.
 J. P. USHER..... *Attorney*, Lawrence, Kansas.
 J. W. GANNETT..... *Auditor*, Omaha.
 FRANK D. BROWN..... *Cashier*, Omaha.
 P. J. NICHOLS..... *General Superintendent Nebraska Division*, Omaha.
 S. T. SMITH..... *General Superintendent Kansas Division*, Kansas City.
 A. A. EGBERT..... *General Superintendent Colorado Division*, Denver.
 E. DICKINSON..... *Gen'l Superintendent Wyoming Division*, Laramie, Wyo.
 W. B. DODDRIDGE..... *Gen'l Superintendent Idaho Division*, Ogden, Utah.
 E. P. VINING..... *Freight Traffic Manager*, Omaha.
 J. W. MORSE..... *General Passenger Agent*, Omaha.
 C. S. STEBBINS..... *General Ticket Agent*, Omaha.
 LEAVITT BURNHAM..... *Land Commissioner*, Omaha.
 B. McALLISTER..... *Land Commissioner*, Kansas City.

REPORT.

*To the Stockholders of the
Union Pacific Railway Company.*

Your Directors submit the following report of the operations of the Company for the year ending December 31st, 1882.

LENGTH OF ROAD.

UNION DIVISION:

Council Bluffs to the Junction with the Central
Pacific Railroad, - - - - 1,042.4 miles.

KANSAS DIVISION:

Kansas City to Denver, and Leavenworth to
Lawrence, - - - - 672.5 miles.

CHEYENNE DIVISION:

Denver to Cheyenne, - - - - 106 miles.

Total, - - - - 1,820.9 miles.

EARNINGS AND EXPENSES.

*The Gross Earnings of the Company for the year were	\$22,823,884.24
Operating Expenses (including Taxes,	10,727,049.28
Surplus Earnings,	\$12,096,834.96
Interest and Dividends collected on Investment Securities,	2,211,099.35
Total Surplus Earnings,	\$14,307,934.31

PAYMENTS.

Interest on Bonds,	\$4,976,203.93
Discount, Interest and Exchange,	172,722.31
Sinking Funds,	442,000.00
Amount due the United States on the business of the year,	2,097,189.90
Premiums paid on Bonds redeemed and losses on Securities disposed of,	18,923.16
Balance applicable to Dividends,	7,707,039.30
Stock Dividends, 7 per cent,	6,600,895.01
Surplus for the year,	\$2,340,107.01

FUNDED DEBT.

The total Funded Debt of the Company,	\$90,717,707.55
Less amount held by Trustees of Consolidated Bonds,	8,872,200.00
Balance outstanding	\$81,845,507.55

*The gross earnings of the Union Pacific System, including Branch Lines, amounted to \$30,363,927.75 for the year 1882.

BONDS RETURNED AND CANCELED DURING THE YEAR.

Land Grant Bonds,	\$714,000.00
Sinking Fund Mortgage Bonds,	143,000.00
Omaha Bridge Bonds,	77,000.00
Collateral Trust Bonds,	131,000.00
Bonds held by Trustees Denver Extension Mortgage, Denver Extension Bonds,	88,000.00
Total,	\$1,153,000.50

EARNINGS.

From Transportation of Passengers	\$5,197,730 01
“ “ Freight	15,402,167.37
“ “ Mail	746,515.61
“ “ Express	748,932.30
“ Miscellaneous Earnings,	728,538.95
Total,	\$22,823,884.24

Compared with the preceding year there has been an increase of 1 1-4 per cent. from transportation of passengers, three per cent from transportation of mails, four per cent. from express transportation and thirteen per cent. from miscellaneous business. The increase in earnings from the transportation of passengers, although small in amount, is regarded as a very favorable result of the year's business in view of the diminished rate of passenger fare, and also of the opening during the summer of another railway line between the Missouri River and Denver. It is also a favorable feature that although there was a loss in earnings from through passenger traffic, there was an increase in earnings from local passenger traffic in excess of that loss.

The earnings from transportation of freight were \$1,660,959.82 less than the earnings from the same source during the preceding year. The diminished earnings resulted in

consequence partly of reduced rates of freight transportation, which amounted to nearly one-tenth of one cent per ton per mile on the entire freight tonnage of the year, but chiefly from diminished quantity of through and Pacific Coast tonnage.

The tonnage of local freight increased from 1,402,860 tons in 1881, to 1,609,500 tons in 1882, and the aggregate tonnage of freight moved on the road whether for short or long distances in 1882 was 36,600 tons in excess of the tonnage of 1881. In the transportation of metallic ores and coke there has been an increase of tonnage over the preceding year of 56 per cent., in wheat and corn of 40 per cent., and in agricultural implements, vehicles and lumber, of 20 per cent., and of merchandise of 180 per cent.

OPERATING EXPENSES.

The operating expenses (including taxes) in 1882, were,	\$10,727,049 28
The operating expenses (including taxes) in 1881 were,	12,480,342 71
Decrease in 1882.....	\$1,753,293.43

The percentage of operating expenses (including taxes) to gross earnings for the year 1882 as compared with the year 1881 decreased from 51.45 to 47 per cent.

It will be observed that the very material reduction in the expenses of maintaining and working the road for 1882, when compared with 1881, which was anticipated in the last Annual Report, as the result of the large expenditure of the preceding year for repairs to track and rolling stock and for steel rails, has been fully realized in the diminished rate for 1882 of 4.45 per cent. of operating expenses. More efficient train service has also been secured, thereby promoting the convenience of both passengers and of shippers of freight.

COAL MINING.

The Coal mined by the Company for the use of its locomotives and shops, and also for sale, amounted to 738,220

tons which cost an average of \$1.46 1-2 loaded on cars. Of this quantity there were sold 238,891 tons at an average price of \$5.28 per ton.

The mines worked by the Company are situated at six different localities in the State of Colorado and in the Territories of Wyoming and Utah. The coal of each locality has a distinctive character, but all the varieties are excellent for steaming purposes; and, in addition, the coals from Rock Springs and Grass Creek are especially valuable for domestic use.

During the past year the sum of \$151,100 was expended in opening new mines and for additional machinery. This expenditure has brought the capacity of the mines to the daily output of 5200 tons which is about twice the output of the past year.

The increase in the consumption of coal along the line of the Company's Railroad being at the rate of about 25 per cent. per year, it would appear that provision has been made, by these improvements, for the probable demand for the next three years.

Realizing the fact that cheap fuel is an important element in the development of mining and manufacturing interests, and also of agricultural interests in a section of country where wood is expensive, the Company has adopted the policy of furnishing coal to consumers along the line of its road at a small advance on the cost of mining and transportation. The increased quantity of coal sold during 1882 over 1881 amounted to 66,605 tons, and the decreased cost to consumers was at an average rate of ten cents per ton. It is probable that increase of demand will continue to be accompanied by reduction in price.

LARAMIE ROLLING MILL.

The Company's mill at Laramie turned out 11,832 tons of iron rails and 5,884,339 pounds of bar iron, splices, spikes, bolts and nuts. The rails were laid on the lines of controlled roads, and the rail fastenings were used both for those lines and for the steel rails on the Company's main

lines. Arrangements have been made to substitute gas furnaces for the heating furnaces now in use at this mill, which will not only effect a large saving in the cost of fuel, but will also ensure a superior quality of manufactured iron.

There yet remain in the main track on the Kansas and Denver divisions of the line 30,000 tons of iron rails, which can be re-rolled at this mill when taken up to be replaced by steel rails, and can be used for side tracks on main lines, and for those branch lines having a very limited amount of business.

LAND SALES.

During the year there were sales of land to 3062 purchasers, who bought 398,074 acres at the average price of \$4.45 per acre. The proceeds of the Land Department, including sales of town lots, amounted to \$1,625,618.32. The net proceeds of the Union Pacific Land Grant to Dec. 31st, 1882, amounted to \$8,307,654.62; and the Kansas Pacific and Cheyenne Land Grants to same date, amounted to \$5,560,532.72, the Total being \$13,868,187.34. The lands of the Company remaining to be sold have not yet been fully surveyed and sectionized; and it is therefore impossible, at this time, to state their exact character. It is certain, however, that they include a large area of land cultivable without irrigation, several millions of acres where irrigation is necessary in order to raise crops, but where water is attainable at a warrantable cost; and also other millions of acres of land valuable for pasturage. A very small percentage of the lands of the Company is approximately without value. The lands in the Bitter Creek country, which from surface indications appear to be almost valueless, are underlaid with workable veins of bituminous coal of excellent quality, and in several localities these lands contain deposits of valuable iron ore.

The coal lands belonging to the Company, from the most easterly to the most westerly outcrop, extend along the line of the railroad, a distance of over four hundred miles. From coal developments and outcroppings it is estimated

that the area of the Company's coal lands amounts to several hundred thousand acres. The artesian well borings at Rock Springs, where the Company mined 276,000 tons of coal last year, showed an aggregate thickness of sixty feet of coal in a depth of 1,200 feet; and at Almy, where the Company mined 116,000 tons of coal last year, the producing vein is twenty-eight feet thick.

RENEWALS AND REPAIRS.

During the past year 16,854 tons of steel rails were laid in renewal of track. The line from Council Bluffs to Ogden, 1,042 miles, and also about one-half of the Kansas Division are laid with steel rails. There were 690,637 cross ties of oak, cedar and pine laid in place of old ties taken up. These renewals have served to maintain the track in thoroughly good condition. Six iron truss bridges have been built, having a total length of 2028 feet, in place of wooden bridges; and additional iron truss bridges are in course of erection. Ninety pile bridges have been built, having an aggregate length of 6,150 feet. In addition to entire renewals of bridges as above stated, renewals of stringers, caps, &c., have been made to 74 truss and pile bridges, having an aggregate length of 4,485 feet.

To afford proper accommodation for freight business, and to avoid delay to trains, it was found necessary to lay 37 miles of new side track during the year. Iron rails but slightly worn, taken from the main track, were used for this purpose.

The report of the Government Directors to the Secretary of the Interior, dated February 19th, 1883, states:—"The road will compare favorably in all respects with any other railroad line or system in the country. It has now a solid, well-ballasted road-bed, with all steel rails throughout the main line; the grades and curves are being reduced to a minimum as rapidly as possible, the stations are well ordered, and kept in good condition."

The locomotive service has been greatly improved by the addition of 12 powerful consolidation engines, in place of

16 locomotives too light for economical service, which were sold.

The total engine mileage for the year was 9,611,683 miles, and the train mileage cost \$1.11 6-10 per mile.

CONNECTING RAILROADS.

The lines of railroads connecting with the Union Pacific Railway and operated under its control were extended during 1882 as follows:

Utah & Northern Railroad, - - - -	46 1-2 miles.
Oregon Short Line Railroad, - - - -	191 "
Laramie, North Park & Pacific Railroad, - - - -	13 1-2 "
Omaha & Republican Valley Railroad, - - - -	27 1-2 "
Greeley, Salt Lake & Pacific Railroad, - - - -	29 "
Manhattan & Blue Valley Railroad, - - - -	4 1-2 "
Denver, So. Park and Pacific Railroad, - - - -	68 "
Total, - - - -	380 miles.

The aggregate length of connecting railroads operated in the interest of your company, Jan. 1st, 1883, amounted to 2872 miles, as follows:

Omaha and Republican Valley R. R., - - - -	160 miles.
Omaha, Niobrara and Black Hills R. R., - - - -	84 "
Marysville and Blue Valley R. R., - - - -	38 "
Colorado Central Railroad, - - - -	327 "
Echo and Park City Railroad, - - - -	32 "
Utah and Northern Railroad, - - - -	462 "
Oregon Short Line Railroad, - - - -	255 "
Greeley, Salt Lake and Pacific R. R., - - - -	41 "
Carbondale Branch R. R., - - - -	31 "
Junction City and Fort Kearney R. R., - - - -	70 "
Solomon Branch R. R., - - - -	57 "
Salina and Southwestern R. R., - - - -	35 "
Golden Boulder and Caribou R. R., - - - -	6 "
Denver and Boulder Valley R. R., - - - -	27 "
St. Joseph and Western R. R., - - - -	251 "

Central Branch U. P. R., and leased lines, (operated by the Missouri Pacific R. R.,) - - - -	388 miles.
Kansas Central R. R., - - - -	165 "
Denver, South Park and Pacific R. R., - - - -	264 "
Manhattan, Almy and Burlingame R. R., - - - -	28 "
Manhattan and Northwestern R. R., - - - -	4 "
Salt Lake and Western R. R., - - - -	54 "
Nevada Central R. R., - - - -	93 "
Total, - - - -	2,872 Miles.

OREGON SHORT LINE RAILWAY.

The Oregon Short Line Railway at this date (March 1st) is completed to Shoshone, a distance of 321 miles from its connection with the Union Pacific Railway, and is now open for business to that point, where a branch road diverges to the Wood River Mining District. This mining district has been developed for an area of 75 miles in length by 30 miles in width, but from want of railway transportation, the most valuable ores only have been forwarded to market. Ores of lower grades varying from \$75 to \$150 per ton in value have been mined and piled awaiting the completion of the railway. Of these ores there are many thousands of tons ready for shipment, the deposit at two mines in Muldoon County amounting to 20,000 tons.

It is the opinion of skilled experts who have examined this region that it will equal any mining region hitherto developed, not only in the richness and quantity of ores extracted, but also in the permanency of the yield.

The Union Pacific Railway will receive earnings during the present year from the transportation of Wood River business on 876 miles of its main line, which will be almost wholly an addition to its former business.

The grading of the Wood River branch, fifty miles long, is completed, and the track will be laid within the next sixty days. The grading on the remaining portion of the Oregon Short Line, a length of 244 miles, is one-fourth

done. The grading would have been much further advanced but for the breaking out of small-pox among the workmen last summer, which also prevented the laying of about 80 miles of track. It is expected that the entire line, to a connection with the Oregon Railway and Navigation Co., near the mouth of Burnt River, in Oregon, will be completed by January 1st, 1884.

UTAH AND NORTHERN RAILROAD.

During last year this railroad was completed to the point where a connection will be made with the Northern Pacific Railroad. The line of the Utah and Northern Railroad traverses the most important mining and business regions of the territory, and the connection with the Northern Pacific Railroad will give access to Helena and numerous mining camps on the line of that road. This line also gives access to the Yellowstone Park, in Wyoming Territory, by a short wagon route, and it only requires that suitable hotel arrangements be made within the Park, which it is understood will be secured the coming season, to ensure a very large travel to this most attractive locality.

DENVER, SOUTH PARK AND PACIFIC R. R.

The extension of this line across the Continental divide to the valley of the Gunnison has penetrated a region rich in precious minerals, with deposits of anthracite and bituminous coal, and iron ores of extraordinarily good quality. Arrangements have been made to extend the track 16 miles, to the bituminous coal field, early in the coming season, the grading for which is completed.

OTHER LINES.

Extensions have been made on four other lines, amounting in the aggregate to 74½ miles, all of which contributed to increase their earnings, and added to the volume of business passing over the Union Pacific Railway.

Probably no feature of railroad policy has been more fully endorsed than that of extending the area of country tributary to a line of railway by the construction of branches. Adopted at an early day in railroading as a measure of aggrandizement, it has become, in the keen competition of railroads for business, indispensable to their prosperity, and it is to be observed that the public interest is more effectually served by the operation of branches to main lines of travel and traffic than by parallel routes, as the concentration of business facilitates economy in transportation, which insures lower rates to the public. The Union Pacific Railway, instead of confining the benefits of its construction to a narrow belt of country, has, by the branch lines in which it has invested its means and earnings, extended these benefits to an area embracing a width of hundreds of miles. Flourishing towns in Colorado, Utah, Idaho and Montana, remote from the main line of railroad, have been developed, that would otherwise have had no existence, and the production of precious minerals in regions equally remote has been stimulated by the facilities afforded by railroad transportation. It is not doubted that a large share of the prosperity of Colorado, Utah and Montana has resulted from the existence of the branch lines controlled by the Union Pacific Railway Company.

The income to your Company of these lines, after the expenses of maintenance and operation were deducted, amounted to \$2,211,099.35. It will be seen that the Union Pacific Railway Company obtained from the net earnings of its branch roads, during the past year, a sum in excess of three and three-fifths per cent. on the amount of its capital stock.

Arrangements have been made with all the roads that receive business from, or contribute business to the Union Pacific Railway, and also with parallel roads, on terms of mutual advantage. The further extension of some of these lines into territory now tributary to the Union Pacific Railway will doubtless lead to a readjustment of existing arrangements; but no doubt is entertained that such readjustment can be readily arrived at upon a basis inuring

to the common benefit of the lines interested, and to the public interest.

The steady increase, both in the local business of the Union Pacific Railway and in the business from the mining districts of Colorado, Utah, Idaho, and Montana, give ample assurance that concessions made to parallel lines will be much more than counterbalanced by the business derived from these sources.

FINANCIAL.

During the last year the amounts required to be paid to the United States under the Acts of 1862, 1864 and 1878, exceeded the interest paid by the United States on the subsidy bonds issued to the constituent companies by \$84,819.18. Adding to that amount the interest for the year collected by the United States on the Sinking Fund investments held for the benefit of the Company, and which amounted to \$31,621.19, there will result upon the year's settlement a payment by the Company towards the principal of the debt to the United States of \$116,440.37.

These settlements do not, however, take place until after the examination of the Company's annual accounts by the United States Commissioner of Railroads, usually made soon after our annual meeting. The reduction of the debt to the United States does not, therefore, appear in the present balance sheet.

The results referred to are reached by making the necessary calculations upon the Company's understanding, as advised by its counsel, of the meaning of the term "net earnings," concerning which there exists between the Government and the Company a difference of opinion; the Company maintaining that under decisions of the U. S. Supreme Court the expenditures for new construction and new equipment are proper charges against the earnings, while the United States officers contend that they are not. During the last year, under the Government view of this question, the Company would be required to pay in addi-

tion to the amount shown in its Income Account, the sum of \$95,557.50.

At a conference between the representatives of the Government and of the Company, held several months since, it was arranged that this controversy should be put in shape to go before the courts for adjudication, and it is probable that the proceedings will shortly be commenced.

There exists also a difference between the Government and the Company as to the amount of compensation to which the Company is entitled for performing the mail service; but the amount in dispute for the last year, so far as the earnings account is concerned, is small, since the allowances of the Post Office Department are gradually reaching the charge made by the Company, which charge has not been increased in the accounts for some years, although the service has largely increased in value.

The United States Supreme Court has passed upon the merits of this matter and has rendered an opinion sustaining the principle for which the Company contended, namely: that the company is entitled to "fair and reasonable rates" for the mail service, and that it is not bound to accept the rates fixed by the Postmaster General. The question as to the correctness of the rates charged by the Company is now under investigation and will probably come before the Court of Claims to which Court it was recently remanded.

OPERATIONS OF 1882.

It will be seen by the Financial Statements that the Surplus General Income, after payment of all fixed charges of Government requirements and of 7 per cent. Dividend to Stockholders, amounted to \$2,340,107 01 which is equal to $3\frac{84\frac{4}{100}}{1000}$ per cent. on amount of Capital Stock.

Surplus Land and Trust Income,	-	\$1,088,495 60
which is equal to $1\frac{78\frac{8}{100}}{1000}$ per cent. on amount of Capital Stock.		
Surplus Income used for Sinking Funds,	-	442,000 00
which is equal to $\frac{72\frac{6}{100}}{1000}$ per cent. on amount of Capital Stock.		

Surplus Special U. S. Income Accounts, - \$116,440 37
 which is equal to $\frac{1.91}{1000}$ per cent. on amount
 of Capital Stock.
 Total additions to Surplus for 1882, in excess
 of dividends of 7 per cent., - - - \$3,987,042 98
 which is equal to $6\frac{55}{100}$ per cent. on amount of
 Capital Stock of the Company.

CONCLUSION.

The policy of securing for the Company and its stockholders, by a judicious investment of its means and earnings as before stated, not only the tributary business resulting from branch lines, but also the annual profits of their operation and the income from lucrative investments in them, has been fully vindicated. In carrying out this policy it has been necessary at times to make considerable temporary advances or investments, but this has been done without inconvenience to the finances of the Company. So far as these have been derived or made from other sources than the cash income of the Company, a conversion of a portion of the bonds resulting from such investments, and now in the possession of the Company unincumbered, would refund the amounts and leave the Company the owner of the balance of the bonds and all of the stocks now in the treasury.

A review of the results of the business of the year may well be the subject of congratulation to the stockholders. The conservative policy by which, for years past, a large portion of the annual surplus earnings of the Company has been applied to improving the line of railway, thereby lessening operating expenses, and to the creation of tributary lines, and in promoting the local business, has partially matured its fruits during the past year. It cannot be doubted that the continuation of this policy will be attended with even more favorable results.

SIDNEY DILLON,

President.

FINANCIAL STATEMENTS, 1882.

General Balance Sheet.

COST OF ROAD AND FIXTURES.		
Old Construction and Equipment, as per last report	\$153,969,972 47	
Received on old accounts during the year	455,478 99	
Balance of old construction this date ..	153,514,493 48	
Construction Expenditures since Consolidation, as per statement	1,484,318 57	
Equipment Expenditures since Consolidation, as per statement	1,950,192 98	\$156,949,005 03
INVESTMENTS—		
Securities of auxiliary Companies:		
Stocks, as per Statement, cost	12,997,387 58	
Bonds, as per Statement, cost	18,491,442 36	
Investments in auxiliary Companies payable in Bonds and Stocks	2,552,213 18	
County and Township Bonds	46,533 89	
Miscellaneous Stocks and Bonds	585,312 03	
Coal Mines, Lands, &c.	231,122 04	
Securities of auxiliary Companies in the Consolidated Mortgage Trust, as per statement:		
Bonds	\$3,156,000	
Stocks	52,950	
	3,208,950 00	
Denver Extension Sinking Fund	185,572 29	38,298,533 37
LAND DEPARTMENT ASSETS—		
Union Pacific R. R. Co. Land Grant ..	4,617,401 03	
Kansas " R'y Co. " ..	1,689,358 17	6,306,759 20
		\$201,554,297 60

December 31, 1882.

Capital Stock		\$60,868,500 00
Funded Debt	\$90,717,707 55	
Less amount held by the Trustees under the Kansas Pacific Consolidated Mortgage	8,872,200 00	81,845,507 55
UNITED STATES BONDS AND INTEREST.		
Union Pacific R. R. Co. Bonds	\$27,236,512 00	
Kansas Pacific Railway Co. Bonds	6,303,000 00	\$33,539,512 00
Interest accrued thereon	30,080,998 14	
Less amounts repaid by Company	16,944,509 41	13,136,488 73
		46,676,000 73
UNFUNDED DEBT—		
Notes Payable	\$2,748,000 00	
Accounts Payable	2,557,337 73	
Coupons, Dividends, and Drawn Bonds, including those due January 1, 1883 ..	2,398,237 37	
Audited Bills, Pay Rolls, &c., for December, 1882	2,148,749 68	\$9,852,324 78
Less Cash on hand ..	\$1,609,660 57	
Balances due from Station and other Agts. and Foreign Roads ..	1,692,516 99	
Balances due from auxiliary Roads ..	927,648 09	
Company's Stocks and Bonds owned by the Company	2,011,318 85	
Fuel and Material on hand	2,768,437 35	9,009,581 85
		842,742 93
Interest accrued not yet due		789,634 99
INCOME ACCOUNTS—		
General Income	\$6,993,247 55	
Income used for Sinking Funds	1,315,000 00	
Land and Trust Income	2,674,221 53	
	\$10,982,469 08	
Deduct Deficit of U. S. Requirements as compared with annual U. S. Interest Feb. 1, 1880, to Dec. 31, 1882	450,557 68	10,531,911 40
		\$201,554,297 60

INCOME ACCOUNT, 1882.

By Gross Earnings, as per statements...	\$22,823,884 24	
Less, Operating Expenses, as per statements.....	10,727,049 28	
Surplus Earnings.....	\$12,096,834 96	
INCOME FROM INVESTMENTS.		
Dividends on Stocks....	\$1,036,507 50	
Interest on Bonds.....	1,174,591 85	
	2,211,099 35	
To Interest on Bonds.....	\$5,234,478 93	\$14,307,934 31
Less, repaid to the Co. by Trustees K. P. Consolidated Mortgage.....	258,275 00	
To Discount, Interest and Exchange.....	\$4,976,203 93	172,722 31
TO COMPANY'S SINKING FUND REQUIREMENTS:		
Sinking Fund Mortgage Bonds.....	\$134,000 00	
Omaha Bridge Bonds.....	77,000 00	
Denver Extension Sinking Fund.....	100,000 00	
Collateral Trust Bonds....	131,000 00	
	442,000 00	
To amount due the United States on the business of the year.....	2,097,189 90	
To premiums paid on bonds redeemed and losses on securities disposed of....	18,923 16	
Balance applicable to Dividends....	\$7,707,039 30	
To Dividends at seven per cent.....	\$6,600,895 01	
Amount added to surplus for the year... By Balance credit, at date of last report, Dec. 31, 1881.....	4,260,788 00	\$2,340,107 01
By Balance credit of Collateral Trust Income account on the same date, transferred to Income account.....	\$4,562,157 07	
	90,983 47	
By Balance, credit, Dec. 31, 1882, as per General Balance Sheet.....	\$4,653,140 54	
	\$6,993,247 55	

Comparative Statement of Earnings and Expenses.

EARNINGS.	YEAR 1881.	YEAR 1882.
Passengers—Cash.....	\$4,922,711 28	\$5,054,343 73
Government.....	208,860 11	143,386 28
Freight—Cash.....	15,075,515 28	13,543,841 56
Government.....	484,013 14	361,648 07
Company.....	1,503,598 78	1,496,677 74
Mail.....	721,312 34	746,515 61
Express.....	696,184 12	748,932 30
Miscellaneous.....	646,622 05	728,528 95
Total Earnings.....	\$24,258,817 10	\$22,823,884 24
Expense ratio, per cent.,	51.45.	47.00.
EXPENSES.	YEAR 1881.	YEAR 1882.
Conducting Transportation.....	\$2,482,587 56	\$2,392,498 72
Motive Power.....	4,073,043 19	3,775,888 47
Maintenance of Cars.....	1,112,862 52	957,943 44
Maintenance of Way.....	2,179,071 36	2,082,492 48
Renewal of Rails.....	1,700,425 96	556,142 66
General Expenses.....	538,340 63	474,296 97
Taxes.....	394,011 49	487,786 54
Total Expenses.....	\$12,480,342 71	\$10,727,049 28
Surplus Earnings.....	\$11,778,474 39	\$12,096,834 96

Statement of the Funded Debt, December 31, 1882.

	ISSUED AND UNPAID.	Held by Trustees Kansas Pacific Consolidated Mortgage.	A FLOAT.
UNION PACIFIC RAILROAD CO.—			
First Mortgage Bonds...	\$27,229,000 00		\$27,229,000 00
Land Grant Bonds.....	4,670,000 00		4,670,000 00
Sinking Fund Coupon Bonds.....			
Sinking Fund Registered Bonds.....	12,613,000 00		12,613,000 00
Omaha Bridge Bonds....	1,248,000 00		1,248,000 00
Collateral Trust Bonds..	1,888,000 00		1,888,000 00
	4,918,000 00		4,918,000 00
KANSAS PACIFIC RAILWAY CO.—			
Eastern Division Bonds..	2,240,000 00		2,240,000 00
Middle Division Bonds..	4,063,000 00		4,063,000 00
Denver Extension Bonds.	6,323,000 00		6,323,000 00
Leavenworth Branch Bonds.....			
Consolidated Mortgage Bonds.....	600,000 00	\$533,000 00	67,000 00
First Land Grant Bonds.	15,640,005 00		15,640,005 00
Second Land Grant Bonds	1,430,250 00	1,430,250 00	
Income Bonds.....	1,500,000 00	1,499,000 00	1,000 00
Income Bonds Subordinated.....	263,700 00	187,650 00	76,050 00
Eastern Division Coupon Certificates.....	4,011,650 00	3,205,300 00	806,350 00
Denver Extension Coupon Certificates.....	405 00		405 00
Leavenworth Branch Coupon Certificates...	4,567 50		4,567 50
First Land Grant Coupon Certificates.....	9,870 00		9,870 00
Cheyenne Branch Bonds.	1,260 05		1,260 05
	2,064,000 00	2,017,000 00	47,000 00
	\$90,717,707 55	\$8,872,200 00	\$81,845,507 55

Statements of Stocks and Bonds of other Companies owned by the Company December 31, 1882.

	STOCKS.	BONDS.
Omaha, Niobrara and Black Hills.....	\$977,000 00	\$977,000 00
Omaha and Republican Valley.....	926,900 00	1,851,000 00
Marysville and Blue Valley.....	64,000 00	128,000 00
Echo and Park City.....	480,000 00	480,000 00
Utah and Northern.....	4,816,400 00	4,968,000 00
Colorado Central.....	6,229,000 00	4,697,000 00
Colorado Central, of Wyoming.....	130,000 00	
Lawrence and Emporia.....	465,000 00	
Salina and Southwestern.....	231,700 00	
St. Joseph Bridge Building Co.....	500,000 00	784 000 00
Central Branch Union Pacific.....	858,700 00	
Atchison, Colorado and Pacific.....	150,000 00	508,000 00
Kansas Central.....	1,313,400 00	1,162,000 00
Utah and Nevada.....	438,500 00	
Manhattan, Alma and Burlingame....	400,000 00	339,000 00
Nevada Central.....	959,500 00	250,000 00
Denver, South Park and Pacific.....	5,192,500 00	1,489,000 00
Wasatch and Jordan Valley.....		10,000 00
Manhattan and Blue Valley.....	44,341 98	
St. Joseph and Western.....	1,536,200 00	
St. Joseph and Pacific, First Mortgage		1,303,369 00
Kansas and Nebraska " " " " " " " "		1,114,661 40
St. Joseph and Denver City Receiver's		24,700 00
Certificates.....		113,000 00
Hastings and Grand Island.....		375,000 00
Utah Central.....	1,886,900 00	
Utah Southern Extension.....		982,000 00
St. Louis, Council Bluffs and Omaha...		19,500 00
Denver, Western and Pacific.....	762,500 00	694,000 00
Loveland Pass Mining and Railroad		
Tunnel.....	4,400 00	400,000 00
Salt Lake and Western.....	1,080,000 00	1,080,000 00
Gray's Peak, Snake River and Leadville		
Colorado Western.....	9,100 00	
	\$29,462,041 98	\$23,749,230 40

Statement of Securities held by the Trustees under the Kansas Pacific Railway Co.'s Consolidated Mortgage.

	STOCKS.	BONDS.
Junction City and Fort Kearney.....	\$720,000 00	\$970,000 00
Golden, Boulder and Caribou.....	60,000 00	60,000 00
Solomon.....	1,000,500 00	575,000 00
Denver and Boulder Valley.....		546,000 00
Lawrence and Emporia.....		465,000 00
Salina and Southwestern.....		540,000 00
National Land Co.....	94,800 00	
	\$1,875,300 00	\$3,156,000 00

Comparative Statement of the Income Accounts for
the Years 1881 and 1882.

	*1881.	1882.	Increase.
Earnings.....	\$24,258,817 10	\$22,823,884 24	†\$1,434,932 86
Operating Expenses.....	12,480,342 71	10,727,049 28	† 1,753,293 43
Surplus Earnings.....	\$11,778,474 39	\$12,096,834 96	\$318,360 57
Income from Investments	1,778,333 31	2,211,099 35	432,766 04
Surplus Earnings and In- come from Investments	\$13,556,807 70	\$14,307,934 31	\$751,126 61
Interest on Bonds.....	\$5,124,034 39	\$4,976,203 93	†\$147,830 46
Sinking Fund Require- ments.....	439,000 00	442,000 00	3,000 00
United States Require- ments.....	1,653,358 81	2,097,189 90	443,831 09
Discount, Interest and Exchange.....	95,542 95	172,722 31	77,179 36
Premiums on Bonds and Losses on Investments.	7,553 08	18,923 16	11,370 08
Total.....	\$7,319,489 23	\$7,707,039 30	\$387,550 07
Balance applicable to Di- vidends.....	\$6,237,318 47	\$6,600,895 01	\$363,576 54
Dividends at 7 per cent..	4,076,134 13	4,260,788 00	184,653 87
Surplus over Dividends for the year of the Gen- eral Income Account...	\$2,161,184 34	\$2,340,107 01	\$178,922 67
Surplus for the year of the Land and Trust In- come Account.....	707,598 07	1,088,495 60	380,897 53
Surplus for the year of Income used for Sink- ing Funds.....	439,000 00	442,000 00	3,000 00
Deficit for the year of U. S. Requirements and U. S. Sinking Fund Operations as compared with annual U. S. In- terest.....	\$3,307,782 41	\$3,870,602 61	\$562,820 20
Surplus for the year of U. S. Requirements and U. S. Sinking Fund Op- erations as compared with annual U. S. In- terest.....	449,693 52		
Total amount added to Surplus for the year...	\$2,858,088 89	116,440 37	566,133 89
		\$3,987,042 98	\$1,128,954 09

* Includes the items entered in 1881 in the Collateral Trust Income
Account. † Decrease.

Land and Trust Income, 1882.

By net proceeds Union Division Land Grant, as per statement.....	\$910,683 89
By net proceeds Kansas Division Land Grant, as per statement.....	321,890 86
By net proceeds other lands and lots.....	10,439 85
By income from Leased Lands.....	5,000 00
By income from Trust Investments: Bonds, \$74,345	
Stock, 24,411	98,756 00
	\$1,346,770 60
Less amount paid by Trustees on account of Interest on Consolidated Bonds.....	258,275 00

Leaving net surplus for 1882.....	\$1,088,495 60
Balance, credit, as per Report for December 31, 1881..	1,585,725 93
Balance, credit, December 31, 1882, as per General Balance Sheet.....	\$2,674,221 53

Fund Relating to the Union Pacific Railroad
Co. Land Grant Bonds.

Amount of Bonds issued.....	\$10,400,000 00
Cancelled to December 31, 1881.....	\$5,016,000 00
“ in 1882.....	714,000 00
Total cancelled to December 31, 1882.....	5,730,000 00
Amount of Bonds outstanding, Decem- ber 31, 1882.....	\$4,670,000 00
Land and Town Lot Contracts of the Union Division, outstanding December 31, 1882.....	\$3,838,246 52
Cash Balances, Trustee, December 31, 1882.....	779,154 51
Total amount applicable to payment of Bonds.....	4,617,401 03
Amount of Bonds remaining to be pro- vided for Dec. 31, 1882.....	\$52,598 97

Statement of the Union Pacific R. R. Land Grant for 1882.

Sales, 1882.	Acres.	Average Price Per Acre for the Year.	Amount.
January.....	10,089.80		\$45,476 88
February.....	18,341.90		87,572 92
March.....	16,708.88		82,487 44
April.....	12,469.11		64,592 73
May.....	27,862.08		132,315 36
June.....	29,564.12		125,497 60
July.....	24,013.20		98,220 19
August.....	35,743.33		138,814 65
September.....	32,035.17		125,668 34
October.....	31,451.22		132,185 68
November.....	28,807.34		114,279 79
December.....	25,072.91		103,252 44
Totals for 1882.....	292,159.06		
2,406 Purchasers, averaging 121.43 acres to each.		\$4.28	\$1,250,364 02
Less cancelled in 1882.....	96,910.74		
Net Sales.....	195,248.32		451,527 65
Sales of Town Lots.....			\$798,836 37
Interest on Land and Town Lot Contracts.....			43,971 50
Payments forfeited on Cancelled Contracts.....			218,526 63
Receipts from other sources, Interest, etc.....			56,323 84
			38,036 47
Total proceeds.....			\$1,155,694 81
<i>Deduct Expenses :-</i>			
General Expenses and Taxes, lands and lots	\$105,416 99		
Discounts, Commissions, etc.....	51,459 23		
Premium, Interest, etc., on 714 Union Division Land Grant Bonds redeemed.....	88,134 70		245,010 92
Net proceeds Union Division Land Grant.....			\$910,683 89

Statement of the Kansas Pacific Railway Land Grants
for 1882.

Sales, 1882.	Acres.	Average price per acre for the year.	Amount.
January.....	8,463.57		\$44,838 38
February.....	9,703.24		53,094 35
March.....	9,720.82		49,946 89
April.....	7,736.24		38,304 19
May.....	9,492.88		43,217 87
June.....	9,117.29		43,781 49
July.....	6,968.16		36,153 84
August.....	12,721.52		62,478 47
September.....	4,993.91		26,442 05
October.....	12,417.73		50,447 45
November.....	9,324.80		51,266 72
December.....	5,254.97		21,960 40
Totals for 1882.....	105,915.13	\$4 93	\$521,932 10
656 Purchasers, averaging 161.16 acres to each.			156,300 92
Less, cancelled in 1882.....	42,267.58		
Net Sales.....	63,647.55		\$365,631 18
Sales of Town Lots.....			4,048 50
Interest on Land and Town Lot Contracts.....			77,588 37
Payments forfeited on Cancelled Contracts.....			20,408 32
Receipts from other sources, Interest, &c.....			2,247 14
Total proceeds.....			\$469,923 51
<i>Deduct Expenses :-</i>			
General Expenses and Taxes, lands and lots....	\$69,403 58		
Discounts, Commissions, &c.....	68,129 81		
Premium, Interest, &c., on 20 Cheyenne Branch Bonds and 43 Denver Extension Bonds re- deemed.....	10,499 26		148,032 65
Net proceeds Kansas Division Land Grant.....			\$321,890 86

*Statement of Sales of Lands and Town Lots to
December 31, 1882.*

UNION PACIFIC R.R. LAND GRANT.

Net Sales, 1,969,576.48 acres for.....	\$8,734,579	21
Sales of Town Lots.....	385,915	68
Interest on Land and Town Lot Contracts.....	1,302,322	11
Forfeited on Cancelled Contracts.....	288,267	00
Other Receipts, Interest, &c.....	72,920	90
	<u>\$10,784,004</u>	<u>90</u>

Deduct Expenses paid by Trustees:

Discounts, Commissions, &c.....	\$284,127	15
Premiums on Land Grant Bonds Re- deemed.....	120,348	89
	<u>404,476</u>	<u>04</u>

Leaves the amount received by the Trustees, including contracts on hand.....\$10,379,528 86

Deduct Expenses paid by Company:

General Expenses and Taxes.....	2,071,874	24
Net proceeds Union Pacific R.R. Land Grant to De- cember 31, 1882.....	\$8,307,654	62

KANSAS PACIFIC AND DENVER PACIFIC RY LAND GRANTS.

Net Sales, 1,668,022.35 acres.....	\$6,136,134	51
Sales of Town Lots.....	87,540	59
Interest on Land and Town Lot Contracts.....	708,981	68
Forfeited on Cancelled Contracts.....	233,112	41
Other Receipts, Interest, &c.....	10,326	71
Total.....	<u>\$7,176,095</u>	<u>90</u>

Deduct Expenses:

General Expenses.....	\$799,291	47
Discount on Sales.....	587,087	23
Taxes.....	107,366	03
Interest and Premiums on Bonds Re- deemed.....	121,818	45
	<u>1,615,563</u>	<u>18</u>

Net proceeds of Kansas Pacific and Denver Pacific Land Grants, including contracts on hand.....\$5,560,532 72

Total Net Proceeds of all Lands, to Dec. 31, 1882.....\$13,868,187 34

Estimate of Unsold Lands on hand Dec. 31, 1882.

UNION PACIFIC R. R. LAND GRANT:

	ACRES.	ACRES.
In Nebraska, east of North Platte.....	1,047,000	
“ “ west “.....	1,775,000	
“ Wyoming, Utah and Colorado.....	6,307,000	
		<u>9,129,000</u>

KANSAS PACIFIC RAILWAY LAND GRANT:

In Kansas, east of 380 Mile Post.....	1,701,000	
In Kansas, west of 380 Mile Post, and in Colorado.....	3,635,000	
		<u>5,336,000</u>
Total.....		<u>14,465,000</u>

Expenditures for Construction during year 1882.

UNION DIVISION—			
SHOPS.			
Grand Island.....	\$36,965 14		
North Platte.....	33,539 29		
Evanston.....	3,888 25		
Omaha, (Car Shops).....	36,802 14		
Evanston, ".....	224 52		
Green River, ".....	343 72		
		\$111,763 06	
TOOLS AND MACHINERY.			
Grand Island.....	\$25,860 46		
Omaha.....	23,076 62		
Laramie.....	2,815 86		
Rawlins.....	2,752 80		
Green River.....	887 00		
Evanston.....	6,519 37		
North Platte.....	3,356 88		
Cheyenne.....	278 00		
		65,546 99	
WATER WORKS.			
Fremont.....	\$1,253 79		
Carbon.....	2,165 43		
Rawlins.....	404 85		
Fillmore.....	634 05		
Table Rock.....	1,323 40		
Salt Wells.....	431 78		
Harpers.....	235 06		
Round House at Columbus.....		6,448 36	
		329 60	
BUILDINGS.			
Ice House at Council Bluffs.....	\$1,485 79		
" " Omaha.....	207 00		
" " Ogden.....	114 91		
Charcoal House at Omaha.....	346 02		
Tenement at Rock Springs.....	644 58		
Store Room at Evanston.....	445 45		
Paint Mill at Omaha.....	475 24		
Paint Mill Machinery at Omaha.....	620 02		
Carried forward.....	\$4,339 01	\$184,088 01	

Brought forward.....	\$4,339 01	\$184,088 01
Coal Shutes at Columbus.....	1,976 05	
" " Medicine Bow.....	4,944 54	
Coal Platform at Grand Island.....	146 90	
	\$11,406 50	
Deduct 2 old houses sold at Omaha.....	500 00	10,906 50
Real Estate at Omaha.....		30,625 00
		\$225,619 51
Total, Union Division.....		

KANSAS DIVISION—

Buildings and Yards at Denver.....	\$65,159 66
Lots in Denver.....	514 20
Tools and Machinery at Denver.....	1,342 89
Improvements at Bismarck Grove.....	2,710 20
Ice House at Armstrong.....	4,040 48
Tools and Machinery at Armstrong.....	15,868 84
New Lumber Shed at Armstrong.....	1,403 46
Water Works at Armstrong.....	2,130 78
Fences, State Line and Armstrong.....	2,249 42
Lots in Linwood.....	100 00
Right of Way at Lawrence.....	373 70
	\$95,893 63

CREDIT.

By Fences, Old Buildings, etc., on lots at Denver, sold.....	628 00	
Total, Kansas Division.....		95,265 63

CHEYENNE DIVISION—

Eaton Depot.....		3,561 12
Total for 1882.....		\$324,446 26
Expended to December 31, 1881, as per last Annual Report.....		1,159,872 31
Amount Expended to December 31, 1882, as per General Balance Sheet.....		\$1,484,318 57

Expenditures for Construction during year 1882.

UNION DIVISION—			
SHOPS.			
Grand Island.....	\$36,965 14		
North Platte.....	33,539 29		
Evanston.....	3,888 25		
Omaha, (Car Shops).....	36,802 14		
Evanston, ".....	224 52		
Green River, ".....	343 72		
		\$111,763 06	
TOOLS AND MACHINERY.			
Grand Island.....	\$25,860 46		
Omaha.....	23,076 62		
Laramie.....	2,815 86		
Rawlins.....	2,752 80		
Green River.....	887 00		
Evanston.....	6,519 37		
North Platte.....	3,356 88		
Cheyenne.....	278 00		
		65,546 99	
WATER WORKS.			
Fremont.....	\$1,253 79		
Carbon.....	2,165 43		
Rawlins.....	404 85		
Fillmore.....	634 05		
Table Rock.....	1,323 40		
Salt Wells.....	431 78		
Harpers.....	235 06		
Round House at Columbus.....		6,448 36	
		329 60	
BUILDINGS.			
Ice House at Council Bluffs.....	\$1,485 79		
" " Omaha.....	207 00		
" " Ogden.....	114 91		
Charcoal House at Omaha.....	346 02		
Tenement at Rock Springs.....	644 58		
Store Room at Evanston.....	445 45		
Paint Mill at Omaha.....	475 24		
Paint Mill Machinery at Omaha.....	620 02		
Carried forward.....	\$4,339 01	\$184,088 01	

Brought forward.....	\$4,339 01	\$184,088 01
Coal Shutes at Columbus.....	1,976 05	
" " Medicine Bow.....	4,944 54	
Coal Platform at Grand Island.....	146 90	
	\$11,406 50	
Deduct 2 old houses sold at Omaha.....	500 00	10,906 50
Real Estate at Omaha.....		30,625 00
		\$225,619 51
Total, Union Division.....		

KANSAS DIVISION—

Buildings and Yards at Denver.....	\$65,159 66
Lots in Denver.....	514 20
Tools and Machinery at Denver.....	1,342 89
Improvements at Bismarck Grove.....	2,710 20
Ice House at Armstrong.....	4,040 48
Tools and Machinery at Armstrong.....	15,868 84
New Lumber Shed at Armstrong.....	1,403 46
Water Works at Armstrong.....	2,130 78
Fences, State Line and Armstrong.....	2,249 42
Lots in Linwood.....	100 00
Right of Way at Lawrence.....	373 70
	\$95,893 63

CREDIT.

By Fences, Old Buildings, etc., on lots at Denver, sold.....	628 00	
Total, Kansas Division.....		95,265 63

CHEYENNE DIVISION—

Eaton Depot.....		3,561 12
Total for 1882.....		\$324,446 26
Expended to December, 31, 1881, as per last Annual Report.....		1,159,872 31
Amount Expended to December 31, 1882, as per General Balance Sheet.....		\$1,484,318 57

Expenditures for Equipment during year 1882.

LOCOMOTIVES.			
6 Taunton Locomotives, @ \$13,750.....	\$82,500 00		
5 Locomotives, from Cook Locomotive & Machine Co., @ \$15,000.....	75,000 00		
1 Locomotive, built at Omaha shops.....	7,171 90		
Freight and fitting Locomotives.....	7,601 49		
1 8-Wheel Locomotive, built at Armstrong	10,392 57		
		\$182,665 96	
CREDIT.			
1 10-Wheel Locomotive sold Salt Lake & Western Ry. Co.....	13,750 00		
1 10-Wheel Locomotive sold Utah Central R. R. Co.....	13,750 00		
8 8-Wheel Locomotives sold Oregon Short Line Ry. Co.....	76,000 00		
6 10-Wheel Locomotives sold Oregon Short Line Ry. Co.....	82,500 00	186,000 00	
Balance, Credit.....		\$3,334 04	
CARS.			
12 Coaches from Pullman Palace Car Co..	\$75,082 08		
Less paid on same in 1881.....	50,000 00		
Balance.....	\$25,082 08		
25 Refrigerator Cars.....	26,250 00		
Royalty on 25 Refrigerator Cars.....	625 00		
Cars built by U. P. Ry. Co.'s Car Department as follows:			
100 20-ton Platform Cars.....	61,735 23		
2 20-ton Box Cars.....	1,431 60		
25 Way Cars.....	37,620 75		
5 Mail Cars.....	29,483 30		
1 Baggage Car.....	3,685 45		
6 New Coaches, built by Company.....	27,001 86		
1 Coal Car, " " " ".....	519 59		
1 Flat " " " ".....	504 64		
2 Box " " " ".....	1,258 40		
1 Pile Driver, " " " ".....	5,080 35		
		\$220,278 25	
CREDIT.			
30 Flat Cars, @ \$443.....	\$13,290 00		
1 Portable Tank, sold Salt Lake and Western Ry. Co.	800 00		
1 U. P. Box Car, No. 5432, destroyed at Ritchie, Sept. 23, 1882.....	385 49		
Car Springs.....	1,100 00		
Expended for Cars.....		15,575 49	
Balance for 1882.....		204,702 76	
Expended to December 31, 1881, as per last Annual Report.....		\$201,368 72	
Amount Expended to December 31, 1882, as per General Balance Sheet.		1,748,824 26	
		\$1,950,192 98	

Statement of Car Equipment, December 31, 1882.

	No.
Coaches, First-class.....	63
" Second-class.....	21
" Combination.....	8
" Chair.....	3
" Emigrant.....	18
Pullman Sleepers.....	39
Emigrant Sleepers.....	53
Mail.....	13
Mail and Baggage.....	8
Mail, Baggage and Express.....	4
Express.....	20
Baggage.....	34
Officers' Cars.....	7
Pay Cars.....	3
	294
Total Passenger.....	8,871
Box.....	1,097
Coal.....	18
Coal Hoppers.....	56
" Dumps.....	748
Flat.....	739
Stock.....	170
Stock, Combination.....	197
Way and Caboose.....	13
Outfit, Construction.....	25
Refrigerator.....	6
Water Tank Cars.....	
	6,940
Total Freight.....	7,234
Grand Total.....	

Statement of Locomotive Equipment, Dec. 31, 1882.

BROAD GAUGE—	NUMBER.
10-Wheel.....	109
8-Wheel.....	199
6-Wheel.....	1
Pony.....	6
Mogul.....	6
Consolidated.....	23
Total.....	344

LARAMIE ROLLING MILL.

Statement of Iron Rails Re-rolled, and Bar-Iron, Nuts, Bolts, Spikes, Splices and Mine-Rails made during the year ending December 31st, 1882.

MONTH.	IRON RAILS RE-ROLLED.						BAR IRON	NUTS.	BOLTS.	SPIKES.	SPLICES.	MINE RAILS.
	58 lbs.		50 lbs.		Total.							
	Tons.	Lbs.	Tons.	Lbs.	Tons.	Lbs.						
January.....			1,080	800	1,080	800	155,935		57,690	138,060	325,575	
February.....			932	620	932	620	272,920		57,850	112,220	51,120	
March.....			1,115	2,167	1,115	2,167	292,795		57,505	101,615	113,715	
April.....	954	1,036			954	1,036	328,335		24,045	85,330		
May.....	1,040	1,381			1,040	1,381	40,390		42,680	93,145	232,955	
June.....	987	1,859			987	1,859	695		62,920	70,695	286,150	
July.....	318	1,119	219	1,473	538	352			31,100	101,640	249,730	
August.....	397	1,213	639	1,007	1,036	2,220	87,880	3,800	33,196	177,405	315,095	
September.....	789	1,911	314	7	1,103	1,918	38	1,380	41,545	171,720	521,855	
October.....	808	415			808	415	57,140		9,195	137,650	257,600	
November.....	1,027	236			1,027	236	176,145		7,835	141,255	2,385	14,510
December.....	1,083	1,883			1,083	1,883	99,815	2,765	66,395	138,875	46,560	261,925
Total.....	7,407	2,093	4,301	1,594	11,709	1,447	1,512,088	7,945	491,956	1,469,610	2,402,740	276,435

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Production and Cost of Coal during the Year 1882.

MINES.	TONS.	PER TON.	COST.
Carbon.....	200,124	\$1 41	\$292,061 28
Rock Springs.....	276,589	1 39	384,587 54
Almy.....	116,548	1 37	159,649 30
Grass Creeks.....	63,895	1 88½	120,479 41
Twin Creeks.....	4,689	2 01	9,430 27
Erie (May 1 to Dec. 31).....	14,953	2 34¼	35,710 54
Northrop (June 1, to Dec. 31).....	5,092	2 75¼	14,043 67
Louisville (May 1, to Dec. 31).....	44,735	1 89½	84,595 67
Rescreener at Rock Springs.....	10,922	22	2,399 34
“ “ Almy.....	663	55½	367 06
Total for 1882.....	738,210	1 49½	\$1,103,324 03
Total for seven years, 1875 to 1881, inclusive.....	2,397,042	1 29	3,091,942 26
	3,135,252	\$1 33¼	\$4,195,260 34

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Private Coal Sales during the year ending
December 31, 1882.

	TOTAL.		TOTAL AMOUNT RECEIVED.
	TONS.	Lbs.	
Omaha.....	31,437	818	\$215,216 32
Papillion.....	610	1500	4,275 25
Millard.....	145	400	1,016 40
Elkhorn.....	139	1000	976 50
Waterloo.....	326	1400	2,286 90
Valley.....	109	800	765 80
Stations on O. & R. V. R.....	13,740	1000	101,762 54
Fremont.....	5,507	200	37,311 45
North Bend.....	935	1400	6,378 80
Schuyler.....	2,969	1200	19,495 00
Benton.....	95		665 00
Columbus.....	2,925	300	20,265 90
Duncan.....	26	1400	172 70
Stations on O. N. & B. H. R.....	6,449	1500	47,763 75
Silver Creek.....	235	1200	1,595 45
Clarks.....	622	1300	4,358 55
Central City.....	2,747	100	19,204 05
Chapmans.....	626	600	4,386 90
Grand Island.....	4,905	200	34,278 80
Stations on St. Joe. & W.....	9,102	1600	63,867 85
Alda.....	145	800	1,017 80
Wood River.....	690	100	4,786 95
Shelton.....	746	300	5,194 45
Gibbon.....	910	800	6,344 40
Buda.....	114	1600	803 60
Kearney.....	5,431	1500	37,430 10
Elm Creek.....	267	1700	1,687 82
Overton.....	35	400	228 85
Plum Creek.....	889	200	5,785 20
Cozad.....	173	200	1,084 05
Willow Island.....	14		91 00
Maxwell.....	68	600	443 95
North Platte.....	2,815	200	18,153 00
Ogalalla.....	76	1200	497 90
Denver Junction.....	25		200 00
Sidney.....	655	900	4,260 43
Cheyenne.....	7,474	1800	41,005 34
Stations on Colorado Div.....	2,391	1400	3,835 25
Laramie.....	4,337		23,486 67
Wyoming.....	52	1200	289 30
Rock Creek.....	154	1200	850 30
Fort Steele.....	77	1000	426 25
Carried forward.....	111,204	1018	\$743,846 52

Statement of Coal Sales—(Continued).

	TOTAL.		TOTAL AMOUNT RECEIVED.
	TONS.	Lbs.	
Brought forward.....	111,204	1018	\$743,846 52
Rawlins.....	1,480	1200	7,240 60
Rock Spring.....	14,097		32,482 46
Green River.....	489	1000	1,958 00
Carter.....	61	1500	299 27
Piedmont.....	17	1300	70 60
Hilliard.....	41	800	207 00
Evanston.....	3,662	1000	9,135 76
Echo.....	35	1200	130 80
Stations on Echo & Park City R'y.....	10,780	1250	49,212 48
Weber.....	567	1600	2,461 31
Uintah.....	136	1700	616 04
Ogden.....	12,872	300	64,284 63
Stations on U. & N.....	8,193	300	16,550 50
Salt Lake.....	52,188	450	278,250 20
	215,829	618	\$1,206,846 17
Coal taken from the following mines:			
	74	1300	
Pleasant Valley.....	1,472	800	
Carbon.....	146,604	1968	
Rock Springs.....	27,532	1100	
Almy.....	40,144	1450	
Grass Creek.....			
Total.....	215,829	618	
Sales from the following mines:			
Erie.....	14,322	1600	
Louisville.....	8,738	1400	
Total.....	23,061	760	\$54,303 97

CLASSIFICATION OF MONTHLY EARNINGS FOR YEAR 1882.

MONTH.	PASSENGER.	FREIGHT.	MAIL.	EXPRESS.	MISCELLANEOUS	TOTAL.
January	\$297,572 24	\$1,216,353 98	\$59,986 73	\$47,705 63	\$27,351 56	\$1,648,970 14
February	306,958 12	939,930 01	59,986 73	30,320 32	30,428 53	1,367,623 71
March	477,720 28	1,180,059 02	59,986 73	41,215 86	36,011 72	1,794,993 61
April	484,795 75	1,142,506 49	59,986 73	49,052 22	38,957 00	1,775,298 19
May	348,198 54	1,366,333 51	59,986 73	54,467 06	42,053 54	1,871,039 38
June	534,171 08	1,193,693 15	59,986 73	64,762 51	78,951 53	1,931,565 00
July	507,376 31	1,020,268 91	59,986 73	73,741 57	37,794 37	1,699,167 89
August	440,442 26	1,430,937 76	64,151 61	79,883 90	66,068 94	2,081,484 47
September	553,095 51	1,672,570 12	78,002 46	84,495 59	65,017 20	2,453,180 88
October	491,418 23	1,630,407 11	61,484 81	78,077 17	47,518 27	2,308,905 59
November	404,296 22	1,438,293 52	61,484 81	68,925 64	51,275 39	2,024,275 58
December	351 685 47	1,170,813 79	61,484 81	76,284 83	207,110 90	1,867,379 80
Total	\$5,197,730 01	\$15,402,167 37	\$746,515 61	\$748,932 30	\$728,538 95	\$22,823,884 24

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CLASSIFICATION OF OPERATING EXPENSES FOR YEAR 1882.

MONTH.	CONDUCTING TRANSPORTATION.	MOTIVE POWER	MAINTENANCE OF CARS.	MAINTENANCE OF WAY.	RENEWAL OF RAILS.	GENERAL EXPENSES.	TAXES.	TOTAL.
January ..	\$200,376 52	\$362,759 37	\$77,606 07	\$154,048 07	\$153,963 26	\$46,301 66	\$19,794 09	\$1,014,849 04
February.	184,377 84	301,339 31	66,400 98	110,134 12	222,001 19	54,075 78	178 02	938,507 24
March ...	192,829 29	323,132 35	69,293 61	123,597 93	244,411 10	42,711 28	9,992 04	1,005,967 60
April	183,168 37	311,828 51	69,803 03	170,900 78	1,016 17	40,519 93	187,037 61	964,274 40
May	203,351 37	324,364 53	107,654 63	157,659 28	* 22,560 25	37,181 47	942 56	808,593 59
June	180,273 04	277,324 30	92,678 17	163,836 84	14,824 12	37,936 38	1,391 95	768,264 80
July	197,229 32	262,478 24	75,377 86	198,110 09	* 4,595 00	37,386 64	3,521 39	769,508 54
August ..	195,500 31	290,172 42	88,350 02	196,955 04	* 61,239 05	33,079 78	5,160 88	747,979 40
Septemb'r	213,861 31	307,037 12	70,439 12	203,186 51	* 8,014 93	35,046 41	1,551 12	823,106 66
October. .	207,183 92	349,862 37	78,870 38	213,129 78	* 1,869 76	38,672 96	89,705 92	975,555 57
Novemb'r	217,718 42	334,850 06	79,786 65	260,228 24	82,721 56	33,870 84	110,923 14	1,120,098 91
December	216,629 01	330,739 89	81,682 92	130,705 80	* 64,515 75	37,513 84	57,587 82	790,343 53
Total...	\$2,392,498 72	\$3,775,888 47	\$957,943 44	\$2,082,492 48	\$556,142 66	\$474,296 97	\$487,786 54	\$10,727,049 28

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* Credit in excess of amount expended.

Comparative Statement of Operating Expenses for
Years 1881, 1882.

	1881.	1882.
CONDUCTING TRANSPORTATION—		
Superintendence, Dispatchers and Clerks	\$74,338 24	\$76,700 17
Station Service	735,175 15	761,057 03
Station Expenses	91,590 16	98,771 70
Station Repairs and Furniture	120,290 91	72,831 69
Repairs of Tenement Houses and Hotels.	46,170 92	10,099 51
Train Service	605,527 93	581,900 58
Train Expenses	249,688 99	242,424 00
Advertising	99,353 83	92,902 81
Books, Printing and Stationery	104,405 21	85,490 27
Telegraphic Expenses	9,899 68	6,160 88
Loss and Damage	115,619 27	123,295 15
Foreign Agencies	26,543 82	20,510 03
Use of Cars	181,246 50	176,309 19
Incidentals	22,736 95	43,995 71
Total	\$2,482,587 56	\$2,392,498 72
MOTIVE POWER—		
Superintendence and Clerks	\$23,294 14	\$17,531 49
Locomotive Service	829,845 36	796,084 67
Fuel and Water—Expenses and Repairs.	291,722 13	237,559 16
Fuel for Locomotives	1,753,909 93	1,623,141 71
Oil, Tallow and Waste	43,860 08	46,239 45
Repairs of Locomotives	883,462 40	798,539 97
Repairs of Shops and Machinery	193,805 87	197,591 42
Fuel for Engine Houses and Mach. Shops	49,264 48	52,021 80
Incidentals	3,878 80	7,178 80
Total	\$4,073,043 19	\$3,775,888 47
MAINTENANCE OF CARS—		
Superintendence and Clerks	\$9,230 00	\$8,915 87
Repairing Cars	1,035,332 75	869,215 81
Repairs Car Shops and Sheds	49,354 39	47,268 99
Watchmen and Incidentals	18,945 38	32,542 77
Total	\$1,112,862 52	\$957,943 44
MAINTENANCE OF WAY—		
Superintendence and Supervision	\$39,739 40	\$42,344 08
Repairs of Track	1,211,022 40	994,205 32
Expenses of Removing Snow, Ice, etc.	102,406 51	28,399 95
Renewal of Rails	1,700,425 96	556,142 66
Renewal of Ties	450,932 57	490,352 05
Repairs of Bridges, etc.	260,297 22	401,434 26
Repairs of Fences, Crossings and Guards	28,186 42	51,395 67
Repairs of Telegraph	24,291 97	20,585 13
Engineering	34,510 05	37,666 75
Protection of River Banks	17,225 44	2,495 60
Wrecking	4,303 94	1,343 09
Incidentals	6,155 44	12,270 58
Total	\$3,879,497 32	\$2,638,635 14
GENERAL EXPENSES.		
Taxes	\$394,011 49	\$487,786 54
General Expenses	538,340 63	474,296 97
Total	\$932,352 12	\$962,083 51
Grand Total	\$12,480,342 71	\$10,727,049 28

Statement Showing Renewals of Tract During Year 1882.

	CROSS TIES.			
	Steel Rails.	Iron.	Oak.	Pine.
	No. Tons.	No. Tons.		
Council Bluffs to Grand Island	303		30,443	10
Grand Island to North Platte	3,161		87,887	10
North Platte to Antelope	2,757		23,500	22,810
Antelope to Laramie			26,333	24,265
Laramie to Rawlins				48,104
Rawlins to Green River				39,169
Green River to Ogden				67,771
Kansas City to Brookville		675	40,950	40,950
Brookville to Wallace		493	98,680	98,680
Wallace to Denver		709	128,453	128,453
Denver to Cheyenne		152	44,431	44,431
Leavenworth to South Lawrence			7,137	7,137
Total	16,884	2,029	437,981	202,439
				64,241
				704,361

NOTE.—Steel weighs 60 lbs. per yard.

Comparative Statement of Passenger Earnings for years 1881 and 1882.

MONTH.	1881.	1882.	INCREASE.	DECREASE.
January.....	\$308,260 27	\$297,572 24		\$10,688 03
February.....	247,812 30	306,958 12	\$59,645 82	
March.....	357,864 74	477,720 28	119,855 54	
April.....	429,211 83	484,795 75	55,583 92	
May.....	539,849 79	348,198 54		191,651 25
June.....	502,961 70	534,171 08	31,209 38	
July.....	479,038 70	507,376 31	28,337 61	
August.....	453,973 20	440,442 26		13,530 94
September.....	624,416 36	553,095 51		71,320 85
October.....	358,584 69	491,418 23	132,833 54	
November.....	535,275 54	404,296 22		130,979 32
December.....	294,822 27	351,685 47	56,863 20	
Total.....	\$5,131,571 39	\$5,197,730 01	\$66,158 62	

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Commercial business increased..... \$131,632 45
 Government " decreased..... 65,473 83

Total business increased..... \$66,158 62

Statement of Through and Way Passenger Earnings for the Year 1882.

MONTH.	TOTAL EARNINGS.	THROUGH EARNINGS.		WAY EARNINGS.	
		EAST.	WEST.	EAST.	WEST.
January.....	\$297,572 24	\$61,714 54	\$95,360 96	\$60,312 96	\$80,183 78
February.....	306,958 12	58,967 52	106,845 04	52,024 07	89,121 49
March.....	477,760 23	80,011 50	178,307 59	74,200 11	145,241 03
April.....	484,795 75	110,573 43	169,872 27	69,318 15	135,031 90
May.....	348,198 54	62,913 09	102,408 76	77,967 54	104,909 15
June.....	534,171 08	146,306 53	177,832 99	91,619 14	118,412 42
July.....	507,376 31	107,793 65	192,985 54	93,410 49	113,186 63
August.....	440,442 26	122,970 41	105,829 82	109,048 72	102,593 31
September.....	553,095 51	143,409 55	135,134 93	140,821 35	133,729 68
October.....	491,418 23	130,334 04	137,965 11	120,094 04	103,025 04
November.....	404,296 22	84,837 01	127,423 78	93,488 01	98,547 42
December.....	351,685 47	88,687 03	108,550 95	81,705 39	72,742 10
TOTAL.....	\$5,197,769 96	\$1,198,518 30	\$1,638,517 74	\$1,064,009 97	\$1,296,723 95
" 1881.....	5,131,571 39	1,237,990 19	1,965,799 24	892,326 96	1,035,455 00
INCREASE.....	\$66,198 57	\$39,471 89	\$327,281 50	\$171,683 01	\$261,268 95
DECREASE.....					

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Comparative Statement of Freight Earnings for years 1881 and 1882.

MONTH.	1881.	1882.	INCREASE.	DECREASE.
January.....	\$970,277 23	\$1,216,353 98	\$246,076 75	
February.....	926,819 57	939,930 01	13,110 44	
March.....	1,056,771 00	1,180,059 02	123,288 02	
April.....	1,197,036 96	1,142,506 49		\$54,530 47
May.....	1,543,429 40	1,366,333 51		177,095 89
June.....	1,635,513 72	1,193,693 15		441,820 57
July.....	1,637,599 11	1,020,268 91		617,330 20
August.....	1,671,482 10	1,430,937 76		240,544 34
September.....	1,781,621 15	1,672,570 12		109,051 03
October.....	1,991,276 37	1,630,407 11		360,869 26
November.....	1,462,057 99	1,438,293 52		23,764 47
December.....	1,189,242 60	1,170,813 79		18,428 81
Total.....	\$17,063,127 20	\$15,402,167 37		\$1,660,959 83

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Commercial Business decreased.....	\$1,531,673 72
Government " "	122,365 07
Company " "	6,921 04
Total.....	\$1,660,959 83

Comparative Statement of Freight Earnings, subdivided as below, excluding Company Freight Earnings, for the years 1882 and 1881.

1882.	LOCAL.		THROUGH.		PACIFIC COAST.		COAL.		TOTAL.
	East.	West.	East.	West.	East.	West.	East.	West.	
January... ..	\$160,744 70	\$291,228 07	\$62,512 96	\$226,320 90	\$47,990 85	\$228,468 28	\$35,631 72	\$19,123 98	\$1,072,026 46
February... ..	77,050 74	290,696 11	50,224 06	184,682 47	15,759 90	127,990 93	42,551 40	19,452 31	808,407 92
March.....	101,116 61	383,242 60	64,168 01	280,069 46	23,373 44	151,621 84	38,722 76	14,798 40	1,062,113 12
April.....	89,620 21	304,148 59	86,583 48	323,330 97	36,991 16	155,503 11	32,200 81	7,573 83	1,035,952 16
May.....	77,981 46	345,758 89	91,081 67	328,453 57	118,759 28	227,668 70	31,500 28	8,228 50	1,229,432 35
June.....	101,045 24	282,942 49	105,032 53	229,479 90	110,488 28	203,427 24	20,121 00	6,003 70	1,058,540 38
July.....	157,596 99	278,794 41	58,262 55	181,553 89	62,637 33	155,210 77	34,324 57	4,913 28	933,293 79
August... ..	265,557 85	393,422 70	128,332 43	234,230 86	80,568 01	153,806 98	47,816 86	7,921 60	1,311,657 29
September..	388,673 00	402,238 64	114,390 05	263,791 26	145,145 33	165,567 38	40,141 97	5,706 37	1,525,654 00
October....	429,591 04	463,535 28	103,468 94	239,743 25	74,180 92	107,163 52	63,428 69	4,959 70	1,486,071 34
November..	287,857 91	371,170 46	92,602 77	286,098 74	72,892 85	156,145 94	58,013 45	15,248 83	1,340,030 95
December..	259,438 60	394,768 73	80,739 57	118,013 50	49,254 37	70,856 85	62,596 87	6,641 38	1,042,309 87
Total, 1882.	\$2,396,274 35	\$4,201,946 97	\$1,037,399 02	\$2,895,768 77	\$843,041 72	\$1,903,431 54	\$507,050 38	\$120,576 88	\$13,905,489 63
Total, 1881.	2,300,554 54	4,606,264 07	924,426 38	3,440,395 43	1,431,524 95	2,272,131 84	440,974 74	143,256 47	15,559,528 42
Increase....	\$95,719 81		\$112,972 64		\$588,483 23	\$368,700 30	\$66,075 64		
Decrease...		\$404,317 10		\$544,626 66				\$22,679 59	\$1,654,038 79

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Comparative Statement showing the rate per ton per mile of Freight carried during the years 1882 and 1881.

	1882.		1881.		INCREASE.		DECREASE.	
	INCLUDING COAL.	EXCLUDING COAL.	INCLUDING COAL.	EXCLUDING COAL.	INCLUDING COAL.	EXCLUDING COAL.	INCLUDING COAL.	EXCLUDING COAL.
LOCAL—								
Eastbound....	\$1 52	\$2 07	\$1 62	\$2 15			.10	.08
Westbound...	3 10	3 14	3 17	3 21			.07	.07
Average.....	2 19	2 64	2 35	2 76			.16	.12
THROUGH—								
Eastbound.....		1 69	1 80	1 80				.11
Westbound...		2 68	2 83	2 83				.15
Average.....		2 33	2 53	2 53				.20
PACIFIC COAST—								
Eastbound.....		1 30	1 28	1 28		.02		
Westbound...		1 12	1 25	1 25				.13
Average.....		1 17	1 26	1 26				.09
TOTAL—								
Eastbound....	1 51	1 77	1 54	1 73		.04	.03	
Westbound...	2 19	2 14	2 31	2 31			.12	.17
Average.....	1 89	2 03	1 98	2 00			.09	.06

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Statement of Through and Way Passenger Statistics for the Year 1882.

MONTH.	THROUGH PASSENGERS.				WAY PASSENGERS.				TOTAL	TOTAL
	EAST.	ONE MILE.	WEST.	ONE MILE.	EAST.	ONE MILE.	WEST.	ONE MILE.	PASSENGERS.	ONE MILE.
January	2753½	1,801,141	4460½	3,237,275	18072½	1,488,989	30603½	2,305,427	55,890	8,832,832
February	2980	1,718,502	4661	3,353,696	22219	1,335,899	26750½	2,281,101	56,610½	8,689,198
March	4171½	2,237,189	8078½	5,792,589	28561½	1,901,452	36433	4,168,466	77,244½	14,099,696
April.....	5506	3,224,840	8128	6,064,249	28669½	1,962,662	33833½	3,428,068	76,137	14,679,819
May.....	4244	1,889,191	5370	3,191,722	30440½	1,858,057	31180½	2,776,895	71,235	9,715,865
June.....	7255½	4,274,152	8549½	5,880,945	29943½	2,323,684	34385	3,513,202	80,133½	15,991,983
July.....	6031½	3,857,934	9097	5,897,383	33969	2,557,388	37301½	3,070,568	86,399	15,383,273
August.....	5983½	3,831,043	8471	4,776,890	37318	3,038,208	39167	2,954,252	90,939½	14,600,393
September.....	9174	4,670,367	9526	4,576,525	38581	4,328,881	67579	4,304,551	151,856	17,880,324
October.....	4698½	2,558,072	6560½	4,490,697	38581	3,117,080	39847½	2,959,079	89,687½	13,124,928
November.....	5072½	3,659,445	6817	5,191,201	30927	2,525,358	32205	2,592,717	75,021½	13,968,721
December.....	4006	2,830,463	4577½	3,653,659	31313	2,113,614	30369	1,962,568	70,265½	10,560,304
TOTAL.....	61876½	36,552,339	84296½	56,106,831	395591½	28,551,272	439655	36,316,894	981,419½	157,527,336
" 1881.....	59475	40,578,989	89620½	61,148,233	309331½	24,034,108	348713½	27,158,675	807,140½	152,970,005
INCREASE.....	2401½				86260	4,467,164	90941½	9,158,219	174,279	4,557,331
DECREASE.....		4,026,650	5324	5,041,402						

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Comparative Statement of the Number of Tons of Freight carried One Mile, during the Years 1882 and 1881.

1882.	LOCAL.		THROUGH.		PACIFIC COAST.		TOTAL.
	East.	West.	East.	West.	East.	West.	
January.....	6,831,488	9,185,421	3,978,975	10,301,963	3,126,778	13,078,401	46,503,025
February.....	3,677,945	10,285,237	4,097,314	10,259,135	1,696,650	12,439,436	42,455,717
March.....	3,836,813	12,856,992	4,018,711	10,674,893	2,083,207	15,006,070	48,476,686
April.....	3,381,321	10,727,167	4,242,406	9,497,933	3,453,845	13,211,839	44,514,511
May.....	2,635,006	11,047,581	5,782,245	14,271,381	6,974,783	17,068,370	57,779,366
June.....	3,115,938	7,998,576	5,790,469	7,358,094	6,698,843	13,047,691	44,009,611
July.....	7,188,978	7,692,982	3,720,463	5,072,949	3,795,311	10,329,261	37,799,944
August.....	13,592,396	12,004,914	6,814,746	7,442,530	9,012,208	16,140,251	65,007,045
September.....	21,107,656	10,954,562	6,193,257	8,508,366	10,151,223	13,789,183	70,704,247
October.....	23,094,253	14,442,389	6,100,013	9,017,024	7,845,175	14,984,149	75,483,003
November.....	14,419,834	13,508,766	5,654,922	9,781,450	6,569,462	16,091,237	66,025,671
December.....	12,627,018	13,425,924	4,706,131	5,815,406	3,524,149	13,631,028	53,729,656
Total.....	115,508,646	134,130,511	61,099,652	108,001,123	64,931,634	168,816,916	652,488,482
Add Coal Sold.....	75,059,043	5,243,529					80,302,572
Total, 1882.....	190,567,689	139,374,040	61,099,652	108,001,123	64,931,634	168,816,916	732,791,054
Total, 1881.....	168,595,393	149,518,098	51,266,847	121,267,833	111,293,219	181,389,694	783,331,084
Increase.....	21,972,296		9,832,805				
Decrease.....		10,144,058		13,266,710	46,361,585	12,572,778	50,540,030

Comparative Statement of Classified Freight, in pounds, forwarded during the years 1882 and 1881.

ARTICLES.	1882.	1881.
	POUNDS.	POUNDS.
MINERAL PRODUCTS—		
Coal.....	699,920,930	681,712,990
Stone and Brick.....	41,523,210	25,204,105
Cement, Plaster and Lime.....	26,989,215	27,013,360
Salt.....	32,978,135	34,297,710
Metallic Ores.....	42,303,450	24,601,850
Other and Coke.....	133,340,675	87,863,135
AGRICULTURAL PRODUCTS—		
Wheat.....	404,266,475	315,341,920
Corn.....	337,621,010	230,012,035
Oats and Barley.....	76,957,470	139,658,690
Rye, Flax Seed, &c.....	18,421,350	14,267,380
Hay.....	66,749,000	81,629,375
Potatoes and Vegetables.....	55,803,705	95,854,995
GROCERIES—		
Canned Goods.....	48,755,665	81,784,575
Soap and Candles.....	12,948,705	15,432,660
Sugar, Syrup, &c.....	51,176,450	54,108,475
Tea.....	23,350,980	21,851,750
Coffee.....	7,878,530	12,848,035
Other.....	58,848,165	75,970,285
HARDWARE AND METALS—		
Hardware.....	54,421,790	42,863,470
Nails.....	19,194,915	26,028,730
Stoves.....	17,568,225	15,135,090
Steel Rails.....	23,320,045	76,843,370
Bar Iron, &c.....	12,044,815	13,208,285
Other Iron.....	57,110,570	77,689,665
Steel, Copper, &c.....	5,487,485	6,041,625
Tin and Quicksilver.....	4,575,460	6,609,290
Lead.....	27,043,580	21,805,910
Bullion.....	115,769,410	117,267,440
Malle and Tailings.....	18,464,380	8,338,239
LEATHER AND RUBBER—		
Boots and Shoes.....	9,812,345	10,291,860
Leather and Leather Goods.....	6,022,530	6,613,195
Rubber Goods.....	3,302,585	3,204,095
HIDES, WOOL, &c—		
Hides, Pelts, &c.....	11,558,295	14,185,945
Furs.....	657,635	3,698,995
Wool.....	31,253,000	43,132,755
LIVE STOCK—		
Cattle.....	231,712,295	250,237,025
Hogs.....	73,287,330	86,397,106
Horses and Mules.....	17,029,465	18,171,300
Sheep.....	20,244,380	16,902,015

	1882.	1881.
	POUNDS.	POUNDS.
LIQUORS—		
Whiskey, Spirits, &c.....	19,115,150	24,206,650
Wine and Brandy.....	8,969,300	24,584,725
Beer, Ale and Porter.....	19,686,140	21,924,650
MILITARY AND NAVAL STORES—		
Powder, Cartridges, &c.....	3,605,525	4,807,155
Tar and Pitch.....	2,419,225	1,402,010
Rope and Cordage.....	5,504,855	4,532,345
PROVISIONS—		
Hog Products.....	34,771,140	47,901,035
Beef.....	952,545	1,296,710
Fish and Game.....	12,616,250	11,306,610
Poultry.....	242,010	594,630
Butter, Eggs and Cheese.....	9,660,400	12,201,990
WOOD AND MANUFACTURES OF WOOD—		
Agricultural Implements.....	40,073,510	37,532,575
Vehicles.....	42,195,210	37,526,550
Lumber, Timber, &c.....	446,878,620	362,052,750
Shingles, Lath and Staves.....	13,639,695	13,635,760
Wood.....	14,173,340	13,871,550
Charcoal.....	3,346,200	3,182,515
Manufactured Wood.....	13,502,915	16,424,390
Wood in Shape.....	6,895,855	9,546,610
Barrels and Casks.....	5,564,605	5,436,920
MISCELLANEOUS—		
Drugs and Borax.....	15,918,290	17,573,525
Oil.....	70,450,260	79,805,610
Paint and Varnish.....	6,932,760	5,907,695
Window Glass.....	4,335,300	3,986,550
Glassware and Crockery.....	21,751,105	19,405,830
Dry Goods.....	70,005,725	79,416,760
Silk.....	2,638,140	2,800,215
Fancy Goods.....	4,191,030	4,512,420
Hats and Millinery Goods.....	2,601,645	2,565,430
Green Fruit.....	31,291,305	33,011,820
Dried Fruit and Nuts.....	11,724,585	15,424,090
Flour.....	69,361,625	51,821,885
Meal, Feed, &c.....	24,248,150	31,009,445
Furniture and H. H. Goods.....	51,118,815	51,080,870
Emigrant moveables.....	17,409,290	12,317,115
Machinery.....	36,632,955	37,238,420
R. R. Material.....	9,382,680	30,413,185
R. R. Vehicles.....	13,638,965	17,552,290
Musical Instruments.....	4,169,890	3,587,950
Paper.....	24,866,635	19,438,910
Books and Stationery.....	5,150,405	5,959,035
Tobacco.....	15,468,765	19,978,220
Cigars and Pipes.....	2,396,470	2,877,350
Trees, Shrubbery, &c.....	3,241,565	5,107,360
Bones.....	2,644,850	1,482,460
Merchandise.....	41,432,700	15,448,085
Miscellaneous.....	37,840,905	17,240,705
Total.....	4,203,271,065	4,130,060,643
Increase.....	73,210,420	

