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Governor's message and accompanying documents. Volume I 1879

Madison, Wisconsin: David Atwood, 1879

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WISCONSIN STATE LIBRARY

STATE OF WISCONSIN.

GOVERNOR'S MESSAGE

AND

ACCOMPANYING DOCUMENTS.

1878.

VOLUME I.

32d sess. Jan. 8, 1879.

MADISON, WIS.:

DAVID ATWOOD, STATE PRINTER.

1879.

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WISCONSIN STATE LIBRARY

SECOND

ANNUAL MESSAGE

OF

WILLIAM E. SMITH,

GOVERNOR OF THE STATE OF WISCONSIN,

DELIVERED TO THE LEGISLATURE

IN JOINT CONVENTION, JAN. 9, 1879.

MADISON, WIS.:

DAVID ATWOOD, STATE PRINTER.

1879.

GOVERNOR'S MESSAGE.

Fellow citizens of the Senate and Assembly:

We have ample reason to be profoundly grateful to Almighty God, for a continuance of his protecting care over us as a people and as individuals. The state finances are in a healthy and satisfactory condition, and the people are far removed from want and suffering; but there remains a depression in business, and a consequent inquietude, which it is our duty not to ignore when considering questions involving the appropriation and expenditure of the public funds. I therefore invite your careful scrutiny into the transactions of the past, and your efficient co-operation in the interests of a wise economy for the future.

The condition of the several funds at the close of the fiscal year, with a brief statement of the amounts received and disbursed on account of the

PUBLIC FINANCES,

summarized from the reports of the Secretary of State and State Treasurer, is as follows:

The receipts into the state treasury during the fiscal year ending September 30, 1878, from all sources were.....	\$1,851,553 01
Balance September 30, 1877	278,264 34
Total.....	<u>\$2,129,817 35</u>
The disbursements during the same period, for all purposes, were	\$1,726,529 06
Balance September 30, 1878.....	403,288 29
	<u><u> </u></u>

General Fund.

The amount on hand September 30, 1878, is credited to the several funds as follows:

General fund	\$79,055 98
School fund	58,823 70
School fund income.....	13,131 90
Normal School fund	33,290 88
Drainage fund	5,651 55
University fund.....	8,843 03
Agricultural College fund	12,338 93
Delinquent tax fund.....	3,219 45
Deposit fund	7,782 76
St. Croix and Lake Superior Railroad trespass fund.....	169,764 73
St. Croix and Lake Superior Railroad deposit fund	8,264 60
Sturgeon Bay and Lake Michigan canal fund.....	209 08
North Wisconsin Railroad aid fund.....	1,907 86
Green Bay and Minnesota Railroad aid fund.....	37 97
Allotment fund	965 87
Total.....	<u>\$403,288 29</u>

GENERAL FUND.

The receipts into the general fund during the fiscal year were	\$1,120,837 81
Balance from previous year	6,014 40
Total.....	<u>\$1,126,852 21</u>

Of this sum there was derived from —

Direct state tax	\$648,153 90
Railroad companies' license taxes	379,474 69
Insurance companies' license taxes.....	41,893 61
Miscellaneous sources.....	51,315 61

The disbursements from this fund have been —

For salaries and permanent appropriations, including interest on the public debt	\$336,660 93
Legislative expenses	107,605 45
Benevolent and penal institutions.....	321,140 88
Miscellaneous purposes.....	282,388 97
Total.....	<u>\$1,047,796 23</u>

Indebtedness.

TRUST FUNDS.

The condition of the several trust funds at the close of the fiscal year was as follows :

School fund.....	.....at interest	\$2,621,879 57	on hand	\$58,823 70
University fund .....	.....at interest	218,090 77	on hand	8,843 03
Agricultural College fund...	.....at interest	244,263 18	on hand	12,338 93
Normal School fund...	.....at interest	1,004,907 67	on hand	33,290 88
Total of educational funds..	at interest	<u>\$4,089,141 19</u>	on hand	<u>\$113,296 54</u>

The increase during the year in the amount at interest is \$43,066.56, and the decrease in the amount on hand is \$9,498.84, a net increase of \$33,567.72.

CONTINGENT FUND.

On January 7, 1878, the balance to the credit of the Governor's Contingent fund was \$1,306.19. The expenditures from this fund from that date to January 1, 1879, were \$924.28, leaving the balance to the credit of the fund at the beginning of the calendar year, \$381.91.

INDEBTEDNESS.

The indebtedness of the state remains as at the close of the last fiscal year, and consists of:

Bonds outstanding.	\$14,000 00
Currency certificates.....	57 00
Certificates of indebtedness to trust funds.....	2,238,000 00
Total	<u>\$2,252,057 00</u>

The indebtedness of the counties, cities, towns, villages and school districts in the state amounts to \$9,831,158.50, according to the returns received by the Secretary of State. The total ascertained public indebtedness of the people of Wisconsin is, therefore, \$12,083,215.50 — somewhat less than two and seven-tenths per cent. of the total assessed valuation.

Assessments.

ASSESSMENTS.

The values of all property in the state subject to taxation, as returned by the assessors for the past two years, are as follows:

Personal property. ....in 1877	\$77,362,481	in 1878	\$96,077,208	00
City and village lots.....in 1877	91,521.992	in 1878	103,399,469	75
Other real estate.....in 1877	182,895,881	in 1878	255,863,904	57
Total.....	<u>\$351,730,354</u>		<u>\$455,340,582</u>	<u>32</u>

Assuming that the sales of real estate, as returned by registers of deeds, afford an approximately correct ratio of the assessed to the actual value of all property, the taxable property of the state in 1877, amounted to \$727,871,620; and in 1878, to \$887,083,700.

It is to be borne in mind that this is only the property represented upon the assessors' books, and is exclusive of the property exempt from assessment by law, and that which is concealed and omitted. I think it safe to say, therefore, that the value of all property in the state of Wisconsin to-day, exceeds a thousand millions of dollars, and it is quite probable that the property not by law exempt from assessment, amounts to that sum.

The public indebtedness is, therefore, but a trifle more than one per cent. of the actual value of the property which contributes to its payment, instead of two and seven-tenths per cent., as might be inferred, if the distinction between actual and assessed valuations, was not constantly kept in mind. It is important that the facts in regard to such matters, should be known by the people, no less than by legislators, that we may deceive neither ourselves nor others.

The influence of the public belief is an important factor in the science of government. When taxes are levied at the rate of three to five per cent., there is an appearance of extortion which enables the demagogue to incite uneasiness and dissatisfaction; whereas, if property was assessed at its true value, the rate of

Taxes.

taxation would be so much decreased that it would be impossible to arouse so much of unfounded suspicion in regard to the administration of public affairs in the several spheres of government from the school district to the state. If we continually assert and hear asserted that we are poor, that taxes are burdensome, that the times are dull and hard, it is the inevitable law that we shall come to think so, without regard to facts or reason.

TAXES.

The total tax levied in the state for the year 1877 was \$8,031,628, and amounted to \$1.89 6 on each one hundred dollars of the state assessment of \$423,596,290. The purposes for which this tax was levied, the respective amounts and rates are as follows:

State tax.....	\$648,153 90	rate, .1530
For interest and principal on loans from trust funds to counties, etc.....	60,517 10	" .0143
County tax.....	1,525,936 00	" .3602
Town tax.....	2,642,310 00	" .6238
School tax.....	2,020,452 00	" .4770
Road tax.....	1,134,259 00	" .2677
	<u>\$8,031,628 00</u>	<u>1.8960</u>

Had the assessment been at actual value the rate of taxation would not have exceeded one per cent., and the direct state tax, which is less than one-twelfth of the total tax, would have been less than nine-tenths of a mill to the dollar.

The entire state tax, direct and indirect, for the fiscal year ending September 30, 1878, represented by the receipts into the general fund, amounts to \$1,120,837.81, and if levied upon the taxable property of the state would amount to one and one-tenth mills upon the dollar, or about one-eighth of the total tax paid by the people. The amount is \$79,000 less than was received the year before, which, with the large deficiency existing in the general fund January 1, 1878, and the expenses of the publication of the revised statutes, accounts in part for the increase in the state tax

Estimates.

now being collected. It is confidently expected that this tax will pay all the expenditures of the year 1879 and in addition very materially reduce, if it does not entirely extinguish, the deficiency in the general fund which has appeared on each first day of January for several years last past.

ESTIMATES.

The Secretary of State estimates that the receipts for the calendar year 1880 will be \$679,128.66, as follows :

From railway companies.....	\$380,000 00
From insurance companies.....	42,000 00
From miscellaneous sources.....	51,200 00
From taxes authorized by existing laws.....	<u>205,928 66</u>

He estimates the expenditures for the same period at \$927,128.36, including \$41,310.30, the proceeds of the one-tenth of a mill tax for the benefit of the State University, which was omitted from the estimates, but is included in the tax levy, for 1879.

These estimates are doubtless as correct as it is possible to make them. The amounts to be received from other sources than the direct state tax may exceed or fall short of the estimates, depending very largely upon the character of the crops and the general condition of the country. In my judgment they are more likely to exceed than fall below the Secretary's estimates, and therefore, unless extraordinary appropriations are made during the present session, the levy of a state tax of \$248,000 in addition to taxes now authorized by law, will be ample for all purposes. My views upon the subject of appropriations are well known, and it is unnecessary to elaborate them at this time. The people of Wisconsin are both able and willing to pay all taxes levied for necessary and legitimate purposes, but they insist that the same rules of prudence and economy shall obtain in public affairs that wise men use in the conduct of their private affairs.

Education.

EDUCATION.

The reports of the State Superintendent and of the Boards of Regents of the University and Normal Schools will be laid before you in due time, giving full information as to the progress and present condition of our public educational system — the report of the Regents of the University being accompanied by an able and interesting report by Professor W. W. Daniells, concerning the tornadoes of last May.

It does not need that I should commend these reports to your most earnest and careful consideration. Whether viewed in regard to their transcendent importance or their immense cost, the schools of Wisconsin justly occupy a most prominent position in public affairs. In addition to the amounts realized from the trust funds, and the amount paid for tuition, text-books and other school expenses, the sum of \$2,061,762, or more than one-fourth of all the money raised by taxation for all purposes, goes to their support.

I believe that our University, Normal schools, and the public schools proper, as well as the universities, colleges, academies, and the many other excellent private schools not supported by the state, are improving from year to year, that they were never in better condition, or doing more effective work than now. I would not have their capacity for usefulness in the least decreased. On the contrary, I hope to see it enlarged; but that it may be so, and our present system retain the public confidence, it is indispensable that economy and wisdom should characterize all expenditures.

I sincerely hope that the text-book commission, appointed by the last legislature, may be able to present for your consideration some feasible plan for securing a uniformity in text-books throughout the state, and greatly reducing their cost; and that you will be able to afford the people very material relief in this direction.

Dependent Children.

INDUSTRIAL SCHOOLS.

The Managers of the School for boys, at Waukesha, report the whole number of boys in attendance during the year to have been 527, the average attendance 380, and the number present at the close of the fiscal year 419. The expenditures for the year amount to \$48,721.45. The expenses of the current year are estimated at \$45,119.25, of which \$11,119.25 will be received from counties, and the balance of \$34,000, they ask may be appropriated by the legislature.

Attention is called to the overcrowded condition of the buildings and it is very evident that unless in some way relieved provision must be made for more room. The managers estimate that with the funds and material on hand and an additional appropriation of \$18,000, two additional buildings, with capacity to accommodate 100 boys, can be erected and furnished.

I have no official report from the Managers of the Industrial School for Girls in Milwaukee, but I am able to say from personal knowledge, that the appropriation made last winter has been most judiciously and economically expended. The city of Milwaukee has conveyed to the state a most eligible site, containing nearly nine acres, for the location of the institution, and a structure in every way adapted to its wants has been erected thereon, and is now nearly or quite ready for occupancy.

DEPENDENT CHILDREN.

There are now in the Industrial School for Boys about one hundred boys, sent thither, not because they have committed crime, or are incorrigible, but solely because they have no homes, and there is no other place for them except the poor house. It is not the best policy to send such children to an institution of that character. The true place for them is in families; but for various reasons it seems difficult to find places for them from that school.

For this class of children the state of Michigan has provided a

Dependent Children.

distinct state school, which has been in operation nearly five years, and is accounted one of their most successful charities. I should very reluctantly approve any measure looking to the creation of another state institution in Wisconsin, requiring the present expenditure of any considerable sum of money, even for so worthy a purpose as the one now under consideration. It will be remembered, however, that ex-Governor C. C. Washburn, with most commendable liberality and philanthropy, last winter tendered to the state as a free gift, his elegant and commodious residence at Edgewood, near this city, and the grounds connected therewith, some fifty acres in extent, to be used as an industrial school for girls. In view of what had already been accomplished in this direction by an association of ladies in Milwaukee, and the reasonable expectations of the future success of their plans with very limited aid from the state, it was not deemed expedient to accept the generous offer for the specific purpose designated, but a joint resolution was adopted accepting it for that or such other purpose as might be approved by the donor, and I have been given to understand that if it shall be the pleasure of the state to accept this property and establish there a school for dependent children, it will be conveyed to the state for that purpose.

Believing that such an institution may be made the means of accomplishing great good, by rescuing the children for whom it would be designed from lives of idleness, pauperism and crime, and from thus becoming the progenitors of long lines of paupers and criminals, and conceding the necessity for the erection of additional buildings at Waukesha, unless that school can be in some way relieved, I commend the whole subject to your careful consideration and wise judgment, and shall cheerfully co-operate with you in carrying forward any measures that may be determined upon.

State Prison.

STATE PRISON.

The number of convicts confined in the State Prison, September 30, 1878, was 346; the highest number during the year was 366, and the average 337, an increase of 47 over the average for the previous year. The number received during the year was 213 and the number discharged, including two deaths and one escape, was 157. The receipts from all sources were \$76,743.10, and the disbursements \$65,088.65. The estimated expenditures for the year ending September 30, 1879, including the completion of work in the north cell room, are \$51,738.15. The current earnings of the prisoners are about two-thirds of the current expenses, but the deficiency will be supplied by collections on accounts of sales of chairs and wagons.

You should not in any degree relax a proper legislative scrutiny into the management of the prison, because it does not apply for an appropriation. The recommendations submitted by the directors and warden, should receive your early and attentive consideration.

Reflection, study, and personal observation, have led me to believe in the expediency of a most radical change in the law relating to sentences. This is not the place, even if time would permit, to argue this question at length. Both the law and judges are too lenient in dealing with professional criminals. Many times the sentences pronounced in such cases, are but little better than travesties upon justice, and do not tend to beget respect for the law on the part of the offender or any one else. The opposite extreme is sometimes reached, and sentences are made too severe. Many of these cases come before the governor on applications for pardon, which it is difficult to deny, notwithstanding it is well known that every pardon granted in such cases, tends to weaken the public confidence in law and its judicial administration. The inequality of sentences is another most serious evil, to which attention has frequently been called, and which should not

Benevolent Institutions.

be longer overlooked. I ask your attention to the tables on pages 61 and 62 of the prison report, setting forth the actual results of the law as it now is.

A system under which such errors and injustice are possible, though hallowed by the practice of centuries, ought not to be continued. Wisconsin may better lead than follow in this matter of prison reform. The substitution of indeterminate for fixed sentences has been successfully tried, and is approved by those who have given the subject most thought, and have had opportunity for widest observation.

BENEVOLENT INSTITUTIONS.

The report of the trustees of the Soldiers' Orphans' Home shows that in pursuance of the provisions of chapter 72 of the laws of 1874, there has been paid for bounties to the mothers or other legal guardians of the former inmates of the Home, and for expenses connected with the administration of this trust, and the distribution of the Ward and Smith fund, the sum of \$1,599.24, leaving a balance of \$333.37 in the hands of the treasurer, September 30, 1878. The names of twenty children still remain upon the rolls entitled to bounty during the current year, and it is estimated that the sum of \$900, in addition to the amount on hand, will be required to meet these demands.

Inadvertently the whole law relating to this subject was repealed by the revision of the statutes, so that there is now no board of trustees, or other body, or officer, authorized to carry out the provisions of the law of 1874, or to complete the distribution of the Ward and Smith fund. I recommend, therefore, the re-enactment of so much of the law as may be necessary under the circumstances now existing, and the appropriation of the amount asked for by the trustees in their report.

Wisconsin has appropriated from her state treasury \$333,100, to aid in the education and support of her soldiers' orphans. No money was ever more cheerfully paid, or more worthily applied.

Benevolent Institutions.

It is not proposed to continue payments beyond the present year, and henceforth this noble charity will live only in history, and the hearts of the hundreds of fatherless children who have been the recipients of the bounty of a grateful people.

The report of the trustees of the Northern Hospital for the Insane shows that 727 patients have been cared for at that institution at a cost of \$146,819, inclusive of \$32,707.50 expended for repairs and improvements. The average number of patients was 543, and the number under treatment at the close of the year 559. The estimated expenses for the present year amount to \$121,884, of which \$47,389.40 will be received from counties.

The Wisconsin State Hospital for the Insane has had a total of 530 patients during the year, the average having been 380, and the number under treatment at the close of the year, 393. The expenditures have been \$114,443.92, inclusive of \$18,105.33 for repairs and improvements. The estimates for the present year are \$120,900, of which \$37,152.13 will be received from counties.

Milwaukee county has availed itself of the provisions of chapter 298 of the laws of 1878, and has under contract an asylum designed to accommodate 250 patients. With this building completed, I anticipate that the pressure upon the state hospitals will be so removed that most, if not all, of the insane in the state may be comfortably accommodated.

The expenditures at the Institution for the Education of the Blind have been \$19,950.97, including \$2,582.65 for completing building and grounds, and house furnishing. The average number of pupils in attendance was 77, and the total during the year 90. The trustees ask an appropriation of \$18,500 to enable them to meet the expenses of the present year.

At the Wisconsin Institute for the Education of the Deaf and Dumb, 180 pupils were enrolled, and the average number in attendance was 140. The expenditures were \$29,522.45, and the trustees ask an appropriation of \$30,000 for the current year.

In April last, various charges of immoral and corrupt con

Benevolent Institutions.

duct, on the part of trustees and teachers connected with this institute, were brought to my attention, and it became necessary that an investigation into its management should be made. Accordingly, at the request of its board of trustees, who expressed a desire that a rigorous examination might be had by a disinterested and impartial tribunal, the State Board of Charities and Reform was directed to make the investigation, and report the facts of the case in full, as provided by law.

The investigation was made, and the report thereof filed in the executive office, July 8, 1878. It satisfactorily appears from a careful perusal of this report, that the investigation was both thorough and impartial, and that the gravest of the charges, including all those against the trustees, were proven to have been unfounded.

The general condition and management of the business and educational affairs of the institute were warmly, and as I believe, very justly commended.

A copy of this report was furnished to the local board of trustees, who proceeded to make further inquiries in the premises, and upon mature consideration, dispensed with the further services of the steward and re-elected the superintendent. The members of this board are gentlemen of integrity and good judgment, who deservedly rank among our best citizens. It seems to me, therefore, but prudent to let time and experience determine whether in this matter they have acted wisely. I am fully persuaded that upon the first indication that the interests of the school are being jeopardized by any action of theirs, they will unhesitatingly modify it as the occasion may require.

As required by law, I have visited all the state institutions during the past year and take great pleasure in saying that I found them, each and all, in most excellent order and apparently answering the ends for which they were established and are maintained. They are, without exception, a credit to the state and entitled to your continued confidence and liberal support.

It will be conceded, I think, that the state of Wisconsin is do-

State Board of Health.

ing a most noble and humane work for all its unfortunate classes ; but there remains, and ever must remain, ample opportunity for private charity and benevolence. It is as impossible as it is undesirable, for the state to usurp the functions of the citizen in this behalf ; and, therefore, it is a source of just pride and tends to reassure our faith in civilization and human nature, to find that despite the large sums paid into the public treasuries for these purposes, many most successful institutions for the care and education of the dependent and unfortunate, are maintained by private benefactions. To the list of institutions of this character heretofore existing, there has recently been added, in Milwaukee, a school designed especially for teaching deaf mutes to speak. The success already attained is very satisfactory to its founders, and gives promise of great usefulness.

STATE BOARD OF CHARITIES AND REFORM.

The report of this board is not yet in print, and I have not been able to read it in manuscript. I have, however, been more or less conversant with the labors of the board for several years, and am fully persuaded that it is accomplishing great good throughout the state.

STATE BOARD OF HEALTH.

Investigations prosecuted by the several boards of health in this and adjoining states, seem to prove that nearly twenty-five per cent. of the deaths occurring annually, are from preventable causes. The State Board of Health in Wisconsin is working with most commendable zeal in investigating the causes of disease in this state, and by circulars and communications to the press, as well as in its annual reports, is pointing out the dangers, and endeavoring to teach the people how to shun them. Whatever encouragement or help can be given to it by the legislature, should not be withheld.

Revised Statutes.

GEOLOGICAL SURVEY.

The Chief Geologist informs me that the work of the geological survey, in the field, the laboratory and study, has been diligently prosecuted during the past year, that it is now in an advanced condition, and may be closed in accordance with the provisions of the law authorizing it. He finds the work growing and expanding in his hands, and seems to think more time and money might profitably be spent in perfecting the survey. About one-half of the second volume of the final report, which will be known as Volume III, is now stereotyped, and the completed volume will be ready for distribution in the spring. If no further work should be authorized, it is expected that at least one year of constant labor will be needed, after the time now provided by law for closing the survey and the cessation of salaries, to complete the publication of the report.

FISH CULTURE.

The appropriations heretofore made to facilitate the artificial propagation of fish have been wisely expended in preliminary work, and the evidences that we may expect in due time to receive bountiful returns therefrom, are beginning to be seen in nearly every part of the state. The city of Milwaukee finds it necessary to use for its own purposes that portion of its water-works building heretofore used by the state as a fish hatchery, and the commissioners recommend, in addition to the sum necessary for current expenses, an appropriation for erecting a building to take the place of the premises they must soon vacate.

REVISED STATUTES.

The publication and distribution of the new revised statutes were attended with some unavoidable delays, but not to the serious inconvenience of the public. They are, I think, both in form and substance creditable to the state. Errors have undoubtedly intervened which may need correcting, but I trust you will

Superior Harbor.

scrutinize with unusual care all propositions for amendments or changes affecting the practice in courts, or the methods of procedure by administrative and executive officers. The people much desire stability in the law in these respects, and will gladly accommodate themselves to it as it now is.

INSURANCE SUPERVISION.

The creation of a separate department charged with the duty of collecting fees and taxes from insurance companies, and supervising this important branch of business in the interests and for the protection of the people, has resulted in very decided benefit to the state, and is looked upon with much favor by all responsible and fair dealing companies. The Commissioner is devoting his best energies to the duties devolved upon him, and in the collection of back taxes and otherwise, is saving to the state very considerable sums of money.

RAILROADS.

From the report of the Railroad Commissioner it appears that 91.76 miles of new railroad have been constructed during the past year, making the total number of miles now in operation 2,834.50, including 93.97 miles of narrow gauge track. The total number of passengers carried was 2,429,925; an increase of 476,697 over last year. The tons of freight carried were 3,448,490, an increase of 414,199. Of the whole number of passengers carried only two were killed and two injured — most gratifying evidence that all the roads are managed and operated with great care. The total absence of all serious complaint against railroads, shows most conclusively, that our present law is well suited to the purposes for which it was enacted, and, under the watchful supervision of the Commissioner, is being faithfully obeyed.

SUPERIOR HARBOR.

The adverse decision of the Supreme Court of the United States, in the case of the State of Wisconsin against the City of

Public Lands.

Duluth, brought for the purpose of enjoining the defendant from diverting the natural flow of water through the harbor at Superior and out through the mouth of the St. Louis river, and thereby seriously injuring the harbor, imposes upon Wisconsin the necessity of seeking redress and protection in congress. Our senators and representatives in congress will be vigilant in this behalf, but it may materially assist them, to adopt a legislative memorial, briefly setting forth the facts, and asking that in the matter of appropriations to be made and in the manner of expending them, the rights of Wisconsin to have Superior harbor protected and improved, may not be overlooked or ignored.

STATE FUNDS.

The provisions of sections 157 and 159 of the Revised Statutes, concerning the place of keeping the state funds, are not in harmony, and it is found difficult to determine the real purpose of the law. In practice, it is found convenient, and by many, it is considered less hazardous, to keep a portion of the funds on deposit in banks. If it should be considered that such practice is contrary to the intent of the law, I think it is due to the Treasurer and to a all concerned, that such intent should be more definitely expressed.

PUBLIC LANDS.

The report of the Commissioners of Public Lands will give you all needed information in regard to the quantity and condition of the lands belonging to the state.

The claim of the state for deficiencies in the school sections has been admitted to the extent of about 35,000 acres, and selections are being made therefor. The claim of the state to school and swamp lands in Indian reservations is admitted at the Department of the Interior, but the difficulties that might arise from permitting the sale and occupancy of these lands, are considered to be so grave that a formal approval of them to the state is withheld. Meantime legislation is sought from Congress authorizing

City Charters.

the selection of lands without the reservations in lieu of those within them, and such legislation may be perfected during the present session of congress.

Some expense has already been incurred in the selection of the school land indemnity, for expenses of the agent making the selection and the fees of the United States land offices, and I recommend the re-enactment of the law authorizing the payment of such expenditures.

VOLUNTARY ASSIGNMENTS.

The repeal of the national bankrupt law, has brought into notice and use the provisions of our statute in reference to voluntary assignments for the benefit of creditors, and has in some cases revived the old practice of making preferences among them. This feature of the law, or rather of the practice under it, was always repugnant to my sense of justice, and I call your attention to the subject, that the whole matter of the settlement of claims against insolvent debtors may be considered, and the law so amended, as best to protect the rights and interests of all concerned.

CITY CHARTERS.

The constitutional amendment prohibiting the enacting of laws to incorporate any town or village, or to amend the charter thereof, has seemed greatly to multiply the demand for city charters. Practically the bills for these charters are prepared by a local committee, handed to the representative from the district in which the place is located, introduced by him, passed in both houses and submitted to the governor, without reading, scrutiny, or care. Sometimes these bills are wisely drawn, but in several instances last winter they were found to contain unwise and sometimes manifestly unconstitutional provisions, necessitating their recall for amendment. I fully appreciate the impossibility of giving proper attention, in an ordinary session, to so many lengthy charters, and for that reason, and because the expense attending their preparation, passage, engrossing, enrolling and publication is excessive

Tramps.

and unnecessary, I recommend the enactment of a general law for the incorporation of cities, and a persistent refusal, except in extreme cases, to grant or amend special charters. A most desirable uniformity would thus be secured, great expense saved, and the time now devoted to such matters profitably occupied in perfecting other legislation.

TRAMPS.

The habit — I may say the crime — of vagabondage is increasing in such unprecedented ratios as to demand most serious consideration at your hands during the present session. I have most profound respect and sympathy for the honest man who in good faith travels from place to place in search of employment, but modern tramps are not of this character. They have been thoroughly tried, and it is conclusively established that the only thing they will not do, is to work.

The assessments these criminal parasites levy upon individuals and communities nearly equal in value our whole state tax, yet this is as nothing compared with the fear and mental suffering they incite among defenceless women and children, and the murders, robberies and outrages, too brutal to be here named, by them committed. If in the larger cities they are somewhat restrained by a vigilant police, in the villages and towns they have become the daily dread and nightly horror of all well disposed persons. The little girl, on her way to or from school, the farmer's wife, busy with household cares, the aged and the infirm, are alike the victims of their cowardly and licentious violence. Whatever may be urged in extenuation of other crimes and vices, the responsibility for this crime of vagabondage, which may now be justly said to include every crime known to the law, is upon the individual, and not upon society.

In July last, a small army of these self-made social outcasts turned their faces toward Wisconsin, and their advance guard, taking possession of railway trains, dictated the terms upon which they might proceed. It is unimportant that the terms proposed

Militia.

were only that the invaders should be furnished free transportation, for if that much had been conceded then, more would have been demanded next time. Fortunately, the good judgment and firm determination of the superintendent of the Madison division of the Chicago and Northwestern Railway, enabled the cities of Beloit and Madison to meet the issue of lawlessness against law, fairly upon the merits, and with most satisfactory results, for the time being. The disease, however, is too virulent and deep seated to yield to the mild remedies provided for common vagrancy. It demands more vigorous treatment, and I therefore recommend the enactment of a law clearly defining the crime of vagabondage, and providing for its summary and severe punishment.

MILITIA.

The reports of the Adjutant and Quartermaster Generals will put you in possession of all the facts relative to the organization, strength, equipment, and expenses of the State Militia. It presents but a meager showing of 1,402 officers and men, organized into twenty-three independent companies. Some wise provisions, looking to the greater stability of these companies, were incorporated into the revision of the statutes, but I am persuaded that our State Militia will not become what it ought to be, and what we need to have it, until provision is made for battalion and regimental organizations, and annual encampments. I do not consider myself an alarmist, but in the present condition of society, it seems to me but the commonest dictate of ordinary prudence, that there should be at least one organized regiment of militia in a state as large and populous as Wisconsin.

I commend to your attention, and most cordially approve, the recommendations of the Adjutant General relative to perfecting the military records of the state, and copying such portions as are becoming worn by use. Year by year these records are becoming more and more valuable, and the state owes to its living soldiers and the surviving relatives of its dead heroes, the duty of maintaining the official record of their services.

Agriculture.

AGRICULTURE.

Under the provisions of chapter 260, laws of 1878, an attempt has been made to collect the statistics of agriculture. The returns appear to have been defective in many cases, but a good beginning has been made, and we may hope to arrive at reasonable accuracy, perhaps this year. The tabulated reports show the following aggregates:

	Product, 1877.	Growing, 1878.
Wheat	20,596,744 bushels.	1,798,647 acres.
Corn	28,733,975 "	948,322 "
Oats	28,090,307 "	872,746 "
Barley	4,181,295 "	131,464 "
Rye	2,162,879 "	192,130 "
Potatoes	6,506,992 "	87,128 "
Root crops	1,975,189 "	11,320 "
Cranberries	72,173 "	25,041 "
Apples	264,238 "	61,819 "
Flax	14,126,074 pounds.	69,310 "
Hops	5,097,495 "	6,975 "
Tobacco	5,582,811 "	4,652 "
Grapes	455,210 "	925 "
Timber		11,229,194 "
Clover seed	191,231 bushels.	96,918 "
Timothy seed	81,017 "	26,780 "
Cows		389,380
Butter	20,840,700 pounds	
Cheese	14,351,046 "	

These statistics, incomplete as they are, fully justify all that has been said or claimed for our agricultural interests, as being the leading and by far most important industry of the state, and indicate that the money appropriated to the state and county agricultural societies, which have done so much to foster and develop our agriculture resources, has served a beneficial purpose. I see no good reason why the usual appropriation to the state society should not be made permanent.

Conclusion.

CONCLUSION.

Although the limits to which I have deemed it expedient to confine myself in this communication, preclude allusion to many topics of interest, and have necessitated the omission of several paragraphs prepared for insertion herein, I cannot forbear to congratulate you, that the United States has resumed its normal relations to its own citizens, and the world at large, by paying on demand all its matured obligations in money current wherever civilization extends; that this has been accomplished without any unnatural contraction of the currency, or violent shock to the business interests of the people; that under the healthy stimulus of assured stability in this respect, trade and commerce are reviving, with exports largely in excess of imports; and that we may reasonably anticipate from this time forward, a substantial, healthy and remunerative development of all branches of business.

I also congratulate you, that there is a growing public sentiment which demands that suffrage shall be actually as well as nominally free, in every state at every election precinct, and that the ballots thus cast and only these shall be counted — that intimidations before and at elections, and frauds thereafter, shall cease.

I regret, as every good citizen must regret, that there is occasion for even a suspicion that in some of the states recent elections have not been so conducted. Wisconsin will cheerfully yield complete deference to the freely expressed and fairly ascertained will of the majority, both in state and national affairs; but her history is not without illustrations of her unyielding demand for a free ballot and a fair count. I sincerely hope that a returning sense of honor and patriotism will lead to practices in the future, which shall give us results worthy of complete confidence, to the end that we may be in fact, as well as in name, a free, united and happy people.

WILLIAM E. SMITH.

MADISON, *January 9, 1879.*

WISCONSIN STATE LIBRARY
ANNUAL REPORTS

OF THE

SECRETARY OF STATE

AND OF THE

COMMISSIONERS OF PUBLIC PRINTING,

OF THE

STATE OF WISCONSIN,

FOR THE

FISCAL YEAR ENDING SEPTEMBER 30, 1878.

MADISON, WIS.:
DAVID ATWOOD, PRINTER AND STEREOTYPED.
1878.



PREFACE.

The statutes prescribing the matter and form of the Secretary of State's Annual Report, require the Secretary:

First. As Auditor, to exhibit and deposit with the Governor, within ten days after the thirtieth day of September, in each year, a complete statement of the funds of the State, of its revenues and of the public expenditures during the preceding year, with a detailed estimate of expenditures to be defrayed from the Treasury for the ensuing year, specifying each object of expenditure, and distinguishing such as are provided by permanent or temporary appropriations, and such as are required to be provided for by law, and showing the means from which such expenditures are to be defrayed.

Second. As Secretary, to report in connection with his report as Auditor, any matters pertaining to his office as Secretary, not embraced in such report as Auditor.

Third. To cause to be printed annually by the State Printer, three thousand copies of said report, the same to be distributed in the manner provided by law.

Section 335 of the Revised Statutes requires the Commissioners of Public Printing to make an annual report to the Governor, wherein they shall set forth the cost of the public printing during the preceding fiscal year, with their recommendations as to any retrenchment that can be made therein. For purposes of economy, and in accordance with precedent, the Commissioners' report is here bound with the report of the Secretary of State.

STATE OF WISCONSIN.

REPORT

OF THE

SECRETARY OF STATE.

OFFICE OF THE SECRETARY OF STATE,

MADISON, Wis., October 10, 1878.

To His Excellency, WILLIAM E. SMITH,

Governor of the State of Wisconsin:

Sir: In compliance with the requirements of law, I have the honor to present the thirty-first annual report of the Secretary of State, exhibiting the condition of the funds of the State, its revenues, and the public expenditures during the fiscal year ending on the 30th ultimo. In the arrangement of the material for this report, the general plan adopted in previous reports has been preserved, so as to show the operations of the Department in summary and detailed form. As a convenient source of information for your Excellency, members of the Legislature, and others, there will be found in the body of the report a brief history of the origin of the several trust funds, and in the appendix the usual detailed statements and tables of statistics.

General Statement.

GENERAL STATEMENT.

The aggregated results of the year's financial transactions are as follows:

RECEIPTS.

General Fund	\$1,120,837 81
School Fund	128,431 85
School Fund Income.....	185,368 44
University Fund.....	14,200 41
University Fund Income.....	64,116 32
Agricultural College Fund.....	17,862 89
Agricultural College Fund Income.....	17,326 31
Normal School Fund	90,735 45
Normal School Fund Income	83,864 79
Drainage Fund.....	15,720 04
Delinquent Tax Fund.....	20,643 93
Deposit Fund.....	312 53
Commissioners' Contingent Fund.....	93 79
St. Croix & L. Superior R. R. Trespass Fund	82,184 13
Redemption Fund.....	181 46
North Wisconsin R. R. Aid Fund.....	2,509 50
Green Bay & Minnesota R. R. Aid Fund....	2,998 00
Sturgeon Bay & L. Michigan Canal Fund...	4,665 36
	<hr/>
	\$1,851,553 01

DISBURSEMENTS.

General Fund.....		\$1,047,796 23
School Fund		143,803 37
School Fund Income.....		187,087 46
University Fund.....		6,925 00
University Fund Income.....		64,116 32
Agricultural College Fund.....		7,499 66
Agricultural College Fund Income.....		17,326 31
Normal School Fund		102,501 41
Normal School Fund Income.....		92,817 27
Drainage Fund		14,896 74
Delinquent Tax Fund.....		19,401 77
Deposit Fund.....		421 37
Commissioners' Contingent Fund		267 57
St. Croix & L. Superior R. R. Trespass Fund		8,346 48
St. Croix & L. Superior R. R. Deposit Fund.		400 00
Redemption Fund		181 46
North Wisconsin R. R. Aid Fund.....		1,750 00
Green Bay & Minnesota R. R. Aid Fund...		2,960 03
Sturgeon Bay & L. Michigan Canal Fund...		8,030 61
		<hr/>
	\$1,851,553 01	\$1,726,529 06
Balance September 30, 1877.....	278,264 34	
Balance September 30, 1878.....		403,288 29
	<hr/>	<hr/>
	\$2,129,817 35	\$2,129,817 35

General Fund.

GENERAL FUND.

This account embraces all the revenues of the State applicable to the payment of the ordinary expenses of the State Government. The receipts and disbursements have been as follows:

RECEIPTS.

From counties, State taxes	\$648,153 90		
From counties, suit tax.....	5,786 63		
		\$653,940 53	
Railroad companies, taxes.....		379,474 69	
Plankroad companies, taxes.....		148 07	
Telegraph companies, taxes.....		2,519 00	
Fire Insurance companies.....	\$33,046 63		
Life Insurance companies.....	8,846 98		
		41,893 61	
Hawkers and peddlers.....		9,351 84	
Miscellaneous		33,510 07	
			\$1,120,837 81

DISBURSEMENTS.

1. SALARIES AND PERMANENT APPROPRIATIONS.

Governor's office.....	\$7,604 44	
Secretary's office.....	6,078 87	
Treasurer's office.....	6,132 76	
Attorney General's office	4,208 31	
State Superintendent's office.....	5,650 00	
Railroad Commissioner's office.....	4,969 98	
Superintendent of Public Property's office.....	2,005 53	
Supreme Court..	23,435 85	
Circuit courts.....	36,750 00	
State Library	3,162 71	
State University	42,359 62	
State Historical Society.....	8,602 22	
State Board of Charities and Reform.....	2,810 42	
State Board of Health.....	3,310 16	
Fish Commission.....	7,000 00	
Land Protection.....	5,606 70	
Interest on State indebtedness	157,410 00	
School Fund Income.....	7,088 36	
Wisconsin Reports.....	2,475 00	
		\$336,660 93

2. LEGISLATIVE EXPENSES.

Regular Session.

Senate—salaries.....	\$11,900 00	
mileage	850 40	
employes	11,546 37	
		\$24,296 77

General Fund.

2. LEGISLATIVE EXPENSES — continued.

Assembly — salaries.....	\$35,350 00	
mileage	2,654 20	
employees.....	14,709 50	
		52,713 70
Employees		749 00
Printing.....		4,764 83
Postage.....		3,799 00
Blue Book.....		7,244 51
Gas		1,333 62
State Prison investigation, ordered by Legislature, 1877.....		50 00
Stationery for employes		485 00
Joint committee on revision of statutes.....		3,025 00
Newspapers.....		2,788 85
		<hr/>
Total for regular session.....		\$101,250 28

Extra Session.

Senate — mileage	\$791 00	
employes	264 60	
		1,055 60
Assembly — mileage.....	\$2,689 90	
employes.....	412 00	
		3,101 90
Gas		37 20
Printing		92 47
Newspapers.....		2,068 00
		<hr/>
Total for extra session.....		\$6,355 17
Total legislative expenses.....		<hr/>
		\$107,605 45

3. STATE PRISON AND CHARITABLE INSTITUTIONS.

State Prison.....	\$6,000 00	
State Hospital for the Insane.....	109,689 11	
Northern Hospital for Insane.....	119,443 27	
Institute for the Blind.....	15,135 00	
Institute for Deaf and Dumb	25,375 00	
Industrial School for Boys.....	41,344 50	
Industrial School for Girls	3,654 00	
Soldiers' Orphans' Home.....	500 00	
		<hr/>
		321,140 88

4. MISCELLANEOUS.

Clerk hire —		
Secretary's office.....	\$11,572 51	
Treasurer's office.....	6,906 60	
Land office	14,788 74	
Superintendent of public property's office	1,500 00	
		<hr/>
		\$34,767 85
Labor about capitol.....		3,200 18
Engineers and firemen.....		3,375 50
Carpenters.....		1,805 50

General Fund.

4. MISCELLANEOUS — continued.

Watchmen.....	3,810	08	
Janitors and messengers.....	9,301	39	
Transient laborers.....	674	69	
Contingent expenses.....	16,961	09	
Printing.....	17,134	31	
Paper.....	6,733	16	
Postage.....	3,312	64	
Stationery.....	8,000	00	
Gas.....	4,977	73	
Fuel.....	2,016	17	
Investigation of Institute for Deaf and Dumb....	820	17	
Militia.....	9,314	32	
Governor's contingent fund.....	1,003	96	
Capitol park improvement.....	1,911	82	
Text book commission.....	66	70	
Steam wagon commission.....	325	95	
State board of assessment.....	70	00	
Judicial commission.....	252	35	
Revising Statutes.....	10,659	13	
Printing Revised Statutes.....	7,520	09	
Superior harbor protection.....	2,271	45	
Examiners of state teachers.....	137	05	
Geological Survey.....	9,000	00	
Geological Report.....	17,972	45	
Water supply for Capitol.....	1,830	47	
Refunded land office fees.....	17	13	
Publishing notices and proclamations.....	1,453	68	
Publishing general laws.....	16,040	70	
Publishing private and local laws.....	480	00	
Advertising lands.....	1,225	48	
Returns of real estate sold.....	1,476	98	
Free high schools.....	25,921	70	
County agricultural societies.....	5,500	00	
Bounty on wild animals.....	9,734	00	
Special appropriations.....	30,826	11	
Miscellaneous.....	10,486	99	
			\$282,388 97
Total receipts.....	\$1,120,837	81	
Total disbursements.....			\$1,047,796 23
Balance September 30, 1877.....	6,014	40	
Balance September 30, 1878.....			79,055 98
	\$1,126,852	21	\$1,126,852 21

SCHOOL FUND.

The school fund is composed of:

1. Proceeds of all lands granted by the United States for support of schools.
2. All moneys accruing to the State by forfeiture or escheat.

School Fund.

3. All penalties for trespass on school lands.
4. All fines collected in the several counties for breaches of penal laws.
5. All moneys paid as an exemption from military duty.
6. Five *per centum* of the net proceeds of the sale of United States public lands.

The number of acres of unsold land, the proceeds of which are applicable to this fund is 213,407. The cash receipts and disbursements during the year have been as follows:

RECEIPTS.

Sales of land.....	\$5,190 44
Dues on certificates.....	26,088 52
Loans.....	26,482 42
Penalties and forfeitures.....	36 62
Taxes.....	10 90
Fines.....	354 34
United States bonds.....	43,000 00
United States, five <i>per cent.</i> on sales of public lands in Wis. from June 30, 1876, to June 30, 1877	1,633 41
Loan to Clark county.....	5,000 00
Loan to Iowa county.....	10,000 00
Loan to Racine county.....	3,125 00
Loan to town and city of Mineral Point.....	5,000 00
Loan to city of Madison.....	2,500 00
Transfer from Deposit Fund.....	10 20
	<hr/>
	\$128,431 85

DISBURSEMENTS.

Loans to school districts.....		\$9,654 00
Loan to Wood county.....		7,500 00
Loan to Jackson county.....		20,000 00
Loan to Polk county.....		3,000 00
Loan to Juneau county.....		7,500 00
Loan to town of Newport, Columbia county....		1,500 00
Loan to town of Rushford, Winnebago county...		2,000 00
Loan to town of Necedah, Juneau county.....		14,500 00
United States bonds purchased.....		75,000 00
Wisconsin State bonds purchased.....		3,000 00
Refunded for overpayments.....		149 37
		<hr/>
	\$128,431 85	\$143,803 37
Balance September 30, 1877.....	74,195 22	
Balance September 30, 1878.....		58,823 70
	<hr/>	<hr/>
	\$202,627 07	\$202,627 07
	<hr/>	<hr/>

School Fund.

The amounts of the productive School Fund on the 30th days of September, 1877 and 1878, were as follows:

	1877.	1878.
Due on certificates of sales	\$403,323 98	\$378,265 90
Due on loans	239,337 09	222,038 67
Certificates of indebtedness	1,559,700 00	1,559,700 00
United States bonds	43,000 00	75,000 00
Milwaukee City bonds	170,000 00	170,000 00
Loan to Iowa county	65,000 00	55,000 00
Loan to city of Madison	2,500 00	
Loan to city and town of Mineral Point	40,000 00	35,000 00
Loan to Racine county	12,500 00	9,375 00
Loan to Clark county	20,000 00	15,000 00
Loan to Wood county	38,500 00	46,000 00
Loan to Mineral Point Academy	5,000 00	5,000 00
Loan to Juneau county		7,500 00
Loan to Jackson county		20,000 00
Loan to Polk county		3,000 00
Loan to town of Rushford, Winnebago county		2,000 00
Loan to town of Necedah, Juneau county		14,500 00
Loan to town of Newport, Columbia county		1,500 00
Wisconsin war bonds		3,000 00
Total at interest	<u>\$2,598,861 07</u>	<u>\$2,621,879 57</u>
Cash on hand	74,195 22	58,823 70
Grand total	<u><u>\$2,673,056 29</u></u>	<u><u>\$2,680,703 27</u></u>
Increase during the year, \$7,646 98.		

SCHOOL FUND INCOME.

The interest received on School Fund investments and on the principal due for sales of school lands, constitutes the School Fund Income. The amount of this Income, in the Treasury on the 1st day of June, is annually certified by the Secretary of State to the Superintendent of Public Instruction, and by him apportioned among the several counties of the State, in the manner provided by law. The receipts and disbursements during the year have been as follows:

School Fund Income.

RECEIPTS.

Interest on land certificates and loans.....	\$43,855 12
Interest on certificates of indebtedness.....	109,179 00
Interest, per Chapter 79, Laws of 1866	7,088 36
Interest and premium on United States bonds..	2,226 34
Interest on Milwaukee city bonds.....	11,900 00
Interest on loan to town and city of Mineral Point.....	2,800 00
Interest on loan to city of Madison.....	175 00
Interest on loan to Iowa county.....	4,550 00
Interest on loan to Racine county.....	875 00
Interest on loan to Clark county.....	1,400 00
Interest on loan to Wood county.....	1,300 00
Town of Kinnickinnic, school apportionment refunded	15 58
Transfer from Delinquent Tax Fund	4 04
	<hr/>
	\$185,368 44

DISBURSEMENTS.

Apportionment by State Superintendent		\$185,652 31
Appraising lands		20 00
Interest and premium on United States bonds.		875 00
Interest on Wisconsin State bonds.....		37 50
Refunded for overpayment		502 65
	<hr/>	<hr/>
	\$185,368 44	\$187,087 46
Balance September 30, 1877.....	14,850 92	
Balance September 30, 1878.....		13,131 90
	<hr/>	<hr/>
	\$200,219 36	\$200,219 36

UNIVERSITY FUND.

The proceeds of sales of land granted by the United States to the State for the support of the State University form the University Fund. The number of acres of unsold land is 3,737. The cash receipts and disbursements for the year have been as follows:

RECEIPTS.

Sales of land	\$757 86
Dues on certificates.....	5,557 44
Loans	6,385 11
Dane county bonds	1,560 00
	<hr/>
	\$14,200 41

University Fund.

DISBURSEMENTS.

Loans to school districts.....		\$6,925 00
	\$14,200 41	\$6,925 00
Balance September 30, 1877 ...	1,567 62	
Balance September 30, 1878.....		\$8,843 03
	\$15,768 03	\$15,768 03

The amounts of the productive University Fund on the 30th days of September, 1877 and 1878, were as follows:

	1877.	1878.
Due on certificates of sales.....	\$49,464 40	\$45,222 96
Due on loans.....	36,775 92	37,367 81
Certificates of indebtedness.....	111,000 00	111,000 00
Dane county bonds.....	16,000 00	14,500 00
Milwaukee city bonds.....	10,000 00	10,000 00
Total at interest.....	\$223,240 32	\$218,090 77
Cash on hand.....	1,567 62	8,843 03
Grand total.....	\$224,807 94	\$226,933 80

Increase during the year, \$2,125 86.

UNIVERSITY FUND INCOME.

This Income is derived chiefly from the annual tax levy authorized by Ch. 117, Laws 1876, and from the interest on University land certificates and loans, and is applied to the support of the University. The receipts and disbursements during the year have been as follows:

RECEIPTS.

Interest on land certificates and loans.....	\$5,654 41
Interest on certificates of indebtedness.....	7,770 00
Interest on Dane county bonds.....	1,067 50
Interest on Milwaukee city bonds.....	700 00
Interest on Lewis Medal fund.....	10 40
Interest on the Johnson endowment.....	250 00
Coupons on gold bonds.....	6 15
Sale of Soldiers' Orphans' home.....	1,840 00
Annual levy, per Chapter 117, Laws 1876.....	42,359 62
Tuition fees and diplomas.....	4,055 11
Farm products.....	327 03

University Fund Income.

RECEIPTS — continued.

House rent	\$44 00
Interest on lots sold.....	30 00
Express charges refunded	1 60
Damages by students.....	50
	<hr/>
	\$64,116 32

DISBURSEMENTS.

Treasurer of State University	\$64,098 11
Refunded for overpayments	18 21
	<hr/>
	\$64,116 32
	<hr/>
	\$64,116 32
	<hr/>
	<hr/>

AGRICULTURAL COLLEGE FUND.

The proceeds of sales of 240,000 acres of land, granted by the United States to the State, for the support of an institution of learning, where shall be taught the principles of agriculture and the mechanic arts, form the Agricultural College Fund. The number of acres of unsold land is 38,481. The cash receipts and disbursements during the year have been as follows:

RECEIPTS.

Sales of land.....	\$3,707 51
Dues on certificates	3,768 00
Loans	6,387 38
United States bonds sold.....	4,000 00
	<hr/>
	\$17,862 89

DISBURSEMENTS.

Loans to school districts	\$7,486 66
Refunded for overpayment	13 00
	<hr/>
	\$7,499 66
Balance September 30, 1877.....	1,975 70
Balance September 30, 1878.....	12,338 93
	<hr/>
	\$19,838 59
	<hr/>
	\$19,838 59
	<hr/>
	<hr/>

Agricultural College Fund.

The amounts of the productive Agricultural College Fund on the 30th days of September, 1877 and 1878, were as follows:

	1877.	1878.
Due on certificates of sale.....	\$140,832 40	\$147,204 40
Due on loans.....	29,859 50	30,958 78
Certificates of indebtedness.....	51,600 00	51,600 00
Dane county bonds.....	4,500 00	4,500 00
United States bonds.....	4,000 00	
Milwaukee city bonds.....	10,000 00	10,000 00
Total at interest.....	\$240,791 90	\$244,263 18
Cash on hand.....	1,975 70	12,338 93
Grand total.....	\$242,767 60	\$256,602 11

Increase during the year, \$13,834.51.

AGRICULTURAL COLLEGE FUND INCOME.

This income is derived from the interest on the Agricultural College land certificates and loans, and is applied to the support of the University. The receipts and disbursements during the year have been as follows:

RECEIPTS.

Interest on land certificates and loans.....	\$12,492 21
Interest on certificates of indebtedness.....	3,612 00
Interest and premium on United States bonds....	207 10
Interest on Milwaukee city bonds.....	700 00
Interest on Dane county bonds.....	315 00
	<u>\$17,326 31</u>

DISBURSEMENTS.

Treasurer of State University.....	\$17,208 49
Refunded for overpayments.....	117 82
	<u>\$17,326 31</u>
	<u>\$17,326 31</u>

Normal School Fund.

NORMAL SCHOOL FUND.

This Fund consists of one-half the proceeds of the sales of all swamp and overflowed lands received by the State from the United States. The number of acres of unsold land is 593,112. The cash receipts and disbursements during the year have been as follows:

RECEIPTS.

Sales of land.....	\$13,258 75
Dues on certificates.....	2,691 00
Loans.....	15,280 67
Penalties.....	28 67
United States bonds, sold.....	43,000 00
Loan to Iowa county.....	10,000 00
Loan to Racine county.....	1,875 00
Loan to city of Madison.....	2,500 00
Loan to town of Pine Valley, Clark county.....	600 00
Loan to town of Clifton, Pierce county.....	500 00
Loan to town of Kinnickinnic, St. Croix county.....	300 00
Loan to town of Troy, St. Croix county.....	700 00
Transfer from Delinquent Tax Fund.....	1 36
	<hr/>
	\$90,735 45

DISBURSEMENTS.

Loans to school districts.....	\$2,800 00
Loans to Wood county.....	3,000 00
Loan to La Crosse county.....	40,000 00
Loan to Iowa county.....	50,000 00
Loan to town of Princeton.....	4,500 00
Albany city bonds, purchased.....	2,000 00
Refunded for overpayments.....	201 41
	<hr/>
	\$90,735 45
Balance September 30, 1877.....	45,056 84
Balance September 30, 1878.....	33,290 88
	<hr/>
	\$135,792 29
	<hr/> <hr/>
	\$135,792 29
	<hr/> <hr/>

Normal School Fund.

The amounts of productive Normal School Fund, on the 30th days of September, 1877 and 1878, were as follows:

	1877.	1878.
Due on certificates of sale.....	\$39,431 29	\$33,913 29
Due on loans.....	112,750 05	99,969 38
Certificates of indebtedness	515,700 00	515,700 00
United States bonds.....	43,000 00	
Milwaukee city bonds.....	160,000 00	160,000 00
Town bonds	14,300 00	12,800 00
Loan to Iowa county.....	55,000 00	95,000 00
Loan to Racine County.....	7,500 00	5,625 00
Loan to Wood county.....	30,000 00	33,000 00
Loan to town of Pine Valley.....	3,000 00	2,400 00
Loan to city of Madison	2,500 00	
Loan to town of Princeton, Green Lake county.		4,500 00
Loan to city of La Crosse.....		40,000 00
Albany city bonds.....		2,000 00
Total at interest.....	<u>\$983,181 34</u>	<u>\$1,004 907 67</u>
Cash on hand.....	45,056 84	33,290 88
Grand total.....	<u><u>\$1,028,238 18</u></u>	<u><u>\$1,038,198 55</u></u>

Increase during the year, \$9,960.37.

NORMAL SCHOOL FUND INCOME.

This Income is derived from the interest on swamp land certificates and loans, and is applied to establishing and maintaining Normal Schools. Previous to March 31, 1878, the moneys belonging thereto were disbursed on the warrant of the Secretary of State, drawn in pursuance of the certificate of the Board of Regents of Normal Schools, but on that date, Chapter 227, Laws 1878, having taken effect, all of this Income was, pursuant to that law, placed at the direct disposal of the Regents by transfer to the Treasurer of the board. In consequence of this transfer the itemized account of the payments during the last half of the present year does not appear in this Report. The receipts and disbursements during the year have been as follows:

Normal School Fund Income.

RECEIPTS.

Interest on land certificates and loans.....	\$9,941 90
Interest on certificates of indebtedness	36,099 00
Interest and premium on United States bonds....	2,226 34
Interest on Milwaukee city bonds.....	11,200 00
Interest on Clinton town bonds	175 00
Interest on Kinnickinnic town bonds.....	147 00
Interest on River Falls town bonds.....	490 00
Interest on Troy town bonds.....	189 00
Interest on Albany city bonds	120 00
Interest on loan to city of Madison.. ..	175 00
Interest on loan to Iowa county.....	3,850 00
Interest on loan to Racine county.....	619 69
Interest on loan to Wood county.....	1,013 00
Interest on loan to town of Pine Valley . ..	201 71
Tuition fees, Platteville Normal School.....	5,186 28
Tuition fees, Whitewater Normal School.....	2,818 94
Tuition fees, Oshkosh Normal School.....	5,449 22
Tuition fees, River Falls Normal School	3,462 71
	<hr/>
	\$83,364 79

DISBURSEMENTS.

Expense of Regents.....	\$143 62	
Platteville Normal School.....	6,822 34	
Whitewater Normal School	8,766 76	
Oshkosh Normal School	8,478 81	
River Falls Normal School.....	5,463 96	
Institutes.....	2,191 19	
Expenses.....	970 92	
Treasurer of Board of Regents of Normal Schools	59,955 02	
Refunded for overpayments.....	24 65	
	<hr/>	<hr/>
	\$83,364 79	\$92,817 27
Balance September 30, 1877.....	9,452 48	
	<hr/>	<hr/>
	\$92,817 27	\$92,817 27

DRAINAGE FUND.

This Fund consists of one-half the proceeds of the sales of all swamp and overflowed lands received by the State from the United States, and is annually apportioned, on the first Monday of June, among the several counties wherein such lands lie, in proportion to the amount of sales in the respective counties. The number of

Drainage Fund.

acres of unsold land is 682,702. The cash receipts and disbursements during the year have been as follows:

RECEIPTS.

Interest on land certificates	\$740 85
Sales of land	14,561 19
Dues on certificates	398 00
Penalties	20 00
	<hr/>
	\$15,720 04

DISBURSEMENTS.

Apportionment to counties		\$14,821 14
Refunded for overpayment		75 60
	<hr/>	<hr/>
	\$15,720 04	\$14,896 74
Balance September 30, 1877	4,828 25	
Balance September 30, 1878		5,651 55
	<hr/>	<hr/>
	\$20,548 29	\$20,548 29

The amounts of the productive Drainage Fund on the 30th days of September, 1877 and 1878, were as follows:

	1877.	1878.
Due on certificates of sales	\$11,009 23	\$10,521 23
Cash on hand	4,828 25	5,651 55
	<hr/>	<hr/>
Grand total	\$15,837 48	\$16,172 78

TRUST FUNDS.

The amounts at interest and in the Treasury belonging to each of the Trust Funds on the 30th ultimo, were respectively as follows:

AT INTEREST.

School Fund	\$2,621,879 57
University Fund	218,090 77
Agricultural College Fund	244,263 18
Normal School Fund	1,004,907 67
Drainage Fund	10,521 23
Total at interest	<hr/>
	\$4,099,662 42

Trust Funds.

CASH ON HAND.

School Fund	\$58,823 70	
University College Fund	8,843 03	
Agricultural College Fund	12,338 93	
Normal School Fund.....	33,290 88	
Drainage Fund	5,651 55	
Total cash.....		\$118,948 09
Grand total.....		<u>\$4,218,610 51</u>

DELINQUENT TAX FUND.

This Fund consists of the taxes collected on State lands by the State Treasurer, in accordance with the provisions of Chapter 538 of the General Laws of 1865, and acts amendatory thereof. The amount of this Fund is credited quarterly to the different counties in which the lands are situated. The amounts which have been so received and disbursed are as follows:

RECEIPTS.

Taxes on State lands.....	\$20,643 93
---------------------------	-------------

DISBURSEMENTS.

Paid counties for taxes collected.....	\$19,227 96	
Transfer to School Fund.....	4 04	
Transfer to Normal School Fund.....	1 36	
Refunded for overpayments.....	168 41	
	<u>\$20,643 93</u>	<u>\$19,401 77</u>
Balance September 30, 1877.....	1,977 29	3,219 45
Balance September 30, 1878.....		
	<u>\$22,621 22</u>	<u>\$22,621 22</u>

DEPOSIT ACCOUNT.

On the sale of land forfeited to the State, and the payment of the amount due the State, and all costs and penalties accrued, if any

Deposit Account.

balance remain, the amount of such balance is deposited in the State Treasury, to the credit of the person entitled thereto, and is denominated the Deposit Account.

The transactions therein have been as follows:

RECEIPTS.

Balances deposited.....	\$293 13
Transfer from Redemption Fund.....	19 40
	<hr/>
	\$312 53

DISBURSEMENTS.

Philip L. Justice.....		\$59 34
Onon Larson.....		70 25
P. M. McInnery.....		58 90
W. H. Phipps.....		12 50
Orrin Pomeroy.....		29 78
Mary Palmer.....		58 00
Edwin Pradt.....		103 00
S. A. Qvale.....		19 40
Transfer to School Fund.....		10 20
	<hr/>	
	\$312 53	\$421 37
Balance September 30, 1877....	7,891 60	
Balance September 30, 1878.....		7,782 76
	<hr/>	
	\$8,204 13	\$8,204 13
	<hr/>	
		<hr/>

COMMISSIONERS' CONTINGENT FUND.

This Fund was created by Chapter 92, Appropriation Laws, 1860, and Chapter 200, General Laws 1861, for the purpose of defraying certain contingent expenses of the Land Department not otherwise provided for. Since the sums originally appropriated were expended, it has consisted of fees collected for miscellaneous services. As Chapter 341, Laws 1876, which took effect on the first Monday in January last, provides that all fees collected by the Commissioners of School and University lands, shall be paid into the State Treasury, and become a part of the General Fund, the account is now discon-

Commissioners' Contingent Fund.

tinued, and the balance transferred as directed by law. The receipts and disbursements previous to the transfer were as follows:

RECEIPTS.

Land office fees.....	\$93 79
-----------------------	---------

DISBURSEMENTS.

J. H. Waggoner, land office expenses.....		\$26 50
Transfer to general fund.....		241 07
		<hr/>
	\$93 79	\$267 57
Balance September 30, 1877.....	173 78	
	<hr/>	<hr/>
	\$267 57	\$267 57
	<hr/>	<hr/>

ST. CROIX AND LAKE SUPERIOR RAILROAD TRESPASS
FUND.

This Fund consists of moneys received into the State Treasury, in trust, under the provisions of Chapter 46, of the General Laws of 1869, and acts amendatory thereof. The disbursements therefrom have been for the purpose of protecting the St. Croix and Lake Superior railroad lands, in accordance with the terms of said acts.

RECEIPTS.

H. Borchsenius, trespass collections.	\$3,529 10
H. A. Taylor, trespass collections.....	78,376 56
Baker & Spooner, judgment, State v. Knapp, Stout & Co.....	278 47
	<hr/>
	\$82,184 13

DISBURSEMENTS.

H. Borchsenius, protecting lands, salary		\$1,500 00
H. Borchsenius, protecting lands, expenses.....		1,437 75
H. A. Taylor, protecting lands, salary.....		1,500 00
H. A. Taylor, protecting lands, expenses		3,741 79
Sam Harriman, services.....		100 00
H. A. Wilson, costs and fees, State v. Gaslin.....		66 94
		<hr/>
	\$82,184 13	\$8,346 48
Balance Sept. 30, 1877.....	95,927 08	
Balance Sept. 30, 1878.....		169,764 73
	<hr/>	<hr/>
	\$178,111 21	\$178,111 21
	<hr/>	<hr/>

St. Croix and Lake Superior R. R. Deposit Fund.

ST. CROIX AND LAKE SUPERIOR R. R. DEPOSIT FUND.

This Fund consists of moneys received into the State Treasury under the provisions of Section 14, Chapter 126, Laws 1874, as amended by Chapter 392, Laws 1876. The time for proving settlement upon and thereby acquiring title to the railroad lands in said acts described, having expired in April, 1877, no payments have been made into this Fund during the year. The disbursements have been as follows:

DISBURSEMENTS.

W. L. Downs, deposit refunded.....		400 00
Balance September 30, 1877.....	\$8,664 60	
Balance September 30, 1878.....		\$8,264 60
	<u>\$8,664 60</u>	<u>\$8,664 60</u>

NORTH WISCONSIN RAILROAD AID FUND.

This Fund consists of money received into the State Treasury under the provisions of Chapter 24, of the General Laws, 1870, as amended by Chapter 48, General Laws, 1871, and is applied to the payment of the interest and principal of the registered bonds issued by towns in aid of the North Wisconsin Railway Company. The receipts and disbursements have been as follows:

RECEIPTS.

North Wisconsin R. R. Co. for town of Richmond, for interest on bonds	\$1,254 74
Town of Stanton for interest on bonds.....	627 38
Town of Star Prairie, for interest on bonds.....	627 38
	<u>\$2,509 50</u>

North Wisconsin Railroad Aid Fund.

DISBURSEMENTS.

German Exchange Bank, for coupons.....		\$420 00
Hudson Savings Bank		1,330 00
		<hr/>
	\$2,509 50	\$1,750 00
Balance, September 30, 1877.....	1,148 36	
Balance, September 30, 1878.....		1,907 86
	<hr/>	<hr/>
	\$3,657 86	\$3,657 86
	<hr/>	<hr/>

GREEN BAY & MINNESOTA RAILROAD AID FUND.

This Fund was created under the same law as the foregoing Fund, and is applied to the payment of the interest and principal of the registered bonds of towns which have granted aid to the Green Bay & Minnesota Railroad Company. The receipts and disbursements have been as follows:

RECEIPTS.

Town of Arcadia, interest on railroad bonds.....	\$2,998 00
--	------------

DISBURSEMENTS.

J. C. Gregory, balance of judgment <i>vs.</i> Town of Arcadia.....		\$240 03
D. M. Kelley, coupons		2,720 00
		<hr/>
	\$2,998 00	\$2,960 03
Balance September 30, 1878.....		37 97
	<hr/>	<hr/>
	\$2,998 00	2,998 00
	<hr/>	<hr/>

STURGEON BAY AND LAKE MICHIGAN CANAL FUND.

This Fund consists of money received on account of sales of and penalties for trespass on the lands granted to the State by the United States to aid in the construction of a ship canal to connect the navigable waters of Green Bay and Lake Michigan. During

Sturgeon Bay and Lake Michigan Canal Fund.

the year, considerable progress has been made in the work upon the canal, and its completion at an early day is promised. The number of acres of land belonging to the grant and held by the State in trust for the Canal Company, is about 100,000. The cash receipts and disbursements from the Fund during the year have been as follows:

RECEIPTS.

Sales of land	\$1,598 33
Interest on land certificates.....	232 73
Treasurer S. B. & L. M. Canal & Harbor Co.....	2,499 30
Wm. E. Strong, trespass.....	335 00
	\$4,665 36

DISBURSEMENTS.

C. S. Hart, blanks for agents.....		\$3 00
John Nader, inspecting canal.....		151 10
Treas'r S. B. and L. M. C. & H. Co., sales of land.....		5,000 00
William A. Moore, interest refunded		94
John B. Gegot, interest refunded.....		8 31
John B. Gegot, principal refunded.....		33 00
Treas'r S. B. and L. M. C. & H. Co., expenses....		549 70
Treas'r S. B. and L. M. C. & H. Co., dredging and expenses		2,284 56
	\$4,665 36	\$8,030 61
Balance September 30, 1877.....	3,574 33	
Balance September 30, 1878.....		209 08
	\$8,239 69	\$8,239 69

REDEMPTION FUND.

This Fund consists of moneys received for the redemption of School, University and Agricultural College lands, sold for the non-payment of interest and taxes, and that have been redeemed as provided by Chapter 133, General Laws 1872.

Redemption Fund.

RECEIPTS.

Advertising, interest, penalty, fees and damages.. \$181 46

DISBURSEMENTS.

L. C. Porter	\$116 96
S. A. Qvale.....	10 96
Henry Sherry.....	20 98
H. N. Solberg	13 16
Transfer to Deposit fund.....	19 40
	<hr/>
	\$181 46
	<hr/>
	<hr/>

ALLOTMENT FUND.

Section 3, of Chapter 190, General Laws 1862, directed the State Treasurer to receive such sums of money as might be placed in his hands by any volunteer making an allotment, as provided by the Act of Congress approved Dec. 24, 1861, and to dispose of the same according to the order and direction of such volunteer. This Fund consists of moneys so received by the State Treasurer and yet unclaimed by the beneficiaries named by the volunteers. There having been no payments made from the Fund during the year, the account stands as follows:

Balance Sept. 30, 1877.....	\$965 87	
Balance Sept. 30, 1878.....		\$965 87
	<hr/>	<hr/>

Appropriations.

APPROPRIATIONS.

The following table exhibits the balances due, and the direct appropriations made to the several Charitable Institutions of the State for the year 1878, the payments therefrom, and the balances remaining unexpended at the end of the fiscal year:

APPROPRIATIONS TO	Balances due on appropriations September 30, 1877.	Appropriations, 1878.	Paid up to September 30, 1878.	Remaining unexpended September 30, 1878.
State Hospital for Insane ..	\$16,554 60	\$124,375 75	\$109,689 11	\$31,241 24
Northern Hosp. for Insane ..	16,123 40	129,907 90	119,443 27	26,588 03
Institute for the Blind.....	4,250 00	18,500 00	15,135 00	7,615 00
Institute for Deaf and Dumb	7,875 00	30,000 00	25,375 00	12,500 00
Industrial School for Boys..	9,000 00	46,194 50	41,344 50	13,850 00
	<u>\$53,803 00</u>	<u>\$348,978 15</u>	<u>\$310,986 88</u>	<u>\$91,794 27</u>

STATE DEBT.

The history of the State Debt is given at length in the Annual Report of this Department for 1874. The total for which bonds and certificates of indebtedness have been issued, having undergone no change during the year, the debt was on the 30th day of September, as follows:

State War bonds outstanding.....	\$14,000 00
Certificates of indebtedness to Trust Funds.....	2,238,000 00
Currency certificates	57 00
Total	<u><u>\$2,252,057 00</u></u>

Bonded Indebtedness.

BONDED INDEBTEDNESS.

The amount and date of maturity of the outstanding war bonds, are shown in the following table:

Date of authorizing act.	For what purpose debt was created.	AMOUNT OF INDEBTEDNESS.		PRINCIPAL.
		Issued.	Outstanding.	When payable.
April 16, 1861	War loan.....	\$200,000	.....	Jan. 1, 1867
May 27, 1861	...do	100,000	.....	July 1, 1877
May 27, 1861	...do	100,000	.....	July 1, 1878
May 27, 1861	...do	100,000	.....	July 1, 1879
May 27, 1861	...do	100,000	\$12,000	July 1, 1880
May 27, 1861	...do	100,000	.....	July 1, 1881
May 27, 1861	...do	100,000	.....	July 1, 1882
May 27, 1861	...do	100,000	.....	July 1, 1883
May 27, 1861	...do	100,000	.....	July 1, 1884
May 27, 1861	...do	100,000	.....	July 1, 1885
May 27, 1861	...do	100,000	1,000	July 1, 1886
April 7, 1862	General fund....	50,000	.....	April 1, 1867
April 7, 1862	War loan.....	100,000	.....	July 1, 1887
April 7, 1862	...do	100,000	1,000	July 1, 1888
M'ch 28, 1863	General fund....	50,000	.....	April 1, 1868
	Total.....	\$1,500,000	\$14,000	

CLERK HIRE.

The following sworn statement sets forth, as required by Chapter 417, General Laws of 1864, the names of the several clerks employed in this Department during the year, the service rendered by each, and the amounts paid therefor:

STATE OF WISCONSIN, }
 County of Dane, } ss.

Hans B. Warner, being duly sworn, deposes and says, that the following list contains the names of all persons employed as clerks in the office of the Secretary of State during the year ending September 30, 1878, and the gross amount actually paid to, and particular service rendered by each, as he verily believes:

Clerk Hire.

FIRST QUARTER OF FISCAL YEAR.

Michael Bohan, general clerk	\$485 00	
Thos. C. Bourke, recording marriages	404 17	
John P. Doyle, recording clerk and proof-reader...	404 17	
H. J. Hoffman, printing clerk	485 00	
C. W. Kempf, insurance clerk.....	485 00	
Thomas Kelley, book-keeper trust funds.....	404 17	
Otto Peemiller, insurance clerk... ..	35 00	
D. H. Tullis, book-keeper.	450 00	
	<hr/>	\$3,152 51

SECOND, THIRD AND FOURTH QUARTERS.

Lars Harstad, book-keeper trust funds.....	\$1,100 00	
M. B. Kimball, recording clerk and proof-reader...	1,100 00	
J. H. Keyes, insurance clerk	396 67	
B. W. Suckow, recording clerk.....	1,100 00	
D. N. Taylor, general clerk.....	1,246 66	
D. H. Tullis, book-keeper.....	1,350 00	
Fanny M. Vilas, recording marriages.....	880 00	
E. H. Weber, printing clerk	1,246 67	
	<hr/>	\$8,420 00
Total.....		<hr/> <hr/> \$11,572 51

HANS B. WARNER,
Secretary of State.

Subscribed and sworn to before me, this 10th day of October, A. D. 1878.

[Official Seal.]

FRANK H. PUTNEY,
Notary Public for Wisconsin.

STATE TAX.

As required by law, I submit herewith a statement of the amount of State Tax apportioned by me among the several Counties of the State for the year 1878, under existing laws, and the estimates upon which the additional tax authorized by Chapter 153, General Laws 1869, was based. The apportionment will be found in Appendix "C."

State Tax.

State Tax, authorized by Ch. 294, Laws 1878.....	\$405,000 00
Interest on Certificates of Indebtedness, per Ch. 25, Gen. Laws 1866.....	156,660 00
Interest on State Bonds (War Loan), per Ch. 13, Gen. Laws 1861	870 00
Interest due School Fund Income, per Ch. 79, Gen. Laws 1866..	7,088 36
Annual levy for the State University, per Ch. 117, Laws 1876....	41,310 30
Additional Tax to meet expenses for the year 1878, per Ch. 153, Gen. Laws 1869.....	70,691 25
	\$681,619 91

The estimates upon which the additional tax to meet expenses for 1878, was based, are as follows:

1. Appropriations to State Institutions and for other purposes remaining unpaid.....	\$124,468 00
2. Salaries of Judges and State Officers.....	24,150 00
3. Balance due on Revised Statutes	20,000 00
4. Balance due on contracts for paper.....	10,000 00
5. Clerk hire, postage, gas, labor about Capitol, and incidental expenses	34,129 23
	\$212,747 23
Less —	
Balance in General Fund.....	\$79,055 98
Estimated receipts for quarter	8,000 00
Amount provided by Legislature in annual levy for 1878	55,000 00
	\$142,055 98
Deficiency... ..	\$70,691 25

SPECIAL TAXES.

There have also been levied, in addition to the State Tax, the following special taxes:

Interest up to February 3d, 1879, on loan to Burnett county, Chapter 185, Laws of 1878.....	659 75
Principal and interest to January 1st, 1879, on loan to Clark county, Chapter 197, Laws 1876	6,050 00
Principal and interest to March 1st, 1879, on loan to town of Pine Valley, Clark county, Chapter 76, Laws 1877.....	768 00
Principal and interest to February 3d, 1879, on loan to town of Newport, Columbia county, Chapter 50, Laws 1878	843 15
Principal and interest to February 3d, 1879, on loan to town of Princeton, Green Lake county, Chapter 141, Laws 1878..	749 40

Special Taxes.

SPECIAL TAXES — continued.

Principal and interest to January 1, 1879, on loan to the City and town of Mineral Point, Iowa county, Chapter 128, Laws 1875.....	7,450 00
Interest to February 3d, 1879, on loan to town of Mineral Point, Iowa county, Chapter 143, Laws 1856.....	350 00
Principal and interest to January 1st, 1879, on loan to Iowa county, Chapter 186, Laws 1874.....	29,483 56
Interest to February 3d, 1879, on loan to Jackson county, Chapter 17, Laws 1878.....	1,307 95
Principal and interest to February 3d, 1879, on loan to town of Necedah, Juneau county, Chapter 114, Laws 1878.....	2,306 50
Interest to February 3d, 1879, on loan to Juneau county, Chapter 221, Laws 1878.....	340 90
Interest to February 3d, 1879, on loan to city of La Crosse, Chapter 46, Laws 1878.....	2,401 10
Principal and interest to January 15th, 1879, on loan to Polk county, Chapter 141, Laws 1877.....	701 25
Principal and interest to March 1st, 1879, on loans to Racine county, Chapter 107, Laws 1876, as amended by Chapter 37, Laws 1877.....	6,049 00
Interest to March 1st, 1879, on loan to School District No. 7, town of Baraboo, Sauk county, Chapter 100, Laws 1877....	560 00
Interest to February 3d, 1879, on loan to town of Rushford, Winnebago county, Chapter 122, Laws 1878.....	121 60
Interest to March 1st, 1879, on loan to Wood county, Chapter 144, Laws 1876.....	5,530 00
Interest to February 3d, 1879, on loan to city of New London, in the counties of Waupaca and Outagamie, Chapter 118, Laws 1878; Chapter 340, Laws 1878.....	226 30
Principal and interest for 1879, on loans to School Districts, Chapter 60, Laws 1873.....	64,867 26
Due from counties to the State Hospital for the Insane.....	36,286 01
Due from counties to the Northern Hospital for the Insane...	47,389 40
Due from counties to the Industrial School for Boys.....	11,119 25
Due from St. Croix county, unpaid State tax for 1877, and interest thereon to January 1st, 1879.....	769 08
	<u>\$226,329 46</u>

ESTIMATE OF EXPENDITURES AND REVENUES.

In compliance with the specific requirement of the statute, I submit the following detailed estimate of expenditures to be defrayed from the Treasury for the year beginning January 1, 1880, and of the means from which such expenditures are to be defrayed. The estimate, based on the receipts and disbursements of preceding years, does not include any extraordinary appropriations which

Estimate of Expenditures and Revenues.

may be made by the Legislature, nor any appropriation for the State Prison, which has been self-sustaining during the past year, and promises to continue so:

EXPENDITURES.

1. SALARIES AND PERMANENT APPROPRIATIONS.

Governor's office	\$6,600 00	
Lieutenant Governor	1,000 00	
Secretary of State's office	7,000 00	
State Treasurer's office	7,000 00	
Attorney General's office	5,000 00	
State Superintendent's office	5,500 00	
Railroad Commissioner's office	5,000 00	
Superintendent of Public Property	2,000 00	
Supreme Court, salaries	25,000 00	
Circuit Court, salaries	36,000 00	
Supreme Court Reporter	3,000 00	
State Library and Librarian	3,000 00	
State Historical Society	8,500 00	
State Board of Charities	1,500 00	
State Board of Health	3,000 00	
State Militia	7,200 00	
State University	41,310 00	
Free High Schools	25,000 00	
Normal Institutes	2,000 00	
	<hr/>	\$194,610 00

2. LEGISLATIVE EXPENSES.

Salaries of Senators	11,550 00	
Salaries of Members of Assembly	35,350 00	
Mileage	3,400 00	
Officers and employes	20,000 00	
Printing	4,000 00	
Newspapers	2,700 00	
Postage	3,500 00	
Blue Book	3,000 00	
Incidentals	4,500 00	
	<hr/>	\$88,000 00

3. INTEREST

On State Indebtedness	\$157,530 00	
Due School Fund Income	7,088 38	
	<hr/>	\$164,618 36

4. CHARITABLE INSTITUTIONS.

State Hospital for Insane	\$70,000 00	
Northern Hospital for Insane	85,000 00	
Institution for the Blind	20,000 00	
Institution for the Deaf and Dumb	35,000 00	
Industrial School for Boys	30,000 00	
	<hr/>	\$240,000 00

Estimate of Expenditures and Revenues.

5. CLERKS AND EMPLOYES.

Secretary of State's Office.....	\$10,900 00	
State Treasurer's Office.....	7,000 00	
School Land Office.....	12,000 00	
Superintendent of Public Property.....	1,500 00	
Supreme Court.....	2,500 00	
Engineers and Watchmen.....	7,000 00	
Janitors and Messengers.....	8,000 00	
Laborers about Capitol.....	5,000 00	
Protecting State Lands.....	6,000 00	
		\$59,900 00

6. MISCELLANEOUS.

State Printing.....	\$22,000 00	
Purchase of Paper.....	12,000 00	
Stationery.....	7,500 00	
Postage.....	4,000 00	
Advertising Lands.....	2,000 00	
Publishing Laws..	16,000 00	
Gas and Fuel.....	7,500 00	
Agricultural Societies.....	9,000 00	
Bounties on Wild Animals.....	8,000 00	
State Bonds maturing in A. D. 1880.....	12,000 00	
Contingent Expenses and Appropriations.....	80,000 00	
		\$180,000 00
Total.....		\$927,128 36

REVENUES.

Railway Companies licenses.....	\$380,000 00	
Insurance Companies licenses.....	42,000 00	
Telegraph Companies licenses.....	2,500 00	
Plankroad Companies licenses.....	150 00	
Hawkers and Peddlers licenses.....	9,350 00	
State Tax on Suits.....	5,700 00	
Miscellaneous Fees.....	33,500 00	
		\$473,200 00

TAXES AUTHORIZED BY LAW.

Interest on State Indebtedness..	\$157,530 00	
Interest due School Fund Income.....	7,088 36	
Annual levy for State University..	41,310 30	
		\$205,928 66
		\$679,128 66
To be provided for by the Legislature.....		247,999 70

Assessment and Taxation.

ASSESSMENT AND TAXATION.

The State Board of Assessment met pursuant to law on the 15th day of May last, and determined and assessed the relative value of all property subject to taxation in each county of the State. The tabular statements in the Appendix, marked "B" and "C," show in detail the equalized value as fixed by the Board, and the apportionment of the State taxes thereon for the present year. The following table gives the equalized valuation of the State, and separately the amount of taxes levied for State and for local purposes each year during the past five years, and is interesting as showing that the immense weight of taxation which has pressed so heavily on the people, has been principally on account of local taxes:

Year.	Equalized value.	State Tax.	Per cent.	Local Taxes.	Per cent.
1873.....	\$390,454,875	\$671,582	.00172	\$7,117,493	.01823
1874.....	421,285,359	526,606	.00125	7,169,642	.01702
1875.....	421,285,359	589,799	.00140	8,414,893	.01999
1876.....	423,596,290	660,808	.00156	7,436,627	.01755
1877.....	423,596,290	554,911	.00131	7,476,717	.01765

Great as this burden of local taxation has been, as evinced by the above table; the figures given are far from exhibiting its full magnitude, as what are termed assessments for local improvements are not included in the amounts stated. It should seem that a State with a population no greater than ours, at peace with all the world, engaged in no great work of internal improvement, and with but a small State debt, ought to govern its citizens and protect their rights without such excessive levies.

INSURANCE.

By virtue of Chapter 214, Laws 1878, the supervision and examination of the affairs of all insurance companies doing business in the State having been transferred from this Department to a dis-

Insurance.

tinct Department of Insurance thereby created, the operations of the insurance bureau for the entire year are embraced in the able Report of the Commissioner of Insurance, already printed and laid before you, and to which it is my pleasure to call your attention.

RAILROADS.

As the Railroad Commissioner now publishes an Annual Report, showing the operations during the year of each railroad in the State, and as the provision of law requiring the Secretary of State to prepare this class of information for the use of the Legislature was enacted prior to the establishment of a Railway Commission, and has been repealed in the Revised Statutes, I have not thought it necessary to include in this Report any compilation of the reports of companies filed in this Department during the year.

STATISTICS OF AGRICULTURE.

In the collection of information relating to the principal farm products of the State, under the provisions of Chapter 260, Laws of 1878, presented in tables "I" and "K" of the Appendix, I have encountered much difficulty, owing to the failure of many assessors to gather statistics and report them to the county clerk, as required by law. The returns from more than one-half the counties were so defective as to seriously impair their value, and in order to make them approximately correct it was found necessary to have the county clerks make careful estimates of the products omitted by the assessors, and embody such estimates in their returns. In some instances the entire reports of towns were lacking; in others, the statistics as to certain products only; but it is difficult to see how more complete reports can be secured so long as it is true of any county, as one clerk has written of his county, that "some of the assessors cannot read or write and several of them cannot speak English."

Vital Statistics.

VITAL STATISTICS.

An examination of the returns in this Department shows a yearly improvement in the statistics in relation to marriages, births and deaths, gathered under the provisions of Chapter 110, Revised Statutes 1858, and the amendments thereto, but these returns are still very incomplete, it being estimated that a large part of the marriages and only about one-fourth of the births and about one-sixth of the deaths are now reported. If the physicians, clergymen and magistrates of the State could be impressed with the value of these statistics, both for sanitary and legal purposes, I am sure they would accord to the law such an observance as would make the vital statistics of the State practically complete.

SAFETY OF PUBLIC RECORDS.

The official records of the State having become too voluminous to be contained within the depository prepared for them when the Capitol was built, a due consideration of the public welfare seemed to me to demand some further provision for their arrangement and preservation. I have accordingly, at an inconsiderable expense, caused the vaulted room underneath the State Department to be made as nearly fire-proof as the original construction of the building will permit, and have fitted it with convenient shelves and boxes for the reception of a part of this valuable property. As nearly the entire public history of the State is comprised therein, and the loss of these books and papers would be irreparable, I trust my action may commend itself to your Excellency and the people of the State.

UNAUDITED CLAIM.

In the Report from this Department for the year 1874, again in 1875, and yet again in 1877, the Secretary gave the history of a

Unaudited Claim.

claim against the State for a balance due for printing done in Europe, in 1873, by order of the Commissioner of Immigration, and there being no law authorizing its audit, recommended that an appropriation be made for its payment. The account is still unbalanced, and as the amount claimed—\$1,188.87—appears to be equitably due, I now ask attention to the same subject, trusting that the Legislature may take some proper action in the premises.

DETAILS OF THIS REPORT.

In the Appendix to this Report the full financial details required by law and the tabular statistics deemed of general interest are arranged in statements as follows:

“ A. ”

Detailed statement of the receipts and disbursements of the several funds belonging to the State.

“ B. ”

Statement showing the relative value of all property subject to taxation, as determined and assessed by the State Board of Assessment for the year 1878.

“ C. ”

Statement of the total valuation of the taxable property in the several counties as determined by the State Board of Assessment for the year 1878, together with the apportionment of the State Taxes to be levied for said year.

“ D. ”

Abstract from the assessment rolls of the several counties as returned to this Department for the year 1878, showing also the average assessed value of live stock and real estate by Counties, and for the State at large.

Details of this Report.

“ E.”

Statement showing valuation of all property, as determined by town assessors, and all taxes levied thereon for the year 1877.

“ F.”

Statement showing the bonded and other indebtedness of the several cities, villages and towns of the state.

“ G.”

Statement showing the bonded and other indebtedness of the several counties of the state.

“ H.”

Statement showing the sales of real estate in the several Counties for the year ending September 1, 1878, and the *per cent.* of assessed value to consideration in deed.

“ I.”

Statement of the principal farm products growing at the time of making the annual assessment for the year 1878.

“ K.”

Statement of the principal farm products grown in 1877.

“ L.”

Synopsis of reports of Agricultural Societies.

“ M.”

Statement of votes given for State officers at the general election, held on the 6th day of November, A. D. 1877.

“ N.”

Statement of votes given upon the propositions to amend Section 4 of Article VII., and Section 2 of Article VII. of the Constitution,

Details of this Report.

at the general election held on the 6th day of November, A. D. 1877, and of votes given for Associate Justices of the Supreme Court, at the Judicial Election held on the 2d day of April, A. D. 1878.

“O.”

Statement of votes given for Circuit Judges in the Third, Seventh, Eighth and Ninth Judicial Circuits, at the judicial election held on the 2d day of April, A. D. 1878.

“P.”

List of corporations organized under the general laws of the State during the year ending September 30th, 1878.

“Q.”

Abstract of marriages, births and deaths reported to this Department during the year ending December 31st, 1877.

“R.”

Statistics of prosecutions for criminal offenses in the several Counties of the State, for the year ending December 31, 1877, as reported by the Clerks of Courts having criminal jurisdiction.

Respectfully submitted,

HANS B. WARNER,

Secretary of State.

APPENDIX "A."

DETAILED STATEMENT

OF THE

RECEIPTS AND DISBURSEMENTS OF THE SEVERAL FUNDS

FOR THE FISCAL YEAR ENDING SEPTEMBER 30, 1878.

GENERAL FUND RECEIPTS.

FROM COUNTIES.	<i>State Taxes.</i>	<i>Suit Tax.</i>	
Adams.....	\$2,060 49	\$13 00	.....
Ashland.....	1,424 01	17 00	.....
Barron.....	1,760 59	57 00	.....
Bayfield.....	878 63	18 63	.....
Brown.....	11,976 85	.....	.....
Buffalo.....	3,297 48	85 00	.....
Burnett.....	898 93	5 00	.....
Calumet.....	5,584 04	38 00	.....
Chippewa.....	12,954 65	291 00	.....
Clark.....	4,263 47	140 00	.....
Columbia.....	16,846 70	98 00	.....
Crawford.....	5,193 86	73 00	.....
Dane.....	37,338 41	231 00	.....
Dodge.....	25,600 63	.....	.....
Door.....	1,559 29	51 00	.....
Douglass.....	926 60	.....	.....
Dunn.....	5,045 78	99 00	.....
Eau Claire.....	8,215 54	175 00	.....
Fond du Lac.....	27,544 61	176 00	.....
Grant.....	22,016 00	171 00	.....
Green.....	15,576 82	.....	.....
Green Lake.....	8,175 22	94 00	.....
Iowa.....	13,967 87	94 00	.....
Jackson.....	3,314 16	126 00	.....
Jefferson.....	17,743 89	130 00	.....
Juneau.....	4,262 69	83 00	.....
Kenosha.....	10,324 16	152 00	.....

"A."—Receipts and Disbursements of the Several Funds—con.

GENERAL FUND RECEIPTS.

FROM COUNTIES—continued.			
Kewaunee	\$1,847 20	\$44 00	.....
La Crosse	11,699 42	97 00	.....
La Fayette	12,159 33	92 00	.....
Lincoln	1,790 09	15 00	.....
Manitowoc	13,109 78	100 00	.....
Marathon	3,915 85	174 00	.....
Marquette	2,440 71		.....
Milwaukee	82,923 75	1,064 00	.....
Monroe	7,176 69	101 00	.....
Oconto	9,477 51	76 00	.....
Outagamie	12,209 67	143 00	.....
Ozaukee	5,838 88	62 00	.....
Pepin	1,437 94	29 00	.....
Pierce	6,285 37	75 00	.....
Polk	3,383 55	61 00	.....
Portage	5,257 61	164 00	.....
Racine	16,741 37	130 00	.....
Richland	5,972 67	42 00	.....
Rock	32,240 83	96 00	.....
St. Croix	6,529 40		.....
Sauk	13,452 57	69 00	.....
Shawano	2,599 79	13 00	.....
Sheboygan	14,807 39	84 00	.....
Taylor	1,311 46	37 00	.....
Trempealeau	3,975 44	159 00	.....
Vernon	8,862 74	125 00	.....
Walworth	20,688 32	93 00	.....
Washington	11,133 10		.....
Waukesha	22,793 32	46 00	.....
Waupaca	6,850 91	46 00	.....
Waushara	3,370 10	52 00	.....
Winnebago	24,060 63		.....
Wood	3,059 14	80 00	.....
	<u>\$648,153 90</u>	<u>\$5,786 63</u>	<u>\$653,940 53</u>

RAILROADS.

Chicago, Milwaukee and St. Paul Railway Co...	\$194,687 02	.....
Chicago and Northwestern Railway Co	122,908 27	.....
Green Bay and Minnesota R. R. Co	1,233 00	.....
Milwaukee, Lake Shore and Western R. R. Co...	918 16	.....
Mineral Point R. R. Co	2,063 17	.....
Pine River Valley and Stevens Point R. R. Co...	80 00	.....
Prairie du Chien and McGregor R. R. Co	948 15	.....
Sheboygan and Fond du Lac R. R. Co	392 00	.....
West Wisconsin Railway Co	38,299 16	.....
Wisconsin Central Railway Co	1,525 55	.....
Western Union R. R. Co	16,420 21	.....
		<u>\$379,474 69</u>

 "A."—Receipts and Disbursements of the Several Funds.—con.

GENERAL FUND RECEIPTS.

PLANK AND OTHER ROADS.		
Fond du Lac Gravel Road Co.....	\$40, 14	.....
Milwaukee and Brookfield McAdamized Road Co	24 91	.....
Milwaukee and Green Bay Plank Road Co.....	9 00	.....
Sheboygan and Calumet Plank Road Co.....	43 76	.....
Milwaukee and Janesville Plank Road Co.....	30 26	.....
	\$148 07	
TELEGRAPH COMPANIES.		
Northwestern Telegraph Co.....	2, 233 00	.....
Western Union Telegraph Co.....	286 00	.....
	2, 519 00	
INSURANCE COMPANIES.		
<i>Fire.</i>		
Aetna Fire Ins. Co., Hartford, Conn.....	\$1, 178 56	.....
American Fire Ins. Co., Philadelphia, Pa.....	230 94	.....
American Central Ins. Co., St. Louis, Mo.....	123 63	.....
Atlantic F. & M. Ins. Co., Providence, R. I.....	23 68	.....
Amity Ins. Co., New York	16 78	.....
American Ins. Co., Chicago, Ill.....	1, 581 10	.....
Allemania Fire Ins. Co., Pittsburg, Pa.....	120 84	.....
Atlantic Ins. Co., New York.....	126 06	.....
Arctic Fire Ins. Co., New York	25 95	.....
Amazon Ins. Co., Cincinnati, O.....	135 33	.....
Buffalo German Ins. Co., Buffalo, N. Y.....	55 52	.....
British American Assurance Co., Toronto, Can..	363 17	.....
Buffalo Ins. Co., Buffalo, N. Y.....	150 27	.....
Concordia Fire Ins. Co., Milwaukee, Wis.....	924 15	.....
Commerce Ins. Co., Albany, N. Y.....	19 06	.....
Connecticut Fire Ins. Co., Hartford, Conn.....	136 77	.....
Continental Fire Ins. Co., New York.....	1, 263 39	.....
Commercial Union Assurance Co., London, G. B.	304 07	.....
Commerce Fire Ins. Co., New York.....	11 18	.....
Commonwealth Ins. Co., Boston, Mass.....	77 68	.....
Citizens Ins. Co., St. Louis, Mo.....	43 70	.....
Detroit F. & M. Ins. Co., Detroit, Mich.....	73 27	.....
Elliott Ins. Co., Boston, Mass.....	22 26	.....
Exchange Fire Ins. Co., New York.....	2 74	.....
Equitable F. & M. Ins. Co., Providence, R. I.....	23 68	.....
Franklin Fire Ins. Co., Philadelphia, Pa.....	424 97	.....
Fireman's Fund Ins. Co., San Francisco, Cal....	212 95	.....
Firemen's Fire Ins. Co., Boston, Mass.....	19 26	.....
Fire Association, Philadelphia, Pa.....	453 18	.....
Fairfield Fire Ins. Co., Norwalk, Conn.....	38 44	.....
Firemen's Ins. Co., Newark, N. J.....	73 06	.....
Firemen's Fund Ins. Co., New York.....	65 04	.....
Faneuil Hall Ins. Co., Boston, Mass.....	100 87	.....
Franklin Ins. Co., St. Louis.....	72 89	.....
Farragut Fire Ins. Co., New York	9 69	.....

"A."—Receipts and Disbursements of the Several Funds—con.

GENERAL FUND RECEIPTS.

INSURANCE COMPANIES — continued.

Fire—continued.

German Ins. Co., Freeport, Ill.	\$280 09	.....
Glen's Falls Ins. Co., Glen's Falls, N. Y.	175 24	.....
German American Ins. Co., Pittsburg.	37 64	.....
Germania Fire Ins. Co., New York.	437 12	.....
German American Ins. Co., New York.	582 68	.....
Germantown Farmers' Mut. Ins. Co., Germantown, Wis.	634 99	.....
Girard Fire Ins. Co., Philadelphia, Pa.	250 67	.....
Hekla Fire Ins. Co., Madison, Wis.	960 17	.....
Hartford Fire Ins. Co., Hartford, Conn.	1, 153 15	.....
Home Ins. Co., New York.	1, 938 65	.....
Hamberg Bremen Fire Ins. Co., Germany.	90 90	.....
Hanover Fire Ins. Co., New York.	437 12	.....
Herman Farmer's Mut. Ins. Co., Woodland, Wis. .	265 60	.....
Hoffman Fire Ins. Co., New York.	18 95	.....
Howard Ins. Co., New York.	19 87	.....
Hartford Stm. B'lr Insp. and Ins. Co., Hartford, Conn.	70 44	.....
Home Ins. Co., Columbus, Ohio.	101 46	.....
Hudson Ins. Co., Jersey City, N. J.	56 66	.....
Home Ins. Co. Newark, N. J.	6 46	.....
Humbolt Ins. Co. Newark, N. J.	45 76	.....
Ins. Co. of North America, Philadelphia, Pa.	1, 355 79	.....
Ins. Co. of the State of Pennsylvania, Phila., Pa.	77 48	.....
Imperial Fire Ins. Co., London, G. B.	149 66	.....
Irving Ins. Co., New York.	41 75	.....
Lamar In s. Co., New York.	76 22	.....
Liverpool London & Globe Ins. Co., Liverp'l, G. B.	335 38	.....
Lorrillard Ins. Co., New York.	58 89	.....
La Caisse Generale Ins. Co., Paris, France.	55 03	.....
Lancashire Ins. Co. Manchester, G. B.	179 56	.....
London Assurance Corporation, London, G. B. .	116 11	.....
Lycoming Fire Ins. Co., Muncy, Pa.	281 14	.....
Madison Fire Ins. Co., Madison, Wis.	279 43	.....
Milwaukee Mechanics' Mut. Ins. Co., Mil., Wis.	1, 904 38	.....
Meriden Fire Ins. Co., Meriden, Conn.	79 29	.....
Mercantile Ins. Co., Cleveland, Ohio.	24 79	.....
Mechanics' and Traders' Fire Ins. Co., New York	113 96	.....
Manhattan Fire Ins. Co., New York.	202 38	.....
Manufacturers' F. & M. Ins. Co., Boston, Mass. .	99 43	.....
Mercantile Mut. Ins. Co., New York.	504 68	.....
Millville Mut. F. & M. Ins. Co., Millville, N. J. .	301 04	.....
Merchants' Ins. Co., Providence, R. I.	23 68	.....
Mississippi Valley Ins. Co., Memphis, Tenn.	70 65	.....
Merchants' Ins. Co., Newark, N. J.	218 37	.....
Northwestern National Ins. Co., Milwaukee, Wis.	1, 222 08	.....
National Fire Ins. Co. Hartford, Conn.	126 51	.....
North British & Mercant. Ins. Co., London, G. B.	676 17	.....
Niagara Fire Ins. Co., New York.	263 84	.....
Northern Ins. Co., Watertown, N. Y.	98 99	.....

 "A."—Receipts and Disbursements of the Several Funds—con.

GENERAL FUND RECEIPTS.

INSURANCE COMPANIES—continued.		
<i>Fire—continued.</i>		
Northern Assurance Co., London, G. B.	\$149 66	.....
New Hampshire Fire Ins. Co., Manchester, N. H.	18 84	.....
New York Central Ins. Co., Union Springs, N. Y.	25 70	.....
New York City Ins. Co., New York.	5 60	.....
Orient Ins. Co., Hartford, Conn.	173 30	.....
Orient Mutual Ins. Co., New York.	90 66	.....
Phoenix Ins. Co., Hartford, Conn.	935 93	.....
Prescott Ins. Co., Boston, Mass.	47 52	.....
Pennsylvania Fire Ins. Co., Philadelphia, Pa.	488 33	.....
People's Ins. Co., Newark, N. J.	126 18	.....
Pacific Mutual Ins. Co., New York.	153 45	.....
Providence Washington Ins. Co., Providence, R. I.	240 15	.....
Phenix Ins. Co., Brooklyn, N. Y.	1,290 90	.....
Queen's Ins. Co., Liverpool, G. B.	305 54	.....
Rochester German Ins. Co., Rochester, N. Y.	67 33	.....
Reading Fire Ins. Co., Reading, Pa.	7 86	.....
Roger Williams Ins. Co., Providence, R. I.	121 58	.....
Revere Fire Ins. Co., Boston, Mass.	30 71	.....
Royal Canadian Ins. Co., Montreal, Can.	160 08	.....
Royal Ins. Co., Liverpool, G. B.	432 81	.....
Resolute Fire Ins. Co., New York.	23 33	.....
Security Ins. Co., New Haven, Conn.	170 78	.....
Standard Fire Ins. Co., New York.	46 32	.....
St. Nicholas Ins. Co., New York.	25 80	.....
St. Paul F. and M. Ins. Co., St. Paul, Minn.	780 16	.....
Springfield F. and M. Ins. Co., Springfield, Mass.	487 32	.....
St. Joseph's F. and M. Ins. Co., St. Joseph, Mo.	56 74	.....
Star Fire Ins. Co., New York.	27 89	.....
Scottish Commercial Ins. Co., Glasgow, G. B.	205 68	.....
Standard Fire Ins. Co., Trenton, N. J.	75 53	.....
Shawmut Ins. Co., Boston, Mass.	58 24	.....
Shoe and Leather Ins. Co., Boston, Mass.	72 92	.....
Safeguard Ins. Co., New York.	17 60	.....
Toledo F. and M. Ins. Co., Toledo, O.	25 22	.....
Traders' Ins. Co., Chicago, Ill.	136 04	.....
Trade Ins. Co., Camden, N. J.	19 49	.....
Union Mutual Hail Ins. Co., Princeton, Wis.	2 44	.....
Union Ins. Co., Philadelphia, Pa.	42 48	.....
Vernon Co. Scan. Mut. F. Ins. Co., Viroqua, Wis.	10 40	.....
Washington F. and M. Ins. Co., Boston, Mass.	19 16	.....
Westchester Fire Ins. Co., New Rochelle, N. Y.	218 94	.....
Watertown Fire Ins. Co., Watertown, N. Y.	439 75	.....
Williamsburg City Fire Ins. Co., Brooklyn, N. Y.	31 69	.....
Western Assurance Co., Toronto, Can.	176 15	.....
<i>Life.</i>		
Ætna Life Ins. Co., Hartford, Conn.	300 00	.....
Continental Life Ins. Co., Hartford, Conn.	300 00	.....
Connecticut Mut. Life Ins. Co., Hartford, Conn.	300 00	.....

“ A.” — Receipts and Disbursements of the Several Funds — con.

GENERAL FUND RECEIPTS.

INSURANCE COMPANIES — continued.		
<i>Life — continued.</i>		
Equitable Life Ins. Co., New York.....	\$300 00	.....
Germania Life Ins. Co., New York.....	300 00	.....
Home Life Ins. Co., Brooklyn, N. Y.....	300 00	.....
Massachusetts Mut. L. Ins. Co., Springfield, Mass	300 00	.....
Mutual Life Ins. Co., New York.....	300 00	.....
Mutual Benefit Life Ins. Co., Newark, N. J.....	300 00	.....
Manhattan Life Ins. Co., New York.....	300 00	.....
Northwestern Mut. Life Ins. Co., Milwaukee, Wis	2,546 98	.....
National Life Ins. Co. of the U. S., Chicago, Ill..	300 00	.....
New York Life Ins. Co., New York.....	300 00	.....
New England Mut. Life Ins. Co., Boston, Mass..	300 00	.....
Provident Savings Life Society, New York.....	300 00	.....
Phoenix Mut. Life Ins. Co., Hartford, Conn.....	300 00	.....
Penn Mut. Life Ins. Co., Philadelphia, Pa.....	300 00	.....
Railway Passenger's Ass. Co., Hartford, Conn....	300 00	.....
Travelers' Ins. Co., Hartford, Conn.....	300 00	.....
Union Mut. Life Ins. Co., Augusta, Me.....	300 00	.....
U. S. Life Ins. Co., New York.....	300 00	.....
Washington Life Ins. Co., New York.....	300 00	.....
		\$41,893 61

HAWKERS AND PEDDLERS.

B. F. Almy.....	\$7 50	Joseph Blumberg.....	\$8 75	.....
Adolph Abraham.....	7 50	H. Blastien.....	8 75	.....
H. T. Adams.....	20 00	Fred. Bummett..	10 00	.....
Edward Ahern ..	7 50	N. Block.....	10 00	.....
W. B. Aronson ..	6 25	F. Brause.....	16 66	.....
M. Anderson.....	6 67	A. B. Bensebert..	20 00	.....
D. C. Adams.....	10 00	Louis Brin.....	12 50	.....
John Allen.....	3 34	S. Black.....	6 25	.....
C. N. Ashley.....	1 67	Robt. Bellingham	8 33	.....
H. Albright.....	20 00	Wm. Bradshaw..	6 25	.....
C. N. Ashley ..	1 67	E. D. Bailey.....	6 66	.....
Edward Ahern ..	15 00	W. Burns.....	5 00	.....
John Allen.....	40 00	Joseph Barnsky..	5 00	.....
Joseph Aaron.....	15 00	H. Bonman.....	6 67	.....
H. P. Allen.....	20 00	Chas. Bosky.....	6 67	.....
C. N. Ashley.....	40 00	Perry G. Bush....	5 00	.....
Casper Apple.....	20 00	Leopold Basch ..	13 33	.....
D. Abram.....	15 00	C. B. Brush.....	3 75	.....
C. N. Ashley.....	20 00	Wm. Behlke.....	5 00	.....
E. D. Adams.....	40 00	C. C. Barkman...	10 00	.....
Moses Arndt.....	15 00	F. A. Beers.....	2 50	.....
C. H. Aylsworth..	12 50	A. Burback.....	3 75	.....
E. H. Alcott.....	11 25	Orlo Baker.....	2 50	.....
M. Bender.....	20 00	C. C. Brooks.....	2 50	.....
Lewis Brin.....	10 00	Joseph Berger...	2 50	.....
Herman Boeltger.	15 00	Geo. A. Bugby....	1 67	.....

“A.” — *Receipts and Disbursements of the Several Funds — con.*

GENERAL FUND RECEIPTS.

HAWKERS AND PEDDLERS — continued.

Rudolph Bahl...	\$2 50	L. W. Coe	\$6 67	.....
James Boyle.....	1 25	Horan Cook.....	5 00	.....
E. P. Blair	1 67	Peter Campbell..	5 00	.....
J. H. Brady... ..	1 25	Wm. Conwell... .	2 50	.....
F. Brown.....	1 67	Chas. Carr.....	1 25	.....
John Burns.....	1 67	M. Cunningham..	1 25	.....
Jos. Blumberg... .	15 00	Chas. Cohen.....	20 00	.....
William Bass... .	15 00	J. E. Chappell... .	15 00	.....
Frank Billick... .	15 00	P. Clarke.....	40 00	.....
Geo. A. Bagley... .	20 00	S. S. Crandall... .	20 00	.....
E. P. Blair	20 00	F. W. Craft.....	15 00	.....
H. Blastien.....	15 00	C. Christman... .	15 00	.....
N. H. Black.....	40 00	Martin Conroy... .	15 00	.....
C. A. Ballard.....	10 00	G. L. Cook.....	20 00	.....
Black & Hardie..	20 00	Joseph Caswell..	20 00	.....
John Burns.....	20 00	A. Cunningham..	18 33	.....
F. Barfknecht... .	15 00	M. O. Callahan... .	36 67	.....
Henry Buchshin..	20 00	Nathan Cohen... .	13 75	.....
Chas. Braun.....	20 00	D. D. Cameron... .	12 50	.....
Budolph Bohl... .	15 00	John Cronon.....	15 00	.....
N. Block	20 00	John J. Clark... .	10 00	.....
Albert S. Bullis..	20 00	A. B. Campbell... .	6 67	.....
Henry Bartells... .	20 00	J. C. Deiringer... .	5 00	.....
Carl Burbin.....	18 33	Jacob Deets.....	5 00	.....
Peter Berkensteck	20 00	Patrick C. Danne	2 50	.....
Wm. Berhlike....	20 00	Bernh'd Donegan	2 50	.....
Otto Bodner.....	20 00	H. Dobbins.....	10 00	.....
M. A. Buckley... .	20 00	Thos. Doule.....	1 25	.....
J. C. Buckley.....	20 00	R. Dapper.....	1 25	.....
Ed. Buckley.....	20 00	J. P. Dougherty..	3 33	.....
Geo. A. Bugley... .	20 00	Thomas Doule... .	15 00	.....
Gustav Baruck... .	16 67	Patrick C. Dunn..	15 00	.....
G. K. Bunker... .	12 50	John Duggan... .	15 00	.....
C. O. Boughton... .	16 67	Christ Duessel... .	20 00	.....
D. B. Bailey.....	16 67	O. M. Dunbar... .	15 00	.....
Geo. A. Badger... .	45 00	John H. DeBruyn	15 00	.....
Geo. A. Barry... .	11 25	P. W. Donahue... .	16 67	.....
C. J. Bliss.....	16 67	Carl Ehrhardt... .	8 75	.....
S. Barkalow... .	13 33	P. S. Englehardt..	8 75	.....
Terence Boyle... .	10 00	E. D. Evans.....	8 33	.....
William Boss.....	10 00	Max Eppenstein..	13 33	.....
S.&J.E. Barkalow	13 33	L. Epstein.....	1 25	.....
W. H. Clark.....	7 50	Evans & Johnson	3 33	.....
M. F. Colton... .	10 00	Carl Ehrhardt... .	20 00	.....
J. E. Chappell... .	13 33	C. F. T. Ewart... .	20 00	.....
M. B. Canty.....	26 67	Evan D. Evans... .	20 00	.....
D. E. Conklin... .	11 67	J. C. Edwards... .	13 75	.....
Joseph Casper... .	11 66	Wm. Elfus.....	12 50	.....
Barnaby Clark... .	7 50	Henlopen Earl... .	11 25	.....
Martin Conroy... .	7 50	R. W. Evans.....	13 75	.....
Nic Calmus.....	16 66	Sam Epstien.....	10 00	.....
D. Cavanaugh... .	20 00	S. Ellias.....	10 00	.....
R. W. Carr.....	6 25	John Fillback... .	20 00	.....
E. Cavanaugh... .	6 66	K. Frank.....	8 75	.....

“A.”—Receipts and Disbursements of the Several Funds — con.

GENERAL FUND RECEIPTS.

HAWKERS AND PEDDLERS—continued.

J. Freedman.....	\$8 75	Patrick Garvy...	\$13 75
Peter Fox.....	10 00	W. F. Geer.....	18 33
E. B. Fellows....	10 00	Anthony Golden..	11 25
Barny Feely.....	7 50	Charles Gibson..	16 67
Anton Freemack..	5 00	A. Govvers.....	10 00
Mat Farley.....	5 00	Edward Gillespie	10 00
Michael Flinn...	2 50	W. H. Graves.....	13 33
James Forbes....	3 33	R. T. Hart.....	8 75
G. H. Fitzmaurice	3 33	Isaac Hinwitch..	8 75
J. Farrington...	1 25	F. H. Hills.....	8 75
Joseph Finn.....	15 00	J. S. Harris.....	23 33
John Fillback...	20 00	H. Hoeman.....	11 67
H. K. Frank.....	15 00	John Hefferson..	11 67
Anton Frymark..	20 00	P. Halverson....	7 50
Wm. Foster.....	15 00	John Hoag.....	10 00
Mat Farley.....	20 00	N. A. Hulstrum..	7 50
Phil Fink.....	15 00	W. P. Hams.....	6 25
Marcus Freedman	15 00	J. H. Hummell...	6 25
Jerry Frank.....	15 00	J. O. Hjelstrum..	6 25
Wm. Faxhofen...	20 00	P. Hemmingson..	8 33
Wm. Fly.....	15 00	Wm. D. Hall....	4 18
W. Fudgeon....	13 75	Geo. Hamvskin..	6 25
F. W. Froman....	13 75	John Hagan.....	5 00
Henry Fauke....	12 50	Daniel Harshman	6 67
Adam Forepaugh.	120 00	James Halloran..	3 75
W. P. Fitzgerald.	10 00	John Halloran...	5 00
J. S. Frost.....	13 33	Andrew Hagan..	3 75
I. S. Godfrey....	23 34	Joseph Hartelle..	5 00
Ludwig Galeris..	13 33	Joe Harsh.....	5 00
James Garland...	7 50	Peter Higgins...	2 50
A. Golden.....	8 75	Geo. W. Hull....	2 50
Edward Gillespie.	8 75	H. E. Hull.....	2 50
Oscar Guhl.....	10 00	Nichol's Hammes	1 25
John Grant.....	10 00	Michael Heeny...	1 25
S. M. Gates.....	10 00	Jas. L. Humphrey	1 67
Daniel Gahan....	30 00	Walter H. Hall..	1 66
Philip Graif....	8 33	Gilbert Hulverson	15 00
Romanzo W. Goff	6 25	H. Herford.....	20 00
Roger Gettings..	11 67	Walter Hare.....	15 00
Adam G. Gibson..	5 00	John Hayer.....	20 00
H. W. Gustin....	5 00	Simon Herz....	15 00
M. Goldman.....	2 50	P. Harrigan.....	40 00
Jos. Goldsworthy.	20 00	J. P. Hanson.....	20 00
J. W. Granger...	40 00	Christian Hayden	20 00
H. C. Green.....	40 00	J. Harrison.....	15 00
A. Goldstone....	20 00	Joseph Hartell..	20 00
Jas. Gillespie...	15 00	Isaac Herivitch..	15 00
John Gauth....	20 00	L. E. Hastings...	20 00
K. Goldblum....	15 00	J. S. Harris.....	40 00
J. R. Goodenough	15 00	B. F. Hancock...	15 00
Wm. Grams.....	20 00	Moses Hyman...	15 00
John Green.....	9 18	Freeman House..	20 00
John Gleason....	18 33	John Halder.....	20 00
W. F. Geer.....	18 33	Walter Hall.....	18 33

'A.'—Receipts and Disbursements of the Several Funds — con.

GENERAL FUND RECEIPTS.

HAWKERS AND PEDDLERS — continued.

A. H. Hotchkiss..	\$9 18	Arthur Khee.....	\$3 75	.....
William Hage...	16 67	Peter R. Kennedy	5 00	.....
Samuel B. Hardy	8 33	Frank Krulps...	1 25	.....
F. Hessler.....	12 50	Thos. Kenney....	1 25	.....
Abrah'm Horwitz	12 50	W. Keyes.....	20 00	.....
Hugh F. Hughs.	18 33	Wm. Klust.....	20 00	.....
John H. Haeler..	15 00	B. Kruner.....	15 00	.....
John Hancock...	20 00	Thomas Kelley..	40 00	.....
Pat Hallurn.....	11 25	M. Kramer.....	15 00	.....
A. B. Hodges....	7 50	Christoph Kruz..	20 00	.....
James Harrins...	10 00	David Kline.....	15 00	.....
Jacob Hirsch....	10 00	W. Kuehn.....	20 00	.....
Christoph'r Herst	11 67	Nicholas Kalmus	20 00	.....
Jacob Inchman..	8 75	Nathan Kaufer..	20 00	.....
J. L. Irwin.....	4 18	Herman Kraemer	13 75	.....
Charles Isle.....	20 00	G. Kahurbarn....	16 67	.....
Isidor Isaacs. . .	5 00	Otto Klein.....	12 50	.....
Isaac Joseph....	8 73	Aug. Kuhlbars...	11 25	.....
B. Johnson.....	7 50	Joseph Klein....	13 33	.....
Calvin Jones....	10 00	Fritz Kowlaski..	13 33	.....
Jans Jansen.....	10 00	J. H. Kimball...	13 33	.....
Jens Jacobson...	8 33	Nathaniel Lewis.	8 75	.....
A. W. Jarvis....	5 00	E. V. Linton.....	7 50	.....
Samuel Jones....	10 00	S. Laughterback.	10 00	.....
F. Jacobs.....	3 75	John Lenhard...	11 66	.....
Chas. Jansen....	3 33	John Lynch.....	20 00	.....
C. B. Jones.....	1 67	M. Libman.....	7 50	.....
R. Jenkinson....	20 00	G. Linton.....	13 33	.....
R. S. Johnson....	20 00	E. Lowhinski....	5 00	.....
Simon Joseph..	15 00	Frank Leaddu...	6 67	.....
B. Joseph.....	15 00	E. Lindholm... .	8 33	.....
Nathan Joseph..	15 00	Geo. A. Lance... .	6 67	.....
Jac'bs'n & Br'dno	1 25	Erick Lampe....	5 00	.....
E. H. Jones.....	20 00	Geo. A. Lance... .	5 00	.....
F. L. Jones.....	15 00	Lee Loeb.....	3 75	.....
Ole Johns.....	20 00	Andrew Lindsey.	3 75	.....
Samuel Jones....	40 00	Joseph Lambert..	6 67	.....
Isaac Joseph....	15 00	Frank Labrash..	6 67	.....
J. S. Johnson, Jr.	18 33	Rudolph Ludorf.	3 33	.....
Geo. Jackson....	33 34	Allen Loomer... .	1 67	.....
H. Johnson.....	26 67	David Leser.....	1 25	.....
Nicholas Kenney	10 00	Albert Liedel....	20 00	.....
Patrick Kenney..	11 66	James E. Lytle..	20 00	.....
Arthur Kruhn...	6 25	Little & Benes' ds	20 00	.....
John Kruger....	6 25	G. Lohmann.....	15 00	.....
B. Kuenceiger...	6 25	David Leser.....	15 00	.....
Otto Klein.....	8 33	Louis Leverque..	20 00	.....
Michael Knelbs..	5 00	Allen Loomer... .	20 00	.....
S. E. Kinney... .	3 33	F. E. Ligler.....	40 00	.....
Edward Kenners.	3 75	H. Lewis.....	15 00	.....
Geo. H. Kling... .	3 75	Paul Lashaski...	20 00	.....
Charles Kitchen	10 00	L. Lewis.....	15 00	.....
L. Kaplanska....	3 75	John J. Lynch...	15 00	.....

"A."—Receipts and Disbursements of the Several Funds—con.

GENERAL FUND.

HAWKERS AND PEDDLERS—continued.

Frank Labrash...	\$40 00	J. Mack.....	\$40 00	.....
Rudolph Ludorf..	20 00	G. Marsh.....	15 00	.....
J. Levy.....	15 00	G. M. Mading...	20 00	.....
John Lochman...	15 00	Frederik Mueller	20 00	.....
A. Lewis.....	20 00	Meyer Mayer...	20 00	.....
L. Litman.....	20 00	C. May & Sons...	20 00	.....
C. E. Lloyd.....	20 00	J.H.Muchesheid'r	20 00	.....
Jacob C. Long...	15 00	Geo. Manefeld...	15 00	.....
H. Loewenthal...	13 75	P. Melhern.....	15 00	.....
Jacob Levy.....	5 00	Theoder Morris..	20 00	.....
J. E. Linsley....	18 33	H. H. Marvin.....	20 00	.....
S. B. McKee.....	6 25	Solomon Moses..	18 33	.....
John McShary...	5 00	Carl Meissing...	18 33	.....
Frank McCann...	1 67	Eugene Morrell..	18 33	.....
George McColly..	1 25	L. Millington...	18 33	.....
M. B. McNeil...	1 67	Christian Moller.	18 33	.....
S. B. McKee.....	42	C. H. Miro.....	10 00	.....
M. A. McClellan.	3 33	C. E. Miller.....	20 00	.....
James McGowen.	20 00	Herman Mahler..	16 67	.....
Frank McCann...	20 00	Lewis Mauke....	16 67	.....
M. A. McClellan.	40 00	H. P. Mack.....	11 25	.....
Geo. McColly...	15 00	F. H. Martin.....	30 00	.....
James McKinney	12 50	A. Mandell.....	11 25	.....
Henry Mattern...	16 67	E. Mandell.....	11 25	.....
Geo. Michaels...	7 50	W. D. Mansfield.	11 25	.....
B. Mincer.....	11 66	John Mullen.....	10 00	.....
P. L. Mooney...	7 50	J. C. Miller.....	10 00	.....
Jas. H. Mattison.	11 67	Stephen Nicolias.	23 34	.....
J. Mock.....	10 00	Theodore Nix...	6 25	.....
J. Mock.....	20 00	Henry Nero.....	10 00	.....
L. C. Middleton..	8 75	Lester Neeley...	5 00	.....
Ernest Miller...	20 00	Lizzie Nothnegel	3 75	.....
R. B. Mosier....	7 50	A. Norris.....	6 67	.....
Pat Mulharen...	6 25	B. Nevekluf....	2 50	.....
Jacob Miller....	6 25	M. Numan'.....	15 00	.....
Wm. Mack.....	16 66	Max Nurwald...	15 00	.....
John Meyers....	5 00	R. Nugenfind...	20 00	.....
Pat Murrin.....	5 00	O. N. Needham..	15 00	.....
J. A. Main.....	5 00	John W. Norton.	20 00	.....
Geo. Marsh.....	5 00	P. W. Oakley....	13 33	.....
C. F. Mountfort..	5 00	John Oertli....	23 34	.....
C. May & Son....	5 00	P. O'Donnell...	20 00	.....
A. L. Mandell...	6 67	S. E. Oleson....	40 00	.....
O. Mandell.....	6 67	Mark Owinka...	3 75	.....
H. H. Marvin.....	3 33	J. W. Osborn...	1 66	.....
Pat Myers.....	1 25	W. Olmstead...	1 67	.....
H. T. Marsh....	1 67	J. W. Osborn...	20 00	.....
J. W. Mullinix...	1 25	John Oertli....	40 00	.....
J. Meyer.....	15 00	Wm. Pluess.....	13 33	.....
C. E. Miller....	80 00	Joseph Phillips..	7 50	.....
Brokof Micksel..	20 00	Wm. Peck.....	6 25	.....
Joseph Malitz...	15 00	H. A. Paine....	5 00	.....
B. Moses.....	15 00	G. A. Putnam...	5 00	.....
A. P. Morse.....	20 00	Geo. F. Pritchard	3 75	.....
M. Meissner....	20 00	Chas. H. Putnam.	3 33	.....

 "A"—Receipts and Disbursements of the Several Funds.—con.

 GENERAL FUND RECEIPTS.

 HAWKERS AND PEDDLERS.—continued.

Joseph Potter....	\$2 50	John Rackelman	\$20 00	.....
Wm. Peavy.....	1 66	Richardson Bros.	40 00	.....
S. Perlman.....	1 25	Patrick Riley...	20 00	.....
Valentine Pfeifer	21 67	Julius Remke...	20 00	.....
O. R. Patch.....	1 25	S. Rosenzweg ..	18 33	.....
E. J. Patteys.....	20 00	Jacob Rollinger.	20 00	.....
J. M. Plum.....	15 00	Meyer Remback.	11 25	.....
S. Pullman.....	15 00	C. S. Rosenberg .	10 00	.....
J. F. Pritzlaff...	20 00	C. O. Randall ...	13 33	.....
Lewis H. Perley.	15 00	E. S. Regney	10 00	.....
H. A. Paine.....	20 00	Wm. Scroder....	11 67	.....
L. Parvin.....	15 00	Jno. Sommerfield	2 95	.....
E. R. Patterson..	20 00	E. F. Stiles.....	6 84	.....
W. F. Perry.....	15 00	C. Seward.....	11 67	.....
Chas. Pawlic....	20 00	D. H. Springer ..	10 00	.....
J. J. Pardee.....	15 00	S. Summerfield..	20 00	.....
G. H. Perry.....	20 00	K. E. Smith.....	10 00	.....
Joseph Posel...	13 75	J. D. Sorg.....	11 66	.....
C. H. Putnam...	16 67	John Schwartz ..	20 00	.....
E. M. Pratt.....	16 67	Carlous Stone...	16 66	.....
E. O. Paddock...	11 25	S. S. Sewald	6 25	.....
J. H. Peterson...	10 00	Edward Shunky.	8 33	.....
Anton Pefitzner..	10 00	R. Simons.....	6 25	.....
Harry Palmer...	13 33	Ludwig Steinfield	8 75	.....
James Quinn....	1 25	A. J. Spooner....	10 00	.....
C. E. Quinn.....	18 33	Jacob Stern	5 00	.....
Julius Rimke....	15 00	Herman Steck...	5 00	.....
S. Rosenzweig...	10 00	John S. Stead ...	5 00	.....
Patrick Riley....	8 75	John Sullivan...	3 75	.....
G. Robertson....	11 67	Joseph Sabelle ..	2 50	.....
Joseph H. Room.	7 50	H. Spaulding....	3 75	.....
Jack Rogers....	10 00	L. Smith.....	5 00	.....
Thos. Robertson.	20 00	Frank Sughma ..	3 33	.....
Hubert Reeve....	8 33	E. R. Smith.....	3 75	.....
E. W. Rang.....	8 33	Hemrich Shoen..	2 50	.....
C. Rhodes.....	6 25	Nathan Solomon	3 33	.....
Thos. R. Rogers..	8 33	D. A. Smith.....	1 67	.....
M. T. Reiley....	6 25	N. D. Smith.....	1 67	.....
George Remmers.	16 67	L. J. Stallman...	1 25	.....
A. Rankin.....	10 00	Wenzel Sherbert	20 00	.....
Ph. Rutmann....	7 67	C. W. Slayton...	20 00	.....
D'vid Richardson	3 33	M. Sivendsen....	20 00	.....
Evan Reynolds...	3 33	Ann Sharlock ...	15 00	.....
E. Rosenblum...	2 50	Marg't Sharlock.	15 00	.....
James Rogers...	2 50	Carelous Stone ..	40 00	.....
B. Rosenfelt....	1 25	Fred. Schneider.	20 00	.....
W. T. Reddell...	1 67	W. B. Stoddard..	160 00	.....
Thos. G. Rooney.	3 33	Charles Stark....	20 00	.....
Wm. Reddeson..	1 25	John A. Speaker	20 00	.....
Geo. M. Redgen.	1 25	W. Stoidner.....	20 00	.....
Philip Rullman.	20 00	S. J. Sherman ...	20 00	.....
John O. Relberg.	15 00	Alex. Schwartz..	15 00	.....
J. Rosenheimer .	20 00	N. A. Stone.....	15 00	.....
W. Roeschman..	15 00	Leop'ld Schwartz	15 00	.....

“A.”—Receipts and Disbursements of the several Funds—con.

GENERAL FUND RECEIPTS.

HAWKERS AND PEDDLERS—continued.

Adam Simon....	\$20 00	A. Winslow	\$6 67	.....
John Schneider..	20 00	H. Winsburg....	8 75	.....
Jacob Sheperd ..	15 00	Wm. Wilson.....	7 50	.....
H. T. Seeley.....	20 00	J. F. Wheelock..	8 75	.....
Frank Semsch ..	20 00	B. Wollenhaupt..	7 50	.....
Joseph Suckoff..	15 00	W. A. Winchester	10 00	.....
Wm. Schroeder.✓	20 00	W. Wardwell....	20 00	.....
John Shelke	20 00	Walter P. Watts..	10 00	.....
J. B. Severance..	10 00	Deitrick Wagner.	10 00	.....
Samuel Swarte..	15 00	Pat Ward	5 00	.....
Henry Spaulding	13 75	Wellington Webb	5 00	.....
F. W. Seidt	18 33	A. C. Wilmot....	5 00	.....
Wm. Struensee..	18 33	John Wagner....	5 00	.....
L. D. Sargent....	13 75	Joseph Wells....	5 00	.....
Joseph Symes...	13 75	Aug. Welhausen.	20 00	.....
S. Summerfield..	18 33	Peter Woog	40 00	.....
Aug. Schumaeher	12 50	F. P. Wilmot ...	15 00	.....
John Schneider.	12 50	F. Wolf	40 00	.....
Abram Sanders..	15 00	Patrick Ward....	15 00	.....
John E. Smith ..	11 25	James S. Wells...	20 00	.....
J. A. Salick	40 00	H. Winsberg....	15 00	.....
Wm. Scheiber...	11 25	Patrick Warner..	20 00	.....
Geo. B. Smith...	10 00	S. J. Winsberg...	15 00	.....
Geo. Stockton...	26 67	E. Wehl.....	15 00	.....
Ed. Tuttle.....	10 00	Val Wagner	15 00	.....
Sanford Thomas.	10 00	F. Woolring....	20 00	.....
John Trexler....	3 75	R. S. White & Co.	20 00	.....
J. W. Townsend.	6 66	H. G. Woodman..	40 00	.....
A. Tredman	1 25	W. H. Wemeke...	20 00	.....
James Taylor ...	20 00	S. L. Wood.....	20 00	.....
J. S. Truesdale ..	20 00	John Wurrick...	20 00	.....
J. W. Townsend.	20 00	W. D. White.....	20 00	.....
Wm. Toltzman..	20 00	L. J. Whiting....	13 75	.....
Geo. B. Tregloen	15 00	O. A. Wheeler....	18 33	.....
De Witt C. Tyler.	9 18	J. G. West.....	16 67	.....
John Terney....	18 33	Geo. Wellingson.	20 00	.....
Thaddeus Trebut.	40 00	A. M. Wallace...	13 33	.....
DeWitt C. Tyler.	27 49	H. Wollenhaupt..	10 00	.....
D. S. Tubbs.....	12 50	G. W. Wheeler...	13 33	.....
Wm. Turner.....	11 25	C. W. Youngman	40 00	.....
A. M. Tyler.....	11 25	W. P. Yeoman...	18 33	.....
Horace Uril ...	2 50	Alex. Zepperer...	31 67	.....
Peter Visage ...	5 00	Zimmerman Bros.	13 33	.....
G. VanHinkelson	15 00	Geo. Zeigler	20 00	.....
H. S. Van Gorden	40 00	Fred. Zink.....	15 00	.....
Enoch Vernon...	10 00	Erd Zepperer....	20 00	.....
A. O. Vincent....	30 00			
				\$9,351 84

 "A." — Receipts and Disbursements of the Several Funds — con.

GENERAL FUND RECEIPTS.

MISCELLANEOUS.		
Peter Doyle, Secretary of State, insurance fees ...	\$2,234 75	.....
Peter Doyle, Secretary of State, fees from notaries	338 00	.....
H. Ludington, Governor, fees from Commissioners of Deeds in other States	185 00	.....
H. Ludington, Governor, fees under Chap. 349, L. 1876.....	1 00	.....
Andrew Sexton, Supt. Public Property, laws sold	29 40	.....
Edward Searing, State Supt., Webster's Diction- aries, sold	576 00	.....
E. B. Bolens, refunded for shortage on paper	89 30	.....
Income penalty.....	3,979 13	.....
Trespass penalty.....	1,673 17	.....
Marathon county land sales.....	366 00	.....
H. B. Warner, Secretary of State, fees from nota- ries	1,592 00	.....
H. B. Warner, Secretary of State, insurance fees..	6,546 50	.....
H. B. Warner, Secretary of State, fees of Secre- tary's office.....	386 00	.....
Fees from Commissioners of School and Univer- sity Lands.....	2,268 50	.....
J. R. Berryman, State Librarian, Wisconsin Re- ports sold	12,618 00	.....
United States, transportation refunded	155 70	.....
E. Funk, refunded, for newspapers, Ex. Ses. Leg.	20 00	.....
Wm. E. Smith, Governor, fees from Commis- sioners of Deeds in other States.....	160 00	.....
State Banks, for Bank Report.....	50 55	.....
Transfer from Commissioners' Contingent Fund	241 07	.....
		\$33,510 07
Total receipts.....		\$1,120,837 81

GENERAL FUND DISBURSEMENTS.

SALARIES AND PERMANENT APPRO- PRIATIONS.		
<i>Governor's Office:</i>		
Harrison Ludington, Govern'r, salary	\$1,250 00	.....
Wm. E. Smith, Governor, salary....	3,750 00	.....
Chas. D. Parker, Lt. Governor, salary	250 00	.....
Jas. M. Bingham, Lt. Governor, salary	750 00	.....
F. H. Putney, Gov. Private Secretary	431 11	.....
G. W. Burchard, Gov's Private Sec'y	1,173 33	.....
		\$7,604 44
<i>Secretary's Office:</i>		
Peter Doyle, Secretary of State, salary	\$323 33	.....
Hans B. Warner, Sec'y of State, salary	3,750 00	.....
S. Cadwallader, Assistant Secretary of State, salary	538 88	.....
Frank H. Putney, Assistant Secretary of State, salary.....	1,466 66	.....
		\$6,078 87

“A.”—Receipts and Disbursements of the Several Funds — con.

GENERAL FUND DISBURSEMENTS.

SALARIES AND PERMANENT APPROPRIATIONS — continued.			
<i>State Treasurer's Office:</i>			
Ferdinand Kuehn, State Treasurer, salary	\$377 22	.....	.....
Richard Guenther, State Treasurer, salary	3,750 00	.....	.....
Jeff. J. Kuehn, Assistant State Treasurer, salary	538 88	.....	.....
Robert McCurdy, Assistant State Treasurer, salary	1,466 66	.....	.....
		\$6,132 76	.....
<i>Attorney General's Office:</i>			
A. Scott Sloan, Attorney General, salary	\$538 88	.....	.....
Alex. Wilson, Attorney General, salary	2,250 00	.....	.....
W. A. P. Morris, Assistant Attorney General, salary	211 66	.....	.....
H. W. Chynoweth, Assistant Attorney General, salary	1,207 77	.....	.....
		\$4,208 31	.....
<i>State Superintendent's Office:</i>			
Edward Searing, State Superintendent, salary	\$300 00	.....	.....
Edward Searing, State Superintendent, traveling expenses	375 00	.....	.....
Edward Searing, State Superintendent, clerk hire	250 00	.....	.....
W. C. Whitford, State Superintendent, salary	900 00	.....	.....
W. C. Whitford, State Superintendent, traveling expenses	1,125 00	.....	.....
W. C. Whitford, State Superintendent, clerk hire	750 00	.....	.....
John B. Pradt, Assistant State Superintendent, salary	1,800 00	.....	.....
W. C. Whitford, appropriation for books	150 00	.....	.....
		\$5,650 00	.....
<i>Railroad Commission—</i>			
Dana C. Lamb, Railroad Commissioner, salary	\$1,375 00	.....	.....
Dana C. Lamb, Railroad Commissioner, expenses	252 00	.....	.....
Dana C. Lamb, Railroad Commissioner, subscription and book	36 28	.....	.....
Dana C. Lamb, Railroad Commissioner, maps	30 00	.....	.....
A. J. Turner, Railroad Commissioner, salary	1,625 00	.....	.....

 "A."—Receipts and Disbursements of the Several Funds—con.

GENERAL FUND DISBURSEMENTS.

SALARIES AND PERMANENT APPROPRIATIONS—continued.			
<i>Railroad Commissioner's Office—</i>			
A. J. Turner, Railroad Commissioner, expenses.....	\$159 00	.....	.....
James H. Foster, Clerk of R. R. Commissioner, salary.....	1,300 00	.....	.....
James H. Foster, Clerk of R. R. Commissioner, expenses.....	24 70	.....	.....
James H. Foster, Clerk of R. R. Commissioner, portfolio.....	2 00	.....	.....
James H. Foster, Clerk of R. R. Commissioner, binding for R. R. Comr.	8 00	.....	.....
James H. Foster, Clerk of R. R. Commissioner, subscription for R. R. Journal.....	2 00	.....	.....
Sarah E. Taylor, transcribing.....	156 00	.....	.....
		\$4,969 98	.....
<i>Supt. of Public Property's office—</i>			
Andrew Sexton, Supt. of Public Property, salary.....	\$491 67	.....	.....
Andrew Sexton, Supt. of Public Property, purchasing agent.....	491 66	.....	.....
Q. H. Barron, Supt. of Public Property, salary.....	511 10	.....	.....
Q. H. Barron, Supt. of Public Property, purchasing agent.....	511 10	.....	.....
		2,005 53	.....
<i>Supreme Court—</i>			
Edward G. Ryan, Chief Justice, salary	\$5,000 00	.....	.....
Orsamus Cole, Associate Justice, salary.....	5,000 00	.....	.....
William P. Lyon, Associate Justice, salary.....	4,750 00	.....	.....
Harlow S. Orton, Associate Justice, salary.....	2,263 90	.....	.....
David Taylor, Associate Justice, salary.....	2,263 90	.....	.....
La Fayette Kellogg, clerk.....	254 50	.....	.....
Clarence Kellogg, clerk.....	115 00	.....	.....
O. M. Conover, reporter.....	2,105 55	.....	.....
C. H. Byler, crier.....	100 00	.....	.....
John A. Byrne, crier.....	128 00	.....	.....
James P. Paine, Secretary for Justices.....	1,200 00	.....	.....
Ellen Kellogg, Admr. of La F. Kellogg, clerk, deceased.....	255 00	.....	.....
		23,435 85	.....
<i>Circuit Courts—</i>			
John Wentworth, Judge, 1st circuit.	\$3,000 00	.....	.....
David W. Small, Judge, 2d circuit..	3,000 00	.....	.....
David Pulling, Judge, 3d circuit..	3,000 00	.....	.....
Campbell McLean, Judge, 4th circuit	3,000 00	.....	.....

 "A."—Receipts and Disbursements of the Several Funds—con.

GENERAL FUND DISBURSEMENTS.

SALARIES AND PERMANENT APPROPRIATIONS—continued.			
<i>Circuit Courts</i> —continued.			
M. M. Cothran, Judge, 5th circuit..	\$3,000 00	.....	.....
Romanzo Bunn, Judge, 6th circuit..	750 60	.....	.....
A. W. Newman, Judge, 6th circuit..	2,250 00	.....	.....
Gilbert L. Park, Judge, 7th circuit..	3,000 00	.....	.....
Egbert B. Bundy, Judge, 8th circuit.	3,000 00	.....	.....
Alva Stewart, Judge, 9th circuit....	3,000 00	.....	.....
E. Holmes Ellis, Judge, 10th circuit.	3,000 00	.....	.....
Henry D. Barron, Judge, 11th circuit	3,000 00	.....	.....
H. S. Conger, Judge, 12th circuit....	3,000 00	.....	.....
A. W. Newman, Judge, 13th circuit.	750 00	.....	.....
			\$36,750 00
<i>State Library</i> —			
John R. Berryman, Librarian, salary	\$1,625 00	.....	.....
John R. Berryman, Librarian, law books	1,527 71	.....	.....
H. O. Houghton, Law Reporter.....	10 00	.....	.....
			3,162 71
<i>State University</i> —			
University Fund Income, Ch. 117, Laws 1876.....		.....	42,359 62
<i>State Historical Society</i> —			
Lyman C. Draper, Secretary, salary..	\$1,200 00	.....	.....
Daniel S. Durrie, Librarian, salary..	1,600 00	.....	.....
Isaac S. Bradley, Ass't Librarian, salary	780 00	.....	.....
Treasurer Historical Society, annual appropriation.....	5,000 00	.....	.....
Mumford & Hanson, stereotype plates	5 10	.....	.....
H. M. Thompson, electrotyping.....	2 00	.....	.....
A. S. Richards, cuts for Hist. Soc. . .	15 12	.....	.....
			8,602 22
<i>State Board of Charities and Reform</i> —			
H. H. Giles, member of board, expenses.....	\$133 66	.....	.....
W. W. Reed, member of board, expenses.....	178 23	.....	.....
H. C. Tilton, member of board, expenses.....	83 95	.....	.....
C. H. Haskins, member of board, expenses.....	71 00	.....	.....
A. E. Elmore, member of board, expenses.....	245 40	.....	.....
A. E. Elmore, member of board, expenses to Saratoga, attending C. & R. Congress.....	92 00	.....	.....
A. E. Elmore, member of board, expenses visiting institutions for feeble minded children.....	47 56	.....	.....

“A.” — *Receipts and Disbursements of the Several Funds — con.*

GENERAL FUND DISBURSEMENTS.

SALARIES AND PERMANENT APPROPRIATIONS — continued.			
<i>State B'd of Charities and Reform—con.</i>			
T. W. Haigh, Secretary, salary	\$1,250 00	.....	.....
T. W. Haigh, Secretary, expenses...	167 92	.....	.....
T. D. Kanouse, Secretary, salary....	500 00	.....	.....
T. D. Kanouse, Secretary, expenses..	40 70	.....	.....
		\$2,810 42	.....
<i>State Board of Health—</i>			
J. T. Reeve, Secretary, expenses of board	\$3,091 26	.....	.....
Carpenter & Tenney, printing extra reports	218 90	.....	.....
		3,310 16	.....
<i>Fish Commission—</i>			
Fish culture.....		7,000 00	.....
<i>Land Protection—</i>			
J. C. Carrigan, timber clerk, salary..	\$425 00	.....	.....
J. C. Carrigan, timber clerk, expenses	50 00	.....	.....
A. T. Colburn, timber clerk, salary..	650 00	.....	.....
A. T. Colburn, timber clerk, expenses	167 10	.....	.....
J. W. Edwards, timber clerk, salary	425 00	.....	.....
J. W. Edwards, timber clerk, expenses	121 75	.....	.....
M. H. McCord, timber clerk, salary	775 00	.....	.....
M. H. McCord, timber clerk, expenses	471 50	.....	.....
Geo. B. Merrick, timber clerk, salary	425 00	.....	.....
G. B. Merrick, timber clerk, expenses	56 06	.....	.....
Chas. E. Mears, timber clerk, salary	600 00	.....	.....
Chas. E. Mears, timber cl'k, expenses	175 93	.....	.....
Robert Marriner, timber clerk, salary	233 33	.....	.....
Rob't Marriner, timber cl'k, expenses	369 53	.....	.....
Edward Scofield, timber clerk, salary	300 00	.....	.....
Edw'd Scofield, timber cl'k, expenses	61 50	.....	.....
Wm. Wall, timber clerk, salary....	300 00	.....	.....
		5,606 70	.....
<i>Interest on State indebtedness—</i>			
On State bonds	\$750 00	.....	.....
On certificates of indebtedness belonging to School Fund.....	109,179 00	.....	.....
Normal School Fund	36,099 00	.....	.....
University Fund.....	7,770 00	.....	.....
Agricultural College Fund.....	3,612 00	.....	.....
		157,410 00	.....
<i>School Fund Income—</i>			
Interest, Chapter 79, Laws of 1866 ..		7,088 36	.....
<i>Wisconsin Reports—</i>			
O. M. Conover.....		2,475 00	.....
			\$336,660 93

“A.”—Receipts and Disbursements of the Several Funds.— con.

GENERAL FUND DISBURSEMENTS.

LEGISLATIVE EXPENSES.— REGULAR SESSION.				
<i>Senators.</i>		<i>Salary.</i>	<i>Mileage.</i>	
Levi W. Barden, Prest. <i>pro tem</i>	\$350 00			
George A. Abert	350 00	\$20 00		
Matthew Anderson	350 00	4 00		
Abraham D. Andrews	350 00	65 80		
Alexander A. Arnold	350 00	34 00		
Dana R. Bailey	350 00	46 40		
Levi W. Barden	350 00	8 00		
Thomas A. Bones	350 00	25 00		
George B. Burrows	350 00			
Archibald Campbell	350 00	10 00		
George Grimmer	350 00	41 40		
Oscar C. Hathaway	350 00	21 00		
Thomas R. Hudd	350 00	42 00		
Alonzo A. Loper	350 00	26 00		
Henry C. Mumbrue	350 00	30 00		
George H. Paul	350 00	19 60		
William T. Price	350 00	24 00		
Joseph Rankin	350 00	36 00		
William W. Reed	350 00	11 00		
Benoni O. Reynolds	350 00	19 40		
John A. Rice	350 00	18 00		
Hamilton Richardson	350 00	8 00		
George N. Richmond	350 00	40 00		
Hobart S. Sacket	350 00	40 00		
Philip Schneider	350 00	28 00		
Thomas B. Scott	350 00	30 00		
George W. Swain	350 00	31 80		
Joseph B. Treat	350 00	16 00		
Return D. Torrey	350 00	28 60		
Isaac W. Van Schaick	350 00	20 00		
David E. Welch	350 00	7 40		
Charles H. Williams	350 00	35 00		
Merrick P. Wing	350 00	29 00		
Louis Wolf	350 00	35 00		
	\$11,900 00	\$850 40		
			\$12,750 40	
<i>Senate Employes —</i>				
A. J. Turner, chief clerk		\$180 00		
Chas. E. Bross, chief clerk		252 00		
F. J. Stockwell, assistant clerk		200 00		
John W. De Groff, assistant clerk		160 00		
I. F. Stickle, bookkeeper		360 00		
John W. De Groff, enrolling clerk		140 00		
F. J. Stockwell, enrolling clerk		112 00		
Georgie Clise, ass't enrolling clerk		182 00		
J. W. Bates, engrossing clerk		252 00		
T. C. Thomas, ass't engrossing clerk		252 00		
Miletus Knight, transcribing clerk		252 00		
Ben. S. Miller, ass't transcribing cl'k		182 00		

 "A."—Receipts and Disbursements from the Several Funds—con.

GENERAL FUND DISBURSEMENTS.

LEGISLATIVE EXPENSES — con.			
W. C. Barden, proof reader	\$252 00		
Chas. E. Bross, extra clerk	35 00		
C. A. Noyes, extra clerk	42 00		
Frank Norton, extra clerk	63 00		
G. W. Banks, extra clerk	63 00		
F. W. Case, extra clerk	52 50		
E. B. Dewing, extra clerk	10 50		
L. J. Burlingame, extra clerk	73 50		
J. S. Parkinson, extra clerk	84 00		
A. A. Hopkins, extra clerk	91 00		
W. Welch, extra clerk	73 50		
A. Keyes, extra clerk	42 00		
N. P. Bross, extra clerk	87 50		
Lena Converse, extra clerk	136 50		
B. E. Chinch, extra clerk	62 12		
Gertie Torrey, extra clerk	22 75		
B. Frary, extra clerk	80 50		
Lizzie Camack, extra clerk	70 00		
Anna Norton, extra clerk	49 00		
M. M. Taylor, extra clerk	21 00		
L. J. Brayton, sergeant-at-arms	360 00		
D. D. Polleys, ass't sergeant-at-arms.	288 00		
Fred. Badger, postmaster	288 00		
John A. Neville, ass't postmaster ..	252 00		
D. H. Pulcifer, clerk document room	252 00		
P. Nelson, door keeper	216 00		
C. Hyerdahl, door keeper	216 00		
W. F. Bingman, door keeper	216 00		
Geo. W. McDougal, door keeper	216 00		
L. L. Gunderson, door keeper	216 00		
Geo. M. Laing, gallery attendant	216 00		
John Beck, gallery attendant	216 00		
W. A. Mills, committee room attend- ant	216 00		
R. B. Winsor, committee room attend- ant	216 00		
W. Reese, committee room attendant	216 00		
W. J. Redman, clerk room attendant	216 00		
H. M. Page, clerk room attendant ..	216 00		
James E. Brayden, clerk room attend- ant	96 00		
John Redman, wash room attendant	216 00		
Chas. L. Smith, night watch	216 00		
John Benson, porter	216 00		
Ole Stevenson, janitor	216 00		
Chas. Marsden, messenger	144 00		
Welcome Smith, messenger	144 00		
Geo. Buckner, messenger	144 00		
Eddie Hubbel, messenger	144 00		
Harry Meeker, messenger	144 00		
Louis Loper, messenger	144 00		
P. S. Brannan, messenger	144 00		
Eddie Torrey, messenger	144 00		

“A.”—*Receipts and Disbursements of the Several Funds — con.*

GENERAL FUND DISBURSEMENTS.

LEGISLATIVE EXPENSES — continued.				
<i>Senate employees — continued.</i>				
P. L. Jerdee, messenger		\$144 00		
Lucien Pickerts, messenger.....		144 00		
Thos. Lucas, messenger.....		144 00		
H. P. Barlow, clerk of Judiciary Committee.....		195 00		
H. A. Wilcox, clerk of committee on Enrolled Bills.....		195 00		
E. B. Dewing, clerk of committee on Engrossed Bills.....		195 00		
A. J. Turner, opening session of Sen- ate.....		50 00		
Chas. E. Cross, transcribing Senate Journal		400 00		
			\$11,546 37	
<i>Members of Assembly —</i>				
	<i>Salaries.</i>	<i>Mileage.</i>		
A. B. Barrows, Speaker ..	\$350 00			
Alma M. Aldrich.....	350 00	\$19 00		
Canute Anderson.....	350 00	74 00		
Josiah Arnold.....	350 00	8 00		
Wm. Y. Baker.....	350 00	18 80		
Hiram J. Ball.....	350 00	12 00		
Frederick G. Barlow.....	350 00	42 20		
James M. Barrett.....	350 00	30 00		
Augustus R. Barrows.....	350 00	42 40		
John Bentley.....	350 00	20 00		
Orrin W. Bow.....	350 00	12 00		
Suel Briggs.....	350 00	28 00		
Edwin E. Bryant.....	350 00			
John D. Bullock.....	350 00	12 00		
Chas. T. Burnham.....	350 00	20 00		
David M. Burns.....	350 00	34 80		
Wm. E. Carter.....	350 00	34 80		
Patrick G. Cheeves.....	350 00	29 60		
Samuel R. Clark.....	350 00	40 00		
Edwin D. Coe.....	350 00	10 00		
James D. Condit.....	350 00	22 00		
Cornelius Coughlin.....	350 00	27 60		
Walter L. Dexter.....	350 00	27 00		
John C. Dick.....	350 00	20 00		
Vivus W. Dorwin.....	350 00	46 00		
Carl Dowe.....	350 00	32 00		
Christen Ellefson.....	350 00	34 00		
Alexander P. Ellenwood..	350 00	11 00		
James Fitzgerald.....	350 00	33 00		
Wm. H. Fitzgerald.....	350 00	25 00		
Hezekiah Flinn.....	350 00	8 00		
Milan Ford.....	350 00	30 00		
Ernst Funke.....	350 00	44 50		
Alvarus E. Gilbert.....	350 00	17 00		
Thomas Graham.....	350 00	11 40		
John Gray.....	350 00	32 80		

 "A."—Receipts and Disbursements of the Several Funds—con.

GENERAL FUND DISBURSEMENTS.

LEGISLATIVE EXP'ES — con.				
<i>Members of Assembly — con.</i>	<i>Salaries.</i>	<i>Mileage.</i>		
Francis M. Guernsey	\$350 00	\$47 60		
J. Hayward Haight	350 00	36 20		
Chas. H. Hamilton	350 00	20 00		
Eli Hawks	350 00	18 00		
Chas. A. Hawn	350 00	56 00		
James Hill	350 00	55 00		
Chas. Holzhauser	350 00	20 00		
David B. Hulburt	350 00	15 00		
Edwin Hyde	350 00	20 00		
Julius G. Ingram	350 00	40 00		
James H. Jewell	350 00	28 00		
Lars E. Johnson	350 00	30 00		
Charles Jonas	350 00	25 00		
James V. Jones	350 00	28 60		
David M. Kelley	350 00	34 80		
Edward Keogh	350 00	20 00		
Frederick W. Kickbusch	350 00	38 00		
Fenner Kimball	350 00	8 80		
Owen King	350 00	8 00		
Levi E. Knapp	350 00	28 60		
Peter Langenfeld	350 00	34 00		
Wm. Lawler	350 00	21 60		
John Luchsinger	350 00	10 00		
John Lyle	350 00	4 00		
Wm. John McCoy	350 00	22 00		
Edward C. McPetridge	350 00	18 00		
Bernard McGinty	350 00	31 00		
James Mehan	350 00	30 00		
Edward S. Minor	350 00	42 80		
Franklin Mitchell	350 00	16 00		
Frederick Muscowitt	350 00	22 00		
James Mallowney	350 00	14 00		
Wm. F. Nash	350 00	40 00		
Solomon L. Nason	350 00	36 00		
John Ollis	350 00	3 00		
Chas. H. Parker	350 00	10 00		
John Pemberton	350 00	17 00		
Wm. H. Peters	350 00	13 40		
Solon W. Pierce	350 00	17 00		
Carl C. Pope	350 00	28 00		
Lorenzo L. Post	350 00	40 00		
John Potter, Jr.	350 00	38 00		
Wm. Rice	350 00	42 80		
E. D. Rogers	350 00	21 20		
Allen Rusk	350 00	26 00		
William Scollard	350 00	31 00		
John J. Senn	350 00	38 00		
J. L. Shepard	350 00	32 00		
Henry Smith	350 00	20 00		
Philip M. Smith	350 00	16 00		
Wm. H. Stark	350 00	10 00		
Francis Steffen	350 00	47 60		

“A.”—Receipts and Disbursements of the Several Funds—con.

GENERAL FUND DISBURSEMENTS.

LEGISLATIVE EXP'ES — con.			
<i>Members of Assembly—con.</i>	<i>Salaries.</i>	<i>Mileage.</i>	
Almon A. Swan.....	\$350 00	\$22 00	
Joseph M. Thomas.....	350 00	11 00	
Thomas Thornton.....	350 00	41 40	
Chas. Tisch.....	350 00	44 00	
Henry Vitz.....	350 00	38 00	
Edward C. Wall.....	350 00	20 00	
Wm. S. Warner.....	350 00	39 80	
Richard Weaver.....	350 00	17 00	
Michael Wirtz.....	350 00	34 00	
James White.....	350 00	29 10	
Gustavus A. Willard.....	350 00	33 00	
Uriah Wood.....	350 00	22 00	
Lester Woodard.....	350 00	24 00	
	<u>\$35,350 00</u>	<u>\$2,654 20</u>	
			\$38,004 20
<i>Assembly employes —</i>			
Jabez R. Hunter, chief clerk.....		\$432 00	
Sam. Ryan, Jr., assistant clerk.....		360 00	
Roger C. Spooner, book-keeper.....		360 00	
H. G. Fischbein, enrolling clerk.....		252 00	
John Meehan, assistant enrolling clerk.....		252 00	
Michael Bohan, engrossing clerk.....		252 00	
Geo. Cox, assistant engrossing clerk.....		252 00	
Irving Bath, transcribing clerk.....		252 00	
H. Crosswell, assistant transcribing clerk.....		252 00	
Michael P. Walsh, proof reader.....		252 00	
L. B. Hills, extra clerk.....		27 00	
Milton Blanchard, extra clerk.....		63 00	
C. M. Treat..... do.....		175 00	
M. E. Case..... do.....		170 00	
J. T. Shumway..... do.....		174 00	
D. L. Mills..... do.....		136 50	
W. A. Lynch..... do.....		129 50	
J. W. Verhusen..... do.....		58 00	
Will Blanchard..... do.....		56 00	
Cornelius Crelly..... do.....		66 25	
F. A. McDonald..... do.....		47 25	
M. Bohan..... do.....		75 00	
Minnie Olney..... do.....		115 50	
Fannie Russell..... do.....		179 50	
Ella D. Hutson..... do.....		190 00	
Jennie Sanders..... do.....		113 00	
Minnie Pritchard..... do.....		129 50	
Janet M. Tappan..... do.....		97 00	
Isa Phelps..... do.....		49 50	
Lizzie Dyke..... do.....		8 00	
Fannie Glazier..... do.....		82 00	
Eliza Porter..... do.....		47 00	
E. L. Case..... do.....		63 00	

 "A." — Receipts and Disbursements of the Several Funds— con.

GENERAL FUND DISBURSEMENTS.

LEGISLATIVE EXPENSES — continued.			
<i>Assembly Employees — con.</i>			
Anna Quinlan	do.....	\$57 50	.....
Nellie Grady.....	do.....	34 50	.....
B. H. Harris.....	do.....	23 00	.....
Anton Klaus, sergeant-at-arms.....		360 00	.....
M. J. Egan, assistant sergeant-at-arms.....		288 00	.....
Hugh Lewis, assistant sergeant-at-arms.....		288 00	.....
D. W. C. Wilson, postmaster.....		288 00	.....
Geo. W. Dart, assistant postmaster..		252 00	.....
Anthony Froener, assistant postmaster		175 00	.....
R. S. Trapsen, assistant postmaster..		77 00	.....
Thomas Hobbins, doorkeeper.....		216 00	.....
J. D. Searles, doorkeeper.....		216 00	.....
J. A. Allen, doorkeeper.....		216 00	.....
Patrick Sullivan, doorkeeper.....		216 00	.....
O. H. Hestethurn, doorkeeper.....		216 00	.....
John Kane, gallery attendant.....		216 00	.....
A. Tiedman, gallery attendant.....		216 00	.....
Bartley Coyne, porter, washroom....		216 00	.....
Peter LaBonde, porter, washroom....		216 00	.....
Geo. Burns, fireman.....		216 00	.....
Francis Fitzgerald, night watch....		216 00	.....
F. B. Brundage, night watch.....		216 00	.....
Bernard Halligan, janitor.....		216 00	.....
Henry Ebert, mail carrier.....		66 00	.....
A. Klaus, Jr., committee room attendant.....		216 00	.....
Richard Donovan, committee room attendant.....		216 00	.....
S. S. Hills, committee room attendant		216 00	.....
W. Mahoney, committee room attendant.....		216 00	.....
James Whitty, committee room attendant.....		216 00	.....
Ed. Jannush, committee room attendant.....		216 00	.....
Ed. Flaherty, committee room attendant.....		216 00	.....
B. H. Hunter, enrolling room attendant.....		216 00	.....
Robert Gilroy, messenger.....		126 00	.....
John Roberts, messenger.....		80 00	.....
Wm. Burnett, messenger.....		144 00	.....
Geo. Gewecke, messenger.....		144 00	.....
Wm. Krueger, messenger.....		144 00	.....
Edward Kavanaugh, messenger.....		144 00	.....
James Foran, messenger.....		144 00	.....
Harry Cutler, messenger.....		144 00	.....
Charles Lenz, messenger.....		144 00	.....
Fred T. Lee, messenger.....		144 00	.....
Charles Whitton, messenger.....		144 00	.....
Herman Schum, messenger.....		144 00	.....
Clinton M. Snow, messenger.....		144 00	.....

A. Receipts and Disbursements of the Several Funds — con.

GENERAL FUND DISBURSEMENTS.

LEGISLATIVE EXPENSES — continued.			
<i>Assembly employes — continued.</i>			
Marcus L. Moody, messenger	\$144 00	.....	.....
Jerome E. Holt, messenger	64 00	.....	.....
John Goodland, clerk of Judiciary Committee	198 00	.....	.....
Milton Blanchard, clerk Com. on Enrolled Bills	153 00	.....	.....
F. W. Burchard, clerk Com. on Engrossed Bills	198 00	.....	.....
W. A. Nowell, opening session of Assembly	50 00	.....	.....
J. R. Hunter, indexing Assembly Journal	250 00	.....	.....
J. R. Hunter, transcribing Assembly Journal	250 00	.....	.....
		\$14,709 50	.....
<i>Legislative Employes —</i>			
Alfred Nugent, clerk Joint Com. on Claims	\$153 00	.....	.....
T. S. Leland, flagman	216 00	.....	.....
		369 00	.....
<i>Printing for Legislature —</i>			
Carpenter & Tenney, printing.			
Miscellaneous	\$449 68	.....	.....
Senate bills	860 10	.....	.....
Assembly bills	1,638 50	.....	.....
Senate daily slips	383 51	.....	.....
Assembly daily slips	481 57	.....	.....
Senate Journal	353 93	.....	.....
Assembly Journal	359 67	.....	.....
		4,526 96	.....
<i>Postage for Legislature —</i>			
Madison post-office, stamps for members	\$3,350 00	.....	.....
Madison post-office, stamps for reporters	255 00	.....	.....
Madison post-office, stamps for employes	194 00	.....	.....
		3,799 00	.....
<i>Legislative Manual —</i>			
R. M. Bashford, compiling	\$400 00	.....	.....
R. M. Bashford, 2,752 copies of Manual	5,147 75	.....	.....
Carpenter & Tenney, printing	992 76	.....	.....
Seifert, Gugler & Co., engraving	704 00	.....	.....
		7,244 51	.....
<i>Gas for Legislature —</i>			
Madison Gas Company		1,333 62	.....
<i>State Prison Investigating Com., 1877—</i>			
Wm. E. Smith		50 00	.....
<i>Stationery for Employes—</i>			
Superintendent of Public Property		485 00	.....

 "A"—Receipts and Disbursements of the Several Funds.—con.

 GENERAL FUND DISBURSEMENTS.

LEGISLATIVE EXPENSES.— continued.			
<i>Joint Com. on Revision of Statutes —</i>			
L. W. Barden.....	\$400 00		
H. J. Ball	400 00		
Ed. E. Bryant.....	400 00		
William E. Carter	400 00		
J. R. Hudd	400 00		
E. C. McFetridge	400 00		
W. T. Price	400 00		
J. B. Curtis, Clerk	380 00		
R. C. Spooner, Clerk.....	205 00		
Carpenter & Tenney, printing explan- atory notes.....	83 87		
Carpenter & Tenney, printing report	154 00		
Carpenter & Tenney, binding 10 vol- umes report.....	20 00		
		\$3,642 87	
<i>Newspapers for Legislature —</i>			
David Atwood.....	\$1,034 60		
Anderson & Lawson.....	10 70		
Allen & Hicks	2 50		
H. D. Bath	4 50		
Wm. H. Bennett.....	20 00		
Henry Baetz.....	43 50		
Fred Burkhardt	4 00		
J. N. Brundage.....	4 00		
Mark H. Barnum	13 00		
Wm. Berch	1 50		
Ed. Borchardt	20 00		
Brannan & Turner.....	29 00		
Geo. Brunder.....	33 00		
Barry & Pettibone	1 90		
E. B. Bolens	2 40		
F. W. Coon.....	1 00		
Cramer, Aikens & Cramer.....	31 50		
N. V. Chandler	9 25		
Currier & Parish.....	2 00		
P. H. Carney.....	1 00		
Crucius & Muhlberg	2 00		
G. C. & C. S. Cross.....	2 00		
W. W. Coleman.....	11 50		
Democrat Co.....	295 00		
F. De Haas & Son	10 50		
P. V. Deuster.....	92 50		
A. Dewey.....	1 00		
Eau Claire Free Press Co.....	4 00		
M. L. Edgerton	56 30		
W. R. Finch.....	8 80		
F. Fleischer	1 00		
Frankinberg & Walters.....	4 50		
Fillmore and Matthews	2 00		
Flint & Weber.....	1 00		
William George.....	2 00		
S. D. Goodell	50		
Godfrey & Cutter	25 40		

"A."—Receipts and Disbursements of the Several Funds—con.

GENERAL FUND DISBURSEMENTS.

LEGISLATIVE EXPENSES—continued.			
<i>Newspapers for Legislature—con.—</i>			
A. S. Hearn.....	1	85	
E. F. Holmes.....	11	00	
S. B. Hubbell.....	2	50	
H. M. Hotchkiss.....		50	
E. Hurlbut.....	2	50	
R. H. Johnson.....		50	
Chas. Jonas.....	4	00	
Thomas C. Jones.....	3	50	
John Klinker.....		50	
A. B. Lamborn.....	74	75	
McConnell & Smith.....	132	20	
McGlachlin & Simons.....		50	
M. H. McCord.....	2	00	
Meffert & Peavey.....		50	
Moseley & Bro.....	188	50	
Magann & Keefe.....	83	40	
H. W. Meyer.....	4	50	
J. F. & Geo. Marsh.....		50	
Chas. E. Mears.....		50	
W. F. Nash.....	13	00	
W. J. Park & Co.....	40	95	
T. D. Plumb.....	2	35	
Prairie Farmer Co.....	2	00	
Hugh Pryer.....	18	50	
Edward Pollock.....		50	
R. Porsch.....	6	00	
Geo. W. Peck.....	48	90	
Ryan & Bro.....	9	50	
Robinson Bros. & Clark.....	4	50	
C. N. Relph.....		50	
A. J. Reed.....	4	00	
C. H. Schmidt.....	4	00	
Socialist Printing Co.....	38	00	
C. G. Stark.....	20	00	
Sentinel Co.....	46	00	
A. Sanborn.....		50	
Sherman & Goudy.....	3	00	
Symes & Usher.....	20	00	
Speiring & Boyesch.....	2	00	
O. Torgerson.....	2	00	
H. A. Taylor.....		50	
W. E. Talboys.....	1	00	
University Press.....	24	00	
A. E. Vanderpool.....	74	60	
Vanderpool & Pratt.....	4	00	
Wisconsin Publishing Co.....	87	00	
A. F. Warden.....	3	00	
Wilson & Tousley.....	2	00	
E. E. Woodman.....	2	00	
H. M. Youmans.....	1	00	
			\$2,788 85
Total for regular session.....			\$101,250 28

“A.”—Receipts and Disbursements of the Several Funds. — con.

GENERAL FUND DISBURSEMENTS.

LEGISLATIVE EXP'S — EXTRA SESSION.

Senators.

Mileage.

George A. Abert.....	\$20 00		
Matthew Anderson.....	4 00		
Alex. A. Arnold.....	34 00		
Dana R. Bailey.....	46 40		
Levi W. Barden.....	8 00		
Thomas A. Bones.....	25 00		
Archibald Campbell.....	10 00		
George Grimmer.....	41 40		
Oscar C. Hathaway.....	21 00		
Thomas R. Hudd.....	42 00		
Alonzo A. Loper.....	37 00		
Henry C. Mumbrue.....	30 00		
George H. Paul.....	20 00		
William T. Price.....	24 00		
Joseph Rankin.....	36 00		
William W. Reed.....	11 00		
Benoni O. Reynolds.....	19 40		
John A. Rice.....	17 60		
Hamilton Richardson.....	8 00		
George N. Richmond.....	40 00		
Hobart S. Sacket.....	40 00		
Philip Schneider.....	28 00		
Thomas B. Scott.....	30 00		
George W. Swain.....	31 80		
Return D. Torrey.....	38 00		
Isaac W. Van Schaick.....	20 00		
David E. Welch.....	7 40		
Charles H. Williams.....	35 00		
Merrick P. Wing.....	29 00		
Louis Wolf.....	37 00		
		\$791 00	

Senate Employes —

Chas. E. Bross, chief clerk, opening session.....	\$50 00		
Chas. E. Bross, chief clerk.....	24 00		
John W. De Groff, assistant clerk.....	20 00		
I. F. Stickle, bookkeeper.....	20 00		
Miletus Knight, transcribing clerk.....	14 00		
W. C. Barden, proof reader.....	14 00		
Will Welch, enrolling clerk.....	4 20		
Anna Norton, enrolling clerk.....	3 00		
Lizzie Camack, enrolling clerk.....	2 40		
L. J. Brayton, sergeant at arms.....	20 00		
D. D. Polleys, assistant sergeant at arms.....	16 00		
Fred Badger, postmaster.....	16 00		
John A. Neville.....	14 00		
F. J. Stockwell, gallery attendant.....	12 00		
Louis Loper, messenger.....	8 00		
P. L. Jerdee, messenger.....	8 00		
Lucien Pickarts, messenger.....	8 00		

"A." — Receipts and Disbursements of the Several Funds — con.

GENERAL FUND DISBURSEMENTS.

LEGISLATIVE EXPENDITURES, EXTRA SESSION — continued.			
<i>Senate Employes — continued.</i>			
J. G. Highland, messenger	\$8 00	.....	.....
Ole Stevenson, janitor.....	3 00	.....	.....
		\$264 60	.....
<i>Mileage of Members of Assembly —</i>			
Alma M. Aldrich	\$19 00	.....	.....
Canute Anderson	74 00	.....	.....
Josiah Arnold.....	8 00	.....	.....
William Y. Baker.....	18 80	.....	.....
Hiram J. Ball	12 00	.....	.....
Frederick G. Barlow.....	42 20	.....	.....
James M. Barrett	30 00	.....	.....
Augustus R. Barrows	42 40	.....	.....
John Bentley.....	20 00	.....	.....
Orrin W. Bow.....	12 00	.....	.....
Suel Briggs.....	28 00	.....	.....
Edwin E. Bryant	20	.....	.....
John D. Bullock	12 00	.....	.....
Charles T. Burnham	20 00	.....	.....
David M. Burns	34 80	.....	.....
William E. Carter	34 80	.....	.....
Patrick G. Cheves	29 60	.....	.....
Samuel R. Clark.....	40 00	.....	.....
Edwin D. Coe	10 00	.....	.....
James D. Condit.....	22 00	.....	.....
Cornelius Coughlin.....	27 60	.....	.....
Walter L. Dexter	29 00	.....	.....
John C. Dick.....	20 00	.....	.....
Vivus W. Dorwin.....	46 00	.....	.....
Carl Dowe	32 00	.....	.....
Christien Ellefson	34 00	.....	.....
Alexander P. Ellenwood.....	11 00	.....	.....
James Fitzgerald	33 00	.....	.....
William H. Fitzgerald.....	25 00	.....	.....
Hezekiah Flinn.....	8 00	.....	.....
Milan Ford	35 60	.....	.....
Ernst Funke	44 00	.....	.....
Alvarus E. Gilbert.....	17 00	.....	.....
Thomas G. Graham.....	11 40	.....	.....
John Gray	32 80	.....	.....
Francis M. Guernsey.....	47 60	.....	.....
J. Hayward Haight.....	36 20	.....	.....
Charles H. Hamilton.....	20 00	.....	.....
Eli Hawks	18 00	.....	.....
Charles Hawn.....	56 00	.....	.....
James Hill	55 00	.....	.....
Charles Holzhauer.....	20 00	.....	.....
David B. Hulburt.....	15 00	.....	.....
Edwin Hyde	20 00	.....	.....
Julius G. Ingram	40 00	.....	.....
James H. Jewell.....	28 00	.....	.....
Lars E. Johnson.....	30 00	.....	.....
Charles Jonas	25 00	.....	.....

 "A." — Receipts and Disbursements of the Several Funds — con.

 GENERAL FUND DISBURSEMENTS.

LEGISLATIVE EXPENSES , EXTRA SES- SION — continued.			
<i>Mileage of Members of Assembly — con.</i>			
James V. Jones.....	\$36 60	.....	.....
David M. Kelley.....	34 80	.....	.....
Edward Keogh.....	20 00	.....	.....
Frederick W. Kickbush.....	38 00	.....	.....
Fenner Kimball.....	8 80	.....	.....
Owen King.....	8 00	.....	.....
Levi E. Knapp.....	36 60	.....	.....
Peter Langenfeld.....	34 00	.....	.....
William Lawler.....	21 60	.....	.....
John Luchsinger.....	16 00	.....	.....
John Lyle.....	4 00	.....	.....
William McCoy.....	22 00	.....	.....
Edward McPetridge.....	18 00	.....	.....
Bernard McGinly.....	31 00	.....	.....
James Meehan.....	30 00	.....	.....
Edward S. Minor.....	50 00	.....	.....
Franklin Mitchell.....	16 00	.....	.....
Frederick Moscowitt.....	22 00	.....	.....
James Mallowney.....	14 00	.....	.....
William F. Nash.....	40 00	.....	.....
Solomon L. Nason.....	36 00	.....	.....
John Ollis.....	3 00	.....	.....
Charles H. Parker.....	10 00	.....	.....
John Pemberton.....	17 00	.....	.....
William H. Peters.....	13 40	.....	.....
Solon W. Pierce.....	17 00	.....	.....
Carl C. Pope.....	28 00	.....	.....
Lorenzo L. Post.....	40 00	.....	.....
John Potter, Jr.....	38 00	.....	.....
William Rice.....	42 00	.....	.....
E. D. Rogers.....	21 20	.....	.....
Allen Rusk.....	26 00	.....	.....
William Scollard.....	31 00	.....	.....
John J. Senn.....	38 00	.....	.....
J. L. Shepard.....	32 00	.....	.....
Henry Smith.....	20 00	.....	.....
Philip M. Smith.....	16 00	.....	.....
William H. Stark.....	10 00	.....	.....
Francis Steffen.....	47 60	.....	.....
Almon A. Swan.....	22 00	.....	.....
Joseph M. Thomas.....	11 00	.....	.....
Thomas Thornton.....	41 40	.....	.....
Charles Tisch.....	44 00	.....	.....
Henry Vits.....	38 00	.....	.....
Edward C. Wall.....	20 00	.....	.....
William S. Warner.....	39 80	.....	.....
Richard Weaver.....	17 00	.....	.....
Michael Wirtz.....	34 00	.....	.....
James White.....	29 10	.....	.....
Gustavus Willard.....	33 00	.....	.....
Uriah Wood.....	22 00	.....	.....
Lester Woodard.....	24 00	.....	.....
			\$2,689 90

 "A."—Receipts and Disbursements of the Several Funds—con.

GENERAL FUND DISBURSEMENTS.

LEGISLATIVE EXPENSES, EXTRA SESSION—continued.			
<i>Assembly Employes—</i>			
Jabez R. Hunter, chief clerk, opening session.....	\$50 00		
Jabez R. Hunter, chief clerk.....	24 00		
Sam. Ryan, Jr., assistant clerk.....	20 00		
George L. Cox, assistant clerk.....	20 00		
Roger C. Spooner, bookkeeper.....	20 00		
M. P. Walsh, proof reader.....	14 00		
Irving Bath, transcribing clerk....	14 00		
Michael Bohan, engrossing clerk....	14 00		
John Meehan, enrolling clerk.....	14 00		
Anton Klaus, sergeant-at-arms.....	20 00		
M. Eagan, assistant sergeant-at-arms.	16 00		
D. W. C. Wilson, postmaster.....	16 00		
George W. Dart, assistant postmaster	14 00		
O. H. Hestethwim, doorkeeper.....	12 00		
James Whitty, doorkeeper.....	12 00		
John Kane, gallery attendant.....	12 00		
A. Klaus, Jr., gallery attendant.....	12 00		
Neils Peters, night watch.....	12 00		
Bartly Coyne, porter.....	12 00		
John Fay, washroom attendant.....	12 00		
Clinton M. Snow, messenger.....	8 00		
Eddie Sutter, messenger.....	8 00		
Ed. Haggerty, messenger.....	8 00		
Eddie Cavanaugh, messenger.....	8 00		
Jerome E. Holt, messenger.....	8 00		
Herman Schum, messenger.....	8 00		
Charles Klaus, messenger.....	8 00		
F. M. Gifford, messenger.....	8 00		
James Cummings, messenger.....	8 00		
		\$412 00	
<i>Gas for Legislature—</i>			
Madison Gas Co.....		37 20	
<i>Printing for Legislature—</i>			
Carpenter & Tenney, miscellaneous.		92 47	
<i>Newspapers for Legislature—</i>			
David Atwood.....	\$215 50		
W. H. Bennett.....	20 00		
Democrat Co.....	243 00		
P. V. Deuster.....	28 00		
Free Press Printing Co.....	2 00		
S. S. Fifield.....	50		
A. B. Lamborn.....	144 00		
Mosely & Bro.....	998 50		
Magann, Keefe & Aldrich.....	19 00		
W. Z. Park & Co.....	94 00		
T. D. Plumb.....	20 00		
Star Printing Co.....	20 00		
Tenney & Moody.....	40 00		
Vanderpool & Pratt.....	223 50		
		\$2,068 00	
Total for extra session.....			\$6,355 17

“A.” — *Receipts and Disbursements of the Several Funds—con.*

GENERAL FUND DISBURSEMENTS.

STATE PRISON AND CHARITABLE INSTITUTIONS.			
<i>State Prison—</i>			
Expenses.....		\$6,000 00	
<i>State Hospital for Insane—</i>			
Taxes from counties for sup. of pa.	\$35,003 75		
Expenses.....	54,285 36		
Improvements.....	20,400 00	\$109,689 11	
<i>Northern Hospital for Insane—</i>			
Taxes from counties for sup. of pa.	\$21,358 27		
Expenses.....	92,985 00		
Improvements.....	5,100 00	\$119,443 27	
<i>Institute for the Blind—</i>			
Expenses.....	\$14,180 00		
House furnishing.....	455 00		
Improving grounds.....	500 00	\$15,135 00	
<i>Institute for Deaf and Dumb—</i>			
Expenses.....		25,375 00	
<i>Industrial School for Boys—</i>			
Taxes from counties for sup. of inm.	\$10,194 50		
Expenses.....	27,550 00		
Improvements.....	3,600 00	\$41,344 50	
<i>Soldiers' Orphans' Home—</i>			
Pensions.....		5,000 00	
<i>Industrial School for Girls—</i>			
Building.....		3,654 00	
			\$321,140 88
MISCELLANEOUS.			
<i>Clerk Hire.</i>			
<i>Secretary's Office—</i>			
Thos. C. Bourke.....	\$404 17		
M. Bohan.....	485 00		
John P. Doyle.....	404 17		
H. J. Hoffman.....	485 00		
C. W. Kempf.....	485 00		
Thos. Kelley.....	404 17		
Otto Peemiller.....	35 00		
D. H. Tullis.....	1,800 00		
Lars Harstad.....	1,100 00		
M. B. Kimball.....	1,100 00		
J. H. Keyes.....	396 67		
B. W. Luckow.....	1,100 00		
D. N. Taylor.....	1,246 66		
Fanny M. Vilas.....	880 00		
E. H. Weber.....	1,246 67		
		\$11,572 51	

“A.”—Receipts and Disbursements of the Several Funds — con.

GENERAL FUND DISBURSEMENTS.

CLERK HIRE — continued.			
<i>State Treasurer's office —</i>			
W. D. Carr.....	\$1,275 00		
A. Menges.....	485 00		
C. E. W. Struve.....	485 00		
John Stock.....	291 00		
Jeff. J. Kuehn.....	358 60		
Chas. Wedelstadt.....	1,320 00		
W. B. Hazeltine.....	975 00		
H. J. Schuette.....	992 00		
E. G. Linderman.....	360 00		
John Gerber.....	365 00		
		\$6,906 60	
<i>Land Office—</i>			
Irving Bath.....	\$404 17		
O. F. Blakeley.....	404 17		
Dan. C. Brown.....	796 75		
John A. Byrne.....	404 17		
Gabriel Erickson.....	404 17		
C. M. Foresman.....	2,102 28		
H. L. Hyde.....	404 17		
Hugh Lewis.....	269 44		
A. W. Potter.....	538 88		
Otto Peemiller.....	454 17		
W. H. Bennett.....	1,100 80		
A. E. Bauer.....	720 00		
Peter Fagg.....	1,056 75		
W. W. Jones.....	760 50		
Edward Lind.....	184 62		
E. S. McBride.....	1,249 25		
Fred J. Moll.....	1,056 75		
H. B. Pouse.....	1,056 75		
J. H. Waggoner.....	1,320 95		
A. W. Potter, clerk of Com. of S. & U. Lands.....	100 00		
		14,788 74	
<i>Superintendent of Public Property's office—</i>			
Robert Monteith.....		1,500 00	
			\$34,767 85
LABOR ABOUT CAPITOL.			
Michael Burke.....		\$649 92	
John Benson.....		649 92	
Ellen Daly.....		161 00	
Peter Higgins.....		379 12	
John Keyes.....		397 12	
Michael Lynch.....		649 92	
Bridget McMillen.....		123 78	
Mary Smith.....		166 00	
Geo. Gillis.....		23 40	
			3,200 18
ENGINEERS AND FIREMEN.			
E. R. Bristol.....		\$1,095 00	
Edwin Culver.....		912 50	

 "A."—Receipts and Disbursements of the Several Funds—con.

 GENERAL FUND DISBURSEMENTS.

ENGINEERS AND FIREMEN — continued.		
M. Hagerty.....	\$444 00	.....
Dennis O'Keefe.....	730 00	.....
George Wallace.....	194 00	.....
		\$3,375 50
CARPENTERS.		
S. E. Pearson.....	\$942 00	.....
John C. Roth.....	863 50	.....
		\$1,805 50
WATCHMEN.		
Eugene Bowen.....	\$730 00	.....
C. E. Hoyt.....	704 08	.....
Henry Shetter.....	790 00	.....
Mark Smith.....	730 00	.....
G. T. Long.....	346 00	.....
Edwin Hickman.....	510 00	.....
		\$3,810 08
JANITORS AND MESSENGERS.		
Geo. W. Baker, Railroad Commissioner's office...	\$704 08	.....
C. H. Beyler Supreme Court rooms.....	649 92	.....
J. C. Butler, Historical Society rooms.....	649 92	.....
Andrew Daubner, Attorney General's office.....	236 44	.....
T. L. Hacker, Executive office.....	1,080 00	.....
Wm. J. Jones, Supt. Pub. Property's office.....	960 00	.....
H. W. Lovejoy, Executive office.....	722 16	.....
A. C. Bright, Executive office.....	192 50	.....
Eugene Roberts, Secretary of State's office.....	649 92	.....
Thorval Svenson, Agricultural Society rooms.....	649 92	.....
Geo. Speckner, Adjutant General's office.....	649 92	.....
James Shortall, State Superintendent's office.....	240 00	.....
I. E. Troan, Supt. Pub. Property's office.....	649 92	.....
W. P. Clark, State Superintendent's office.....	588 13	.....
F. L. Moffett, Attorney General's office.....	407 76	.....
E. R. Reed, Land Office.....	270 80	.....
		\$9,301 39
TRANSIENT LABORERS.		
Kate Burke.....	13 20	.....
John Cody.....	7 00	.....
Pat. Cunningham.....	38 50	.....
Jeremiah Devine.....	7 00	.....
Peter Delmar.....	180 25	.....
David Haynes.....	120 75	.....
Jesse Longfield.....	92 75	.....
G. J. Mahoney.....	140 00	.....
Carl Miller.....	5 00	.....
M. J. Reynolds.....	36 75	.....
S. Anderson.....	3 75	.....
Patrick Doyle.....	14 62	.....
James McCormack.....	15 12	.....
		674 69

 "A."—Receipts and Disbursements of the Several Funds—con.

GENERAL FUND DISBURSEMENTS.

CONTINGENT EXPENSES.		
American Express Co., charges	\$1,171 10	
Abijah Abbott, merchandise	178 00	
E. P. Allis & Co., merchandise	4 77	
Daniel Bannon, horse hire for lawn mower	2 25	
Samuel Binks, gas fixtures and fitting	135 95	
Bunker & Froman, lumber	374 68	
Charles Belden, merchandise and repairing clocks	39 00	
Wm. Bailey, vault doors and frames	170 00	
Catharine Burke, soap	2 00	
J. H. D. Baker, grass seed	1 12	
O. M. Butler, thermometers	12 00	
C. M. & St. P. R'y, freight	58 66	
Silas Chapman, sectional maps	21 00	
Crevar, Adams & Co., merchandise	5 00	
Conklin & Gray, merchandise	2 25	
C. & N. W. R'y Co., freight on Geological Reports	36 24	
Dunning & Sumner, merchandise	684 33	
Daniel Delaney, brooms	12 00	
A. Donovan, blacksmithing	6 50	
Thos. Dean, file sticks	36 00	
Davidson & Son, marble slabs for capitol	225 00	
Ellen Daly, soap	5 00	
Michael Devine, labor with team	21 00	
L. H. Dexter, maps of Wisconsin	39 00	
W. J. & F. Ellsworth, merchandise	22 00	
E. H. Freeman, merchandise	15 00	
Jas. E. Fisher, furniture	2,748 06	
R. L. Garlick, crockery	14 70	
B. Goldenberg, bath tub for eagle	5 00	
J. C. Gonter, carpet sweepers	8 00	
Alexander Gill, repairing roof of capitol	43 75	
Alexander Gill, labor and material in park	162 90	
W. E. Goodman, marble slabs and basins	82 00	
Goodman & Moores, registers	46 55	
Thos. Hayden & Co., horse hire for lawn mower	18 00	
Hegan & Donovan, blacksmithing	2 00	
Hollister & Whitman, paints, oils and varnish	216 44	
Hoffman & Billings, merchandise	111 47	
S. P. Hale, ice	133 00	
Michael Hagerty, mason work	63 00	
C. Heran, marble slab	9 00	
Hazen Mooers, heating apparatus	263 00	
Wm. J. Jones, soap and nuts	5 80	
J. M. W. Jones P. & S. Co., wrap and manilla paper	254 77	
J. M. W. Jones P. & S. Co., cabinet letter file	120 00	
E. A. Jones, washing canvass, Assembly Chamber	6 00	
L. Kissler, repairing chairs	8 25	
Jeff. J. Kuehn, Madison Directory	3 00	
Klauber & Adler, carpet for Assembly Chamber	1,005 30	
Jeff. J. Kuehn, express charges	83 27	
Klauber & Adler, merchandise	406 60	
Charles Kayser, merchandise	212 25	

 "A."—*Receipts and Disbursements of the Several Funds — con.*

GENERAL FUND DISBURSEMENTS.

CONTINGENT EXPENSES — continued.		
B. & P. Lawrence, seal press	\$110	00
M. W. Lynch, steel punch	1	50
F. Lippert, food for eagle	14	08
Richard Lynch, merchandise	81	42
P. Lyon, blacksmithing	2	30
Richard Lynch, mason work	126	96
Ed. Lazier & Co., paints and varnish	24	61
McKey & Folds, merchandise	7	00
McConnell & Smith, seal press for Ins. Com.	25	00
L. P. McCarty, Annual Statistician	4	00
Fred Memhard, cartage and freight	163	15
Moseley & Bro., merchandise	122	34
Mathews Bros., furniture	670	00
Malony Bros., gas fixtures and fittings	350	51
E. Morden, pump	12	00
Madison Gas Co., globes, lamps and gaspipe	66	77
Marr & Richards, seal for Ins. Com'r	18	00
Marr & Richards, seal for Adjutant General	20	00
Lawrence Miller, fuel saver for furnaces	350	00
Anna Manning, soap	2	00
J. H. Middleton, self-inking stamp	16	00
Mathews Bros., lumber	38	25
N. W. Telegraph Co., telegrams	63	35
R. G. Norton, repairing clocks	25	25
Wm. A. Oppel, food for eagle	50	36
Tim. Purcell, labor with team	118	00
William Pollard, painting and glazing	1,879	72
A. A. Pardee & Bros., merchandise	161	11
Frank H. Putney, merchandise	7	50
W. H. Park & Co., merchandise	13	15
Thomas Regan, gas fixtures and fitting	384	30
Eugene Roberts, carrying night mail	25	00
Rhodes & Co., food for eagle	11	84
Ramsdale & Branahy, blacksmithing	5	70
Sophia Speckner, repairing flag	20	00
John Sumner, hardware	192	25
Slater & Ball, iron work	153	64
Carl Schmid, locksmithing	125	50
E. Sharpe & Son, plastering	142	50
Sorenson, Frederickson & Fish, lumber and labor ..	77	78
A. Scott Sloan, telegrams	4	50
State Superintendent, dictionaries	35	00
Elizabeth Swink, soap	15	00
Sophia Speckner, making carpets	13	00
J. E. Troan, making towels	5	00
David Stevens, brick	11	90
Stark Bros., carpets	986	55
U. S. Express Co., charges	351	10
Vroman, Frank & Ramsay, hardware	386	95
D. N. Taylor, map for Secretary's office	3	50
John Wenzel, merchandise	8	00
West & Co., manilla paper	80	42

"A."—Receipts and Disbursements of the Several Funds—con.

GENERAL FUND DISBURSEMENTS.

CONTINGENT EXPENSES — continued.		
West. Bank Note & Eng. Co., drafts for State Treas.	\$44 00	.....
J. E. Williams, flowers for fountain.....	15 00	.....
Hannah Welch, soap	3 37	.....
A. H. West, washing curtains.....	3 00	.....
		\$16,961 09
PRINTING.		
E. B. BOLENS —		
Balance for printing election registers for 1876..	\$568 73	.....
Printing for Comm'rs of S. and U. Lands.....	14 43	.....
Printing for Sec. of State	74 88	.....
CARPENTER & TENNEY —		
Printing Report of Secretary of State	459 63	.....
State Treasurer.....	129 81	.....
State Superintendent	769 67	.....
Comm'rs of S. and U. Lands..	44 97	.....
Railroad Commissioner.....	563 99	.....
Insurance Commissioner.....	510 62	.....
State Geologist.....	85 78	.....
State Board of Char. and Ref.	316 28	.....
Fish Commissioners.....	36 74	.....
State Board of Health.....	218 27	.....
State Historical Society.....	34 88	.....
Regents of State University..	134 51	.....
State Hospital for Insane ...	83 84	.....
Northern Hospital for Insane.	110 23	.....
State Prison.....	100 54	.....
Industrial School for Boys...	55 46	.....
Institute for the Blind.....	38 76	.....
Institute for Deaf and Dumb.	55 30	.....
Soldiers' Orphans' Home ...	29 97	.....
State Agricultural Society ...	1,715 68	.....
Northern Agricultural Ass'n.	859 14	.....
Dairymen's Association.....	155 72	.....
State Horticultural Society...	860 76	.....
blanks for Governor	184 88	.....
Secretary of State.....	1,338 91	.....
State Treasurer.....	241 33	.....
Attorney General.....	29 75	.....
State Superintendent.....	638 32	.....
Comm'rs of S. and U. Lands..	447 58	.....
Railroad Commissioner.....	12 50	.....
Insurance Commissioner.....	526 49	.....
Adjutant General.....	5 40	.....
Quarter Master General.....	9 80	.....
State Geologist.....	4 50	.....
Supt. Public Property.....	73 92	.....
Treasury Agent.....	45 88	.....
Board of Charities and Reform	68 49	.....
Fish Commissioners.....	4 35	.....
Park Commissioners	90	.....

 "A."—Receipts and Disbursements of the Several Funds—con.

GENERAL FUND DISBURSEMENTS.

PRINTING — continued.		
CARPENTER & TENNEY —		
Printing Report of State Historical Society.....	\$482 81	.....
State Prison.....	8 22	.....
Industrial School for Boys ..	12 70	.....
Supreme Court.....	97 72	.....
State Library.....	153 75	.....
Judiciary Commission.....	16 24	.....
Life Insurance Statement.....	94 45	.....
Governor's Message and Documents...	193 04	.....
Session Laws of 1878.....	3, 184 64	.....
Assessment Laws.....	65 47	.....
Election Laws.....	135 77	.....
Election Registers.....	1, 007 91	.....
SEIFERT & GUGLER —		
Printing and engraving for State Geologist.....	20 00	.....
		\$17,134 31
PAPER.		
W. J. Park & Co., English paper.....	\$65 00	.....
Bradner, Smith & Co.....	6, 668 16	.....
		6, 733 16
POSTAGE.		
<i>Madison Post Office —</i>		
Stamps for Governor.....	\$269 20	.....
Secretary of State.....	326 34	.....
State Treasurer.....	390 40	.....
Attorney General.....	82 00	.....
Superintendent of Public Property..	105 00	.....
State Superintendent.....	421 60	.....
State Historical Society.....	281 40	.....
Insurance Commissioner.....	159 70	.....
Treasury Agent.....	191 00	.....
Supreme Court.....	252 60	.....
State Librarian.....	97 37	.....
Land Department.....	134 00	.....
Adjutant General.....	54 50	.....
Board of Charities and Reform.....	184 00	.....
Railroad Commissioner.....	132 60	.....
Unpaid postage.....	25 05	.....
JEFF. J. KUEHN —		
Stamps for State Treasurer.....	25 66	.....
ROBERT McCURDY —		
Stamps for Secretary of State.....	111 68	.....
State Treasurer.....	68 54	.....
		3, 312 64
STATIONERY.		
Q. H. Barron, Superintendent of Public Property.....		8, 000 00

 "A."—*Receipts and Disbursements of the Several Funds — con.*

GENERAL FUND DISBURSEMENTS.

GAS.		
Madison Gas Right and Coke Co		\$4,977 73
FUEL.		
Conklin & Gray, 310 tons of coal	\$1,902 42	
Tim Purcell, wood	105 75	
J. B. Ashley, wood	8 00	
		2,016 17
INVESTIGATION OF THE INSTITUTE FOR DEAF AND DUMB.		
H. H. Giles, per diem	\$207 50	
H. H. Giles, expenses	70 57	
W. W. Reed, per diem	175 00	
W. W. Reed, expenses	108 79	
H. C. Tilton, per diem	25 00	
T. D. Kanouse, expenses	91 41	
S. S. Woodward, notary fees	6 00	
Rufus B. Smith, commissioner's fees	31 94	
Geo. W. Matteson, sheriff's fees	3 50	
H. A. Dyke, subpoenaing witnesses	16 70	
Emil Hartwig, sheriff's fees	5 80	
Louis Jenkins, interpreter's fees	20 00	
Wiram Bishop, witness fees	2 56	
Emilee Eberle..... do	1 56	
Gust Eberle..... do	1 56	
E. F. Gardner..... do	9 00	
C. Minert..... do	3 54	
Frances Minert..... do	3 54	
Dort Minert..... do	3 54	
J. H. Miner..... do	5 97	
C. L. Williams..... do	4 88	
Peebe Smith..... do	2 70	
A. W. Smite..... do	2 70	
Helen L. Tenney..... do	81	
Mary Stillwell..... do	3 44	
Abbie Tenney..... do	81	
T. K. Studley..... do	11 35	
		820 17
MILITIA.		
Ed. E. Bryant, Adj. Gen., services in Burnett Co. .	\$105 00	
Ed. E. Bryant, Adj. Gen., expenses in Burnett Co. .	49 21	
Geo. E. Bryant, Q. M. G., inspecting militia	256 50	
Frank H. Putney, military secretary	107 77	
Geo. W. Burchard, military secretary	293 33	
E. G. Linderman, A. D. C. to Adj. General	450 00	
A. H. Bright, A. D. C. to Adj. General	450 00	
Beloit City Guards, armory rent	300 00	
Bayfield Rifles, armory rent	300 00	
Bay City Light Guards, armory rent	300 00	
Eau Claire City Guards, armory rent	300 00	

"A." — *Receipts and Disbursements of the Several Funds — con.*

GENERAL FUND DISBURSEMENTS.

MILITIA — continued.		
Evergreen City Guards, armory rent.....	\$300 00	.....
Germania Guards, armory rent.....	300 00	.....
Guppy Guards, armory rent.....	300 00	.....
Kalmback Rifles, armory rent.....	300 00	.....
Manitowoc Volunteer Militia, armory rent.....	300 00	.....
Mauston Light Guards, armory rent.....	300 00	.....
Oshkosh Guards, armory rent.....	300 00	.....
Custer Rifles, armory rent.....	300 00	.....
Governor's Guards, La Crosse, armory rent.....	300 00	.....
Kosciusko Guards, armory rent.....	300 00	.....
Ludington Guards, armory rent.....	300 00	.....
Ripon Rifles, armory rent.....	300 00	.....
Sheridan Guards, armory rent.....	300 00	.....
Governor's Guard, Madison, armory rent.....	300 00	.....
American Express Co., charges on military goods.	1 50	.....
H. Bowdenstein, sheep skins.....	3 45	.....
C., M. & St Paul R'y Co., freight on arms.....	13 20	.....
C. & N. W. R'y Co., freight on arms.....	16 77	.....
Peter B. Fields, work in armory.....	845 00	.....
E. G. Linderman, inspecting militia.....	103 40	.....
Fred Memhard, freight and cartage on military stores.....	402 35	.....
Charles May, cleaning artillery harness.....	132 00	.....
Charles May, repairing cannon, etc., Mil. Light Artillery.....	70 00	.....
J. S. Webster, painting gun carriages.....	5 00	.....
A. Cheney, subsistence for militia.....	177 00	.....
Dunning & Sumner, supplies for armory.....	2 92	.....
Klauber & Adler, use of beds for militia.....	44 00	.....
J. E. Fisher, cot bed for militia.....	3 00	.....
Dennis Foley, firing salute Feb. 22.....	5 00	.....
Charles Merrick, subsistence for militia.....	64 50	.....
Wm. J. Jones, subsistence for militia.....	90 00	.....
John McFarland, firing salute Feb. 22.....	10 00	.....
Matthews Bros., cots for militia.....	15 00	.....
H. B. Sherman, cots for militia.....	12 00	.....
Jordan Tillman, carting military stores.....	2 00	.....
Vilas House, subsistence for militia.....	16 00	.....
A. H. West, subsistence for militia.....	21 00	.....
John Kelly, inspecting militia.....	5 00	.....
F. J. Borchardt, transporting state arms.....	8 30	.....
Peter B. Fields, shipping artillery harness.....	11 00	.....
Klauber & Adler, repairing flags.....	13 95	.....
Ludington Guards, freight on arms.....	28 34	.....
A. McGovern, ammunition.....	3 75	.....
John Cory firing salute July 4.....	10 00	.....
Wilhelm Flohr, friction primers.....	2 50	.....
Vroman, Frank & Ramsay, powder.....	64 58	.....
		\$9,314 32

"A."— *Receipts and Disbursements of the several Funds — con.*

GENERAL FUND DISBURSEMENTS.

GOVERNOR'S CONTINGENT FUND.		
Harrison Ludington	\$326 97	
David Atwood	125 00	
R. S. & N. V. Jacobs	68 71	
B. J. Stevens	118 80	
John Nader	200 00	
A. W. Newman	49 50	
A. L. Davidson	25 00	
Alexander Wilson	19 18	
W. C. Whitford	70 80	
		\$1,003 96
CAPITOL PARK IMPROVEMENT.		
Louis J. Clark, trees	\$20 00	
John Gurnee, Park Com'r, expense	9 10	
J. L. Mott Iron Works, fountain	1,471 01	
C. & N. W. R'y Co., freight on fountain	117 97	
G. P. Delaplaine, Park Com'r, expense procuring fountain	49 30	
N. W. Telegraph Co., telegrams	55	
Valentine Beck, carting fountain	5 00	
C. Mil. & St. Paul R'y Co., freight on brick for fountain	11 00	
John Nader, engineer and sup't of fountain	75 00	
Chas. Moran, labor on fountain	22 25	
Bartley Coyne, . . . do . . . do	21 62	
Wm. O'Connell . . . do . . . do	17 50	
Pat. Coffrey do . . . do	4 37	
John Fay do . . . do	11 88	
Wm. Healy do . . . do	27 12	
Patrick McGovern do . . . do	23 40	
David Stevens, stone for fountain	24 75	
		1,911, 82
TEXT BOOK COMMISSION.		
C. S. Albee, Com'r, expenses	\$26 45	
Geo. H. Paul, Com'r, expenses	24 75	
J. B. Quimby, Com's expenses	15 50	
		66 70
STEAM WAGON COMMISSION.		
W. W. Marshall, Com'r expenses	\$75 00	
Q. C. Olin, Com'r, expenses	75 00	
J. M. Smith	175 95	
		325 95
STATE BOARD OF ASSESSMENT.		
Richard Guenther	35 00	
Han's B. Warner	35 00	
		70 00

“A.”—*Receipts and Disbursements of the Several Funds — con.*

GENERAL FUND DISBURSEMENTS.

JUDICIAL COMMISSION.		
M. Griffin, expenses	\$88 95	.....
H. B. Harshaw, expenses	85 75	.....
Jas. G. Jenkins, expenses	30 65	.....
O. B. Thomas, expenses!.....	47 00	.....
		\$252 85
REVISING STATUTES.		
J. H. Carpenter, services as reviser	\$805 00	.....
J. P. C. Cottrell, services as revisor	1,320 00	.....
H. S. Orton, services as reviser	960 00	.....
David Taylor, services as reviser	1,815 00	.....
Wm. F. Vilas, services as reviser	1,905 00	.....
A. C. Parkinson, services as clerk	900 00	.....
R. C. Spooner, services as clerk	900 00	.....
Carpenter & Tenney, printing revisers' report to Legislature	589 22	.....
Carpenter & Tenney, printing revisers' notes ...	1,464 91	.....
		10,659 13
PRINTING REVISED STATUTES.		
J. H. Carpenter and W. F. Vilas, ser. and clk. hire	\$2,279 99	.....
Cleveland Paper Co., paper	5,194 90	.....
Allen & Hicks, advertising for printing Rev. Stat.	9 40	.....
Cramer, Aikens & Cramer.....do.....	9 40	.....
Republican & Leader.....do.....	9 40	.....
Sentinel Co.....do.....	9 40	.....
Cramer, Aikens & Cramer, adv'g for paper for R. S.	3 80	.....
Sentinel Co.....do.....	3 80	.....
		7,520 09
SUPERIOR HARBOR PROTECTION.		
I. C. Sloan, legal services	\$2,158 85	.....
David Atwood, printing brief	94 00	.....
F. R. Bloodgood, taking testimony	18 60	.....
		2,271 45
EXAMINERS OF STATE TEACHERS.		
S. H. Carpenter	\$37 00	.....
Geo. W. Peckham	43 10	.....
A. Salisbury	56 95	.....
		137 05
GEOLOGICAL SURVEY.		
T. C. Chamberlin, expenses of survey		9,000 00
GEOLOGICAL REPORT.		
Robert Wootton, paper	\$5,935 00	.....
David Atwood, paper	10 46	.....
Atwood & Culver, printing and binding	2,347 48	.....
Seifert, Gugler & Co., maps	6,511 96	.....
Seifert & Schoeffel, maps	2,951 00	.....
W. J. Park & Co., binding	100 00	.....
W. J. Park & Co., cases and frames	116 55	.....
		17,972 45

"A."—Receipts and Disbursements of the Several Funds—con.

GENERAL FUND DISBURSEMENTS.

WATER SUPPLY FOR CAPITOL.		
Democrat Co., advertising	\$15 00	.....
Sentinel Co., advertising	18 00	.....
John Nader, for laborers	102 60	.....
E. P. Allis & Co., hydrant valves	55 20	.....
Samuel Binks, iron pipe and labor	40 05	.....
Henry Dibble, drinking fountain	21 00	.....
H. G. Dodge, brick	55 70	.....
Alexander Gill, laying water pipe	1,223 00	.....
Hoffman, Billings & Co., iron pipe	80 59	.....
R. B. Livsey, brick	18 00	.....
Dennis Long, brick	24 90	.....
F. Memhardt, freight and cartage	9 80	.....
Madison Manufacturing Co., casting	5 00	.....
Pannock & Mason, stone	62 28	.....
Slater & Ball, iron pipe and labor	99 35	.....
		\$1,830 47
REFUNDED LAND OFFICE FEES.		
Albert Bushman	\$3 00	.....
John H. Loper	1 50	.....
F. G. Seger	1 50	.....
Geo. M. Wakefield	3 00	.....
E. P. Finch	4 50	.....
John B. Gigot	1 50	.....
W. H. Phipps	2 13	.....
		\$17 13
PUBLISHING NOTICES AND PROCLAMATIONS.		
David Atwood, advertising in state paper	\$496 50	.....
Chicago Tribune, advertising for paper	130 56	.....
P. V. Deuster, Milwaukee ..do	23 10	.....
Wisconsin Publishing Co. ....do	21 45	.....
Democrat Co., Madison ..do	44 55	.....
Inter-Ocean Publishing Co. ....do	57 60	.....
Sentinel Co., Milwaukee ..do	21 45	.....
W. F. Story, Chicago, advertising for printing	140 00	.....
Sentinel Co., Milwaukee ..do	75 20	.....
Allen & Hicks, Oshkosh ..do	75 20	.....
Free Press Co., Eau Claire ..do	84 69	.....
W. R. Finch, La Crosse ..do	75 20	.....
Gazette Print'g Co., Janesville ..do	84 60	.....
Cramer, Aikens & Cramer, Mil., adv. for stationery	6 60	.....
Democrat Co., Madison ..do	14 85	.....
Sentinel Co., Milwaukee ..do	15 00	.....
W. F. Story, Chicago ..do	50 00	.....
Chicago Tribune ..do	30 72	.....
Sentinel Co., Milwaukee, advertising for coal	6 50	.....
		\$1,453 68

“A.”—*Receipts and Disbursements of the Several Funds.—con.*

GENERAL FUND DISBURSEMENTS.

PUBLISHING GENERAL LAWS.		
David Atwood, State Journal, Madison (state paper)	\$1,940 17	.....
David Atwood, State Journal, Madison.....	60 00	.....
Allen. J. Hicks, Northwestern, Oshkosh.....	60 00	.....
Henry Arnold, Wisconsin Demokrat, Chilton.....	60 00	.....
John Allison, Northwestern Teetotaler, La Crosse.	60 00	.....
Henry Baetz, Banner and Volksfreund, Milwaukee.	60 00	.....
J. R. Berryman, Union, Prairie du Chien.....	60 00	.....
E. B. Bolens, Star, Mauston.....	60 00	.....
C. M. Bright, Republican, Waupaca.....	60 00	.....
Burnett & Son, Advertiser, Black Earth.....	60 00	.....
C. A. Booth, Sentinel, Monroe.....	60 00	.....
Wm. Bersch, Volkstimme, Eau Claire.....	60 00	.....
B. J. Bennett, Tribune, Mineral Point.....	60 00	.....
H. D. & W. Bath, Democrat, Portage.....	60 00	.....
F. J. Bowman, Independent, Black River Falls...	60 00	.....
Fred. Burkard, Concordia, Green Bay.....	60 00	.....
J. N. Brundage, Tribune, Grand Rapids.....	60 00	.....
S. Bardwell, Times, Plainfield.....	60 00	.....
M. H. Barnum, Torch of Liberty, Wausau.....	60 00	.....
D. W. Bronson & Son, Weekly Sickle, Mazomania.	60 00	.....
Ed. Borchardt, Tribune, Manitowoc.....	60 00	.....
J. R. Bohau, Democrat, Ozaukee.....	60 00	.....
Barney & Pettibone, Telephone, Mayville.....	60 00	.....
H. D. Bath, Democrat, Columbus.....	60 00	.....
D. Blumenfeld, Weltberger, Watertown.....	60 00	.....
Thomas Barden, Times, Superior City.....	60 00	.....
James Bintliff & Son, Republican, Darlington...	60 00	.....
Buhlert & Gfrorner, Au, Milwaukee.....	60 00	.....
G. H. Cunningham, Gazette, Neenah.....	60 00	.....
Currier & Parish, Courier, Stoughton.....	60 00	.....
E. F. Conklin, Journal, Waterloo.....	60 00	.....
Curtis & Gile, Wisconsin Leader, Merrillon.....	60 00	.....
Cramer, Aikens & Cramer, Evening Wisconsin, Mil	60 00	.....
Clark & Goodell, State Register, Portage.....	60 00	.....
F. W. Coon, Local, Oconomowoc.....	60 00	.....
A. P. Colby, Enterprise, Union Grove.....	60 00	.....
Crucius & Muhlberg, Pioneer am Wisconsin, S'k C	60 00	.....
Crawford & Bro., National Democrat, Mineral Pt..	60 00	.....
Cogan & Bissell, Express, Montello.....	60 00	.....
Henry Casson, Vernon Co. Censor, Viroqua.....	60 00	.....
P. H. Carney, Democrat, Waukesea.....	60 00	.....
Chronotype Publishing Co., Chronotype, Rice Lake	60 00	.....
Ed. E. Coe, Register, Whitewater.....	60 00	.....
N. V. Chandler, Free Press, Reedsburg.....	60 00	.....
M. T. Carhart, Early Dawn, Oshkosh.....	60 00	.....
Frank Cooper, Banner, Black River Falls.....	60 00	.....
M. F. Carney, Argus, New Lisbon.....	60 00	.....
Case & Doolittle, Herald, Ellsworth.....	60 00	.....
C. R. Conable, Inquirer, Sharon.....	60 00	.....
T. J. Cleaver, Enterprise, Neillsville.....	60 00	.....
W. W. Coleman, Herold, Milwaukee.....	60 00	.....
A. Dewey, Shield, Barron.....	60 00	.....

“A.”—Receipts and Disbursements of the Several Funds — con.

GENERAL FUND DISBURSEMENTS.

PUBLISHING GENERAL LAWS — continued.		
J. R. Decker, Republican, Columbus.....	\$60 00	.....
J. W. De Groff, Express, Alma.....	60 00	.....
O. P. Dow, Enterprise, Palmyra.....	60 00	.....
F. K. Dunn, Reporter, Wonewoc.....	60 00	.....
H. L. Devereaux, Standard, Burlington.....	60 00	.....
C. H. Darlington, News, Muscoda.....	60 00	.....
P. V. Deuster, Katholische Zeitung, Milwaukee.....	60 00	.....
P. V. Deuster, See Bote, Milwaukee.....	60 00	.....
Carl Doerflinger, Freidenker, Milwaukee.....	60 00	.....
Democrat Co., Democrat, Madison.....	60 00	.....
Geo. A. Edes, Messenger, Whitehall.....	60 00	.....
A. E. Egery, Argus Racine.....	60 00	.....
F. Fleischer, Fadrelandet & Emigranten, La Crosse	60 00	.....
Free Press Co., Free Press, Eau Claire.....	60 00	.....
Fogo & Munson, Republican, Richland Center.....	60 00	.....
Fernandez & Glaze, Times, Oshkosh.....	60 00	.....
H. D. Fargubarson, Dial, Boscobel.....	60 00	.....
S. D. Forbes, Union, Westfield.....	60 00	.....
Frankenberg & Waters, Democrat, West Bend.....	60 00	.....
Fillmore & Mathews, Reformer, Monroe.....	60 00	.....
Fillmore & Mathews, Graphic, Beloit.....	60 00	.....
S. S. Fifield, Press, Ashland.....	60 00	.....
W. R. Finch, Republican & Leader, La Crosse.....	60 00	.....
Flint & Weber, News, Menomonie.....	60 00	.....
Gazette Printing Co., Gazette, Janesville.....	60 00	.....
George C. Ginty, Herald, Chippewa Falls.....	60 00	.....
Wm. George, Republican, Hartford.....	60 00	.....
S. D. Goodell, Democrat, Princeton.....	60 00	.....
German Catholic Press Co., Columbia, Milwaukee.....	60 00	.....
Germania Publishing Co., Germania, Milwaukee.....	60 00	.....
Geo. E. Gilkey, Herald, Mondovi.....	60 00	.....
E. A. Gordon, Times, New London.....	60 00	.....
C. S. Hart, Register, Oconto.....	60 00	.....
J. L. Hauser & Co., Christian Statesman, Mil.....	60 00	.....
A. Heidkamp, Zeitung, Port Washington.....	60 00	.....
E. Hurlbut, Free Press, Oconomowoc.....	60 00	.....
Hotchkiss & Stafford, Representative, Fox Lake.....	60 00	.....
H. J. Hoffman, Republican & Press, Neillsville.....	60 00	.....
J. E. Hegg, Herald, Geneva.....	60 00	.....
Thos. Hughes, Citizen, Beaver Dam.....	60 00	.....
H. Harris, Eagle, Marinette.....	60 00	.....
Hoffman & Cunningham, Times, Chippewa Falls.....	60 00	.....
J. P. Hume, Times, Chilton.....	60 00	.....
Hoskinson & Follett, State Gazette, Green Bay.....	60 00	.....
S. Hubbell, Star & News, Medford.....	60 00	.....
A. S. Hearn, Chronicle, Dodgeville.....	60 00	.....
J. N. Hall, Lumberman, Oconto.....	60 00	.....
W. D. Hoard, Union, Ft. Atkinson.....	60 00	.....
I. A. Hoxie, Review, Evansville.....	60 00	.....
D. E. Hickey, Facts, Depere (Law of 1877).....	60 00	.....
D. E. Hickey, Facts, Depere.....	60 00	.....
C. N. Holford, Argus, Lancaster.....	60 00	.....

 "A"—Receipts and Disbursements of the Several Funds—con.

 GENERAL FUND DISBURSEMENTS.

PUBLISHING GENERAL LAWS—continued.		
F. F. Hobert, Free Press, Beloit.....	\$60 00	.....
H. G. Ingersoll, Times, Plover	60 00	.....
E. H. Ives, Plaindealer, Prescott	60 00	.....
J. E. Ingraham, Reporter, Grand Rapids.....	60 00	.....
Jones & Peavy, Star, Arena	60 00	.....
R. H. Johnson, Central Wisconsin, Wausau.....	60 00	.....
Thomas C. Jones, Democrat, Watertown.....	60 00	.....
G. O. Jones, Eagle, Augusta.....	60 00	.....
Frederick Jones, Slavie, Racine.....	60 00	.....
Chas. Kohlman, Wisconsin Telegraph, Oshkosh ..	60 00	.....
Kane & Wright, Journal, Omro	60 00	.....
M. D. Kimball, Globe, Green Bay	60 00	.....
J. A. Killen, Union, Kenosha	60 00	.....
J. G. Knight, Democrat, Darlington	60 00	.....
C. E. Kibbe, Plain Talker, Elroy	60 00	.....
E. O. Kimberly, Independent, Broadhead.....	60 00	.....
J. H. Keyes, Republican, Watertown	60 00	.....
J. C. Keeney, Chronicle, Weyauwega.....	60 00	.....
John Klinker, Beobachter am Winnebago, Menasha	60 00	.....
H. M. Kutchin, Commonwealth, Fond du Lac.....	60 00	.....
F. F. Livermore, Berlin Courant, Berlin	60 00	.....
H. M. Loomer, Journal, Shawano	60 00	.....
Frank Long, Advocate, Juneau	60 00	.....
Charles A. Leith, Republican and Leader, Arcadia	60 00	.....
R. Loewenbach, Herald, Monroe	60 00	.....
Frank Lowth, Democrat, Juneau.....	60 00	.....
A. B. Lamborn, Wisconsin Greenback, Sparta.....	60 00	.....
Joseph Leicht, Republikaner, Fountain City.....	60 00	.....
S. S. Luce, Independent, Galesville (Laws of 1877)	60 00	.....
M. H. McCord, Advocate, Jenny.....	60 00	.....
McGlachlin & Simons, Journal, Stevens Point....	60 00	.....
D. McBride & Son, Herald, Sparta	60 00	.....
B. F. McKay, Enterprise, DeSoto	60 00	.....
Hays McKinley, Telegraph, Kenosha	60 00	.....
Wesley Moran, Guard, Kilbourn City.....	60 00	.....
W. S. Merrill, Courier, Prairie du Chien.....	60 00	.....
Magann & Keefe, News, Milwaukee.....	60 00	.....
W. H. Mattison, Times, Durand.....	60 00	.....
Myrup & Olson, Folkets Avis, Racine.....	60 00	.....
W. J. Munroe, Waushara Co. Argus, Wautoma....	60 00	.....
F. J. Mills, City News, Sheboygan	60 00	.....
C. J. Martin, Expositor, Sturgeon Bay.....	60 00	.....
A. Marshner, Tribune, Sheboygan.....	60 00	.....
J. L. & Geo. Marsh, Herald, Sheboygan.....	60 00	.....
Merrick & Fowler, Press, River Falls	60 00	.....
H. W. Myers, Volksfreund, Appleton.....	60 00	.....
Charles E. Mears, Press, Osceola Mills	60 00	.....
C. R. Morse & Co., Journal, River Falls	60 00	.....
J. H. Montifiore, Bulletin, Baldwin.....	60 00	.....
News Company, News, Prairie du Sac.....	60 00	.....
W. F. Nash, Tribune, Manitowoc	60 00	.....
John Nagle, Pilot, Manitowoc	60 00	.....

“A.”—Receipts and Disbursements of the Several Funds — con.

GENERAL FUND DISBURSEMENTS.

PUBLISHING GENERAL LAWS — continued.		
D. W. Nolan, Catholic Vindicator, Milwaukee....	\$60 00	.....
News Printing Co., News, Eau Claire.....	60 00	.....
News Publishing Co., News, Medford.....	60 00	.....
Ostrander, Hoppin & Dean, Northw. Miller, LaX	60 00	.....
Oliver Brothers, Leader, Waupun.....	60 00	.....
E. Prouty, Watchman, Black Earth.....	60 00	.....
Peavy & Sandford, Advocate, Racine.....	60 00	.....
P. R. Proctor, News, De Pere.....	60 00	.....
Peoples' Print. & P. Co., Peop. Champ., Fond du L.	60 00	.....
P. R. Pryor, Times, Waupun.....	60 00	.....
Edward Pollock, Herald, Lancaster.....	60 00	.....
S. W. Pierce, Press, Friendship.....	60 00	.....
Press Printing Co., Press, Bayfield.....	60 00	.....
P. R. Proctor, Herald, Fort Howard.....	60 00	.....
Geo. P. Pradt, Weekly Press, Kenosha.....	60 00	.....
R. Porsch, Wisconsin Botschafter, Madison.....	60 00	.....
Geo. W. Peck, Peck's Sun, Milwaukee.....	60 00	.....
Ryan & Bros., Crescent, Appleton.....	60 00	.....
A. J. Reed, Post, Appleton.....	60 00	.....
C. N. Relp, Times, Menomoneie.....	60 00	.....
Robinson Bros & Clark, Advocate, Green Bay....	60 00	.....
C. P. Rawson, Republic, Princeton.....	60 00	.....
J. M. Reed, Enterprise, Kewaunee.....	60 00	.....
M. P. Rindlaub, Witness, Platteville.....	60 00	.....
Peter Richards, News, Lodi.....	60 00	.....
H. N. Ross, Times, Sheboygan.....	60 00	.....
Wm. Reatzman, Herold, Reedsburg.....	60 00	.....
Review Printing Co., Review, Fort Howard.....	60 00	.....
Valentine Ringle, Wochenblatt, Wausau.....	60 00	.....
Valentine Ringle, Wisconsin River Pilot, Wausau	60 00	.....
C. P. Smith, Standard, Pewaukee.....	60 00	.....
Scofield & Price, Commonwealth, Ripon.....	60 00	.....
Geo. L. Sharretts, True Republican, Hudson.....	60 00	.....
Martin C. Short, Times, Brandon.....	60 00	.....
A. Sanborn, Banner, Jefferson.....	60 00	.....
Stone & Lyon, Free Press, Ripon.....	60 00	.....
Star Printing Co., Journal, Fond du Lac.....	60 00	.....
G. A. Selback, Wecker, Portage.....	60 00	.....
Sherman & Goudy, Argus, Beaver Dam.....	60 00	.....
J. W. Sankey, Independent, Elkhorn.....	60 00	.....
I. N. Stone, City Times, Neenah.....	60 00	.....
F. W. Starbuck, Journal, Racine.....	60 00	.....
Carl H. Schmidt, Nord Westen, Manitowoc.....	60 00	.....
Symes & Usher, Liberal Democrat, La Crosse.....	60 00	.....
E. W. Stevens, Western Avalanche, Portage.....	60 00	.....
Sackett & Wilson, Times, Phillips.....	60 00	.....
C. Swayze, Wisconsin Pinery, Stevens Point.....	60 00	.....
Sentinel Company, Sentinel, Milwaukee.....	60 00	.....
C. G. Starks, Journal, Berlin.....	60 00	.....
Geo. Schlegler, Volksbote, Chilton.....	60 00	.....
Spiering & Bogisch, Pioneer, Mayville.....	60 00	.....
Socialist Printing Co., Socialist & Vorwaerts, Milw	60 00	.....

 "A." — *Receipts and Disbursements of the Several Funds — con.*

GENERAL FUND DISBURSEMENTS.

PUBLISHING GENERAL LAWS — continued.		
George B. Tallman, Republican, Delevan.....	\$60 00	.....
H. A. Taylor, Star and Times, Hudson.....	60 00	.....
W. T. Tousley, Wis. Tobacco Reporter, Edgerton..	60 00	.....
W. E. Talboys, Burnett Co. Sentinel, Grantsburg..	60 00	.....
C. M. Treat, Independent, Clinton.....	60 00	.....
John Turner, Star, Mauston.....	60 00	.....
Gustav Tesch, Merkur, Princeton.....	60 00	.....
Thwing & Pillsbury, Sat. Reporter, Fond du Lac.	60 00	.....
John Ulrich, Nord Stern, La Crosse.....	60 00	.....
A. C. Van Meter, Republican New Richmond.....	60 00	.....
Frank & Verback, Wisconsin Item, Winneconne..	60 00	.....
A. C. Vanderpool, Cream City Courier, Milwaukee	60 00	.....
Veeder & Leonard, Recorder, Janesville.....	60 00	.....
E. R. Ward, Western Church, Milwaukee.....	60 00	.....
E. E. Woodman, Republic, Baraboo.....	60 00	.....
D. W. C. Wilson, Republican, Sparta.....	60 00	.....
Wis. Publ'g Co. Journal of Commerce, Milwaukee	60 00	.....
Wis. Publ'g Co., Commercial Times, Milwaukee..	60 00	.....
J. H. Waggoner, Observer, Richland Center.....	60 00	.....
A. De Lacy Wood, Courier, Reedsburg.....	60 00	.....
W. F. Weber, Nordwestlicher Courier, F'd du Lac.	60 00	.....
J. H. Wells, Journal, Tomah.....	60 00	.....
Wentworth Bros, Independent, Racine.....	60 00	.....
H. D. Wing, Record, Ahnapee.....	60 00	.....
Wilson & Tousley, City Times, Janesville.....	60 00	.....
A. F. Worden, Reporter, Plymouth.....	60 00	.....
H. M. Youmans, Freeman, Waukesha.....	60 00	.....
Carl Zillier, National Democrat, Mineral Point...	60 00	.....
		\$16,040 70
PUBLISHING PRIVATE AND LOCAL LAWS.		
Allen Z. Hicks, Northwestern, Oshkosh.....	\$13 20	.....
David Atwood, State Journal, Madison.....	3 00	.....
Ed. Borchardt, Tribune, Manitowoc.....	9 00	.....
J. R. Berryman, Union, Prairie du Chien.....	3 60	.....
Thomas Barden, Times, Superior City.....	13 80	.....
B. J. Bennett, Tribune, Mineral Point.....	10 80	.....
C. M. Bright, Republican, Waupaca.....	10 80	.....
Case & Doolittle, Herald, Ellsworth.....	8 40	.....
F. W. Coon, Local, Oconomowoc.....	1 80	.....
Henry Casson, Censor, Viroqua.....	3 00	.....
Clark & Goodell, State Register, Portage.....	9 00	.....
Frank Cooper, Banner, Black River Falls.....	8 40	.....
Chronotype Publish'g Co., Chronotype, Rice Lake	1 20	.....
A. Dewey, Shield, Barron.....	9 00	.....
J. W. DeGroff, Express, Alma.....	6 00	.....
H. L. Devereux, Standard, Burlington.....	1 80	.....
Free Press Co., Free Press, Eau Claire.....	4 20	.....
W. R. Finch, Republican and Leader, La Crosse..	3 00	.....
L. D. Forbes, Union, Westfield.....	6 60	.....
Free Press Co., Free Press, Eau Claire.....	8 40	.....
S. S. Fifield, Press, Ashland.....	15 60	.....
Gazette Printing Co., Gazette, Janesville.....	4 80	.....

 "A."—*Receipts and Disbursements of the Several Funds—con.*

GENERAL FUND DISBURSEMENTS.

PUBLISHING PRIVATE AND LOCAL LAWS — con.		
William, George, Republican, Hartford	\$20	40
Geo. C. Ginty, Herald, Chippewa Falls.....	21	70
S. B. Hubbell, Star and News, Medford.....	3	00
J. P. Hume, Times, Chilton.....	7	80
H. J. Hoffman, Republican and Press, Neillsville..	4	20
Thos. Hughes, Citizen, Beaver Dam.....	1	20
H. Harris, Eagle, Marinette.....	6	60
Hoskinsons & Follet, State Gazette, Green Bay...	9	00
J. E. Ingraham, Reporter, Grand Rapids.....	18	00
R. H. Johnson, Central Wisconsin, Wausau	13	80
H. M. Hutchin, Commonwealth, Fond du Lac ...	3	00
H. M. Loomer, Journal, Shawano.....	11	40
Chas. A. Leith, Republican and Leader, Arcadia..	3	60
T. Long, Advocate, Sturgeon Bay	10	80
F. F. Livermore, Courant, Berlin.....	10	20
D. McBride & Son, Herald, Sparta.....	5	40
McGlachlin & Simons, Journal, Stevens Point ...	2	40
W. H. Matteson, Times, Durand.....	2	40
J. F. & Geo. Marsh, Herald, Sheboygan	5	40
Chas. E. Mears, Press, Osceola Mills.....	19	20
P. M. Pryor, Times, Waupun	1	80
Edwin Pollock, Herald, Lancaster.....	2	40
Peavy & Sandford, Advocate, Racine.....	3	60
Press Printing Co., Press, Bayfield.....	15	60
S. W. Pierce, Press, Friendship.....	4	80
A. J. Reed, Post, Appleton.....	10	80
Star Printing Co., Journal, Fond du Lac.....	1	80
Sentinel Co., Sentinel, Milwaukee.....	19	80
A. Sanborn, Banner, Jefferson.....	18	00
Chas. A. Starks, Journal, Berlin.....	1	80
J. W. Sankey, Independent, Elkhorn.....	2	40
H. A. Taylor, Star and Times, Hudson.....	18	60
W. E. Talboys, Sentinel, Grantsburg.....	19	80
John Turner, Star, Mausten.....	8	40
H. D. Wing, Record, Ahnapee.....	12	00
E. E. Woodman, Republic, Baraboo.....	1	20
J. H. Waggoner, Observer, Richland Center.....	2	40
		\$480 00
ADVERTISING LANDS.		
T. C. Ankeny, Independent, Black River Falls	\$12	00
David Atwood, State Journal, Madison.....	4	70
J. N. Bundage, Tribune, Grand Rapids.....	21	93
Thomas Barden, Times, Superior City.....	16	45
H. D. & W. E. Bath, Democrat Portage.....	20	40
H. D. Bath, Democrat, Portage.....	16	45
C. H. Bissell, Express, Montello.....	7	05
John R. Bohan, Advertiser, Ozaukee.....	17	00
Henry Casson, Jr., Censor, Viroqua	29	50
M. F. Carney, Argus, New Lisbon.....	8	00
Geo. Crawford, National Democrat, Mineral Point.	23	00
P. H. Carney, Democrat, Waukesha.....	13	60

 "A."—Receipts and Disbursements of the Several Funds — con.

GENERAL FUND DISBURSEMENTS.

ADVERTISING LANDS — continued.		
Democrat Co., Democrat, Madison	\$11 75	
Geo. E. Edes, Messenger, Whitehall.....	9 40	
Morris Edmonds, Press, Bayfield.....	51 55	
News Printing Co., News, Eau Claire	18 80	
S. S. Fifield, Press, Ashland.....	32 05	
Fernandez & Glaze, Times, Oshkosh	9 40	
H. Harris, Eagle, Marinette.....	52 00	
E. L. Hoffmann, Republican & Press, Neillsville..	11 00	
Hoffmann & Cunningham, Times, Chippewa Falls	57 20	
E. H. Ives, Plaindealer, Prescott.....	27 50	
J. C. Keeney, Chronicle, Weyauwega.....	34 75	
Jas. G. Knight, Democrat, Darlington.....	16 45	
Joseph Leicht, Republican, Fountain City.....	11 75	
M. B. McCord, Advocate, Jenny.....	11 00	
Wm. D. Merrill, Courier, Prairie du Chien.....	14 10	
C. J. Martin, Expositor, Sturgeon Bay.....	43 50	
C. E. Mears, Press, Osceola Mills.....	34 00	
Magann & Keefe, News, Milwaukee.....	11 75	
W. S. Munroe, Argus, Wautoma	25 35	
W. H. Matteson, Times, Durand.....	16 45	
W. F. Nash, Chronicle, Manitowoc.....	28 75	
Ogden & Pitcher, News, Medford	48 00	
S. W. Pierce, Press, Friendship	25 35	
Fred Peacham, Chronotype, Rice Lake.....	20 50	
Edward Pollock, Herald, Lancaster	23 00	
Robinson Bros. & Clark, Advocate, Green Bay....	28 75	
Chas. N. Relph, Times, Menomonie.....	18 50	
James Ryan, Crescent, Appleton	21 50	
John M. Reed, Enterprise, Kewaunee.....	25 35	
Ryan & Bro., Crescent, Appleton.....	18 30	
Valentine Ringle, Wisconsin River Pilot, Wausau..	16 00	
Symes & Usher, Liberal Democrat, La Crosse.....	25 10	
A. Sanborn, Banner, Jefferson.....	11 75	
H. M. Loomer, Journal, Shawano.....	44 50	
Sherman & Goudy, Argus, Beaver Dam	9 40	
Sharretts & Cline, True Republican, Hudson.....	26 00	
C. Swayze, Wisconsin Pinery, Stevens Point.....	14 00	
State Printing Co., Journal, Fond du Lac.....	13 60	
W. E. Talboys, Sentinel, Grantsburg	28 20	
D. W. C. Wilson, Republican, Sparta	38 15	
A. O. Wilson, City Times, Janesville.....	11 75	
J. H. Waggoner, Observer, Richland Center	11 50	
A. De Lacy Wood, Courier, Reedsburg.....	27 70	
		\$1,225 48
RETURNS OF REAL ESTATE.		
1877.		
J. W. Bell, Ashland county.....	\$12 00	
J. J. Hawley, Washara county.....	10 40	
W. G. Hyde, Racine county.....	11 34	
Christian Hemmey, Dodge county	43 60	

"A."—Receipts and Disbursements of the Several Funds—con.

GENERAL FUND DISBURSEMENTS.

RETURNS OF REAL ESTATE SOLD—continued.		
1877.		
James Keogh, Jr., Door county	\$50 69	.....
Walter Speed, Barron county	2 00	.....
Van R. Willard, Lincoln county	80 00	.....
1878.		
Henry Bechmann, Buffalo county.....	15 36	.....
B. M. Berendson, Brown county.....	7 36	.....
J. W. Bell, Ashland county	6 88	.....
Daniel B. Benedict, Kenosha county.....	40 00	.....
C. W. Brown, Pierce county	19 20	.....
J. D. Crittenden, Bayfield county.....	14 40	.....
Jas. Cleminson, Iowa county.....	25 68	.....
Ernst Clarenbach, Sheboygan county.....	14 72	.....
Arthur Connelly, Calumet county.....	4 00	.....
Wm. P. Durley, Grant county.....	28 00	.....
R. Elwell, Eau Claire county	11 20	.....
E. J. Ericson, Pepin county.....	5 84	.....
Otto Georgii, Crawford county.....	19 36	.....
John Gengler, Ozaukee county.....	10 40	.....
H. O. Hagestadt, Burnett county.....	13 68	.....
J. J. Hawley, Waushara county.....	11 20	.....
Ole O. Hole, Waupaca county.....	24 00	.....
T. J. Hinton, Juneau county.....	9 60	.....
Christian Hemmy, Dodge county	26 88	.....
O. S. Holum, Dane county.....	37 44	.....
W. G. Hyde, Racine county.....	10 64	.....
T. G. Jeffers, Taylor county.....	17 76	.....
Huff Jones, Oconto county	64 00	.....
W. F. King, Wood county.....	30 40	.....
Asahel Kimball, Polk county.....	4 08	.....
James Keogh, Jr., Door county	40 25	.....
Henry B. Lowe, Green Lake county.....	11 44	.....
G. Larsen, Winnebago county.....	36 00	.....
W. D. McGilvray, Chippewa county.....	57 84	.....
Patrick McNally, St. Croix county.....	39 68	.....
T. C. L. Mackay, La Fayette county.....	7 76	.....
John O. Melby, Trempealeau county.....	4 80	.....
Vitalis Miller, Kewaunee county.....	10 08	.....
C. C. Olson, Vernon county.....	17 98	.....
Geo. H. Perkins, Jackson county.....	12 80	.....
S. A. Peterson, Dunn county.....	20 00	.....
Lew S. Perkins, Adams county.....	4 84	.....
C. H. Pierce, Marquette county.....	8 16	.....
John Proell, Manitowoc county.....	20 72	.....
C. L. Pierce, Fond du Lac county.....	30 00	.....
John Patzer, Marathon county.....	24 00	.....
D. Rutledge, Jefferson county.....	19 04	.....
Andrew Schmidt, Washington county.....	7 36	.....
Edward Sommers, Shawano county.....	14 32	.....

“A.”—Receipts and Disbursements of the Several Funds—con.

GENERAL FUND DISBURSEMENTS.

RETURNS OF REAL ESTATE SOLD—continued.		
1878.		
James Syer, Douglas county.....	\$7 04	.....
Herman Schuster, Clark county.....	40 48	.....
Reuben Sutton, Richland county.....	40 32	.....
F. Schloemilch, Milwaukee county.....	24 00	.....
Walter Speed, Barron county.....	3 20	.....
John Stephens, Waukesha county.....	5 60	.....
A. L. Sanborn, Walworth county.....	8 32	.....
John M. True, Sauk county.....	17 52	.....
C. E. Tanberg, Green county.....	9 20	.....
C. L. Valentine, Rock county.....	20 00	.....
W. G. Williams, Monroe county.....	56 88	.....
Ole O. Wogslund, Portage county.....	21 28	.....
Van R. Willard, Lincoln county.....	123 04	.....
L. Wachenheimer, LaCrosse county.....	14 24	.....
Geo. Yule, Columbia county.....	17 04	.....
		\$1,476 98
FREE HIGH SCHOOLS.		
Avoca.....	\$255 75	.....
Appleton.....	460 85	.....
Beaver Dam.....	474 80	.....
Boscobel.....	460 85	.....
Beloit.....	510 15	.....
Black River Falls.....	460 85	.....
Burlington*.....	460 85	.....
Columbus*.....	460 85	.....
Chilton.....	460 85	.....
Delavan.....	460 85	.....
Darlington.....	460 85	.....
Durand.....	193 55	.....
Elkhorn.....	460 85	.....
Evansville.....	460 85	.....
Eau Claire.....	460 85	.....
Fort Atkinson.....	460 85	.....
Fond du Lac.....	838 95	.....
Grand Rapids.....	460 85	.....
Geneva.....	460 85	.....
Horicon.....	460 85	.....
Hazel Green.....	134 55	.....
Hillsborough.....	294 90	.....
Kewaunee.....	368 65	.....
Kenosha.....	521 00	.....
La Crosse.....	749 30	.....
Lake Mills.....	299 55	.....
Lodi.....	410 80	.....
Lancaster.....	460 85	.....

* The Burlington and Columbus Free High Schools, by accident, were not certified to the Secretary of State by the Superintendent of Public Instruction, as being entitled to State aid, until after the \$25,000 appropriated for the year 1877 had been all apportioned to the other Free High Schools of the State. The aid due to these two schools for the year 1877 was paid after January 1, 1878, and the amount deducted from the \$25,000 to be apportioned among all the Free High Schools for the present year.

"A."—Receipts and Disbursements of the Several Funds—con.

GENERAL FUND DISBURSEMENTS.

FREE HIGH SCHOOLS.—continued.		
Lone Rock.....	\$342 85	
Marinette.....	460 85	
Madison.....	678 75	
Mazomania.....	460 85	
Mauston.....	460 85	
Mineral Point.....	462 50	
Mayville.....	437 80	
New Lisbon.....	460 85	
Necedah.....	460 85	
Neenah.....	492 25	
Omro.....	460 85	
Oshkosh.....	891 40	
Osceola.....	200 45	
Pewaukee.....	313 35	
Pepin.....	311 00	
Plymouth.....	414 75	
Portage.....	501 90	
Richland Centre.....	269 55	
Stevens Point.....	472 00	
Stoughton.....	368 65	
Sparta.....	460 85	
Sheboygan.....	578 45	
Stockbridge.....	322 55	
Shullsburg.....	460 85	
Tomah.....	437 80	
Viroqua.....	368 65	
Waupun.....	414 75	
Watertown.....	661 25	
West Salem.....	407 85	
Waupun.....	460 85	
		\$25,921 70
COUNTY AGRICULTURAL SOCIETIES.		
Adams.....	\$100 00	
Baraboo Val. Agr'l Soc.....	100 00	
Boscobel Ag'l Ass'n.....	100 00	
Barron.....	100 00	
Buffalo.....	100 00	
Central Wis. Ag'l and Mech. Ass'n.....	100 00	
Columbia.....	100 00	
Columbus Union.....	100 00	
Crawford.....	100 00	
Clark.....	100 00	
Dane.....	100 00	
Dodge.....	100 00	
Door.....	100 00	
Eau Claire.....	100 00	
Eastern Monroe Co. Ag'l Soc.....	100 00	
Fond du Lac.....	100 00	
Grant.....	100 00	
Green.....	100 00	

“A.”— *Receipts and Disbursements of the Several Funds — con.*

GENERAL FUND DISBURSEMENTS.

COUNTY AGRICULTURAL SOCIETIES — con.			
Iowa		\$100 00	
Jackson		100 00	
Jefferson		100 00	
Juneau		100 00	
Kenosha		100 00	
Kewaunee		160 00	
La Crosse		100 00	
La Fayette		100 00	
Lodi Union Agricultural Society		100 00	
Manitowoc		100 00	
Monroe		100 00	
Marathon		100 00	
Marquette		100 00	
Manitowoc, appropriation for 1876		100 00	
Oconto		100 00	
Outagamie		100 00	
Ozaukee		100 00	
Pierce		100 00	
Portage		100 00	
Richland		100 00	
Racine		100 00	
Ripon Agricultural Society		100 00	
St. Croix		100 00	
Shawano		100 00	
Sauk		100 00	
Sheboygan		100 00	
S. W. Wis. Ind. Association and Agricultural Soc.		100 00	
Southern Wis. and Northern Ill. Industrial Soc.		100 00	
Sheboygan Co. Ger. Agricultural Soc.		100 00	
Trempealeau		100 00	
Vernon		100 00	
Walworth		100 00	
Washington		100 00	
Waukesha		100 00	
Waupaca		100 00	
Waushara		100 00	
Wood		100 00	
			\$5,500 00
BOUNTY ON WILD ANIMALS.			
(W., Wolf; L., Lynx; C., Wild Cat.)			
<i>Adams County.</i>			
W. H. Banker	W.	\$10 00	
C. P. Clemons	W.	5 00	
J. A. Clendaniel	W.	5 00	
Stephen J. Coon	W.	5 00	
Robert Dunn	W.	5 00	
Edward Hanson	W.	5 00	
James Litchfield	W.	5 00	
H. Sly	W.	10 00	

“A.”—*Receipts and Disbursements of the Several Funds — con.*

GENERAL FUND DISBURSEMENTS.

BOUNTIES ON WILD ANIMALS — continued.			
<i>Adams County — continued.</i>			
Daniel E. Stewart.....	W.	\$5 00	.....
Charles F. Ward	W.	15 00	.....
Jacob Wintersteen.....	W.	10 00	.....
William M. Ward	W.	15 00	.....
			\$95 00
<i>Ashland County.</i>			
John Duffy.....	L.	\$27 00	.....
Joseph Harper.....	W.	5 00	.....
George Hudson.....	W.	5 00	.....
M. McManus	W.	5 00	.....
M. McManus	C.	21 00	.....
Edward Shaples	L.	6 00	.....
G. W. Stubbeheld.....	L.	3 00	.....
			72 00
<i>Barron County.</i>			
G. R. Beckwith.....	C.	\$3 00	.....
William H. Foot.....	C.	6 00	.....
Isaac P. Hart.....	C.	6 00	.....
John Mays	C.	3 00	.....
Wyeshigan (Indian).....	C.	3 00	.....
			21 00
<i>Brown County.</i>			
Caspar Braash.....	C.	\$3 00	.....
Henry Beard	C.	6 00	.....
Truman Dockstader	C.	3 00	.....
Edward Donovan.....	C.	6 00	.....
Gottlieb Elsknat.....	C.	3 00	.....
Patrick Finnegan.....	C.	3 00	.....
Aaron Fish.....	C.	6 00	.....
Frank Frosh.....	C.	3 00	.....
John Heeley.....	C.	6 00	.....
Ada Miller	L.	3 00	.....
Jerome Smith	C.	3 00	.....
A. Stevens.....	C.	3 00	.....
Patrick Walsh.....	L.	3 00	.....
H. C. Wheeler.....	C.	3 00	.....
			54 00
<i>Buffalo County.</i>			
Erik Aspersen	C.	\$3 00	.....
William Eberhard	W.	5 00	.....
Erastus Ives.....	W.	5 00	.....
Erastus Ives.....	C.	12 00	.....
D. E. Keil.....	W.	5 00	.....
John Mattis	C.	6 00	.....
Peter Mathien	C.	3 00	.....
Michael Gebus	W.	10 00	.....

 "A."—Receipts and Disbursements of the Several Funds — con.

GENERAL FUND DISBURSEMENTS.

BOUNTY ON WILD ANIMALS — continued.			
<i>Buffalo County — continued.</i>			
Konrad Ochsner.....	C.	\$3 00	.....
Jacob Schwartz.....	W.	5 00	.....
William Thompson.....	W.	5 00	.....
Jacob Ulrich.....	C.	3 00	.....
Richard White.....	C.	3 00	.....
			\$68 00
<i>Burnett County.</i>			
John A. Doty.....	W.	\$5 00	.....
Geo. Mattreas.....	W.	10 00	.....
Geo. Mattreas.....	L.	3 00	.....
Peter Vatina.....	W.	5 00	.....
Loyd Weston.....	L.	27 00	.....
			50 00
<i>Chippewa County.</i>			
James Arance.....	L.	\$6 00	.....
John Ayatte.....	C.	9 00	.....
John Bee.....	W.	5 00	.....
Andrew Biasia.....	L.	9 00	.....
Andrew Biasia.....	C.	3 00	.....
John Biasia.....	L.	9 00	.....
William Beauregard.....	C.	3 00	.....
Andrew Boyager.....	C.	6 00	.....
William Boyd.....	L.	3 00	.....
William Boyd.....	C.	3 00	.....
Ambrose Corbin.....	L.	9 00	.....
Antoine Corbin.....	L.	30 00	.....
Vincent Corbin.....	L.	3 00	.....
George Davis.....	C.	3 00	.....
Hans Erickson.....	C.	3 00	.....
Fred. Ermatinger.....	C.	3 00	.....
Warren Flint.....	W.	5 00	.....
George W. Jackson.....	L.	6 00	.....
L. F. Jay.....	C.	3 00	.....
John (Indian).....	W.	5 00	.....
Joseph (Indian).....	W.	10 00	.....
Thomas Kelly.....	L.	3 00	.....
Patrick Mahar.....	C.	3 00	.....
Effinger Miller.....	W.	5 00	.....
Frank B. Miller.....	C.	3 00	.....
K. Mitchell.....	L.	3 00	.....
John Noon.....	L.	6 00	.....
Jack (Indian).....	L.	9 00	.....
John (Indian).....	C.	6 00	.....
Joseph (Indian).....	C.	6 00	.....
E. Lamphera.....	C.	3 00	.....
John Mitchell.....	L.	3 00	.....
Old Oshaga (Indian).....	L.	3 00	.....
Peter (Indian).....	L.	6 00	.....

“A.”—Receipts and Disbursements of the Several Funds — con.

GENERAL FUND DISBURSEMENTS.

BOUNTY ON WILD ANIMALS.			
<i>Chippewa County — continued.</i>			
John O. Putnam.....	C.	\$3 00	
Edward W. Smith.....	C.	3 00	
James Parent.....	W.	10 00	
Jesse Russell.....	C.	3 00	
James Thomas.....	W.	5 00	
Joseph Vougan.....	L.	3 00	
John J. Worth.....	W.	5 00	
S. M. Yates.....	C.	3 00	
			\$230 00
<i>Clark County.</i>			
Ira Bean.....	C.	\$3 00	
Thomas Caddwell.....	C.	3 00	
James Campbell.....	C.	12 00	
Peter Cramer.....	C.	3 00	
Thomas Cramer.....	C.	3 00	
John Davis.....	C.	3 00	
Leroy Drinkwine.....	C.	3 00	
Ira B. Flemming.....	W.	5 00	
Ira A. Flemming.....	W.	5 00	
David Fluke.....	C.	3 00	
George Green.....	W.	5 00	
S. B. Hewitt.....	W.	25 00	
John (Indian).....	W.	20 00	
Herman Kranse.....	C.	3 00	
H. J. Ladd.....	C.	6 00	
Bill Little.....	W.	5 00	
J. E. Lueken.....	C.	3 00	
John D. Meddan..	C.	6 00	
William Newcomb.....	C.	3 00	
B. H. Nichols.....	C.	3 00	
Hugh Parkins.....	W.	10 00	
S. G. Platt.....	W.	5 00	
L. W. Rodman.....	C.	3 00	
H. M. Root.....	C.	3 00	
F. Sief.....	C.	3 00	
William Sires.....	W.	5 00	
Daniel Smith.....	C.	9 00	
Peter Smith.....	C.	12 00	
James F. Sparks.....	C.	3 00	
James E. Tompkins.....	C.	3 00	
Dewitt Woodford.....	C.	3 00	
William Woodford.....	C.	3 00	
Herman Yonkel.....	C.	3 00	
Fred Younker.....	W.	10 00	
			197 00
<i>Columbia County.</i>			
A. Ankenbrandt.....	C.	\$3 00	
Ira Blood.....	W.	5 00	

“A.”—Receipts and Disbursements of the Several Funds—con.

GENERAL FUND DISBURSEMENTS.

BOUNTY ON WILD ANIMALS—concluded.			
<i>Columbia County—continued.</i>			
Peter Cramer	W.	\$30 00	.....
S. D. Coates	W.	20 00	.....
William Elgie	W.	15 00	.....
D. C. Kankel	C.	15 00	.....
O. S. Lyon	W.	5 00	.....
John Pearsoli	W.	10 00	.....
Andrew Peterson	W.	10 00	.....
John Reedall	W.	5 00	.....
E. H. Roberts	W.	15 00	.....
William Stoner	W.	110 00	.....
William Stoner	C.	3 00	.....
Williams & Jones	W.	35 00	.....
			\$281 00
<i>Crawford County.</i>			
C. Bennett	C.	\$18 00	.....
S. Chadwick	C.	3 00	.....
Henry Evans	W.	645 00	.....
Edmun Fisher	W.	10 00	.....
David George	W.	5 00	.....
Isaiah Ingham	W.	35 00	.....
S. L. Kjelly	C.	3 00	.....
H. C. King	W.	25 00	.....
Arthur Nutter	W.	5 00	.....
James Posey	C.	3 00	.....
Michael Schena	W.	5 00	.....
Clay Sterling	W.	30 00	.....
J. Sohler	W.	5 00	.....
Antho Schulka	W.	20 00	.....
George Terhune	C.	3 00	.....
E. Trumbull	C.	3 00	.....
Isaac Wayne	C.	3 00	.....
			821 00
<i>Dane County.</i>			
C. H. Arland	W.	\$5 00	.....
Ole O. Bakken	W.	5 00	.....
James Batty	W.	10 00	.....
John Bowan	W.	20 00	.....
William Bradley	W.	25 00	.....
M. E. Burns	W.	125 00	.....
Aaron Dana	C.	6 00	.....
Fred Diment	W.	5 00	.....
W. H. Draker	W.	5 00	.....
James Fritz	W.	5 00	.....
Rose Gobel	W.	5 00	.....
John Hemdal	C.	3 00	.....
R. Fliney	W.	5 00	.....
Charles Jacket	W.	5 00	.....
Daniel Kelcher	W.	25 00	.....

“A.”— *Receipts and Disbursements of the Several Funds — con.*

GENERAL FUND DISBURSEMENTS.

BOUNTY ON WILD ANIMALS — continued.			
<i>Dane County — continued.</i>			
William Klein.....	W.	\$35 00	.....
Fred. Kohlman.....	W.	5 00	.....
M. F. Law.....	W.	25 00	.....
John Loeffler.....	W.	5 00	.....
W. J. McCarty.....	W.	35 00	.....
Ole L. Meness.....	W.	30 00	.....
Solomon Merritt.....	W.	50 00	.....
Martin Moran.....	W.	10 00	.....
Benjamin Nesmith.....	W.	5 00	.....
Andrew Olson.....	W.	40 00	.....
Thore P. Peterson.....	W.	25 00	.....
Elling Slocum.....	W.	15 00	.....
William Stoner.....	W.	10 00	.....
John Stapleman.....	W.	5 00	.....
Jesse Walker.....	W.	10 00	.....
Perry Wheeling.....	W.	5 00	.....
F. G. Wickersheimer.....	W.	15 00	.....
George Wolf.....	W.	15 00	.....
			\$594 00
<i>Door County.</i>			
H. L. Kies.....	C.	\$3 00	.....
D. Lavalette.....	C.	6 00	.....
D. A. Reed.....	L.	3 00	.....
Henry Rousman.....	C.	3 00	.....
John Simon.....	C.	6 00	.....
George Walker.....	C.	3 00	.....
			24 00
<i>Douglas County.</i>			
James Buck.....	L.	\$9 00	.....
St. H. Gleen.....	L.	6 00	.....
H. J. Hawley.....	L.	18 00	.....
H. J. Hawley.....	W.	5 00	.....
Frank LeMieux.....	L.	12 00	.....
Peter LeMieux.....	L.	9 00	.....
Joseph Laverge.....	L.	3 00	.....
J. L. Jarvis.....	L.	3 00	.....
August John.....	L.	9 00	.....
J. B. St. John.....	L.	3 00	.....
Frank Skie.....	L.	3 00	.....
Alexander Tourville.....	L.	3 00	.....
			83 00
<i>Dunn County.</i>			
N. Bredeson.....	C.	\$9 00	.....
N. Bredeson.....	W.	20 00	.....
Anthoan Knutson.....	C.	3 00	.....
William J. Lee.....	C.	3 00	.....
J. J. Myrick.....	W.	5 00	.....

"A."—*Receipts and Disbursements of the Several Funds—con.*

GENERAL FUND DISBURSEMENTS.

BOUNTY ON WILD ANIMALS—continued.		
<i>Dunn County—continued.</i>		
Martin Olson	C.	\$9 00
Nathan Skeel.....	C.	3 00
F. T. Vasey.....	C.	3 00
		\$55 00
<i>Eau Claire County.</i>		
D. J. Culy	C.	\$3 00
J. S. Garnett.....	W.	5 00
Henry S. Johnson.....	W.	5 00
Devalson Pettis.....	W.	5 00
		18 00
<i>Grant County.</i>		
Andrew Abraham.....	W.	\$5 00
William Anderson.....	W.	5 00
Thomas Baker.....	W.	10 00
Frank Boughan.....	C.	6 00
John Burns.....	C.	3 00
B. Cornelinson.....	W.	5 00
Lucien Dewey.....	C.	108 00
Lucien Dewey.....	W.	370 00
Fuller Devoe.....	W.	65 00
Fuller Devoe.....	C.	9 00
Amos Devoe.....	W.	25 00
H. Dietrie.....	W.	5 00
Karl Daesler.....	W.	20 00
F. Duncan.....	W.	15 00
F. D. Fisher.....	W.	30 00
E. Fitzgerald.....	W.	35 00
John Folley.....	C.	6 00
H. Frolick.....	W.	5 00
Frank Frolick.....	W.	30 00
J. Ganiard.....	W.	5 00
W. H. Gilliard.....	W.	145 00
Henry Gove.....	W.	5 00
C. Heinze.....	W.	5 00
C. Heinze.....	C.	3 00
Edward Joyce.....	C.	3 00
Isaac Kima.....	W.	35 00
O. M. Loomis.....	W.	25 00
John McReynolds.....	W.	15 00
Thomas Mernough.....	W.	5 00
William Oglesby.....	W.	5 00
John Plinton.....	W.	10 00
Daniel Powers.....	W.	5 00
Thomas Reny.....	C.	3 00
Thomas Scott.....	W.	15 00
Edward Seeber.....	C.	3 00
Frank Smith.....	C.	3 00
John Smith.....	W.	35 00

 "A."—Receipts and Disbursements of the Several Funds — con.

GENERAL FUND DISBURSEMENTS.

BOUNTY ON WILD ANIMALS — continued.			
<i>Grant County — continued.</i>			
William D. Thorp.....	C.	\$6 00	.....
O. Thomas	W.	60 00	.....
Thomas Tuffly.....	W.	5 00	.....
J. W. Venatta.....	W.	35 00	.....
John Voss.....	W.	10 00	.....
Alonzo Wayne.....	W.	65 00	.....
Alonzo Wayne.....	C.	12 00	.....
Anthoñ Welter.....	W.	30 00	.....
George M. Willis	W.	15 00	.....
J. W. Whitt.....	W.	5 00	.....
C. Woodman.....	W.	5 00	.....
			\$1,330 00
<i>Green County.</i>			
Chs. Ableman.....	W.	10 00	.....
N. Birry.....	W.	5 00	.....
Bjerg & Murphy.....	W.	10 00	.....
A. Brougham	W.	5 00	.....
D. D. Dietrich	W.	5 00	.....
Andrew Elder.....	W.	5 00	.....
John Frank.....	W.	15 00	.....
W. S. Hamilton.....	C.	6 00	.....
Lewis Hooker	W.	5 00	.....
J. Hildebrandt	W.	5 00	.....
I. Iverson.....	W.	5 00	.....
Frank Jones.....	W.	105 00	.....
T. W. Jones.....	W.	200 00	.....
T. W. Jones.....	C.	3 00	.....
W. D. Meeker.....	W.	5 00	.....
Meeker & Wolcott	W.	20 00	.....
Ole H. Moe.....	W.	5 00	.....
James Murphy.....	W.	25 00	.....
Fridalin Schindler.....	W.	5 00	.....
Math. Schmidt.....	W.	5 00	.....
D. Sevin.....	W.	35 00	.....
Chester Stephens.....	W.	5 00	.....
Jas. Tomblinson	W.	40 00	.....
A. J. Trieble.....	W.	5 00	.....
Thomas White.....	W.	5 00	.....
William Williams.....	W.	30 00	.....
			569 00
<i>Iowa County.</i>			
Ole O. Aleshad.....	W.	5 00	.....
A. Anderson.....	W.	5 00	.....
John Anderson.....	W.	5 00	.....
Charles Baker	W.	5 00	.....
D. F. Bester	W.	5 00	.....
D. F. Bester	C.	9 00	.....
D. F. Bester	L.	6 00	.....

 "A."—Receipts and Disbursements of the Several Funds.—con.

GENERAL FUND DISBURSEMENTS.

BOUNTY ON WILD ANIMALS—continued.			
<i>Iowa County—continued.</i>			
Hans Boe.....	W.	\$10 00	.....
Leonard Boltz.....	W.	5 00	.....
J. D. Clark.....	W.	5 00	.....
Thomas C. Davis.....	W.	5 00	.....
Peter Doehnal.....	W.	5 00	.....
Luke Elam.....	W.	20 00	.....
I. H. Faun.....	C.	3 00	.....
C. A. Gander.....	W.	5 00	.....
Fredrik Harms.....	W.	35 00	.....
Seth Heath.....	W.	35 00	.....
Seth Heath.....	C.	15 00	.....
Francis Hodgson.....	W.	35 00	.....
W. Hollister.....	C.	6 00	.....
Knudt Johnson.....	W.	5 00	.....
Frank Jones.....	W.	60 00	.....
James Kitchen.....	C.	12 00	.....
James Kitchen.....	W.	5 00	.....
William Labounty.....	W.	10 00	.....
John Level.....	W.	5 00	.....
George Lindsay.....	W.	5 00	.....
W. Lindsay.....	W.	5 00	.....
John McBoyle.....	W.	5 00	.....
William Oaly.....	W.	25 00	.....
Ole Paul.....	L.	3 00	.....
Ole Paul.....	C.	3 00	.....
Andrew Pearce.....	W.	5 00	.....
James Pine.....	W.	25 00	.....
H. Rilley.....	W.	35 00	.....
Andrew Reid.....	W.	105 00	.....
Andrew Reid.....	C.	12 00	.....
Phillip Roberts.....	W.	70 00	.....
Joe Roberts.....	W.	40 00	.....
Samuel Roberts.....	W.	30 00	.....
Patrick Smith.....	W.	5 00	.....
Andrew Thompson.....	W.	35 00	.....
James Wallace.....	W.	25 00	.....
John White.....	W.	5 00	.....
Morgan Williams.....	C.	3 00	.....
John Younk.....	C.	3 00	.....
			\$765 00
<i>Jackson County.</i>			
Peter W. Baker.....	W.	\$5 00	.....
Charles A. Braman.....	W.	15 00	.....
Valentine Clark.....	W.	5 00	.....
Joseph Hall.....	W.	5 00	.....
C. V. Hobbs.....	W.	5 00	.....
Martin C. Johnson.....	W.	5 00	.....
Henry Kenney.....	C.	3 00	.....
C. Larson.....	W.	5 00	.....
A. Quackenbush.....	W.	5 00	.....
			53 00

“A.”—Receipts and Disbursements of the Several Funds—con.

GENERAL FUND DISBURSEMENTS.

BOUNTIES ON WILD ANIMALS—continued			
<i>Jefferson County.</i>			
Smith & Howard	W.	\$20 00	\$20 00
<i>Juneau County.</i>			
Philbrick Burley	W.	5 00	.....
M. W. Boynton	W.	5 00	.....
Joseph Curtis	W.	10 00	.....
L. Frazier	C.	3 00	.....
Dennis Kelley	W.	25 00	.....
C. A. Miller	W.	15 60	.....
			63 00
<i>Kewaunee County.</i>			
Hans Fisch	L.	\$3 00	.....
Seth Moore, Jr.	C.	18 00	.....
Seth Moore	C.	3 00	.....
Conrad Wachler	L.	3 00	.....
F. Luckansky	L.	3 00	.....
			30 00
<i>La Crosse County.</i>			
H. W. Adams	C.	\$3 00	.....
Gunder Anersen	C.	3 00	.....
C. H. Hayden	W.	140 00	.....
Benj. Maxwell	C.	3 00	.....
Andrew Milkkelson	W.	10 00	.....
R. Monroe	W.	5 00	.....
Mathias Olson	W.	5 00	.....
R. P. White	W.	5 00	.....
Wm. H. Young	C.	3 00	.....
			177 00
<i>La Fayette County.</i>			
Henry Blackstone	W.	\$5 00	.....
Frank Bowerman	W.	30 00	.....
Mik Boyle	W.	5 00	.....
Wm. Close	W.	25 00	.....
August Doyle	W.	5 00	.....
Ole Iverson	C.	3 00	.....
Math. Finnegan	W.	10 00	.....
John George	W.	50 00	.....
John W. Harker	W.	5 00	.....
Fr. Halvers	W.	10 00	.....
Ole Iverson	W.	5 00	.....
A. Jarvis	W.	5 00	.....
Frank Jones	W.	15 00	.....
John King	W.	5 00	.....
Wm. Knodel	W.	15 00	.....
Frank McGowan	W.	15 00	.....
John Marsh	W.	35 00	.....

“A.”—*Receipts and Disbursements of the Several Funds—con.*

GENERAL FUND DISBURSEMENTS.

BOUNTY ON WILD ANIMALS—con.			
<i>LaFayette County—continued.</i>			
A. W. Moore	W.	\$20 00	.....
Joseph Morehead	W.	25 00	.....
A. W. Olson	W.	20 00	.....
William Ord	W.	45 00	.....
Chas. Ostendag	W.	5 00	.....
D. B. Patterson	W.	25 00	.....
Thomas Quigby	W.	5 00	.....
Henry Riggs	W.	5 00	.....
John Robinson	W.	5 00	.....
Jay Rusley	W.	40 00	.....
J. C. Pennistan	W.	5 00	.....
John Saulsbury	W.	20 00	.....
S. Scott	W.	20 00	.....
Jesse Scott	W.	35 00	.....
Thomas Simmons	W.	5 00	.....
Chester Stephens	W.	5 00	.....
Jos. Tomlinson	W.	115 00	.....
Jos. Tomlinson	C.	3 00	.....
G. Torkildson	W.	5 00	.....
James Wallace	W.	5 00	.....
			\$656 00
<i>Lincoln County.</i>			
S. Ackley	L.	\$9 00	.....
Jack Bates	L.	3 00	.....
N. Beates	L.	12 00	.....
Jack Berets	L.	6 00	.....
John Day	L.	12 00	.....
Guinygush	W.	20 00	.....
Jos. Johnson	L.	3 00	.....
Nemiageon (Indian)	L.	9 00	.....
Joseph Numero	L.	12 00	.....
Josep Nunnery	L.	12 00	.....
John Partridge	L.	6 00	.....
Francis Saint Germain	L.	18 00	.....
Hans Tolefson	L.	3 00	.....
			125 00
<i>Manitowoc County.</i>			
John Hartman	L.	3 00	.....
Gottlieb Krueger	L.	3 00	.....
E. Meltz	L.	3 00	.....
R. E. Rickaby	L.	9 00	.....
Joseph Schikosky	L.	3 00	.....
William Taylor	L.	3 00	.....
John Rutz	L.	3 00	.....
Charles H. Wilson	L.	3 00	.....
			30 00

“A.”—Receipts and Disbursements of the Several Funds—con.

GENERAL FUND DISBURSEMENTS.

BOUNTIES ON WILD ANIMALS—continued.			
<i>Marathon County.</i>			
John Gray.....	W.	\$5 00	.....
Henry Guyette.....	W.	5 00	.....
D. R. Holbrook.....	W.	15 00	.....
Jack Madagash.....	L.	3 00	.....
F. Maguire.....	L.	3 00	.....
James A. Pemberton.....	L.	3 00	.....
James A. Pemberton.....	W.	5 00	.....
			\$39 00
<i>Marquette County.</i>			
John Camman.....	W.	5 00	.....
Stephen Quinn.....	W.	5 00	.....
			10 00
<i>Monroe County.</i>			
Peter Anderson.....	W.	\$15 00	.....
Thm. Barry.....	W.	20 00	.....
John Bayer.....	W.	5 00	.....
William T. Byam.....	W.	5 00	.....
W. T. Byard.....	W.	30 00	.....
Frank Freeman.....	W.	25 00	.....
Edw. Goutkin.....	W.	5 00	.....
Horace Hayden.....	W.	105 00	.....
Thomas Hobson.....	W.	15 00	.....
J. H. Hunt.....	W.	15 00	.....
Jos. E. Hughes.....	W.	5 00	.....
D. B. Hurlbut.....	W.	5 00	.....
John Hankin.....	W.	15 00	.....
J. R. Jones.....	W.	25 00	.....
Z. K. Jewitt.....	W.	5 00	.....
Thomas Livangard.....	W.	10 00	.....
James Matchett.....	W.	5 00	.....
David Richards.....	W.	5 00	.....
Henry Rockwell.....	W.	40 00	.....
Adam Smith.....	W.	15 00	.....
John Smith.....	W.	5 00	.....
Chas. Tobin.....	W.	15 00	.....
D. A. Taylor.....	W.	5 00	.....
Gilbert Tuthill.....	W.	5 00	.....
W. L. Washburn.....	W.	35 00	.....
R. L. Williams.....	W.	30 00	.....
			465 00
<i>Oconto County.</i>			
Edgar Annis.....	L.	\$15 00	.....
Wm. E. Bauman.....	W.	5 00	.....
John I. Bowee.....	L.	12 00	.....
Zacharias Bridge.....	W.	20 00	.....
Cornelius Carstine.....	L.	12 00	.....
Aaron Fisher.....	L.	3 00	.....

“A.”—*Receipts and Disbursements of the Several Funds — con.*

GENERAL FUND DISBURSEMENTS.

BOUNTY ON WILD ANIMALS — continued.			
<i>Oconto County — continued.</i>			
George Foreman.....	C.	\$3 00	
Asa Foster.....	C.	3 00	
C. P. Gordan.....	C.	3 00	
Wm. M. Griffin.....	L.	3 00	
Wm. Guenther.....	L.	3 00	
W. S. Hale.....	L.	3 00	
J. B. Hale.....	L.	12 00	
B. E. Hoyt.....	L.	3 00	
Byron Hoyt.....	L.	3 00	
James Kaine.....	L.	3 00	
John Kanke.....	L.	3 00	
Johan Kaplin.....	L.	3 00	
Henry Lamarand.....	W.	15 00	
Phillip McGowan.....	L.	6 00	
Charles May.....	L.	3 00	
John Mordan.....	L.	12 00	
S. D. D. Newton.....	W.	5 00	
August Petz.....	L.	6 00	
Wesley Smith.....	L.	3 00	
Frank Taylor.....	L.	12 00	
Daniel Trevice.....	W.	45 00	
Jos. Tecke.....	L.	3 00	
Schuyler Tuttle.....	L.	3 00	
Schuyler Tuttle.....	C.	3 00	
Joseph Wisconsin.....	L.	9 00	
Frank Worthing.....	L.	3 00	
Frank Worthing.....	C.	3 00	
			\$243 00
<i>Outagamie County.</i>			
Mathew Carney.....	C.	\$3 00	
J. D. Carpenter.....	C.	3 00	
D. C. Forrest.....	C.	6 00	
H. Hills.....	C.	3 00	
T. B. Irvin.....	C.	3 00	
Emerson Mitchell.....	C.	9 00	
Benjamin Nichols.....	C.	6 00	
John A. Spencer.....	C.	3 00	
			36 00
<i>Pepin County.</i>			
R. S. Barnum.....	C.	\$3 00	
E. J. Erikson.....	W.	10 00	
E. J. Erikson.....	C.	9 00	
Allen Gaben.....	C.	9 00	
Milton Holton.....	C.	3 00	
Wm. Hoyt.....	W.	5 00	
Thomas Huntley.....	W.	5 00	
Peter N. Long.....	C.	3 00	
H. B. Necomb.....	W.	5 00	
			52 00

“A.” — *Receipts and Disbursements of the Several Funds — con.*

GENERAL FUND DISBURSEMENTS.

BOUNTIES ON WILD ANIMALS — continued.			
<i>Pierce County.</i>			
Amos Ashkettel.....	C.	\$6 00	.....
John Brown.....	C.	6 00	.....
W. W. Chimmock.....	C.	9 00	.....
John Frazier.....	C.	3 00	.....
Haagan Haagonson.....	C.	3 00	.....
Hosea Hall.....	C.	9 00	.....
Geo. Healy.....	W.	5 00	.....
W. F. Kline.....	W.	10 00	.....
H. S. Judd.....	W.	10 00	.....
Frank Lowell.....	C.	18 00	.....
Frank Lowell.....	W.	10 00	.....
Dexter Owen.....	W.	30 00	.....
Warren Rush.....	C.	9 60	.....
A. J. Westcott.....	W.	15 00	.....
			\$143 00
<i>Polk County.</i>			
Fred. Blanding.....	C.	\$3 00	.....
Elijah Blodgett.....	C.	3 00	.....
Clarence Craigen.....	C.	3 00	.....
S. M. DeGolier.....	W.	5 00	.....
John Johnson.....	C.	6 00	.....
Jack Menomonie.....	W.	5 00	.....
Isaac McLain.....	C.	6 00	.....
Cassius Dunham.....	C.	3 00	.....
James Walsh.....	C.	3 00	.....
			37 00
<i>Portage County.</i>			
Jack Downs.....	L.	\$9 00	.....
Richard Kemph.....	W.	5 00	.....
David S. Shelburn.....	L.	3 00	.....
N. O. Towne.....	W.	5 00	.....
			22 00
<i>Racine County.</i>			
Christian Bartelson.....	W.	\$20 00	.....
John T. Hay.....	W.	5 00	.....
Henry E. Judd.....	W.	20 00	.....
Abraham Pugh.....	W.	10 00	.....
			55 00
<i>Richland County.</i>			
Warren Andreas.....	C.	\$3 00	.....
Chas. Andrews.....	L.	3 00	.....
Christian Berger.....	W.	5 00	.....
Geo. G. Britts.....	C.	12 00	.....
John H. Cook.....	C.	3 00	.....
J. R. Davis.....	C.	3 00	.....
C. C. Derickson.....	C.	6 00	.....

"A."—Receipts and Disbursements of the Several Funds—con.

GENERAL FUND DISBURSEMENTS.

BOUNTY ON WILD ANIMALS—continued.			
<i>Richland County—continued.</i>			
C. C. Derickson	L.	\$5 00	
Orson Devoe	C.	3 00	
Ira Dodge	C.	6 00	
Ira Dodge	W.	5 00	
W. Dupee	C.	3 00	
Marshall Finch	C.	3 00	
Chas. Hamblin	W.	5 00	
James Harker	W.	15 00	
John Houts	C.	3 00	
James M. Keyes	C.	3 00	
Peter A. Michael	W.	20 00	
T. G. Morrison	W.	5 00	
John Nicholson	W.	15 00	
John Nicholson	C.	18 00	
James Nolend	W.	25 00	
Lewis McNurlin	W.	15 00	
Aaron Sharp	W.	85 00	
Timothy Spry	W.	5 00	
P. H. Townsend	W.	30 00	
P. H. Townsend	C.	3 00	
			\$307 00
<i>Rock County</i>			
A. Babcock	W.	5 00	
Edwin Besicker	W.	5 00	
O. Brooks	W.	35 00	
A. Broughton	W.	5 00	
F. Broughton	W.	5 00	
P. T. Burtress	W.	10 00	
H. Chamberlain	W.	5 00	
L. G. Holmes	W.	5 00	
Geo. H. Howard	W.	5 00	
H. M. Howe	W.	5 00	
Stephen Hoover	W.	30 00	
Eliab Inman	W.	5 00	
Joseph Jersj	W.	5 00	
Ira A. Jones	W.	5 00	
T. W. Jones	W.	10 00	
A. Remington	W.	20 00	
D. Smith	W.	10 00	
Henry Stakes	W.	40 00	
Willard Stone	W.	15 00	
A. S. Swain	W.	5 00	
Louis Topp	W.	35 00	
L. S. Williams	W.	40 00	
			305 00
<i>St. Croix County.</i>			
G. W. Beebe	C.	\$6 00	
A. A. Bishop	C.	6 00	

"A."—Receipts and Disbursements of the Several Funds—con.

GENERAL FUND DISBURSEMENTS.

BOUNTY ON WILD ANIMALS—continued.		
<i>St. Croix County</i> —continued.		
Chas. Chandler	C.	\$6 00
C. L. Corning	C.	3 00
W. Courier	W.	10 00
M. L. Griffin	C.	3 00
D. Loventure,	W.	5 00
Wm. O'Neil	C.	3 00
Wm. H. Scranton	C.	21 00
		\$63 00
<i>Sauk County.</i>		
J. T. Ambler	C.	\$3 00
James Babingham ..	C.	3 00
Peter Bearer	C.	9 00
H. Barnhardt	L.	3 00
Alf. A. J. Blackman ..	W.	5 00
T. W. Borum	C.	3 00
J. Coates	W.	35 00
S. D. Coates	L.	3 00
Peter Constantine ..	C.	21 00
Jas. Gilliam	W.	60 00
Frank Glayd	W.	10 00
Frank Gottwinkel ..	W.	10 00
Ed. Gottwinkel	W.	5 00
J. B. Gregory	W.	5 00
Horace Hayden	W.	135 00
H. T. Haskins	W.	5 00
David Henry	W.	60 00
A. Henry	W.	15 00
Harrison Henry	C.	3 00
Geo. Indermauer	C.	3 00
Joe (Indian)	W.	15 00
Ferdinand Kapp	C.	3 00
O. J. McGillera	W.	10 00
James Noland	W.	5 00
James Noland	C.	15 00
Jos. Noland	C.	3 00
Jos. Noland	W.	20 00
A. Norton	W.	10 00
Thos. Norton	C.	3 00
Ole Olson	W.	5 00
H. R. Palmer	C.	3 00
D. S. Palmer	C.	3 00
Edw. Perkins	W.	10 00
H. Rodant	W.	5 00
A. Royce	W.	20 00
Wm. Schafer	C.	3 00
Chas. E. Sheppard ..	W.	5 00
Edw. F. Sheppard ..	W.	10 00
A. F. Smith	C.	3 00
C. C. Smith	C.	3 00

 "A." — Receipts and Disbursements of the Several Funds — con.

GENERAL FUND DISBURSEMENTS.

BOUNTY ON WILD ANIMALS. — continued.		
<i>Sauk County.—continued.</i>		
Albert Sprecher.....	W.	\$5 00
H. E. Stone.....	W.	10 00
Math. Walklin.....	C.	3 00
Math. Walklin.....	W.	5 00
Chas. Wannecke.....	W.	5 00
H. Whitehead.....	W.	5 00
John Wolf.....	C.	3 00
		586 00
<i>Shawano County.</i>		
G. B. Cole.....	L.	\$6 00
G. B. Cole.....	C.	9 00
Ne-gon-bock (Indian).....	C.	9 00
Antho'n Ostradowoc.....	W.	5 00
T. K. Rea.....	C.	3 00
Geo. Webster.....	C.	6 00
Geo. Webster.....	L.	3 00
		41 00
<i>Sheboygan County.</i>		
R. M. Neal.....	C.	\$3 00
		3 00
<i>Taylor County.</i>		
Chas. Caron.....	L.	\$9 00
Chas. Caron.....	W.	5 00
Adam Christman.....	L.	3 00
Jack Detzatan.....	W.	25 00
Frank (Indian).....	L.	3 00
J. B. Godee.....	L.	3 00
C. Olsen.....	L.	6 00
John Ostrander.....	L.	6 00
J. S. Redman.....	L.	3 00
John Savage.....	L.	3 00
John Worthington.....	L.	48 00
		114 00
<i>Trempealeau County.</i>		
John Cance.....	W.	\$5 00
N. O. Herried.....	W.	10 00
W. S. Heine.....	W.	5 00
Donald Keith.....	W.	5 00
Geo. Kingsley.....	C.	3 00
Geo. P. Meighs.....	W.	20 00
Reuben Monroe.....	W.	10 00
Thom Sutcliff.....	W.	35 00
Frank Sutcliff.....	W.	5 00
		98 00

“A.”—Receipts and Disbursements of the Several Funds—con.

GENERAL FUND DISBURSEMENTS.

BOUNTIES ON WILD ANIMALS—continued.		
<i>Vernon County.</i>		
Luther Allen.....	W.	\$30 00
Peder Amundson.....	W.	5 00
Olins Anderson.....	W.	5 00
M. R. Burtcham.....	C.	3 00
R. G. T. Burtcham.....	C.	12 00
T. W. Chandler.....	W.	5 00
Thos. Dewitt.....	C.	3 00
John Erlandson.....	C.	3 00
Iver Frantson.....	W.	5 00
J. A. Haines.....	C.	6 00
H. Halverson.....	W.	5 00
John Johnson.....	W.	5 00
L. B. Joseph.....	C.	9 00
Daniel Lowe.....	W.	40 00
W. Moran.....	W.	15 00
John Morrison.....	C.	3 00
John Olson.....	W.	30 00
Tosten Pederson.....	W.	10 00
Andrew Parkinson.....	C.	3 00
David Primmer.....	C.	3 00
Christopher Nerrison.....	W.	5 00
Henry Ramsay.....	W.	45 00
C. Sanding.....	W.	30 00
Thos. G. Thompson.....	C.	9 00
Thos. G. Thompson.....	W.	45 00
Chas. Walters.....	W.	5 00
		\$339 00
<i>Walworth County.</i>		
Rufus Babcock.....	W.	\$5 00
Gottfried Batchlet.....	W.	10 00
Oscar Brooks.....	W.	5 00
Walter Conaty.....	W.	10 00
Chas. K. Chatterton.....	W.	5 00
R. Crumb.....	W.	5 00
Chas. H. Fuller.....	W.	40 00
Geo. Grout.....	W.	5 00
Wm. Holmes.....	W.	5 00
Chas. McBride.....	W.	10 00
Allen McBride.....	W.	5 00
Chas. Malcolm.....	W.	15 00
Frank A. Stanford.....	W.	5 00
		125 00
<i>Waupaca County.</i>		
Oliver Brown.....	C.	\$3 00
Cisco (Indian).....	L.	3 00
Peter Damon.....	C.	9 00
Charles Morton.....	C.	3 00
Z. Hammond.....	C.	3 00
Shawano (Indian).....	C.	3 00
		24 00

"A."—*Receipts and Disbursements of the Several Funds—con.*

GENERAL FUND DISBURSEMENTS.

BOUNTY ON WILD ANIMALS—continued.			
<i>Waushara County.</i>			
Wm. Arveson	W.	\$5 00	
Otis L. Call	W.	5 00	
John H. Carter	W.	5 00	
James P. Crook	W.	5 00	
Walfred Humphrey	W.	10 00	
G. W. Perry	W.	5 00	
A. L. Pierce	W.	5 00	
A. P. Robinson	W.	5 00	
Sam'l Rowe	W.	5 00	
Edgar Sears	W.	5 00	
Truman Sears	W.	5 00	
Geo. Sherlock	L.	3 00	
Torger Thompson	W.	5 00	
A. W. Trexell	W.	5 00	
Andrew Walters	W.	5 00	
Russell Warner	W.	5 00	
Russell Warner	L.	3 00	
I. Waymouth	W.	5 00	
			\$91 00
<i>Winnebago County.</i>			
C. A. Seward	W.	\$5 00	
			5 00
<i>Wood County.</i>			
W. Angell	W.	\$5 00	
Jos. Brown	L.	3 00	
J. W. Doves	L.	12 00	
C. H. Doves	C.	3 00	
Jos. Hannah	C.	3 00	
John Hamiel	C.	3 00	
John Kopp	C.	3 00	
O. St. Germain	W.	5 00	
John B. Shaw	W.	5 00	
Jos. Smith	L.	3 00	
Wm. Sneyder	W.	5 00	
			50 00
			\$9,734 00
SPECIAL APPROPRIATIONS.			
Dodge County, Ch. 54, Laws 1878		\$798 50	
Hugh Lewis, Ch. 108, Laws 1878		175 00	
N. Wis. Agl. and Mech. Assoc. Ch. 48, Laws 1878 ..		1,000 00	
Robert Parkins Ch. 178, Laws 1878		121 00	
Moses M. Strong, Adm., Ch. 2, Laws 1878		1,125 00	
Peter Swenson, Ch. 81, Laws 1878		180 00	
D. K. Tenney, Ch. 130, Laws 1878		90 00	
Wis. State Ag'l Soc. Ch. 44, Laws 1878		2,000 00	

“A.”— *Receipts and Disbursements of the Several Funds — con.*

GENERAL FUND DISBURSEMENTS.

SPECIAL APPROPRIATIONS — continued.		
E. A. Calkins, Ch. 295, Laws 1878	\$4,200 22	.....
B. Silverfriend, Ch. 38, Laws 1878	35 00	.....
Green County, Ch. 213, Laws 1978	625 40	.....
Mineral Point R. R. Co., Ch. 39, Laws 1878	3,431 74	.....
Thos. B. Rogers, Ch. 151, Laws 1878	8 68	.....
Dennis Phelan, Ch. 76, Laws 1878	45 00	.....
Sch. Dis. No. 8, Highland, Iowa Co., Ch. 152, Laws 1878	114 80	.....
Moses M. Strong, Adm., Ch. 144, Laws 1878	2,412 17	.....
Treas. of Regents of Nor. Schs, Ch. 18, Laws 1871	2,000 00	.....
C. & G. Merriam, Ch. 132, Laws 1878	1,400 00	.....
Juneau county (tax for 1877), Ch. 245, Laws 1877	39 67	.....
Pepin county (tax for 1877), Ch. 245, Laws 1877 .	378 33	.....
Wood county (tax for 1877), Ch. 245, Laws 1877 .	7 01	.....
Buffalo county, Ch. 245, Laws 1877	414 11	.....
Clark county, Ch. 245, Laws 1877	886 89	.....
Chippewa county, Ch. 245, Laws 1877	1,041 79	.....
Dunn county, Ch. 245, Laws 1877	2,539 79	.....
Eau Claire County, Ch. 245, Laws 1877	1,748 30	.....
Jackson county, Ch. 245, Laws 1877	2,817 26	.....
Juneau county, Ch. 245, Laws 1877	39 67	.....
La Crosse county, Ch. 245, Laws 1877	83 01	.....
Monroe county, Ch. 245, Laws 1877	730 91	.....
Pepin county, Ch. 245, Laws 1877	332 88	.....
Wood county, Ch. 245, Laws 1877	13 98	.....
		\$30,826 11
MISCELLANEOUS.		
M. Gottschalk, peddler license fee refunded	\$20 25	.....
John Stock, peddler license fee refunded	20 25	.....
John Pruess, peddler license fee refunded	20 25	.....
Henry Kleinpell, treasury agent, commissions .	3,088 19	.....
Treas. Milwaukee Co., tax on lot in city of Mil waukee — State property	105 12	.....
Refunded Income Penalty	20 22	.....
Refunded Interest	1 99	.....
Geo. Baldwin, refunded error in sale of Marathon county lands	81 90	.....
Robert Montieth, notary fee refunded	2 00	.....
S. V. Shipman, Judgment against State	7,124 30	.....
N. A. Spoonman, interest	1 52	.....
A. L. Spofford, fee for copy right of Supreme Court reports	1 00	.....
		10,486 99
Total disbursements		\$1,047,796 23

"A." — Receipts and Disbursements of the Several Funds — con.

SCHOOL FUND.

RECEIPTS.		
Sales of land.....	\$5,190 44	.....
Dues on certificates.....	26,088 52	.....
Loans.....	26,482 42	.....
Penalties and forfeitures.....	36 62	.....
Taxes.....	10 90	.....
Fines.....	354 34	.....
United States bonds.....	43,000 00	.....
United States, five per cent. on sales of Public Lands in Wisconsin from June 30, 1876, to June 30, 1877.....	1,633 41	.....
Loan to Clark county.....	5,000 00	.....
Loan to Iowa county.....	10,000 00	.....
Loan to town and city of Mineral Point.....	5,000 00	.....
Loan to Racine county.....	3,125 00	.....
Loan to city of Madison.....	2,500 00	.....
Transfer from Deposit Fund.....	10 20	.....
Total receipts.....		\$128,431 85
DISBURSEMENTS.		
<i>School District Loans —</i>		
No. 1, Stevens Point, Portage county.....	\$2,000 00	.....
8, Summit and Seven Mile C'k, Juneau Co.	300 00	.....
7, Lind, Waupaca county.....	400 00	.....
4, Seymour, Outagamie county.....	1,000 00	.....
2, Stanton, St. Croix county.....	500 00	.....
3, Springfield, Marquette county.....	250 00	.....
2, Salem, Pierce county.....	400 00	.....
2, St. Joseph, St. Croix county.....	200 00	.....
3, Oregon and Montrose, Dane county.....	400 00	.....
1, Wood, Wood county.....	600 00	.....
4, Lanark and Buena Vista, Portage county,	150 00	.....
3, Kaukauna, Outagamie county.....	428 00	.....
9, Seneca, Crawford county.....	417 00	.....
2, Adams and Easton, Adams county.....	325 00	.....
1, Dallas, Brown Co., and Sheridan, Dunn Co.	434 00	.....
13, Mineral Point, Iowa county.....	350 00	.....
17, Dodgeville, Iowa county.....	400 00	.....
2, Sherman, Dunn county.....	400 00	.....
1, Bailey's Harbor, Door county.....	700 00	.....
		\$9,654 00
Loan to Wood county.....		7,500 00
Loan to Jackson county.....		20,000 00
Loan to town of Newport, Columbia county.....		1,500 00
Loan to town of Rushford, Winnebago county.....		2,000 00
Loan to town of Necedah, Juneau county.....		14,500 00
Loan to Polk county.....		3,000 00
Loan to Juneau county.....		7,500 00
United States bonds purchased.....		75,000 00
Wisconsin State bonds, purchased.....		3,000 00
Refunded for overpayments.....		149 37
Total disbursements.....		\$143,803 37

"A." — Receipts and Disbursements of the Several Funds — con.

SCHOOL FUND INCOME.

RECEIPTS.		
Interest on land certificates and loans.....	\$43,855 12	.....
Interest on certificates of indebtedness.....	109,179 00	.....
Interest per Chapter 79, Laws of 1866.....	7,088 36	.....
Interest and premium on United States bonds....	2,226 34	.....
Interest on Milwaukee city bonds.....	11,900 00	.....
Interest on loan to Iowa county.....	4,550 00	.....
Interest on loan to town and city of Mineral Point.	2,800 00	.....
Interest on loan to city of Madison.....	175 00	.....
Interest on loan to Racine county.....	875 00	.....
Interest on loan to Clark county.....	1,400 00	.....
Interest on loan to Wood county.....	1,300 00	.....
Town of Kinnickinnic school apportionment ref'd	15 58	.....
Transfer from Delinquent Tax Fund.....	4 04	.....
Total receipts.....		\$185,368 44
DISBURSEMENTS.		
SCHOOL APPORTIONMENT TO COUNTIES.		
Adams.....	\$990 60	.....
Ashland.....	102 96	.....
Barron.....	511 68	.....
Bayfield.....	199 98	.....
Brown.....	4,928 60	.....
Buffalo.....	2,318 94	.....
Burnett.....	186 42	.....
Calumet.....	2,447 25	.....
Chippewa.....	1,657 50	.....
Clark.....	1,126 32	.....
Columbia.....	4,407 78	.....
Crawford.....	2,381 73	.....
Dane.....	8,064 81	.....
Dodge.....	7,422 09	.....
Door.....	1,290 12	.....
Douglas.....	108 03	.....
Dunn.....	2,084 94	.....
Eau Claire.....	2,001 87	.....
Fond du Lac.....	7,624 89	.....
Grant.....	6,177 60	.....
Green.....	3,170 70	.....
Green Lake.....	2,187 12	.....
Iowa.....	3,748 68	.....
Jackson.....	1,731 99	.....
Jefferson.....	5,300 10	.....
Juneau.....	2,245 67	.....
Kenosha.....	2,166 78	.....
Kewaunee.....	2,476 11	.....
La Crosse.....	3,301 74	.....
La Fayette.....	3,411 33	.....
Lincoln.....	132 21	.....

 "A." — *Receipts and Disbursements of the Several Funds — con.*

 SCHOOL FUND INCOME.

DISBURSEMENTS.		
APPORTIONMENT TO COUNTIES — continued.		
Manitowoc	\$6,511 83	.....
Marathon	1,632 93	.....
Marquette	1,413 75	.....
Milwaukee	17,168 19	.....
Monroe	3,228 81	.....
Oconto	1,734 33	.....
Outagamie	4,052 10	.....
Ozaukee	2,815 02	.....
Pepin	919 23	.....
Pierce	2,389 53	.....
Polk	1,055 34	.....
Portage	2,151 63	.....
Racine	4,084 47	.....
Richland	2,846 22	.....
Rock	5,473 65	.....
St. Croix	2,357 94	.....
Sauk	4,107 09	.....
Shawano	1,015 95	.....
Sheboygan	5,509 92	.....
Taylor	119 73	.....
Trempealeau	2,486 25	.....
Vernon	3,554 46	.....
Walworth	3,540 03	.....
Washington	3,899 49	.....
Waukesha	4,318 08	.....
Waupaca	2,798 25	.....
Waushara	1,856 01	.....
Winnebago	6,051 63	.....
Wood	806 91	.....
		\$185,652 31
W. G. Ashton and J. C. Ray, appraising lands		20 00
Com'rs of S. & U. Lands, premium and interest on U. S. bonds		875 00
R. Ebert, accrued interest on State bonds		37 50
Refunded for overpayment		502 65
		<hr/> \$187,087 46

 "A"—Receipts and Disbursements of the Several Funds.—con.

UNIVERSITY FUND.

RECEIPTS.		
Sales of land.....	\$757 86	.....
Dues on certificates	5,557 44	.....
Loans	6,385 11	.....
Dane county bonds.....	1,500 00	.....
Total receipts.....		\$14,200 41
DISBURSEMENTS.		
<i>School District Loans—</i>		
No. 1, Springdale, Adams county.....	\$300 00	.....
2, Kinnickinnic, St. Croix county.....	600 00	.....
1, Fairchild, Eau Claire county	400 00	.....
2, Luck, Polk county.....	300 00	.....
8, Wausau, Marathon county.....	300 00	.....
7, Weston, Clark county.....	350 00	.....
4, Summerset & Seven Mile Cr'k, Juneau co.	250 09	.....
3, Buffalo, Buffalo county	150 00	.....
3, Forest, Vernon county.....	300 00	.....
8, Eastman and Henry, Crawford county....	200 00	.....
2, Rose and Springwater, Waushara county.	300 00	.....
6, Lincoln and Richfield, Adams county....	200 00	.....
5, Rose, Waushara county	75 00	.....
1, Worcester, Chippewa county	1,500 00	.....
7, Bloomfield, Waushara county, and Wolf River, Winnebago county	400 00	.....
4, Luck, Polk county.....	150 00	.....
3, Hartland and Salem, Pierce county	450 00	.....
4, Sheridan, Dunn county.....	200 00	.....
6, Alden, Polk county	400 00	.....
5, Maple Grove, Shawano county.....	100 00	.....
Total disbursements.....		\$6,925 00

“A.”—Receipts and Disbursements of the Several Funds — con.

UNIVERSITY FUND INCOME.

RECEIPTS.		
Interest on land certificates and loans.....	\$5,654 41	.....
Interest on certificates of indebtedness.....	7,770 00	.....
Interest on Dane county bonds.....	1,067 50	.....
Interest on Milwaukee city bonds.....	700 00	.....
Interest on Lewis Medal Fund.....	10 40	.....
Interest on the Johnson Endowment.....	250 00	.....
General Fund App'n, Ch. 117, Laws 1876.....	42,359 62	.....
Coupons on gold bonds.. . . .	6 15	.....
John S. Dean, Sec., tuition fees and diplomas.....	4,055 11	.....
John S. Dean, Sec., farm products.....	327 03	.....
John S. Dean, Sec., house rent.....	44 00	.....
John S. Dean, Sec., interest on lots sold.....	30 00	.....
John S. Dean, Sec., express charges refunded.....	1 60	.....
John S. Dean, Sec., damages by students.....	50	.....
Sale of Soldiers' Orphans' Home.....	1,840 00	.....
Total receipts.....		\$64,116 32
DISBURSEMENTS.		
Treasurer of State University.....	\$64,098 11	.....
Refunded for overpayments.....	18 21	.....
Total disbursements.....		\$64,116 32

“A.” — Receipts and Disbursements of the Several Funds — con.

AGRICULTURAL COLLEGE FUND.

RECEIPTS.		
Sales of land.....	\$3,707 51	.....
Dues on certificates.....	3,768 00	.....
Loans.....	6,387 38	.....
United States bonds, sold.....	4,000 00	.....
Total receipts.....		\$17,862 89
DISBURSEMENTS.		
<i>School District Loans—</i>		
No. 4. Mount Hope, Grant county.....	\$700 00	.....
3. Jacksonport, Door county.....	500 00	.....
5. Whitewater, Walworth county.....	400 00	.....
4. Forest, Vernon county.....	200 00	.....
9. Forest, Union and Whitestown, Vernon Co.	300 00	.....
3. Sun Prairie, Dane county.....	700 00	.....
7. Lindina, Juneau county.....	300 00	.....
6. Tainter, Dunn county.....	168 66	.....
6. Seneca, Wood county.....	200 00	.....
6. Martell, Pierce county.....	500 00	.....
1. Union, Rock county.....	840 00	.....
7. Maiden Rock, Pierce county.....	200 00	.....
17. Seneca, Crawford county.....	278 00	.....
5. Stanton and Star Prairie, St. Croix county	1,000 00	.....
1. Westport, Dane county.....	1,000 00	.....
2. Pine Grove, Portage county.....	200 00	.....
Refunded for overpayment.....		\$7,486 66
		13 00
Total disbursements.....		\$7,499 66

AGRICULTURAL COLLEGE FUND INCOME.

RECEIPTS.		
Interest, on land certificates and loans.....	\$12,492 21	.....
Interest on certificates of indebtedness.....	3,612 00	.....
Interest and premium on United States bonds....	207 10	.....
Interest on Milwaukee city bonds.....	700 00	.....
Interest on Dane county bonds.....	315 00	.....
Total receipts.....		\$17,326 31
DISBURSEMENTS.		
Treasurer of State University.....	\$17,208 49	.....
Refunded for overpayments.....	117 82	.....
Total disbursements.....		\$17,326 31

“A.”—Receipts and Disbursements of the Several Funds.—con.

NORMAL SCHOOL FUND.

RECEIPTS.		
Sales of land.....	\$13,258 75	.....
Dues on certificates.....	2,691 00	.....
Loans	15,280 67	.....
Penalties	28 67	.....
Loan to Iowa county.....	10,000 00	.....
Loan to town of Pine Valley, Clark county.....	600 00	.....
Loan to city of Madison.....	2,500 00	.....
Loan to Racine county.....	1,875 00	.....
United States bonds.....	43,000 00	.....
Loan to town of Clifton, Pierce county	500 00	.....
Loan to town of Kinnickinnic, St. Croix county..	300 00	.....
Loan to town of Troy, St. Croix county.....	700 00	.....
Transfer from Delinquent Tax Fund.....	1 36	.....
		\$90,735 45
DISBURSEMENTS.		
<i>School District Loans —</i>		
No. 1. Washington, Eau Claire county.....	\$400 00	.....
4. Lowell and Leeds, Columbia county....	500 00	.....
9. Porter and Dunkirk, Rock and Dane Cos..	475 00	.....
3. Lincoln, Polk county	375 00	.....
3. Knowlton, Marathon county.....	200 00	.....
8. Hillsborough, Vernon county.....	150 00	.....
1. Little Black, Taylor county.....	350 00	.....
4. Black Brook, Polk county.....	350 00	.....
		\$2,800 00
Loan to Wood county.....		3,000 00
Loan to La Crosse county.....		40,000 00
Loan to Iowa county.....		50,000 00
Loan to town of Princeton, Green Lake county.....		4,500 00
Albany city bonds, purchased.....		2,000 00
Refunded for overpayment.....		201 41
		\$102,501 41

'A.'—Receipts and Disbursements of the Several Funds—con.

NORMAL SCHOOL FUND INCOME.

RECEIPTS.		
Interest on land certificates and loans.....	\$9,941 90	.....
Interest on certificates of indebtedness.....	36,099 00	.....
Interest and premium on United States bond.....	2,226 34	.....
Interest on Milwaukee city bonds.....	11,200 00	.....
Interest on Clifton town bonds.....	175 00	.....
Interest on Kinnickinnic town bonds.....	147 00	.....
Interest on River Falls town bonds.....	490 00	.....
Interest on Troy town bonds.....	189 00	.....
Interest on loan to city of Madison.....	175 00	.....
Interest on loan to Iowa county.....	3,850 00	.....
Interest on Albany city bonds.....	120 00	.....
Interest on loan to Racine county.....	619 69	.....
Interest on loan to town of Pine Valley.....	201 71	.....
Interest on loan to Wood county.....	1,013 00	.....
Tuition fees, Platteville Normal School.....	5,186 28	.....
Tuition fees, Whitewater Normal School.....	2,818 94	.....
Tuition fees, Oshkosh Normal School.....	5,449 22	.....
Tuition fees, River Falls Normal School.....	3,462 71	.....
Total receipts.....		\$83,364 79
DISBURSEMENTS.		
EXPENSE OF REGENTS.		
W. H. Chandler.....	\$12 00	.....
J. H. Evans.....	26 75	.....
S. M. Hay.....	18 17	.....
John Phillips.....	31 75	.....
S. S. Sherman.....	16 85	.....
William Star.....	24 75	.....
T. D. Weeks.....	13 35	.....
		\$143 62
PLATTEVILLE NORMAL SCHOOL.		
J. H. Evans, teachers' salaries.....	\$5,680 00	.....
T. C. Richmond, visitor.....	10 95	.....
J. H. Evans, supplies and repairs.....	1,131 39	.....
		6,822 34
WHITEWATER NORMAL SCHOOL.		
J. C. Bowen, labor and supplies.....	\$87 20	.....
D. R. Jones, visitor as architect.....	7 00	.....
Richardson, Boynton & Co., labor.....	80 15	.....
Richardson, Boynton & Co., portable furnace.....	160 92	.....
C. M. Sykes, labor.....	96 50	.....
T. D. Weeks, teachers' salaries.....	6,260 00	.....
A. Colburn, labor.....	14 08	.....
Wm. De Wolf & Son, hardware.....	69 68	.....
G. M. Guernsey, visitor.....	22 50	.....
J. H. Goodearl, painting.....	237 98	.....

 "A."—*Receipts and Disbursements of the Several Funds—con.*

 NORMAL SCHOOL FUND INCOME.

DISBURSEMENTS—continued.

WHITEWATER NORMAL SCHOOL—continued.

J. M. Hawes, merchandise.....	\$160 04	.....
V. Krusbann, labor.....	16 50	.....
N. M. Littlejohn, lumber.....	164 06	.....
McKutchin & Rockfeller, lumber.....	32 61	.....
P. B. Rivers, painting.....	6 50	.....
Charles Scholl, water tank.....	38 00	.....
C. M. Wait, labor.....	35 50	.....
T. D. Weeks, text-books.....	1,277 54	.....
		\$8,766 76

OSHKOSH NORMAL SCHOOL.

S. M. Hay, teachers' salaries....	6,065 00	.....
S. M. Hay & Bro., labor and supplies.....	33 09	.....
W. P. Hullman, visitor.....	15 15	.....
Thuse. Kumlin, ornithological specimens.....	267 20	.....
C. C. Page, labor and supplies.....	6 11	.....
George E. Reeves, labor and supplies.....	38 50	.....
Ripley & Mead, labor and supplies.....	27 56	.....
James Wilcox, labor and supplies.....	107 86	.....
Bell & Cole, labor and supplies.....	168 52	.....
S. M. Hay, repairs.....	1,707 54	.....
H. M. Simons, visitor.....	10 40	.....
Henry Schneider, labor.....	7 50	.....
Albert Durkee, Johnson's Cyclopedia.....	24 38	.....
		8,478 81

RIVER FALLS NORMAL SCHOOL.

A. D. Andrews, teachers' salaries.....	\$4,172 50	.....
J. B. Whitney, visitor.....	46 65	.....
A. D. Andrews, supplies.....	1,194 82	.....
M. B. Reynolds, visitor.....	31 50	.....
W. D. Parker, expense procuring teachers.....	18 49	.....
		5,463 96

INSTITUTES.

W. H. Chandler.....	102 70	.....
J. W. Congdon.....	40 00	.....
C. W. Colver.....	16 25	.....
Robert Graham.....	545 50	.....
S. A. Hooper.....	18 70	.....
D. McGregor.....	380 09	.....
Wm. F. Phelps.....	7 95	.....
W. J. Park & Co.....	3 70	.....
Albert Salisbury.....	359 45	.....
R. H. Schmidt.....	42 75	.....
T. P. Swain.....	25 50	.....
W. J. Showers.....	20 00	.....
A. A. Spencer.....	108 18	.....

 "A."— *Receipts and Disbursements of the Several Funds — con.*

 NORMAL SCHOOL FUND INCOME.

DISBURSEMENTS— continued.		
INSTITUTES — continued.		
Edward Searing.	\$4 42	.....
J. B. Thayer	437 50	.....
W. A. Walker.	36 00	.....
Amos Whiting	42 50	.....
		\$2,191 19
MISCELLANEOUS EXPENSES.		
E. B. Bolens, printing'	\$25 00	.....
David Atwood, printing	15 00	.....
Edward Searing, secretary of board.....	75 00	.....
Wisconsin Journal of Education, advertising.....	37 50	.....
Edward Searing, committee work and expenses...	50 65	.....
W. H. Chandler, committee work and expenses....	149 84	.....
J. H. Evans, committee work and expenses.....	102 00	.....
S. M. Hay, committee work and expenses.....	112 95	.....
William Starr, committe work and expenses.....	244 55	.....
S. S. Sherman, committee work and expenses.....	81 13	.....
T. D. Weeks, committee work and expenses	77 30	.....
		\$970 92
Treasurer of the Board of Regents of Normal Schools.....		\$59,955 02
Refunded for overpayments.....		24 65
Total		\$92,817 27

 "A."—Receipts and Disbursements of the Several Funds—con.

DRAINAGE FUND.

RECEIPTS.		
Interest on land certificates.....	\$740 85	.....
Sales of land	14,561 19	.....
Dues on certificates.....	398 00	.....
Penalties	20 00	.....
Total receipts.....		\$15,720 04
DISBURSEMENTS.		
Adams	\$40 00	.....
Ashland	581 88	.....
Barron	90 00	.....
Bayfield	250 73	.....
Brown	6 30	.....
Buffalo	305 72	.....
Burnett.....	415 88	.....
Chippewa	1,080 56	.....
Columbia.....	83 50	.....
Dane	234 50	.....
Door	3,341 18	.....
Douglas.....	350 00	.....
Dunn	215 83	.....
Eau Claire.....	33 95	.....
Fond du Lac.....	6 30	.....
Grant	3 15	.....
Green	2 80	.....
Green Lake.....	20 58	.....
Jackson	385 71	.....
Jefferson	75 48	.....
Juneau	720 00	.....
Kewaunee	403 10	.....
La Crosse	100 45	.....
Lincoln	340 53	.....
Manitowoc	265 41	.....
Marathon	843 86	.....
Marquette	209 09	.....
Monroe	190 61	.....
Oconto	1,853 70	.....
Pepin	22 33	.....
Polk	134 01	.....
Portage	268 13	.....
St. Croix.....	13 72	.....
Sauk	14 63	.....
Shawano	543 15	.....
Taylor	180 68	.....
Trempealeau	34 97	.....
Waupaca	360 81	.....
Waushara.....	200 96	.....
Winnebago.....	143 41	.....
Wood	453 54	.....
Refunded for overpayments.....		\$14,821 14
		75 60
Total disbursements.....		\$14,896 74

"A." — Receipts and Disbursements of the Several Funds — con.

DELINQUENT TAX FUND.

RECEIPTS.

Taxes on state lands.....		\$20,643 93
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DISBURSEMENTS.

APPORTIONMENT TO COUNTIES.

Adams.....	\$91 40	
Ashland.....	542 24	
Barron.....	265 45	
Bayfield.....	296 21	
Buffalo.....	266 82	
Burnett.....	763 06	
Chippewa.....	1,572 14	
Clark.....	1,245 80	
Columbia.....	22 84	
Crawford.....	162 53	
Dane.....	20 29	
Door.....	1,343 07	
Douglas.....	21 42	
Dunn.....	355 15	
Eau Claire.....	118 19	
Grant.....	31 37	
Iowa.....	15 22	
Jackson.....	239 84	
Jefferson.....	13 26	
Juneau.....	75 28	
Kewaunee.....	127 22	
La Crosse.....	74 01	
La Fayette.....	29 78	
Lincoln.....	1,403 94	
Manitowoc.....	172 95	
Marathon.....	865 83	
Marquette.....	89 78	
Milwaukee.....	47 76	
Monroe.....	246 48	
Oconto.....	961 83	
Outagamie.....	621 48	
Pepin.....	56 95	
Pierce.....	969 91	
Polk.....	1,061 21	
Portage.....	198 90	
Richland.....	371 30	
Rock.....	9 04	
St. Croix.....	1,212 56	
Sauk.....	153 39	
Shawano.....	1,215 20	
Sheboygan.....	2 45	
Taylor.....	585 35	
Trempealeau.....	73 87	

 "A." — *Receipts and Disbursements of the Several Funds — con.*

 DELINQUENT TAX FUND.

DISBURSEMENTS — continued.		
APPORTIONMENT TO COUNTIES — continued.		
Vernon	\$445 26	.....
Walworth	4 53	.....
Waupaca	339 48	.....
Waushara	120 66	.....
Winnebago	25 41	.....
Wood	229 85	.....
		\$19,227 96
Transfer to school fund.....		4 04
Transfer to Normal school fund.....		1 36
Refunded for overpayments.....		168 41
Total disbursements.....		\$19,401 77

APPENDIX "B."

STATEMENT Showing the relative value of Real and Personal Property subject to taxation in the several counties of the State of Wisconsin, as determined and assessed by the State Board of Assessment for the year A. D. 1878.

COUNTIES.	Horses.	Neat Cattle.	Mules and Asses.	Sheep and Lambs.	Swine.	Wag'ns, Carriages and Sleighs.	Watches.	Pianos and Melodeons
	Value.	Value.	Value.	Value.	Value.	Value.	Value.	Value.
Adams	\$59,610	\$93,951	\$6,120	\$7,501	\$9,467	\$26,225	\$1,800	\$1,820
Ashland.....	1,620	1,300	80	.....	7	1,100	1,040	865
Barron.....	15,060	36,933	1,400	762	2,050	17,550	1,500	790
Bayfield.....	750	299	.....	.....	.....	625	760	1,180
Brown.....	202,440	109,096	1,000	7,140	10,770	88,700	5,680	8,984
Buffalo.....	152,070	206,362	10,560	12,172	19,092	62,300	2,060	2,728
Burnett.....	5,010	26,026	80	654	882	5,150	360	48
Calumet.....	174,240	151,970	2,680	13,662	16,522	74,550	4,040	1,885
Chippewa.....	71,370	88,426	3,480	2,532	7,497	46,075	2,460	3,622
Clark.....	41,850	78,624	3,440	4,519	3,630	38,525	3,320	4,420
Columbia.....	393,520	321,919	5,080	82,929	42,735	117,000	14,400	36,730
Crawford.....	195,040	151,775	3,400	12,315	28,430	47,725	4,040	7,315
Dane.....	924,000	822,906	12,240	97,000	105,480	375,640	25,640	65,494
Dodge.....	667,850	593,190	6,680	81,193	135,057	326,760	12,680	34,641
Door.....	38,790	46,631	1,720	1,927	4,960	33,575	1,820	1,615
Douglass.....	1,410	1,313	.....	60	.....	775	520	665
Dunn.....	108,030	157,326	9,960	9,120	13,655	60,275	5,480	12,294
Eau Claire.....	108,240	103,636	3,120	3,564	7,200	59,350	8,060	30,940
Fond du Lac.....	621,150	559,206	6,320	108,147	36,647	282,440	16,760	47,736

"B."—Value of Real and Personal Property.

“B.”—*Relative Value of Real and Personal Property*—continued.

COUNTIES.	Horses.	Neat Cattle.	Mules and asses.	Sheep and lambs.	Swine.	Wagons, carriages and sleighs.	Watches.	Pian's and melode'ns.
	Value.	Value.	Value.	Value.	Value.	Value.	Value.	Value.
Grant	\$638,440	\$478,400	\$19,880	\$29,437	\$46,237	\$332,160	\$19,640	\$32,552
Green	367,760	380,822	8,480	40,359	99,365	108,150	10,620	20,389
Green Lake	197,200	144,703	2,720	56,709	18,105	67,175	6,760	15,949
Iowa	378,200	369,551	8,160	19,420	87,152	123,875	6,000	10,373
Jackson	93,510	110,695	4,080	5,376	7,537	37,400	3,880	8,533
Jefferson	430,800	454,662	7,800	60,468	44,930	188,520	9,900	26,840
Juneau	143,240	126,698	3,080	10,872	17,235	58,325	8,120	14,861
Kenosha	218,600	236,538	2,320	85,560	18,882	95,040	8,280	20,020
Kewaunee	77,820	107,224	960	5,653	11,160	79,550	2,020	4,028
La Crosse	200,160	144,482	6,600	9,127	15,707	53,375	4,760	22,204
La Fayette	375,800	358,969	13,240	19,119	102,767	100,125	7,840	15,887
Lincoln	5,490	7,605	80	327	407	2,950	300	145
Manitowoc	297,760	236,379	1,880	20,202	22,407	247,040	2,340	8,482
Marathon	42,030	85,020	1,480	4,378	5,542	35,675	2,900	5,340
Marquett	84,540	125,515	2,000	25,033	16,180	40,475	2,680	4,002
Milwaukee	504,150	231,912	8,280	7,629	17,430	438,850	38,420	289,800
Mohroe	235,720	188,448	8,120	17,722	24,570	90,825	6,980	10,649
Oconto	47,370	45,916	4,120	1,189	3,007	43,175	3,780	7,186
Outagamie	193,000	176,670	3,120	17,665	17,755	91,325	3,620	9,331
Ozaukee	214,300	193,518	1,400	7,183	13,757	123,240	1,120	3,326
Pepin	47,610	61,568	2,800	3,405	5,810	29,725	1,960	5,778
Pierce	142,230	150,176	7,520	11,638	14,307	61,425	6,240	6,970
Polk	38,370	73,593	1,200	2,583	3,937	30,125	1,940	2,479
Portage	80,010	124,371	4,960	14,035	14,055	55,850	6,080	10,988
Racine	290,350	248,724	2,880	60,313	21,535	143,920	6,240	30,865

“B.”—*Value of Real and Personal Property*—continued.

"B."—Value of Real and Personal Property—continued.

Richland.....	233,120	197,119	9,160	32,520	46,957	62,675	5,960	5,063
Rock	704,450	502,452	10,840	63,673	84,432	314,720	31,400	71,979
St. Croix	153,900	134,966	9,040	3,703	10,690	69,925	6,500	18,899
Sauk	335,720	277,628	8,600	31,047	52,500	124,775	15,740	17,834
Shawano.....	33,270	65,013	520	3,370	7,165	33,500	1,760	684
Sheboygan	418,900	518,076	4,280	34,863	28,357	266,320	11,340	26,073
Taylor	1,380	2,899			62	1,800	160	370
Trempealeau	154,230	202,202	9,440	13,480	13,380	68,250	4,300	8,849
Vernon.....	295,080	236,756	5,360	29,145	44,885	85,600	5,980	5,186
Walworth	501,550	401,454	5,240	146,215	56,045	207,920	19,840	48,346
Washington.....	376,300	330,876	4,720	26,745	34,102	219,520	3,820	7,840
Waukesha.....	490,000	376,416	5,200	107,715	45,137	286,240	12,580	38,986
Waupaca.....	115,620	173,225	2,960	20,032	16,105	89,575	6,760	9,410
Wausara	110,970	149,890	5,400	21,295	15,942	48,825	3,040	4,286
Winnebago.....	426,950	252,486	5,120	50,932	20,600	225,080	10,100	52,582
Wood	24,540	39,377	400	1,303	2,212	18,725	1,820	5,777
Total	\$13,502,490	\$12,273,883	\$290,800	\$1,566,637	\$1,572,478	\$6,466,085	\$425,940	\$1,172,963

"B."—*Relative Value of Real and Personal Property*—continued.

COUNTIES.	Bank Stock.	Value of Merchants' and Manufacturers' Stock.	Value of all other Per- sonal Property.	Total Value of all Per- sonal Property as aforesaid.	Value of City and Vil- lage Lots.	Value of Acres of Lands.	Total Equalized Value of all Taxable Prop- erty.
	Value.						
Adams		\$11,620	\$28,090	\$246,204	\$35,122	\$1,068,210	\$1,349,536
Ashland		15,971	23,984	45,967	120,219	967,320	1,133,506
Barron		19,678	48,900	144,623	23,432	1,155,138	1,323,193
Bayfield	\$225	11,820	6,481	22,140	64,227	539,826	626,193
Brown	50,770	196,788	82,639	764,007	1,946,729	3,114,056	5,824,792
Buffalo	2,070	63,109	67,258	599,781	220,666	1,679,175	2,499,622
Burnett		2,629	2,485	43,324	.....	500,072	543,396
Calumet	1,681	73,677	86,915	601,822	196,229	2,994,960	3,793,011
Chippewa	26,000	602,976	253,622	1,108,060	589,524	5,323,227	6,970,811
Clark	7,220	78,300	49,648	313,546	207,467	3,136,302	3,657,315
Columbia	56,855	486,657	568,576	2,126,401	1,470,110	7,847,060	11,443,571
Crawford	2,315	105,920	125,324	683,599	413,174	1,708,525	2,805,298
Dane	200,270	851,252	1,856,226	5,336,148	2,491,155	15,579,560	23,406,863
Dodge		500,858	888,735	3,247,644	1,423,820	11,976,500	16,647,964
Door		34,496	18,720	184,254	43,549	880,246	1,108,049
Douglas		866	12,709	18,318	252,784	415,400	686,503
Dunn	270	258,905	457,449	1,092,764	314,844	1,811,570	3,219,178
Eau Claire	61,720	738,539	283,935	1,408,304	1,555,230	1,868,664	4,832,198
Fond du Lac	66,250	609,897	867,314	3,221,867	4,544,864	9,619,060	17,385,791
Grant	39,959	114,367	686,415	2,437,487	1,157,490	7,850,952	11,445,929

"B."—*Value of Real and Personal Property*—continued.

"B."—Value of Real and Personal Property—continued.

Green	93,000	733,836	279,649	2,142,430	1,084,540	6,019,655	9,246,625
Green Lake		225,480	171,623	906,424	619,132	3,572,496	5,098,052
Iowa	3,751	247,294	241,903	1,495,679	661,779	4,854,360	7,011,818
Jackson	11,260	91,564	163,204	537,039	196,701	1,247,606	1,981,346
Jefferson	169,076	487,518	403,063	2,233,577	1,968,832	7,343,900	11,546,309
Juneau		196,027	168,308	746,766	519,619	1,795,760	3,062,145
Kenosha	60,620	502,625	245,899	1,494,884	1,044,290	4,096,732	6,635,426
Kewaunee	3,000	132,545	147,801	571,761	190,138	1,470,070	2,231,969
La Crosse	103,050	319,442	638,453	1,517,360	2,767,945	2,380,093	6,665,398
La Fayette	16,450	282,109	141,808	1,434,114	438,805	5,264,996	7,137,915
Lincoln		1,014	3,640	21,958	.....	1,278,804	1,300,762
Manitowoc	16,315	202,672	603,820	1,659,297	1,321,542	4,779,346	7,760,185
Marathon	10,200	57,833	183,713	434,111	501,555	2,444,854	3,380,520
Marquette	1,300	43,498	47,461	392,684	184,650	1,349,505	1,926,839
Milwaukee	1,123,231	4,319,089	11,076,602	18,055,393	39,594,242	9,147,970	66,797,605
Monroe	22,700	127,345	167,417	900,496	562,791	2,632,047	4,095,334
Oconto	5,273	83,882	313,383	558,281	798,590	4,114,604	5,471,475
Outagamie	63,218	115,610	179,798	871,162	1,359,868	4,056,240	6,287,270
Ozaukee		100,255	56,748	714,847	427,300	3,646,625	4,788,772
Pepin		55,350	42,920	256,926	101,328	517,941	876,195
Pierce		198,150	167,537	766,193	406,862	1,837,945	3,011,000
Polk	1,381	53,912	42,113	251,633	47,075	1,393,599	1,692,307
Portage	250	125,778	202,137	638,514	535,919	1,759,123	2,933,556
Racine	338,862	656,240	981,173	2,731,102	3,543,454	4,610,936	10,935,492
Richland		128,472	78,209	799,255	246,147	2,590,900	3,636,302
Rock	298,285	1,831,388	1,007,953	4,921,572	3,498,830	12,028,600	20,449,002
St. Croix	45,000	223,516	176,634	852,773	953,253	2,802,813	4,608,839
Sauk	30,000	442,016	261,615	1,597,475	712,350	5,117,184	7,427,009
Shawano	4,763	18,647	16,007	184,699	88,324	1,484,371	1,757,394
Sheboygan	53,300	627,238	494,452	2,483,199	1,610,785	6,447,740	10,541,724
Taylor		6,202	50,280	63,153	31,879	869,940	964,972
Trempealeau		226,859	112,484	813,474	295,312	2,187,476	3,296,262
Vernon	1,040	250,354	87,477	1,046,863	187,619	3,193,113	4,427,595
Walworth	165,650	1,248,043	119,448	2,919,751	1,814,286	8,700,660	13,434,697
Washington	8,550	425,602	141,474	1,579,549	480,750	5,435,140	7,495,439
Waukesha	50,000	1,567,095	401,249	3,380,618	1,419,843	8,223,254	13,023,715

"B."—*Relative Value of Real and Personal Property—continued.*

COUNTIES.	BANK STOCK	Value of merchants' manufacturer's stock.	Value of all other personal property.	Total value of all personal property as aforesaid.	Value of city and village lots.	Value of acres of land.	Total equalized value of all taxable property.
	Value.						
Waupaca	\$4,978	\$137,840	\$85,788	\$662,293	\$623,732	\$2,234,325	\$3,520,350
Waushara	2,268	42,004	44,551	448,471	68,730	1,851,525	2,368,726
Winnebago	292,400	1,357,157	859,815	3,553,232	4,050,646	4,867,668	12,471,536
Wood	50,000	103,852	49,217	297,223	246,014	559,144	1,102,381
Total	\$3,564,776	\$26,036,633	\$23,759,296	\$90,631,981	\$92,226,092	\$230,244,903	\$413,102,976

"B."—*Value of Real and Personal Property—continued.*

APPENDIX "C."

STATEMENT *Of the Valuation of the Taxable Property of the several counties of the State of Wisconsin, as determined by the State Board of Assessment for the year 1878, and the apportionment of the State Tax for the said year 1878.*

COUNTIES.	Valuation by State Board, 1878.	STATE TAX FOR 1878.					Unpaid State Tax for the year 1877, and interest thereon.	Due on loans to school districts.	Loans and Miscellaneous.	Total of all.
		1 ⁶⁵ / ₁₀₀ mills per cent. on valuation.	State Hospital for the Insane.	Northern Hospital for the Insane.	Industrial School for Boys.	Total Tax.				
Adams	\$1,349,536	\$2,226 73	\$226 13		\$52 00	\$2,504 86	\$623 53		\$3,128 39	
Ashland	1,133,506	1,870 29				1,870 29			1,870 29	
Barron	1,323,193	2,183 27	239 63			2,422 90			2,422 90	
Bayfield	626,193	1,033 22				1,033 22	16 77		2,439 67	
Brown	5,824,792	9,610 91		\$2,436 36	1,228 25	13,275 52	228 00		1,261 22	
Buffalo	2,499,622	4,124 38	356 22			4,480 60	3,626 67		16,902 19	
Burnett	543,396	896 60	242 99			1,139 59	940 50		5,421 10	
Calumet	3,793,011	6,258 47		1,244 86	202 50	7,705 83		\$659 75	1,799 34	
Chippewa	6,970,811	11,501 84	720 44			12,222 28	203 25		7,909 08	
Clark	3,657,315	6,034 57		306 39		6,340 96	762 90		12,985 18	
Columbia	11,443,571	18,881 89	1,846 10		166 75	20,894 74	2,140 63	6,818 00	15,299 59	
Crawford	2,805,298	4,628 74	972 22		160 00	5,760 96	1,326 17	843 15	23,064 06	
Dane	23,406,863	38,621 33	4,414 67		294 50	43,330 50	1,727 37		7,488 33	
Dodge	16,647,964	27,469 14		3,039 49	83 00	30,591 63	1,108 75		44,439 25	
Door	1,108,049	1,828 28		569 27	52 00	2,449 55	350 00		30,941 63	
Douglas	686,502	1,132 73	96 27			1,229 00	394 99		2,844 54	
									1,229 00	

"C"—Taxable Property of the Several Counties.

"C." — Statement of the Valuation of the Taxable Property of the Several Counties — continued.

"C." — Taxable Property of the Several Counties — con.

COUNTIES.	Valuation by State Board, 1878.	STATE TAX FOR 1878.					Unpaid State Tax for the year 1877, and interest thereon.	Due on loans to Sch'l Districts.	Loans and Miscellaneous.	Total of all.
		1 ⁵ / ₁₀₀ mills per cent. on Valuation.	State Hospital for the Insane.	Northern Hospital for the Insane.	Indust'l School for Boys.	Total Tax.				
Dunn	\$3,219,178	\$5,311 64	\$1,234 45	.....	\$110 50	\$6,656 59	.....	\$1,106 96	.....	\$7,763 55
Eau Claire	4,832,198	7,973 13	1,595 71	.....	294 75	9,863 59	.....	3,357 13	.....	13,220 72
Fond du Lac	17,385,791	28,686 56	.....	\$3,715 24	1,072 25	33,474 05	.....	100 00	.....	33,574 05
Grant	11,445,929	18,885 78	2,375 22	.....	426 25	21,687 25	.....	2,172 20	.....	23,859 45
Green	9,246,625	15,256 93	1,658 80	.....	183 00	17,098 73	.....	1,792 66	.....	18,891 39
Green Lake	5,098,052	8,411 79	.....	904 38	186 75	9,502 92	.....	1,284 00	\$749 40	11,536 32
Iowa	7,011,818	11,569 49	2,094 10	.....	187 75	13,851 34	.....	822 75	37,283 56	51,957 65
Jackson	1,981,346	3,269 22	603 57	.....	.....	3,872 79	.....	2,274 25	1,307 95	7,454 99
Jefferson	11,546,309	19,051 41	.....	2,398 75	286 00	21,736 16	.....	380 00	.....	22,116 16
Juneau	3,062,145	5,052 54	631 20	.....	88 00	5,771 74	.....	1,046 10	2,647 40	9,465 24
Kenosha	6,635,426	10,948 45	.....	1,165 64	79 00	12,193 09	.....	.....	.....	12,193 09
Kewaunee	2,231,969	3,682 75	.....	890 09	.....	4,572 84	.....	337 50	.....	4,910 34
La Crosse	6,665,398	10,997 91	1,893 36	.....	564 00	13,455 27	.....	963 00	2,401 10	16,819 37
La Fayette	7,137,915	11,777 56	1,551 97	.....	83 00	13,412 53	.....	1,384 20	.....	14,796 73
Lincoln	1,300,762	2,146 26	.....	91 38	.....	2,237 64	.....	754 00	.....	2,991 64
Manitowoc	7,760,185	12,804 31	.....	2,665 64	173 00	15,642 95	.....	4,805 20	.....	20,448 15
Marathon	3,380,520	5,577 86	.....	402 33	.....	5,980 19	.....	3,512 44	.....	9,492 63
Marquette	1,926,839	3,179 29	.....	594 23	.....	3,773 52	.....	64 00	.....	3,837 52
Milwaukee	66,797,605	110,216 05	229 11	7,797 77	1,321 25	119,564 18	.....	334 00	.....	119,898 18
Monroe	4,095,334	6,757 30	894 90	.....	89 00	7,741 20	.....	1,860 36	.....	9,601 56
Oconto	5,471,475	9,027 93	.....	1,244 48	247 75	10,520 16	.....	.....	.....	10,520 16

"C":—Taxable Property of the Several Counties—con.

Outagamie.....	6,287,270	10,374 00	.....	1,958 25	694 50	13,026 75	.....	1,430 63	.....	14,457 38
Ozaukee.....	4,788,772	7,901 47	.....	967 58	52 00	8,921 05	.....	.....	.....	8,921 05
Pepin.....	876,195	1,445 72	570 25	.....	.....	2,015 97	.....	828 00	.....	2,843 97
Pierce.....	3,011,000	4,968 15	1,231 74	.....	52 00	6,251 89	.....	1,253 45	.....	7,505 34
Polk.....	1,692,307	2,792 31	714 98	.....	52 00	3,559 29	.....	579 49	701 25	4,840 03
Portage.....	2,933,556	4,840 37	.....	641 34	93 25	5,574 96	.....	2,228 52	.....	7,803 48
Racine.....	10,935,492	18,043 56	42 87	1,867 96	544 75	20,499 14	.....	.....	6,049 00	26,548 14
Richland.....	3,636,302	5,999 90	1,108 94	.....	45 00	7,153 84	.....	428 82	.....	7,582 66
Rock.....	20,449,002	33,740 85	2,779 94	.....	423 00	36,943 79	.....	3,351 14	.....	40,294 93
St. Croix.....	4,608,839	7,604 58	972 90	.....	52 00	8,629 48	769 08	1,125 80	.....	10,524 36
Sauk.....	7,427,009	12,254 56	1,385 08	.....	68 75	13,708 39	.....	896 01	560 00	15,164 40
Shawano.....	1,757,394	2,899 70	.....	556 50	.....	3,456 20	.....	124 09	.....	3,580 29
Sheboygan.....	10,541,724	17,393 84	81 70	2,261 14	112 00	19,848 68	.....	.....	.....	19,848 68
Taylor.....	964,972	1,592 20	.....	46 68	.....	1,638 88	.....	1,661 72	.....	3,300 60
Trempealeau.....	3,296,262	5,438 83	689 33	.....	.....	6,128 16	.....	1,692 93	.....	7,821 09
Vernon.....	4,427,595	7,305 53	1,366 63	.....	.....	8,672 16	.....	2,266 65	.....	10,938 81
Walworth.....	13,434,697	22,167 25	1,413 16	.....	251 75	23,832 16	.....	121 00	.....	23,953 16
Washington.....	7,495,439	12,367 47	15 21	1,696 01	.....	14,078 69	.....	105 00	.....	14,183 69
Waukesha.....	13,023,715	21,489 13	36 22	2,044 72	138 50	23,708 57	.....	1,198 00	.....	24,906 57
Waupaca.....	3,520,350	5,808 58	.....	1,361 75	146 25	7,316 58	.....	435 17	.....	7,751 75
Waushara.....	2,368,726	3,908 40	.....	537 11	54 50	4,500 01	.....	532 16	.....	5,032 17
Winnebago.....	12,471,536	20,578 03	.....	3,307 96	611 00	24,496 99	.....	3 20	121 60	24,621 79
Wood.....	1,102,381	1,818 93	.....	676 10	96 75	2,591 78	.....	2,805 20	5,530 00	10,926 98
CITY.										
New London.....									226 30	226 30
Total.....	\$413,102,976	\$681,619 91	\$36,286 01	\$47,389 40	\$11,119 25	\$776,414 57	\$769 08	\$64,867 26	\$65,898 46	\$907,949 37

APPENDIX "D."

ABSTRACT From the Assessment Rolls of the several counties in the State of Wisconsin, as returned to the Secretary of State for the year 1878, under the provisions of Chapter 106 of the General Laws of 1869, giving also the average value of stock and real estate by counties, and for the state at large.

COUNTIES.	HORSES.			NEAT CATTLE.			MULES AND ASSES.		
	No.	Value.	Aver. Val.	No.	Value.	Aver. Val.	No.	Value.	Av. Val.
Adams.....	2,020	\$97,495	\$48 26	7,779	\$103,961	\$13 36	152	\$8,582	\$56 46
Ashland.....	55	2,061	37 47	187	3,942	21 08	2	100	50 00
Barron.....	627	34,171	54 49	3,561	63,681	17 88	38	2,625	69 07
Bayfield.....	29	1,910	65 86	34	735	21 61	.....	.....	.....
Brown.....	4,783	199,924	41 79	11,950	173,157	14 49	24	1,195	49 79
Buffalo.....	5,136	324,962	63 27	16,863	190,951	11 32	285	19,416	68 12
Burnett.....	160	8,921	55 76	1,955	28,227	14 44	2	50	25 00
Calumet.....	4,817	276,167	57 33	13,405	191,343	14 27	53	3,430	64 71
Chippewa.....	2,568	130,411	50 78	7,586	107,978	14 23	88	5,110	58 06
Clark.....	1,454	67,953	46 73	6,926	114,324	16 50	62	3,180	51 29
Columbia.....	9,965	486,128	49 07	27,097	338,612	12 49	148	7,315	49 42
Crawford.....	4,967	189,995	38 02	12,158	128,888	10 60	96	4,258	44 35
Dane.....	19,275	920,530	47 76	49,929	606,533	12 14	279	14,430	51 72
Dodge.....	13,753	818,202	59 49	35,312	522,333	14 79	162	9,680	59 75
Door.....	1,441	70,405	48 99	4,691	75,062	16 00	50	2,600	52 00
Douglas.....	44	1,790	40 68	102	2,380	23 33	.....	.....	.....
Dunn.....	4,003	209,776	52 40	13,419	163,565	12 11	297	17,508	58 94
Eau Claire.....	3,879	318,315	82 06	8,781	137,284	15 63	79	6,120	77 46
Fond du Lac.....	12,751	827,000	64 85	32,724	516,604	15 78	135	8,443	62 54
Grant.....	14,069	544,931	38 73	39,633	417,533	10 54	1,462	18,073	12 36
Green.....	9,075	337,774	37 22	32,554	402,889	12 37	201	8,680	43 17
Green Lake.....	5,021	251,545	50 09	11,620	146,791	12 63	50	2,358	47 16
Iowa.....	9,219	407,874	44 24	29,398	367,244	12 49	166	10,650	64 15
Jackson.....	3,291	188,688	57 33	9,873	127,948	12 95	104	6,335	60 91
Jefferson.....	9,774	473,538	53 96	28,186	500,729	17 76	167	10,635	63 68
Juneau.....	3,766	175,036	46 47	10,388	132,423	12 75	89	4,443	49 92

"D."—Abstract of Assessment Rolls.

"D."—Abstract of Assessment Rolls—continued.

Kenosha	4,567	\$199,704	\$43 72	14,892	\$219,748	\$14 75	72	\$3,770	\$52 36
Kewaunee	2,879	138,991	48 27	10,425	150,957	14 48	35	1,840	52 57
La Crosse	5,085	295,245	58 06	11,946	138,976	11 63	154	9,072	58 90
La Fayette	9,322	394,353	42 30	29,434	410,422	13 94	280	13,920	49 71
Lincoln	200	8,225	41 12	693	8,136	11 74	.....	.....	.....
Manitowoc	8,387	416,595	49 66	23,682	308,818	13 04	53	2,123	40 05
Marathon	1,658	95,738	57 74	7,926	107,971	13 62	45	3,040	67 55
Marquette	2,907	141,305	48 61	9,865	109,344	11 08	51	2,685	52 64
Milwaukee	10,112	578,858	57 24	12,753	229,280	17 97	225	12,170	54 08
Monroe	6,008	328,431	54 56	15,814	212,876	13 46	174	10,502	60 35
Oconto	1,783	88,491	49 63	4,330	74,631	17 24	89	4,140	46 52
Outagamie	5,702	353,680	62 02	17,807	249,051	13 98	84	7,038	83 78
Ozaukee	4,292	172,566	40 20	11,098	157,904	14 22	26	1,125	43 26
Pepin	1,634	87,050	53 27	5,042	61,132	12 12	88	5,380	61 13
Pierce	4,423	284,550	64 33	11,299	150,263	13 29	226	16,660	73 71
Polk	1,395	86,100	61 72	6,683	102,593	15 35	56	4,120	73 57
Portage	2,836	145,092	51 16	10,061	136,526	13 56	120	7,265	60 54
Racine	5,633	281,616	49 99	15,069	223,052	14 80	64	3,975	62 00
Richland	6,418	232,422	36 21	15,939	187,016	11 73	202	8,807	43 59
Rock	14,013	698,457	49 84	31,503	505,068	16 03	265	14,052	53 01
St. Croix	5,306	356,283	67 14	10,413	143,232	13 75	242	16,355	67 58
Sauk	8,558	368,574	42 95	23,072	259,453	11 24	222	10,045	45 24
Shawano	1,280	85,523	66 81	6,003	98,444	16 39	14	797	56 92
Sheboygan	8,832	613,983	69 51	31,723	619,036	19 51	126	9,585	76 07
Taylor	58	3,453	59 56	388	10,799	27 83	2	200	100 00
Trempealeau	5,391	310,679	57 62	16,181	203,437	12 57	309	21,008	67 95
Vernon	7,984	326,976	40 90	18,968	191,791	10 11	133	6,080	45 71
Walworth	9,901	493,377	49 83	26,707	443,554	16 60	105	5,595	53 28
Washington	7,870	410,243	52 13	19,898	274,365	13 79	124	6,545	52 78
Waukesha	9,736	493,192	50 66	22,182	364,567	16 44	126	7,825	62 10
Waupaca	4,063	205,582	50 59	14,081	187,481	13 31	80	4,740	59 25
Waushara	3,930	205,218	52 21	12,684	166,609	13 13	127	6,864	54 05
Winnebago	8,543	472,048	55 25	20,484	280,377	13 67	121	7,461	61 66
Wood	898	44,791	49 66	3,624	59,982	16 55	26	1,265	48 65
Total	326,516	\$16,782,805	\$51 40	908,780	\$12,612,061	\$13 88	8,257	\$411,265	\$49 81

"D."—Abstract from the Assessment Rolls of the Several Counties, etc.—continued.

COUNTIES.	SHEEP AND LAMBS.			SWINE.			WAG'NS, CARRIAGES & SLEIGHS.	
	No.	Value.	Average Value.	No.	Value.	Average Value.	No.	Value.
Adams	4,895	\$6,861	\$1 40	5,120	\$9,205	\$1 79	1,159	\$18,754
Ashland				13	43	3 31	47	715
Barron	707	1,243	2 04	1,129	3,389	3 00	721	12,446
Bayfield				3	25	8 33	16	575
Brown	6,287	7,896	1 25	6,128	8,873	1 44	3,939	71,822
Buffalo	7,737	10,809	1 39	9,218	19,242	2 08	2,727	55,770
Burnett	538	797	1 48	484	1,167	2 41	281	3,228
Calumet	8,516	14,005	1 64	7,519	17,056	2 26	3,787	70,192
Chippewa	2,224	3,507	1 57	3,902	8,274	2 12	1,626	37,774
Clark	3,440	4,940	1 43	2,083	4,741	2 27	1,643	33,150
Columbia	57,234	83,350	1 45	23,731	56,991	2 40	4,568	106,287
Crawford	8,845	11,866	1 34	14,496	23,529	1 62	2,051	38,473
Dane	65,916	115,099	1 74	62,405	135,491	2 17	9,363	219,351
Dodge	55,491	99,019	1 78	24,049	59,709	2 48	8,479	205,857
Door	1,758	3,023	1 78	2,631	5,591	2 12	1,594	25,596
Douglas	50	75	1 50				38	485
Dunn	6,593	10,280	1 55	7,376	15,990	2 16	2,878	62,218
Eau Claire	2,502	5,389	2 11	3,674	13,728	3 73	2,523	77,505
Fond du Lac	73,957	143,792	1 97	16,227	43,738	2 69	7,595	216,040
Grant	18,307	27,848	1 52	79,121	124,463	1 57	7,942	154,572
Green	28,787	45,629	1 58	49,367	77,394	1 56	4,670	88,176
Green Lake	39,357	71,542	1 81	9,845	21,314	2 16	2,335	61,584
Iowa	13,095	29,849	2 27	42,325	78,396	1 85	4,505	92,901
Jackson	3,733	5,762	1 54	4,440	9,881	2 22	1,696	39,682
Jefferson	37,946	63,403	1 67	23,371	49,613	2 12	4,963	126,664
Juneau	7,189	11,127	1 54	9,096	14,809	1 62	2,443	39,176

"D."—Abstract of Assessment Rolls—continued.

"D."—Abstract of Assessment Rolls—continued.

Kenosha.....	59,008	104,251	1 76	10,565	20,574	1 94	2,595	57,766
Kewaunee.....	5,345	6,380	1 19	5,458	10,741	1 96	3,533	55,985
La Crosse.....	6,346	9,738	1 53	7,313	16,119	2 20	2,712	76,171
La Fayette.....	12,319	30,305	2 46	50,063	116,926	2 33	3,899	96,398
Lincoln.....	269	269	1 00	238	341	1 01	99	2,028
Manitowoc.....	16,693	18,036	1 08	9,582	20,556	2 14	7,172	108,922
Marathon.....	3,329	5,927	1 54	2,971	6,580	2 21	1,733	33,737
Marquette.....	16,955	23,887	1 41	8,017	14,459	1 80	1,583	31,131
Milwaukee.....	4,424	7,708	1 74	7,494	13,480	2 46	8,509	392,851
Monroe.....	11,238	16,415	1 46	12,590	26,939	2 13	3,944	70,783
Oconto.....	1,207	1,349	1 12	1,633	3,476	2 13	1,696	38,935
Outagamie.....	15,646	29,295	1 87	9,497	23,168	2 43	4,631	102,208
Ozaukee.....	4,018	7,798	1 94	5,205	10,759	2 06	2,910	62,881
Pepin.....	2,607	3,854	1 47	3,182	8,183	2 57	1,209	21,777
Pierce.....	7,794	13,647	1 75	6,499	13,996	2 15	2,175	54,757
Polk.....	2,030	3,330	1 64	2,078	4,469	2 15	1,330	22,504
Portage.....	9,092	12,668	1 39	7,033	14,078	2 00	2,356	44,449
Racine.....	43,486	86,008	1 97	11,212	35,273	3 14	3,302	86,781
Richland.....	21,992	30,517	1 38	23,669	35,622	1 08	2,433	44,036
Rock.....	45,321	99,753	2 20	48,812	116,424	2 38	8,327	232,695
St. Croix.....	2,721	4,480	1 64	5,006	15,130	3 02	3,130	70,885
Sauk.....	20,479	28,112	1 37	26,000	44,891	1 72	5,116	92,740
Shawano.....	3,289	4,927	1 49	3,407	6,089	1 78	1,268	31,094
Sheboygan.....	21,681	45,624	2 10	12,010	34,507	2 87	7,519	198,502
Taylor.....	9	17	1 88	49	186	3 79	98	1,927
Trempealeau.....	9,665	13,127	2 34	6,905	16,402	2 37	2,919	57,209
Vernon.....	19,872	25,671	1 29	23,866	36,521	1 53	3,438	51,646
Walworth.....	101,415	197,057	1 94	29,711	75,096	2 52	5,234	163,021
Washington.....	18,967	33,513	1 77	15,221	26,927	1 77	6,441	131,262
Waukesha.....	74,719	138,113	1 85	22,476	51,208	2 28	7,256	175,646
Waupaca.....	14,044	19,185	1 36	7,543	16,862	2 23	4,095	70,170
Waushara.....	15,194	23,627	1 55	8,642	20,769	2 40	2,603	48,091
Winnebago.....	33,701	70,307	2 08	9,130	19,043	2 08	2,670	159,568
Wood.....	1,090	1,516	1 39	1,518	3,766	2 48	985	19,535
Total.....	1,060,569	\$1,893,522	\$1 78	812,348	\$1,687,212	\$2 07	206,159	\$4,767,084

"D."— *Abstract from the Assessment Rolls of the Several Counties, etc.— continued.*

COUNTIES.	WATCHES.		PIANOS AND MELODEONS.		SHARES OF BANK STOCK.		Value of merchants' and manufacturers' stock.	Value of all other personal property.	Value of all personal property as aforesaid.
	No.	Value.	No.	Value.	No.	Value.			
Adams.....	99	\$904	66	\$2,720			\$10,703	\$46,350	\$305,535
Ashland.....	54	685	11	633			13,987	13,686	35,852
Barron.....	58	694	15	650			19,013	63,632	201,544
Bayfield.....	36	1,320	18	1,340		\$700	4,900	4,240	15,745
Brown.....	338	8,232	259	22,503	1,401	140,350	349,216	265,914	1,249,082
Buffalo.....	169	1,920	98	6,315		8,690	163,599	283,346	1,085,020
Burnett.....	61	286	6	67			3,373	16,112	62,228
Calumet.....	236	1,984	118	6,782		23,447	141,972	212,261	958,639
Chippewa.....	139	5,109	98	8,248	501	52,270	150,461	89,315	598,457
Clark.....	181	4,019	88	5,793	215	29,095	84,558	46,072	397,825
Columbia.....	752	13,699	642	38,375	511	59,100	407,128	702,240	2,299,225
Crawford.....	234	4,071	131	8,740		325	87,987	147,998	646,130
Dane.....	13,344	29,902	955	66,367	2,130	178,600	613,905	1,988,433	4,888,641
Dodge.....	675	12,355	674	37,689			506,879	1,069,816	3,341,589
Door.....	142	2,010	51	3,921			54,330	62,991	305,529
Douglas.....	28	420	8	320			900	5,495	11,865
Dunn.....	325	5,612	201	14,234		578	427,481	302,073	1,229,315
Eau Claire.....	407	11,378	306	28,110	600	60,000	515,452	331,507	1,504,783
Fond du Lac.....	1,093	26,238	930	65,531	1,850	158,500	745,826	1,555,650	4,307,362
Grant.....	898	12,841	604	32,925	500	32,500	294,463	664,549	2,324,698
Green.....	510	7,524	380	21,631		72,050	202,059	796,419	2,060,225
Green Lake.....	328	6,131	272	13,131		101,300	141,174	238,575	1,055,445
Iowa.....	282	4,834	246	14,150	2	1,775	226,035	315,431	1,549,139
Jackson.....	231	6,244	138	10,617	256	22,528	164,044	228,964	810,693
Jefferson.....	550	9,715	571	33,065	1,815	247,236	429,354	610,883	2,554,835
Juneau.....	388	5,907	255	12,830			135,667	184,979	716,397

"D."— *Abstract of Assessment Rolls — continued.*

"D."—Abstract of Assessment Rolls—continued.

Kenosha.....	406	9,024	302	19,899	934	70,050	167,705	510,930	1,383,421
Kewaunee.....	158	2,936	48	3,585	.....	6,205	106,119	177,965	661,704
La Crosse.....	378	10,924	319	26,462	1,500	90,000	499,902	409,902	1,582,511
La Fayette.....	389	6,481	404	21,140	3	2,775	184,166	424,618	1,701,504
Lincoln.....	12	286	6	285	.....	.....	6,103	7,743	33,416
Manitowoc.....	124	1,986	137	11,688	532	32,800	474,852	404,964	1,801,250
Marathon.....	233	5,859	118	9,455	250	25,000	251,133	167,135	711,575
Marquette.....	146	1,850	105	5,571	5	1,350	31,586	59,208	422,376
Milwaukee.....	1,996	72,831	2,149	300,163	13,482	1,198,231	8,080,162	4,502,147	15,392,881
Monroe.....	419	7,768	251	15,170	505	51,366	171,414	239,261	1,150,925
Oconto.....	219	6,741	146	13,895	250	14,582	607,175	147,800	1,001,215
Outagamie.....	366	6,653	242	16,035	1,250	101,086	268,113	214,631	1,370,958
Ozaukee.....	42	927	88	4,930	.....	.....	110,519	266,059	795,268
Pepin.....	107	1,364	97	6,900	.....	.....	44,145	84,516	324,304
Pierce.....	190	4,958	157	8,929	.....	9,479	139,418	238,232	934,939
Polk.....	149	1,856	69	3,655	.....	230	59,120	75,026	363,003
Portage.....	342	5,446	182	11,952	3	690	140,003	147,658	665,827
Racine.....	322	10,598	273	22,150	862	456,070	1,030,556	1,086,848	3,322,927
Richland.....	366	3,839	162	8,055	27	240	143,630	209,764	903,948
Rock.....	1,873	43,321	1,026	80,021	4,250	205,000	764,521	1,984,458	4,843,770
St. Croix.....	385	7,714	296	22,466	750	47,377	172,774	208,403	1,065,099
Sauk.....	845	10,334	420	19,316	400	31,000	217,640	577,040	1,659,145
Shawano.....	111	1,898	42	2,772	.....	550	53,036	98,065	383,195
Sheboygan.....	668	9,470	506	35,805	1,002	112,046	484,136	1,307,095	3,469,789
Taylor.....	23	426	7	725	.....	.....	22,548	14,216	54,499
Trempealeau.....	240	2,898	180	9,890	.....	.....	118,363	231,461	984,474
Vernon.....	287	2,903	127	4,560	.....	975	67,868	265,730	980,721
Walworth.....	1,022	21,057	741	44,756	2,387	174,748	362,704	1,308,553	3,289,518
Washington.....	334	3,838	156	9,416	.....	5,350	166,908	674,502	1,743,169
Waukesha.....	700	16,396	593	39,868	500	50,000	292,368	1,531,634	3,160,817
Waupaca.....	378	6,456	250	17,760	1	11,200	195,994	150,669	886,099
Waushara.....	218	3,332	150	8,790	4	9,255	53,682	122,844	669,081
Winnebago.....	909	21,715	881	67,054	3,254	312,900	967,352	1,161,031	3,538,856
Wood.....	114	2,548	89	5,607	408	32,658	105,518	32,035	309,221
Total.....	\$36,019	\$500,667	\$11,860	\$1,335,412	\$42,090	\$4,342,257	\$22,455,499	\$29,289,424	\$96,077,208

"D."—*Abstracts from the Assessment Rolls of the Several Counties, etc. — continued.*

COUNTIES.	LAND.			Value of city and village lots.	Total value of all real estate.	Total value of all property.
	Number of acres.	Value.	Average value.			
Adams	299,631	\$775,858 50	\$2 26	\$22,626 00	\$798,484 50	\$1,104,019 50
Ashland	319,858	718,208 50	2 25	59,503 00	777,711 50	813,563 50
Barron	414,264	1,098,268 00	2 65	14,226 00	1,112,494 00	1,314,038 00
Bayfield	155,036	501,662 59	3 23	68,642 75	570,305 34	586,050 34
Brown	302,121	2,938,341 06	9 72	2,437,103 00	5,375,444 06	6,624,526 06
Buffalo	347,844	1,910,370 00	5 49	348,691 00	2,259,061 00	3,344,081 00
Burnett	260,767	554,195 00	2 13	.....	554,195 00	616,423 00
Calumet	201,497	5,161,861 00	25 61	295,316 00	5,457,177 00	6,415,816 00
Chippewa	1,532,164	4,637,346 00	3 02	1,063,214 00	5,700,560 00	6,299,017 00
Clark	649,330	2,721,984 00	4 19	234,744 00	2,956,728 00	3,354,553 00
Columbia	489,595	6,669,672 00	13 62	1,634,791 00	8,304,463 00	10,603,688 00
Crawford	344,729	2,100,109 00	6 09	416,589 00	2,516,698 00	3,162,828 00
Dane	754,947	11,326,429 00	15 06	3,904,316 00	15,230,745 00	20,119,386 00
Dodge	547,831	17,104,114 00	31 22	1,758,511 00	18,862,625 00	22,204,214 00
Door	265,952	1,265,369 00	4 75	95,406 00	1,360,775 00	1,666,304 00
Douglas	171,571	249,855 00	1 45	99,303 00	349,158 00	361,023 00
Dunn	367,850	2,088,287 00	5 67	356,715 00	2,445,002 00	3,674,317 00
Eau Claire	269,425	2,741,089 00	10 13	2,358,967 00	5,100,056 00	6,604,844 00
Fond du Lac	438,736	13,659,686 00	31 13	4,504,311 00	18,163,997 00	22,471,359 00
Grant	731,185	5,736,138 00	7 85	193,507 00	5,929,645 00	8,254,343 00
Green	367,253	5,023,782 00	13 67	1,131,984 00	6,155,766 00	8,215,991 00
Green Lake	219,034	3,411,088 00	11 00	739,192 00	4,150,280 00	5,205,725 00
Iowa	480,832	5,788,931 00	12 03	978,249 00	6,767,230 00	8,316,369 00
Jackson	364,738	1,585,039 00	4 34	353,580 00	1,938,619 00	2,749,312 00
Jefferson	342,506	8,317,906 00	24 29	2,193,760 00	10,511,666 00	13,066,501 00
Juneau	363,613	1,243,083 00	3 41	515,127 00	1,758,210 00	2,474,607 00

"D."—*Abstract of Assessment Rolls — continued.*

"D."—Abstract of Assessment Rolls—continued.

Kenosha	171,553	\$3,794,898 00	\$22 12	\$832,284 00	\$4,627,182 00	\$6,010,603 00
Kewaunee	210,243	2,718,123 00	12 92	321,473 00	3,039,596 00	3,701,300 00
La Crosse	281,630	2,289,349 00	8 12	2,403,972 00	4,693,321 00	6,275,832 00
La Fayette	397,245	7,205,782 00	18 13	525,184 00	7,730,966 00	9,432,470 00
Lincoln	808,020	1,703,316 00	2 10	22,485 00	1,725,801 00	1,759,217 00
Manitowoc	370,326	7,974,007 00	21 53	1,500,349 00	9,474,356 00	11,275,606 00
Marathon	840,781	2,609,622 00	3 10	522,639 00	3,132,261 00	3,843,836 00
Marquette	273,012	1,132,523 00	4 16	179,189 00	1,311,712 00	1,734,088 00
Milwaukee	141,036	7,549,406 00	53 52	41,040,160 00	48,589,566 00	63,982,447 00
Monroe	478,569	2,778,857 00	5 80	754,785 00	3,533,642 00	4,684,567 00
Oconto,	1,792,343	3,628,526 00	2 02	693,252 00	4,321,778 00	5,322,993 00
Outagamie	355,952	5,412,706 00	15 26	1,669,418 00	7,082,124 00	8,453,082 00
Ozaukee	146,808	5,821,921 00	39 65	588,874 00	6,410,795 00	7,206,063 00
Pepin	125,571	764,805 00	6 09	133,130 00	897,935 00	1,222,239 00
Pierce	360,325	2,874,447 00	7 97	473,192 00	3,347,639 00	4,282,578 00
Polk	473,259	1,435,695 00	3 03	77,214 00	1,512,909 00	1,875,912 00
Portage	441,567	1,247,681 00	2 82	550,824 00	1,798,505 00	2,464,332 00
Racine	209,818	5,867,487 00	27 96	6,194,402 00	12,061,889 00	15,384,816 00
Richland	369,810	2,182,933 00	5 90	259,011 00	2,441,944 00	3,345,892 00
Rock	459,904	10,164,140 00	22 54	3,947,372 00	14,111,512 00	18,955,282 00
St. Croix	452,630	3,835,213 00	8 47	754,168 00	4,589,381 00	5,654,480 00
Sauk	514,105	3,750,097 00	7 29	960,968 00	4,711,065 00	6,370,210 00
Shawano	454,926	1,714,653 92	3 76	134,881 00	1,849,534 92	2,232,729 92
Sheboygan	321,228	11,867,032 00	23 47	2,406,260 00	14,273,292 00	17,743,081 00
Taylor	452,915	1,168,951 00	2 58	40,440 00	1,209,391 00	1,263,890 00
Trempealeau	410,675	2,275,404 00	5 54	271,514 00	2,546,918 00	3,531,392 00
Vernon	489,770	2,271,592 00	4 63	171,358 00	2,442,950 00	3,423,671 00
Walworth	350,114	8,524,414 00	24 34	1,979,387 00	10,503,801 00	13,793,319 00
Washington	271,516	8,811,789 00	32 45	694,070 00	9,505,859 00	11,249,028 00
Waukesha	351,767	10,746,155 00	30 52	1,784,542 00	12,530,697 00	15,691,514 00
Waupaca	416,830	2,374,904 00	5 69	920,400 00	3,295,304 00	4,181,403 00
Waushara	374,936	2,058,065 00	5 48	125,229 00	2,183,294 00	2,852,375 00
Winnebago	270,403	6,903,769 00	25 53	4,463,134 00	11,366,903 00	14,905,759 00
Wood	393,810	1,076,920 00	2 73	225,536 00	1,302,456 00	1,611,677 00
Total	25,226,716	\$255,863,904 57	\$10 14	\$103,399,469 75	\$359,263,374 32	\$455,340,582 32

APPENDIX "E."

TABULAR STATEMENT Showing Valuation of all Property, as valued by Town Assessors, together with all Taxes levied thereon, as returned to the Secretary of State for the year 1877, as provided by Chs. 110 and 150, G. L., 1872.

COUNTIES.	Assessed value of all property.	State tax	County tax.	County school tax.	TOWN TAXES.				Total town taxes.	School district taxes.	Road district taxes.	Total taxes.
					Current expenses.	School purpos's	Sup'r't of poor.	Other purpos's				
Adams	\$800, 277	\$2, 060	\$8, 283	\$1, 054	\$1, 692	.....	.....	405	\$2, 097	\$9, 599	\$5, 143	\$28, 236
Ashland.....	866, 345	1, 424	25, 200	800	2, 708	\$2, 603	1, 401	5, 591	12, 303	.....	.....	39, 727
Barron.....	1, 203, 600	1, 760	19, 565	508	4, 256	11, 271	765	5, 615	21, 907	2, 897	6, 509	53, 146
Bayfield.....	539, 797	878	6, 000	101	2, 150	.....	400	.....	2, 550	2, 100	3, 119	14, 748
Brown	2, 701, 812	15, 547	66, 026	5, 240	26, 967	22, 176	295	31, 630	81, 068	13, 811	13, 534	195, 226
Buffalo	1, 314, 711	3, 297	6, 264	4, 800	8, 709	.....	390	4, 532	13, 631	19, 425	14, 733	62, 150
Burnett	475, 301	1, 513	8, 663	1, 205	2, 318	1, 214	573	310	4, 415	1, 890	5, 989	23, 675
Calumet.....	2, 469, 801	5, 584	10, 189	2, 488	1, 301	.....	650	6, 497	8, 448	16, 735	16, 865	60, 309
Chippewa	5, 170, 615	12, 954	80, 469	2, 142	29, 144	30, 584	2, 500	37, 656	99, 884	13, 465	28, 148	237, 062
Clark	2, 661, 040	10, 663	25, 000	2, 093	10, 190	2, 540	1, 425	11, 709	25, 864	28, 048	15, 458	107, 126
Columbia	8, 968, 653	18, 707	25, 373	5, 865	11, 301	11, 978	.....	24, 966	48, 245	34, 183	25, 645	158, 018
Crawford.....	1, 324, 160	5, 194	25, 196	3, 200	6, 493	1, 089	2, 225	2, 647	12, 454	19, 635	10, 066	75, 745
Dane.....	19, 532, 219	37, 346	42, 315	9, 322	35, 111	27, 870	30	33, 296	96, 307	52, 148	53, 004	290, 436
Dodge	13, 474, 890	25, 600	57, 031	7, 855	25, 251	9, 749	3, 054	10, 977	49, 031	43, 101	35, 813	218, 431
Door.....	803, 929	1, 559	13, 225	1, 279	5, 066	.....	1, 000	4, 025	10, 091	12, 468	6, 675	45, 297
Douglas.....	435, 650	926	9, 741	150	1, 000	.....	2, 000	2, 300	5, 300	1, 700	.....	17, 817
Dunn	2, 933, 957	5, 045	22, 511	1, 972	6, 340	1, 800	4, 475	17, 260	29, 875	27, 677	18, 370	105, 450
Eau Claire	5, 575, 979	8, 215	21, 000	2, 270	31, 885	50	647	5, 040	37, 622	37, 492	10, 017	116, 616
Fond du Lac ..	13, 941, 027	27, 544	55, 447	8, 112	11, 945	32, 342	.....	73, 429	117, 716	33, 734	41, 138	283, 691
Grant	9, 551, 781	22, 016	21, 760	7, 369	9, 621	1, 179	2, 400	24, 891	38, 091	57, 527	42, 353	189, 116
Green.....	8, 240, 140	15, 576	30, 310	3, 514	4, 944	2, 035	.....	7, 932	14, 911	31, 901	19, 548	115, 760
Green Lake....	4, 297, 593	8, 175	12, 787	2, 990	3, 460	6, 000	2, 550	16, 563	28, 573	13, 731	13, 170	79, 426
Iowa	5, 563, 858	51, 176	22, 516	5, 130	9, 427	4, 000	.....	4, 401	17, 828	25, 618	21, 781	144, 049
Jackson.....	1, 521, 151	3, 314	25, 181	1, 820	4, 648	942	2, 410	7, 554	15, 554	20, 123	8, 567	74, 559
Jefferson.....	9, 727, 727	17, 875	29, 435	5, 702	15, 323	7, 346	.....	200	33, 340	32, 098	35, 143	176, 462
Juneau.....	2, 272, 754	4, 262	13, 874	3, 505	6, 249	.....	4, 031	5, 876	16, 156	20, 565	13, 048	71, 410

"E."—Valuation of all Property.

"E."—Valuation of all Property—continued.

Kenosha	5,817,662	10,324	14,680	5,900	12,168	8,000	1,867	2,436	24,471	13,813	11,095	80,283
Kewaunee.....	3,150,289	1,847	11,500	2,530	4,787	1,725	1,007	6,359	13,878	9,733	14,097	53,585
La Crosse.....	5,482,674	11,699	28,544	4,035	38,091	33,071	1,840	49,405	122,407	15,566	12,259	194,510
La Fayette	5,976,172	12,159	12,933	3,635	11,021	421	1,650	3,190	16,282	35,691	22,471	103,171
Lincoln	1,547,895	1,790	20,725	1,034	4,400	3,400	500	3,200	11,500	1,400	7,100	43,549
Manitowoc.....	10,579,715	13,110	35,970	13,763	22,558	6,119	4,385	12,526	45,588	32,515	28,382	169,328
Marathon	2,145,772	5,364	26,822	2,982	12,000	8,427	5,364	8,024	33,815	19,871	20,947	109,801
Marquette	1,353,298	2,430	6,407	2,087	2,749	.....	1,235	2,465	6,449	8,976	7,807	34,156
Milwaukee.....	61,775,677	82,923	150,000	68,109	998,186	1,900	.....	4,553	1,004,639	20,661	24,108	1,350,440
Monroe	2,669,804	7,176	21,479	3,273	7,879	2,395	.....	11,878	22,152	31,911	17,863	103,854
Oconto	3,793,280	9,495	31,998	2,479	13,599	15,296	3,333	31,005	63,233	17,193	11,244	135,642
Outagamie	4,223,153	12,209	34,236	5,080	20,715	.....	2,610	21,957	45,282	36,610	14,743	148,160
Ozaukee	3,095,298	5,838	13,000	2,949	6,349	2,050	.....	15,348	23,747	15,597	13,232	74,363
Pepin	832,920	1,437	7,000	931	2,120	367	195	1,505	4,187	10,297	4,378	28,230
Pierce	3,212,444	6,285	12,081	2,416	6,441	2,618	.....	6,746	15,805	25,756	19,756	82,099
Polk	1,261,641	3,270	10,071	1,464	6,590	1,621	.....	5,301	13,512	18,866	15,054	62,237
Portage	2,161,091	5,104	39,782	2,256	22,510	525	.....	6,244	29,279	21,330	10,655	108,406
Racine	10,491,615	23,236	34,698	9,572	31,251	20,000	1,830	76,116	129,197	17,764	6,151	220,611
Richland	2,516,394	5,972	15,300	3,745	5,690	259	1,140	9,007	16,087	20,875	18,892	80,871
Rock	18,000,000	32,240	28,756	11,250	43,070	30,067	.....	22,195	95,332	48,434	23,948	239,960
St. Croix	3,997,424	7,233	20,661	3,122	11,667	3,980	.....	7,672	23,319	29,688	8,999	93,022
Sauk	5,429,299	13,452	17,831	4,157	8,716	600	.....	32,141	41,457	42,800	32,339	152,036
Shawano.....	869,771	2,603	26,772	1,587	5,106	783	1,085	3,192	10,166	10,035	8,777	59,940
Sheboygan	8,876,586	14,807	48,709	5,956	25,402	11,379	2,700	30,573	70,054	25,658	32,358	197,542
Taylor	1,032,674	1,311	19,830	1,032	3,500	.....	500	500	4,500	5,299	3,705	35,677
Trempealeau ..	2,722,589	3,975	8,167	2,502	6,314	506	2,000	13,651	22,471	21,719	17,208	76,042
Vernon	3,228,606	8,862	16,997	3,845	6,380	1,218	.....	6,263	13,961	25,339	19,558	88,562
Walworth.....	13,717,834	20,716	25,619	3,849	19,911	540	.....	4,191	24,642	45,569	30,371	150,766
Washington ...	5,923,206	11,133	12,119	6,196	6,753	2,290	525	6,473	16,041	19,353	23,093	92,935
Waukesha	15,057,353	22,793	23,914	4,644	5,880	1,200	.....	6,203	13,283	38,717	34,242	137,593
Waupaca	2,233,303	6,858	16,100	3,716	9,963	236	.....	17,508	27,707	23,412	14,030	91,823
Waushara.....	1,760,234	3,384	8,002	2,667	5,229	.....	1,375	4,253	10,857	15,918	11,092	51,920
Winnebago	2,874,438	24,060	36,872	19,762	50,618	39,533	705	22,831	113,687	18,765	121,525	334,671
Wood	1,383,490	5,372	5,000	785	9,872	5,049	1,500	13,106	29,527	17,520	3,944	62,148
Total	\$346,062,373	\$708,671	\$1,525,936	\$303,796	\$1,724,984	\$382,334	\$70,767	\$846,559	\$3,024,644	\$1,334,322	\$1,134,259	\$8,031,628

APPENDIX "F."

TABULAR STATEMENT Showing the bonded and other indebtedness of the Towns, Cities and Villages in the several counties in the State of Wisconsin, as returned to the Secretary of State for the year 1877, as provided by Chapter 110, General Laws of 1872.

COUNTIES.	BONDED INDEBTEDNESS.				All other indebtedness.	Indebt'dness of School Districts.	Total indebtedness.
	Railroad Aid.	Roads and Bridges.	Other Purposes.	rest Unpaid.			
Adams						\$1,274 00	\$1,274 00
Bayfield						800 00	800 00
Brown	\$127,677 42	\$53,800 00	\$8,700 00	\$612 94	\$5,000 00	22,733 23	218,523 59
Buffalo		1,197 00	620 00			3,034 25	4,851 25
Burnett						76 50	76 50
Calumet	75,000 00			4,415 17		1,875 93	81,291 10
Chippewa	25,000 00	18,402 64	8,746 00		4,227 33	2,210 00	58,585 97
Clark		3,000 00			1,759 79	9,630 00	14,389 79
Columbia	51,500 00		1,500 00	1,550 00	195 70	9,387 00	64,132 70
Crawford						10,840 00	10,840 00
Dane	187,000 00		135 00	13 50		3,610 75	190,759 25
Dodge	244,500 00	9,553 87	9,050 00	200 00	1,848 26	5,014 31	270,166 44
Douglas	350,000 00			12,000 00	10,000 00		372,000 00
Dunn						3,685 33	3,685 33
Eau Claire		12,000 00	95,000 00		1,990 48	10,900 00	119,890 48
Fond du Lac	193,525 00			602 50		231 58	194,359 08
Grant	51,000 00	33,353 00		5,520 00	89 10	10,103 59	100,065 69
Green						5,850 00	5,850 00
Green Lake	51,636 32	4,500 00	3,600 00	1,700 00		3,600 00	63,036 32
Iowa	7,500 00					9,300 00	16,800 00
Jackson	27,500 00			1,200 00	381 20	6,075 00	35,156 20
Jefferson	322,800 00	4,220 00	9,050 00	1,684 00		4,421 06	342,175 06

"F."—Bonded and other Indebtedness of Towns, etc.

"F"—Bonded and other Indebtedness of Towns, etc.—con.

Juneau.....					\$2,653 48	\$6,856 00	9,509 48
Kenosha.....	\$330,000 00		\$20,000 00	\$650,000 00			1,000,000 00
Kewaunee.....						1,750 00	1,750 00
La Crosse.....	107,000 00		400 00	16 33	1,310 57	2,500 62	111,027 52
La Fayette.....						12,318 50	12,318 50
Lincoln.....						1,200 00	1,200 00
Manitowoc.....	115,000 00				488 58	21,100 00	136,588 58
Marathon.....	10,823 50				3,716 00	20,897 00	35,436 50
Marquette.....	12,000 00				50 00		12,050 00
Milwaukee.....			2,190,291 30			668 00	2,190,959 30
Monroe.....	50,000 00				562 83	5,518 33	56,081 16
Oconto.....		\$165 00	35,083 41		12,530 00	200 00	47,978 41
Outagamie.....	153,800 00	1,000 00	34,000 00	516 00		6,000 00	195,316 00
Ozaukee.....	7,900 00			316 00			8,216 00
Pepin.....						3,650 00	3,650 00
Pierce.....			9,500 00	665 00	736 51	3,268 03	14,169 54
Polk.....						1,225 00	1,225 00
Portage.....	50,000 00	14,993 31	18,636 00	5,800 00	1,569 04	6,375 00	97,423 35
Racine.....	14,200 00	1,000 00	1,500 00		252,639 16	350 00	269,639 16
Richland.....	15,200 00			1,064 00	41 19	3,170 00	19,475 19
Rock.....	168,000 00		45,000 00	1,805 00	133 87	37,008 88	251,947 75
St. Croix.....	25,000 00		11,575 00	147 00		4,452 00	41,174 00
Sauk.....	118,000 00	285 28		4,554 95		21,325 00	144,165 23
Shawano.....			669 00		119 28	428 75	1,217 03
Sheboygan.....	271,110 00				600 00		271,710 00
Taylor.....						3,578 60	3,578 60
Trempealeau.....	75,000 00	5,180 00		4,039 00	1,272 24	12,105 40	97,596 64
Vernon.....	13,500 00	150 00		51 00	900 00	8,077 00	22,678 00
Walworth.....	102,100 00			8,400 00		400 00	110,900 00
Washington.....	5,400 00				600 00	1,500 00	7,500 00
Waukesha.....		800 00	26 06			4,606 96	5,433 62
Waupaca.....	195,000 00	170 00	6,985 00	16,912 00	1,742 00	1,463 00	222,272 00
Wausara.....	32,500 00			800 00	2,591 83	750 00	56,641 83
Winnebago.....	119,300 00	10,000 00		49,013 50	412 86		178,726 36
Wood.....		4,000 00	4,140 48		8,905 84	12,087 59	29,133 91
Total.....	\$3,705,472 24	\$177,770 10	\$2,514,257 85	\$773,597 89	\$319,067 14	\$329,282 19	\$7,819,447 41

APPENDIX "G."

TABULAR STATEMENT Showing the Bonded Indebtedness of the of the several counties of the State of Wisconsin, as returned to the Secretary of State for the year 1877, as provided by Chapter 110, General Laws of 1872.

COUNTIES.	BONDED INDEBTEDNESS.				Total bonded indebtedness.	All other indebtedness.	Total indebtedness.
	Railroad Aid.	Roads and Bridges.	Interest Unpaid.	Other Purposes.			
Ashland.....	\$200,000 00				\$200,000 00		\$200,000 00
Barron.....						\$16,030 99	16,030 99
Brown.....	254,000 00			\$8,000 00	262,000 00		262,000 00
Buffalo.....						972 25	972 25
Chippewa.....				59,500 00	59,500 00	43,380 46	102,880 46
Clark.....				23,236 99	23,236 99		23,236 99
Dane.....				19,000 00	19,000 00		19,000 00
Dodge.....						9,362 57	9,362 57
Eau Claire.....				49,000 00	49,000 00		49,000 00
Iowa.....	118,000 00			100,000 00	218,000 00		218,000 00
Jackson.....	46,800 00				46,800 00		46,800 00
Juneau.....						15,496 86	15,496 86
Kewaunee.....						2,900 00	2,900 00
Manitowoc.....	216,000 00				216,000 00		216,000 00
Marathon.....		\$4,000 00			4,000 00	24,000 00	28,000 00
Milwaukee.....				320,260 00	320,260 00		320,260 00
Oconto.....						18,000 00	18,000 00
Polk.....				2,806 10	2,806 10	6,222 00	9,028 10
Portage.....	100,000 00				100,000 00		100,000 00
Racine.....						20,000 00	20,000 00
Shawano.....						1,151 65	1,151 65
Sheboygan.....	148,480 00				148,480 00		148,480 00

"G." — Bonded Indebtedness of Counties.

"G."—Bonded Indebtedness of Counties.—continued.

Taylor .....	.....	.....	\$200 00	8,000 00	8,200 00	35,411 22	43,611 22
Winnebago.....	.....	.....	.....	.....	.....	18,000 00	18,000 00
Wood	47,000 00	.....	.....	76,500 00	123,500 00	.....	123,500 00
Total.....	\$1,130,280 00	\$4,000 00	\$200 00	\$666,303 09	\$1,800,783 09	\$210,928 00	\$2,011,711 09

APPENDIX "H."

STATEMENT Showing sales of Real Estate as required by Chapter 311, Laws of 1874.

COUNTIES.	No. of Acres.	Consideration in Deed.	Average per Acre.	Assessed Value.	Average per Acre.	Per cent. of assessed val. to consider'n.	No. of City and Village Lots.	Consideration in Deed.	Average per Lot.	Assessed Value.	Average per Lot.	Per cent.
Adams	13,171	\$85,947 91	\$6 53	\$23,528 00	\$1 79	.27	1	\$100 00	\$100 00	\$19 00	\$19 00	.19
Ashland	4,768	25,762 00	5 40	10,184 00	2 30	.43	166	16,868 67	101 62	6,870 00	41 39	.41
Barron	2,991	11,005 06	3 68	5,702 00	1 90	.52	30	7,078 76	235 69	3,371 00	112 37	.48
Bayfield	3,436	21,113 80	6 14	10,123 96	2 95	.48	24	1,291 06	53 79	1,030 00	42 92	.80
Brown	9,415	119,612 87	12 70	17,594 70	1 87	.15	132	50,953 00	386 00	14,542 00	110 17	.29
Buffalo	23,745	196,258 48	8 27	51,469 50	2 17	.26	99	26,209 00	264 74	7,014 00	70 85	.27
Burnett	5,736	15,336 53	2 67	8,998 20	1 57	.59	.....	.....	.....	.....	.....	.....
Calumet	7,707	205,732 50	26 69	62,889 00	8 16	.31	50	9,693 00	193 86	3,785 00	75 70	.39
Chippewa	73,437	412,814 47	5 70	178,039 00	2 46	.43	103	49,165 67	477 34	21,917 00	212 79	.45
Clark	51,124	261,163 67	5 11	171,998 30	3 36	.66	65	18,694 35	287 60	8,340 00	128 31	.45
Columbia	24,057	428,064 00	17 79	274,815 00	11 42	.64	329	66,710 00	202 77	40,761 00	123 89	.61
Crawford	20,264	158,492 95	7 82	62,034 00	3 06	.39	202	17,867 00	88 45	13,061 00	64 66	.73
Dane	25,326	567,877 63	22 42	345,317 33	13 63	.61	387	190,940 37	493 36	161,166 00	416 45	.84
Dodge	22,577	956,456 56	42 36	400,540 00	17 74	.42	304	123,336 07	405 71	56,483 00	185 80	.46
Door	32,793	193,536 36	5 90	80,885 25	2 47	.42	49	7,616 81	155 45	3,486 50	71 15	.46
Douglas	340	1,043 75	3 07	452 50	1 33	.43	15	1,926 35	128 42	223 00	14 87	.12
Dunn	24,533	240,049 27	9 78	85,930 50	3 50	.36	66	23,079 90	349 70	16,786 00	254 33	.73
Eau Claire	14,073	177,140 45	12 59	157,374 00	11 18	.88	204	94,612 89	463 79	91,818 00	450 09	.97
Fond du Lac	22,279	787,135 29	35 33	398,462 50	17 88	.51	594	361,352 56	608 33	206,719 00	348 01	.57
Grant	37,959	597,449 29	15 74	296,986 00	7 82	.50	155	52,802 26	340 66	36,028 00	232 44	.68

"H."—Sales of Real Estate.

"H."—Sales of Real Estate—continued.

Green	11,054	326,052 00	32 57	171,234 00	15 49	.47	210	54,980 00	271 33	35,755 00	170 26	.63
Green Lake.....	10,351	255,075 54	24 64	136,131 98	13 15	.53	182	52,900 44	290 66	29,363 75	161 34	.55
Iowa.....	23,186	260,385 14	11 23	169,166 65	7 30	.65	111	40,907 86	368 54	23,516 66	211 86	.57
Jackson.....	30,655	160,023 01	5 22	58,010 74	1 89	.36	100	18,802 89	188 03	11,437 50	114 37	.61
Jefferson.....	12,482	380,279 60	30 47	209,357 00	16 77	.55	296	138,316 69	467 29	74,140 00	250 47	.54
Juneau.....	18,322	151,342 24	8 26	65,202 00	3 56	.43	221	46,156 45	208 85	30,767 00	139 22	.67
Kenosha.....	5,615	167,940 96	29 91	108,166 00	19 26	.64	92	44,818 26	487 15	18,120 00	196 96	.40
Kewaunee.....	11,311	143,839 81	12 72	126,581 00	11 19	.88	71	16,610 00	233 94	15,155 00	213 45	.91
La Crosse.....	14,196	209,392 83	14 75	82,730 00	5 83	.40	332	256,470 89	772 50	127,138 00	382 95	.50
La Fayette.....	12,051	305,225 14	25 33	127,387 00	10 57	.42	124	34,335 00	276 90	11,960 00	96 45	.35
Lincoln.....	82,788	324,603 02	3 92	176,587 18	2 13	.54						
Manitowoc.....	16,426	515,312 08	31 37	176,706 25	10 76	.34	176	65,543 51	372 40	31,387 00	168 34	.47
Marathon.....	61,925	238,479 37	3 85	121,507 00	1 96	.51	93	15,669 08	168 48	7,430 50	79 39	.47
Marquette.....	14,499	92,197 00	6 36	37,395 00	2 58	.41	83	19,747 00	237 92	9,502 00	114 48	.48
Milwaukee.....	849	74,840 00	88 15	35,050 00	41 28	.48	729	870,438 74	1194 02	635,298 00	871 47	.73
Monroe.....	28,573	241,152 75	8 44	84,710 00	2 96	.35	381	81,450 24	213 78	33,548 50	88 05	.41
Oconto.....	15,696	66,302 89	4 22	18,574 00	1 18	.28	78	18,071 16	231 68	10,065 08	129 04	.56
Outagamie.....	25,486	458,265 75	17 98	134,580 50	5 20	.29	321	169,294 51	527 40	109,297 00	340 49	.65
Ozaukee.....	6,137	295,641 75	48 17	103,790 00	16 91	.35	75	28,270 75	376 94	10,277 00	137 03	.37
Pepin.....	7,901	76,393 00	9 67	27,134 00	3 43	.35	55	12,359 00	224 71	9,605 00	174 64	.78
Pierce.....	32,923	356,792 86	10 84	165,476 00	5 03	.46	138	43,381 02	314 36	23,224 00	168 29	.53
Polk.....	12,293	89,510 01	7 28	37,622 25	3 06	.42	24	8,765 00	365 21	2,524 00	105 17	.29
Portage.....	25,207	130,690 43	5 18	65,457 50	2 60	.50	202	48,015 50	237 70	29,933 00	148 17	.62
Racine.....	5,617	276,875 10	49 29	132,007 00	23 50	.48	468	280,446 75	599 25	160,996 00	344 01	.57
Richland.....	17,278	175,458 00	10 15	79,164 00	4 58	.45	118	25,127 00	212 94	12,125 00	102 75	.49
Rock.....	14,572	413,937 00	28 41	274,623 00	18 85	.66	350	222,320 00	635 20	153,573 00	438 78	.69
St. Croix.....	35,003	424,332 78	12 12	166,179 00	4 75	.39	102	26,328 67	258 12	17,086 00	167 51	.65
Sauk.....	19,041	242,879 69	12 76	104,367 00	5 48	.43	166	52,001 00	313 26	29,867 99	179 93	.57
Shawano.....	18,417	101,926 04	5 53	24,880 50	1 35	.24	22	3,213 84	146 08	1,289 00	58 59	.40
Sheboygan.....	13,386	526,488 06	39 33	204,628 67	15 29	.39	191	90,413 52	473 37	43,750 00	229 06	.48
Taylor.....	19,802	68,330 64	3 45	46,410 00	2 34	.68	36	4,611 57	128 10	3,040 00	84 44	.66
Trempealeau.....	16,699	169,555 00	10 15	58,525 00	3 50	.34	104	20,681 00	198 86	10,832 00	104 15	.52
Vernon.....	39,868	310,910 38	7 80	161,869 50	4 06	.52	179	20,092 39	112 25	15,146 00	84 61	.75
Walworth.....	10,703	458,859 41	42 87	285,734 66	26 70	.62	150	95,265 00	635 10	56,475 00	376 50	.59
Washington.....	9,779	401,081 58	41 01	161,570 00	16 52	.40	87	39,832 58	457 50	23,650 00	271 84	.59
Waukesha.....	6,565	290,271 00	44 21	186,622 00	28 43	.64	71	64,445 00	907 68	43,875 00	617 96	.68

"H."—Statement Showing Sales of Real Estate, as required by Chapter 311, Laws of 1874—continued.

COUNTIES.	No. of acres.	Consideration in deed.	Average per acre.	Assessed value.	Average per acre.	Per cent. of ass'sed value to consid'n.	No. of city and village lots.	Consideration in deed.	Average per lot.	Assessed value.	Average per lot.	Per cent.
Waupaca.....	22,404	\$190,097 56	\$8 53	\$58,477 00	\$2 61	.31	274	\$39,568 74	\$144 41	\$21,270 00	\$77 63	.54
Waushara.....	17,613	147,307 26	8 31	64,162 15	3 64	.44	79	11,995 00	151 84	3,755 50	47 54	.31
Winnebago.....	12,421	373,482 24	30 07	205,821 00	16 57	.55	580	343,379 23	582 99	176,125 00	299 02	.51
Wood.....	28,077	132,176 96	4 71	51,649 00	1 84	.39	44	10,655 00	242 16	4,785 00	108 75	.45
Total.....	1,205,902	\$15,485,698 72	\$12 84	\$7,349,419 27	\$6 09	.47	10,699	\$4,555,978 00	\$451 13	\$2,760,500 90	\$273 34	.61

NOTE.—From the above table are omitted all sales returned by Registers, where either the number of acres, the consideration or the assessed value was not given in the return, or where an undivided interest was sold and the return failed to show whether the assessed valuation as reported was for such undivided part or the whole.

"H."—Sales of Real Estate, etc.—continued.

APPENDIX "I."

Statement of the Principal Farm products growing in the several counties of Wisconsin, at the time of making the Annual Assessment for the year 1878, as ascertained and compiled pursuant to the provisions of Chapter 260, Laws of 1878:

COUNTIES.	NUMBER OF ACRES.							
	Wheat.	Corn.	Oats.	Barley.	Rye.	Potatoes.	Root crops.	Cran-berries.
Adams.....	7,452	10,141	5,506	61	9,459	656	82	63
Ashland.....	5	5	20	.....	.....	75	10	.....
Barron.....	7,065	574	3,490	976	282	385	74	.....
Bayfield.....	20	30	60	40	.....	100	15	.....
Brown.....	19,119	1,601	10,597	1,309	3,187	1,650	104	.....
Buffalo.....	52,927	7,772	12,829	1,313	910	937	65	.....
Burnett.....	1,886	109	544	53	259	107	34	3,360
Calumet.....	34,169	4,422	8,075	3,443	233	839	34	.....
Chippewa.....	22,597	5,444	13,293	2,103	910	2,070	1,529	412
Clark.....	3,907	1,526	3,915	315	384	722	139	20
Columbia.....	76,641	36,811	22,033	4,074	6,926	1,777	214	27
Crawford.....	29,058	13,976	10,837	1,489	1,008	1,088	53	.....
Dane.....	111,220	74,967	59,721	12,789	8,735	3,333	524	.....
Dodge.....	140,058	27,514	24,446	9,490	2,292	2,862	66	37
Door.....	9,204	272	3,595	647	680	906	255	6
Douglas.....	30	8	54	.....	.....	33	.....	.....
Dunn.....	34,678	8,486	12,617	1,439	1,170	910	423	1
Eau Claire ¹	33,864	6,645	11,789	680	1,178	596	59	.....
Fond du Lac.....	101,388	20,022	24,139	8,679	1,168	2,627	73	.....
Grant.....	40,008	92,815	57,723	1,371	3,683	3,164	24	.....

¹ Two towns not reported.

"I."—Principal Farm Products.

"I."— STATEMENT *Of the Principal Farm Products growing in the several counties of Wisconsin — con.*

COUNTIES.	NUMBER OF ACRES.							
	Wheat.	Corn.	Oats.	Barley.	Rye.	Potatoes.	Root crops	Cranber- ries.
Green	9,328	55,766	33,823	265	4,567	1,921	17	.....
Green Lake.....	39,029	16,753	6,975	773	3,487	544	16	47
Iowa	30,400	49,012	37,021	1,317	1,943	1,801	90	.....
Jackson	27,524	7,549	11,604	2,063	932	579	270	12,990
Jefferson	37,496	24,991	15,249	4,993	7,163	1,776	98	.....
Juneau	13,175	10,636	14,088	295	3,720	1,810	70	2,510
Kenosha	5,442	14,759	14,643	782	674	716	27	.....
Kewaunee ¹	16,124	145	6,957	998	2,306	1,111	600	.....
La Crosse.....	43,356	10,680	11,476	1,453	4,733	833	60	.....
La Fayette.....	6,600	64,680	51,688	577	2,080	1,906	36	.....
Lincoln	308	2	447	15	3	45	.....	.....
Manitowoc	52,112	750	19,055	3,540	5,221	2,464	234	.....
Marathon	6,275	409	5,593	498	274	736	228	.....
Marquette	11,038	12,280	4,670	69	11,529	836	112	259
Milwaukee	14,145	6,876	10,630	4,186	3,653	3,258	194	.....
Monroe	36,358	12,873	16,817	1,814	2,524	1,437	163	817
Oconto	3,424	683	2,164	239	702	1,701	140	.....
Outagamie	36,978	7,191	11,178	1,428	1,825	1,581	115	1
Ozaukee	30,631	2,408	10,777	3,069	2,156	1,691	93	.....
Pepin	13,175	5,770	3,670	305	1,047	373	71	.....
Pierce.....	48,494	7,107	9,645	1,406	409	1,085	73	.....
Polk ²	12,962	1,099	4,034	614	426	620	1,158	.....
Portage	22,448	12,112	10,255	953	14,169	5,202	185	49
Racine	10,070	14,780	14,739	1,295	1,848	1,393	67	.....
Richland	19,028	23,401	13,032	655	1,895	1,785	14	.....
Rock ³	27,790	76,396	57,210	15,646	12,898	2,676	143	.....

"I."—Principal Farm Products — continued.

"I." — Principal Farm Products — continued.

St. Croix.....	90,807	5,314	15,392	987	143	1,016	473	4
Sauk.....	37,213	28,700	24,009	1,283	6,677	3,178	149	2
Shawano ⁴	9,987	1,502	4,521	218	1,786	572	104	142
Sheboygan.....	13,584	6,515	14,932	5,837	4,279	2,298	392	6
Taylor.....	54	45	102	7	53	156	76	1
Trempealeau.....	66,950	11,249	17,856	1,642	942	1,155	77	1
Vernon.....	51,018	19,838	22,363	3,709	1,314	1,371	732	8
Walworth ⁵	31,093	41,780	27,040	5,879	3,799	1,796	175	.....
Washington.....	66,956	12,188	13,238	3,680	5,312	2,306	422	50
Waukesha.....	43,914	24,077	19,544	6,408	7,862	3,518	316	40
Waupaca.....	20,619	9,405	8,741	1,063	6,732	2,133	172	81
Waushara.....	15,357	16,519	9,274	534	16,291	1,117	71	802
Winnebago.....	51,326	13,068	12,213	660	1,184	1,308	23	100
Wood ⁶	763	774	798	38	1,108	507	87	3,205
Total.....	1,798,647	943,322	872,746	131,464	192,130	87,128	11,320	25,041

¹ Acres of peas reported, 702½.⁴ One town not reported.² Three towns not reported.⁵ Acres of buckwheat reported, 82.³ Acres of cucumbers reported, 16.⁶ Five towns not reported.

"I." — STATEMENT *Of the Principal Farm Products growing in the several Counties of Wisconsin — con.*

COUNTIES.	NUMBER OF ACRES.						MILCH COWS.		
	APPLE ORCHARD.		Flax.	Hops.	Tobacco.	Grapes.	Growing Timber.	Number.	Value.
	No. of Acres.	No. of Bearing Trees.							
Adams	127	3,682	.....	458	9	.....	61,766	2,920	\$44,577 00
Ashland .....	.....	.....	.....	.....	.....	.....	1,152,000	40	720 60
Barron	63	1,059	.....	30	.....	.....	313,706	1,413	26,508 00
Bayfield .....	.....	.....	.....	.....	.....	.....	500,000	30	900 00
Brown	171	8,137	.....	.....	.....	.....	87,368	5,377	79,847 16
Buffalo	110	5,615	.....	1	.....	4	14,317	6,042	84,623 00
Burnett	2	200	.....	.....	.....	.....	2,719	770	9,642 00
Calumet	452	14,133	2	20	8	4	67,331	5,808	114,341 69
Chippewa	59	3,582	.....	11	.....	.....	940,200	2,948	49,715 00
Clark	121	2,893	.....	4	.....	.....	679,150	2,550	41,933 00
Columbia	2,312	70,922	9	346	13	26	77,980	11,505	190,322 00
Crawford	831	25,896	63	7	14	4	88,198	4,303	62,114 00
Dane	3,290	99,498	113	189	2,044	67	104,867	21,988	346,075 00
Dodge	2,717	93,842	.....	74	7	594	52,069	19,122	343,237 00
Door	1,993	3,900	.....	.....	6	.....	26,834	1,797	31,893 50
Douglas .....	.....	.....	.....	.....	.....	.....	170,000	74	1,850 00
Dunn	127	4,558	.....	42	.....	.....	108,640	4,902	74,126 00
Eau Claire ¹	103	4,853	.....	.....	.....	.....	41,072	2,867	52,512 00
Fond du Lac	3,009	94,036	4	34	.....	.....	40,797	16,146	303,262 00
Grant	2,598	119,596	14,138	77	20	54	161,172	13,792	207,232 00
Green	1,315	52,970	332	6	9	4	64,963	14,034	240,303 22
Green Lake	1,388	45,828	65	20	5	.....	24,337	4,853	87,730 00
Iowa	1,016	36,892	14,144	72	.....	14	71,243	10,226	191,349 00

"I." — *Principal Farm Products — continued.*

"I."—Principal Farm Products—continued.

Jackson.....	106	3,496	.....	76	.....	1	100,801	3,579	\$57,480 00
Jefferson.....	2,481	87,240	1	576	75	36	35,781	15,444	342,779 00
Juneau.....	424	10,066	1	672	2	5	46,447	4,169	69,834 00
Kenosha.....	1,744	66,622	6,320	.....	.....	.....	12,300	5,970	125,488 00
Kewaunee ²	123	4,132	3	3	18	.....	47,995	4,168	66,301 50
La Crosse.....	315	8,200	.....	181	.....	4	34,236	5,151	87,973 00
La Fayette.....	1,463	57,150	26,422	.....	3	1	57,106	10,435	202,925 00
Lincoln.....	2	35	.....	.....	.....	.....	691,000	173	2,811 00
Manitowoc.....	999	21,549	.....	3	.....	.....	158,534	11,066	174,987 00
Marathon.....	7	1,200	.....	.....	.....	.....	861,192	2,853	44,777 00
Marquette.....	506	10,984	.....	48	2	3	53,142	3,427	51,714 00
Milwaukee.....	2,110	53,173	15	68	.....	5	15,410	7,343	141,425 00
Monroe.....	533	13,162	.....	289	.....	2	51,401	6,240	111,813 00
Oconto.....	12	565	.....	3	.....	.....	1,532,197	1,132	21,230 00
Outagamie.....	591	17,231	.....	17	.....	1	80,511	6,884	129,202 00
Ozaukee.....	1,421	18,277	.....	4	.....	.....	22,274	5,875	108,350 00
Pepin.....	19	2,882	.....	2	.....	.....	41,749	2,132	32,723 50
Pierce.....	210	5,554	.....	1	.....	.....	160,662	4,353	65,565 00
Polk ³	215	1,265	.....	.....	10	.....	47,428	2,124	35,471 00
Portage.....	131	3,793	.....	449	.....	.....	325,489	3,881	65,643 00
Racine.....	4,447	78,370	5,559	25	.....	4	14,983	6,556	113,677 00
Richland.....	600	13,233	.....	221	.....	8	185,000	6,157	106,471 00
Rock ⁴	3,944	134,282	239	14	2,386	19	57,105	15,015	320,001 00
St. Croix.....	392	8,616	.....	.....	.....	.....	99,034	4,511	75,424 00
Sauk.....	1,617	37,369	1	2,068	2	37	134,789	9,436	151,062 00
Shawano ⁵	70	1,330	.....	2	1	.....	161,890	2,319	38,850 45
Sheboygan.....	2,302	81,215	.....	45	.....	.....	73,979	17,358	412,977 20
Taylor.....	.....	2	.....	.....	.....	.....	621,720	124	2,985 00
Trempealeau.....	335	10,456	.....	33	.....	.....	42,563	6,356	94,354 00
Vernon.....	1,058	20,691	61	114	8	13	147,241	7,255	96,172 00
Walworth ⁶	4,091	132,159	1,737	44	7	6	49,453	12,795	315,586 00
Washington.....	2,201	67,692	4	19	.....	.....	57,087	9,725	168,185 00
Waukesha.....	3,592	109,529	26	176	3	5	49,989	11,806	257,778 00

¹ Two towns not reported.⁴ Acres of cucumbers reported, 16.² Acres of peas reported, 702½.⁵ One town not reported.³ Three towns not reported.⁶ Acres of buckwheat reported, 82.

'I.'—STATEMENT *Of the Principal Farm Products grown in the several Counties of Wisconsin — continued.*

COUNTIES.	NUMBER OF ACRES.							MILCH COWS.	
	APPLE ORCHARD.		Flax.	Hops.	Tobacco.	Grapes.	Growing timber.	Number.	Value.
	No. of Acres.	No. of bearing trees.							
Waupaca	300	10,195	.....	147	.....	.....	141,579	5,989	\$89,652 00
Wausara	290	8,891	51	225	.....	.....	61,828	4,932	77,075 00
Winnebago	1,291	47,088	.....	56	.....	4	19,688	9,396	149,153 00
Wood ¹	73	786	.....	3	.....	.....	84,882	739	13,629 00
Total	61,819	1,840,572	69,310	6,975	4,652	925	11,229,194	389,380	\$7,006,336 22

¹ Five towns not reported.

Principal Farm Products, etc.— continued.

APPENDIX "K."

STATEMENT *Of the Principal Farm Products grown in the several Counties of Wisconsin, for the year 1877, as ascertained and compiled pursuant to the provisions of Chapter 260, Laws of 1878.*

COUNTIES.	NUMBER OF BUSHELS.								
	Wheat.	Corn.	Oats.	Barley.	Rye.	Potatoes.	Root Crops.	Cran-berries.	Apples.
Adams.....	45,418	186,381	94,020	1,207	77,820	57,775	11,356	129	133
Ashland.....			150	15		600			
Barron.....	67,610	10,519	119,433	21,873	4,355	24,827	10,136		45
Bayfield.....		600	750	400		3,000	2,000		
Brown.....	201,629	45,111	259,786	35,225	33,903	83,803	42,741		1,236
Buffalo.....	706,047	233,473	399,203	51,777	9,543	77,717	12,742		229
Burnett.....	18,743	1,373	14,668	1,251	4,369	7,388	1,306	4,000	2
Calumet.....	517,884	131,485	316,016	143,411	2,731	61,048	4,792		570
Chippewa.....	213,699	70,238	326,181	47,384	5,495	79,033	84,840	2,595	283
Clark.....	32,095	63,141	109,882	5,089	2,534	65,678	17,585	8	205
Columbia.....	886,293	1,070,244	877,275	171,982	78,535	181,124	33,735	553	7,429
Crawford.....	245,878	326,954	298,133	28,401	12,518	80,799	12,446		1,312
Dane.....	1,070,147	2,467,333	2,234,544	434,199	109,100	230,175	37,911		7,984
Dodge.....	1,684,911	1,107,101	1,033,279	333,372	36,310	307,947	31,594	20	17,980
Door.....	103,382	5,976	91,103	15,189	13,225	52,350	39,567		345
Douglas.....	120	100	660	18		2,425	250		
Dunn.....	408,370	177,265	358,144	32,830	13,667	82,567	70,571	1	263
Eau Claire ¹	425,367	132,112	460,341	25,047	9,954	38,932	24,965		751
Fond du Lac.....	1,287,121	612,891	298,581	274,958	11,836	234,457	28,823		8,273
Grant.....	263,800	2,428,444	1,880,631	69,165	48,530	256,276	2,182		7,098

¹ Two towns not reported.

"K."—Principal Farm Products—continued.

"K." — *Principal Farm Products — continued.*

"K." — *Statement of the Principal Farm Products grown in the several Counties in Wisconsin — continued.*

COUNTIES.	NUMBER OF BUSHELS.								
	Wheat.	Corn.	Oats.	Barley.	Rye.	Potatoes.	Root Crops.	Cran-berries.	Apples.
Green	41,717	1,233,508	911,555	3,637	49,154	61,743	5,000	.....	2,471
Green Lake.....	432,131	373,382	229,564	30,203	30,285	97,237	13,641	24	3,965
Iowa	261,000	1,374,277	1,231,408	48,416	22,589	147,280	15,306	.....	1,407
Jackson.....	269,092	189,245	393,945	44,091	6,715	40,484	29,638	3,578	275
Jefferson.....	409,192	794,200	548,129	176,642	108,302	185,377	24,726	40	15,256
Juneau	110,658	205,041	340,902	7,515	30,139	141,068	15,026	10,312	585
Kenosha.....	37,729	756,887	521,828	18,632	9,847	43,010	2,733	.....	9,793
Kewaunee ¹	202,427	2,333	109,939	20,673	24,193	41,837	5,347	.....	256
La Crosse.....	467,844	293,289	374,606	53,115	39,093	76,272	20,981	.....	190
La Fayette	34,440	3,404,267	1,736,233	19,312	30,560	133,125	2,469	.....	2,863
Lincoln	3,977	.....	9,372	307	26	5,673	.....	.....	.....
Manitowoc.....	709,726	21,640	551,337	98,552	76,435	107,640	18,496	4	1,980
Marathon	67,626	8,655	147,353	13,213	3,723	65,928	41,223	.....	34
Marquette	78,730	276,053	124,691	1,825	104,074	66,114	29,753	363	815
Milwaukee	153,423	194,076	384,869	125,096	50,986	261,158	37,411	.....	26,456
Monroe	404,568	292,963	456,490	43,680	17,060	149,023	30,479	9,149	1,430
Oconto	27,594	14,886	49,225	3,737	8,994	153,926	13,555	.....	56
Outagamie	393,759	233,857	303,821	26,286	10,205	97,553	34,025	15	372
Ozaukee.....	600,766	63,608	352,482	134,247	38,862	119,313	12,007	.....	2,768
Pepin	149,602	89,568	100,148	9,290	9,571	31,803	20,625	.....	108
Pierce.....	719,165	141,896	264,902	40,771	2,674	70,044	24,637	.....	379
Polk ²	17,246	18,536	112,476	10,124	5,364	34,886	19,038	20	20
Portage	161,700	240,606	186,710	23,897	74,915	133,040	41,832	3,150	89
Racine	92,200	677,294	630,327	45,506	35,337	144,420	21,576	10	23,994
Richland.....	205,804	609,943	323,372	10,089	15,614	104,612	1,696	.....	977
Rock ³	179,462	1,950,976	1,919,810	398,446	193,982	179,324	40,076	.....	7,310

"K"—Principal Farm Products—continued.

St. Croix	1,286,897	114,285	501,212	51,320	1,968	71,967	42,206	11	322
Sauk.....	346,050	757,872	845,324	44,806	77,162	269,163	35,363	339	1,704
Shawano	947,784	22,727	133,439	3,879	13,898	34,666	14,937	225	45
Sheboygan	667,529	299,132	626,559	218,342	74,745	210,526	88,393	7	16,811
Taylor	375	900	1,275	60	70	5,340	1,420	.....	.....
Trempealeau	805,784	255,242	535,880	54,077	7,170	60,822	28,482	.....	864
Vernon	529,373	499,984	743,869	18,501	9,065	142,217	19,159	80	999
Walworth ⁴	244,406	1,520,600	998,040	169,570	68,819	148,717	30,644	12	22,923
Washington	715,161	406,901	521,911	177,378	102,081	200,967	525,385	88	18,015
Waukesha.....	434,484	1,250,576	729,827	227,022	126,339	298,925	94,733	64	37,505
Waupaca	152,052	218,455	229,174	25,168	51,388	153,214	41,613	345	341
Waushara	130,027	403,517	213,729	9,126	140,521	167,030	31,330	36,486	350
Winnebago	770,220	440,665	510,442	31,347	12,356	127,350	14,848	.....	6,339
Wood ⁵	4,510	11,292	11,352	604	4,173	16,277	15,338	545	33
Total.....	20,596,744	28,733,975	28,090,307	4,181,295	2,162,879	6,506,992	1,975,189	72,173	264,238

¹ Bushels of peas reported, 11,919

⁴ Bushels of buckwheat reported, 1,367.

² Three towns not reported.

³ Bushels of cucumbers reported, 975.

⁵ Five towns not reported.

APPENDIX "K."

STATEMENT *Of the Principal Farm Products grown in the several counties of Wisconsin for the year 1877, as ascertained and compiled pursuant to the provisions of Chapter 260, Laws of 1878 — continued.*

COUNTIES.	NUMBER OF BUSHELS.		NUMBER OF ACRES HARVESTED FOR SEED.		NUMBER OF POUNDS.					
	Clover seed.	Timothy seed.	Clover.	Timothy.	Flax.	Hops.	Tobacco.	Grapes.	Butter.	Cheese.
Adams	1,447	215	629	113	.....	233,985	3,842	144	151,462	10,470
Ashland.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Barron.....	.....	39	.....	7	.....	14,215	1,594	10	49,983	250
Bayfield.....	.....	.....	.....	.....	.....	.....	.....	.....	1,800	.....
Brown	50	5	35	601	.....	15	2,734	320	500,029	7,600
Buffalo.....	45	142	15	30	.....	1,100	586	7,210	164,248	12,470
Burnett.....	.....	.....	.....	.....	.....	.....	.....	.....	28,640	530
Calumet.....	7,302	97	2,346	408	2	16,000	170	566	137,666	54,990
Chippewa.....	.....	42	.....	.....	.....	.....	1	.....	189,967	.....
Clark	64	173	31	5	.....	2,000	963	650	169,024	1,515
Columbia.....	5,219	8,080	4,231	1,519	90	252,006	2,563	5,050	667,318	742,189
Crawford.....	348	175	223	50	35,477	4,528	3,892	225	262,882	4,676
Dane.....	11,288	1,862	7,487	739	18,412	136,379	3,043,696	36,409	1,325,522	419,577
Dodge ..	9,428	2,771	5,326	548	.....	101,675	10,120	2,985	860,248	814,427
Door.....	45	.....	15	.....	.....	40	1,054	1,224	111,979	.....
Douglas.....	.....	3	.....	.....	.....	.....	.....	.....	6,000	.....
Dunn.....	4	2,776	2	74	.....	24,694	1,541	.....	272,910	813
Eau Claire ¹	227	115	58	49	.....	.....	145	100	128,940	850
Fond du Lac.....	9,176	7,241	3,983	2,029	.....	12,453	.....	661	849,512	601,129

"K." — *Principal Farm Products — continued.*

"K." — Principal Farm Products — continued.

Grant.....	9,267	1,438	5,010	607	5,806	47,467	12,393	176,341	719,342	13,775
Green.....	4,644	2,300	2,776	949	213,643	1,400	12,770	5,660	567,502	2,269,867
Green Lake.....	1,876	18,493	957	5,456	611	14,415	1,000	513	345,180	20,316
Iowa.....	3,540	920	1,566	229	5,244,700	54,090	10	30,380	532,045	9,200
Jackson.....	911	176	279	35	.....	12,550	625	2	175,731	1,150
Jefferson.....	7,922	205	4,703	87	.....	528,126	92,375	81,617	607,125	1,744,861
Juneau.....	1,667	633	578	167	621	520,591	319	420	218,820	46,489
Kenosha.....	2,179	1,376	957	341	79,783	.....	.....	1,101	305,576	361,327
Kewaunee ¹	16	24	3	.....	150	201	6,923	470	193,615	32,000
La Crosse.....	1,945	169	818	164	.....	165,581	300	425	375,332	46,624
La Fayette.....	4,318	1,593	2,162	476	4,807,551	2,539	3,600	2,480	702,488	48,600
Lincoln.....	.....	.....	3	5	.....	.....	.....	.....	.....	.....
Manitowoc.....	6,895	85	2,954	153	112	3,080	180	156	393,458	87,086
Marathon.....	4	13	2	1	271	62	678	.....	66,171	480
Marquette.....	2,326	98	996	36	16	23,188	964	475	155,211	3,100
Milwaukee.....	3,752	17	1,525	1	4,367	66,000	160	5,725	387,546	98,770
Monroe.....	4,993	234	1,913	82	11	213,066	1,379	1,376	290,654	75,716
Oconto.....	.....	63	.....	.....	.....	1,300	1,888	.....	65,303	6,600
Outagamie.....	942	18	821	1,510	1	11,900	1,625	498	312,490	19,675
Ozaukee.....	8,237	47	2,250	184	.....	2,300	.....	.....	329,385	44,240
Pepin.....	.....	26	.....	.....	.....	6,260	479	.....	139,746	19,165
Pierce.....	464	138	313	1,162	2,400	303	190	.....	185,705	6,630
Polk ³	20	146	20	303	.....	.....	2,000	.....	108,851	1,503
Portage.....	454	837	188	345	.....	243,706	460	.....	227,718	6,775
Racine.....	2,485	872	1,225	183	3,045,211	11,543	3,577	5,760	542,658	99,153
Richland.....	2,439	154	1,371	31	.....	224,492	7,049	2,390	324,112	214,480
Rock ⁴	9,814	8,106	6,463	2,072	136,620	8,425	2,269,188	31,634	1,268,035	482,031
St. Croix.....	89	340	88	325	75	4	232	.....	286,920	1,675
Sauk.....	6,459	1,097	3,975	261	176	1,588,165	1,975	26,545	489,910	148,557
Shawano.....	4	257	6	223	.....	8	337	29	56,066	.....
Sheboygan.....	15,170	613	4,624	207	118	29,670	.....	270	438,381	3,462,638
Taylor.....	.....	.....	.....	.....	.....	.....	.....	.....	6,200	.....
Trempealeau.....	1,047	1,016	540	451	32	20,675	498	374	381,706	14,839

¹ Two towns not reported.
² Bushels of peas reported, 11, 919.

³ Three towns not reported.
⁴ Bushels of cucumbers reported, 975.

11—Sec. Str.

"K."—STATEMENT *Of the Principal Farm Products grown in the several counties of Wisconsin—con.*

COUNTIES.	No. BUSHELS.		No. of acres har- vested for seed.		NUMBER OF POUNDS.					
	Clover Seed.	Tim'thy Seed.	Clover.	Tim'thy	Flax.	Hops.	Tobacco.	Grapes.	Butter.	Cheese.
Vernon.....	2,700	586	1,794	151	11,699	73,600	71,104	783	334,208	21,164
Walworth ¹	7,244	12,338	4,893	2,958	516,643	37,260	9,899	9,621	960,778	1,159,276
Washington.....	16,534	87	9,199	773	270	16,400	95	1,000	508,511	71,825
Waukesha.....	11,992	1,772	5,157	176	1,080	109,006	4,415	6,620	715,317	566,140
Waupaca.....	723	221	367	55	.....	90,216	735	97	266,914	57,890
Waushara.....	448	435	257	122	100	109,404	780	3,169	348,248	30,915
Winnebago.....	3,068	215	1,754	327	26	47,562	268	3,725	509,484	384,918
Wood ².....	.....	123	.....	.....	.....	13,850	.....	.....	20,128	100
Total.....	191,231	81,017	96,918	26,780	14,126,074	5,097,495	5,582,811	455,210	20,840,700	14,351,046

¹ Bushels of buckwheat reported, 1,387.

² Five towns not reported.

"K."—Principal Farm Products—continued.

APPENDIX "L."

SYNOPSIS *Of the Annual Reports of County Agricultural Societies for the year 1877.*

COUNTIES.	When Fair held.	Name of Society.	RECEIPTS.						
			From State.	Member-ship.	Admissi'n Fees.	Entries.	Subscrip-tions.	Other Sources.	Totals.
Adams.....	Sept. 26-27	Adams Co. Agr. Society.....	\$100			\$32 00	\$20 00	\$56 00	\$208 00
Barron.....	Sept. 25	Barron Co. Agr. Society.....		\$70 00		7 00	26 75		103 75
Buffalo.....	Sept. 19-21	Buffalo Co. Agr. Society....	100	402 00	\$200 40	114 00		63 00	879 40
Clark.....	Sept. 18-20	Clark Co. Agr. Society.....	100	35 00	219 43	164 80	350 00	75 00	944 23
Columbia.....	Sept. 18-20	Columbia Co. Agr. Society....	100	1,310 00	642 75	220 00		1,006 09	3,278 84
Columbia.....	Oct. 3- 6	Columbus Union Agr. Society	100	161 00	750 00	440 00		279 55	1,730 55
Columbia.....	Oct. 2- 5	Lodi Union Agr. Society.....			763 05	44 50	8 00	126 00	941 55
Crawford,....	Sept. 19-21	Crawford Co. Agr. Society....	100	134 00	227 20	97 20		96 00	654 40
Dane.....	Sept. 25-28	Dane Co. Agr. Society.....	100	204 00	2,680 77	83 00		554 47	3,622 24
Dodge.....	Sept. 18-20	Dodge County Agr. Society....	100		602 30	211 25		105 50	1,019 05
Door.....	Sept. 21-22	Door Co. Agr. Society.....	100	78 00	10 25		11 75		200 00
Eau Claire...	Sept. 18-20	Eau Claire Co. Agr. Society..	100	100 00	1,233 75	431 50	585 87	382 37	2,833 40
Fond du Lac..	Sept. 18-20	Fond du Lac Co Agr. and Me- chanical Society.....	100		1,948 34	250 50		141 00	2,439 84
Fond du Lac..	Sept. 7-10	Ripon Agr. Association.....	100	27 00	1,029 00	103 00		207 26	1,466 26
Grant.....	Sept. 12-14	Grant Co. Agr. Society.....	100	183 00	618 60	147 50		188 00	1,237 10
Grant.....	Sept. 26-28	Boscobel Agr. and Driving Park Association.....	100	126 00	1,565 51	243 25		2,607 89	4,642 65
Green.....	Sept. 5- 8	Green Co. Agr. Society.....	100		2,083 74			255 10	2,438 84
Iowa.....	Sept. 25-27	Iowa Co. Agr. Society.....	100	283 00	927 35	191 30	353 50	180 41	2,035 56
Iowa.....	Sept. 4- 7	Southwestern Wis. Industrial Association.....	100	620 00	1,720 20	761 24		1,036 11	4,237 55
Jackson.....	Sept. 20-22	Jackson Co. Agr. Society.....	100		702 27	173 30			975 57

"L."—*Reports of County Agricultural Societies.*

"L."—Synopsis of the Annual Reports of Agricultural Societies for the year 1877—continued.

"L."—Reports of County Agricultural Societies—continued.

COUNTIES.	When Fair was held.	Name of Society.	RECEIPTS.						
			From State.	Member-ship.	Admissi'n Fees.	Entries.	Subscrip-tions.	Other Sources.	Totals.
Jefferson	Sept. 18-21	Jefferson Co. Agr. Society....	\$100	\$150 00	\$1,854 00	\$153 00	.....	\$1,491 78	\$3,748 78
Jefferson	Sept. 24-28	Central Wis. Agr. and Mechan- ical Association	100	.....	1,973 45	495 00	.....	531 00	3,099 45
Juneau	Sept. 19-21	Juneau Co. Agr. Society	100	246 00	163 62	71 50	.....	153 00	733 12
Kenosha	Sept. 17-19	Kenosha Co. Agr. Society	100	298 00	1,036 39	175 50	.....	338 92	1,948 81
Kewaunee	Sept. 20-22	Kewaunee Co. Agr. Society	100	58 00	50 87	44 50	.....	28 76	282 13
La Crosse	Sept. 25-27	La Crosse Co. Agr. Society	100	567 00	280 25	99 50	.....	93 00	1,139 75
La Fayette	Sept. 12-14	La Fayette Co. Agr. Society..	100	.....	954 25	231 60	\$6 50	701 59	1,993 94
Manitowoc ..	Oct. 1-3	Manitowoc Co. Central Agr. Society .....	.....	171 00	353 45	111 00	.....	15 00	650 45
Marathon	Sept. 19-20	Marathon Co. Agr. Society	100	5 00	148 00	.....	.....	89 40	342 40
Marquette	Sept. 26-27	Marquette Co. Agr. Society....	100	63 00	131 30	14 00	.....	.....	308 30
Monroe	Sept. 18-20	Monroe Co. Agr. Society.....	100	121 50	82 75	2 00	.....	7 34	313 59
Oconto	Oct. 2-4	Oconto Co. Agr. Society	100	100 00	29 61	39 24	.....	100 00	368 85
Outagamie ..	Sept. 18-20	Outagamie Co. Agr. Society..	.....	154 00	248 00	35 00	.....	25 00	462 00
Ozaukee	Sept. 26-27	Ozaukee Co. Agr. Society	100	229 00	16 00	111 78	19 75	88 32	564 85
Pierce	Sept. 27-28	Pierce Co. Agr. Society.....	100	153 00	105 05	.....	.....	60 00	418 05
Portage	Sept. 19-21	Portage Co. Agr. Society	100	.....	324 60	23 00	.....	61 00	508 60
Racine	Sept. 5-7	Racine Co. Agr. Society.....	100	790 00	1,236 50	.....	.....	972 58	3,099 08
Richland	Sept. 19-21	Richland Co. Agr. Society....	100	336 00	610 60	.....	.....	183 50	1,230 10
Rock	Sept. 3-6	Southern Wis. and Northern Ill. Industrial Association..	100	356 50	1,584 40	310 00	.....	233 10	2,584 00
St. Croix	Sept. 25-27	St. Croix Co. Agr. Society....	100	408 00	279 20	92 60	83 00	195 00	1,157 80
Sauk	Sept. 26-28	Sauk Co. Agr. Society.....	100	50 00	477 75	116 00	.....	46 50	790 25
Sauk	Oct. 10-12	Baraboo Valley Agr. Society..	100	35 00	517 75	.....	225 00	65 90	942 75

"I."—Reports of County Agricultural Societies—continued.

Shawano	Sept. 18-20	Shawano Co. Agr. Society....	100	34 00	180 33	19 93	.....	5 00	339 26
Sheboygan ...	Sept. 19-21	Sheboygan Co. Agr. Society..	100	367 00	97 25	35 10	.....	260 00	859 35
Sheboygan ...	Sept. 25-27	Sheboygan Co. German Agr. and Industrial Society....	100	102 00	222 50	285 20	29 37	371 33	1,110 40
Trempealeau .	Sept. 18-20	Trempealeau Co. Agr. Society	100	320 00	261 00	.....	.....	124 22	805 22
Vernon	Sept. 19-21	Vernon Co. Agr. Society	100	.....	427 75	64 65	.....	44 00	636 40
Walworth ...	Sept. 25-28	Walworth Co. Agr. Society...	100	1,103 50	2,318 50	239 50	.....	1,802 12	5,563 62
Washington ..	Oct. 2-4	Washington Co. Agr. Society.	100	300 02	345 07	133 00	.....	466 85	1,344 94
Waukesha....	Sept. 4-7	Waukesha Co. Agr. Society...	100	.....	1,000 00	185 00	.....	279 42	1,564 42
Waupaca.....	Sept. 27-29	Waupaca Co. Agr. Society....	100	30 00	392 25	.....	75 00	35 75	633 00
Waushara	Sept. 25	Waushara Co. Agr. Society...	100	1 50	609 24	.....	34 50	213 15	958 39
Wood	Oct. 9-12	Wood Co. Agr. Society.....	.....	464 00	433 32	77 75	.....	75 00	1,050 07
Total.....	.....	.....	\$4,800	\$10,746 02	\$36,668 91	\$6,880 69	\$1,828 99	\$16,516 38	77,440 99

"L."—SYNOPSIS *Of the Annual Reports of County Agricultural Societies—continued.*

COUNTIES.	Where fair was held.	EXPENDITURES.					Indebtedness.	
		Premiums.	Expenses of fair.	Secretary's office.	Other Expenses.	Total.		On hand.
Adams	Friendship	\$107 40	\$10 00	\$10 00	\$23 17	\$150 57	\$57 43	.....
Barron	Barron	23 00	10 45	1 00	15 00	49 45	54 30	.....
Buffalo	Alma	674 00	157 00	96 50	81 55	1,009 05	249 52	.....
Clark	Neillsville	459 75	56 77	14 00	410 23	940 75	3 19	.....
Columbia	Portage	666 50	299 31	68 65	2,244 38	3,278 84	.....	.....
Columbia	Columbus	1,166 82	510 85	52 88	.....	1,730 55	.....	.....
Columbia	Lodi	582 00	99 48	50 00	173 95	905 43	51 74	.....
Crawford	Seneca	275 25	258 85	41 00	127 10	702 20	.....	\$47 80
Dane	Madison	2,000 45	792 84	250 00	577 43	3,620 72	19 14	.....
Dodge	Juneau	689 13	224 62	.....	100 00	1,013 75	5 30	.....
Door	Sturgeon Bay	168 50	34 02	75	9 20	212 47	.....	12 47
Eau Claire	Eau Claire	1,193 80	389 54	17 25	830 95	2,431 54	401 95	.....
Fond du Lac	Fond du Lac	1,451 25	705 27	101 80	170 52	2,428 84	11 00	.....
Fond du Lac	Ripon	890 50	395 47	.....	277 91	1,563 88	.....	97 62
Grant	Lancaster	781 21	153 25	34 00	268 64	1,237 10	.....	.....
Grant	Boscobel	1,200 00	400 00	105 25	2,206 73	3,911 98	730 67	.....
Green	Monroe	1,461 00	511 48	25 00	388 10	2,385 58	53 26	.....
Iowa	Dodgeville	1,106 00	389 25	225 76	490 97	2,211 98	313 69	.....
Iowa	Mineral Point	2,451 50	1,171 72	231 53	213 02	4,067 77	169 78	.....
Jackson	Black River Falls	559 75	163 92	.....	19 83	743 50	201 67	.....
Jefferson	Jefferson	1,386 00	807 39	60 43	1,411 24	3,665 06	83 72	.....
Jefferson	Watertown	2,598 40	235 00	26 00	508 00	3,367 40	.....	2,267 95
Juneau	Mauston	436 00	83 50	28 00	100 52	648 02	85 64	.....
Kenosha	Kenosha	1,256 00	278 69	25 00	301 25	1,860 94	87 87	.....
Kewaunee	Kewaunee	54 50	80 03	3 05	100 00	237 58	44 55	.....

"L."—*Reports of County Agricultural Societies—continued.*

"L."—Reports of County Agricultural Societies—continued.

La Crosse.....	La Crosse.....	634 74	211 79	25 00	162 51	1,034 04	362 78	.....
La Fayette.....	Darlington.....	993 90	450 09	60 64	271 10	1,775 73	.....	.....
Manitowoc.....	Clark's Mills.....	555 60	176 26	4 50	40 00	776 36	.....	.....
Marathon.....	Fair Grounds.....	445 13	297 99	31 50	3 00	777 62	72	.....
Marquette.....	Montello.....	127 25	60 00	14 00	107 05	308 30	.....	.....
Monroe.....	Sparta.....	182 20	51 89	9 75	41 53	285 42	28 17	.....
Oconto.....	Oconto.....	59 75	60 40	30 00	242 04	392 19	.....	.....
Outagamie.....	Appleton.....	273 00	187 88	.....	104 25	565 13	.....	102 50
Ozaukee.....	Saukville.....	337 75	89 87	30 00	7 80	465 42	99 43	.....
Pierce.....	Prescott.....	241 50	57 98	39 23	102 90	441 61	62 08	.....
Portage.....	Amherst.....	385 00	31 36	50 00	42 24	508 60	.....	.....
Racine.....	Burlington.....	2,029 00	538 42	130 00	571 36	3,268 78	.....	320 29
Richland.....	Richland Center.....	693 18	246 75	25 00	348 74	1,313 67	15 55	.....
Rock.....	Beloit.....	1,446 25	883 78	83 50	46 01	2,459 54	124 46	.....
St. Croix.....	New Richmond.....	739 60	216 20	10 00	898 58	1,864 38	.....	326 43
Sauk.....	Baraboo.....	509 40	125 82	5 00	150 50	790 72	.....	.....
Sauk.....	Reedsburg.....	497 75	72 00	40 00	333 00	942 75	.....	.....
Shawano.....	Shawano.....	199 35	31 50	12 00	96 41	339 26	.....	46 00
Sheboygan.....	Sheboygan Falls.....	431 00	97 95	22 58	306 68	858 21	96	.....
Sheboygan.....	Sheboygan.....	356 91	312 47	50 00	980 10	1,699 48	.....	564 24
Trempealeau.....	Galesville.....	321 90	142 45	25 00	178 05	667 40	137 82	.....
Vernon.....	Fair Grounds.....	285 25	177 64	30 00	86 20	579 69	57 31	.....
Walworth.....	Elkhorn.....	2,368 25	1,794 43	220 00	720 37	5,103 05	460 57	.....
Washington.....	West Bend.....	638 75	336 28	10 00	294 00	1,279 03	65 91	.....
Waukesha.....	Waukesha.....	969 60	250 65	44 44	269 55	1,534 24	30 18	.....
Waupaca.....	Weyauwega.....	226 50	67 34	.....	352 30	646 14	31 90	.....
Waushara.....	Wautoma.....	280 75	95 40	25 00	557 24	958 39	.....	.....
Wood.....	Grand Rapids.....	228 56	262 65	58 28	496 98	1,046 47	3 60	.....
Total.....	.....	\$40,096 53	\$15,545 94	\$2,553 27	\$18,860 23	\$77,055 97	\$4,105 86	\$3,785 30

"L."—*Reports of County Agricultural Societies—continued.*

"L."—*List of Officers of Agricultural Societies for the Year 1878—continued.*

COUNTIES.	Name of Society.	President.	Secretary.	Treasurer.
Adams.....	Adams County Agr. Soc.....	E. R. Richardson.....	W. R. Newton.....	A. F. Hill.
Barron.....	Barron County Agr. Soc.....	W. W. Flinn.....	Fred Telke.....	E. C. Coleman.
Buffalo.....	Buffalo County Agr. Soc.....	F. Gilman.....	J. W. De Gref.....	H. Waely.
Clark.....	Clark County Agr. Soc.....	J. S. Dore.....	J. A. Kimball.....	J. F. Canon.
Columbia.....	Columbia County Agr. Soc.....	F. C. Curtes.....	Z. J. D. Swift.....	J. Q. Adams.
Columbia.....	Columbus Union Agr. Soc.....	James Webster.....	Chas. L. Dering.....	Mic Adams.
Columbia.....	Lodi Union Agr. Soc.....	J. O. Eaton.....	E. W. Gardner.....	John Caldwell, Jr.
Crawford.....	Crawford County Agr. Soc.....	North Miller.....	Fabius D. Mills.....	Richard Wallin.
Dane.....	Dane County Agr. Soc.....	Matthew Anderson.....	George C. Russell.....	William T. McConnell.
Dodge.....	Dodge County Agr. Soc.....	Samuel Eastman.....	W. T. Rambush.....	S. R. Jones.
Door.....	Door County Agr. Soc.....	James R. Mann.....	F. J. Hamilton.....	George Basford.
Eau Claire.....	Eau Claire County Agr. Soc.....	G. E. Porter.....	H. M. Stocking.....	Charles Buckman.
Fond du Lac.....	Fond du Lac Co. Agr. & Me. Soc.	John Nickols.....	D. R. Curran.....	F. B. Hoskins.
Fond du Lac.....	Ripon Agr. Ass'n.....	C. F. Hammond.....	H. W. Wolcott.....	Chas. F. Wheeler.
Grant.....	Grant County Agr. Soc.....	Hugh H. Moore.....	James Kilbourn.....	T. F. Baldwin.
Grant.....	Boscobel Agr. & Driv. Park Ass'n.	Geo. F. Hildebrand.....	T. J. Brooks.....	Theodore Kroushage.
Green.....	Green County Agr. Soc.....	W. S. Wescott.....	A. S. Douglas.....	S. W. Abbott.
Iowa.....	Iowa County Agr. Soc.....	John Ellwood.....	J. J. Hoskins.....	Samuel Hoskins.
Iowa.....	Southwestern Wis. Industrial Ass'n	William T. Henry.....	T. S. Ansley.....	Thomas Priestly.
Jackson.....	Jackson County Agr. Soc.....	J. K. Horswell.....	John Parsons.....	W. T. Price.
Jefferson.....	Jefferson County Agr. Soc.....	Walter S. Green.....	David W. Curtis.....	Solon Brown.
Jefferson.....	Central Wis. Agr. Mech'l Ass'n.....	Jesse Stone.....	F. P. Brook.....	Jos. Salick.
Juneau.....	Juneau County Agr. Soc.....	Frederic Robinson.....	H. H. Tarbell.....	Walter S. Maxwell.
Kenosha.....	Kenosha County Agr. Soc.....	Frank Kwapil.....	Geo. W. Wing.....	W. Seidl.
Kewaunee.....	Kewaunee County Agr. Soc.....	William Van Zandt.....	W. J. Dudley.....	F. W. Stiles.
La Crosse.....	La Crosse County Agr. Soc.....	N. T. Parkinson.....	D. L. Rose.....	David Schreiter.
La Fayette.....	La Fayette County Agr. Soc.....	Ira Clark.....	T. O. Halloran.....	Boyer Ammunds.
Manitowoc.....	Manitowoc County Cen. Agr. Soc.	B. Ringle.....	H. Miller.....	Jacob Holter.
Marathon.....	Marathon County Agr. Soc.....	James Graham.....	S. A. Pease.....	M. G. Ellison.
Marquette.....	Marquette County Agr. Soc.....			

Monroe	Monroe County Agr. Soc.....	C. E. Hanchett	W. H. Blyton.....	T. B. Tyler.
Oconto.....	Oconto County Agr. Soc	Augustus Cole.....	E. F. Paramore.....	C. S. McKenzie.
Outagamie	Outagamie County Agr. Soc.....	J. H. Carver.....	R. H. Randall	W. F. Montgomery.
Ozaukee	Ozaukee County Agr. Soc.....	Alexander M. Alling...	Chas. E. Chamberlin...	William Vozenitz.
Pepin	Pepin County Agr. Soc.....	S. L. Plummer.....	Wm. H. H. Matteson...	Geo. Tarrant.
Pierce	Pierce County Agr. Soc.....	John S. Copley.....	Dan'l J. Dill	Geo. Teachout.
Portage	Portage County Agr. Soc.....	William V. Fleming...	A. J. Smith.....	William Loing.
Racine.....	Racine County Agr. Soc.....	Titus G. Fish.....	Edward D. Perkins...	William E. Chipman.
Richland.....	Richland County Agr. Soc.....	J. M. Thomas	W. M. Fogo.....	D. L. Downs.
Rock	South. Wis. & North. Ill. Ind. Ass'n.	R. M. Benson	C. C. Keeler.....	Geo. A. Houston.
St. Croix	St. Croix County Agr. Soc.....	F. W. Hitchings.....	Rufus R. Young	A. D. Richardson.
Sauk.....	Sauk County Agr. Soc.....	John M. True	G. A. Pabodie	John M. Highland.
Sauk.....	Baraboo Valley Agr. Soc.....	James Lake	A. F. Lawton.....	A. P. Ellinwood.
Shawano	Shawano County Agr. Soc.....	H. Luecke	W. H. Murdock.....	S. Wiley.
Sheboygan	Sheboygan County Agr. Soc.....	J. F. Moore.....	Byron Sanford.....	J. D. Parish.
Sheboygan	Sheb'yg'n Co. Ger. Agr. & Ind. So.	Ch. Wippermann	Ferd. Stoesser	Carl Reish.
Trempealeau	Trempealeau County Agr. Soc	Alex. A. Arnold.....	R. A. Odell.....	A. H. Kneeland.
Vernon.....	Vernon County Agr. Soc.....	Peter McIntyre.....	William F. Terhune	E. Powell.
Walworth	Walworth County Agr. Soc	Sidney Buell.....	W. H. Morrison	Hollis Latham.
Washington	Washington County Agr. Soc	Leander F. Frisby.....	John Pick.....	Charles Wilke.
Waukesha.....	Waukesha County Agr. Soc.....	John Porter.....	George C. Pratt.....	M. S. Hodgson.
Waupaca.....	Waupaca County Agr. Soc.....	I. C. Alden.....	William Woods.....	L. L. Post.
Waushara.....	Waushara County Agr. Soc	J. N. P. Bird.....	W. L. Munroe	S. M. Olds.
Wood	Wood County Agr. Soc	G. F. Witter.....	D. J. Cole.....	Seth Reeves.

"L."—Reports of County Agricultural Societies — continued.

APPENDIX "M."

TABULAR STATEMENT *Of the Votes polled for Governor, Lieutenant Governor, Secretary of State, State Treasurer, Attorney General and State Superintendent, at a General Election held in the several counties in the State of Wisconsin, on the sixth day of November, A. D. 1877.*

COUNTIES.	GOVERNOR.					LIEUTENANT GOVERNOR.						
	William E. Smith.	James A. Mallory.	Edward P. Allis.	C. M. Campbell.	J. C. Hall.	Scattering.	James M. Bingham.	Romanzo E. Davis.	E. H. Benton.	B. H. Brown.	E. W. Arndt.	Scattering.
Adams	580	233	116				583	233	113			
Ashland	86	163					85	164				
Barron	459	203	53				458	205	51			
Bayfield	40	34	2				39	35	2			
Brown	1,387	1,740	1,015		13		1,387	1,751	1,003		12	
Buffalo	1,075	810	76				991	899	61			
Burnett	336	24					336	24				
Calumet	450	1,130	389	20		3	458	1,124	388			1
Chippewa	675	693	539				952	480	521	21		1
Clark	449	153	816				458	157	808			
Columbia	2,048	1,597	118	2	14		2,061	1,598	109	2	14	
Crawford	806	1,008	146				813	1,012	141			
Dane	3,613	3,903	614				3,344	4,233	554			34
Dodge	2,333	4,267	381	1	57	36	2,291	4,320	373			1
Door	477	126	383				474	125	387			
Douglas	21	28					21	28				
Dunn	1,174	407	412	109	8		1,165	412		108		1
Eau Claire	1,208	805	597				780	1,234	607			3
Fond du Lac	3,086	3,414	1,249	15	119		3,034	3,452	1,263	14	123	
Grant	2,620	1,938	1,037			1	2,619	1,943	1,033			1

"M."—Statement of Votes polled for State Officers.

"M."—Statement of Votes polled for State Officers—continued.

Green	1,823	849	580	1	1	1,815	867	570	1	1
Green Lake	879	896	215	47	1	880	900	209	46	1
Iowa	1,461	1,175	1,021	4	1	1,456	1,168	1,033	4	1
Jackson	802	391	521	2	1	816	391	504	2	1
Jefferson	1,917	2,418	296	22	19	1,882	2,441	291	22	23
Juneau	1,045	883	463	3	1	1,047	893	447	3	1
Kenosha	938	907	51	1	1	938	921	37	1	1
Kewaunee	247	558	20	57	1	244	561	20	58	1
La Crosse	1,968	1,115	524	149	3	1,969	1,136	511	142	2
La Fayette	1,409	1,300	269	1	1	1,408	1,309	265	1	2
Lincoln	27	15	169	1	1	28	15	168	1	1
Manitowoc	1,365	1,951	98	155	8	1,367	1,950	99	152	6
Marathon	301	755	746	1	1	286	775	743	1	1
Marquette	447	730	76	4	1	444	735	74	4	1
Milwaukee	5,843	6,388	1,228	1,407	10	5,784	6,488	1,153	1,442	16
Monroe	1,102	1,096	1,019	1	1	1,102	1,100	1,008	1	1
Oconto	1,059	764	157	1	2	1,060	777	144	1	2
Outagamie	776	2,005	992	1	2	766	2,029	984	1	2
Ozaukee	437	1,579	17	38	2	415	1,605	15	38	1
Pepin	521	171	123	1	1	519	171	125	1	1
Pierce	1,523	545	408	1	2	1,522	549	411	1	1
Polk	916	363	60	1	1	909	369	54	1	1
Portage	1,080	917	728	3	8	1,085	924	717	3	4
Racine	2,304	1,906	112	1	1	2,285	1,937	104	1	1
Richland	1,201	729	705	1	1	1,196	734	704	1	1
Rock	3,375	1,620	781	4	1	3,379	1,621	777	4	1
St. Croix	1,559	1,489	93	1	1	1,564	1,486	91	1	1
Sauk	1,826	922	574	68	1	1,828	941	555	28	42
Shawano	269	605	92	20	1	265	608	92	21	1
Sheboygan	1,598	1,737	750	48	1	1,591	1,725	751	48	1
Taylor	195	254	53	1	1	197	254	52	1	1
Trempealeau	2,493	731	176	34	1	2,492	733	165	34	1
Vernon	1,378	416	846	1	2	1,651	420	841	1	1
Walworth	2,914	1,374	160	1	2	2,904	1,387	156	1	1
Washington	994	2,187	187	1	1	974	2,208	186	1	1
Waukesha	2,484	2,388	276	2	2	2,467	2,421	264	2	1

“M.”— STATEMENT *Of the Votes polled for Governor, Lieutenant Governor, etc.— continued.*

COUNTIES.	GOVERNOR.						LIEUTENANT GOVERNOR.					
	William E. Smith.	James A. Mallory.	Edward P. Allis.	C. M. Campbell.	J. C. Hall.	Scattering.	James M. Bingham.	Komanzo E. Davis.	E. H. Benton.	B. H. Brown.	E. W. Arndt.	Scattering.
Waupaca	1,473	990	772	.....	8	1	1,492	997	748	.....	9	1
Waushara	1,282	257	377	.....	5	.....	1,280	257	379	.....	5	.....
Winnebago	2,068	2,238	1,887	77	31	.....	2,076	2,230	1,879	82	32	.....
Wood	247	196	601	.....	.....	1	247	194	593	.....	.....	.....
Total	78,759	70,486	26,216	2,176	399	86	77,929	71,656	25,745	2,165	396	119

“M.”— *Statement of Votes polled for State Officers — continued.*

"M."—Statement of Votes polled for State Officers at a General Election held in 1877—continued.

COUNTIES.	SECRETARY OR STATE.						STATE TREASURER.					
	Hans B. Warner.	James B. Hays.	Joseph H. Osborn.	Julius Gugler.	J. A. Webster.	Scattering.	Richard Guenther.	John Ringle.	William Schwartz.	George Kispert.	M. J. Althouse.	Scattering.
Adams	562	230	113			24	584	232	113			
Ashland	87	162					85	164				
Barron	464	200	49				458	204	50			
Bayfield	40	34	2				40	34	2			
Brown	1,386	1,752	1,001		13		1,418	1,699	1,022		13	
Buffalo	968	930	61				999	902	61			
Burnett	336	24					336	24				
Calumet	457	1,118	385	21		1	579	991	416	5		1
Chippewa	685	702	567				683	689	577			4
Clark	460	156	803				450	173	796			
Columbia	2,079	1,586	106		14	1	2,064	1,595	106		14	
Crawford	819	1,009	130				812	1,010	139			
Dane	3,557	3,963	587			39	3,559	3,956	607			35
Dodge	1,765	4,931	281	1	66		2,352	4,166	368	1	68	6
Door	485	125	375			1	491	105	388			
Douglas	21	28					21	28				
Dunn	1,196	407	390	107	8		1,169	411	411	109	8	1
Eau Claire	1,232	797	569			3	1,209	756	588	58		
Fond du Lac	3,027	3,473	1,241	14	125	4	3,199	3,238	1,281	13	122	3
Grant	2,627	1,942	1,024			1	2,619	1,938	1,031			2
Green	1,816	861	578	1		1	1,818	860	573	1		1
Green Lake	878	900	210		46		928	850	209		46	
Iowa	1,464	1,155	1,038		4		1,454	1,158	1,036		4	1
Jackson	846	357	509		2	2	809	392	512		2	

"M."—Statement of Votes polled for State Officers—continued.

“M.”—Statement of Votes polled for State Officers at a General Election held in 1877— continued

COUNTIES.	SECRETARY OF STATE.						STATE TREASURER.					
	Hans B. Warner.	James B. Hays.	Joseph B. Osborn.	Julius Gugler.	J. A. Webster.	Scattering.	Richard Guenther.	John Ringle.	William Schwartz.	George Kispert.	M. J. Althouse.	Scattering.
Jefferson	1,900	2,482	244	22	.....	22	1,909	2,376	314	49	.....	23
Jun. au	1,059	885	444	.....	.....	3	1,054	886	447	.....	3	.....
Ken. sha.	933	926	36	.....	.....	.....	938	918	37	.....	.....	.....
Kewaunee	243	561	20	58	.....	.....	341	461	23	58	.....	.....
La Crosse	1,970	1,152	494	140	.....	3	1,970	1,133	508	136	.....	3
La Fayette	1,417	1,302	285	.....	.....	.....	1,413	1,309	261	.....	.....	.....
Lincoln	28	15	168	.....	.....	.....	22	68	121	.....	.....	.....
Manitowoc	1,367	1,948	98	152	6	.....	1,374	1,943	101	108	6	.....
Marathon	282	775	736	1	.....	.....	213	1,246	341	1	.....	.....
Marquette	446	733	74	.....	4	.....	446	732	74	.....	4	.....
Milwaukee	5,744	6,537	1,107	1,474	16	3	6,061	6,259	1,098	1,418	16	3
Monroe	1,111	1,093	1,005	.....	.....	.....	1,102	1,099	1,010	.....	.....	.....
Oconto	1,063	771	145	.....	.....	.....	1,062	776	144	.....	.....	.....
Outagamie	750	2,051	974	.....	.....	2	808	1,968	1,000	.....	.....	2
Ozaukee	416	1,600	15	38	.....	1	757	1,111	18	38	.....	28
Pepin	525	170	121	.....	.....	1	522	168	123	.....	.....	3
Pierce	1,911	395	154	.....	.....	2	1,524	545	402	.....	.....	4
Polk	907	370	54	.....	.....	.....	907	364	54	.....	.....	17
Portage	1,091	919	715	1	4	1	1,104	919	705	3	2	.....
Racine	2,279	1,942	99	.....	.....	.....	2,389	1,826	102	.....	.....	.....
Richland	1,197	733	704	.....	.....	.....	1,196	733	703	.....	.....	.....
Rock	3,382	1,608	771	.....	4	.....	3,375	1,628	777	.....	4	1
St. Croix	1,624	1,433	79	.....	.....	.....	1,569	1,480	85	.....	.....	.....
Sauk	1,832	936	553	70	.....	.....	1,833	938	553	67	.....	.....

“M.”—Statement of Votes polled for State Officers— continued.

"M."—Statement of Votes polled for State Officers—continued.

Shawano	290	612	69	.....	21	.....	267	611	90	.....	21	.....
Sheboygan.....	1,590	1,739	738	48	.....	1	1,556	1,512	968	48	.....	.....
Taylor.....	196	255	52	.....	.....	.....	109	378	15	.....	.....	.....
Trempealeau.....	2,539	691	158	.....	34	.....	2,486	737	166	.....	34	.....
Vernon.....	1,730	419	792	.....	.....	.....	1,722	419	801	.....	.....	.....
Walworth.....	2,918	1,373	153	.....	2	.....	2,930	1,360	149	.....	4	.....
Washington.....	962	2,227	176	.....	1	.....	1,550	1,589	196	.....	1	.....
Waukesha.....	2,439	2,470	238	.....	2	.....	2,485	2,402	255	.....	2	.....
Waupaca.....	1,493	1,003	741	.....	9	.....	1,501	992	743	.....	9	1
Wausnara.....	1,281	257	377	.....	5	.....	1,278	257	379	.....	5	.....
Winnebago.....	2,073	2,244	1,876	74	32	1	2,934	1,487	1,753	61	35	.....
Wood.....	251	190	593	.....	.....	.....	241	200	585	.....	.....	1
Total.....	78,496	71,659	25,077	2,225	417	115	81,084	68,405	25,387	2,177	420	140

"M."—Statement of Votes polled for State Officers at a General Election held in 1877—continued.

COUNTIES.	ATTORNEY GENERAL.						STATE SUPERINTENDENT.					
	Alex. Wilson.	Joseph M. Morrow.	Henry Hayden.	E. A. Petersilia.	Eli Hooker.	Scattering.	W. C. Whitford.	Edward Searing.	George M. Steele.	Henry Eggers.	J. W. Carhart.	Scattering.
Adams	583	232	113	.....	.....	1	578	248	103	.....	.....	.....
Ashland.....	85	164	.....	.....	.....	.....	81	166	1	.....	.....	.....
Barron.....	459	205	45	.....	.....	.....	446	224	41	.....	.....	.....
Bayfield	40	34	2	.....	.....	.....	38	36	2	.....	.....	.....
Brown.....	1,382	1,722	946	.....	12	83	1,371	1,733	914	.....	12	80
Buffalo.....	974	926	60	.....	.....	.....	1,002	899	59	.....	.....	.....
Burnett.....	239	24	.....	.....	.....	94	333	27	.....	.....	.....	86
Calumet.....	457	1,039	376	.....	21	78	432	1,086	387	.....	.....	.....
Chippewa.....	681	692	580	.....	.....	.....	679	692	579	.....	.....	.....
Clark.....	341	346	731	.....	.....	.....	428	234	754	.....	.....	.....
Columbia.....	2,064	1,600	106	.....	13	.....	1,975	1,675	102	.....	13	.....
Crawford.....	809	1,003	138	.....	.....	.....	796	1,013	140	.....	.....	42
Dane.....	3,525	3,941	670	.....	.....	37	3,576	2,917	1,184	.....	.....	4
Dodge.....	2,289	4,329	371	.....	1	65	2,273	4,384	360	.....	1	65
Door.....	486	125	374	.....	.....	2	486	126	374	.....	.....	.....
Douglas.....	21	28	.....	.....	.....	.....	21	28	.....	.....	.....	.....
Dunn.....	1,168	414	411	.....	109	8	1,162	431	393	.....	114	8
Eau Claire.....	1,205	816	583	.....	.....	.....	1,185	834	588	.....	.....	1
Fond du Lac.....	3,043	3,456	1,240	.....	13	118	2,980	3,512	1,251	.....	13	100
Grant.....	2,614	1,933	1,031	.....	.....	2	2,560	2,000	1,030	.....	.....	4
Green.....	1,816	862	574	.....	1	.....	1,796	816	627	.....	1	.....
Green Lake.....	832	897	208	.....	.....	46	870	907	211	.....	46	.....

"M."—Statement of Votes polled for State Officers—continued.

"M." — *Statement of Votes polled for State Officers — continued.*

Iowa	1,542	1,090	989	.....	4	.....	1,442	1,171	1,035	.....	4	.....
Jackson	758	519	435	.....	2	.....	799	409	502	.....	2	.....
Jefferson	1,906	2,427	287	22	.....	22	1,952	2,312	285	23	.....	23
Juneau	989	1,044	355	.....	3	.....	932	956	442	.....	3	.....
Kenosha	939	919	37	.....	.....	.....	911	945	32	.....	.....	8
Kewaunee	240	564	20	58	.....	.....	239	566	20	58	.....	.....
La Crosse	1,346	1,255	506	142	.....	2	1,906	1,164	504	174	.....	13
La Fayette	1,423	1,297	263	.....	.....	.....	1,400	1,309	228	.....	.....	.....
Lincoln	28	15	167	.....	.....	.....	29	15	167	.....	.....	.....
Manitowoc	1,864	1,950	100	152	4	.....	1,358	1,958	100	152	3	.....
Marathon	279	778	746	1	.....	.....	236	813	746	1	.....	.....
Marquette	444	731	77	.....	3	.....	414	782	55	.....	3	.....
Milwaukee	5,765	6,502	1,142	1,458	16	.....	5,388	6,904	1,121	1,439	16	1
Monroe	727	1,779	712	.....	.....	.....	1,079	1,148	987	.....	.....	.....
Oconto	1,058	774	144	.....	.....	2	1,046	779	144	.....	.....	6
Outagamie	765	2,029	984	.....	.....	2	670	2,007	1,092	.....	.....	1
Ozaukee	419	1,595	9	38	.....	2	212	1,804	13	37	.....	1
Pepin	522	173	118	.....	.....	1	522	169	123	.....	.....	.....
Pierce	1,523	548	407	.....	.....	.....	1,480	593	405	.....	.....	.....
Polk	907	373	50	.....	.....	.....	860	420	50	.....	.....	.....
Portage	980	919	726	3	3	102	919	989	722	2	3	98
Racine	2,282	1,946	102	.....	.....	.....	2,184	2,049	103	.....	.....	1
Richland	1,197	732	704	.....	.....	.....	1,189	736	702	.....	.....	3
Rock	3,380	1,615	774	.....	4	.....	3,112	1,894	746	.....	3	.....
St. Croix	1,564	1,486	87	.....	.....	.....	1,527	1,519	77	.....	.....	.....
Sauk	1,815	955	551	70	.....	.....	1,782	970	559	64	.....	.....
Shawano	265	610	98	.....	20	.....	139	810	35	.....	18	.....
Sheboygan	1,602	1,715	747	48	.....	.....	1,554	1,787	742	45	.....	1
Taylor	189	261	53	.....	.....	.....	195	254	54	.....	.....	1
Trempealeau	2,402	742	164	.....	33	.....	2,473	740	165	.....	33	1
Vernon	1,611	570	764	.....	.....	.....	1,692	479	758	.....	.....	1
Walworth	2,916	1,377	151	.....	2	1	2,839	1,560	50	.....	1	.....
Washington	974	2,205	179	1	.....	.....	939	2,232	181	1	.....	8
Waukesha	2,482	2,411	256	2	.....	.....	2,281	2,209	256	2	.....	2
Waupaca	1,444	991	748	.....	.....	63	1,435	1,049	748	.....	.....	6

"M.—Statement of Votes Polled for State Officers at a General Election held in 1877—continued.

COUNTIES.	ATTORNEY GENERAL.						STATE SUPERINTENDENT.					
	Alex. Wilson.	Joseph M. Morrow.	Henry Hayden.	E. A. Petersilia.	Eli Hooker.	Scattering.	W. C. Whitford.	Edward Searing.	George M. Steele.	Henry Eggers.	J. W. Carhart.	Scattering.
Waushara.....	1,278	257	389	.....	5	.....	1,272	259	375	.....	5	.....
Winnebago.....	2,030	2,197	1,866	79	33	62	2,019	2,218	1,894	.....	28	.....
Wood.....	194	161	634	.....	.....	41	244	188	593	77	.....	47
Total.....	77,212	72,300	25,100	2,219	394	615	75,788	72,660	25,911	2,203	366	458

"M."—Statement of Votes polled for State Officers—continued.

APPENDIX "N."

TABULAR STATEMENT *Of the Votes polled upon the proposition to amend Sec. 4 of Art. 7, and Sec. 2 of Art. 8, respectively, of the State Constitution, at a General Election held in the several Counties in the State of Wisconsin, on the 6th day of November, A. D. 1877, and of the Votes polled for Associate Justices of the Supreme Court of the State of Wisconsin, at a Judicial Election held in the several Counties in said State, on the 2d day of April, A. D. 1878.*

COUNTIES.	AMENDMENTS TO THE CONSTITUTION.				ASSOCIATE JUSTICES OF SUPREME COURT.					
	SEC. 4 OF ART. 7.		SEC. 2 OF ART. 8.		TERM ENDING JAN'Y, 1888.			TERM ENDING JANUARY, 1886.		
	For amendment to the Constitution.	For amendment to the Constitution. No.	For the Amendment.	Against the Amendment.	Harlow S. Orton.	David Taylor.	Scattering.	David Taylor.	Harlow S. Orton.	Scattering.
Adams.....	442	130	487	126	675			675		
Ashland.....	83		70		90			91		
Barron.....	272	39	208	1	580			580		
Bayfield.....	43		43		159			159		
Brown.....	2,380	272	508	7	1,557			1,414		145
Buffalo.....	1,229	252	779	91	1,360			1,367		
Burnett.....	33	27	123		166		21	166		21
Calumet.....	1,439		5		1,456			1,358		96
Chippewa.....	34	67	24	64	1,035			1,035		
Clark.....	3	55	3	39	829			828		2
Columbia.....	2,279	197	1,956	93	2,051		2	2,028		2
Crawford.....	615	139	291	99	1,191			1,196		
Dane.....	6,272	609	1,152	5	4,419		3	4,377	46	2
Dodge.....	2,614	2,151	1,166	371	3,060			2,956		100

"N."—Statement of Votes polled amending Constitution.

“N.” — Statement of Votes polled upon the proposition to amend Constitution — continued.

“N.” — Statement of Votes polled amending Constitution — con.

COUNTIES.	AMENDMENTS TO THE CONSTITUTION.				ASSOCIATE JUSTICES OF SUPREME COURT.					
	SEC. 4 OF ART. 7.		SEC. 2 OF ART. 8.		TERM ENDING JAN'Y, 1888.			TERM ENDING JANUARY, 1886.		
	For amend- ment to the Con- stitution.	For amend- ment to the Con- stitution. No.	For the Amend- ment.	Against the Amend- ment.	Harlow S. Orton.	David Tay- lor.	Scattering.	David Tay- lor.	Harlow S. Orton.	Scattering.
Door	44	34	79	35	403	10	64	458		
Douglas					36			36		
Dunn	1,406	290	628	18	2,632		1	2,674		
Eau Claire	636	121	357	55	2,733			2,736		
Fond du Lac	3,483	1,546	534	457	4,511		66	4,567		45
Grant	1,227	2,436	3,012	160	1,584			1,589		2
Green	1,437	186	1,539	49	1,171			1,173		
Green Lake	444	58	160	10	1,062	2		1,059		
Iowa	1,243	181	188	13	1,502			1,501		
Jackson	864	385	539	11	701			700		
Jefferson	1,502	205	210	31	2,808			2,817		
Juneau	803	197	324		1,278			1,283		
Kenosha	651	99	773	3	879		1	878		1
Kewaunee	823	30	513	56	853			850		
La Crosse	2,730	33	682	211	1,638		2	1,635		
La Fayette	1,459	644	1,395	216	1,447		1	1,415		1
Lincoln						267			261	
Manitowoc	2,443	18	272	1	2,245			2,228		
Marathon	76	201	23	3	518			515		
Marquette	782	343	400	59	1,011			1,022		

"O."—Statement of Votes polled for Judges of Circuit Courts.

APPENDIX "O."

TABULAR STATEMENT *Of the votes polled for Judge of the Circuit Court of the Third, Seventh, Eighth and Ninth Judicial Circuits of the State of Wisconsin, at an election held in the several Towns, Wards, and Election Precincts thereof, on the 2d day of April, 1878.*

THIRD CIRCUIT.				SEVENTH CIRCUIT.			
Counties.	D. J. Pulling.	A. Scott Sloan.	Scatt'r'g	Counties.	G. L. Park.	Henry Hayden	Scatt'r'g
Dodge.....	2,602	5,030	8	Lincoln.....	180	115	.....
Green Lake.....	1,781	617	.....	Marathon.....	1,531	814	.....
Ozaukee.....	1,215	997	8	Portage.....	1,918	757	.....
Washington.....	2,775	576	2	Taylor.....	278	171	.....
Winnebago.....	4,871	1,280	.....	Waupaca.....	1,270	806	12
				Waushara.....	2,066	737	.....
				Wood.....	556	782	.....
Total.....	13,244	8,500	18	Total.....	7,799	4,182	12
EIGHTH CIRCUIT.				NINTH CIRCUIT.			
Counties.	Henry Cousins	E. B. Bundy.	Scatt'r'g	Counties.	Alva Stewart.		Scatt'r'g
Buffalo.....	855	1,096	.....	Adams.....	794	.....	.....
Dunn.....	524	2,150	.....	Columbia.....	2,651	.....	.....
Eau Claire.....	1,778	967	.....	Dane.....	4,375	.....	5
Pepin.....	515	502	1	Juneau.....	1,592	.....	.....
Pierce.....	273	2,158	.....	Marquette.....	842	.....	.....
St. Croix.....	405	2,117	.....	Sauk.....	2,560	.....	.....
Total.....	4,350	8,990	1	Total.....	12,814	.....	5

APPENDIX "P."

LIST OF CORPORATIONS *Organized under the General Laws of the State during the year ending September 30th, 1878.*

NAME OF CORPORATION.	For what purpose.	Place of business.	Amount of capital.	When patent issued.
Ahnapee Episcopal Church Building Association.....	For religious purposes	Ahnapee.....	.....	Articles of association filed Dec. 7, 1877.
Alma and Winona Telegraph Co.	Constructing and operating telegraph line .....	.....	\$1,050	Certificate of incorporation filed M'ch 28, '78.
Atlas Paper Company.....	Manufacturing and dealing in wood pulp and paper.....	Appleton.....	250,000	Sept. 10, 1878.
Burnham Valley Cheese Factory.	Manufacturing cheese.....	Burns.....	2,000	Jan. 21, 1878.
Butler & Lamb, Mercantile Co...	Buying and selling m'ch'dise.	Green Bay.....	25,000	Jan. 29, 1878.
Black River Railroad Co.....	Constructing and operat'g R.R.	Neillsville.....	150,000	March 2, 1878.
Boys' Home.....	Industrial and reform school.	Milwaukee.....	.....	Certific. filed Apr. 11, '78.
Blake Beebe Company.....	Manufacturing and vending farm implements	Racine	100,000	April 28, 1878.
Burkhard & Mackey Manufacturing Co.....	Manufacturing wagons and farming implements	West Depere.....	15,000	April 26, 1878.
Case, Whiting & Co ¹.....	.....	Racine.....	200,000	Dec. 4, 1877.
Chippewa Booming and Rafting Co.	Carrying on a lumb'g, manf'g and mc'tle bus., driv'g, trans. and storing logs, timber, etc.	Chippewa Falls....	300,000	Oct. 12, 1877.
C. H. Hamilton Paper Co.	Manufacturing and dealing in paper and stationery	Milwaukee.....	25,000	Jan. 8, 1878.
Champion Steel Horse Nail Co..	Manufacturing and dealing in horse shoe nails	Appleton.....	50,000	Jan. 25, 1878.
Chicago & Mil. Telegraph Co....	Constructing and operating telegraph line	Milwaukee.....	15,000	April 12, 1878.

¹ Increasing capital stock.

"P."—List of Corporations organized.

"P." — *List of Corporations organized under the General Laws of the state — continued.*

NAME OF CORPORATION.	For what Purpose.	Place of Business.	Amount of Capital.	When Patent Issued.
Chicago, St. Paul & Minneapolis Railway Co.....	Operating railroad (formerly West Wisconsin Railway).....		\$5,000,000	April 30th, 1878.
Chippewa Valley & Minnesota Railroad Co.....	Constructing and operating railroad		6,000,000	May 8th, 1878.
Demers Lefebvre.....	Logging, manuf'g lumber, and carrying mercantile business	Stanford.....	10,000	January 21st, 1878.
Dickerson Shutter Worker Co ...	Manufacturing and vending shutter workers.....	Appleton.....	10,000	February 12th, 1878.
Dodge County Milling Co.....	building and operating a flouring mill.....	Reeseville	20,000	March 23d, 1878.
Edward P. Allis Co.....	Conducting mining, manuf'g and mercantile business...	Milwaukee	250,000	December 28th, 1877.
Eau Pleine Lumber Co.....	Manuf'g and dealing in lumber, and selling merchandise of all kinds.....	Runkel's Mills.....	50,000	April 8th, 1878.
Emil Kiewert Company	Carrying on a general wine, liq'r and rectifying business.	Milwaukee	20,000	April 29th, 1878.
Eau Claire City Railway Co....	Constr'g and operating St. R'y	Eau Claire	40,000	May 1st, 1878.
Estella Mining Co	Mining, and dealing in mines and mining stock.....	Milwaukee	2,500,000	May 16th, 1878.
Eau Claire Brick Co.....	Manuf'g and dealing in brick.	Eau Claire	10,000	September 10th, 1878.
Farmers' Mercantile Association.	Conducting a general mercantile, manufacturing and commission business.....	Milton Junction....	10,000	July 9th, 1878.
Fruitport Chemical Co..	Manufacturing charcoal and chemicals from wood.....	Milwaukee	10,000	August 24th, 1878.
Green County Cheese Manufacturing Co.....	Manuf'g and selling cheese, butter and farm produce....	Monroe	30,000	February 2d, 1878.
Good Shephard.....	Industrial and Reform School for Girls.....	Milwaukee		Certificate of incorporation filed Feb. 15th, '78.

"P." — *List of Corporations Organized — continued.*

"P."—List of Corporations Organized—continued.

Hayden & Smith Lumber Co	Manufacturing lumber	Albion	\$50,000	November 13, 1877.
House of Good Shepard	Erecting and maintaining an asylum	Milwaukee		December 20, 1877. January 30, 1878.
Horlicks Lime and Stone Co. ¹ . .	Constructing and operating R. Mining in the State of Colora.	Milwaukee	125,000	February 11, 1878.
Hudson and River Falls R'y Co. . .	Acquir'g and construct'g dams and dealing in water power..	Milwaukee	200,000	November 26, 1877.
I. X. L. Tunnel Company	Constructing and operating railroad	Beloit	25,000	May 15, 1878.
Indian Ford Water Power Com- pany	Manufacturing and selling plows and Agr. implements.	Racine	150,000	July 8, 1878.
Illinois and Wisconsin Narrow Gauge Railroad Co	Manuf'g and selling, coffee, spices, teas, etc.	Milwaukee	90,000	August 3, 1878.
J. I. Case Plow Company ²	Manuf'g and selling lumber..	Fond du Lac	24,000	September 16, 1878.
Jewitt, Sherman & Co. ³	Affording relief to members..	Milwaukee		December 27, 1877.
J. A. Treat Lumber Co.	Affording relief to members in case of sickness or des- titution	Manitowoc		January 25, 1878.
Knights of St. Patrick.	Carrying on a general lumber- ing, manufacturing and merc- antile business.	Menomonie	2,000,000	April 3, 1878.
Kranken Unterstutzungs Verein der Ersten Deutschen Evang. Luth. Gemeinde in Manitowoc..	Mining and manufacturing mining stock	La Crosse	25,000	November 3, 1877.
Knapp, Stout & Co. Company. . .	Construct'g and operat'g st. R.	La Crosse	15,000	January 23, 1878.
La Crosse Mining and Milling Company	Manufacturing and selling sewing machines	Evansville	200,000	February 23, 1878.
La Crosse Street Railway Co. . .	Constructing and operating horse railroad	La Crosse	10,000	September 3, 1878.
Leslie Sewing Machine Co.	Driving, sorting and deliver- ing logs and improving the stream to facilitate such driving	Grand Rapids	10,000	January 16, 1878.
La Crosse Horse Railroad Com- pany	Carrying on a general milling business.	Milwaukee	30,000	February 13, 1878.
Mill Creek Log Driving and Im- provement Co				
Milwaukee Milling Co.				

¹ Changing name from "Horlicks Lime Works,"² Changing name from "Case, Whiting & Co."³ Increasing capital stock.

"P."— *List of Corporations organized under the General Laws of the State.*— continued.

NAME OF CORPORATION.	For what Purpose.	Place of Business.	Amount of Capital.	When Patent issued.
Monticello Dairy Co.....	Manuf'g cheese and other products of the dairy.....	Mt. Pleasant.....	\$2,000	March 4, 1878.
Milwaukee Masonic Union	Leasing and taking charge of masonic property.....	Milwaukee		March 15, 1878.
Monticello Union Cheese Manufacturing Co.....	Manuf'g cheese and other products of the dairy.....	Monticello	2,000	March 18, 1878.
Milwaukee Cement Railway.....	Constructing and operating railroad	Milwaukee	50,000	April 16, 1878.
Madison & Portage Land Co.....	Buying and selling lands....	Madison	300,000	July 26, 1878.
Northern Manufacturing Co., of Seymour, Wis.	Manuf'g, hubs, spokes, felloes and other wagon stock	Seymour	18,000	February 15, 1878.
North Star Cheese Factory Association.....	Manuf'g cheese and other products of the dairy.....	Pacific	2,000	April 8, 1878.
Powers Cream Extractor Co.....	Improving, manuf'g and selling Powers cream extractor.	Portage	100,000	May 22, 1878.
Racine Wagon & Carriage Co ¹		Racine		December 19, 1877.
Rob Roy Mining Co.....	Dealing in mines and mining property	Milwaukee	2,000,000	May 29, 1878.
Racine Wagon Co	Manuf'g and vending wagons.	Racine	50,000	October 6, 1877.
St. Joseph's Benevolent Society..	Mutual assist. and help in case of sickness or destitution...	Racine		January 18, 1878.
San Juan Bullion Co.....	Mining and trafficking in mines and mining stock....	Grand Rapids	2,500 000	May 4, 1878.
St. Cloud, Grantsburg & Ashland Railroad Co	Constructing and operating railroad		250,000	June 13, 1878.
San Juan Central Mining Co ...	Acquiring and working mining claims & refining works.	Boscobel	5,000,000	August 28, 1878.
Steel Cable Barbed Fence Co....	Manuf'g and selling wire fence and mdse. made from barbed wire or cable.....	Kenosha	10,000	September 13, 1878.

"P."— *List of Corporations Organized.*— continued.

"P"—List of Corporations Organized.—continued.

Sturgeon Bay Lumber Co.....	Manuf'g and dealing in lum- ber, flour, feed and mdse..	Sturgeon Bay.....	\$75,000 00	Sept. 30th, 1878.
Trenton Mills.....	Manuf'g and dealing in flour..	Trenton.....	30,000 00	Dec. 12th, 1877.
United Unitarian and Universa- list Society.....	For religious purposes.....	Mukwanago.....		Articles of Assoc'n filed Dec. 17th, 1877.
Union Mill Co.....	Manuf'g and dealing in lum- ber and carrying on a gen- eral mdse business.....	Ashland.....	30,000 00	May 15, 1878.
Union Implement Co.....	Manuf'g and dealing in agri- cultural implements.....	Janesville.....	10,000 00	June 12th, 1878.
Viroqua Railway Co... ..	Construct'g and operat'g R. R.	.....	400,000 00	May 24th, 1878.
Van Brunt & Davis Co.....	Manuf'g and selling agricul- tural implements.....	Horicon.....	75,000 00	July 30th, 1878.
Victory Mining Co ².....	.....	Fond du Lac.....		May 6th, 1878.
Wis. Ann. Conference of the Free Methodist Church.....	Holding property for religious purposes.....	.....		Articles of Assoc'n filed Dec. 4th, 1877.
Wisconsin Shoe Co.....	Manuf'g and dealing in boots, shoes and leather fabrics..	Janesville.....	20,000 00	Jan. 31, 1878.
Wis. Industrial School for Girls ³.	.....	.....		Resol'n filed July 5, '78.
Winona and Fountain City Tele- graph Co.....	Construct'g and operat'g tele- graph line.....	.....	600 00	Certific'te of Incorp'rat'n filed March 8th, 1878.
Wisconsin Marbleoid Co.....	Manuf'g and dealing in mar- bleoid.....	Milwaukee.....	10,000 00	June 3d, 1878.
Wonewoc Manufacturing Co ⁴	Manuf'g and dealing in lum- ber, farming tools, etc.....	Wonewoc.....	75,000 00	August 8th, 1878.
Wisconsin Malleable Iron Co....	Manuf'g iron into malleable iron, steel or castings.....	Milwaukee.....	50,000 00	Sept. 6th, 1878.

¹Changing name from "O. C. Fish Wagon Co."

³ Changing name from "Milwaukee Industrial School for Girls."

²Changing number of directors.

⁴Increasing capital stock.

“Q.”—*Marriages, Births and Deaths.*

APPENDIX “Q.”

ABSTRACT Of Marriages, Births and Deaths reported, recorded and indexed in the office of the Secretary of State, for the year ending December 31, 1877.

COUNTIES.	Marriages.	Births.	Deaths.
Adams	42	64	20
Ashland	7	10	5
Barron	41	47	12
Bayfield	1	2	.....
Brown	414	1,441	79
Buffalo	113	230	48
Burnett	7	67	2
Calumet	84	53	16
Chippewa	108	226	46
Clark	58	51	15
Columbia	229	362	96
Crawford	147	89	64
Dane	317	251	142
Dodge, Sept. to Jan.	138	77	24
Door	50	125	33
Douglas	3	.....	1
Dunn	145	149	63
Eau Claire	151	163	39
Fond du Lac	351	240	76
Grant	312	257	89
Green	196	89	27
Green Lake	117	96	48
Iowa	157	60	36
Jackson	101	55	22
Jefferson	290	133	74
Juneau	112	64	26
Kenosha	159	138	63
Kewaunee	83	119	17
La Crosse	259	152	110
La Fayette	152	134	52
Lincoln	6	6	3
Manitowoc	275	520	136
Marathon	104	262	63
Marquette	84	28	16
Milwaukee	1,030	2,352	1,285
Monroe	136	63	25
Oconto	137	121	38
Outagamie	178	494	32
Ozaukee	142	145	72
Pepin	68	.....	.....
Pierce	153	101	22
Polk	68	200	20
Portage	157	45	16
Racine	244	258	124

"Q."—*Marriages, Births and Deaths — continued.*

COUNTIES.	Marriages.	Births.	Deaths.
Richland.....	183	190	53
Rock.....	303	230	62
St. Croix.....	134	176	46
Sauk.....	206	193	85
Shawano.....	54	7	2
Sheboygan.....	229	780	31
Taylor.....	12	11	4
Trempealeau.....	149	75	61
Vernon.....	155	114	53
Walworth.....	205	236	86
Washington.....	171	64	56
Waukesha.....	177	154	90
Waupaca.....	156	132	82
Waushara.....	92	62	43
Winnebago.....	306	216	90
Wood.....	28	57	15
Total.....	9,681	12,236	4,156

“R.” — Prosecutions for Criminal Offenses in the several counties of the State, etc. — continued.

COUNTIES.	Prosecutions for murder.							Prosecution for crimes other than murder punishable by confinement in State Prison.							Prosecution for offenses punishable less severely than by confinement in State Prison.							Total.	
	Number of convictions upon trial by jury.	Number of acquittals upon trial by jury.	Number of convictions before a magistrate without jury.	Number of acquittals before a magistrate without jury.	Number of prosecut'ns in which defendant pleaded guilty.	Number of prosecut'ns in which a <i>nolle prosequi</i> was entered.	Number of prosecutions begun and not disposed of.	Number of convictions upon trial by jury.	Number of acquittals upon trial by jury.	Number of convictions before a magistrate without jury.	Number of acquittals before a magistrate without jury.	Number of prosecut'ns in which defendant pleaded guilty.	Number of prosecut'ns in which a <i>nolle prosequi</i> was entered.	Number of prosecutions begun and not disposed of.	Number of convictions upon trial by jury.	Number of acquittals upon trial by jury.	Number of convictions before a magistrate without jury.	Number of acquittals before a magistrate without jury.	Number of prosecut'ns in which defendant pleaded guilty.	Number of prosecut'ns in which a <i>nolle prosequi</i> was entered.	Number of prosecutions begun and not disposed of.		
Richland						1	1	1							3	1	2			3		1	13
Rock							6	5				26	17	18			128			6		1	206
St. Croix																							8
Sauk						1	3	1				1			1					1			1
Shawano																							19
Sheboygan ¹							1	2	1			1		3	3	1				1		7	6
Taylor							1	1				1		2	2					1		1	22
Trempealeau						1	3	1				1		3	1	1				1		6	26
Vernon							2					4	2	1	6					1		10	4
Walworth												1											
Washington								1				1	2										
Waukesha																							

“R.” — Prosecutions for Criminal Offenses — continued.

"R."—Prosecutions for Criminal Offenses—continued.

Waupaca	2	3	.....	3	2	.....	4	.....	2	4	.....	20				
Waushara	1	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	3
Winnebago	3	4	.....	4	1	.....	2	.....	1	.....	.....	15			
Wood .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	4	5	1	6	68	66	3	110	84	116	53	19	341	59	154	130	129	1,348

¹ Reports of circuit and county courts included.

NOTE. — The above table includes no reports from municipal courts, except that of the city of Madison.

REPORT

OF THE

COMMISSIONERS OF PUBLIC PRINTING.

OFFICE OF COMMISSIONERS OF PUBLIC PRINTING,
MADISON, October 10, 1878.

To His Excellency, WILLIAM E. SMITH,
Governor of the State of Wisconsin.

SIR:— In conformity to law the Commissioners of Public Printing of the State of Wisconsin have the honor to submit their Annual Report for the year ending September 30, 1878:

STATE PRINTING.

According to the requirements of chapter two hundred and forty-three, laws of 1874, we advertised, on the first of June of the present year, for proposals for doing all "letter press printing, binding, ruling, blank books, etc., authorized or required by the legislature for its use or the use of the State in all its several departments," for two years from and after the first day of January, 1879. Said chapter two hundred and forty-three establishes the maximum rates to be charged by the state printer, as follows:

COMPOSITION PER 1,000 EMS.

Plain.....	\$0 60
Figure work.....	90
Rule and figure work.....	1 20

PRESS WORK.

Per token of 250 impressions.....	60
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FOLDING.

Per 100 sections of 16 pages.....	10
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STITCHING, TRIMMING AND COVERING PAMPHLETS.

Per hundred copies.....	1 25
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State Printing — continued.

BINDING, INCLUDING STOCK, PER VOLUME.

In paste-board, 16mo. or 12mo.....	35
In cloth, 16mo. or 12mo.....	45
In full sheep, 16mo. or 12mo.....	80
In full calf, 16mo. or 12mo.....	1 25
In Turkey morocco, 16mo. or 12mo.....	2 25
Flat cap or cap, half binding, sheep back.....	3 00
Flat cap or cap, Russia ends and bands.....	6 00
Medium or folio post, half binding, sheep back.....	5 00
Medium or folio post, full sheep.....	9 00
Medium or folio post, Russia ends and bands....	10 50
Medium or folio post, extra Russia ends and bands.....	12 00
Medium or folio post, full Russia.....	18 00

BINDING BLANK BOOKS PER QUIRE, INCLUDING RULING AND STOCK FOR BINDING.

Flat cap, half binding, sheep back.....	70
Flat cap, full sheep.....	90
Flat cap, Russia ends and bands.....	1 00
Flat cap, extra Russia ends and bands.....	1 25
Folio post, half binding, sheep back....	1 00
Folio post, Russia ends and bands.....	1 50
Medium, half binding sheep back.....	1 25
Medium, Russia ends and bands.....	1 75
Medium, extra Russia ends and bands.....	2 00
Medium, full Russia.....	3 00
Super-royal Russia ends and bands.....	2 00
Super-royal, extra Russia ends and bands....	2 25
Super-royal, full Russia....	3 50
Paging, extra, per volume.....	1 00
Indexing, extra, per quire.....	20

RULING.

Blanks, per quire.....	10
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The above mentioned chapter further provides, that the contract for doing the state printing shall be awarded to the person bidding the greatest per centum of discount from the maximum prices above enumerated.

Five bids were received, and opened at noon on the first day of August, 1878. Following are the names and bids of the contestants:

Names of Bidders.	Percentum of Discount.
David Atwood, Madison.....	56
Edward Keogh, Milwaukee.....	55 $\frac{1}{8}$
E. B. Bolens Madison.....	55
Democrat Printing Company, Madison.....	43 $\frac{1}{2}$
M. J. Cantwell, Madison.....	33 $\frac{1}{3}$

Revised Statutes.

David Atwood having bid the greatest per centum of discount from the maximum rates was awarded the contract, according to law.

GEOLOGICAL REPORT.

Chapter one hundred and forty-five, laws of 1878, provides for the publication of fifteen hundred extra copies of the final report of the geological survey, including accompanying maps. The joint contract of Messrs. Atwood & Culver, of Madison, and Seifert, Gugler & Co., of Milwaukee, with the State of Wisconsin, entered into on the fifteenth of September, 1876, and under which the first edition of said report was printed, being advantageous to the state, and comprehensive enough in its terms to legitimately include the printing of the additional copies above mentioned, said contractors were accordingly instructed to perform the work, subject to the supervision of the State Geologist. No delivery of the publication has as yet been made by the contractors. The printing, however, is in progress and going forward as rapidly as possible.

REVISED STATUTES.

Chapter two hundred and three, laws of 1875, provided for the appointment by the Justices of the Supreme Court of three Commissioners to collect and revise the general laws of the state. Hons. David Taylor, of Fond du Lac; William F. Vilas, of Madison; and J. P. C. Cottrill, of Milwaukee, were so appointed, and entered at once upon the performance of their duties. The revision was completed and presented for the consideration of the legislature of 1878, as senate bill No. 2. It being deemed advisable, however, that the laws of 1878 be also embodied in the revision, the legislature, after appointing a committee of its members to revise the enactments of that session, adjourned without final action on the bill. This work was finished in time for your Excellency to call an extra session of the legislature to meet at the capitol June 4, 1878. The revision, as presented in the report of the committee, was adopted at this extra session, and ample provisions made for its publication as the revised statutes. The printing of twelve thousand copies by the state printer was at once ordered, in accordance with the provisions of chapter three, laws of

Revised Statutes — continued.

the extra session, which gives said printer special rates for press work and binding not granted in the regular state printing contract, viz.: establishing medium paper as the standard token upon which to compute press work; fixing the price for binding in full sheep at ninety cents per volume; and the price for stereotyping at one dollar and twenty-five cents per page. Special rates being thus established, a special contract was required of and entered into by the State Printer, who gave bonds in the sum of ten thousand dollars, for the faithful execution of the same. Six thousand copies of the statutes are to be delivered by the fifteenth of October, and the balance on or before the first of November, 1878, the date of their taking effect. The work of the printer is well advanced, and unless some unforeseen cause intervenes to prevent, both editions will be ready for delivery as contemplated by law.

SUPREME COURT REPORTS.

The provisions of chapter one hundred and twenty-four of the laws of the last regular session so changed the system of printing and publishing the supreme court reports formerly in use, as to require us to advertise for bids, on the first of April of the current year, for printing and publishing such reports for the ensuing eight years. The above mentioned act requires the contractor to stereotype each volume; to furnish to the state, free of charge, two hundred and fifty copies of each volume; to keep for sale, at points in the state to be designated by the Commissioners of Public Printing, copies of each volume at a price not exceeding two dollars per volume; and as a consideration for such requirements the contractor to be allowed the sole and exclusive right to publish and sell the reports for eight years or during the life of his contract.

Accordingly, bids for printing and selling the reports at a price less than the maximum fixed by law, were called for. Two were received, as follows;

Name of Bidders.	Price per Vol.
Callaghan & Co., of Chicago.....	\$1 24
Banks & Brothers, of New York.....	1 35

Wisconsin Reports — continued.

Messrs. Callaghan & Co.'s being the lowest and best bid and one, indeed, exceedingly advantageous to the state, the contract was awarded to them; they filing their bond with the state treasurer in the penal sum of ten thousand dollars for the faithful performance of the same.

We having designated the cities of Madison and Milwaukee as the points where the contractor should keep the reports for sale, those gentlemen have, in accordance with such decision, constituted Messrs. W. J. Park & Co., of Madison, and Messrs. West & Co., of Milwaukee, their agents, by whom those who desire to purchase will be supplied at \$1.24 per volume, the contract price.

The following is an exhibit of the amount paid for printing, ruling and binding, and the cost of paper used during the past fiscal year:

For what purpose.	Cost of Print'g, etc.	Cost of Paper.	Total Cost.
Session Laws, 1878	\$3,184 64	\$2,400 00	\$5,584 64
Blue Book.....	992 76	171 00	1,163 76
For Legislature.....	4,784 83	1,518 87	6,303 70
For State Agricultural Society.....	1,715 68	806 40	2,522 00
For Northern Agricultural Society...	859 14	218 88	1,078 02
For State Historical Society.....	517 69	175 18	692 87
For State Horticultural Society.....	860 76	210 00	1,070 76
For State Dairymen's Association....	155 72	94 86	250 58
For Reports and Miscellaneous print- ing for State Departments.....	13,508 13	4,624 61	18,132 74
Grand Totals.....	\$26,579 35	\$10,219 80	\$36,799 15

PURCHASE OF PAPER.

But one purchase of paper for general use has been made during the past fiscal year. December 8, 1878, our predecessors contracted according to law with Messrs. Bradner, Smith & Co., of Chicago, to furnish the following quantities and qualities of paper at the figures set opposite:

FIRST CLASS.

1200 reams book paper, 25x38 inches, weighing not less than 50 pounds per ream.....	\$8 73½ per 100 lbs.
40 reams print paper, 25x38 inches, weighing not less than 40 pounds per ream.....	8 29 per 100 lbs.

Purchase of Paper — continued.

SECOND CLASS.

5000 sheets Crane's No. 21, glazed bond, 17x22 inches..	21 41	per 1000 sheets
15 reams granite cover, 20x25, weighing 49 pounds per ream.....	12 99	per 100 lbs.
200 reams double flat-cap, 17x28, weighing 28 pounds per ream.....	16 24	per 100 lbs.

September 18, of the present year, contracts were awarded to Bradner, Smith & Co., of Chicago, and F. H. Andrus, of Milwaukee, to furnish respectively the first and second classes of the following described paper at the prices set opposite:

FIRST CLASS.

1200 reams book paper, 25x38 inches, weighing 50 pounds per ream.....	6 89-100	cts per lb.
84 reams sized and super calendered book paper, 21x32 inches, weighing 40 pounds to the ream.....	10 37-100	cts per lb.
40 reams print paper, 25x38 inches, weighing 40 pounds to the ream.....	6 45-100	cts per lb.

SECOND CLASS.

8000 sheets Crane's No. 29 glazed bond paper, 17x22 inches.....	\$25 00	per M sheets.
50 reams record medium, 18x23 inches, weighing 40 pounds per ream.....	20	cts per lb.
20 reams granite cover, 20x15 inches, weighing 40 pounds per ream.....	11 25-100	cts per lb.
50 reams extra wove folio post, 17x22 inches, weigh- ing 28 pounds per ream.....	13 25-100	cts per lb.
200 reams extra wove double flat-cap, 17x28 inches, weighing 28 pounds per ream.....	13 25-100	cts per lb.
20 reams extra wove double flat-cap, 17x28 inches, weigh- ing 36 pounds per ream.....	13 25-100	cts per lb.

These lots of paper have not yet been delivered and do not, therefore, appear in the general exhibit of paper received during the the past fiscal year.

GEOLOGICAL PAPER.

On the fourth of January, 1878, a contract was entered into with Robert Wootton, of Madison, by our predecessors to furnish the necessary paper for use in printing the remaining volumes of the geological report. Four hundred and thirty [reams of sized and super-calendered paper, 28x43 inches in size, weighing ninety pounds to the ream, at fifteen cents per pound, have been received by us under this contract.

Statute Paper.

STATUTE PAPER.

The publication of the revised statutes necessitated the purchase by us of a special lot of superior quality of paper for use therein. Accordingly, the contract for furnishing twelve hundred reams of sized and super-calendered paper, 30x45 inches, weighing eighty pounds to the ream, at 8 94-100 cents per pound, was awarded to the Cleveland Paper Company, of Chicago, in accordance with law. This paper is now being consumed in the printing of the statutes.

Following is a general exhibit of paper handled by us during the year:

Description.	On hand Oct., 1877		Rec'd dur'g year.		Cons'd during year.		On hand Sept. 30, 1878.	
	Rms.	Qrs.	Rms.	Qrs.	Rms.	Qrs.	Rms.	Qr.
Book, 37x42.....	45	13	.....	.....	42	2	3	13
Book, 35x45.....	.....	.....	1,200	.....	.....	.....	1,200	.....
S. & S. C. Book, 28x42.....	140	.....	430	.....	140	.....	430	.....
Calendered Book, 25x38.....	2	.....	.....	.....	2	.....	.....	.....
Book, 25x38.....	886	.....	1,200	.....	993	13	1,092	3
Book, 21x32.....	40	14	.....	.....	36	.....	4	14
Print, 25x38.....	14	.....	40	.....	35	11	18	9
Medium, 18x24.....	30	.....	.....	.....	26	15	3	5
28 lb. Folio, 17x22.....	15	15	.....	.....	6	15	9	.....
20 lb. Folio, 17x22.....	29	10	.....	.....	6	10	23	.....
Double Flat-cap.....	20	.....	200	.....	173	.....	46	19
Foolscap, 13x16.....	96	.....	.....	.....	55	11	40	9
Granite Cover, 20x25.....	33	.....	15	.....	33	5	14	15
Bond, 17x22 and 16x24.....	14	16	10	8	15	.....	10	.....
Demy, 16x21.....	126	.....	.....	.....	56	.....	204	.....

All of which is respectfully submitted.

HANS B. WARNER, Secretary of State.

RICHARD GUENTHER, State Treasurer.

ALEX. WILSON, Attorney General.

Ex-officio Commissioners of Public Printing.

ERRATA.

- Page 18, line 5, for "Clinton," read "Clifton."
38, last line, for "Section 2 of Article VII." read "Section 2 of Article VIII."
59, first line under Members of Assembly, for "A. B. Barrows," read "A. R. Barrows."
64, line 5, for "J. R. Hudd," read "T. R. Hudd."
64, 24th line from bottom, for "Barry & Pettibone," read "Barney & Pettibone."
66, 5th line from bottom, after "John A. Neville," read "assistant post-master."
68, line 14, for "Bernard McGinly," read "Bernard McGinty."
69, 10th line, under Newspapers for Legislature, for "W. Z. Park & Co.," read "W. J. Park & Co."
70, 4th line from bottom, for "B. W. Luckow," read "B. W. Suckow."
73, line 6, for "Bunker & Froman," read "Bunker & Vroman."
77, line 1, for "Right," read "Light."
82, line 3, for "Allen J. Hicks," read "Allen & Hicks."
82, line 8, for "Mauston," read "Madison."
82, 10th line from bottom, for "Ed. E. Coe," read "Ed. D. Coe."
83, line 17, for "H. D. Farguharson," read "H. D. Farquharson."
84, line 15, for "C. E. Kibbe," read "E. C. Kibbe."
84, line 23, for "Juneau," read "Sturgeon Bay."
84, 17th line from bottom, for "W. S. Merrill," read "W. D. Merrill."
86, 22d line from bottom, for "Allen Z. Hicks," read "Allen & Hicks."
87, line 8, for "Hoskinsons & Follet," read "Hoskinson & Follet."
87, line 11, for "H. M. Hutchin," read "H. M. Kutchin."
87, line 14, for "T. Long," read "F. Long."
87, 10th line from bottom, for "J. N. Bundage," read "J. N. Brundage."
88, line 14, for "M. B. McCord," read "M. H. McCord."

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ANNUAL REPORT
OF THE
STATE TREASURER
OF THE
STATE OF WISCONSIN.
FOR THE
FISCAL YEAR ENDING SEPTEMBER 30, 1878.

OFFICE OF STATE TREASURER,
MADISON, October 10, 1878.

To his Excellency, WILLIAM E. SMITH,

Governor of the State of Wisconsin:

SIR: In accordance with the requirements of law, I have the honor respectfully to submit herewith the annual report of the receipts and disbursements of this office during the fiscal year ending September 30, 1878, exhibiting a full statement of the financial transactions of this department, and including also a detailed statement of the operations of the bank department.

RECEIPTS AND DISBURSEMENTS.

The balance to the credit of the different funds at the commencement of the fiscal year, October 1, 1877, were as follows:

General Fund.....	\$6,014 40	
School Fund.....	74,195 23	
School Fund Income.....	14,850 92	
Normal School Fund.....	45,056 84	
Normal School Fund Income.....	9,452 48	
Drainage Fund.....	4,828 25	
University Fund.....	1,567 62	
Agricultural College Fund.....	1,975 70	
Delinquent Tax Fund.....	1,977 29	
Deposit Fund.....	7,891 60	
St. Croix and L. S. R. R. Trespass Fund.....	95,927 08	
St. Croix and L. S. R. R. Deposit Fund.....	8,664 60	
Sturgeon Bay and Lake Michigan Canal Fund..	3,574 33	
North Wisconsin Railroad Aid Fund.....	1,148 36	
Commissioners Contingent Fund.....	173 78	
Allotment Fund.....	965 87	
Total balance.....		\$278,264 34
The receipt of the Treasury during the past year including the above balance, amount to.....		2,129,817 35
And the disbursements to.....		1,736,529 06
Leaving in the Treasury the sum of.....		\$403,288 29
To the credit of the following funds:		
General Fund.....	\$79,055 98	
School Fund.....	58,823 70	
School Fund Income.....	13,131 90	
Normal School Fund.....	33,290 88	
Drainage Fund.....	5,651 55	
University Fund.....	8,843 03	
Agricultural College Fund.....	12,338 93	
Delinquent Tax Fund.....	3,219 45	
Deposit Fund.....	7,782 76	
St. Croix and L. S. R. R. Trespass Fund.....	169,764 73	
St. Croix and L. S. R. R. Deposit Fund.....	8,264 60	
Sturgeon Bay and Lake Michigan Canal Fund.....	209 08	
North Wisconsin Railroad Aid Fund.....	1,907 86	
Greenbay and Minnesota Railroad Aid Fund.....	37 97	
Allotment Fund.....	965 87	
Total as above.....		\$403,288 29

The following statement exhibits the gross amount of the revenues of the state and of the several funds, and the disbursements thereof:

RECEIPTS.		
For General Fund.....	\$1,120,837 81	.....
School Fund.....	128,431 85	.....
School Fund Income.....	185,368 44	.....
Normal School Fund.....	90,735 45	.....
Normal School Fund Income.....	83,364 79	.....
Drainage Fund.....	15,720 04	.....
University Fund.....	14,200 41	.....
University Fund Income.....	64,116 32	.....
Agricultural College Fund.....	17,862 89	.....
Agricultural College Fund Income.....	17,326 31	.....
Delinquent Tax Fund.....	20,643 93	.....
Deposit Fund.....	312 53	.....
St. Croix & L. S. R. R. Trespass Fund....	82,184 13	.....
Sturgeon Bay & L. M. Canal Fund.....	4,665 36	.....
North Wis. R. R. Aid Fund.....	2,509 50	.....
Green Bay & Minn. R. R. Aid Fund.....	2,998 00	.....
Redemption Fund.....	181 46	.....
Commissioners' Contingent Fund.....	93 79	.....
Total receipts.....		\$1,851,553 01
Balance October 1, 1877.....		278,264 34
Grand total.....		\$2,129,817 35
DISBURSEMENTS.		
From General Fund.....	\$1,047,796 23	.....
School Fund.....	143,803 37	.....
School Fund Income.....	187,087 46	.....
Normal School Fund.....	102,501 41	.....
Normal School Fund Income.....	92,817 27	.....
Drainage Fund.....	14,896 74	.....
University Fund.....	6,925 00	.....
University Fund Income.....	64,116 32	.....
Agricultural College Fund.....	7,499 66	.....
Agricultural College Fund Income.....	17,326 31	.....
Delinquent Tax Fund.....	19,401 77	.....
Deposit Fund.....	421 37	.....
St. Croix & L. S. R. R. Trespass Fund..	8,346 48	.....
St. Croix & L. S. R. R. Deposit Fund...	400 00	.....
Sturgeon Bay & L. M. Canal Fund.....	8,030 61	.....
North Wis. R. R. Aid Fund.....	1,750 00	.....
Green Bay & Minn. R. R. Aid Fund...	2,960 03	.....
Redemption Fund.....	181 46	.....
Commissioners' Contingent Fund.....	267 57	.....
Total disbursements.....		\$1,726,529 06
Leaving in treasury, September 30, 1878.....		403,288 29
Total, as above.....		\$2,129,817 35

GENERAL FUND.

The revenue for the year has been derived from the following sources:

RECEIPTS.		
State tax, including tax raised from counties for the support of the state university, insane asylums, and industrial school for boys.....	\$648, 153 90	.....
Suit tax	5, 786 63	.....
Railway companies.....	379, 474 69	.....
Telegraph companies.....	2, 519 00	.....
Insurance companies (fire).....	33, 046 63	.....
Insurance companies (life).....	8, 846 98	.....
Plank and gravel roads.....	148 07	.....
Peddlers and show licenses.....	9, 351 84	.....
Penalty for nonpayment of interest on state and mortgaged lands.....	3, 979 13	.....
Penalty for trespass on state lands	1, 673 17	.....
Secretary of state, insurance fees collected.....	8, 781 25	.....
Secretary of state, ordinary fees collected.....	386 00	.....
Secretary of state, notarial fees collected.....	1, 930 00	.....
State treasurer, fees from land sales collected...	2, 268 50	.....
Sale of Marathon county lands.....	366 00	.....
Sundries.....	14, 126 02	.....
Total receipts.....		\$1, 120, 837 81
DISBURSEMENTS.		
SALARIES AND PERMANENT APPROPRIATIONS.		
Governor's office.....	\$7, 604 44	.....
Secretary of state's office.....	6, 078 87	.....
State treasurer's office.....	6, 132 76	.....
Attorney general's office.....	4, 208 31	.....
State superintendent's office.....	5, 650 00	.....
Superintendent of public property's office.....	2, 005 53	.....
State library.....	3, 162 71	.....
State historical society	8, 602 22	.....
Supreme court	23, 435 85	.....
Circuit courts.....	36, 750 00	.....
State university.....	42, 359 62	.....
State board of charities and reform	2, 810 42	.....
State board of health.....	3, 310 16	.....
Fish commission.....	7, 000 00	.....
School fund income	7, 088 36	.....
Railroad commission.....	4, 969 98	.....
Protecting state lands	5, 606 70	.....
Interest on state bonds	750 00	.....
Interest on state indebtedness.....	156, 660 00	.....
Wisconsin reports.....	2, 475 00	.....
		\$336, 660 93
LEGISLATIVE EXPENSES.		
Regular session	\$101, 250 28	.....
Extra session	6, 355 17	.....
Total		107, 605 45

General Fund — Disbursements — continued.

STATE PRISON AND CHARITABLE INSTITUTIONS.		
State Prison.....	\$6,000 00	.....
Hospital for Insane, Madison.....	109,689 11	.....
Northern Hospital for Insane, Oshkosh.....	119,443 27	.....
Institute for Education of Blind.....	15,135 00	.....
Institute for the Deaf and Dumb.....	25,375 00	.....
Industrial School for Boys.....	41,344 50	.....
Industrial School for Girls.....	3,654 00	.....
Soldiers' Orphans' Home.....	500 00	.....
		\$321,140 88
CLERKHIRE.		
Secretary of State's office.....	\$11,572 51	.....
State Treasurer's office.....	6,906 60	.....
Supt. of Public Property's office.....	1,500 00	.....
Land Department.....	14,788 74	.....
		\$34,767 85
COUNTY AGRICULTURAL SOCIETIES.		
Aggregate paid to counties	\$5,500 00	.....
		\$5,500 00
SPECIAL APPROPRIATIONS.....	\$30,826 11	.....
		\$30,826 11
MISCELLANEOUS.		
Labor about Capitol and Park.....	\$22,167 34	.....
Contingent expenses.....	16,961 09	.....
Publishing General Laws.....	16,040 70	.....
Publishing Local Laws.....	480 00	.....
Publishing and advertising forfeited state lands.	2,679 16	.....
Printing.....	17,134 31	.....
Paper.....	6,733 16	.....
Stationery.....	8,000 00	.....
Gas for Capitol Park.....	4,977 73	.....
Fuel.....	2,016 17	.....
Postage and box rent.....	3,312 64	.....
Revising statutes.....	18,179 22	.....
Militia.....	9,314 32	.....
Geological survey.....	9,000 00	.....
Geological report.....	17,972 45	.....
Governor's contingent fund.....	1,003 96	.....
Bounty on wild animals.....	9,734 00	.....
Superior Harbor protection.....	2,271 45	.....
Treasury agent's percentage on licenses.....	3,088 19	.....
State aid to high schools.....	25,921 70	.....
Real estate returns	1,476 98	.....
Capitol Park improvement.....	1,911 82	.....
Miscellaneous	10,918 62	.....
		\$211,295 01
Total disbursements.....		\$1,047,796 23

RECAPITULATION.

Balance in fund October 1, 1877.....	\$6,014 40	.....
Receipts.....	1,120,837 81	
Total.....		<u>\$1,126,852 21</u>
Disbursements.....	\$1,047,796 23	.....
Balance in fund September 30, 1878.....	79,055 98	.....
Total as above.....		<u>\$1,126,852 21</u>

The amounts due the several charitable, penal and other institutions of this state, on account of appropriations made to them in 1878, are as follows:

Wisconsin Hospital for Insane, Madison.....	\$31,241 24
Institute for the Blind.....	7,615 00
Institute for the Deaf and Dumb.....	12,500 00
Industrial School for Boys.....	13,850 00
Industrial School for Girls.....	11,346 00
Total.....	<u>\$76,552 24</u>

The following statement shows the amount due the state on September 30, 1878, on account of state tax:

St. Croix county.....	<u>\$704 50</u>
-----------------------	-----------------

the only county being in arrears.

The different railroad companies have very promptly paid their taxes, with the exception of the Wisconsin Central Railroad Co., which has failed to pay the second installment of their license fee or tax of the gross earnings for the year 1877, amounting to \$1,525-55. The West Wisconsin, now Chicago, Minneapolis and St. Paul Railway Company, has even paid the first installment of the tax for the year 1878, which is not due before February next.

The Green Bay & Minnesota Railroad Company is still indebted to the state for the second installment, due August 20, 1875, amounting to \$6,705.24. The collection of this tax is now in the hands of the attorney general.

STATE INDEBTEDNESS.

The debt of the state amounts to and is classified as follows:

To School Fund.....	\$1,559,700 00	.....
To Normal School Fund.....	515,700 00	.....
To University Fund.....	111,000 00	.....
To Agricultural College Fund.....	51,600 00	.....
Total.....		\$2,238,000 00
Bonds maturing in 1880.....	\$12,000 00	.....
Bonds maturing in 1886.....	1,000 00	.....
Bonds maturing in 1888.....	1,000 00	.....
		14,000 00
Currency certificates.....		57 00
Total indebtedness.....		\$2,252,057 00

INVESTMENTS.

The following is a statement of the investments made from the trust funds during the fiscal year:

FROM THE SCHOOL FUND.

School district No. 1, Stevens Point, Portage Co.	\$2,000 00	.....
Polk County.....	3,000 00	.....
Jackson County.....	20,000 00	.....
Town of Newport, Columbia County.....	1,500 00	.....
Rushford, Winnebago County.....	2,000 00	.....
Necedah, Juneau County.....	14,500 00	.....
Jt. Sch. Dist. No. 8. Town of Summit and Seven Mile Creek, Juneau Co.	300 00	.....
Sch. Dist. No. 7. Town of Lind, Waupaca Co.	400 00	.....
4. Town of Seymour, Outagamie County.....	1,000 00	.....
2. Town of Stanton, St. Croix County.....	500 00	.....
3. Town of Springfield, Marquette County.....	250 00	.....
2. Town of Salem, Pierce Co.	400 00	.....
2. Town of St. Joseph, St. Croix County.....	200 00	.....
Juneau County.....	7,500 00	.....
Jt. Sch. Dist. No. 3. Towns of Oregon and Mon- trose, Dane County.....	400 00	.....
Sch. Dist. No. 1. Town of Wood, Wood Co.	600 00	.....
Jt. Sch. Dist. No. 4. Towns of Lanark and Bue- navista, Portage County	150 00	.....

Investments from the School Fund — continued.

Sch. Dist. No. 3.	Town of Kaukauna, Outagamie County.....	428 00	.....
9.	Town of Seneca, Crawford County.....	417 00	.....
Jt. Sch. Dist. No. 2.	Towns of Adams and Easton, Adams County.....	325 00	.....
Wood County.....		7,500 00	.....
U. S. 4 per cent. bonds.....		75,000 00	.....
Jt. Sch. Dist No. 1.	Towns of Dallas, Barron County, and Sheridan, Dunn County.....	434 00	.....
Sch. Dist. No. 13.	Town of Mineral Point, Iowa County.....	350 00	.....
Wisconsin War bonds.....		3,000 00	.....
Sch. Dist. No. 17.	Town of Dodgeville, Iowa Co.	400 00	.....
2.	Town of Sherman, Dunn Co.	400 00	.....
1.	Town of Bailey Harbor, Door County.....	700 00	.....
			\$143,654 00

In accordance with chapter 155, laws of 1878, authorizing the commissioners of school and university lands to loan a portion of the trust funds of the state to the county of Burnett not to exceed \$20,000, said county has made application for said loan under the conditions, prescribed in said act; and a warrant for said amount was drawn on the treasury by the secretary of state on the 15th day of August, 1878. The county authorities however, failed to send the required receipt for said amount in time, to perfect the loan before the end of the fiscal year, and in consequence thereof, this loan does not appear in the statement of investments made during the fiscal year. The interest on said \$20,000, however, will be calculated from the date of the warrant.

Under chapters 118 and 340, laws of 1878, the commissioners of school and university lands were also authorized to loan a portion of the trust funds of the state to the city of New London, not to exceed \$25,000, and the authorities of said city of New London under these several laws, have made application for said loan on the conditions named in said acts. Among these conditions is one, that no money shall be paid to the said city of New London until \$20,000 of the bonds, issued by said city of New London in aid of the Green Bay and Lake Pepin Railroad, shall have been deposited with the state treasurer for cancellation, and such bonds to be paid at the rate of fifty cents upon the dollar of the principal of the bonds, and not before. This condition has been complied with by the city of New London, however not in time, to schedule said loan to the city of New London in the statement of investments made during the fiscal year.

FROM THE NORMAL SCHOOL FUND.

Sch. Dis. No. 1.	Town of Washington, Eau Claire county	\$400 00	.....
Jt. Sch. Dis. 4.	Towns of Lowell and Leeds, Columbia county	500 00	.....
9.	Towns of Porter and Dunkirk, R ck and Dane c unties. . .	475 00	.....
Sch. Dis. No. 3.	Town of Lincoln, Polk Co....	375 00	.....
8.	Town of Hillsborough, Vernon county.....	150 00	.....
3.	Town of Knowlton, Marathon county.....	200 00	.....
Albany city bonds.....		2,000 00	.....
City of La Crosse		40,000 00	.....
Iowa county.....		50,000 00	.....
Town of Princeton, Green Lake county		4,500 00	.....
Wood county		3,000 00	.....
Sch. Dist. No. 4.	Town of Black Brook, Polk co.	350 00	.....
1.	Town of Little Black, Taylor county.....	350 00	.....
			\$102,300 00

FROM THE UNIVERSITY FUND.

Sch. Dist. No. 1.	Town of Springville, Adams county.....	\$300 00	.....
2.	Town of Kinnickinnick, St. Croix county	600 00	.....
1.	Town of Fairchild, Eau Claire county.....	400 00	.....
2.	Town of Luck, Polk county	300 00	.....
8.	Town of Wausau, Marathon county.....	300 00	.....
7.	Town of Weston, Clark Co.	350 00	.....
Jt. Sch. Dist. No. 4.	Towns of Summit and Seven Mile Creek, Juneau Co.	250 00	.....
Sch. Dist. No. 3.	Town of Buffalo, Buffalo county.....	150 00	.....
3.	Town of Forest, Vernon Co.	300 00	.....
Jt. Sch. Dist. No. 8.	Towns of Eastman and Haney, Crawford county....	200 00	.....
2.	Towns of Rose and Springwater, Waushara county	300 00	.....
6.	Towns of Lincoln and Richfield, Adams county.....	200 00	.....
Sch. Dist. No. 5.	Town of Rose, Waushara county	75 00	.....
1.	Town of Worcester Chippewa county.....	1,500 00	.....
Jt. Sch. Dist. No. 7.	Town of Bloomfield, Waushara Co., and Wolf River, Winnebago county....	400 00	.....
Sch. Dist. No. 4.	Town of Luck, Polk Co....	150 00	.....
4.	Town of Sheridan, Dunn county	200 00	.....
Jt. Sch. Dist. No. 3.	Towns of Hartland and Salem, Pierce county.....	450 00	.....
Sch. Dist. No. 6.	Town of Alden, Polk Co....	400 00	.....
5.	Town of Maple Grove, Shawano county.....	100 00	.....
			\$6,925 00

FROM THE AGRICULTURAL COLLEGE FUND.

Sch. Dist. No. 4.	Town of Mount Hope, Grant county	\$700 00	.....
1.	Town of Jacksonport, Door county	500 00	.....
5.	Town of Whitewater, Walworth county.....	400 00	.....
4.	Town of Forest, Vernon county.....	200 00	.....
Jt. Sch. Dist. 9.	Towns of Forest, Union and Whitestown, Vernon county	300 00	.....
Sch. Dist. No. 3.	Town of Sun Prairie, Dane county.....	700 00	.....
7.	Town of Indiana, Juneau county.....	300 00	.....
6.	Town of Seneca, Wood county	200 00	.....
6.	Town of Taintor, Dunn county.....	168 66	.....
6.	Town of Martel, Pierce county	500 00	.....
1.	Town of Union, Rock county	840 00	.....
7.	Town of Maiden Rock, Pierce county.....	200 00	.....
17.	Town of Seneca, Crawford county.....	278 00	.....
Jt. Sch. Dist. 5.	Towns of Stanton and Star Prairie, St. Croix county ..	1,000 00	.....
Sch. Dist. No. 1.	Town of Westport, Dane county.....	1,000 00	.....
2.	Town of Pine Grove, Portage county.....	200 00	.....
			\$7,486 66

SECURITIES DEPOSITED BY INSURANCE COMPANIES.

BY THE NORTHWESTERN MUTUAL LIFE INSURANCE COMPANY.		
U. S. Registered bonds (deposit not changed dur- ing fiscal year).....		\$100,000 00
BY THE MADISON FIRE INSURANCE COMPANY.		
On deposit September 30, 1877, U. S. bonds depos- ited (not changed)	\$15,000 00	.....
City of Madison compromise bonds.....	5,000 00	.....
City of Madison compromise bonds.....	12,000 00	.....
Town of Sparta bonds to Chi. & N. W. R. R. Co....	10,000 00	.....
Town of Excelsior Sauk Co. bonds to Chi. & N. W. R. R. Co.	5,000 00	.....
Town of Lodi, Columbia Co. bonds to Chi. and N. W. R. R. Co.	3,000 00	.....
City of Madison enlargement bonds.....	13,000 00	.....
	\$63,000 00	.....
Bonds withdrawn during the year: City of Mad- ison enlargement bonds	13,000 00	.....
		\$50,000 00
City of Madison compromise bonds deposited dur- ing fiscal year.....	\$5,000 00	5,000 00
Total.....		55,000 00
BY THE HEKLA FIRE INSURANCE COM- PANY.		
Bonds and mortgages on real estate on deposit September 30, 1877.....	\$50,200 00	.....
Deposited during fiscal year.....	1,100 00	.....
Total.....		51,300 00

MISCELLANEOUS DEPOSITS.

DAVID BULLEM, company "K," 5th Regiment Wisconsin Volunteer Infantry—		
1 U. S. 10-40 bond, with coupons, since March, 1866	\$100 00	.....
1 U. S. 10-40 bond, with coupons, since March, 1866	50 00	.....
Deposit certificate of M. von Baumbach, Milwaukee.....	50 00	.....
Currency	42 70	.....
Total		\$242 70
CHARLES HENRICH, company "D," 32d Regiment Wisconsin Volunteer Infantry —		
Currency		\$93 00
FRED. KIRSCHENBELER, company "F," 21st Regiment Wisconsin Volunteer Infantry —		
1 U. S. 10-40 bond, with coupons, since March, 1866	\$100 00	.....
Currency	16 28	.....
Total.....		\$116 28
MARY ANN PIERSON —		
Volunteer aid fund, draft for.....		\$5 00
HARRIET C. KNOX —		
Volunteer aid fund, draft for.....		\$3 67
HEIRS OF GEO. MOREHEAD, late company "K," 40th Regiment Wisconsin Volunteer Infantry —		
Currency		\$53 05
JAMES TOWLE, late company "G," 16th Regiment Volunteer Infantry (an insane soldier) —		
Currency		\$87 20

SECURITIES.

Statement of the securities belonging to the several trust funds, on hand September 30, 1878:

SCHOOL FUND.

STATE OF WISCONSIN — DUPLICATE CERTIFICATES OF INDEBTEDNESS.

No. 1, dated June 1, 1866	\$1,394,900 00
No. 6, dated March 31, 1868	89,000 00
No. 8, dated June 5, 1868	18,000 00
No. 9, dated September 23, 1868.....	32,800 00
No. 11, dated March 31, 1869.....	25,000 00
Total.....	\$1,559,700 00
Wisconsin war bonds	3,000 00
U. S. 4 per cent registered bonds.....	75,000 00
Milwaukee city registered water work bonds	170,000 00
Total.....	\$1,807,700 00

NORMAL SCHOOL FUND.

STATE OF WISCONSIN — DUPLICATE CERTIFICATES OF INDEBTEDNESS.

No. 2, issued June 1st, 1866	346,000.00
No. 5, issued June 28th, 1867	35,500.00
No. 7, issued March 31st, 1868	42,000.00
No. 10, issued September 23, 1868	25,000.00
No. 12, issued March 31st, 1869	25,000.00
No. 16, issued December 30th, 1869	3,600.00
No. 18, issued April 12th, 1870	3,000.00
No. 20, issued February 20th, 1872	33,100.00
No. 25, issued December 7, 1874	3,100.00
	<hr/>
Milwaukee City registered waterwork bonds	\$515,700.00
Albany City Water Stock Coupon Bonds	160,000.00
Coupon Bonds, Town of Troy, St. Croix Co., on hand September 30, 1877	2,000.00
	<hr/>
Bonds paid January 30, 1878	\$2,700
	700
<i>Bonds on hand September 30, 1878</i>	<hr/>
	\$2,000 00
Coupon Bonds, Town of Kinnickinnick, St. Croix Co., on hand September 30, 1877	\$2,100
Bonds paid January 25, 1878	300
<i>Bonds on hand September 30 1878</i>	<hr/>
	1,800 00
Coupon Bonds, Town of Clifton, Pierce Co., on hand September 30, 1877	\$2,500
Bonds paid January 26, 1878	500
<i>Bonds on hand September 30, 1878</i>	<hr/>
	2,000 00
Coupon Bonds, Town of River Falls, Pierce Co., on hand September 30, 1877	\$7,000
<i>Bonds on hand September 30, 1878</i>	<hr/>
	7,000 00
 Total	 <hr/> <hr/>
	\$690,500 00

UNIVERSITY FUND.

STATE OF WISCONSIN — DUPLICATE CERTIFICATES OF INDEBTEDNESS.

No. 3, issued June 1, 1866	\$96,000 00
No. 4, issued September 30, 1866	5,000 00
No. 13, issued March 31, 1869	10,000 00
	<hr/>
Total	\$111,000 00
Coupon bonds Dane county on hand Sept. 30, 1877	\$16,000
Bonds paid December 31, 1877	1,500
<i>Bonds on hand September 30, 1878</i>	<hr/>
	14,500 00
Milwaukee city registered water work bonds	10,000 00
	<hr/>
Total	<hr/> <hr/>
	\$135,500 00

AGRICULTURAL COLLEGE FUND.

STATE OF WISCONSIN — DUPLICATE CERTIFICATE OF INDEBTEDNESS.

No. 14, issued March 31st, 1869.	\$ 3,000.00
No. 15, issued December 30th, 1869.....	27,600.00
No. 17, issued April 12, 1870.....	2,000.00
No. 19, issued July 5, 1870.....	1,000.00
No. 21, issued March 20, 1872.....	6,000.00
No. 22, issued April 28, 1872.....	6,000.00
No. 23, issued September 7, 1872.....	5,000.00
No. 24, issued August 1, 1874.....	1,000.00
	<hr/>
	\$51,600.00
Coupons Bonds, Dane County.....	4,500.00
Milwaukee City registered waterwork bond.....	10,000.00
	<hr/>
Total.....	<u>\$66,100.00</u>

There is further on hand a note of C. Robinson, for \$429, given in 1873, for a forfeited mortgage on school lands, and having matured June 1, 1878. This note and the interest due have not been paid; protest waived by the indorser. No process at law has as yet been entered, as Mr. Robinson promised to pay the note during the year.

JOHNSON ENDOWMENT FUND TO THE STATE UNIVERSITY.

The full amount of this endowment, with \$5,000, has been during the year paid in two promissory notes made by Victor P. Lawson and John Anderson, of Chicago, and indorsed by Mr. John A. Johnson to the treasurer of the University. Both notes bear interest at the rate of ten per cent. per annum, and \$250, the first interest due on said notes has been promptly paid.

WEST WISCONSIN RAILROAD LICENSE FUND.

In accordance with the provisions of chapter 245 of the laws of 1877, entitled "an act to distribute more equally the burdens of taxation in certain counties in the state;" the West Wisconsin, now "Chicago, Minneapolis and St. Paul Railway Company," has prepared a duly certified statement or list of the lands owned by said railroad company in each of the several counties wherein said lands

are located, and which are exempt from taxation, on the first day of August, 1878. Such statement was duly transmitted to this office and filed, as required by law, and in accordance therewith the proper amounts apportioned to the several counties, such apportionment being at the rate of $2\frac{1}{2}$ cents per acre upon the lands of said company so exempt from taxation.

The following is a statement of the number of acres reported for each county, and the amount apportioned to such county:

St. Croix county on	15,827.96 acres at $2\frac{1}{2}$ cents per acre.....	\$395 69
Dunn..... do	101,191.51 do do	2,529 79
Pepin..... do	13,315.36 do do	332 88
Buffalo do	16,564.47 do do	414 11
Eau Claire. do	69,932.26 do do	1,748 30
Chippewa.. do	41,671.84 do do	1,041 79
La Crosse.. do	3,320.51 do do	83 01
Monroe do	29,236.79 do do	730 91
Juneau do	1,586.91 do do	39 67
Wood..... do	559.29 do do	13 98
Jackson ... do	112,690.35 do do	2,817 26
Clark do	35,475.75 do do	886 89
Total	<u>441,373.00</u>	<u>\$11,034 28</u>

RECEIPTS, PAYMENTS AND STATEMENTS

IN DETAIL.

GENERAL FUND RECEIPTS.

STATE TAX.		
Adams.....	\$2,060	49
Ashland.....	1,424	01
Barron.....	1,760	59
Bayfield.....	878	63
Brown.....	11,976	85
Buffalo.....	3,297	48
Burnett.....	898	93
Calumet.....	5,584	04
Chippewa.....	12,954	65
Clark.....	4,263	47
Columbia.....	16,846	70
Crawford.....	5,193	86
Dane.....	37,338	41
Dodge.....	25,600	63
Door.....	1,559	29
Douglass.....	926	60
Dunn.....	5,045	78
Eau Claire.....	8,215	54
Fond du Lac.....	27,544	61
Grant.....	22,016	00
Green.....	15,576	82
Green Lake.....	8,175	22
Iowa.....	13,967	87
Jackson.....	3,314	16
Jefferson.....	17,743	89
Juneau.....	4,262	69
Kenosha.....	10,324	16
Kewaunee.....	1,847	20
La Crosse.....	11,699	42
La Fayette.....	12,159	33
Lincoln.....	1,790	09
Manitowoc.....	13,109	78
Marathon.....	3,915	85
Marquette.....	2,440	71
Milwaukee.....	82,923	75
Monroe.....	7,176	69
Oconto.....	9,477	51
Outagamie.....	12,209	67
Ozaukee.....	5,838	88
Pepin.....	1,437	94
Pierce.....	6,285	37
Polk.....	3,383	55
Portage.....	5,257	61
Racine.....	16,741	37
Richland.....	5,972	67
Rock.....	32,240	83

Receipts, Payments and Statements — continued.

GENERAL FUND RECEIPTS.

STATE TAX — <i>continued.</i>		
St. Croix	\$6,529 40	
Sauk	13,452 57	
Shawano	2,599 79	
Sheboygan	14,807 39	
Taylor	1,311 46	
Trempealeau	3,975 44	
Vernon	8,862 74	
Walworth	20,688 32	
Washington	11,133 10	
Waukesha	22,793 32	
Waupaca	6,850 91	
Waushara	3,370 10	
Winnebago	24,060 63	
Wood	3,059 14	
Total		\$648,153 90
SUIT TAX.		
Aggregate collected from the several counties		5,786 63
RAILROAD TAX OR LICENSE FEE.		
<i>On Gross Earnings for 1875.</i>		
Mineral Point Railroad Company	\$1,048 25	
<i>On Gross Earnings for 1877.</i>		
Chicago, Milwaukee & St. Paul R. R. Co.	194,687 02	
Chicago & Northwestern R'y Co.	122,908 27	
West Wisconsin R'y Co.	28,033 76	
Western Union R'y Co.	16,420 21	
Wisconsin Central R. R. Co.	1,525 55	
Mineral Point R. R. Co.	1,014 92	
Prairie du Chien & McGregor R'y Co.	948 15	
Green Bay & Minn. R. R. Co.	1,233 00	
Sheboygan & Fond du Lac R'y Co.	392 00	
Mil., Lake Shore & Western R'y Co.	918 16	
Pine River Valley & Stevens Point R'y Co.	80 00	
<i>On Gross Earnings for 1878.</i>		
Chi., Minne. & St. P., formerly West. Wis. R'y Co.	10,265 40	
Total		379,474 69
The following railroad companies are still delinquent:		
Green Bay & Minn. R. R. Co., tax of 1875	\$6,705 24	
Wisconsin Central R. R. Co. tax of 1877	1,525 55	
Total	\$8,230 79	

Receipts, Payments and Statements—continued.

GENERAL FUND RECEIPTS.

PLANK AND GRAVEL ROAD TAX.		
Milwaukee & Green Bay Plankroad Co.....	\$9 00	.....
Sheboygan & Plumet Plankroad Co.....	43 76	.....
Fond du Lac Gravel Road Co.....	40 14	.....
Milwaukee & Brookfield Turnpike Co.....	24 91	.....
Milwaukee & Janesville Plankroad Co.....	30 26	.....
		\$148 07
TELEGRAPH COMPANIES LICENSES.		
Northwestern Telegraph Co.....	\$2,233 00	.....
Western Union Telegraph Co.....	286 00	.....
		\$2,519 00
INSURANCE COMPANIES.		
FIRE.		
American Central Ins. Co., St. Louis.....	\$123 63	.....
Atlantic F. & M. Ins. Co., Providence, R. I....	23 68	.....
Amity Ins. Co., N. Y.....	16 78	.....
Ætna Fire Ins. Co., Hartford Conn.....	1,178 56	.....
American Fire Ins. Co., Philadelphia.....	230 94	.....
American Ins. Co., Chicago.....	1,581 10	.....
Allemania Fire Ins. Co., Pittsburg, Pa.....	120 84	.....
Atlantic Fire Ins. Co., New York.....	126 06	.....
Amazon Fire Ins. Co., Cincinnati, O.....	135 33	.....
Arctic Fire Ins. Co., New York.....	25 95	.....
Buffalo German Ins. Co., Buffalo, N. Y.....	55 52	.....
British American Fire Ins. Co., Toronto, Ont...	363 17	.....
Buffalo Fire Ins. Co., Buffalo, N. Y.....	150 27	.....
Commercial Ins. Co., New York.....	11 18	.....
Commonwealth Ins. Co., Boston, Mass.....	77 68	.....
Citizens' Ins. Co., St. Louis, Mo.....	43 70	.....
Commerce Ins. Co., Albany, N. Y.....	19 06	.....
Concordia Ins. Co., Milwaukee, Wis.....	924 15	.....
Connecticut Fire Ins. Co., Hartford, Conn.....	136 77	.....
Continental Fire Ins. Co., New York.....	1,263 39	.....
Commercial Union Ass. Co., London, Eng.....	304 07	.....
Detroit Fire and Marine Ins. Co., Detroit, Mich.	73 27	.....
Equitable F. & M. Ins. Co., Providence, R. I....	23 68	.....
Elliott Ins. Co., Boston, Mass.....	22 26	.....
Exchange Fire Ins. Co., New York.....	2 74	.....
Fairfield Fire Ins. Co., Norwalk, Conn.....	38 44	.....
Firemen's Ins. Co., Newark, N. J.....	73 06	.....
Firemen's Ins. Co., Boston, Mass.....	19 26	.....
Firemen's Fund Ins. Co., New York.....	65 04	.....
Faneuil Hall Ins. Co., Boston, Mass.....	100 87	.....
Franklin Ins. Co., St. Louis, Mo.....	72 89	.....
Farragut Fire Ins. Co., New York.....	9 69	.....
Franklin Ins. Co., Philadelphia.....	424 97	.....

Receipts, Payments and Statements — continued.

GENERAL FUND RECEIPTS.

INSURANCE COMPANIES—continued.

FIRE—continued.

Firemen's Fund Ins. Co., San Francisco.....	\$212 95	.....
Fire Ins. Association, New York.....	453 18	.....
German Ins. Co., Freeport, Ill.....	280 09	.....
Glen Falls Fire Ins. Co., Glen Falls, N. Y.....	175 24	.....
Germania Ins. Co., New York.....	437 12	.....
Germantown Farm. Mut. Ins. Co., Ger n't'n, Wis	634 99	.....
German American Fire Ins. Co., New York.....	582 68	.....
German American Ins. Co., Philadelphia.....	37 64	.....
Girard Fire Ins. Co., Philadelphia.....	250 67	.....
Hudson Ins. Co., Jersey City, N. J.....	56 66	.....
Home Ins. Co., New York.....	6 46	.....
Humboldt Ins. Co., Newark, N. J.....	45 76	.....
Hekla Fire Ins. Co., Madison, Wis.....	960 17	.....
Hartford Fire Ins. Co., Hartford, Conn.....	1, 153 15	.....
Home Ins. Co., New York.....	1,938 65	.....
Hamburg & Bremen Ins. Co., Hamburg.....	90 90	.....
Hanover Fire Ins. Co., New York.....	437 12	.....
Herman Farm. Mut. Fire Ins. Co., Woodl'nd, Wis	265 60	.....
Hoffman Fire Ins. Co., New York.....	18 95	.....
Howard Fire Ins. Co., New York.....	19 87	.....
Hartford Steam Boiler Insp. Co. Hartford, Conn.	70 44	.....
Home Ins. Co., Columbus, Ohio.....	101 46	.....
Imperial Fire Ins. Co., London, Eng.....	149 66	.....
Insurance Co. North America, Philadelphia....	1,355 79	.....
Insurance Co. of Pennsylvania, Philadelphia....	77 48	.....
Irving Ins. Co., New York.....	41 75	.....
London Assurance Co., London, Eng.....	116 11	.....
Lycoming Ins. Co., Muncy, Pa.....	281 14	.....
Lancashire Fire Ins. Co., Manchester, Eng.....	179 56	.....
Lamar Fire Ins. Co., New York.....	76 22	.....
Liverpool & Lond. Globe Ins. Co., Liverp'l, Eng	335 38	.....
Lorillard Fire Ins. Co., New York.....	58 89	.....
La Caisse Générale Ins. Co., Paris.....	55 03	.....
Mercantile Mutual Ins. Co., New York.....	504 68	.....
Millville Mut. F. & Mar. Ins. Co., N. J.....	301 04	.....
Mississippi Valley Ins. Co. Memphis, Tenn.....	70 65	.....
Merchants' Ins. Co., Providence, R. I.....	23 68	.....
Merchants' Ins. Co., Newark, N. J.....	218 37	.....
Madison Fire Ins. Co., Madison.....	279 43	.....
Mil. Mech. Mut. Ins. Co., Milwaukee.....	1,904 38	.....
Meriden Fire Ins. Co., Meriden, Conn.....	79 29	.....
Mercantile Mutual Fire Ins. Co., Cleveland, Ohio	24 79	.....
Mech. & Traders Fire Ins. Co., New York.....	113 96	.....
Manhattan Fire Ins. Co., New York.....	202 38	.....
Manuf. Fire & Mar. Ins. Co. Boston, Mass.....	99 43	.....

Receipts, Payments and Statements — continued.

GENERAL FUND RECEIPTS.

INSURANCE COMPANIES — continued.	
FIRE — continued.	
New York Cent. Ins. Co., Union Springs, N. Y.	\$25 70
New York City Ins. Co., New York	5 60
Northwestern National Ins. Co., Milwaukee	1,222 08
National Fire Ins. Co., Hartford, Conn.	126 51
North British and Mercant. Ins. Co. Lond., Eng.	676 17
Niagara Fire Ins. Co., Niagara Falls, N. Y.	263 84
Northern Ins. Co., Watertown, N. Y.	98 99
New Hampshire Fire Ins. Co., Manchester, N.H.	18 84
Northern Assurance Co., London, G. B.	149 66
Orient Mutual Ins. Co., New York	90 66
Orient Ins. Co., Hartford, Conn.	173 30
Pacific Mutual Ins. Co., New York	153 45
Phoenix Ins. Co., Brooklyn, N. Y.	1,290 90
Providence Washington Ins. Co., Prov., R. I.	240 15
Phoenix Ins. Co., Hartford, Conn.	935 93
Prescott Ins. Co., Boston, Mass.	47 52
Penn Fire Ins. Co., Philadelphia	488 33
People's Fire Ins. Co., Newark, N. J.	126 18
Queens Ins. Co., Liverpool, Eng.	305 54
Resolute Fire Ins. Co., New York	23 33
Rochester Germ. Fire Ins. Co., Rochester, N. Y.	67 33
Roger Williams Ins. Co., Providence, R. I.	121 58
Revere Fire Ins. Co., Boston, Mass.	30 71
Royal Canadian Ins. Co., Montreal, Can.	160 08
Reading Fire Ins. Co., Reading, Pa.	7 86
Royal Ins. Co. Liverpool, G. B.	432 81
Star Fire Ins. Co., New York	27 89
Scottish Com. Ins. Co., Glasgow, Eng.	205 68
Standard Fire Ins. Co., Trenton, N. J.	75 53
Shawmut Ins. Co., Boston, Mass.	58 24
Shoe and Leather Ins. Co., Boston, Mass.	72 92
Safeguard Ins. Co., New York	17 60
Security Ins. Co., New Haven, Conn.	170 78
Standard Fire Ins. Co., New York	46 32
St. Nicholas Fire Ins. Co., New York	25 80
St. Paul Mar. and Fire Ins. Co., St. Paul, Minn.	780 16
Springfield F. & M. Ins. Co., Springfield, Mass.	487 32
St. Joseph Fire & Mar. Ins. Co., St. Joseph, Mo.	56 74
Trade Ins. Co., Camden, N. J.	19 49
Toledo Fire and Mar. Ins. Co., Toledo, O.	25 23
Traders' Ins. Co., Chicago, Ills.	136 04
Union Mut. Hall Ins. Co., Princeton, Wis.	2 44
Union Ins. Co., Philadelphia	42 48

Receipts, Payments and Statements — continued.

GENERAL FUND RECEIPTS.

INSURANCE COMPANIES — continued.

FIRE — continued.

Vernon Co. Scand. Fire Ins. Co., Viroqua, Wis.....	\$10 40	.....
Washington Fire and Mar. Ins. Co., Boston, Mass....	19 16	.....
Westchester Fire Ins. Co., New Rochelle, N. Y.....	218 94	.....
Watertown Fire Ins. Co., Watertown, N. Y.....	439 75	.....
Williamsburg City Fire Ins. Co., Williamsburg, N. Y.	31 69	.....
Western Ass. Co., Toronto, Can.....	167 16	.....
Total		\$33,046 63

LIFE.

Ætna Life Ins. Co., Hartford.....	\$300 00	.....
Continental Life Ins. Co., Hartford.....	300 00	.....
Conn. Mutual Life Ins. Co., Hartford.....	300 00	.....
Equitable Life Ins. Co., New York.....	300 00	.....
Germania Life Ins. Co., New York.....	300 00	.....
Home Life Ins. Co., Brooklyn, N. Y	300 00	.....
Mass. Mut Life Ins. Co., Springfield, Mass.....	300 00	.....
Mutual Life Ins. Co., New York.....	300 00	.....
Manhattan Life Ins. Co., New York.....	300 00	.....
Mut. Benefit Life Ins. Co., Newark, N. J.....	300 00	.....
Nat. Life Ins. Co., of America, Chicago, Ill.....	300 00	.....
Northwestern Mut. Life Ins. Co., Milwaukee.....	2,546 98	.....
New York Life Ins. Co., New York.....	300 00	.....
New England Life Ins. Co., Boston	300 00	.....
Phoenix Mutual Life Ins. Co., Hartford.....	300 00	.....
Penn. Mutual Life Ins. Co., Philadelphia.....	300 00	.....
Provid. Savings Life Ins. Co., New York.....	300 00	.....
Railway Pass. Ass. Co., Hartford.....	300 00	.....
Travelers' Ins. Co., Hartford	300 00	.....
Union Mut. Life Ins. Co., Augusta, Me.....	300 00	.....
U. S. Life Ins. Co., New York.....	300 00	.....
Washington Life Ins. Co., New York.....	300 00	.....
Total		\$8,846 98

MISCELLANEOUS.

Sale of Marathon County lands.....	\$366 00	.....
Income and trespass penalty.....	5,652 30	.....
Peddler and snow licenses	9,351 84	.....
Secretary of State, Ins., and other fees collected.....	9,167 25	.....
Secretary of State, notarial fees	1,930 00	.....

Receipts, Payments and Statements — continued.

GENERAL FUND RECEIPTS.

MISCELLANEOUS — continued.		
Bank Department, printing and publishing bank reports.....	\$50 55	.....
Sale of public documents	605 40	.....
Sale of Wis. Supr. Crt. reports	12,618 00	.....
Refunded by E. G. Funke	20 00	.....
Transfer from Commiss. Contgt. Fund.....	241 07	.....
State Treasurer, fees from land sales	2,268 50	.....
Governor, fees from Comm. out of state.....	346 00	.....
Refunded by E. B. Bolens.....	89 30	.....
U. S. transportation Rfd.....	155 70	\$42,861 91
Total Receipts.....	.....	\$1,851,553 01

GENERAL FUND DISBURSEMENTS.

SALARIES OF STATE OFFICERS AND PERMANENT APPROPRIATIONS.		
Executive office.....	\$7,604 44	.....
Secretary of State's office.....	6,078 87	.....
State Treasurer's office.....	6,132 76	.....
Attorney General's office	4,208 31	.....
State Superintendent's office.....	5,500 00	.....
Annual appropriation for books.....	150 00	.....
Supt. of Public Prop.'s office	2,005 58	.....
		\$31,679 91
SUPREME COURT.		
Salaries of judges.....	\$19,277 80	.....
Reporter	2,105 55	.....
Clerk	624 50	.....
Crier.....	228 00	.....
Secretary	1,200 00	.....
		\$23,435 85
CIRCUIT COURTS.		
Salaries of judges	\$36,750 00	.....
		\$36,750 00
HISTORICAL SOCIETY.		
Annual appropriation... ..	\$5,000 00	.....
Secretary	1,600 00	.....
Librarian	1,200 00	.....
Asst. Librarian	780 00	.....
Engraving.....	22 22	.....
		\$8,602 22

Receipts, Payments and Statements — continued.

GENERAL FUND DISBURSEMENTS.

STATE LIBRARY.		
Librarian	\$1,625 00	.....
Books	1,537 71	.....
		\$3,162 71
State board of charities and reform		2,810 42
State board of health		3,310 16
Fish commission		7,000 00
Railroad commission		4,969 98
Protecting state lands		5,606 70
Tax for state university		42,359 62
School fund income		7,088 36
Wisconsin reports		2,475 00
INTEREST ON STATE INDEBTEDNESS.		
On state bonds	\$750 00	.....
On indebtedness to trust funds	156,660 00	.....
		\$157,410 00
STATE PRISON AND BENEVOLENT INSTITUTIONS.		
<i>State Prison —</i>		
Balance of appropriation	\$6,000 00	.....
		6,000 00
<i>Hospital for Insane, Madison —</i>		
Current expenses	\$22,730 76	.....
Assessed on counties	66,558 35	.....
Improvements	20,400 00	.....
		109,689 11
<i>Northern Hospital for Insane, Oshkosh —</i>		
Current expenses	\$76,880 00	.....
Assessed on counties	42,563 27	.....
		119,443 27
<i>Institute for the Blind —</i>		
Current expenses	\$14,180 00	.....
Improvements	500 00	.....
Furniture	455 00	.....
		15,135 00
<i>Institute for the Deaf and Dumb —</i>		
Current expenses	\$25,375 00	.....
		25,375 00
<i>Soldiers' Orphans' Home —</i>		
Balance appropriation	\$500 00	.....
		\$500 00
<i>Industrial School for Boys —</i>		
Current expenses	\$27,550 50	.....
Assessed on counties	10,194 00	.....
Improvements	3,600 00	.....
		\$41,344 50
<i>Industrial School for Girls —</i>		
Building	\$3,654 00	.....
		3,654 00
AGRICULTURAL SOCIETIES.		
Aggregate paid to counties	\$5,500 00	.....
		5,500 00

Receipts, Payments and Statements — continued.

GENERAL FUND DISBURSEMENTS.

LEGISLATIVE EXPENSES.		
REGULAR SESSION — <i>Senate.</i>		
Salaries	\$11,900 00	.....
Mileage	850 40	.....
Employees	11,546 37	.....
		\$24,296 77
<i>Assembly.</i>		
Salaries	\$35,350 00	.....
Mileage	2,654 20	.....
Employees	14,709 50	.....
		\$52,713 70
<i>Joint Expenses.</i>		
Printing	\$4,764 83	.....
Newspapers	2,788 85	.....
Gas	1,333 62	.....
Postage	3,799 00	.....
Legislative Manual	7,244 51	.....
Joint employees	749 00	.....
State prison investigation	50 00	.....
Stationery	485 00	.....
Joint Committee on revised statutes	3,025 00	.....
		\$24,239 81
EXTRA SESSION — <i>Senate.</i>		
Mileage	791 60	.....
Employees	264 60	.....
		\$1,055 60
<i>Assembly.</i>		
Mileage	\$2,689 90	.....
Employees	412 00	.....
		3,101 90
<i>Joint Expenses.</i>		
Printing	\$92 47	.....
Newspapers	2,068 00	.....
Gas	37 20	.....
		\$2,197 67
SPECIAL APPROPRIATIONS.		
School Dist. No. 8, Highland, Ch. 152, L. 1878	\$114 80	.....
Babette Silverfriend..... " 38, " 1878	35 00	.....
Dennis Phelan..... " 76, " 1878	45 00	.....
Thos. B. Rogers..... " 151, " 1878	8 68	.....
Elias. A. Calkins..... " 295, " 1878	4,200 22	.....
State Agricultural Society..... " 44, " 1878	2,000 00	.....
North. Wis. Agr. & Mech. Ass.. " 48, " 1878	1,000 00	.....
Dodge county..... " 54, " 1878	798 50	.....
Hugh Lewis..... " 108, " 1878	175 00	.....
Peter Swenson..... " 81, " 1878	180 00	.....

Receipts, Payments and Disbursements — continued.

GENERAL FUND DISBURSEMENTS.

SPECIAL APPROPRIATIONS — continued.		
Green Lake county.....	Ch. 313, L. 1878	\$625 40
Mineral Point R. R. Co.....	" 39, " 1878	3,431 74
D. K. Tenney	" 130, " 1872	90 00
Moses M. Strong	" 2, " 1878	1,125 00
Moses M. Strong	" 144, " 1878	2,412 17
Robert Parker.....	" 198, " 1878	121 00
Treas Board of Regt. of N. Sch.	" 18, " 1871	2,000 00
C. & G. Miriam.....	" 132, " 1878	1,400 00
Juneau county.....	" 245, " 1877	79 34
Pepin county.....	" 245, " 1877	711 21
Eau Claire county	" 245, " 1877	1,748 30
Clark county	" 245, " 1877	886 89
La Crosse county.....	" 245, " 1877	83 01
Chippewa county	" 245, " 1877	1,041 79
Monroe county.....	" 245, " 1877	730 91
Jackson county.....	" 245, " 1877	2,817 26
Buffalo county.....	" 245, " 1877	414 11
Dunn county	" 245, " 1877	2,529 79
Wood county	" 245, " 1877	20 99
		\$30,826 11
CLERK HIRE.		
Secretary of State's office.....		\$11,572 51
State Treasurer's office		6,906 60
Supterintendent Public Property's office.....		1,500 00
Land department.....		14,788 74
		\$34,767 85
MISCELLANEOUS.		
Labor about capitol and park.....		\$22,167 34
Contingent expenses		16,961 09
Publishing general laws.....		16,040 70
Publishing local laws		480 00
Publishing and advertising.....		1,453 68
Advertising forfeited state lands		1,225 48
Printing.....		17,134 31
Paper		6,733 16
Stationery		8,000 00
Gas for capitol and park.....		4,977 73
Fuel.....		2,016 17
Postage and box rent.....		3,312 64
Revising statutes, paper, printing, etc.....		18,179 22
Militia		9,314 32
Geological survey.....		9,000 00
Geological report		17,972 45
Governor's contingent fund.....		1,003 96
Bounty on wild animals		9,734 00
Superior harbor protection		2,271 45
Treasury agent percentage on licenses.....		3,088 19
State aid to high schools		25,921 70
Real estate returns		1,476 98

Receipts, Payments and Statements — continued.

GENERAL FUND DISBURSEMENTS.

MISCELLANEOUS — continued.		
Board of State Examiners	\$137 05	.....
Board of Equalization	70 00	.....
Capitol Park improvement	1,911 82	.....
Expenses of Judiciary Commission	252 35	.....
Expenses of Text-book Commission	66 70	.....
Expenses of investigating D. and D. Inst.	820 17	.....
Commission to test steam-wagons	325 95	.....
Capitol water-works	1,830 47	.....
A. L. Spofford, fee for copyright Supreme Court Reports	1 00	.....
St. V. Shipman, judgment against state	7,124 30	.....
REFUNDED.		
E. A. Cheseboro, penalty refunded	1 62	.....
Mich. Gottchalk, peddler's license refunded	20 25	.....
John Stock, peddler's license refunded	20 25	.....
B. F. Fay, pen. and adv. on err. sale refunded	5 72	.....
B. F. Fay, int. on err. sale, refunded	1 99	.....
Geo. Neeves, pen. and adv. refunded	12 88	.....
Jno. Preuss, peddler's license refunded	20 25	.....
Robert Monteith, fees refunded	2 00	.....
John H. Loper, fees refunded	1 50	.....
Albert Bushman, fees refunded	3 00	.....
F. G. Seeger, fees refunded	1 50	.....
H. H. Everts, special tax refunded	105 12	.....
Wm. H. Phipps, fees and interest refunded	2 13	.....
E. P. Finch, fees refunded	4 50	.....
John B. Gigot, fees refunded	1 50	.....
Geo. Baldwin, on err. sale of Marath. lands	81 90	.....
G. W. Wakefield, fees refunded	3 00	.....
N. A. Spoonam, pen. refunded	1 52	.....
		\$211,295 01
Total disbursements		\$1,047,796 23
RECAPITULATION.		
Salaries of state officers	31,679 91	.....
Supreme Court	23,435 85	.....
Circuit Courts	36,750 00	.....
Historical Society	8,602 22	.....
State Library	3,162 71	.....
State Board of Charities and Reform	2,810 42	.....
State Board of Health	3,310 16	.....
Fish Commission	7,000 00	.....
Railroad Commission	4,969 98	.....
Protecting state lands	5,606 70	.....
Tax for university	42,359 62	.....
School fund income	7,088 36	.....
Wisconsin Reports	2,475 00	.....
Interest on state indebtedness	157,410 00	.....
State Prison and benevolent institutions	321,140 38	.....
County agricultural societies	5,500 00	.....

Receipts, Payments and Statements — continued.

GENERAL FUND DISBURSEMENTS.

RECAPITULATION — continued.		
Legislative expenses	\$107,605 45	.....
Special appropriations	30,826 11	.....
Clerk hire	34,767 85	.....
Miscellaneous	211,295 01	.....
Total as above		\$1,047,796 23

SCHOOL FUND.

RECEIPTS.		
Sales of land	\$5,190 44	.....
Payment on certificates	26,088 52	.....
Payments on loans to school districts and individuals	28,982 42	.....
Payments on loans to counties and other municipal corporations	23,125 00	.....
United States bonds called in	43,000 00	.....
U. S. 5 per cent. on sales of public lands in Wisconsin in 1876	1,633 41	.....
Fines received from following counties:		
Wood county	6 00	.....
Richland county	29 00	.....
Waushara county	30 00	.....
Waukesha county	112 00	.....
Kewaunee county	8 00	.....
Sauk county	169 34	.....
Tax penalties	47 52	.....
Transfer from deposit fund	10 20	.....
		\$128,431 85
Balance in fund October 1, 1877		74,195 22
Total		\$202,627 07
DISBURSEMENTS.		
Loans to counties and other municipal corporations	\$55,500 00	.....
Loans to school districts	13,154 00	.....
U. S. bonds bought	75,000 00	.....
Refunded for overpayments	149 37	.....
		\$143,803 37
Leaves balance in fund September 30, 1878		58,823 70
Total as above		\$202,627 07

Receipts, Payments and Statements — continued.

SCHOOL FUND INCOME.

RECEIPTS.		
Interest on certificates and loans.....	\$43,855 12	.....
Interest on certificates of indebtedness.....	109,179 00	.....
Interest per chptr. 70, gen. laws, 1866.....	7,088 36	.....
Interest on Milwaukee Water Bonds.....	11,900 00	.....
Interest on U. S. Bonds.....	2,226 34	.....
Interest on loans to counties and cities.....	11,100 00	.....
School apportionment refunded.....	15 58	.....
Transferred from delinq't tax fund.....	4 04	.....
		\$185,368 44
Balance in fund, October 1st, 1877.....		14,850 92
Total.....		\$200,219 36
DISBURSEMENTS.		
APPORTIONMENT OF SCHOOL MONEY TO COUNTIES.		
Adams.....	990 60	.....
Ashland.....	102 96	.....
Barron.....	511 68	.....
Bayfield.....	109 98	.....
Brown.....	4,928 60	.....
Buffalo.....	2,318 94	.....
Burnett.....	186 42	.....
Calumet.....	2,447 25	.....
Chippewa.....	1,657 50	.....
Clark.....	1,126 32	.....
Columbia.....	4,407 78	.....
Crawford.....	2,381 73	.....
Dane.....	8,064 81	.....
Dodge.....	7,422 09	.....
Door.....	1,290 12	.....
Douglas.....	108 03	.....
Dunn.....	2,084 94	.....
Eau Claire.....	2,001 87	.....
Fond du Lac.....	7,624 89	.....
Grant.....	6,177 60	.....
Green.....	3,170 70	.....
Green Lake.....	2,187 12	.....
Iowa.....	3,748 68	.....
Jackson.....	1,731 99	.....
Jefferson.....	5,300 10	.....
Juneau.....	2,245 67	.....
Kenosha.....	2,106 78	.....
Kewaunee.....	2,476 11	.....
La Crosse.....	3,301 74	.....
La Fayette.....	3,411 33	.....
Lincoln.....	132 21	.....
Manitowoc.....	6,511 83	.....
Marathon.....	1,632 93	.....
Marquette.....	1,413 75	.....

Receipts, Payments and Statements—continued.

SCHOOL FUND INCOME DISBURSEMENTS.

APPORTIONMENT OF SCHOOL MONEY TO COUNTIES—continued.		
Milwaukee.....	\$17,163 19	
Monroe.....	3,228 81	
Oconto.....	1,734 33	
Outagamie.....	4,052 10	
Ozaukee.....	2,815 02	
Pepin.....	919 23	
Pierce.....	2,389 53	
Polk.....	1,055 34	
Portage.....	2,151 63	
Racine.....	4,084 47	
Richland.....	2,846 22	
Rock.....	5,473 65	
St. Croix.....	2,357 94	
Sauk.....	4,107 09	
Shawano.....	1,015 95	
Sheboygan.....	5,509 92	
Taylor.....	119 73	
Trempealeau.....	2,486 25	
Vernon.....	3,554 46	
Walworth.....	3,540 03	
Washington.....	3,896 49	
Waukesha.....	4,318 08	
Waupaca.....	2,798 25	
Wausnara.....	1,856 01	
Winnebago.....	6,051 63	
Wood.....	806 91	
Total apportionment.....	\$185,652 31	
Refunded for overpayments.....	502 65	
Accrued interest on \$75,000 U. S. bonds.....	875 00	
Accrued interest on \$3,000 Wis. State bonds.....	37 50	
W. J. Ashton and J. C. Pry.....	20 00	
Leaves balance in fund Sept. 30, 1878.....		\$187,087 46
Total as above.....		13,131 90
		\$200,219 36

Receipts, Payments and Disbursements — continued.

NORMAL SCHOOL FUND.

RECEIPTS.		
Sales of land	\$13,258 75	.....
Payments on certificates	2,691 00	.....
Payments on mortgages and school dist. loans..	15,280 67	.....
Payments on loans to counties and other municipal corporations	16,475 00	.....
U. S. bonds called in.....	43,000 00	.....
Tax penalties.....	28 67	.....
Transfer from delinquent tax fund.....	1 36	.....
		\$90,735 45
Balance in fund Oct. 1, 1877.....		45,056 84
Total.....		\$135,792 29
DISBURSEMENTS.		
Loans to school districts.....	\$2,800 00	.....
Loans to counties, cities and other municipal corporations.....	97,500 00	.....
Albany City bonds bought	2,000 00	.....
Refunded for overpayments.....	201 41	.....
		\$102,501 41
Leaves balance in fund Sept. 30, 1878		33,290 88
Total as above.....		\$135,792 29

Receipts, Payments and Disbursements — continued.

NORMAL SCHOOL FUND INCOME.

RECEIPTS.		
Interest on certificates and loans.....	\$9,941 90	.....
Interest on certificates of indebtedness.....	36,099 00	.....
Interest on U. S. bonds.....	2,226 34	.....
Interest on Milwaukee Water bonds.....	11,200 00	.....
Interest on Albany City bonds.....	120 00	.....
Interest on loans to cities, towns and counties ..	6,860 40	.....
Tuition fees from Whitewater Normal School ..	2,818 94	.....
Tuition fees from Platteville Normal School....	3,856 53	.....
Tuition fees from Oshkosh Normal School.....	5,449 22	.....
Tuition fees from River Falls Normal School...	3,462 71	.....
Balance of tuition fees due from Platteville Normal School	1,329 75	.....
Balance in fund October 1, 1877.....		\$83,364 79 9,452 48
Total.....		\$92,817 27
DISBURSEMENTS.		
Teachers' salaries.....	\$22,177 50	.....
Expenses, supplies, etc.	8,475 33	.....
Institutes.....	2,186 77	.....
Transfer to Treas. Board of N. S. Regents.....	59,955 02	.....
Refunded for overpayments.....	22 65	.....
Total disbursements as above.....		\$92,817 27

Receipts, Payments and Disbursements —continued.

UNIVERSITY FUND.

RECEIPTS.		
Sales of lands.....	\$757 86	.....
Payments on certificates and loans.....	5,557 44	.....
Payments on mortgages.....	6,385 11	.....
Payments on loans.....	1,500 00	.....
		\$14,200 41
Balance in fund October 1, 1877.		1,567 62
Total.....		\$15,768 03
DISBURSEMENTS.		
Loans to school districts.....	\$6,925 00	.....
		\$6,925 00
Leaves balance in fund September 30, 1878.....		8,843 03
Total, as above.....		\$15,768 03

UNIVERSITY FUND INCOME.

RECEIPTS.		
Interest on certificates and loans.....	\$5,654 41	.....
Interest on certificates of indebtedness.....	7,770 00	.....
Tax raised for the benefit of the University.....	42,359 62	.....
Interest on Milwaukee water bonds.....	700 00	.....
Interest on Dane county bonds.....	1,067 50	.....
Interest from Johnson endowment fund.....	250 00	.....
Interest from Lewis medal fund.....	16 55	.....
Sale of Soldiers' Orphans' Home.....	1,840 00	.....
Room rent, students fees, etc.....	4,458 24	.....
Total receipts.....		\$64,116 32
DISBURSEMENTS.		
Richard Guenther, treasurer of University.....	\$64,098 11	.....
Refunded for overpayments.....	18 21	.....
Total disbursements.....		\$64,116 32

Receipts, Payments and Disbursements—continued.

AGRICULTURAL COLLEGE FUND.

RECEIPTS.		
Sales of land	\$3,707 87	.....
Payments on certificates	3,768 00	.....
Payments on loans	6,387 02	.....
U. S. bonds called in	4,000 00	.....
Balance in fund October 30, 1877		\$17,862 89
		1,975 70
Total		\$19,838 59
DISBURSEMENTS.		
Loans to school districts	\$7,486 66	.....
Refunded for overpayments	13 00	.....
		\$7,499 66
Leaves balance in fund September 30, 1878		\$12,338 93
Total, as above		\$19,838 59

AGRICULTURAL COLLEGE FUND INCOME.

RECEIPTS.		
Interest on certificates and loans	\$12,492 21	.....
Interest on certificates of indebtedness	3,612 00	.....
Interest on U. S. bonds	207 10	.....
Interest on Milwaukee water bonds	700 00	.....
Interest on Dane county bonds	315 00	.....
Total receipts		\$17,326 31
DISBURSEMENTS.		
Richard Guenther, treasurer of University	\$17,208 49	.....
Refunded for overpayments	117 82	.....
Total disbursements		\$17,326 31

Receipts, Payments and Disbursements — continued.

DRAINAGE FUND.

RECEIPTS.		
Interest on certificates.....	\$740 85	.....
Sales of land.....	14,561 19	.....
Payments on certificates.....	398 00	.....
Tax penalties.....	20 00	.....
Balance in fund, October 1, 1877.....		\$15,720 04
		4,828 25
Total.....		\$20,548 29
DISBURSEMENTS.		
APPORTIONMENT TO COUNTIES.		
Adams.....	\$40 00	.....
Ashland.....	581 88	.....
Barron.....	90 00	.....
Bayfield.....	250 73	.....
Brown.....	6 30	.....
Buffalo.....	305 72	.....
Burnett.....	415 88	.....
Chippewa.....	1,080 56	.....
Columbia.....	83 50	.....
Dane.....	234 50	.....
Door.....	3,341 18	.....
Douglass.....	350 00	.....
Dunn.....	215 83	.....
Eau Claire.....	33 95	.....
Fond du Lac.....	6 30	.....
Grant.....	3 15	.....
Green.....	2 80	.....
Green Lake.....	20 58	.....
Jackson.....	385 71	.....
Jefferson.....	75 48	.....
Juneau.....	720 00	.....
Kewaunee.....	403 10	.....
La Crosse.....	100 45	.....
Lincoln.....	340 53	.....
Manitowoc.....	265 41	.....
Marathon.....	843 86	.....
Marquette.....	209 09	.....
Monroe.....	190 61	.....
Oconto.....	1,853 70	.....
Pepin.....	22 33	.....
Polk.....	134 01	.....
Portage.....	268 13	.....
St. Croix.....	13 72	.....
Sauk.....	14 63	.....
Shawano.....	542 15	.....
Taylor.....	180 68	.....
Trempealeau.....	34 97	.....

Receipts, Payments and Disbursements — continued.

DRAINAGE FUND DISBURSEMENTS.

APPORTIONMENT TO COUNTIES — <i>continued.</i>		
Waupaca.....	\$360 81	.....
Waushara.....	200 96	.....
Winnebago.....	143 41	.....
Wood.....	453 54	.....
Total apportionment to counties.....	\$14,821 14	.....
Refunded for overpayments.....	75 60	.....
		\$14,896 74
Leaves balance in fund September 30, 1878.....		\$5,651 55
Total as above.....		\$20,548 29

DELINQUENT TAX FUND.

RECEIPTS.		
Taxes on state lands.....	\$20,643 93	.....
Balance in fund October 1, 1877.....		20,643 93
		1,977 29
Total.....		\$22,621 22

DISBURSEMENTS.

DISTRIBUTION TO COUNTIES.

Adams.....	91 40	.....
Ashland.....	542 24	.....
Barron.....	265 45	.....
Bayfield.....	296 21	.....
Buffalo.....	266 82	.....
Burnett.....	763 06	.....
Chippewa.....	1,572 14	.....
Clark.....	1,245 80	.....
Columbia.....	22 84	.....
Crawford.....	162 53	.....
Dane.....	20 29	.....
Door.....	1,343 07	.....
Douglas.....	21 42	.....
Dunn.....	355 15	.....
Eau Claire.....	118 19	.....
Grant.....	31 37	.....
Iowa.....	15 22	.....
Jackson.....	289 82	.....
Jefferson.....	13 26	.....
Juneau.....	75 28	.....
Kewaunee.....	127 22	.....
La Crosse.....	74 01	.....
La Fayette.....	29 78	.....

Receipts, Payments and Disbursements — continued.

DELINQUENT TAX FUND DISBURSEMENTS.

DISTRIBUTION TO COUNTIES — continued.		
Lincoln	\$1,403 94	
Manitowoc	172 95	
Marathon	865 84	
Marquette	89 78	
Milwaukee	47 76	
Monroe	246 48	
Oconto	961 83	
Outagamie	621 48	
Pepin	56 95	
Pierce	969 91	
Polk	1,061 21	
Portage	198 90	
Richland	371 30	
Rock	9 04	
St. Croix	1,212 56	
Sauk	153 39	
Shawano	1,215 20	
Sheboygan	2 45	
Taylor	585 35	
Trempealeau	73 87	
Vernon	445 26	
Walworth	4 53	
Waupaca	339 48	
Waushara	120 66	
Winnebago	25 41	
Wood	229 85	
Total distribution to counties	\$19,227 96	
Transferred to school fund	4 04	
Transferred to Normal School fund	1 36	
Refunded for overpayments	168 41	
Leaves balance in fund Sept. 30, 1878		\$19,401 77
		3,219 45
Total as above		\$22,621 22

Receipts, Payments and Disbursements—continued.

DEPOSIT FUND.

RECEIPTS.		
Surplus of sale of forfeited lands.....	\$293 13	.....
Transfer from redemption fund.....	19 40	.....
Balance in fund October 1, 1877.....	7, 891 60	.....
Total.....		\$8,204 13
DISBURSEMENTS.		
Transfer to school fund.....	\$10 20	.....
Orrin Pomeroy.....	29 78	.....
Phillip S. Justice.....	59 34	.....
Edwin Pratt.....	103 00	.....
P. M. McInery.....	58 90	.....
S. A. Quale.....	19 40	.....
Onon Larson.....	70 25	.....
Mary Palmer.....	58 00	.....
Wm. H. Phipps.....	12 50	.....
Total disbursements.....		\$421 37
Leaves balance in fund September 30, 1878.....		7,782 76
Total as above.....		8,204 13

REDEMPTION FUND.

RECEIPTS.		
Michael Mohr.....	\$19 40	.....
W. B. Jarvis.....	37 13	.....
Thos. Doherty.....	14 47	.....
Aug. Koeppen.....	17 68	.....
William Reik.....	16 25	.....
C. Reglin.....	13 16	.....
J. N. Richmond.....	10 96	.....
J. C. Hoxie.....	6 51	.....
S. A. Sherman.....	45 90	.....
Total receipts.....		\$181 46
DISBURSEMENTS.		
L. C. Porter.....	\$37 13	.....
Henry Sherry.....	14 47	.....
Transfer to deposit fund.....	19 40	.....
L. C. Porter.....	33 93	.....
S. A. Quale.....	10 96	.....
H. N. Solberg.....	13 16	.....
L. C. Porter.....	45 90	.....
Henry Sherry.....	6 51	.....
Total disbursements.....		\$181 46

Receipts, Payments and Disbursements — continued.ST. CROIX & LAKE SUPERIOR RAILROAD COMPANY
TRESPASS FUND.

RECEIPTS.		
H. A. Taylor, state agent, trespass collected.....	\$78,376 56	.....
H. Borchsenius, timber agent, trespass collected.....	3,529 10	.....
Baker & Spooner, judgment collected.....	268 47	.....
Total receipts.....		\$82,184 13
Balance in fund October 1, 1877.....		95,927 08
Total.....		\$178,111 21
DISBURSEMENTS.		
H. A. Taylor, state agent, expenses and salary....	\$4,705 49	.....
H. Borchsenius, timber agt., exps. and salary....	2,937 75	.....
Sam. Harriman.....	100 00	.....
H. A. Wilson.....	66 00	.....
Total disbursements.....		\$7,810 13
Leaves balance in fund September 30, 1878.....		\$170,301 03
Total as above.....		\$178,111 21

ST. CROIX & LAKE SUPERIOR RAILROAD DEPOSIT
FUND.

RECEIPTS.		
Balance in fund October 1, 1877.....	\$8,664 60	.....
Total.....		\$8,664 60
DISBURSEMENTS.		
A. E. Jefferson, deposit money refunded.....	\$400 00	.....
Total disbursements.....		\$400 00
Leaves balance in fund, September 30, 1878.....		\$8,264 60
Total as above.....		\$8,664 60

Receipts, Payments and Statements—continued.

NORTH WISCONSIN RAILROAD AID FUND.

RECEIPTS.		
Town of Richmond, St. Croix Co.....	\$1,254 74	.....
Town of Star Prairie, St. Croix Co.	627 38	.....
Town of Stanton, St. Croix Co.	627 38	.....
Total receipts		\$2,509 50
Balance in fund October 1, 1877		1,148 36
Total		\$3,657 86
DISBURSEMENTS.		
Town of Richmond coupons paid	875 00	.....
Town of Star Prairie, coupons paid.....	437 50	.....
Town of Stanton, coupons paid	437 50	.....
Total disbursements.....		\$1,750 00
Leaves balance in fund, September, 30, 1878		1,907 86
Total as above		\$3,657 86

STURGEON BAY AND LAKE MICHIGAN CANAL FUND.

RECEIPTS.		
Lands sold and interest	\$1,831 06	.....
Wm. E. Strong, trespass.....	2,834 30	.....
Total receipts		\$4,665 36
Balance in fund October 1, 1877.....		3,574 33
Total		\$8,239 69
DISBURSEMENTS.		
C. A. Hart, blanks for agents.....	3 00	.....
John Nader, investigating harbor, etc.....	151 10	.....
Treas. Sturg. Bay & L. M. Canal Company.....	7,834 26	.....
Wm. Moore.....	94	.....
John B. Gigot.....	41 31	.....
Total disbursements.....		\$8,030 61
Leaves balance in fund September 30, 1878		209 08
Total as above.....		\$8,239 69

Receipts, Payments and Statements — continued.

GREEN BAY AND MINNESOTA RAILROAD AID FUND.

RECEIPTS.		
Town of Arcadia, Trempealeau county	\$2,998 00	.....
Total receipts.....		\$2,998 00
DISBURSEMENTS.		
J. C. Gregory, balance of judgment.....	\$240 03	.....
D. M. Kelly, coupons paid.....	2,720 00	.....
Total disbursements.....		\$2,960 03
Leaves balance in fund, Sept. 30, 1878		\$37 97
Total as above		\$2,998 00

COMMISSIONERS' CONTINGENT FUND.

RECEIPTS.		
Received for diagrams, plats, etc.	\$93 79	.....
Total receipts.....		\$93 79
Balance in fund, October 1, 1877.....		173 78
Total		\$267 57
DISBURSEMENTS.		
J. H. Waggoner, Esq., in land department.....	\$26 50	.....
Balance transferred to general fund	241 07	.....
Total disbursements.....		\$267 57

Receipts, Payments and Disbursements — continued.

ALLOTMENT FUND.

Balance in Fund October 1st, 1877.....	\$965 87	.....
Total		\$965 87
Balance in Fund Sept. 30th, 1878.....	\$965 87	.....
Total.....		\$965 87

WARD AND SMITH BEQUEST.

City of Milwaukee readjustment bonds.....		\$8,000 00
City of Pittsburgh railroad compromise bonds.....		4,000 00
Milwaukee City registered water work bonds.....		5,000 00
Total		\$17,000 00

WARD AND SMITH FUND.

Balance in bonds.....		\$17,000 00
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Receipts, Payments and Statements — continued.

WARD AND SMITH FUND INCOME.

RECEIPTS.		
From sale of Albany City bonds.....	\$2,000 00	.....
From sale of Milwaukee readjustment bonds...	1,965 00	.....
From interest on said bonds.....	28 88	.....
From interest on Milwaukee readjustment bonds	500 00	.....
From interest on Milwaukee City Water bonds..	350 00	.....
From interest on Pittsburgh City Railroad bonds	200 00	.....
Total receipts.....	\$5,043 88	.....
Balance in fund Oct. 1, 1877	476 69	.....
Total		\$5,520 57
DISBURSEMENTS.		
PENSIONS.		
Minnie Stalker.....	10 00	.....
Alonzo W. Riley.....	10 00	.....
D. C. Riley	10 00	.....
Ida Ingersoll	10 00	.....
Lofanna Brooks.....	10 00	.....
Alice L. Farrell.....	10 00	.....
Abbie W. Farrell.....	10 00	.....
Anna C. Ellis	10 00	.....
Kate E. Stalker	10 00	.....
Alice D. Colburn.....	10 00	.....
Ada Brown	10 00	.....
John A. McPheeters.....	10 12	.....
John A. McPheeters.....	50 70	.....
Pennelia Tuttle	10 00	.....
Emma Ballenger.....	10 00	.....
Martha B. Nash.....	10 00	.....
Mary C. Wakeman.....	10 00	.....
W. H. Langdon	10 00	.....
Eliza E. Ballenger	10 00	.....
Sarah J. Merrill.....	10 00	.....
Mary McJaberain	49 96	.....
Mary McJaberain	10 00	.....
Sumner Gifford	50 69	.....
Sumner Gifford	10 14	.....
Mabel A. Robinson.....	50 75	.....
Mabel A. Robinson.....	10 13	.....
Harriet E. Hatch.....	50 72	.....
Mary Gilbert.....	50 70	.....
Mary A. Howard	10 13	.....
Tennie Gifford.....	10 00	.....
Lizzie M. Gamage.....	10 00	.....
Mary Gilbert.....	10 13	.....
Harriet E. Hatch.....	10 13	.....
Alice Gamage.....	10 14	.....
Alice Gamage.....	50 73	.....
Sarah E. Sheeks	10 00	.....
Melissa Faith.....	10 08	.....
Melissa Faith.....	50 43	.....

Receipts, Payments and Statements — continued.

WARD AND SMITH FUND INCOME DISBURSEMENTS.

PENSIONS — continued.

Jas. H. Stillwell	\$10 00	.....
Emma Turis.....	10 11	.....
Emma Turis.....	50 58	.....
Effie J. Olin	10 00	.....
Mary Mathews	10 00	.....
Margaret E. Baker.....	10 00	.....
Rosetta Jones.....	10 00	.....
Clara Richardson.....	10 00	.....
Geo. F. Lull	10 00	.....
May A. Rood	10 09	.....
Eva L. Baker.....	10 00	.....
Mary J. Ledgett	10 00	.....
Chas. F. Shaw	10 12	.....
Mary J. Ledgett.....	47 80	.....
Lottie C. Hopkins	10 00	.....
Rebecca Smith	50 84	.....
Rebecca Smith	10 16	.....
Eugene Ingersoll	50 28	.....
Wm. B. Faith	10 00	.....
Geo. Lusk	10 00	.....
Wm. H. Smith.....	10 00	.....
Alfred Collar.....	10 00	.....
Mary C. Massingale.....	10 00	.....
Christian M. Nash	10 00	.....
Mary A. Hogeboom.....	51 00	.....
Mary A. Hogeboom.....	10 19	.....
Adel Fountain.....	50 73	.....
Adel Fountain.....	10 14	.....
Kittie L. Baker.....	10 00	.....
Geo. Mott Baker.....	10 00	.....
Lena C. Layton.....	50 80	.....
Lena C. Layton.....	10 15	.....
Kate E. McIlrairie.....	10 00	.....
Elizabeth Richardson.....	10 00	.....
Chas. F. Shaw	50 80	.....
David E. Haynes.....	10 00	.....
David E. Haynes.....	48 12	.....
Phebe Gansel.....	51 20	.....
Phebe Gansel.....	10 22	.....
Mary C. Marcum.....	10 00	.....
Laura E. Marcum.....	10 00	.....
Mary C. Nash	10 00	.....
Wm. F. Stillwell.....	10 00	.....
G. W. Stillwell.....	15 22	.....
G. W. Stillwell.....	51 12	.....
James W. Steadman.....	10 00	.....
James W. Steadman.....	49 80	.....
Kate Mathews	10 00	.....
Lewis G. Johnson.....	51 15	.....
Lewis G. Johnson.....	10 23	.....
Geo. B. Nash	10 00	.....
F. W. Aufderheide	10 00	.....
Jose McManus	10 00	.....
Edward Pritchard.....	10 25	.....

Receipts, Payments and Disbursements — continued.

WARD AND SMITH FUND INCOME DISBURSEMENTS.

PENSIONS — continued.	
Edward Pritchard.....	\$51 22
Horace Hatfield.....	10 00
Russel P. Bryant.....	10 25
Russell P. Bryant.....	51 35
Mary A. Classen.....	10 27
Mary A. Classen.....	51 30
Emma F. Weeks.....	51 27
Emma F. Weeks.....	10 25
William Welch.....	10 00
Rosa Tounard.....	10 00
Miles F. Tulley.....	10 00
Miles F. Tulley.....	51 31
Albert O. Munn.....	10 00
Albert O. Munn.....	48 51
Anna Cole.....	10 00
Anna Cole.....	47 87
Wm. W. Conant.....	51 12
Wm. W. Conant.....	10 28
Edward N. Nash.....	10 30
Edward N. Nash.....	51 43
N. O. Brown.....	10 07
N. O. Brown.....	50 31
Lucretia A. McNeil.....	10 33
Lucretia A. McNeil.....	51 57
Ruby Gidden.....	51 65
Ruby Gidden.....	10 35
Hattie Tift.....	51 60
Hattie Tift.....	10 35
O. W. Hudson.....	51 65
O. W. Hudson.....	10 35
Sarah Booth.....	10 00
Lucy B. Proctor.....	10 35
Lucy B. Proctor.....	51 70
Wm. H. McDermott.....	10 00
Cassie Becker.....	51 78
Cassie Becker.....	10 37
Albert Bacon.....	10 35
Albert Bacon.....	51 65
Margaret A. Norton.....	10 35
Margaret A. Norton.....	51 65
Frank Blakesley.....	10 37
Frank Blakesley.....	51 78
Harriet Blanchard.....	10 00
Amy E. Osborn.....	10 35
Amy E. Osborn.....	51 65
Henry J. Tift.....	10 35
Henry J. Tift.....	51 75
Florence L. Jones.....	10 23
Florence L. Jones.....	51 12
Elizabeth M. Morgan.....	10 27
Elizabeth M. Morgan.....	51 23
Geo. Wraughan.....	10 00
Geo. Wraughan.....	50 75
Hattie Hawes.....	51 80

Receipts, Payments and Statements — continued.

WARD AND SMITH FUND INCOME DISBURSEMENTS.

PENSIONS — <i>continued.</i>		
Hattie Hawes.....	\$10 45	.....
Life F. Nash.....	10 00	.....
Life F. Nash.....	49 35	.....
Effie M. Mack.....	10 40	.....
Effie M. Mack.....	52 10	.....
Geo. H. Thayer.....	10 00	.....
Geo. H. Thayer.....	49 75	.....
Hattie M. Sawyer.....	10 46	.....
Hattie M. Sawyer.....	52 14	.....
Willie Gray.....	10 46	.....
Willie Gray.....	52 14	.....
Julia Worley.....	10 40	.....
Julia Worley.....	51 80	.....
Nettie Wheeler.....	10 45	.....
Nettie Wheeler.....	52 15	.....
Sarah E. Preston.....	10 50	.....
Sarah E. Preston.....	52 30	.....
Geo. Becker.....	10 10	.....
Geo. Becker.....	52 10	.....
Albert E. Howard.....	10 52	.....
Albert E. Howard.....	52 40	.....
Willie Angell.....	10 53	.....
Willie Angell.....	52 50	.....
William Lusk.....	10 53	.....
William Lusk.....	52 40	.....
Homer H. Lewis.....	10 13	.....
Homer H. Lewis.....	52 72	.....
Volney A. Brown.....	52 50	.....
Everett V. Howard.....	10 10	.....
Everett V. Howard.....	52 50	.....
Michael McDormott.....	10 55	.....
Michael McDormott.....	52 65	.....
Ella J. Ellis.....	10 52	.....
Ella J. Ellis.....	52 60	.....
Edith Mansfield.....	10 53	.....
Edith Mansfield.....	52 55	.....
Total disbursements.....		\$4,470 08
Balance September 30, 1878.....		1,050 49
Total.....		\$5,520 57

BANKS AND BANKING.

In obedience to the requirements of law, I submit the following report exhibiting the condition and transactions of this branch of my department for this fiscal year:

The whole number of banks doing business to day is twenty eight, with an aggregate capital of		\$1,420,281 33
The whole number of banks doing business on October 1, 1877, was twenty-six, with an aggregate capital of		1,388,231 33
Increase of capital		32,050 00
NEW BANKS ORGANIZED.		
Bank of Eau Claire	\$30,000 00	
Strong's Bank, Green Bay	50,000 00	
<i>Increase of Capital.</i>		
Jackson County Bank increases its capital...	\$2,600 00	
Total increase	\$82,600 00	
<i>Decrease of Capital</i>		
Farmers' and Merchants' Bank, Jefferson....	15,000 00	
Park Savings Bank, Madison	10,000 00	
People's State Bank, Burlington	25,550 00	
Total decrease	\$50,550 00	
Increase as above		\$32,050 00
The aggregate amount of securities held in trust for banking associations on October 1, 1877, was	7,906 00	
The amount of outstanding circulation subject to redemption is	2,847 00	\$7,906 00
Surpl's due the following banks, payment of which cannot be made until legal proceedings now pending have been decided:		2,847 00
Bank of Columbus	1,384 00	
Kenosha County Bank	1,505 00	
		\$2,889 00

* Since this report, the Bank of New Richmond has filed articles of incorporation, and the First National Bank of Sparta has organized under the state law.

The stocks of the following banks have been exchanged for United States treasury notes, and with them I will redeem their outstanding circulation at par on presentation:

NAMES OF BANKS.	Outstanding circulation.	
Hudson City Bank.....	\$517 00	Not advertised
La Crosse County Bank	93 00	.....do
Merchants' Bank, Milwaukee.....	150 00	.....do
Milwaukee County Bank	235 00	.....do
Wisconsin Pinery Bank, Stevens Point.....	369 00	.....do
Total		\$1,364 00
Banks wound up and circulation redeemed in gold, on presentation, by this office:		
Union Bank, Milwaukee (not advertised) outstanding circulation.....		\$87 00
Germania Bank, Milwaukee		23 00
		\$110 00
RECAPITULATION.		
The amounts due the several banks for surplus and for circulation outstanding, viz:		
Surplus due banks until after decision of legal proceedings pending.....	\$2,889 00	.....
Surplus due Exchange Bank of Darling & Co....	2,172 00	.....
Treasury notes for redemption of outstanding circulation of banks not advertised.....	1,364 00	.....
Treasury notes for outstanding circulation of Bavarian Bank, La Crosse	223 00	.....
Deposit certificate for outstanding circulation of Wisconsin Marine and Fire Insurance Company Bank, Milwaukee.....	1,149 00	.....
Total amount due in currency		\$7,797 00
Amount due in coin for outstanding circulation of the Union Bank, Milwaukee	\$87 00	.....
Amount due in coin for outstanding circulation of Germania Bank, Milwaukee.....	23 00	.....
		\$110 00
Grand total.....		\$7,907 00

The appendix will show:

- "A." Security, circulation and capital of banks.
- "B." Names of stockholders and the amount of stock held by each.
- "C." Names of personal bondsmen.
- "D." List of banks, their location and officers.
- "E." Bank note impressions on hand.
- "F." Bank note plates on hand.
- "G." Condition of each bank at the time of last report, July 1, 1878.

All of which is respectfully submitted,

RICHARD GUENTHER,
State Treasurer.

APPENDIX.

“ A.”

STATEMENT of the securities held in trust for each of the following Banking Associations, and the amount of circulating notes issued and outstanding on the same, on the first day of October, 1878:

BATAVIAN BANK.

Capital, \$50,000.

Treasury notes.....	\$223 00
Circulation.....	223 00
	<u> </u>

WISCONSIN MARINE AND FIRE INSURANCE COMPANY BANK.

Capital, \$100,000.

Deposit certificate.....	\$1,149 00
Circulation.....	1, 149 00
	<u> </u>

"B."

STATEMENT exhibiting the names of Stockholders and amount of stock owned by each, in the several Banks of this State, as reported to this office, July 2, 1878.

Names of Banks.	Names of stockholders.	Residence.	Amount.
<i>Batavian Bank</i>	G. Van Steenvyk...	La Crosse.....	\$37,100 00
	E. E. Bentley... ..	do	6,600 00
	J. M. Holley... ..	do	3,400 00
	E. N. Borresen... ..	do	1,200 00
	Geo. F. Gund... ..	do	1,000 00
	M. B. Greenwood... ..	do	700 00
	Total.....	.....	\$50,000 00
<i>Bank of Commerce</i>	John Black.....	Milwaukee	\$26,000 00
	Edward O'Neil... ..	do	20,000 00
	Nich. Hoffman... ..	do	14,000 00
	A. Dahlmann... ..	do	2,000 00
	J. P. Kissinger... ..	do	5,000 00
	C. A. Koeffler... ..	do	4,500 00
	Nathan Pereles... ..	do	3,500 00
	Gol & Frank... ..	do	3,000 00
	Geo. Bremer... ..	do	2,500 00
	B. B. Hopkins... ..	do	2,500 00
	Rice & Friedman... ..	do	2,500 00
	M. L. Morawetz... ..	do	2,500 00
	H. Stern, jr. & Bro... ..	do	2,000 00
	A. B. Geilfuss... ..	do	2,000 00
	F. F. Riedel... ..	do	2,000 00
	Matt. Keenan... ..	do	1,000 00
	Thos. Shea... ..	do	1,000 00
	Wm. Bayer... ..	do	1,000 00
	John Lipps... ..	do	1,000 00
	Conrad Meyer... ..	do	500 00
	Geo. J. Schmidt... ..	do	500 00
	Bernhard Stern... ..	do	500 00
W. H. Jacobs... ..	do	500 00	
Total.....	.....	\$100,000 00	
<i>Bank of Watertown</i> ...	A. L. Pritchard....	New York.....	\$12,000 00
	W. H. Clark... ..	Watertown... ..	15,000 00
	Linus R. Cady... ..	do	5,000 00
	Theodore Preatiss... ..	do	15,000 00
	Geo. Hawkins... ..	do	3,000 00
Total.....	.....	\$50,000 00	

"B." — Name of Stockholders, etc. — continued.

Names of Banks.	Names of Stockholders.	Residence.	Amount.
<i>Bank of Evansville....</i>	L. T. Pullen.....	Evansville.....	\$4,000 00
	John C. Sharp.....	.....do.....	4,000 00
	Chas. M. Smith.....	.....do.....	4,000 00
	C. F. P. Pullen.....	.....do.....	4,000 00
	D. M. Rowley.....	.....do.....	4,000 00
	M. V. Pratt.....	.....do.....	3,000 00
	F. H. Treat.....	.....do.....	2,000 00
	Total.....	.....	\$25,000 00
<i>Bank of Eau Claire...</i>	F. H. Woodward ..	Eau Claire	\$6,600 00
	W. A. Rust.....	.....do.....	5,400 00
	H. H. Hayden .....	.....do.....	2,400 00
	W. P. Bartlett.....	.....do.....	1,400 00
	H. Cousins.....	.....do.....	600 00
	B. J. Churchill .....	.....do.....	600 00
	M. B. S. Brown.....	.....do.....	600 00
	T. R. Skinner.....	.....do.....	900 00
	G. T. Thompson .....	.....do.....	600 00
	A. Smith.....	.....do.....	100 00
	Daniel Shaw .....	.....do.....	600 00
	C. A. Bull .....	.....do.....	600 00
	F. M. Woodward ..	Vail's Gate, N. Y.	9,600 00
Total.....	.....	\$30,000 00	
<i>Bank of New London...</i>	H. H. Page	New London	\$1,000 00
	J. W. Bingham .....	.....do.....	10,000 00
	Ira Millard.....	.....do.....	1,500 00
	James Michlejohn.....	.....do.....	2,000 00
	Jas. Stimson.....	.....do.....	500 00
	Spaulding & Logan .....	.....do.....	1,000 00
	Leonard Perrin.....	.....do.....	3,000 00
	P. Dickinson.....	.....do.....	200 00
	H. Ketchum.....	.....do.....	1,300 00
	M. R. Logan.....	.....do.....	500 00
	V. Roberts.....	Iron Ridge.....	1,000 00
	Charles Worden	Deer Creek.....	1,000 00
	S. Reynolds	Oshkosh.....	3,000 00
	W. Hyde	Appleton.....	1,000 00
	J. N. Palmer	Embarass	1,000 00
Leonard Cline.....	Aylem	2,000 00	
Total.....	.....	\$30,000 00	
<i>City Bank of Portage...</i>	Ll. Breese.....	Portage	\$4,200 00
	R. O. Loomis.....	.....do.....	4,200 00
	R. B. Wentworth .....	.....do.....	4,200 00
	W. D. Fox.....	.....do.....	4,200 00
	E. L. Jaeger.....	.....do.....	4,100 00
	W. S. Wentworth .....	.....do.....	4,100 00
Total.....	.....	\$25,000 00	

"B."—Names of Stockholders, etc.—continued.

Names of Banks.	Names of Stockholders.	Residence.	Amount.
<i>Citizen's B'k of Delavan</i>	A. T. Parish.....	Delevan	\$3,000 00
	Frank Leland.....	do.....	9,500 00
	Edgar Topping.....	do.....	1,000 00
	James H. Camp.....	do.....	500 00
	M. Mullville.....	do.....	500 00
	W. Isham estate.....	do.....	500 00
	C. H. Sturtevant.....	do.....	1,000 00
	J. H. Goodrich.....	do.....	500 00
	C. H. Topping.....	do.....	100 00
	R. H. James.....	do.....	800 00
	George Cotton.....	Chicago	1,300 00
	T. P. James.....	Richwood	500 00
	Chas. B. Tallman...	Delavan.....	2,500 00
	S. Rees La Bar.....	do.....	1,000 00
	Chas. S. Teeple.....	Darien.....	500 00
	John De Wolf.....	do.....	200 00
Henry Case.....	Geneva.....	1,000 00	
C. L. Douglas.....	Walworth	500 00	
	Total.....		\$25,000 00
<i>Clark County Bank.....</i>	R. W. Dewhurst...	Neillsville	\$1,900 00
	John Reed.....	do.....	2,500 00
	Daniel Gates.....	do.....	2,000 00
	James Hewett.....	do.....	2,100 00
	James O'Neill.....	do.....	400 00
	F. S. Kirkland.....	do.....	1,800 00
	J. F. Kirkland.....	do.....	1,000 00
	M. C. Ring.....	do.....	1,000 00
	Jacob Huntzicker..	Eaton.....	2,000 00
	Robert Christie...	Weston	3,000 00
	Thos. Chadwick...	do.....	3,000 00
	O. S. Woods.....	La Crosse.....	2,500 00
	John Telling.....	Milwaukee	1,800 00
	H. O. Wood.....	do.....	2,600 00
	Telling & Wood...	do.....	2,600 00
	Total.....		\$30,000 00
<i>Farmers & Merchants' Bank.....</i>	George Grimm.....	Jefferson	\$2,700 00
	Yale Henry.....	do.....	10,000 00
	J. W. Ostrander.....	do.....	1,200 00
	Paul Hitchcock ..	do.....	2,000 00
	Mrs. A. B. Bullwinkel	do.....	2,600 00
	Adam Kispert.....	do.....	2,000 00
	Mrs. C. Kusteman..	Green Bay	1,900 00
	Marshall Lane.....	Jefferson	3,000 00
	Adam Smith.....	do.....	3,000 00
	Eri Garfield.....	do.....	600 00
	John N. Friedel...	do.....	400 00
	Charles Grutt.....	do.....	400 00
	Orrin Henry.....	do.....	500 00
	Charles Jahn.....	do.....	600 00
	Jos. Stoppenbach ..	do.....	200 00
	Geo. W. Bird.....	do.....	600 00
	Wm. F. Puerner...	do.....	400 00
Alonzo Wing.....	do.....	300 00	

"B." — *Names of Stockholders, etc.* — continued.

Names of Banks.	Names of Stockholders.	Residences.	Amount.
<i>Farmers' Merchant's Bank</i> — continued...	C. Muck's estate....	Jefferson.....	\$2,400 00
	Mrs. M. A. Grimm.....	do	6,000 00
	Mrs. H. S. Garfield.....	do	1,400 00
	Mrs. J. A. U. Wing.....	do	300 00
	John Bullock.....	Johnson's Creek..	2,400 00
	Geo. C. Mansfield.....	do	1,200 00
	W. W. Woodman.....	Farmington.....	800 00
	Geo. Seitz.....	do	1,600 00
	Mrs. M. A. Cramer.....	do	600 00
	W. R. Harvey.....	Lake Mills.....	600 00
	E. B. Fargo.....	do	600 00
	Robert Fargo.....	do	500 00
	J. H. Meyers.....	do	600 00
	Mrs. H. Gieseler.....	Green Bay.....	3,000 00
	Chas. Bullwinkel.....	Jefferson.....	800 00
Elizabeth Grimm.....	do	4,800 00	
	Total.....		\$60,000 00
<i>German Bank</i>	James H. Mead.....	Sheboygan.....	\$24,000 00
	F. Karste.....	do	17,000 00
	Geo. C. Cole.....	do	8,000 00
	Geo. Heller.....	do	1,000 00
		Total.....		$50,000 00
<i>German Exchange Bank</i>	Guido Pfister.....	Milwaukee.....	\$15,000 00
	F. Vogel.....	do	15,000 00
	R. Nunnemacher.....	do	50,000 00
	J. B. Le Saulnier.....	do	5,000 00
	Ferd. Kuehn.....	do	15,000 00
		Total.....		$100,000 00
<i>German American Savings Bank</i>	Rudolph Ebert.....	Fond du Lac.....	\$4,500 00
	J. C. Perry.....	do	500 00
	William Rueping.....	do	6,000 00
	Alex. McDonald.....	do	2,000 00
	Franz Lauenstein.....	do	3,000 00
	Louis Munter.....	do	6,000 00
	Fred. Rueping.....	do	2,000 00
	Mathias Burgeois.....	Mount Calvary..	1,000 00
		Total.....		$25,000 00
<i>Green Bay Savings Bk</i>	H. Gieseler.....	Green Bay.....	\$5,500 00
	C. Kusterman.....	do	5,000 00
	R. Silber.....	do	2,500 00
	Charles Juch.....	do	1,300 00
	A. Weise.....	do	1,000 00
	A. Brauns.....	do	1,000 00
	R. Kusterman.....	do	1,000 00

"B." — Names of Stockholders, etc. — continued.

Names of Banks.	Names of Stockholders.	Residence.	Amount.
<i>Green Bay S. B'k</i> —con.	J. Schellenbeck....	Green Bay	\$1,000 00
	C. F. Plessing	do.....	500 00
	S. Labart.....	do.....	300 00
	Geo. Markle.....	do.....	200 00
	H. A. Straubel.....	do.....	200 00
	Total		\$40,000 00
<i>Hudson Savings Bank.</i>	C. Goss.....	Hudson.....	\$5,000 00
	C. M. Goss	do.....	1,000 00
	A. J. Goss.....	do.....	19,000 00
	Total		\$25,000 00
<i>Jefferson County Bank.</i>	Chas. Stoppenbach.	Jefferson	\$6,000 00
	Ed. McMahon	do.....	5,000 00
	W. P. Forsyth	do.....	2,000 00
	S. T. McKenney.....	do.....	1,000 00
	Jacob Breunig.....	do.....	3,000 00
	John A. Hillyear	do.....	1,000 00
	John A. Pueiner, Jr.	do.....	1,000 00
	R. W. Clark	do.....	2,500 00
	R. W. Clark, guard.	do.....	500 00
	Solon Brown	do.....	600 00
	Mrs. Prude Whipple	do.....	900 00
	Mrs. Candis Brown.	do.....	500 00
	John D. Bullock ..	Johnson's Creek.	1,000 00
	Samuel Buchanan ..	Oakland	2,000 00
	Mrs. K. Burback ..	Milwaukee.....	1,000 00
	Nichol's Young Est.	do.....	5,000 00
	Mrs. Ann McMahon	Watertown	2,000 00
	Edward Johnson ..	do.....	3,000 90
	James Cody.....	do.....	2,000 00
	Total		\$40,000 00
<i>Jackson County Bank..</i>	L. S. Avery.....	Black River Falls	\$300 00
	Fanny Blake	do.....	500 00
	S. D. Blake	do.....	200 00
	Abel Cheney.....	do.....	300 00
	W. S. Darrow.....	do.....	200 00
	Bertie Darrow.....	do.....	100 00
	Alex. Hyslop.....	do.....	1,000 00
	Knud Hanson	do.....	100 00
	Jones & Murray ..	do.....	200 00
	A. Meinheld.....	do.....	1,100 00
	Patrick Vance.....	do.....	300 00

"B."—Names of Stockholders, etc.— continued.

Names of Banks.	Names of Stockholders.	Residence.	Amount.
<i>Jackson Co. Bank—con</i>	W. R. O'Hearn	Black River Falls	\$3,700 00
	Ulrich Oderboltz	do.	400 00
	W. T. Price	do.	4,600 00
	W. T. Porter	do.	200 00
	Ed. Pratt	do.	1,000 00
	P. Reddy	do.	100 00
	D. J. Spaulding	do.	2,500 00
	W. C. Snean	do.	100 00
	A. Uehinger	do.	1,400 00
	O. A. Britton	Tomah	600 00
	Daniel Mills	Pine Hill	200 00
	O. Cunningham	Rutland, Vt.	1,000 00
	Ann Eliza Dunn	do.	1,400 00
	C. C. Dunn	do.	100 00
	Lyman Hulbert	Coldwater, Mich.	1,000 00
	H. B. Mills	Milton	2,600 00
	Jantes J. Mason	Wrightsville	200 00
	John Bolger	Irving	500 00
	S. & E. Meinheld . . .	Black River Falls	200 00
		Total . . . . .		$27,900 00
<i>Manufacturers' Bank..</i>	J. A. Hasbrouck	San Francisco	\$12,000 00
	Albert Conro	Milwaukee	11,906 33
	M. A. Martineau	do.	5,700 00
	Caroline Tracy	do.	2,900 00
	A. L. Cary	do.	2,100 00
	C. Shepardson	do.	1,000 00
	James Porter	do.	1,000 00
	Geo. P. Sanborn	do.	100 00
	M. C. Candee	do.	950 00
	W. L. Candee	do.	800 00
	M. W. Candee	do.	225 00
	W. S. Candee	do.	100 00
	H. H. Markham	do.	800 00
	M. Stewart & Co. . . .	do.	400 00
	G. J. Rogers	do.	3,300 00
	J. L. Hathaway	do.	100 00
	M. A. Cornwall	Muscoda	2,300 00
	Wm. Porter	Waushara	1,700 00
	Republican Life Ins Co.	Chicago	650 00
	G. W. Hungerford . . .	Stevens Point	200 00
	Total		\$48,231 33
<i>Merchants and Mechan- ics Savings Bank. . . .</i>	Frank Leland	Delevan	\$12,000 00
	J. H. Dennison	Janesville	1,000 00
	H. H. Sheldon	do.	3,500 00
	L. L. Robinson	do.	1,000 00
	Wm. Macloon	do.	2,500 00
	W. H. H. Macloon	do.	500 00
	Wm. B. Terry	do.	500 00
	David Jeffris	do.	7,700 00

"B"—Names of Stockholders, etc. — continued.

Names of banks.	Names of Stockholders.	Residence.	Amount.
<i>Merchants and Mechanics Bank—con....</i>	Wm. A. Lawrence..	Janesville	\$1,000 00
	Henry Palmer.....	do	8,700 00
	L. B. Carle.....	do	3,000 00
	Frank Gray.....	do	500 00
	G. W. Hawes.....	do	1,500 00
	Patrick Conners.....	do	2,000 00
	Charles Noyes.....	do	800 00
	Russell Parmely.....	do	1,500 00
	John Maclay.....	do	500 00
	David McLay.....	do	500 00
	H. G. Reichwald.....	do	20,000 00
	James Bintliff.....	do	2,900 00
	James Morat.....	do	1,500 00
	James Youngclause.....	do	500 00
	A. A. Jackson.....	do	1,000 00
	James Shearer.....	do	900 00
	James Menzies.....	do	500 00
	D. G. Cheever.....	do	500 00
	A. Tredick.....	do	1,000 00
	Edward Jones.....	do	1,000 00
	Fenner Kimball.....	do	500 00
	Benj. Bleasdale.....	do	2,000 00
	J. W. Nash.....	do	500 00
	U. Schult.....	do	500 00
	J. B. Tracy.....	do	200 00
	Mrs. L. P. Jones.....	do	500 00
	Wm. H. Tallman.....	do	500 00
	Pliny Norcross.....	do	1,500 00
	Mrs. H. B. Hogoboom.....	do	1,000 00
	F. C. Cook.....	do	2,500 00
	Seth Fisher.....	do	1,000 00
	R. A. Perkins.....	do	1,200 00
	Mary Morat.....	do	1,000 00
	John Gallately.....	do	600 00
	J. Moore.....	do	1,300 00
	Geo. W. Lamont.....	do	1,000 00
	A. B. Burdick.....	do	1,000 00
	J. B. Carle.....	do	1,000 00
	W. B. Britton.....	do	500 00
	John Griffiths.....	do	500 00
M. H. Curtiss.....	do	500 00	
S. W. Fisher.....	do	400 00	
W. F. Carle.....	do	1,000 00	
J. W. Bintliff.....	do	1,000 00	
	Total.....		\$100,000 00
<i>Marathon County Bank</i>	Daniel Jones.....	Watertown.....	\$13,000 00
	Albert Sollivay.....	do	4,000 00
	Chas. P. Haseltine.....	Schofield.....	5,000 00
	Chas. W. Harger.....	Wausau.....	3,000 00
		Total.....		$25,000 00

"B."—Names of Stockholders, etc.—continued.

Names of Banks.	Names of Stockholders.	Residence.	Amount.
<i>Park Savings Bank...</i>	J. B. Bowen.....	Madison	\$20,300 00
	N. W. Dean.....	.....do.....	3,000 00
	Mary Hobbins.....	.....do.....	3,000 00
	Joseph Hobbins...	.....do.....	1,000 00
	A. W. Clarke.....	.....do.....	1,400 00
	W. W. Tredway.....	.....do.....	1,000 00
	M. D. Miller.....	.....do.....	1,000 00
	N. Frederickson...	.....do.....	1,000 00
	Minnie Sheldon...	.....do.....	1,000 00
	J. D. Clark.....	.....do.....	200 00
	Wm. Farrell.....	.....do.....	100 00
	Jos. Smith.....	Waupun.....	7,000 00
	Thos. Keenan.....	Portage.....	1,000 00
	Total.....		\$40,000 00
<i>People's State Bank...</i>	E. N. White.....	Burlington	\$5,000 00
	H. A. Sheldon .....	.....do.....	3,700 00
	Jacob Gill.....	.....do.....	2,000 00
	Rufus Billings.....	.....do.....	2,000 00
	Mary Mather.....	.....do.....	700 00
	Jacob Wambold...	.....do.....	1,700 00
	B. Foltz & Son.....	.....do.....	1,000 00
	Palmer Gardner.....	.....do.....	1,000 00
	F. Reuschlein .....	.....do.....	500 00
	F. Willhoft.....	.....do.....	500 00
	H. Wagner .....	.....do.....	500 00
	Chas. Wagner.....	.....do.....	500 00
	Wm. McDonald.....	.....do.....	500 00
	S. Tomlinson .....	.....do.....	1,000 00
	N. P. Randall	East Troy.....	2,000 00
	John Mather .....	.....do.....	300 00
	L. W. Conkey.....	Chicago	1,000 00
John F. Potter.....	Mukwanago	1,000 00	
Ole Hegg.....	Waterford.....	500 00	
			\$50,000 00
<i>State Bank.....</i>	Samuel Marshal...	Milwaukee	\$18,000 00
	L. S. Hanks.....	Madison.....	17,000 00
	J. Howard Palmer.	.....do.....	15,000 00
			\$50,000 00
<i>Second Ward Savings Bank.....</i>	Valentine Blatz....	Milwaukee	\$25,000 00
	Phil. Best.....	.....do.....	25,000 00
	Jos. Scolitz.....	.....do.....	25,000 00
	W. H. Jacobs.....	.....do.....	100,000 00
	F. Magdeburg.....	.....do.....	25,000 00
			\$200,000 00

"B."— *Names of Stockholders, etc.*— continued.

Names of Banks.	Names of stockholders.	Residence.	Amount.
<i>South Side Savings B'k</i>	G. C. Trumpff	Milwaukee	\$12,500 00
	John B. Koetting .....	.....do	12,500 00
	Total .....	.....	\$25,000 00
<i>Stephenson Banking Co.</i>	Isaac Stephenson ..	Marinette	\$10,000 00
	J. W. P. Lombard ..	.....do	5,000 00
	Sam'l M. Stephenson	Menominee, Mich	4,000 00
	Robert Stephenson	.....do	3,000 00
	August Spies .....	.....do	3,000 00
Total .....	.....	\$25,000 00	
<i>Strong's Bank</i>	Henry Strong	Greenbay	\$34,300 00
	D. M. Kelley .....	.....do	1,000 00
	M. P. Skeels .....	.....do	1,000 00
	L. M. Marshall .....	.....do	1,000 00
	Louis Neese .....	.....do	1,000 00
	A. H. Ellsworth .....	.....do	1,000 00
	Mrs. W. D. Colburn	.....do	1,000 00
	Mrs. L. B. Skeels ..	.....do	500 00
	M. B. Franks .....	.....do	2,400 00
	I. C. White .....	.....do	500 00
	R. Morris .....	.....do	500 00
	Joseph Taylor	Fort Howard	1,000 00
	A. N. Marshall	Stevens Point	1,200 00
	I. E. Dean	Waukon, Iowa	1,000 00
	Sarah Hayes	West Salem	1,000 00
	Rev S. Crawford ..	Lyons, Iowa	600 00
	M. T. Hale	New York	500 00
M. C. Underwood ..	Brooklyn, N. Y. ..	500 00	
Total .....	.....	\$50,000 00	
<i>Wisconsin Marine and Fire Ins. Co. Bank.</i> ..	Alexander Mitchell.	Milwaukee	\$100,000 00

"C."

STATEMENT *showing the names of persons who have executed bonds, now on deposit in this office, as additional security for the redemption of the countersigned notes issued to their respective banks, as required by section 17 of the banking law:*

Names of Banks.	Names of Bondsmen.	Penalties.
Batavian Bank.....	G. VanSteenwyck.....	\$6,250 00
Wisconsin Marine and Fire Ins. Co. Bank.....	Geo. Smith and Alexander Mitchell.....	25,000 00

"D."

LIST OF OFFICERS of *Banks, taken from the reports made to this office on the first Monday of July, 1878.*

NAMES OF BANKS.	Location.	President.	Cashier.
Batavian Bank	La Crosse.....	.....	E. E. Bently.
Bank of Commerce	Milwaukee	Edw. O'Neil ..	A. B. Geilfuss.
Bank of Watertown.....	Watertown.....	L. R. Cady, V. P	W. H. Clark.
Bank of Evansville	Evansville.....	M. V. Pratt, V.P	J. C. Sharp.....
Bank of Eau Claire.....	Eau Claire.....	F. Woodward..	G. F. Thompson
City Bank of Portage...	Portage	Ll. Breese	R. B. Wentw'th.
Citizens Bank of Delavan	Delavan... ..	Geo. Cotton....	C. B. Tallman.
Clark County Bank.....	Neillsville.....	R. Dewhurst..	F. S. Kirkland.
Bank of New London...	New London ..	J. W. Bingham.	Leonard Perrin.
Farmers and Merchants Bank	Jefferson	J. W. Ostrander.	Yale Henry.
German Bank	Sheboygan	Jas. H. Mead..	Fr. Karste.
German Exchange Bank	Milwaukee....	Guido Pfister..	R. Nunnemacher
German American Sav- ings Bank	Fond du Lac ..	Rudolph Ebert	John C. Perry.
Green Bay Savings Bank	Green Bay....	Robert Silber..	H. Gieseler.
Hudson Savings Bank...	Hudson .....	.....	Alfred J. Goss.
Jefferson County Bank..	Jefferson	C. Stoppenbach	Ed. McMahon.
Jackson County Bank ..	Black Riv. Falls	Wm. T. Price..	O. R. O'Hearn.
Manufacturers' Bank....	Milwaukee	Albert Conro ..	W. S. Candee.
Marathon County Bank.	Wausau	C. P. Haseltine.	Chas. W. Harger.
Merchants' and Mecha- nics' Savings Bank.....	Janesville	David Jeffris ..	H. G. Reichwald.
Park Savings Bank.....	Madison	J. B. Bowen ...	James E. Baker.
Peoples State Bank	Burlington	E. N. White....	Jno. Reynolds.
State Bank.....	Madison	Sam. Marshall.	L. S. Hanks.
Second Ward Savings Bank	Milwaukee... ..	Valent'e Blatz.	W. H. Jacobs.
South Side Savings Bank	Milwaukee....	G. C. Trumpff ..	J. B. Koetting.
Stephenson Banking Co.	Marinette.	I. Stephenson..	J. W. P. Lombard
Strong's Bank	Green Bay.....	Henry Strong..	Louis Neese.
Wisconsin Marine and Fire Ins. Co. Bank....	Milwaukee....	Alex. Mitchell.	D. Ferguson.

"E."

STATEMENT showing the number of bank-note impressions on hand
October 1, 1878.

Names of Banks.	Location.	Denom-ination.	No.
Bank of Sheboygan	Sheboygan	1, 2, 3, 5	205
Bank of Watertown	Watertown	1, 2, 3, 5	485
Batavian Bank	La Crosse	1, 5	1,990
Corn Exchange Bank	Waupun	1, 2, 3, 5	418
Milwaukee County Bank	Milwaukee	5, 10	120
Summit Bank	Oconomowoc	2, 3	713
Wisconsin Mar. & F. Ins. Co. Bank..	Milwaukee	2, 3, 5, 5	75

"F."

LIST OF BANK NOTE PLATES on hand October 1, 1878, deposited
with Bank of Republic, New York.

Names of Banks.	Location.	Denom-ination.
State Bank	Madison	1, 1, 2, 5
Bank of Racine	Racine	1, 2, 3, 5
Columbia County Bank	Portage	1, 1, 2, 5
Corn Exchange Bank	Waupun	1, 2, 3, 5
Bank of Watertown	Watertown	1, 2, 3, 5
Bank of Madison	Madison	1, 2
Batavian Bank	La Crosse	1, 5
Summit Bank	Oconomowoc	2, 3
Wisconsin Marine and Fire Ins. Co. Bank..	Milwaukee	2, 3, 5, 5

"G." — Statement of the condition of the Banks of Wisconsin on the morning of Monday, July 1, 1878.

NAMES OF BANKS.	LOCATION.	RESOURCES.							Specie.
		Loans and Discounts.	Due from directors or stockhol's.	Due from Brokers.	Over drafts.	U. S. Treas. notes deposited with State Treasurer.	U. S. and other bonds on hand.	Other resources.	
Batavian Bank.....	La Crosse.....	\$191,120 62			\$480 06	\$223 00	\$750 00		\$5,949 02
Bank of Commerce.....	Milwaukee.....	235,955 97	\$13,300 00		12,912 11		40,000 00		4,265 18
Bank of Eau Claire.....	Eau Claire.....	26,260 65	2,100 00		7,522 40				548 92
Bank of Evansville.....	Evansville.....	38,303 41	10,000 00						1,278 70
Bank of New London.....	New London.....	23,744 88	15,000 00						
Bank of Watertown.....	Watertown.....	86,867 91	10,793 65		1,194 75		16,450 00		2,497 41
Clark County Bank.....	Neillsville.....	25,453 99							164 00
City Bank of Portage.....	Portage.....	51,280 70	7,000 00		2,570 73				600 00
Citizens Bank.....	Delafield.....	44,008 34	10,000 00		1,363 68				695 00
Farmers' and Merchants' Bank.....	Jefferson.....	78,871 94	787 90		2,508 00				747 96
German Bank.....	Sheboygan.....	361,959 89			1,539 09		80,350 00		2,745 00
German-American Savings Bank.....	Fond du Lac.....	96,683 16							502 00
German Exchange Bank.....	Milwaukee.....	356,148 95					12,950 00		3,225 60
Green Bay Savings Bank.....	Green Bay.....	60,376 38							954 23
Hudson Savings Bank.....	Hudson.....	146,510 52	5,000 00		9,534 38		5,000 00		490 00
Jackson County Bank.....	Black River Falls.....	30,995 52	12,700 00		71 39				346 90
Jefferson County Bank.....	Jefferson.....	82,390 27			418 20				759 45
Manufacturers' Bank.....	Milwaukee.....	149,691 40			5,548 44		1,400 00		1,028 69
Marathon County Bank.....	Wausau.....	54,753 35			683 55				512 51
Merchants & Mechanics' Sav'gs B'k.....	Janesville.....	100,568 92	80,000 00						210 87
Park Savings Bank.....	Madison.....	44,060 97	3,770 00		74 58				1,574 46
People's State Bank.....	Burlington.....	1,197 17			394 98				
State Bank.....	Waesche.....	185,528 88			1,548 29				1,187 35
Second Ward Savings Bank.....	Milwaukee.....	514,546 07	190,251 99	\$994 02	18,232 65		\$334,320 00	\$8,322 00	14,922 44
South Side Savings Bank.....	Milwaukee.....	155,300 54			3,784 19		5,995 00		1,094 16
Stephenson Banking Company.....	Oconto.....	31,428 73	12,453 25		621 86				370 00
Strong's Bank.....	Green Bay.....	168,793 55			1,267 70		36,044 70		1,238 81
Wis. Marine & Fire Ins. Co. Bank.....	Milwaukee.....	1,667,766 70			3,426 74	1,180 00	907,978 10		30,551 86
		\$5,005,669 39	\$273,156 79	\$994 02	\$75,647 27	\$1,403 00	\$1,441,237 80	\$8,322 00	\$78,450 52

¹ Loans on call.

⁵ Milwaukee city and county bonds.

⁶ Coupons in due course of collection.

"G."—Statement of the condition of the Banks of Wisconsin, on the morning of Monday, July 1, 1878,—cont.

NAMES OF BANKS.	Location.	RESOURCES—continued.					
		Cash Items.	Real Estate and Bank Fixtures.	Loss and expense account.	Bills of solvent banks on hand.	Due from banks.	Total resources.
Batavian Bank.....	La Crosse	\$1,590 21	\$13,514 51	.....	\$59,134 00	\$51,439 79	\$324,201 21
Bank of Commerce.....	Milwaukee	8,436 68	34,074 20	.....	36,797 00	173,670 91	559,412 05
Bank of Eau Claire.....	Eau Claire.....	2,446 28	.....	\$653 00	8,018 00	21,523 42	69,072 67
Bank of Evansville.....	Evansville.....	5,300 42	5,471 32	.....	7,924 00	3,209 83	71,487 68
Bank of New London.....	New London.....	2,965 07	3,142 58	.....	.....	1,899 24	47,737 93
Bank of Watertown.....	Watertown.....	203 89	11,566 70	1,423 40	14,646 00	12,561 73	158,205 44
Clark County Bank.....	Neillsville.....	653 30	2,001 59	116 22	2,424 00	10,443 56	41,356 66
City Bank of Portage.....	Portage.....	.....	5,200 00	.....	7,517 93	7,198 31	81,367 67
Citizens' Bank.....	Delavan.....	12 33	2,696 90	132 43	5,200 00	9,621 65	73,730 32
Farmers' and Merchants' Bank.....	Jefferson.....	35 00	8,168 59	466 88	6,652 00	7,438 31	105,676 53
German Bank.....	Sheboygan.....	693 06	10,000 00	.....	70,594 00	94,217 93	622,078 97
German American Savings Bank.....	Fo d du Lac.....	428,703 79	9,800 91	.....	10,863 00	10,050 00	156,662 86
German Exchange Bank.....	Milwaukee.....	14,961 39	.....	.....	53,240 00	121,183 02	561,708 98
Green Bay Savings Bank.....	Green Bay.....	617 68	2,162 27	.....	12,130 24	6,440 40	82,681 20
Hudson Savings Bank.....	Hudson.....	5,628 44	7,000 00	.....	13,288 15	33,658 18	226,109 67
Jackson County Bank.....	Black River Falls.....	7,709 00	3,276 00	1,401 77	.....	13,558 09	70,058 67
Jefferson County Bank.....	Jefferson.....	651 13	7,341 03	1,414 94	7,094 00	4,624 71	104,693 73
Manufacturers' Bank.....	Milwaukee.....	19,180 03	3,411 10	8,682 83	.....	28,412 21	217,355 60
Marathon County Bank.....	Wausau.....	1,265 76	5,850 63	.....	10 723 00	7,500 94	81,239 74
Merchants' and Mechanics' Savings Bank.....	Janesville.....	99 00	1,535 63	.....	16,281 58	8,491 35	207,187 35
Park Savings Bank.....	Madison.....	206 82	21,343 95	1,711 81	11,272 84	16,030 10	100,145 54
People's State Bank.....	Burlington.....	522 77	42,175 89	3,329 44	.....	672 02	48,292 27
State Bank.....	Madison.....	207 36	9,000 00	.....	45,972 05	51,596 16	295,040 09
Second Ward Savings Bank.....	Milwaukee.....	14,287 93	.....	.....	127,794 00	125,541 24	1,249,222 34
South Side Savings Bank.....	Milwaukee.....	13,614 63	4,521 25	.....	28,122 00	11,595 46	224,027 23
Stephenson Banking Company.....	Oconto.....	167 23	786 00	.....	3,934 00	22,096 97	71,857 54
Strong's Bank.....	Green Bay.....	1,925 87	9,179 59	.....	30,954 00	24,928 04	260,332 26
Wisconsin Marine and Fire Ins. Co. Bank.....	Milwaukee.....	184,063 93	.....	.....	.....	1,354,905 08	4,149,872 41
		\$316,249 00	\$223,220 54	\$20,318 88	\$390,575 79	\$2,224,509 66	\$10,269,754 65

* Including bonds and mortgages.

"G."—Statement of the condition of the Banks of Wisconsin on the morning of Monday, July 1, 1878—con.

NAMES OF BANKS.	LOCATION.	LIABILITIES.					
		Capital.	Registered Notes in Circulat'n.	Surplus and Profit and Loss.	Due to Depositors on Demand.	Due to others not included under either of the above heads.	Total Liabilities.
Batavian Bank	La Crosse	\$50,000 00	\$223 00	\$10,000 00	\$263,978 21		\$324,201 21
Bank of Commerce	Milwaukee	100,000 00			447,262 35	\$12,149 70	559,412 05
Bank of Eau Claire	Eau Claire	30,000 00			33,764 51	5,308 16	69,072 67
Bank of Evansville	Evansville	25,000 00			44,552 86	1,934 32	71,477 68
Bank of New London	New London	30,000 00		4,000 00	12,524 59	1,213 34	47,737 93
Bank of Watertown	Watertown	50,000 00			101,849 93	\$ 6,355 51	158,205 44
Clark County Bank	Neilsville	30,000 00			9,110 96	2,245 70	41,356 66
City Bank of Portage	Portage	25,000 00			54,389 37	1,978 30	81,367 67
Citizens' Bank	Deavan	25,000 00		710 18	48,020 15		73,730 33
Farmers and Merchants' Bank	Jefferson	60,000 00			40,402 49	5,274 09	105,676 58
German Bank	Stebouan	50,000 00		26,708 67	\$ 545 370 3 ¹		62,078 97
German American Savings Bank	Fond du Lac	25,000 00			131,602 86		156,602 86
German Exchange Bank	Milwaukee	100,000 00			461,708 06		561,708 96
Green Bay Savings Bank	Green Bay	4,000 00			42,681 20		82,681 20
Hudson Savings Bank	Hudson	25,000 00		31,238 25	169,871 32		226,109 67
Jackson County Bank	Black River Falls	27,000 00			36,781 27	5,674 40	70,058 67
Jefferson County Bank	Jefferson	40,000 00			51,138 34	13,553 39	104,693 73
Manufacturers' Bank	Milwaukee	48,231 33			128,483 62	40,640 65	217,355 60
Madison County Bank	Wausau	25,000 00			43,995 60	12,244 14	81,239 74
Merchants' and Mechanics' Sav. Bank	Janesville	100,000 00			95,913 09	11,274 26	207,187 35
Park Savings Bank	Madison	40,000 00			60,145 54		100,145 54
People's State Bank	Burlington	24,450 00			12,323 56	11,518 71	48,292 27
State Bank	Madison	50,000 00			245,040 09		295,040 09
Second Ward Savings Bank	Milwaukee	20,000 00			1,049,222 34		1,249,222 34
South Side Savings Bank	Milwaukee	25,000 00			172,458 47	26,568 76	224,027 23
Stephensou Banking Company	Oconto	25,000 00			46,547 27	310 27	7,875 54
Strong's Bank	Green Bay	50,000 00			206,311 38	12,490 88	269,332 26
Wis. Marine & Fire Ins. Co. Bank	Milwaukee	100,000 00	1,180 00		2,422,066 29	1,626,626 12	4,144,872 41
Total		\$1,420,281 33	\$1,403 00	\$72,657 20	\$6,977,549 92	\$1,797,863 20	\$10,269,745 65

² Including surplus. ³ Of this sum are over \$100,000 on three, six and twelve months' time.

SUMMARY

Of the items of capital, circulation, deposits, specie, cash items and public securities and bills of solvent banks of the banks of the state of Wisconsin, on the morning of Monday, July 1, 1878:

Capital.....	\$1,420,281 33
Circulation	1,403 00
Deposits	6,977,549 92
Specie	78,450 52
Cash items.....	316,249 00
Public securities.....	1,403 00
Bills of solvent banks.....	590,575 00

OFFICE OF STATE TREASURER,
MADISON, July 12, A. D. 1878.

I hereby certify that the foregoing statement is an abstract of the semi-annual reports made to this office by the several banks that made reports (as far as it was practicable to arrange the items under general heads), in pursuance of the provisions of the 41st section of the act entitled "An act to authorize the business of banking." Approved April 19, 1852.

RICHARD GUENTHER,
State Treasurer.

ANNUAL REPORT
OF THE
COMMISSIONERS
OF
SCHOOL AND UNIVERSITY LANDS
OF THE
STATE OF WISCONSIN,
FOR THE
FISCAL YEAR ENDING SEPTEMBER 30, 1878.

OFFICE OF COMMISSIONERS OF SCHOOL AND UNIVERSITY LANDS,
MADISON, WIS., October 10, 1878.

To His Excellency, WILLIAM E. SMITH,
Governor of the State of Wisconsin:

SIR: As required by law, we have the honor to report herewith to you our official proceedings for the year ending September 30th, 1878.

The reports of the Secretary of State and State Treasurer exhibit detailed statements of the receipts and disbursements on account of the several funds affected by our action, and to them we respectfully refer.

Lands Sold.—Forfeitures.

LANDS SOLD.

The whole number of acres of land sold during the fiscal year was 61,758.42, against 42,064.81 sold during the fiscal year 1877, and are classified as follows:

	<i>Acres.</i>
School	16,042.51
University.....	1,038.05
Agricultural College.....	12,310.11
Marathon County.....	400.00
Normal school.....	14,158.93
Drainage.....	17,808.52
Total.....	<u>61,758.42</u>

For a detailed statement of these sales, we respectfully refer to the accompanying tables, marked exhibits A, B, C, D, E and F.

These tables show the number of acres of each class of land sold, the amount sold for, the amount of principal paid, and the amount due on which the state is receiving seven per cent. interest.

The number of acres sold, as compared with the previous year, classified, is as follows:

	1877.	1878.
	<i>Acres.</i>	<i>Acres.</i>
School	12,340.15	16,042.51
University.....	960.00	1,038.05
Agricultural College.....	3,767.01	12,310.11
Marathon County.....	605.18	400.00
Normal school.....	9,762.15	14,158.03
Drainage.....	14,630.32	17,808.82
Total.....	<u>42,064.81</u>	<u>61,758.42</u>

FORFEITURES.

The following table shows the number of acres of land held on certificate, and lands mortgaged to the state to secure loans, and

Income.— Lands Held by State.

the amount due on the same, which was forfeited during the year for non-payment of annual interest due thereon:

	<i>Acres.</i>	<i>Am't due.</i>
School lands.....	14,535.05	\$13,735 96
University lands	368.04	768 00
Agricultural lands.....	1,000.00	925 00
Normal School lands.....	4,056.52	3,924 00
Drainage lands.....	80.00	90 00
School Fund loans.....		800 00
Normal School Fund loans.....		300 00
Total.....	<u>20,039.61</u>	<u>\$20,542 96</u>

INCOME.

The amount of interest moneys received from the several productive funds, comprising certificates of sales, loans, certificates of indebtedness, and bonds, under our supervision, during the year, is as follows:

	<i>Amount.</i>
School Fund.....	\$185,348 82
University Fund.....	15,198 06
Agricultural College Fund.....	17,326 31
Normal School Fund	66,447 64
Total	<u>\$284,320 83</u>
Income from Drainage Fund.....	<u>\$740 85</u>

LANDS HELD BY THE STATE.

The whole number of acres of lands, of all classes, held by the state at the close of the fiscal year was 1,538,825.07.

The table marked Exhibit G shows the number of acres belonging to each fund, and the counties in which they are situated.

Prices and Terms of State Lands.

The number of acres held in trust by the state, classified, was as follows:

	<i>Acres.</i>
School lands.....	213,407.05
University lands.....	3,737.15
Normal School lands.....	593,112.00
Drainage lands.....	682,702.83
Agricultural College lands.....	38,481.35
Marathon county lands.....	7,384.69
	1,538,825.07
	1,538,825.07

Th changes in the number of acres, as compared with the same at the close of the fiscal year of 1877, are accounted for as follows:

Number of acres owned by the State Sept. 30th, 1877.....	1,568,655.02
Increased by forfeitures.....	20,039.51
Swamp lands put into market December 12th, 1877.....	11,848.96
	1,600,543.59
Decreased by sales during the year.....	61,758.42
	1,538,785.17
Total No. acres owned by the State September 30th, 1877.....	1,538,785.17

PRICES AND TERMS OF SALE OF STATE LANDS.

Lands held by the State are subject to sale at private entry on the following terms: The School, University and Agricultural College lands are sold on ten years' time, twenty-five *per cent.* of the purchase money being required in cash, and seven *per cent.* interest, payable annually in advance, on amount remaining unpaid. Full payment at time of purchase is required for Normal School, Drainage (swamp), and Marathon County lands. The prices range as follows:

School lands, from.....	\$1 00 to	\$1 25 per acre.
University lands, from.....	2 00 to	3 00 per acre.
Agricultural College lands.....		1 25 per acre.
Normal School lands (swamp) from.....	50 to	1 25 per acre.
Drainage lands (swamp), from.....	50 to	1 25 per acre.
Marathon County.....		75 per acre.

Apportionment.—Investment of Trust Funds.

APPORTIONMENT OF DRAINAGE MONEY.

The table marked Exhibit H, shows the amount of drainage money, viz., \$14,814.28, apportioned to the several counties July 1, 1878, for drainage purposes, in pursuance of chapter 537, Laws of 1865.

The amount received during the fiscal year was:

From sales of land	\$14,561 19
Payments on certificates of sale.....	398 00
Interest on certificates of sale.....	740 85
Penalty on taxes.....	20 00
Total	<u>\$15,720 04</u>

INVESTMENT OF TRUST FUNDS.

Investments of the trust funds have been made during the year by loans to school districts, in pursuance of chapter 42, Laws of 1871, for the purpose of erecting school buildings, to the amount of \$26,865.66. For detailed statement, see Exhibit I.

Loans were made to counties, towns and cities, under provisions of law, cited in the detailed statement (Exhibit K), to the amount of \$153,500.00.

The investment of \$90,000.00 in United States six per cent. bonds having been called in, a temporary investment of \$75,000.00 was made in United States four per cents., as the best and safest authorized by law. We also invested \$3,000.00 in Wisconsin war bonds, and our predecessors had purchased \$2,000.00 of the bonds of the city of Albany, New York. Details of these transactions are shown in Exhibit K.

Productive Trust Funds.

Following is a statement of the several funds from which these loans and investments were made, and the total amount thereof:

Agricultural College Fund.....	\$7,486 66
University Fund.....	6,925 00
Normal School Fund.....	102,300 00
School Fund.....	143,654 00
Total.....	<u>\$260,365 66</u>

PRODUCTIVE TRUST FUNDS.

The total amount of the several productive funds under our supervision on the 30th day of September, 1878, was \$4,089,141.19, against \$4,046,074.63 for the fiscal year 1877:

The following statements show the amount of each fund, and the changes in the same during the year.

SCHOOL FUND.

Due on certificates of sale.....	\$378,265 90
Due on loans.....	222,038 67
State certificates of indebtedness.....	1,559,700 00
Wisconsin War bonds.....	3,000 00
United States bonds.....	75,000 00
Milwaukee City.....	170,000 00
Loan to Iowa County.....	55,000 00
Loan to city and town of Mineral Point.....	35,000 00
Loan to Racine County.....	9,375 00
Loan to Clark County.....	15,000 00
Loan to Wood County.....	46,000 09
Loan to Mineral Point Academy.....	5,000 00
Loan to Juneau County.....	7,500 00
Loan to Jackson County.....	20,000 00
Loan to Polk County.....	3,000 00
Loan to town of Rushford, Winnebago County.....	2,000 00
Loan to town of Necedah, Juneau County.....	14,500 00
Loan to town of Newport, Columbia County.....	1,500 00
Total.....	<u>\$2,621,879 51</u>

Productive Trust Funds.

UNIVERSITY FUND.

Due on certificates of sales	\$45,222 96
Due on loans	37,367 81
State certificates of indebtedness.....	111,000 00
Dane county bonds.....	14,500 00
Milwaukee city bonds.....	10,000 00
Total.....	<u>\$218,090 77</u>

AGRICULTURAL COLLEGE FUND.

Due on certificates of sales.....	\$147,204 40
Due on loans	30,958 78
State certificates of indebtedness.....	51,600 00
Dane county bonds.....	44,500 00
Milwaukee city bonds.....	10,000 00
Total	<u>\$244,263 18</u>

NORMAL SCHOOL FUND.

Due on certificates of sales.....	\$33,913 29
Due on loans	99,969 38
State certificates of indebtedness.....	515,700 00
Milwaukee city bonds.....	160,000 00
Town bonds	12,800 00
Loan to Iowa county.....	95,000 00
Loan to Racine county	5,625 00
Loan to Wood county.....	33,000 00
Loan to town of Pine Valley	2,400 00
Loan to town of Princeton, Green Lake county.....	4,500 00
Loan to city of La Crosse	40,000 00
Albany city bonds	2,000 00
Total.....	<u>\$1,004,907 67</u>

RECAPITULATION.

School Fund.....	\$2,621,879 57
University Fund.....	218,090 77
Agricultural College Fund	244,263 18
Normal School Fund.....	1,004,907 67
Total productive trust funds, Sept. 30, 1878	<u>\$4,089,141 19</u>

Changes in the Productive Trust Funds.

DRAINAGE FUND.

This fund is comprised exclusively of certificates of sale, and is held in trust for the counties; and the receipts therefrom are annually apportioned to the proper counties with other drainage moneys. The amount productive September 30th, 1878, was \$10,521.23.

CHANGES IN THE PRODUCTIVE TRUST FUNDS.

The changes in the several classes of the productive funds during the year have been as follows:

SCHOOL FUND.

Amount of productive fund Sept. 30, 1877	\$2,598,861 07	
Decreased by payments on certificates of sale... \$26,424 52		
forfeitures of certificates of sale..... 13,735 96		
payments on school district loans..... 26,152 42		
forfeitures on loans 800 00		
payments on loans to counties and other cor- porations 25,625 00		
U. S. bonds called in..... 43,000 00		
	\$135,737 90	
	\$2,463,123 17	
Increased by certificates of sale..... \$15,102 40		
loans to school districts 9,654 00		
loans to counties and other corporations.... 56,000 00		
investment in U. S. bonds..... 75,000 00		
Wisconsin war bonds 3,000 00		
	\$158,756 40	
Amount of productive fund Sept. 30, 1878	\$2,621,879 57	

Showing an increase in the investments of this fund of \$23,018.50.

Changes in the Productive Trust Funds.

UNIVERSITY FUND.

Amount of productive fund September 30, 1877.....		\$223,240 32
Decreased by payments on certificate of sales.....	\$5,609 44	.....
Decreased by forfeitures of certificates of sales...	768 00	.....
Decreased by payments of loans.....	6,333 11	.....
Decreased by payments of Dane County bonds...	1,500 00	.....
		14,210 55
Amount of productive fund September 30, 1878.....		\$209,029 77
Increased by certificates of sales	\$2,136 00	.....
Increased by loans to school districts	6,925 00	.....
		9,061 00
		\$218,090 77

Showing a decrease in the investment of this fund amounting to \$5,149.55.

NORMAL SCHOOL FUND.

Amount of productive fund Sept. 30, 1877		\$983,181 34
Decreased by payments of certificates of sales....	\$2,691 00	.....
Decreased by forfeitures of certificates of sales ...	3,924 00	.....
Decreased by payments of loans.....	15,280 67	.....
Decreased by forfeitures of loans	300 00	.....
Decreased by U. S. bonds called in.....	43,000 00	.....
Decreased by payment of town bonds.....	1,500 00	.....
Decreased by Racine county indebtedness.....	1,875 00	.....
Decreased by Pine Valley loan	600 00	.....
Decreased by City of Madison loan.....	2,500 00	.....
		\$71,670 67
		\$911,510 67
Increased by certificates of sales.....	\$1,097 00	.....
Increased by loans to school districts	2,800 00	.....
Increased by loans to counties, towns, etc.....	87,500 00	.....
Increased by Albany City bonds.....	2,000 00	.....
		93,397 00
Amount of productive fund Sept 30, 1878.....		1,004,907 67

Showing an increase in the investment of this fund amounting to \$21,726.33.

Changes in the Productive Trust Funds.

AGRICULTURAL COLLEGE FUND.

Amount of Productive Fund Sept. 30, 1877		\$240,791 90
Decrease by payments on certificates of sales.....	\$3,768 00	
Decrease by payments on loans.....	6,387 38	
Decrease by forfeitures of certificates of sale.....	925 00	
U. S. bonds called in.....	4,000 00	15,080 38
		\$225,711 52
Increased by certificates of sale.....	\$11,065 00	
Increased by loans to school districts.....	7,486 66	18,551 66
		\$244,263 18

Showing an increase in the investments of this fund amounting to \$3,471.28.

RECAPITULATION.

The following table shows a comparative statement of the amounts of the several productive trust funds, September 30, 1877, and September 30, 1878:

	1877.	1878.
School Fund	\$2,596,361 67	\$2,621,879 57
University Fund.....	223,240 32	218,100 77
Normal School Fund.....	985,681 34	1,007,408 17
Agricultural College Fund.....	240,791 90	244,263 18
	\$4,046,074 63	\$4,091,651 59

Showing a total increase in the several productive trust funds during the year of \$45,577.06.

Unproductive Trust Funds.

UNPRODUCTIVE TRUST FUNDS.

The unproductive trust funds consist of unsold lands held in trust by the state for said funds, and are estimated as follows:

School fund	\$ 248,974
University fund.....	7,847
Normal School Fund	667,251
Agricultural College Fund	48,101
Drainage Fund	768,140
 Total.....	 <u><u>\$1,740,318</u></u>

TRUST FUNDS NOT INVESTED.

The amounts of the several trust funds in the treasury, September 30, 1877, and September 30, 1878, and nonproductive, were as follows:

	1877.	1878.
School Fund	\$74,195 22	\$58,823 70
University Fund... ..	1,567 62	9,843 03
Normal School Fund.....	45,056 84	33,290 88
Agricultural College Fund.....	1,975 70	12,338 93
 Total.....	 <u><u>\$122,795 38</u></u>	 <u><u>\$113,296 54</u></u>

State Park.— Deficit of School Lands.

STATE PARK.

Chapter 324 of the laws of 1878 “dedicated and set apart for the purposes of a state park” “all lands belonging to the state of Wisconsin in townships 40, 41, 42, 43 and 44 north, of ranges 4, 5, 6, 7 and 8 east.” The twenty-five townships enumerated embrace an area of about 487,000 acres of land, of which the state held in trust 50,631 acres, as follows: For the school fund, 8,412 acres; for the normal school fund, 22,366 acres; and for the drainage fund of Lincoln county, 19,853 acres. These lands are widely scattered throughout the several townships, and, being but little more than nine *per cent.* of the territory embraced, inquiry into the future of the enterprise, and also into the propriety of diverting these lands from the purposes for which they were held in trust, is respectfully suggested.

DEFICIT OF SCHOOL LANDS.

Acts of congress approved May 20, 1826, and February 26, 1859, provided indemnity to the several states for deficiencies in sixteenth sections. The commissioners, during the present year, caused to be prepared a detailed exhibit of such deficiencies within this state, amounting to about 42,000 acres. His excellency the governor has so efficiently urged the claim of the state upon the department of the interior that a favorable result is confidently expected.

We may add, in this connection, that the necessary labor has been begun by this department, and is being prosecuted as rapidly as is consistent with the regular business of the land office, to ascertain whether the state has received all the swamp and overflowed lands to which she is entitled under the act of congress approved September 28, 1850. By comparison of the approved lists with the plats of the surveys exhibiting the system of selection, it is expected that a considerable difference will be realized in favor of the state.

Reduction of Price of Swamp and Overflowed Lands.

REDUCTION OF PRICE OF SWAMP LANDS.

Chapters 62, 87, 175, 189 and 233, of the laws of 1878, authorized the commissioners, in their discretion, to reduce the price of swamp and overflowed lands in the counties of Monroe, Waupaca, Door, LaCrosse, Kewaunee and Manitowoc, to the uniform price of fifty cents per acre. On the 9th of May, after procuring such information as could be obtained, the price of such lands in Monroe, La Crosse and Kewaunee counties was so reduced. The sale of these lands belonging to the drainage fund of Manitowoc county having been reserved, by sundry prior statutes, to the board of Manitowoc and Calumet swamp land commissioners, the opinion and advice of said board were solicited. That body, by resolution of June 28, requested the commissioners not to reduce the price of the said lands in that county, and they are accordingly held at one dollar per acre, as before. The title of chapter 87 of the session laws of 1878, relating to these lands in Waupaca and Door counties, did not comport with the act, hence no action was taken. But the revised statutes, which will be in force November 1st, will correct this irregularity, and the price of the swamp lands in said counties will be immediately thereafter reduced.

Under previous enactments, the price of the swamp and overflowed lands in the counties of Adams, Columbia, Jackson, Juneau, Marquette and Wood, had been reduced to fifty cents per acre. The number of counties is now nine in which these lands are so held and sold. With Door and Waupaca, the number will be eleven. The attention of the legislature is respectfully called to the fact that these reductions affect not only the drainage funds belonging to the counties respectively, but they also diminish the resources of the normal school fund, in which the people of the state at large are interested.

Miscellaneous Work.

MISCELLANEOUS WORK.

The land office has furnished during the present year, to county clerks and to county treasurers, much information relative to vacant and contracted state lands and lands mortgaged to the state, that was calculated to insure proper assessment of these lands and the collection of the taxes thereon. It is expected that this labor will prevent the assessment of vacant state lands and otherwise correct errors that have heretofore occasioned delay and annoyance in the payment and collection of these taxes.

The drafts upon this department for information as to the *status* of individual claims, the locality, quality, price and terms of the public lands, copies of the surveys, etc., have been very numerous, and have devolved a vast amount of labor upon the land office. Every such inquiry has received prompt and careful attention, and the value of such labor to the people and to the trusts confided to us is shown in the improved condition of the affairs of the department, exhibited throughout this report.

HANS B. WARNER, Secretary of State.

RICHARD GUENTHER, State Treasurer.

ALEX. WILSON, Attorney General.

Commissioners of School and University Lands.

EXHIBIT A.

SALE OF SCHOOL LANDS for the fiscal year ending September 30, 1878.

COUNTIES.	No. of Acres.	Amount sold for.	Principal Paid.	Interest Paid.	Deposit Paid.	Balance due State.
Adams	362.13	\$448 29	\$207 29	\$6 04		\$241 00
Ashland	40.00	35 56	35 56			
Barron	280.00	315 62	96 62	8 36		219 00
Bayfield	240.00	213 36	57 36	8 18		156 00
Brown	40.00	69 69	69 69			
Buffalo	440.00	746 26	276 26	21 66		470 00
Burnett	240.00	288 70	105 70	4 42		183 00
Chippewa	1,364.85	1,983 92	515 41	17 43	\$8 51	1,460 00
Clark	844.65	960 44	216 98	2 48	33 46	710 00
Columbia	160.00	933 90	252 90	12 71		681 00
Crawford	146.10	145 18	36 18	44		109 00
Dane		153 70	38 70	2 79		115 00
Door	1,475.19	1,688 67	820 67	22 71		868 00
Dunn	120.00	110 36	53 36	1 69		57 00
Eau Claire	320.00	368 11	94 11	11 75		274 00
Iowa		380 00	95 00	4 83		285 00
Jackson	760.00	897 90	305 00	16 52	44 90	548 00
Juneau	240.00	232 66	54 66	2 00		178 00
La Crosse	227.21	306 43	72 43	5 73		234 00
La Fayette	90.00	266 61	120 61	50		146 00
Lincoln	577.30	701 49	368 49	10 77		333 00
Marathon	680.00	1,089 72	358 72	23 32		731 00
Marquette	200.00	342 69	107 29	7 19		235 40
Monroe	480.00	580 44	167 44	14 42		413 00
Oconto	1,882.65	2,398 70	1,009 70	22 55		1,389 00
Outagamie	40.00	59 35	9 35	17		50 00

Sale of School Land for 1878.

"A." — *Sale of School Lands, etc. — continued.*

COUNTIES.	No. of Acres.	Amount sold for.	Principal Paid.	Interest Paid.	Deposit Paid.	Balance due State.
Pierce	440.00	\$703 62	\$158 88	\$1 42	\$130 74	\$414 00
Polk	120.00	148 32	40 32	4 94	.....	108 00
Portage	560.00	595 07	180 07	8 83	.....	415 00
Richland	200.00	396 81	110 81	12 55	.....	286 00
Rock	40.00	1,028 41	190 63	18 49	29 78	808 00
St. Croix	200.50	285 28	120 28	6 91	.....	165 00
Sauk	235.94	336 79	117 79	6 19	.....	219 00
Shawano	240.00	307 70	98 70	7 53	.....	209 00
Taylor	1,480.00	1,279 32	308 01	4 51	2 31	969 00
Trempealeau	40.00	57 04	19 04	25	.....	38 00
Vernon	521.26	643 62	128 62	2 77	.....	515 00
Waupaca	235.75	351 49	94 49	7 56	.....	257 00
Waushara	319.93	435 23	167 23	13 48	.....	268 00
Wood	160.00	509 55	141 32	3 68	22 23	346 00
Total	16,042.51	\$22,796 00	\$7,421 67	\$327 77	\$271 93	\$15,102 40

Sale of School Lands for 1878.

Sale of Lands.

EXHIBIT B.

SALE OF UNIVERSITY LANDS *for the fiscal year ending Sept. 30, 1878.*

COUNTIES.	No. of Acres.	Amount sold for.	Principal paid.	Interest paid.	Balance due state.
Chippewa	40.00	\$181 33	\$46 33	\$1 76	\$135 00
Door	358.05	1,061 02	272 02	29 49	789 00
Eau Claire.....	120.00	330 17	85 17	6 37	245 00
Marathon.....	120.00	220 68	56 68	3 67	164 00
Pepin .....	.....	94 23	10 23	29	84 00
Pierce	360.00	951 53	340 53	7 89	611 00
St. Croix.....	40.00	145 97	37 97	6 93	108 00
Total	1,038.05	\$2,984 93	\$848 93	\$56 40	\$2,136 00

EXHIBIT C.

SALE OF AGRICULTURAL COLLEGE LANDS *for the fiscal year ending September 30, 1878.*

COUNTIES.	No. of Acres.	Amount sold for.	Principal paid.	Interest paid.	Balance due state.
Chippewa.	200.00	\$217 80	\$54 80	\$3 49	\$163 00
Lincoln.....	3,276.82	4,096 03	1,102 03	112 49	2,994 00
Oconto	7,793.29	9,447 59	2,463 59	118 40	6,984 00
Polk	80.00	87 11	13 11	26	74 00
Shawano	880.00	1,095 69	319 69	27 58	776 00
Taylor	80.00	82 40	8 40	26	74 00
Total	12,310.11	\$15,026 62	\$3,961 62,	\$262 48	\$11,065 00

EXHIBIT D.

SALE OF MARATHON COUNTY LANDS *for the fiscal year ending September 30, 1878.*

COUNTY.	No. of Acres.	Amount sold for.	Principal paid.
Marathon	400.00	\$300 00	\$300 00

EXHIBIT E.

SALE OF NORMAL SCHOOL LANDS *for the fiscal year ending September 30, 1878.*

COUNTIES.	No. of Acres.	Amount sold for.	Principal Paid.	Interest Paid.	Deposit Paid.	Balance Due State.
Ashland.....	552.14	\$690 18	\$690 18			
Barron.....	29.73	22 30	22 30			
Bayfield.....	161.21	201 51	201 51			
Burnett.....	471.05	528 81	528 81			
Chippewa.....	1,124.69	1,223 25	1,212 25		\$11 00	
Door.....	3,110.61	3,123 90	3,123 90			
Douglas.....	485.40	544 25	544 25			
Dunn.....	40.00	52 35	52 35			
Eau Claire.....		100 00	25 00	83		\$75 00
Jackson.....	663.43	353 61	353 61			
Juneau.....	1,215.23	772 36	772 36			
Kewaunee.....	40.00	27 08	27 08			
La Crosse.....		68 25	17 25	3 00		51 00
Lincoln.....	252.35	315 44	315 44			
Marathon.....	1,312.95	1,439 50	1,439 50			
Monroe.....	240.00	457 92	457 92			
Oconto.....	1,782.76	2,180 44	1,820 44	1 24		360 00
Outagamie.....	160.00	154 02	154 02			
Portage.....	394.18	330 41	330 41			
St. Croix.....		50 00	13 00	1 50		37 00
Shawano.....	1,037.10	1,457 73	957 73	20 63		500 00
Taylor.....	215.94	269 93	269 93			
Waupaca.....	80.00	120 90	68 90	2 84		52 00
Waushara.....		30 00	8 00	1 38		22 00
Wood.....	840.16	568 20	568 20			
Total.....	14,158.93	\$15,082 34	\$13,974 34	\$31 42	\$11 00	\$1,097 00

Sale of Normal School Lands.

Sale of Drainage Lands.

EXHIBIT F.

SALE OF DRAINAGE LANDS *for the fiscal year ending Sept. 30, 1878.*

COUNTIES.	No. of Acres.	Amount sold for.	Principal Paid.
Adams	40.00	\$20 00	\$20 00
Ashland.....	440.00	550 00	550 00
Barron	40.00	30 00	30 00
Bayfield.....	240.58	300 73	300 73
Buffalo.....	211.85	199 45	199 45
Burnett	415.27	499 09	499 09
Chippewa.....	782.92	848 41	848 41
Door.....	4,680.20	4,182 02	4,182 02
Douglas	423.32	529 16	529 16
Dunn	80.00	63 32	63 32
Jackson	960.78	522 91	522 91
Juneau.....	1,560.00	798 03	798 03
Kewaunee.....	480.70	450 32	450 32
La Crosse	40.00	69 80	69 80
Lincoln	287.93	340 53	340 53
Manitowoc.....	640.00	213 41	213 41
Marathon	1,131.07	1,117 55	1,117 55
Marquette.....	40.00	20 00	20 00
Monroe	240.00	156 48	156 48
Oconto	2,115.90	2,187 93	2,187 93
Polk	63.85	74 01	74 01
Portage	439.91	379 67	379 67
Shawano	920.00	934 04	934 04
Taylor	224.54	280 68	280 68
Waupaca	280.00	279 84	279 84
Winnebago.....	80.00	60 00	60 00
Wood	950.00	564 15	564 15
Total.....	17,808.82	\$15,671 53	\$15,671 53

EXHIBIT G.

LANDS held by the State September 30, 1878.

Counties.	No. Acres School.	No. Acres University.	No. Acres Normal School.	No. Acres Drainage.	No. Acres Ag'l College.	No. Acres Mar'thon Co
Adams	5,272.47		8,816.86	14,688.11		
Ashland	8,400.25		46,718.69	53,061.43		
Barron	880.62		1,065.21	1,480.26		
Bayfield	13,939.05		9,982.85	11,304.42		
Brown			40.00	972.00		
Buffalo	1,815.25		3.00	2,615.82		
Burnett	18,439.73	27.25	21,714.13	26,460.78		
Columet				80.00		
Chippewa	10,396.36	631.95	32,932.54	40,353.65	315.93	
Clark	1,440.80	280.45	2,807.05	3,799.51	38.44	
Columbia	17.06					
Crawford	806.00	157.42		827.72		
Dane				678.43		
Dodge	40.00		987.04	4,832.12		
Door	1,286.98	402.01	5,447.20	10,679.05		
Douglas	12,658.49		41,180.89	40,722.07		
Dunn	1,520.03		80.00	321.56	40.00	
Eau Claire	2,720.85	455.16		815.00		
Fond du Lac				136.00		
Grant	314.00		40.00	40.00		
Green Lake				348.00		
Iowa	80.00			21.72		
Jackson	7,847.40		5,894.62	8,112.17		
Jefferson				158.50		
Juneau	4,675.20		19,755.86	23,347.79		
Kewaunee	40.00		840.46	2,804.87		
La Crosse	200.70		96.17	2,177.17		
La Fayette	30.00					

Lands held by the State.

Lands held by the State.

Lincoln	43,847.58	.....	177,374.27	177,574.11	16,973.99	.....
Manitowoc	203.34	.....	.....	884.00	.....	.....
Marathon	4,920.15	550 00	10,354.50	17,206.89	.....	7,384.69
Marquette	978.00	.....	.....	1,662.23	.....	.....
Monroe	2,831.08	.....	640.00	4,337.41	.....	.....
Oconto	38,607.12	.....	145,636.44	159,512.53	5,721.77	.....
Outagamie	240.45	.....	1,991.49	.....	.....	.....
Pepin	600.90	157.90	.....	345.00	.....	.....
Pierce .....	.....	240.55	.....	128.00	.....	.....
Polk	3,240.30	.....	2,547.43	3,938.15	4,204.01	.....
Portage	2,280.32	666.42	11,049.24	11,743.88	.....	.....
Richland	1,000.31	.....	.....	.....	.....	.....
St. Croix	680.00	40.00	.....	40.00	.....	.....
Sauk	1,188.72	.....	.....	120.00	.....	.....
Shawano	6,851.14	.....	27,615.44	22,730.60	7,356.19	.....
Sheboygan .....	.....	.....	.....	36.36	.....	.....
Taylor	4,644.26	.....	10,925.38	13,776.27	3,831.02	.....
Trempealeau	480.00	120.00	438.16	859.01	.....	.....
Vernon	1,794.63	.....	.....	1,735.24	.....	.....
Waukesha .....	.....	.....	.....	104.15	.....	.....
Waupaca	1,477.34	.....	280.13	6,700.28	.....	.....
Waushara	2,080.18	.....	.....	1,021.90	.....	.....
Winnebago .....	.....	8.04	.....	852.15	.....	.....
Wood	2,640.00	.....	5,855.96	6,557.02	.....	.....
Total	213,407.05	3,737.15	593,112.00	682,702.83	38,481.35	7,384.69

Apportionment of Drainage Money.

EXHIBIT H.

APPORTIONMENT of *Drainage Money*, July 1, 1878.

COUNTIES.	Amount apportioned.
Adams.....	\$40 00
Ashland.....	581 88
Barron.....	90 00
Bayfield.....	250 73
Brown.....	6 30
Buffalo.....	305 72
Burnett.....	415 88
Chippewa.....	1,080 56
Columbia.....	83 50
Dane.....	234 50
Door.....	3,341 18
Douglas.....	350 00
Dunn.....	215 83
Eau Claire.....	33 95
Fond du Lac.....	6 30
Grant.....	3 15
Green.....	2 80
Green Lake.....	20 58
Jackson.....	385 71
Jefferson.....	75 48
Juneau.....	720 00
Kewaunee.....	403 10
La Crosse.....	100 45
Lincoln.....	340 53
Manitowoc.....	265 41
Marathon.....	843 86
Marquette.....	209 09
Monroe.....	190 61
Oconto.....	1,853 70
Pepin.....	22 33
Polk.....	134 01
Portage.....	268 13
St. Croix.....	6 86
Sauk.....	14 63
Shawano.....	543 15
Taylor.....	180 68
Trempealeau.....	34 97
Waupaca.....	360 81
Waushara.....	200 96
Winnebago.....	143 41
Wood.....	453 54
Total.....	\$14,814 28

Loans made to School Districts.

EXHIBIT I.

LOANS *Made to School Districts during the Fiscal Year ending September 30, 1878.*

Dist.	Towns.	Counties.	Amount.	Fund.
	1 Springville.....	Adams	\$300 00	University.
Jt. 6	Lincoln and Richfield..	Adams	200 00	University.
Jt. 2	Adams and Easton.....	Adams	325 00	School.
Jt. 1	Dallas and Sheridan ...	Barron & Dunn	434 00	School.
3	Buffalo.....	Buffalo....	150 00	University.
1	Worcester.....	Chippewa	1,500 00	University.
7	Weston	Clark	350 00	University.
Jt. 4	Lowville and Leeds....	Columbia	500 00	Normal School.
Jt. 8	Eastman and Haney ...	Crawford	200 00	University.
17	Seneca	Crawford	278 00	Ag'l College.
9	Seneca	Crawford	417 00	School.
3	Sun Prairie	Dane	700 00	Ag'l College.
1	Westport	Dane	1,000 00	Ag'l College.
Jt. 3	Oregon and Montrose..	Dane	400 00	School.
1	Jacksonport.....	Door.....	500 00	Ag'l College.
1	Bailey's Harbor.....	Door.....	700 00	School.
6	Tainter	Dunn	168 66	Ag'l College.
4	Sheridan	Dunn	200 00	University.
2	Sherman	Dunn	400 00	School.
1	Fairchild	Eau Claire.....	400 00	University.
1	Washington	Eau Claire.....	400 00	Normal School.
4	Mount Hope	Grant	700 00	Ag'l College.
13	Mineral Point.....	Iowa	350 00	School.
17	Dodgeville.....	Iowa	400 00	School.
7	Lindina	Juneau	300 00	Ag'l College.
Jt. 4	Summit & 7 Mile Creek	Juneau	250 00	University.
Jt. 8	Summit & 7 Mile Creek	Juneau	300 00	School.
8	Wausau	Marathon	300 00	University.
3	Knowlton	Marathon	200 00	Normal School.
3	Springfield.....	Marquette	250 00	School.
4	Seymour	Outagamie	1,000 00	School.
3	Kaukauna.....	Outagamie	428 00	School.
6	Martell.....	Pierce.....	500 00	Ag'l College.
7	Maiden Rock.....	Pierce.....	200 00	Ag'l College.
Jt. 3	Hartland and Salem...	Pierce.....	450 00	University.
2	Salem.....	Pierce.....	400 00	School.
2	Luck	Polk	300 00	University.
3	Lincoln	Polk	375 00	Normal School.
4	Black Brook.....	Polk	350 00	Normal School.
4	Luck	Polk	150 00	University.
6	Alden.....	Polk	400 00	University.
1	City of Stevens Point ..	Portage	2,000 00	School.
2	Pine Grove.....	Portage	200 00	Ag'l College.
Jt. 4	Lanark and Buena Vista	Portage	150 00	School.
Jt. 9	Porter and Dunkirk....	Rock and Dane	475 00	Normal School.

I.—Loans made to School Districts — continued.

Dist.	Towns.	Counties.	Amount.	Fund.
1	Union	Rock	840 00	Ag'l College.
2	Kinnickinnic	St. Croix	600 00	University.
Jt. 5	Stanton and Star Prairie	St. Croix	1,000 00	Ag'l College
2	Stanton	St. Croix	500 00	School.
2	St. Joseph	St. Croix	200 00	School.
5	Maple Grove	Shawano	100 00	University.
1	Little Black	Taylor	350 00	Normal School.
4	Forest	Vernon	200 00	Ag'l College.
Jt. 9	Forest, Union & Whites- town	Vernon	300 00	Ag'l College
8	Hillsborough	Vernon	150 00	Normal Sch.
3	Forest	Vernon	300 00	University.
5	Whitewater	Walworth	400 00	Ag'l College.
7	Lind	Waupaca	400 00	School.
Jt. 7	Bloomfield and Wolf Run	Waushara and Winnebago ..	400 00	University.
Jt. 2	Rose and Springwater .	Waushara	300 00	University.
5	Rose	Waushara	75 00	University.
6	Seneca	Wood	200 00	Ag'l College.
1	Wood	Wood	600 00	School.
	Total .....	.....	\$26,865 66	

Loans to Counties, Towns, Cities, etc.

EXHIBIT K.

Showing the Loans to Counties, Towns and Cities, and Investments in Bonds:

LOANS TO COUNTIES.

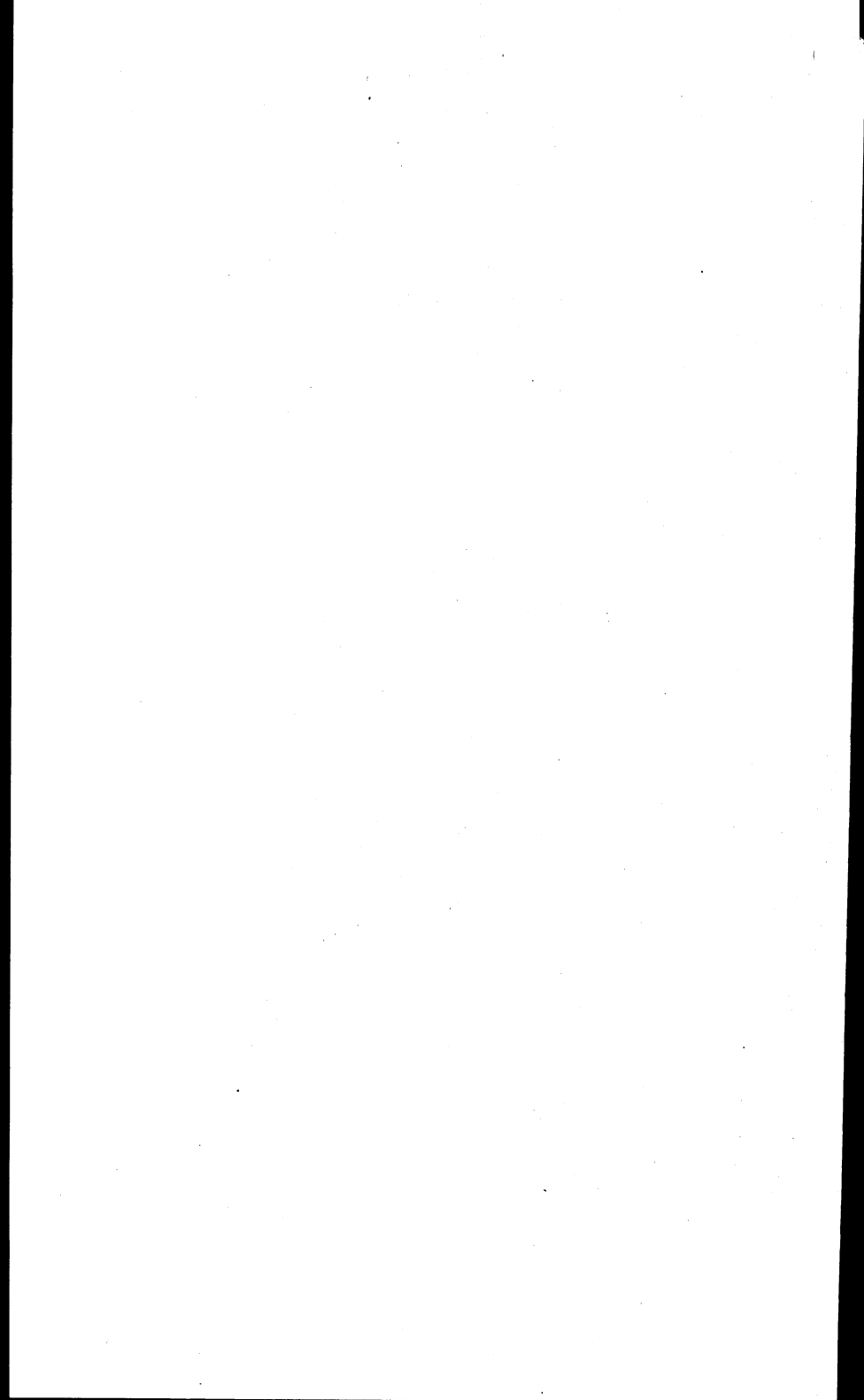
Chapter 144, Laws 1876), school fund.....	\$7,500 00
Wood (chapter 144, Laws 1876), Normal school fund.....	3,000 00
Jackson (chapter 17, Laws 1878), school fund	20,000 00
Polk (chapter 141, Laws 1877), school fund	3,000 00
Juneau (chapter 221, Laws 1878), school fund.....	7,500 00
Iowa (chapter 186, Laws 1874), Normal school fund.....	50,000 00
Total	<u>\$91,000 00</u>

LOANS TO TOWNS AND CITIES.

Town of Newport, Columbia county (ch. 50, Laws of 1878), school fund.....	\$1,500 00
Rushford, Winnebago county (ch. 122, Laws of 1878), school fund.....	2,000 00
Necedah, Juneau county (ch. 114, Laws of 1878), school fund.....	14,500 00
Franceton, Green Lake county (ch. 141, Laws of 1878), Normal school fund.....	4,500 00
City of La Crosse (chapter 46, Laws of 1878), Normal school f'd.	40,000 00
Total.....	<u>\$62,500 00</u>

INVESTMENT ON BONDS.

United States four per cents., registered, school fund.....	\$75,000 00
Albany City bonds, Normal school fund	2,000 00
Wisconsin War bonds, school fund....	3,000 00
Total.....	<u>\$80,000 00</u>



FIFTH
ANNUAL REPORT
OF THE
RAILROAD COMMISSIONER
OF THE
STATE OF WISCONSIN.

1878.

MADISON, WIS.:
DAVID ATWOOD, STATE PRINTER.
1879.

ANNUAL REPORT.

STATE OF WISCONSIN,
OFFICE OF RAILROAD COMMISSIONER,
MADISON, *January 2, 1879.*

To the Honorable WILLIAM E. SMITH, Governor:

SIR: The Fifth Annual Report of the Railroad Commissioner is herewith submitted for your consideration.

The tabulations from railroad reports, and other statistics are for the year ending September 30, 1878. Other matters embraced in the report are brought down to the close of the year. The Commissioner has availed himself of all means at his command to give an accurate and intelligent exhibit of the affairs of the several railroad companies doing business in this state, so far as the public is affected or concerned, by them.

To facilitate comparison of the principal features, a series of tables have been prepared which present the capital stock, funded and unfunded debt of each company, the cost of roads, train mileage, tonnage of the several kinds of freight transported, passengers carried, earnings from passengers, freights, mails, express and other sources, and other tables of a similar purport, for the year, compared with like tables for the previous year, followed by full copies of the several reports made to this office in pursuance of law.

These returns are not as complete in all particulars as I could have desired, owing to the fact that some of the roads are in the hands of receivers, who are not able to furnish some of the information required; but I am gratified in being able to say that all of the companies doing business in this state, have, for the first time, made reports to this office—the Galena & Southern Wisconsin road alone excepted, which has not been in operation since last June. This is a narrow gauge road, and when some legal compli-

Railroad Mileage and Construction.

cations in which it is involved are removed, regular trains will probably be restored to it.

RAILROAD MILEAGE AND CONSTRUCTION.

On the 25th day of February, 1851, the first section of railroad built in Wisconsin, being the road from Milwaukee to Waukesha, a distance of twenty miles, and now constituting a portion of the Prairie du Chien division of the Chicago, Milwaukee & St. Paul road, was opened to the public use. The progress made each year since that time in railroad building has been as follows:

<i>Year.</i>	<i>Miles.</i>	<i>Year.</i>	<i>Miles.</i>
1850-51.....	20.00	1865.....	.....
1851.....	14.00	1866.....	.....
1852.....	36.00	1867.....	.....
1853.....	19.00	1868.....	59.00
1854.....	70.00	1869.....	60.80
1855.....	162.64	1870.....	175.20
1856.....	179.30	1871.....	417.77
1857.....	198.00	1872.....	287.10
1858.....	61.00	1873.....	406.13
1859.....	88.00	1874.....	90.18
1860.....	19.00	1875.....	55.87
1861.....	20.00	1876.....	127.50
1862.....	55.00	1877.....	50.60
1863.....	.....	1878.....	91.76
1864.....	69.80	Total.....	*2, 834.55

* The track from Winona Junction to Winona is used jointly by the Chicago & Northwestern, and the Green Bay & Minnesota Companies; and the track of the Chicago, Milwaukee & St. Paul, from Milwaukee to Schwartzburg, is also leased by the Wisconsin Central, and in each case the track is reported by both companies using it as part of their own line, and is therefore

The Work of the Year.

In compiling these statistics, it has been found difficult, in some instances, to determine the exact point to which the rail on some of the roads was laid at the close of the year, as track-laying was in progress on the last day of one year, and was continued on the first day of the next. The tables on pages 61-64 of this report, of which the above is a summary, were compiled from the returns as made by the companies, with a few corrections made in this office, and probably need some revision as to the years in which some portions of roads were built, before they can be accepted as entirely accurate.

THE WORK OF THE YEAR.

The year just closed, although distinguished by no new railroad enterprises of great magnitude, marks an important era in the railroad history of the state. Several of the old roads have been extended to points not heretofore favored with railroad facilities; new enterprises have been inaugurated, and some of them have been carried forward to completion; others are in a good state of forwardness, ready for the resumption of work in the spring; and others still have been projected, and will be put under contract at an early date.

At the date of the last report, Sept. 30, 1877, there were 2,659.06 miles of road reported within the state. The North Wisconsin, 40 miles, and the Fond du Lac, Peoria & Amboy, 27.60 miles, made no reports, and were not included in the total. The road from Necedah to New Lisbon, 12.86 miles, was completed during the fall; adding these to the total mileage reported, including a gain of 3.27 miles on small fractions which had not been included in the reports, and we had 2,710.59 miles of railroad in the state at the close of the year 1877. [The same duplications appear in the report of last year as are referred to on the preceding page.]

duplicated in the total mileage. Making proper allowance for this duplication, the mileage of 1869 would be reduced by 9 miles, and that of 1870 by 23.20, showing the true railroad mileage of the State to be 2,802.35 miles, instead of 2,834.55, as returned by the companies.

The Work of the Year.

During the present year the Milwaukee, Lake Shore & Western road has been extended from New London to Clintonville, a distance of 15.70 miles. At the date of making their annual report (while the road had been opened to traffic), expenditures incident to the building of all new roads were still being made, and the exact amount for a finished piece of road could not be stated, but the officers write: "For the purposes of your report we offer a close approximation of the figures to complete it, say Dec. 31, 1878, as follows:

The actual indebtedness to Sept. 30, 1878.....	\$97,022 23
To three ensuing months, estimated to complete.....	5,370 42
Total cost.....	<u>\$102,392 64</u>

The distance of 16 7.10 miles, including one mile of siding, will have cost an average of less than \$6,500 per mile."

The North Wisconsin has extended its track from Clayton, in the county of Polk, to Granite Lake, in the county of Barron, a distance of 20 miles. Track laying on the extension was not commenced until about the middle of November, and was completed late in December. But for the unfortunate complications in which the St. Croix land grant has been involved, upon which the construction of the road has depended, the road would have been built much more rapidly than it has been. Some of these difficulties have been removed, and it is to be hoped that the legal status of the grant, and the rights of the claimants thereto, will be definitely determined at the next term of the United States court. It is understood that the finding of the Master, Hon. J. B. Cassoday, to whom the matter was referred by Judge Drummond, is about ready for submission, and with the action of the court thereon, it is reasonable to suppose that the difficulties which have attended the operations of the North Wisconsin company will have been removed, and that the road will be pushed forward to its lake terminus at Bayfield.

It is understood that arrangements have been made for extending the road another section of twenty miles (to Shell Lake) the next season, and the "North Pacific Air Line" branch is already attracting attention.

New Roads.

NEW ROADS.

The Hudson & River Falls Railway Company was incorporated the 11th day of February, 1878, under the general railroad law of the state, with A. D. Andrews, Horace Thompson, J. L. Merriman, R. F. Hirsey, A. H. Wilder, C. Gotzian, E. R. Stephens, C. L. Hall, D. M. Sabin, T. E. Williams, J. E. Glover, Samuel Worth, J. C. Schneider, H. A. Taylor, John Comstock, A. B. Stickney and E. F. Drake, as corporators, with a capital stock of \$125,000, to build a road "from a point of junction with the bridge across Lake St. Croix, in the city of Hudson, St. Croix county, to the village of River Falls, in Pierce county, Wis., a distance of 12½ miles. Ground was broken on the road early in the season, and in October last the line was opened to the public. The cost of the road, exclusive of equipment, is reported at \$11,739 42 per mile.

The Milwaukee Cement Railway Company filed its articles of association April 16th, with Henry Berthelet, J. Johnston, Geo. H. Paul, D. J. Whittemore and Guido Pfister, as incorporators, with a capital stock of \$50,000, to build a road "from a point on the Chicago, Milwaukee & St. Paul Railway, in the town and county of Milwaukee, on section 5, town 7, range 22 east, in an easterly direction, until it intersects the line of the railway of the Milwaukee, Lake Shore & Western Railway Company, in said town of Milwaukee," a distance of 1 19-100 miles. The purpose of this road was for the convenience of the Milwaukee Cement Company. The right of way was acquired, and the grading done at an expense of \$1,633 03. The iron was furnished, and the cattle guards and bridges were built by the Chicago, Milwaukee & St. Paul Company, by which company the road is operated.

The Viroqua Railway Company filed its articles of association and received its patent May 24th, to build a road "from, at or near the village of Sparta, in the county of Monroe, to the village of Viroqua. D. Vandercook, W. H. H. Cash, R. Steen, Charles A. Hunt, J. M. Rusk, W. F. Lindeman, and Thomas H. Wilcox were named as the incorporators, with a capital stock of \$400,000. The early part of the season was consumed in making the preliminary arrang-

New Roads.

ments incident to the building of a new road, and it was not until late in the season that active work on the line was inaugurated. In the month of December the track was laid to Melvina, a distance of 12 miles, when work was mainly suspended for the season, although work in some of the deep cuts on the line will be prosecuted during the winter. General work will be renewed early in the spring. The company has been voted aid to the amount of \$54,119. That voted by Sparta (the right of way estimated at \$1,000), and Leon (\$5,000 and the right of way estimated at \$4,000), has been earned by the company. The balance of the aid is contingent upon the further extension of the line. The road is to be operated by the Chicago, Milwaukee & St. Paul Company.

The Chicago & Tomah road was chartered in 1872, and considerable work has been done on the substructure north of the Wisconsin river, in the counties of Crawford and Vernon, but no portion of the superstructure has as yet been put upon it. The operations of the company during the present year have been directed to that portion of the line south of the Wisconsin river, in the county of Grant between Woodman and Lancaster, and the laying of the track was completed on the 31st day of December, 1878. The road is a narrow gauge one, and it traverses a country not hitherto supplied with railroads. There are other narrow gauge roads in the state, but none of them occupy so favorable a position for fairly testing the claims made in behalf of this class of roads as the one here spoken of. The road will encounter no hostile influences, but will rather receive the favor of the Chicago, Milwaukee & St. Paul Company, which will receive its freights, and its success will be watched for with much interest.

The following recapitulation shows the number of miles operated by each company within the state, as well as the length of their lines in other states, together with the gauge of each; the table being a revision and correction of the one which appears on page 65 of this report:

New Roads.

MILEAGE OF RAILROADS IN WISCONSIN.

[MILES AT CLOSE OF YEAR 1877 AND 1878.]

NAME OF COMPANY.	Length in Wisconsin.	Entire Length.	Gauge of Track.
Chicago, Milwaukee & St. Paul.....	680.69	1,412.34	4.8½
Madison & Portage	39.00	39.00	4.8½
Oshkosh & Mississippi.....	20.00	20.00	4.8½
Dubuque & Southwestern		55.00	4.8½
Minnesota Midland		59.00	4.8½
Totals of divisions operated	739.69	1,585.34	.....
Chicago & Northwestern.....	504.19	1,615.96	4.8½
Northwestern Union	62.63	62.63	4.8½
Totals of divisions operated.....	566.82	1,678.59	.....
Chicago, St. Paul & Minneapolis	177.70	210.40	4.8½
Chippewa Falls & Western.....	10.33	10.33	4.8½
Fond du Lac, Amboy & Peoria.....	27.60	27.60	3.
Galena & Southern Wisconsin	20.00	31.00	3.
Green Bay & Minnesota.....	*243.60	243.60	4.8½
Milwaukee, Lake Shore & Western	146.70	146.70	4.8½
Mineral Point	49.00	51.00	4.8½
Pine River Valley & Stevens Point.....	16.00	16.00	3.
Prairie du Chien & McGregor ..	1.75	2.00	4.8½
Sheboygan & Fond du Lac.....	79.00	79.00	4.8½
Western Union	85.20	212.75	4.8½
Wisconsin Central.....	†449.50	449.50	4.8½
Wisconsin Valley.....	89.90	89.90	4.8½
North Wisconsin	40.00	40.00	4.8½
Miles at close of year 1877.....	2,742.79	4,864.71	.....
MILES BUILT DURING THE YEAR 1878.			
Viroqua Railway.....	12.00	12.00	4.8½
Milwaukee, Lake Shore & Western	15.70	15.70	4.8½
North Wisconsin ..	20.00	20.00	4.8½
Milwaukee Cement Railway.....	1.19	1.19	4.8½
Chicago & Tomah	30.37	30.37	3.
Hudson & River Falls	12.50	12.50	4.8½
Total miles built in 1878	91.76	91.76	.....
Total mileage.....	‡2,802.35	4,924.27	.....

* Including 23.20 miles of leased track.

† Including 9 miles of leased track.

‡ Excess of the duplications of land track.

New Roads.

ROADS PROJECTED OR IN PROCESS OF CONSTRUCTION.

The St. Cloud, Grantsburg & Ashland Railway Company filed its articles of association and received its patent June 13, with a capital of \$250,000 to build a road "from a point on the St. Croix river, in township 37 or 38 north of range 20 west, in the county of Burnett, in an easterly direction, by the way of Grantsburg, in said county, to a point of intersection with the North Wisconsin Railway, in said county," with C. Anderson, J. M. Whally, O. Cook, Ira Griffin, Geo. Badger, I. Gritum, J. A. Swanson, J. E. Glover, John Comstock, August Cassel, J. G. Fleming and A. Alstrom as directors. This office is advised by Hon. Canute Anderson that some six miles of the road have been graded, and that it is the purpose of the company to build the bridge over the St. Croix river during the present winter. The road will be completed to some point, Rush City, probably, on the Lake Superior and Mississippi line, early in the season. The county of Burnett has voted aid to the enterprise to the amount of \$20,000.

The Black River Railroad Company filed its articles of association and received its patent March 2, to build a road from the village of Merrilan, in Jackson county, Wisconsin, to Neillsville, in Clark county, with a capital of \$150,000. N. H. Withee, James Hewitt, Daniel Gates, F. S. Kirkland, James L. Gates, George L. Lloyd, F. D. Lindsay and R. J. MacBride were the incorporators. I am informed by Hon. N. H. Withee that some five miles of grading have been completed, and fifteen thousand ties have been made for it, and the managers express their confidence in being able to build the road during the present year.

The Wisconsin Valley road has inaugurated active measures to extend its road to Jenny, in the county of Lincoln, next season. The survey has been made and the line located, and the county of Lincoln has voted bonds to the amount of \$60,000, and levied a tax of \$50,000, to aid the extension. The road will probably be built during the year 1879, unless the legal questions involving the constitutionality of the aid shall be decided adversely to the tax and bonds.

Roads Projected or in Process of Construction.

The Chippewa Valley & Minnesota Railroad Company took a patent May 8th, with authority to build a road "from a point at or near the village of Pepin, Wis., to the city of Eau Claire, Wis., thence to some point on the line of the Wisconsin Central Railroad, in the county of Marathon, Wis., together with branch roads running from said line." Wm. Wilson, S. W. Hunt, R. F. Wilson, Daniel Shaw, H. P. Graham, D. Kennedy and G. A. Buffington, were the incorporators. Capital stock, \$6,000,000. I believe no move has been made toward building the road.

The Illinois & Wisconsin Narrow Gauge Railroad Company received a patent June 10, with authority to build a road from "Phillips' Corners, La Fayette county, to Avoca, Iowa county, or some point on the line of the Chicago, Milwaukee & St. Paul Railway." D. S. Harris, Wm. Dickson, J. H. Hellman, B. F. Felt, Aug. Estey, R. H. McClellan, J. M. Ryan, J. Lorrian and John A. Burrichter were the incorporators. Capital stock, \$400,000. I have no information relative to this road.

The Tomah & Lake Superior Railroad Company is the latest one chartered, having received its patent October 29, with authority to build a road "from a point at or near Tomah, Monroe county, in a northeasterly direction to intersect the Wisconsin Central Railroad, at or near Unity, Clark county." Capital, \$100,000. John L. Mather, Orin I. Newton, Fred. M. Newton and Mason A. Thayer are the incorporators. This office is not advised as to what measures, if any, have been taken toward building the road.

THE NORTH PACIFIC ROAD.

It would afford me great pleasure if I could report that there is a favorable prospect for the early completion of that portion of the North Pacific road lying in Wisconsin. The act making the grant (chapter 217, Laws of 1864) provides that "said corporation is hereby authorized and empowered to lay out, locate, construct, furnish, maintain and enjoy a continuous railroad and telegraph lines, with the appurtenances, namely: beginning at a point on Lake Superior in the state of Minnesota or Wisconsin, thence westerly, etc.

"Section 4. * * * *Provided*, That not more than ten sec-

Special Improvements.

tions of land per mile shall be conveyed to said company for all that part of said railroad lying east of the western boundary of the state of Minnesota, until the whole of said railroad shall be finished and in good running order as a first class railroad, from the place of beginning on Lake Superior to the western boundary of Minnesota."

The lands in Wisconsin were withdrawn for that company, by letter of September 15th (addressed to the local officers at Bayfield), upon a map showing the general route of the road from the mouth of the Montreal river to Washington territory; and that reservation still exists.

The company, pursuing what was undoubtedly its true policy, addressed its first efforts to the completion of the road to the Missouri river, and the coal fields in that vicinity. This point having been reached, it seems to me that the company ought now to earn the lands reserved for it in Wisconsin, by building its road located within this state. It is earnestly to be hoped that the bill for the extension of time in which the road may be completed will become a law at the present session of congress, with a provision for the early completion of the Wisconsin section of it.

SPECIAL IMPROVEMENTS.

All of the roads have been making improvements in their tracks, adding to their rolling stock and improving their property to the highest degree compatible with their financial conditions. Some of the improvements made are so important as to deserve special mention.

CHICAGO, ST. PAUL & MINNEAPOLIS RAILWAY.

W. H. Ferry, Esq., vice-president of this road (known in former reports as the West Wisconsin Railway) writes under date of December 22:

"During the past summer there has been put into the track five thousand tons of new steel rails — making now between Elroy and Hudson, one hundred and seventeen miles of steel rails, and about sixty-four miles of iron, which has been improved by using the

Special Improvements.

repair iron taken up when steel has been laid, in place of worn out and defective iron. From a third to a half of this remaining iron will be replaced with steel, during the coming year, dependant upon the severity of the winter, and its general condition in the spring. For the accommodation of local business along the road, and the more convenient meeting of trains, the side tracks have been increased and lengthened; over one and a half miles having been laid during the season.

Of Ties— One hundred and twenty thousand new ties have been laid in place of those that were defective and to increase the number to twenty-six hundred and forty per mile. The annual renewal of ties requires about fifty to sixty thousand. Only from thirty to fifty thousand will be required next season, on account of the large renewals of the past three years.

All of the smaller bridges and culverts that required repairs or renewals, have been carefully attended to, for which there have been driven six hundred and fifty new oak piles.

Of the iron bridges, all have been braced, strengthened and repaired with new timbers when found necessary, so that they are all believed to be perfectly secure. The plan as marked out for these for the future, is substantial masonry and iron structures. During the time of low water this season, the foundation has been carefully and well laid for a bridge across the Red Cedar, near Menomonie, and one pier completed— the intention being to complete this bridge, masonry and iron, early next season, and later in the season to put in the foundation for another bridge, not yet determined which one, but probably at Eau Claire or Chippewa.

Fifteen miles of new fencing have been constructed, which will be continued as fast as the requirements of farmers along the line, or safety on account of cattle shall make advisable.

Three new passenger coaches have been added to the equipment, and such of the old coaches as are required for service have been repaired or rebuilt. For the encouragement of the lumber traffic on the road, one hundred new flat cars have been built, designed in length and strength more especially for the transportation of lumber. Two new locomotives, of greater power than any now on

Special Improvements.

the road, will be completed and put upon the road during the coming month."

CHICAGO & NORTHWESTERN RAILWAY.

C. C. Wheeler, assistant general superintendent of this road, in response to special inquiries, communicates the following, under date of December 22:

"*Track.*—The track from Winona Junction east to Elroy has been relaid with steel and thoroughly ballasted with gravel and rock.

The track from a point half way between Baraboo and Merrimack to Mendota has also been relaid with steel and thoroughly ballasted with gravel, making in all about 83 miles of track that has been relaid with steel this year.

Bridges.—(1) An iron bridge consisting of one span sixty-four feet long has been erected over Spring Creek, three miles south of Merrimack, in place of a wooden trestle.

(2) Over the Wisconsin River at Merrimack there was formerly a wooden bridge seventeen hundred and twenty-two feet long, and forty-five feet high. Twelve hundred and seventy-six feet of it has this year been replaced by iron superstructure on stone foundations, and the balance, which will consist of a draw two hundred feet long, and two iron spans of one hundred and twenty-three feet each, will be completed the last of this month or the first days of January. The work has been done in the most perfect maner, and, when completed, it will be the finest structure of the kind in the state of Wisconsin.

(3.) Three miles south of Lavalley, over the Baraboo River, a bridge six hundred and seventy-one feet long, one hundred and fifty-two feet of which was Howe Truss, and the balance piling, has been replaced by an iron bridge consisting of two spans, one of one hundred and thirty-four feet, and the other of eighty-two, resting on stone foundations. The balance has been filled with earth and rock.

(4.) Three spans of iron bridge three hundred and twenty-six feet in length, with stone foundations, have been built over the east channel of the Mississippi river at Winona.

Special Improvements.

(5.) About two-thirds of Tunnel No. 2, or eleven hundred and fifty feet, has been arched with masonry — stone and brick.

(6.) Two trestle bridges over deep ravines, one one hundred and thirty-two feet long, and the other two hundred and seventy-six feet, have been replaced by very heavy, stone-arched culverts and solid earth embankments.

(7.) An iron bridge one hundred feet long has been erected over the La Crosse river near Winona Junction, in place of a Howe Truss wooden bridge.

On the Peninsula Division — (1.) A draw bridge one hundred and twelve feet in length, over the Oconto river, has been substituted for a fixed span.

On the Wisconsin Division — (1.) Two spans of one hundred and twenty-five feet each, consisting of iron and wood, have been built over the Fox river at Oshkosh, in place of a wooden Howe Truss.

(2.) The draw at Oshkosh is to be renewed this winter.

(3.) An iron bridge of forty-four feet span has been erected at Janesville, in place of a wooden Howe Truss.

In conclusion, I would state that on other divisions in Wisconsin we have relaid and ballasted in the most improved manner, twenty-two and sixty-seven hundredths miles of steel, making a total of one hundred and five and sixty-seven hundredths miles of steel relaid in Wisconsin this year."

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

Relative to the improvements of this road, D. J. Whitmore, Esq., chief engineer, submits the following information, under date of December 26:

During the year 1878, the C., M. & St. P. R'y Co. have laid steel rails as follows, in the state of Wisconsin:

On La Crosse Division	9.1 miles.
On Prairie du Chien Division.....	40.9 miles.
Total	<u>50.0 miles.</u>

Special Improvements.

The total steel rail laid on these two divisions, including that laid in former years, is as follows, viz.:

La Crosse Division	196.5 miles.
Prairie du Chien Division.....	<u>131.0 miles.</u>

The line from Chicago to Milwaukee is laid with steel a distance of 85 miles.

The extensions built in Wisconsin during the year, are as follows:

Viroqua Branch, from Sparta to Melvina.....	12.0 miles.
<i>In Iowa</i> — Springville to Paralto	2.5 miles.
Algona to Patterson.....	100.0 miles.
<i>In Minnesota</i> — Glencoe to Montevideo..	<u>82.9 miles.</u>

The Kilbourn bridge was completed early during the year, and consists of the following spans, all of iron: One 60-foot span, one 243-foot span, and two 70-foot spans.

Two iron spans, each forty-five feet long, have been built on the Prairie du Chien Division, near Elk Grove.

In Minnesota, on the River Division, three iron spans one hundred and four feet each, one span of forty-five feet, and one span of thirty feet, have been built.

We have now in process of building an iron draw on the La Crosse Division in Milwaukee of two hundred and sixteen feet span. All our iron bridges are built in accordance with most rigid specifications as regards quality of material and workmanship."

Accompanying Mr. Whittemore's letter are the general specifications and plans for the bridge across the Wisconsin river at Kilbourn City. I should be glad to reproduce them here, and would do so, if I had the necessary cuts to properly illustrate them. The bridge is undoubtedly one of the very best in the country. The following was prescribed for testing it on its completion:

"On the completion of the entire structure, and after the present structure is removed, the bridge, after being in current use for one day, will be tested with a train loaded approximately to the maximum specified, and after remaining on the several spans for thirty minutes and then removed, no permanent set should take place.

Special Improvements.

For the purpose of determining the stiffness and stability of the entire structure longitudinally and laterally, it will be subjected to the following test, viz:

A train, consisting of one engine, tender, one mail, one express, one baggage, three passenger cars and one sleeping coach, or their equivalent, with air-brake equipment, will approach from the west and run on to the bridge at the rate of 25 miles per hour approximately, and when the engine is over the center of the 247 feet span the engine will be reversed and the air brakes applied with sufficient force to slip the truck wheels, and no permanent change shall take place in the whole or any part of the structure."

As to the results of the test, the chief engineer communicates the following:

"The new iron bridge at Kilbourn City, on the line of the Chicago, Milwaukee & St. Paul Railway, was tested shortly after completion with train fully loaded, as indicated in specifications heretofore sent to your department, and the several spans showed the following deflections at center, with no permanent set:

Sixty feet span.....	¼ inch.
The two 70-foot spans each.....	⅓ inch.
The 243 feet span.....	⅕ inch.

With a heavily loaded freight train running at the rate of twenty miles per hour, the 243-span deflects $\frac{3}{8}$ of an inch.

In removing the old wooden structure, it was necessary to sustain it upon the new bridge, which brought upon the 243-foot span its entire weight, amounting to 2,000 pounds per lineal foot. The bridge sustained this weight, together with the weight of our regular trains, without any undue settlement or permanent set or change in any of its parts. It can be safely said that the bridge, in this operation, was tested to at least 1,600 pounds per foot in excess of any load that will possibly come upon it from the regular traffic."

WISCONSIN CENTRAL RAILROAD.

The improvements made this season on the Wisconsin Central proper, consist in ballasting up the newer parts of the road and making a few new stations, one of which was named after Asaph

The Cost of Railroads.

Whittlesey, of Bayfield, one of the first directors of the road. On the Milwaukee & Northern the company has commenced laying steel rails, and is doing so as fast as any renewals are necessary. They expect to lay 15 to 20 miles with steel next year; and it has been found necessary to renew some of the bridge work. The company will also enlarge the hotel at Ashland, doubling the number of rooms this winter.

THE MADISON & PORTAGE ROAD.

This road has passed under the control of the Chicago, Milwaukee & St. Paul company during the past summer, and has been greatly improved in every particular. New ties have been substituted for the old ones; the track has been leveled up, and is now nearly equal to the main line; an additional train has been put upon the road, and close connections are now made at Madison with the Chicago & Northwestern, both ways, and at Portage with the main line, both at night and in the morning; and a telegraph line has also been put in operation, adding greatly to the convenience of the people, which will be found of great service in relieving snow-bound trains.

THE NORTH WISCONSIN.

Besides extending its track for twenty miles, from Clayton to Granite Lake, during the year, the ties on the first twenty miles have been replaced with new ones, and other improvements have also been made. The business of the road consists very largely in transporting lumber, timber and logs, and the equipment of the road has been with special reference to this class of freights. The company has a corps of engineers making the survey for another twenty miles, which it is proposed to construct next summer.

THE COST OF RAILROADS.

The law creating this department, imposes upon the railroad commissioner, the duty of ascertaining the actual cost of each railroad in this state, up to and including the thirty-first day of the next preceding December. An exact compliance with this require-

The Cost of Railroads.

ment, has been found quite impossible. The difficulties the first commissioners encountered under the same provision of law, still exist. In their first annual report, they said: "The commissioners in fact, have much reason to doubt whether the question of actual cost can ever be determined with precision from any data at present or heretofore in existence, even by the state or by the owners and managers of the property. The elements of cost often include exchanges of value under every possible form and under all conceivable circumstances, with no record preserved except of the nominal sums paid and received. In original railroad construction, bonds and stock are exchanged indifferently for labor or property; sometimes sold for money, hypothecated for loans, donated for contingent expenses, divided as interest on investments, or sacrificed wholly on foreclosure and sale. Often times the record is itself wanting, and even nominal amounts of investment become the subject of speculative estimates."

These impediments in the way of ascertaining the actual cost of the roads built several years ago, have not been removed, and it is not probable that the actual amount expended in their construction, can ever be more than approximately ascertained.

In an official communication to my predecessor, the managers of the Chicago, Milwaukee & St. Paul road stated, that it was impossible to furnish the information required by the statute as to actual cost, "as they had no accounts, books or records, that purport to give these facts;" and it is known that the records relating to the Chicago & Northwestern road, were destroyed by fire in Chicago, in 1871.

The purpose of the legislature in having the actual cost of the roads ascertained was, I suppose, to have a basis on which transportation rates for freight and passengers might be prescribed. If the legislature can be properly informed by any method, with a close approximate of the cost of the roads, the purpose will have been sufficiently subserved, for the earnings and operating expenses of the several roads, appear in the detailed reports with sufficient accuracy.

The total cost of the roads doing business in this state, is re-

The Cost of Railroads.

turned by the managers and superintendents of the several lines at \$188,023,683.21, an average of \$42,379.99 per mile, but this amount includes repairs, renewals, improvements, etc., made from time to time, under an open construction account, and is not to be understood as the *actual cost* of the roads at the time of building them, or even as approximating very closely the amount it would cost to replace them at this time. Very few or no roads have ever been built on a purely cash basis.

The general manager of the Chicago, Milwaukee & St. Paul R'y Co., in a communication to the railroad commissioners in 1874, observed: "We are compelled to recognize the fact, that discount on securities, the expense of negotiation, interest at exorbitant rates, exchange and commission, and numerous other expenses are necessary incidents in this country to the construction of railways, and form a large part of the cost of all roads, and must be considered a part thereof." Mr. Merrill gave it as his judgment, that not less than twenty per cent. of the cost of all roads is chargeable to this account." I believe that a much larger sum might have been safely named. To ascertain what it would cost to reproduce the Chicago, Milwaukee & St. Paul Railway, the managers caused an estimate to be made of the value of the property of the company as it existed in 1874.

The civil engineers making the report, all gentlemen of eminence in their profession, estimated the value of the road belonging to the company in Wisconsin, at \$24,887,820 — \$37,146 per mile of main track, or \$32,490 per mile of main and side track. These estimates were made at a time when almost everything entering into the cost of railroad building was at the highest. In the estimate was the cost of the superstructure of a single mile of main track, which is here reproduced:

"Estimated cost of superstructure of one mile of main track.

94¼ tons iron rails, 60 lbs. per yard, delivered	\$80 00	\$7,540 00	
6,200 lbs. spikes at 5 cents	310 00		
6,240 lbs. fish bars at \$3.85	239 40		
1,560 bolts at 6 cents	93 60		
		643 00	

The Cost of Railroads.

2,640 oak ties, 8 feet, 6x8, delivered	\$1,320 00	.....
To laying and surfacing at S. G., load- ing and unloading	400 00	.....
		\$9,903 00
Ballasting and final surfacing.....		1,000 00
		<u>\$10,903 00</u>

This gives a total of \$10,903 per mile of track, after the substructure was complete. Compared with this, might be given the cost per mile two years later of the superstructure of roads. The cost of the extension of the Milwaukee, Lake Shore & Western line from Appleton to New London, a distance of 21 miles, is given in the second annual report of the stockholders to the company in 1876. The total cost of the extension, which includes right of way, grading, bridging, culverts, track, buildings, fencing and miscellaneous, was \$229,710.57, an average cost of \$10,938.60 per mile — but a mere fraction more than the superstructure alone was estimated to cost in the other case. What was estimated to cost \$10,903 in one case, actually cost but \$6,046 in the other, and it is presumable that some discounts, etc., were suffered in the building of the last named road. The same company reports the cost of its extension to Clintonville, the present season, $16\frac{7}{10}$ miles (including one mile of siding), at \$102,393.64 (partly estimated), or at *six thousand two hundred dollars per mile*.

A branch of the Chicago, Milwaukee & St. Paul road from New Lisbon to Necedah, a distance of thirteen miles, was completed during the fall of 1877. The grading, tying, bridging and right of way, all ready for the iron was paid by individuals and the village of New Lisbon and town of Necedah—New Lisbon contributing \$4,000; Necedah, \$19,281.56, and individuals, \$2,426.07, a total of \$25,705.63. The iron was furnished and put down by the Chicago, Milwaukee & St. Paul Company, at a cost of \$45,013.48, making the total cost, of the road, \$70,719.11, or \$5,439.93 per mile and this amount includes some rolling stock. Hon. John T. Kingston who was largely concerned in the building of the road, and has furnished this office with the above statement of its costs, informs me that he road could now be built for \$10,000 less than it was then.

The Cost of Railroads.

It requires no extended argument to show that railroads can be built in Wisconsin now at about one-half of what it cost to build them a few years ago, as nearly everything that enters into their construction, material, labor and equipment, has been lessened in that ratio. But if all the railroads in Wisconsin had been built with ready cash in the hands of the companies, with the greatest economy, it is doubtful if they would pay anything more than a reasonable dividend on the amount invested. I know that it is a common belief that the public is required to pay rates sufficient to earn dividends on the entire reported cost of the roads, but this is a very grave error. About one-half of the reported cost of the Chicago, Milwaukee & St. Paul road is represented by mortgage bonds of the company. The interest on these bonds is but a fraction over 7 per cent. About one-fourth of the reported cost is represented by preferred stock, and the remaining fourth by common stock. While the interest on the mortgage bonds has always been promptly met, but seven per cent. dividends have been paid on the preferred stock, and nothing on the common stock. The Chicago & Northwestern reports the interest on its mortgage bonds paid, and a dividend of seven per cent. on its preferred stock and of three per cent on its common stock. Aside from these no dividends on stock, preferred, common or otherwise, are reported, and several companies are in default in the interest on their bonds.

If any railroad company is unable to pay dividends on its stock, or interest on its bonds, and no more than operating expenses, it is not worth while for anybody, outside of stockholders and bondholders, to inquire whether the road cost much or little, so far as the present is concerned. With the development of the country, however, more favorable results for the companies may reasonably be expected. It is important therefore, that the costs of the roads be ascertained as nearly as possible, so that the public may know when the companies have reached the highest legitimate point in their net earnings. With this purpose in view, I have called for a *detailed statement* from each company, of the cost of each road built within the present year. The result will, I am confident, throw much light on the actual cost of building railroads, for cash,

The Cost of Railroads.

at the present time. I would not wish to be understood, in presenting the figures showing the cost of the roads mentioned in this connection, as expressing the opinion that other roads in this state could have been built for a like sum, for but very few, if any, of them could have been so built for equal amounts per mile. The amounts but show what roads can be built for *under the most favorable conditions.*

FUNDED AND UNFUNDED DEBT.

The funded and unfunded or "floating debt" of the several railroad companies doing business in this State amounts to \$91,678,199.57. But a small portion of this debt is unfunded, and substantially all of it is represented by mortgage bonds bearing an average rate of interest of about 7 per cent. The debt of the West Wisconsin road (reorganized as the Chicago, St. Paul & Minneapolis R. R.), and the Fond du Lac, Amboy & Peoria R. R. (narrow gauge), which have but recently passed from the hands of receivers to new organizations, and which made no report last year; the Milwaukee & Northern, which is under lease by the Wisconsin Central; and the Madison & Portage, which has been absorbed by the Chicago, Milwaukee & St. Paul Co., and which reported a funded debt last year of \$600,000, are not included in the above aggregate. The total amount reported last year was \$78,182,805.81, which shows an increase of \$13,495,393.76. This increase appears in the reports of the following companies: The Wisconsin Central, \$8,168,000.00; the Northwestern Union, \$3,500,000; the North Wisconsin, \$888,600.00 — all now reporting for the first time. The Chicago, Milwaukee & St. Paul reports an increase of \$1,150,000, incurred principally in extension of lines of road west of the Mississippi river. The Chicago & Northwestern shows an increase of \$236,500. The Milwaukee, Lake Shore & Western has increased its funded debt \$231,224.06, principally by reason of the extension of its road from New London to Clintonville. Other companies show but slight increase. The Green Bay & Minnesota reports a decrease of \$70,194.23, which is made in the unfunded indebtedness of the road. The Mineral Point road reports a like reduction of \$34,704.19.

The Cost and Debt of Railroads.

STOCK AND DEBT.

The stock and debt, funded and unfunded, of all the roads reporting, is \$188,688,203.81, against \$164,230,830.34 last year, the increase being almost wholly with those roads now reporting for the first time. This is at the rate of \$38,981.86 per mile, including the narrow gauge roads. The highest rate per mile, omitting the Prairie du Chien & McGregor road (the pontoon bridge across the Mississippi), is shown by the Green Bay & Minnesota line, which aggregates \$50,000 per mile. The lowest amount, omitting the narrow gauge roads, is presented by the Wisconsin Valley at \$20,577.31.

The cost of the Milwaukee & Northern line, was erroneously supposed to have been included in the report of the Wisconsin Central, by which company it is operated under lease; and the Madison & Portage in that the Milwaukee & St. Paul, which included all matters relating to it in its own report. Independent of these roads, as well as that of the Fond du Lac, Amboy & Peoria, which made no report of its cost, and deducting the double mileage of leased roads, and we have \$188,023,683.21, as the cost of the roads doing business in this state, as returned by the several companies. It is impossible, of course, to separate the cost of those portions of the roads lying within this state from the cost of those without, but assuming that the cost of the lines in the state would bear its relative proportion to the whole, we have \$100,101,112.58 as the cost of the roads in Wisconsin, or \$42,379.99 per mile.

These results are ascertained by dividing the total reported cost of the roads, \$188,023,683.21 between \$4,460.21 miles of road, of which 2,361.99 are in Wisconsin. The cost of the unreported lines would increase the aggregate by several millions of dollars, although it would not make any material alteration in the cost per mile. These computations are to be considered as a modification and revision of those presented in table 3, accompanying this report.

Interest and Dividends.

INTEREST AND DIVIDENDS.

The following companies have paid the interest on their funded debt, viz.:

Chicago, Milwaukee & St. Paul	\$2,143,793 06
Chicago & Northwestern.....	2,448,780 57
Chippewa Falls & Western... ..	9,348 43
Milwaukee, Lake Shore & Western.....	46,690 00
Mineral Point.....	32,000 00
Western Union	244,895 00
Northwestern Union	280,051 35
Total.....	<u>\$5,205,558 41</u>

In addition to the interest, the Chicago, Milwaukee & St. Paul Co. has declared a dividend of $3\frac{1}{2}$ per cent on its preferred stock for 1876, and of 7 per cent for 1877. No dividends can be paid on the common stock of the road until the preferred stock has received a dividend of 7 per cent. per annum. The Chicago & Northwestern Co. reports a dividend of 7 per cent. on its preferred stock, and 3 per cent. on its common stock. This is the only Co. reporting dividends on its common stock.

The following companies report no dividends on stock, common or preferred, and no interest paid on their bonds, but show an excess of earnings over operating expenses of the amounts stated, viz.:

Chicago, St. Paul & Minneapolis	*\$147,853 52
Fond du Lac, Amboy & Peoria (5 mos).....	1,224 43
Green Bay & Minnesota.....	106,791 96
Sheboygan & Fond du Lac.....	20,102 17
Wisconsin Central.....	254,732 95
Wisconsin Valley.....	86,338 99
North Wisconsin	36,714 83
Madison & Portage (11 mos.)	<u>7,733 56</u>

* As the "Chicago, St. Paul & Minneapolis" five months, and as the "West Wisconsin" for seven months.

Earnings, Expenses, Etc.

No road is reported as having exceeded its earnings in its operating expenses. In this respect Wisconsin is able to make a much better showing than her sister states.

EARNINGS, EXPENSES, ETC.

EARNINGS PER TRAIN MILE.

The several companies have reported the total number of miles run by passenger and freight trains over their respected roads. The number of miles run by passenger trains was 5,237,725, and of freight and mixed trains, 12,407,243 miles, a total of 17,644,968 train miles. This is for the whole line of the roads. The earnings per train mile run, were, for passenger trains, \$1.10, and for freight, \$1.54. The passenger earnings per mile of road in Wisconsin, were \$989.21, against \$950.44 for the same lines last year; and for freight, \$3,167.51.

The average price, per ton per mile, received for freights by the Chicago, Milwaukee & St. Paul Railway, for a series of years past, has been as follows:

For 1865.....	4.11 cents.	For 1872.....	2.43 cents.
For 1866.....	3.76 cents.	For 1874.....	2.50 cents.
For 1867.....	3.94 cents.	For 1874.....	2.38 cents.
For 1868.....	3.49 cents.	For 1875.....	2.10 cents.
For 1869.....	3.10 cents.	For 1876.....	2.04 cents.
For 1870.....	2.82 cents.	For 1877.....	2.08 cents.
For 1871.....	2.54 cents.	For 1878.....	.... cents.

GROSS EARNINGS.

The gross earnings of the several roads amount to \$26,454,831.88, of which \$11,951,619.80 is apportioned to Wisconsin on the basis of miles of road within the state, compared to the whole. This is an increase of \$3,594,404.32, and of \$1,785,854.42 for Wisconsin over the previous year. Of this total increase, \$1,313,951.66 is credited to the Chicago, Milwaukee & St. Paul, and \$1,551,801.23 to the Chicago & Northwestern. The earnings of the Northwestern Union, which made no report last year, amounting to \$289,243.62, appear in the aggregate this year. All the roads, with but few ex-

Earnings Expenses Etc.

ceptions, show increased earnings. The earnings of the roads were derived from the following sources:

	Whole Line.	Wisconsin.
From passengers	\$6,090,884 21	\$2,678,179 02
From freight	19,087,471 61	8,688,111 92
From mails, express and other sources.....	1,276,476 04	585,328 86
Totals.....	\$26,454,831 86	\$11,951,619 80

With these increased earnings, there has naturally been some increase in the operating expenses, amounting to \$1,143,752.99 for the whole lines, and \$414,955.44 for Wisconsin. A comparative statement of earnings and expenses for the two years is here given:

<i>Earnings.</i>	<i>Whole line.</i>	<i>Wisconsin.</i>
1878 — passengers	\$6,090,884 21	\$2,678,179 02
1877 — passengers	5,577,663 10	2,447,526 08
1878 — freight	19,087,471 61	8,688,111 92
1877 — freight	16,139,946 02	7,188,790 56
1878 — mails, express, etc	1,276,476 04	585,528 86
1877 — mails, express, etc	1,151,818 39	529,448 09
Total earnings for 1878.....	\$26,451,831 84	\$11,951,619 80
Total earnings for 1877.....	22,860,427 56	10,159,535 50
Increase.....	\$3,594,404 32	\$1,792,084 30
Total expenses for 1878.....	\$14,549,894 64	\$7,308,798 68
Total expenses for 1877.....	13,406,141 65	6,893,843 24
Increase.....	\$1,143,752 99	\$414,955 44
Increase of earnings	\$3,594,404 32	\$1,792,084 30
Increase of expenses	1,143,752 99	414,955 44
Increase in net income.....	\$2,450,651 33	\$1,377,128 86

The total earnings and operating expenses of the roads doing business in the state, for their entire lines, from 1870 to 1877, inclusive, are as follows:

Earnings	\$180,964,428 29
Expenses	115,403,323 81
Excess of earnings.....	\$65,561,104 48

The reports for 1878 are not yet complete, and of course are not included in the following statement.

Earnings, Expenses, Etc

The earnings and expenses for each road, for the years named, were as follows:

EARNINGS AND EXPENSES.

CHICAGO, MILWAUKEE & ST. PAUL.			CHICAGO & NORTHWESTERN.		
Year	Earnings.	Expenses.	Year.	Earnings.	Expenses.
	\$	\$		\$	\$
1870	7,193,142 01	4,832,338 88	1870	12,203,409 20	7,026,099 49
1871	6,491,602 02	3,850,354 56	1871	11,008,280 46	6,244,505 96
1872	6,732,417 29	4,695,615 97	1872	12,272,063 98	7,169,808 39
1873	8,731,667 14	6,583,662 74	1873	13,816,464 59	9,375,632 56
1874	8,473,956 36	5,752,615 29	1874	13,361,690 46	8,597,391 14
1875	7,780,802 05	5,093,634 67	1875	12,811,228 51	8,047,476 46
1876	7,710,215 22	4,817,368 94	1876	12,467,542 67	6,778,528 58
1877	7,818,324 86	4,478,975 68	1877	12,129,394 83	6,430,391 07
	60,932,126 95	40,164,566 73		100,070,074 70	59,669,833 65
WESTERN UNION.			MINERAL POINT.		
1870	766,937 85	617,982 51	1870	106,394 66	108,288 43
1871	842,169 22	638,373 20	1871	98,066 90	118,133 78
1872	847,111 21	702,960 18	1872	115,043 06	137,528 42
1873	137,634 23	878,241 37	1873	128,122 33	130,614 88
1874	1,123,107 81	768,164 21	1874	124,685 99	144,468 99
1875	1,160,430 01	830,287 53	1875	114,840 72	178,551 93
1876	1,047,915 40	799,369 43	1876	118,301 80	164,233 65
1877	1,025,058 79	699,019 43	1877	118,968 01	107,143 86
	6,950,364 52	5,934,397 85		924,423 47	*1,088,963 93
WEST WISCONSIN.			MADISON & PORTAGE.		
1871	159,664 64	74,699 11	1871	21,511 20	22,209 06
1872	493,202 10	256,059 86	1872	38,241 60	30,051 97
1873	869,188 99	591,974 90	1873	30,516 65	29,302 95
1874	884,920 10	697,107 54	1874	32,174 61	30,109 63
1875	827,678 62	650,911 33	1875	31,269 18	36,484 39
1876	810,368 67	624,455 06	1876	34,080 35	40,132 14
1877	775,493 45	780,293 79	1877	43,352 72	81,862 72
.....	.....	.....	1878	*45,539 57	.....
	4,730,521 57	3,676,001 59		276,685 88	220,152 86

* Probably interest on bonds is included in expenses.

* For eleven months.

Earnings and Expenses — continued.

NORTHWESTERN UNION.			WISCONSIN VALLEY.		
Year.	Earnings.	Expenses.	Year.	Earnings.	Expenses.
1873	68,344 27	29,856 57	1873	24,900 88	21,636 42
1874	238,198 04	91,066 35	1874	79,252 71	61,255 12
1875	250,001 55	134,736 14	1875	146,389 81	91,211 30
1876	275,683 89	156,621 29	1876	185,134 48	121,393 38
1877	266,314 26	129,278 10	1877	185,236 61	104,539 50
	1,098,542 01	541,558 45		620,914 49	400,035 72
WISCONSIN CENTRAL.			MIL., LAKE SHORE & WESTERN.		
1873	188,161 54	112,063 11	1874	153,546 42	122,265 92
1874	620,454 96	373,676 62	1875	182,137 75	139,984 44
1875	632,664 88	380,006 34	1876	200,372 41	142,893 36
1876	720,367 64	427,411 46	1877	229,283 08	172,029 58
1877	734,235 19	474,633 38		765,339 66	577,173 30
	2,895,884 21	1,768,810 91			
SHEBOYGAN & FOND DU LAC.					
1874	115,859 89	107,289 96	.....	
1875	122,401 10	101,864 40	.....	
1876	120,780 87	79,900 96	.....	
1877	100,022 15	75,083 17	.....	
	459,064 01	364,138 49	.....	
GREEN BAY & MINNESOTA.			CHIPPEWA FALLS & WESTERN.		
1875	323,303 24	296,548 21	.....	
1876	302,237 74	292,816 11	1876	31,023 89	14,317 98
1877	367,310 41	313,766 55	1877	27,368 73	14,285 60
	992,851 39	903,130 87		58,392 62	28,603 58
NORTH WISCONSIN.			PRAIRIE DU CHIEN & MCGREGOR.		
1876	37,708 70	31,021 46	1876	47,167 00	Expenses not given.
1877	50,190 11	35,934 42	1877	54,167 00	
	87,898 81	66,955 88		101,334 00	.....

Passengers and Freight Carried — Train Mileage.

PASSENGERS AND FREIGHT CARRIED.

The whole number of passengers carried on the roads, whole line, for the year was 5,374,963, against 4,764,234 the previous year. The number of passengers carried one mile during the year aggregates the large sum of 204,570,539, an increase of 20,062,856. Much of this increase, however, is attributable to roads reporting this year, which made no returns last year, although the roads generally show some increase. The tonnage carried one mile amounts to 1,090,359,694, against 816,365,985 the previous year, the increase in the Wisconsin tonnage amounting to 94,585,097. The record of tonnage of the several kinds of freight is quite incomplete, and no satisfactory results can be presented, as many of the roads, including some of the principal ones, keep no record of classification of commodities transported. The total tonnage, however, is given of nearly all of the roads, and the tons carried aggregate 7,040,375, or 3,448,490 tons for Wisconsin.

TRAIN MILEAGE.

The total mileage of trains for the year was as follows:

	<i>Whole line.</i>	<i>Wisconsin.</i>
Passenger trains.....	5,237,725	2,818,522
Freight and mixed trains.....	12,407,243	6,438,608
Construction and other trains.....	1,070,110	540,065
Totals for 1878.....	<u>18,815,078</u>	<u>9,767,195</u>
Totals for 1877.....	<u>17,698,550</u>	<u>8,463,387</u>
Increase.....	<u><u>1,116,528</u></u>	<u><u>1,303,808</u></u>

Employes and Accidents.

EMPLOYES.

The number of persons employed by the railroad corporations doing business in the state during the last year was 16,670. Some of the companies failed to make returns of the salaries paid to the different classes of employes, but those paid by the Chicago, Milwaukee & St. Paul Company appear to be about the average amount paid by all of the companies. The record is as follows:

<i>Class.</i>	<i>No.</i>	<i>Salaries.</i>
Division and assistant superintendents	8	\$2,560
Clerks in offices	215	720
Master and assistant mechanics.....	2	1,830
Conductors	178	888
Engineers	225	1,063
Brakemen	400	540
Flagmen, switch-tenders, etc.....	195	519
Station agents	246	697
Section men	2,534	365
Other employes.....	2,547	546

ACCIDENTS.

The several railroad companies have reported all the accidents to passengers and employes on their respective roads, a statement of which appears in table 16. From these reports it appears that but two passengers were killed on the roads of this state during the year, and in both cases, the accidents were the result of the passengers' own carelessness. Two passengers were injured in a like manner. The whole number of passengers carried on the roads of this state during the year, was 2 439,925, each person traveling an average distance of 33.32 miles, making a total mileage in the state of 81,963,723, a distance nearly equal to that of the earth from the sun, and not a passenger killed or injured from causes beyond his own control. The greater danger to employes than to passengers, appears in the statement that three of them were killed from causes beyond their own control, and fourteen by their own want of caution. Twelve were injured from causes beyond their

Accidents.

own control, and ninety-nine were injured by their own carelessness.

The following table shows the number and degree of each casualty.

Passengers killed from causes beyond their own control.....	00
Employes killed from causes beyond their own control.....	3
Others killed from causes beyond their own control.....	3
Passengers killed by their own want of caution.....	2
Employes killed by their own want of caution.....	15
Others killed by their own want of caution.....	23
Passengers injured from causes beyond their own control.....	0
Employes injured from causes beyond their own control.....	12
Others injured from causes beyond their own control.....	0
Passengers injured by their own want of caution.....	2
Employes injured by their own want of caution.....	98
Others injured by their own want of caution.....	41
Total number killed.....	43
Total number injured.....	153
Total casualties.....	196

The following train accidents, resulting in injury to employes, have been officially reported :

The Accident near Lavallo, April 8, 1878.

“The St. Paul express north on our Madison Division, Monday, April 8, 1878, consisting of a baggage car, one second class and two first class passenger cars, and two sleeping cars, drawn by engine No. 288, engineer, Marcellus B. Denio, fireman, James Daley, run on to a partially burned pile bridge (time, about 5:15 A. M.) adjoining the Howe Truss Bridge over the Baraboo river, about one mile south of Lavallo station. The structure had burned to such an extent as to be too weak to support the weight of the engine, which fell through to the ground, a distance of about eight feet, carrying with it the tender, baggage car and second class car. The fireman was instantly killed. The engineer died of his injuries about half past two in the afternoon of the same day. The locomotive was seriously damaged, and the baggage car was totally destroyed by

Accidents.

fire, together with a small quantity of mail and express matter. No passengers were injured.

The bridge is located on a curve, and, approaching from the south, the engineer could not observe the condition of the piling, until close upon it; too near in fact to stop the train with the aid of the Westinghouse air brakes, with which the locomotive and cars were equipped.

The origin of the fire is not known to the officers of the company nor have they been able to determine it. Two freight trains were run over that section of the road on the previous (Sunday) evening; the last one passed over the bridge at 7:35 P. M., about nine hours previous to the accident to the passenger train.

It is not believed that the fire originated from sparks dropped from the locomotives hauling those trains."

The Accident near Menasha, June 28, 1878.

"The accident on the Wisconsin division occurred on the morning of June 28th. Passenger train No. 3, going north, when about three miles south of Appleton, was thrown from the track by a displaced rail, almost entirely demolishing the engine, seriously injuring the engineer, and slightly injuring the fireman. None of the passengers were hurt. The track is steel, laid and ballasted in the best manner. The displacement was done by some one who thoroughly understood the business.

We have not been able to discover the guilty party, although we offered a thousand dollars reward for information that would lead to his apprehension."

The Accident at Brooklyn, July 3, 1878.

"The accident at Brooklyn on July 3d, was a collision between two passenger trains, caused by the failure of the telegraph operator at Oregon to deliver orders in his office to the south-bound passenger train. In this case both engines were badly damaged, one engineer and one fireman were slightly injured by jumping from their engines, and two passengers were also slightly injured. All of the cars were in condition to run to the shops for temporary repairs."

Corporate Aid to Railroads.

CORPORATE AID TO RAILROADS.

Many of the railroads of this state have been aided in their construction in some degree by town, city and county bonds, as well as by individual subscription. Of the amount of this aid, there is no authentic record. The commissioners, in their first report in 1874, reported the total amount of such aid authorized, to have been \$7,515,186. A considerable portion of this amount was never earned by the companies to whom it was voted, and no bonds were issued; another portion was paid in cash or scrip; some of the bonds were protected by the companies earning them, and the communities were not required to pay them; some were compromised, and others still were contested. The total amount remaining unpaid December 1, 1877, according to the returns made to the secretary of state, was \$4,835,752.24. This amount is somewhat in excess of the true amount, for in some instances the local authorities have returned aid voted, but not earned, and not likely to be, as "indebtedness;" in other cases, as in Douglas county, for instance, the amount is returned at \$350,000, both as county and town aid, making \$700,000, whereas no town aid was voted at all, and of the \$350,000 in bonds voted by the county, \$250,000 is in the hands of trustees, only awaiting a decree of court to be returned to the county, as I am informed by the county clerk of Douglas county, and \$75,000 is still in litigation.

The total amount of bonds outstanding January 1, 1878, as appears by the returns to this office, was \$4,723,180.84, but it should be stated that unpaid interest has accrued on the bonds issued by Watertown, Kenosha and perhaps in one or two other cases, which does not appear in the above amount. Of the amount \$149,925.86 was extinguished by the tax levy of 1877, and \$169,863.46 was provided for by the tax levy of 1878, which will leave but \$4,403,391.52 as the amount of railroad indebtedness owing by the towns, cities and counties of this state at the present time. To the amount must be added all aid voted by towns and earned by the companies during the year 1878, which is inconsiderable. Each year witnesses the extinguishment of the debt incurred by

Corporate Aid to Railroads.

some localities in behalf of railroad enterprises, and the grievous mistakes made by some communities in voting such aid in the early history of railroad building in this state, is not likely to be repeated, especially as an amendment to the constitution forbids the incurring of any debt by any municipal corporation exceeding, in the aggregate, five per centum of the taxable property therein.

In most cases the towns and cities are paying the interest on such indebtedness, as it falls due, with entire promptness. In a few instances, litigation is pending involving the legality of the issue of the bonds, and in one or two cases, as in Watertown, judgment is being taken on the bonds without resistance in the courts, but no provision is made for paying the judgments because of the sheer inability of the community to pay them in full. Probably these communities would be glad to make some arrangement for adjusting their bonded indebtedness, but it is not surprising that a people will not levy a tax to meet an indebtedness of this kind, about equaling in amount the entire assessed valuation of the community affected, and more especially when the people with one accord feel that no part of the indebtedness is equitable or just. How long this anomalous condition of affairs is to continue, in the case of Watertown, is uncertain, but it is clear that sooner, or later, some compromise must be effected, and it is to be hoped that all the bondholders and the bondmakers will soon meet each other on some common ground and adjust their differences in an equitable manner.

While the towns and cities have paid, or are paying, their railroad aid indebtedness as it becomes due, it is noticed that counties which have voted aid very generally become involved in litigation over their bonds. This arises, probably, from the fact that all parts of counties voting aid to railroads do not share equally in the benefits of their construction. People do not cheerfully pay taxes for purposes from which they derive no benefit, and it is not to be wondered at that they avail themselves of every facility, that affords them an escape from such payments. It is probable that the law, as now limited by the constitution, which authorizes towns and cities to aid railroads, serves valuable ends and promotes the public interest; but

Connections.

I believe that in about every instance where *county* aid has been voted, the result has been fruitful of litigation, overburdensome to the people, unequal in its results, and has created a feeling of dissatisfaction and unrest that checks enterprise and is positively vicious in all of its effects. In my judgment all laws authorizing counties to aid railroad enterprises ought to be repealed.

CONNECTIONS.

By chapter 334, laws of 1875, the railroad commissioner was authorized to require railroad companies to make close running connections, but this authority was repealed by subsequent legislation. While it was conferring very great powers upon the commissioner, I believe it might have been safely retained as a part of the statutes, for there was very little danger that the power would have been arbitrarily or unjustly exercised, and the mere existence of the law might have had the effect to prompt railroad companies to greater efforts to make close connections, which it is very desirable should be done in every possible case. It is undoubtedly true that railroad companies have generally reversed their policies of studying how not to make connections, which once prevailed to a very large extent, and now find their true interests to be in making about all connections that are at all practicable, and it is with great pleasure that I am able to report that the several companies have uniformly directed such changes to be made as the commissioner has suggested, or have given satisfactory reasons why they could not be made.

Frequent complaints have reached this office of the lack of convenience in getting to the state capital from the northeastern part of the state. If it were possible for close connections to be made at Watertown, with the day trains of the Chicago and Northwestern, the difficulty complained of would be obviated; the detention of passengers for the state capital would be removed; a great favor conferred upon the people of the towns, villages and cities on the Northwestern line to Green Bay and beyond; and of the St. Paul, from Horicon to Berlin, Winneconne

Management.

and Oshkosh. This office has frequently conferred with the management of the Chicago, Milwaukee & St. Paul Railway Company, in regard to a close connection at Watertown, and which would be of great importance to the people of that portion of the state above mentioned. The management readily agree with this department, that something *ought* to be done in this matter, but just how *to* do it is not so plain. Trains must be run in conjunction with those on the main line, whose starting point and eastern terminus is Chicago, and it is impossible to do this and make the connection at Watertown. It is not impossible, however, that this may yet be accomplished by putting on a light and fast freight train between Watertown and Madison, which will give to the people of that large section of the state the facilities for getting to and from the state capital which is so largely desired and so much needed.

I also entertain the hope that better connections between the Wisconsin Central and Chicago & Northwestern roads at Menasha; at Camp Douglas, between the Chicago, Milwaukee & St. Paul and the Chicago, St. Paul & Minneapolis roads; at Beloit, between the Western Union and the Chicago & Northwestern roads will soon be made, although I have not been able to suggest how these connections can be made without breaking more important connections at other points.

MANAGEMENT.

It has fallen within the line of my prescribed duties to personally inspect the roads of this state during the past year, and it gives me much pleasure to be able to say, as the result of these examinations, and of the reports made by the companies to this office, that the management of the roads in Wisconsin is excelled by none in this country. The track and equipment of the main lines are equal to the best of the old roads at the east, and in the luxurious elegance and convenience of the common coaches, they excel all others of which I have any knowledge. The courteous treatment travelers receive from the employes is deserving of the highest commendation, and the safety assured them demonstrates that the

Reports and Returns.

management of the roads is in the hands of men who are keenly alive to the duties of their responsible positions.

Most of the companies report to this office that no person who indulges in the use of intoxicating drinks will be kept in their employ, while some of them (and those among the larger ones) report that a "known use of intoxicants by any employe of the company will involve immediate dismissal." This is wisdom, as well as humanity, on the part of the management, and has the hearty approbation of this office as among the many wise regulations which gives the remarkable security to persons traveling on Wisconsin lines of railway, and it is to be hoped that in the next report, such will be found to be one of the rules of every railroad company in the state.

REPORTS AND RETURNS.

The lack of uniformity in reports, by the various corporations in the different states, detracting in a very large degree from their value, has been referred to by my predecessors in their reports, as well as in the reports of the commissioners of most of the states. Some of the roads traverse several states, and are required to make reports to each state, at different times and from different prescribed forms. To relieve the companies of unnecessary labor, and at the same time to receive from them authentic reports, covering the same period and embracing the same details, in the different states, is clearly for the interest of all concerned — the railroad companies themselves, not less than the public. The commissioners of most of the states have the power to prescribe forms for reports, but the system of bookkeeping employed by the different companies varies so greatly that the reports given furnish no reliable basis for intelligent comparison, although they may disclose with entire accuracy the business affairs of the corporations, so far as they affect public interests. If this evil is to be corrected, it must be chiefly accomplished by securing the co-operation of the auditors of the principal roads of the country. With this purpose in view, a meeting of the railroad commissioners of the several states was held at Columbus on the 12th day of November last, and

Narrow Gauge Roads.

a committee was appointed consisting of commissioners from Connecticut, Illinois, Virginia, Iowa and Wisconsin, to take the whole subject under advisement, and to call to their assistance such auditors and accountants whose advice and counsel they might desire, to agree upon a uniform system of accounts for the different railroad companies.

As before remarked, the railroad companies are even more directly interested in the accomplishment of this result, than are the people of the states, and their interest is a very large one. Assured as we have been of the co-operation of a number of auditors and accountants of the highest reputation, we feel much confidence that a uniform system of accounts, by all the companies, will be evolved. Uniform reports would naturally follow. If these desirable results shall be attained, which is reasonably anticipated, the cause for congratulation will be very great.

NARROW GAUGE ROADS.

This department is in frequent receipt of inquiries for information concerning the relative cost of narrow and standard gauge railroads, and the adaptability of the narrow gauge road to the general public use. The relative merits of the two systems of roads are exciting a large and growing interest, and the advocates of the narrow gauge roads had several conventions at Cincinnati, during the last year, to discuss matters relating to such roads, and to agree upon statements of what they claim for them. I have no disposition to enter upon the discussion of a question concerning which the best engineering talent of the country has disagreed so materially, and I only allude to it at all, for the purpose of calling attention to two articles—one presenting the claims made for narrow gauge roads, and the other controverting them—the first being a paper in the September number of Scribner's Magazine, from the pen of Stephen D. Dillaye, under the head of "The Transportation Question;" and the second being an article in the December number of the same magazine, from the pen of L. M. Johnson, under the head of, "Are Narrow Gauge Roads Economi-

Where Railroads Must Keep their Principal Offices.

cal?" These papers will be found in an addenda to this report, and furnish the inquirer with a knowledge of what is *claimed* for and against the narrow gauge roads, although he may be left in doubt at last. It would seem, however, that a question which must be almost wholly within the domain of mechanical principles, and susceptible of positive demonstration, cannot remain in doubt for a very long period.

WHERE RAILROADS MUST KEEP THEIR PRINCIPAL OFFICES.

An important question of great public interest, relating to where railroad companies shall keep their principal offices, has recently been settled by the supreme court of this state. The question arose in the case of the *State of Wisconsin ex rel. the Attorney General vs. The Milwaukee, Lake Shore & Western Railway Company*. The proceedings were by information in the nature of *quo warranto* filed by the Attorney General, in the name and on behalf of the state, against the company named, to vacate its charter, annul its corporate existence, and to have its rights, powers, privileges and franchises declared forfeited, on the ground that the principal office of the company is located without this state, and in the city and state of New York. The following is a syllabus of the opinion of the court in the case, ordering a writ of *quo warranto* to issue:

"The statutes of this state relating to the levy of attachment or execution upon shares of stockholders in corporations, to proceedings by or against corporations, and to the exercise of the visitatorial powers of the state over them, as well as the act regulating the duties of the railroad commissioner, and the general act concerning railroad corporations, under which the defendant was organized, and other statutes, require, at least by necessary implication, that the principal place of business, the records and the residence of the principal officers of private corporations created by this state, shall be within the state, at least so far as may be necessary to give full effect to those statutes; and the charter of such a corporation may be adjudged forfeited for continued neglect of such duty, under chapter 283 of the law of 1874.

"Independently of statutes, it is the duty of a private corporation to keep its principal place of business, its records, and the residence of its officers, so located as to render it accessible to the process and to the exercise of the visi-

Histories of Railroads — Complaints.

torial power of the state by which it is created, and a forfeiture may be adjudged for violation of this common law obligation.

“An information showing that the principal office of the defendant company is in the city of New York; that its books and records have always been kept in that city; that none of its principal officers reside in this state; and that by reason of these facts it has been impossible to enforce an attachment against the shares of stockholders in the company in actions brought in courts of this state, in accordance with the laws thereof, shows sufficient grounds for adjudging a forfeiture of the company’s charter.”

HISTORIES OF RAILROADS.

Soon after entering upon the duties of this office, I conceived the idea of collating the principal historical facts relating to the origin and construction of the several railroads in this state, for the purpose of having them accessible whenever occasion was had to refer to them, and early in the summer I entered upon the work. I soon discovered the task involved a vast deal more labor than I had anticipated, and, with all the time I have been able to devote to it, and all the assistance I have been able to command, I now find the work incomplete, and am compelled to put this report to press, with my purpose but partially executed.

COMPLAINTS.

The number of complaints which have demanded my consideration has not been large, neither have they been of so aggravated and difficult a character, as to baffle the efforts of this department in their solution and settlement.

The same line of policy which was adopted by my predecessor in matters of complaint has been followed by me, and has been found productive of the best results. All complaints are immediately presented to the company against which the complaint is made, and a statement from them requested in relation to the same. Sometimes, before the matter can be fully understood, communication must be had several times with both parties interested, and personal interviews had before the case is thoroughly understood,

Conclusion.

and the end sought accomplished. The aim in all cases of this character, has been to settle them without recourse to the law and the courts; and I am happy to say that, up to the present time, every case, except one or two, has been amicably adjusted to the satisfaction of all parties concerned, and without cost to the state of a single dollar in litigation. In the exceptions noted, it is hoped that the same results will be obtained in due time. It may not be improper to state in this connection, that but little difficulty is found in the settlement of complaints when pains are taken to divest the parties interested of all personal feeling, and bring them together, instead of an endeavor to widen the breach by bad blood, bitter feelings and unkind words. My experience is, that when a proper understanding is effected between the complainant and the complained of, that the former ceases to exacting or the latter unreasonable. In the main, as the law now stands pertaining to the powers of the commissioner, save in calling for reports from companies, and of proceedings upon actual complaints made, they are more discretionary than mandatory; and perhaps this is as well, until it shall appear that the companies are unwilling to co-operate with the commissioner in anything which is manifestly just, and promotive of the best interests of the whole people. Experience has proved that companies, as well as individuals, more cheerfully do that which involves free will and choice, rather than complying with exactions; and if the time shall ever come when more power is needed, the legislature can easily supply the want by appropriate legislation.

CONCLUSION.

In the preparation of this report I have not deemed it fitting that I should enter into any discussion of the question of freight and passenger tariffs, which so largely occupied the public mind at one time. It would be ill-becoming in me, with my brief experience in this office, to suggest any solution of a problem which has baffled the best minds of all who have grappled with it. It is probable that time alone will furnish the only corrective of the evils of the railway system as they have existed. Indeed the problem is solv-

Conclusion.

ing itself every day. Our legislature has given recognition to this idea in its own enactments, and the restrictive legislation of a few years ago has given place to a general provision that no railroad corporation shall charge an *unreasonable* price for the transportation of persons or property, or for the handling or storage of freight, or for the use of its cars, or for any privilege or service afforded by it in the transaction of business; supplemented with a further provision that the Chicago, Milwaukee & St. Paul railway company, the Western Union railroad company, and the Chicago & Northwestern railroad company shall not demand a greater compensation than was prescribed by their published tariff rates, which were in force on the fifteenth day of June, 1872, the same provisions applying to all railroads owned, leased, or operated by them, with the additional limitation of three cents per mile for five hundred mile tickets and round trip tickets for passengers. While these companies may lawfully charge the rates that were prescribed by those tariffs, reductions have been made in them from time to time, and a new classification and revised tariff recently promulgated by the Chicago, Milwaukee & St. Paul Company, and filed in this office just as these pages are going to press (Jan. 20, 1879), shows very material reductions in the rates, as they had previously existed, for transporting grain and flour, and cattle and hogs. The reduction on grain and flour in the eastern part of the state is but slight, but it is from \$2.00 to \$4.00 per car from Madison and Portage and all points on their line west of those places. The rate for live stock has been reduced \$2.00 per car from the same points, and \$5.00 per car at Sparta and all stations west. A new class has also been established called the "Fifth Class," which includes certain articles, when shipped in car loads, that had previously been in the "Fourth Class," and a reduction of twenty per cent. made in it. In no case have rates been advanced. I also learn that the Chicago & Northwestern Company have made a corresponding reduction for their lines. These reductions in local freights are a liberal concession to the public at this time, and disclose a willingness on the part of the companies to divide with the producers the burdens incident to a failure of crops and low prices. Whether the rates for local

Conclusion.

and through freights bear their proper relations to each other, is a subject deserving of the most thoughtful consideration on the part of the companies.

—The public mind has been somewhat agitated and concerned during the past year over the frequent conferences of the representatives of many of the railroads doing the carrying business between the west and the seaboard, for the purpose of agreeing upon rates to be charged for the service performed. It is not feared that the rates, as first agreed upon, will be found unreasonable or oppressive, but it is feared that a combination once formed, which shall be found powerful enough in practice to maintain a fixed tariff rate, and enforce its determinations and decrees, may soon advance the rates first agreed upon to a degree limited only by the ability of the producing and commercial interests to pay. Stephenson's warning uttered many years ago, "when combination is possible, competition is impossible," has left a deep and lasting impression on the minds of men.

The question at once arises, where can the people find relief and protection against the injustice that might result from such a combination? An answer that occurs to me is, the enactment by congress of a law prescribing the rates agreed upon by the pooling roads when the combination was first formed, as the maximum rates which may be charged by the roads, for a stated period of years. While I fully appreciate the evil effects of constantly fluctuating freight rates between the east and the west—so high to-day as to almost amount to confiscation, and so low to-morrow as to induce merchants to make large purchases of goods, for no better reason than that transportation is cheap—affecting the merchants more disadvantageously than they have been affected in times past by a depreciated currency, as I believe, I should regard it as a serious calamity if the proposition which has been advanced by Col. Fink, the leading railway expert of the country, and who has charge of the pooling arrangements, that congress give the force

Conclusion.

of law to all agreements made in regard to tariffs between railroad companies, should be adopted. I am entertaining no idea that it may be, and it is only referred to at all, in this connection, to show the train of thought that is guiding prominent railroad men in their pursuit of remedies for the evils of the constantly recurring "railroad wars," for evils I believe them to be.

The Wisconsin roads are not included in the pooling arrangement that has been referred to, and I am advised that their own carrying rates are in no manner affected by it. The correspondence between the commissioner and the managers of the Chicago, Milwaukee & St. Paul, and the Chicago & Northwestern Companies, is hereto appended.

In conclusion, I desire to make my acknowledgments of the uniform promptness of the railroad companies in making their reports to this office, and responding to all inquiries for information, and of the uniform courtesy I have received from them.

Respectfully submitted,

A. J. TURNER,
Commissioner.

Correspondence.

THE EAST BOUND POOL.

Correspondence between the Commissioner and the Managers of roads, relating thereto.

OFFICE OF RAILROAD COMMISSIONER,
MADISON, Wis., Dec. 24, 1878.

S. S. Merrill, Esq., General Manager of the C., M. & St. P. R. R. Co.:

DEAR SIR: The recent publications in the newspapers, relating to what is called the "Chicago east-bound pool," are attracting much attention on the part of shippers and the public generally. There is some uncertainty as to what the terms of the pooling arrangement are, and what is contemplated, and fears are entertained that the ultimate purpose is to advance freights. This department would be glad, therefore, to be informed whether your road is included in the number entering into the pool, and, if so, whether any increase in the cost of freights is contemplated. If your road is not so included, does the arrangement of the pooling parties affect, in any manner, your own tariff?

Yours truly,

A. J. TURNER,

Railroad Commissioner.

A like note was addressed to M. Hughitt, Esq., general manager of the Chicago & Northwestern road.

The Commissioner received the following communications, in reply:

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY,
GENERAL MANAGER'S OFFICE,
MILWAUKEE, December 26, 1878.

A. J. TURNER, Esq., *Railroad Commissioner, Madison:*

Dear Sir: Mr. Merrill has requested me to acknowledge the receipt of your favor of the 24th inst., and in reply, I would say that none of the Wisconsin roads are in any way interested in the proposed pooling arrangement on the part of the eastern lines, which has been considered quite recently in Chicago.

Neither the Northwestern company nor our company pro rate any business with the eastern lines, except such business as passes between Milwaukee and eastern markets.

Correspondence.

From what I know of the subject, it would only be proper for me to say that the Eastern lines have so much trouble in maintaining reasonable rates, that the measures they are now taking with a view to pooling the business, appear to be actually necessary. The matter has been considered by them at several meetings during the last three months, but as yet nothing definite has been accomplished. I was at Chicago during the time of the meeting, but did not attend it.

With regard to the rates, I would say I am informed that, at the Chicago meeting, they did not express any intention of raising the rates higher than those which were in force in November.

I presume the Eastern lines would be glad to have the Milwaukee business included in the pool arrangement, but as far as I know, none of the parties here have expressed themselves in favor of uniting in such pool.

The present Eastern rates, since the Chicago meeting, are the same that were established the middle of November, and I should not consider them unreasonable or unjust rates.

Truly yours,

JNO. C. GAULT,
Ass't Gen. Manager.

CHICAGO & NORTHWESTERN RAILWAY Co.,
OFFICE OF GENERAL MANAGER,
CHICAGO, December 26, 1878.

Dear Sir:—I am in receipt of your letter of the 24th inst.

The Chicago & Northwestern Railway is not, in any way, directly or indirectly, related to the so-called "East Bound Pool." It is, as I understand it, an arrangement solely between the eastern lines having their terminus in Chicago.

Any arrangement made between these parties will not affect, in the slightest degree, the rates charged by the Northwestern Company for the transportation of freight.

Yours truly,

MARVIN HUGHITT.

Hon. A. J. TURNER, R. R. Commissioner, Madison, Wisconsin.

TABULATIONS

FROM

RAILROAD RETURNS

FOR THE

YEAR ENDING SEPTEMBER 30, 1878.

Table No. 1.

RAILROAD LINES AND PARTS OF LINES IN WISCONSIN.

With their length of Track, width of Track, and weight of Rail, for 1878.

NAME OF ROAD AND DIVISION.	LOCATION OF LINES.		Mileage of Divisions in Wisconsin.	Mileage of total lines operated in Wisconsin.	Length of Divisions.	Total mileage of lines operated.	Width of track in feet and inches.	Weight of rail in lbs. per yard.
	From.	To.						
CHICAGO, MILWAUKEE & ST. PAUL.	Milwaukee ..	West. Av. Chic.	37.60	.....	82.20	.....	.....	.....
	P. C. & S. L. J.	Mil. Av. Chic.	.....	.....	.40	.....	.....	.....
	Kinnickinnic	Bay View ....	.75	.....	.75	.....	.....	.....
	Milwaukee ..	La Crosse	196.39	.....	196.39	.....	.....	.....
	Waterto'n J'n	Madison	36.55	.....	36.55	.....	.....	.....
	New Lisbon.	Necedah	12.86	.....	12.86	.....	.....	.....
	La Cr. bridge	Line .....	.97	.....	1.93	.....	.....	.....
	Bridge Junc.	St. Paul .....	.....	.....	128.51	.....	.....	.....
	Bridge Junc.	C. D. & M. J'n.	.....	.....	1.00	.....	.....	.....
	Milwaukee ..	Portage	95.08	.....	95.08	.....	.....	.....
	Horicon	Berlin	42.30	.....	42.30	.....	.....	.....
	Rush Lake ..	Winneconne ..	14.80	.....	14.80	.....	.....	.....
	Spring St. J'n	Schwartzburg .	5.34	.....	5.34	.....	.....	.....
	Stock Yards .	P. du C. Div. J.	.75	.....	.75	.....	.....	.....
	Milwaukee ..	Prairie du Ch'n	194.40	.....	194.40	.....	.....	.....
	Milton	Monroe	42.90	.....	42.90	.....	.....	.....
	McGregor ...	Minneapolis ..	.....	.....	215.43	.....	.....	.....
	St. Paul Junc	St. Paul .....	.....	.....	5.61	.....	.....	.....
	Conover	Decorah .....	.....	.....	8.77	.....	.....	.....
	Calmar	Algona .....	.....	.....	126.11	.....	.....	.....

Lines and Parts of Lines in Wisconsin.

TABLE No. 1. — *Lines and Parts of Lines in Wisconsin* — continued.

NAME OF ROAD AND DIVISION.	LOCATION OF LINES.		Mileage of Divisions in Wisconsin.	Mileage of total lines operated in Wisconsin.	Length of Divisions.	Total mileage of lines operated.	Width of track in feet and inches.	Weight of rail in lbs. per yard.
	From.	To.						
CHICAGO, MILWAUKEE & ST. PAUL.	Austin	Mason City .....	.....	.....	39.33	.....	.....	.....
	Hastings	Glencoe .....	.....	.....	74.14	.....	.....	.....
	Sabula	Marion .....	.....	.....	86.80	.....	.....	.....
	Ripon	Oshkosh	20.00	.....	20.00	.....	.....	.....
	Madison	Portage	39.00	.....	30.00	.....	.....	.....
	Cedar Rapids	Farley .....	.....	.....	55.00	.....	.....	.....
	Wabasha	Zumbrota .....	.....	.....	59.00	.....	.....	.....
				739.69	739.69	1,585.34	1,585.34	4.8½	56 to 60
CHICAGO & NORTHWESTERN	Chicago	E. end Miss. br. ....	.....	.....	137.00	.....	.....	.....
	Chicago	Freeport .....	.....	.....	121.00	.....	.....	.....
	Elgin	Geneva Lake	8.70	.....	44.50	.....	.....	.....
	Batavia	St. Charles .....	.....	.....	5.60	.....	.....	.....
	E. end M. br.	Clinton .....	.....	.....	1.10	.....	.....	.....
	Clinton	Cedar Rapids .....	.....	.....	81.30	.....	.....	.....
	Cedar Rap'ds	Missouri Riv. ....	.....	.....	271.60	.....	.....	.....
	Clinton	Lyons .....	.....	.....	2.60	.....	.....	.....
	Maple Riv. J.	Mapleton .....	.....	.....	60.15	.....	.....	.....
	Stanwood	Tipton .....	.....	.....	8.50	.....	.....	.....
	Belvidere	Madison	48.80	.....	68.90	.....	.....	.....
	Madison	Elroy	74.20	.....	74.20	.....	.....	.....
	Elroy	Winona Junc.	54.90	.....	54.90	.....	.....	.....
Winona Junc	Winona	29.00	.....	29.00	.....	.....	.....
Chicago	Milwaukee	40.24	.....	85.00	.....	.....	.....

Lines and Parts of Lines in Wisconsin — continued.

Lines and Parts of Lines in Wisconsin — continued.

	Kenosha	Rockford.....	27.50	.....	72.10	.....	.....	.....
	Chicago.....	Fort Howard..	171.40	.....	242.20	.....	.....	.....
	Fort Howard.	Mich. St. Line.	49.45	.....	49.45	.....	.....	.....
	Chicago.....	Montrose.....	.....	.....	5.20	.....	.....	.....
	Chi. & S. B. J.	River .....	.....	.....	4.50	.....	.....	.....
	Mich. St. Line	Escanaba.....	.....	.....	64.65	.....	.....	.....
	Escanaba....	Lake Angeline.	.....	.....	68.00	.....	.....	.....
	Meno. Riv. J.	Quinnessec ...	.....	.....	24.71	.....	.....	.....
	Branches....	Mines .....	.....	.....	39.80	.....	.....	.....
			504.19	504.19	1,615.96	1,615.96	4.8½	56 to 60
CHIPPEWA FALLS & WESTERN....	Chipp. Falls.	Eau Claire ...	10.33	10.33	10.33	10.33	4.8½	55
GALENA & SOUTHERN WISCONSIN.	Galena	Platteville....	20.00	20.00	31.00	31.00	3	35
FOND DU LAC, AMBOY & PEORIA.	Fond du Lac.	Iron Ridge Jun	27.60	27.60	27.60	27.60	3	30
GREEN BAY & MINNESOTA.....	Green Bay... Marshland J.	Winona..... La Crosse	213.90 29.70	213.90 29.70	213.90 29.70	..........	..........	..........
			243.60	243.60	243.60	243.60	4.8½	52 to 56
MILWAUKEE, L. S. & WESTERN — Main Line	Milwaukee... Manitowoc..	Clintonville .. Two Rivers....	156.40 6.00	..... .....	156.40 6.00	..........	..........	..........
			162.40	162.40	162.40	162.40	4.8½	50 to 56
MINERAL POINT — Main Line	Mineral Pt.. Calamine....	Warren	31.00 18.00	..... .....	31.00 18.00	..........	..........	..........
			49.00	49.00	51.00	51.00	4.8½	56

TABLE No. 1 — *Railroad Lines and Parts of Lines in Wisconsin* — continued.

NAME OF ROAD AND DIVISION.	LOCATION OF LINES.		Mileage of divis'n in Wisconsin.	Mileage of total lines operated in Wisconsin.	Length of divis'ns.	Total mileage of lines operated.	Width of track in feet and inches.	Weight of rail in lbs. per yard.
	From.	To.						
PINE RIV. VAL. & STEVENS P'T...	Rich'nd Cen.	Lone Rock....	16.00	.....	16.00	.....	3	.....
PRAIRIE DU CHIEN & MCGREGOR.	Prairie du C.	McGregor	1.75	.....	2.00	.....	4.8½	56
SHEBOYGAN & FOND DU LAC.....	Sheboygan ..	Princeton	79.00	.....	79.00	.....	4.8½	56 to 60
WESTERN UNION —								
Main Line.....	Racine.....	Rock Isl. Jun..	68.70	.....	192.00	.....	
Eagle Branch.....	Elkhorn.....	Eagle.....	16.50	.....	16.50	.....	
Branch to Mines.....	Watertown...	H. Coal Mine..		.....	4.25	.....	
			85.20	85.20	212.75	212.75	4.8½	56
CHICAGO, ST. P. & MINNEAPOLIS —								
Main Line.....	Elroy.....	Lake St. Croix.	177.70	.....	177.70	.....	
Main Line (leased).....	Lake St. Croix	St. Paul.....		.....	19.90	.....	
Branch (leased).....	Stillwater Ju.	Stillwater .....		.....	3.80	.....	
			177.70	177.70	201.40	201.40	4.8½	to 5 6
WISCONSIN CENTRAL —								
Main Line.....	Menasha.....	Ashland.....	249.30	.....	249.30	.....	
Main Line.....	Stevens P't ..	Portage	71.20	.....	71.20	.....	
Milwaukee & Northern	Schwartzb'rg	Men's'a & G. Ba.	120.00	.....	120.00	.....	

Lines and Parts of Lines in Wisconsin — continued.

Capital Stock.—Funded and Unfunded Debt.

Table No. 2.
CAPITAL STOCK.—FUNDED AND UNFUNDED DEBT, ETC.

NAME OF COMPANY.	CAPITAL STOCK.			PER MILE OF ROAD.		
	September 30, 1877.	September 30, 1878.	Increase.	1877.	1878.	Increase.
	\$	\$	\$	\$	\$	\$
Chicago, Mil. & St Paul	27,673,744 00	27,683,744 00	10,000 00	19,766 96	19,601 33	165 63
Chicago & Northwestern	36,801,480 53	36,812,500 53	11,020 00	24,635 98	22,780 57	258 41
Chicago St Paul & Minneapolis†	*	5,000,000 00	.....	*	24,826 22	.....
Chippewa Falls & Western	143,200 00	143,200 00	.....	13,872 21	13,872 21	.....
Gaena & Southern Wisconsin †	174,000 00	174,000 00	.....	5,612 90	5,612 90	.....
Green Bay & Minnesota	7,949,800 00	8,000,000 00	50,200 00	32,634 55	32,840 72	206 17
Milwaukee Lake Shore & Western	6,000,000 00	6,000,000 00	.....	47,770 70	36,945 81	10,824 89
Mineral Point	1,200,000 00	1,200,000 00	.....	23,529 41	23,529 41	.....
Pine River Valley & Stevens Point	50,000 00	51,000 00	1,000 00	3,125 00	3,090 90	34 10
Prairie du Chien & McGregor	100,000 00	100,000 00	.....	50,000 00	50,000 00	.....
Sheboygan & Fond du Lac	1,410,500 00	1,410,500 00	.....	17,854 43	17,854 43	.....
Western Union	4,000,000 00	4,000,000 00	.....	18,801 41	18,801 41	.....
Wisconsin Central	200,000 00	11,435,500 00	9,435,500 00	719 42	25,440 49	24,721 00
Wisconsin Valley	551,000 00	60,000 00	491,000 00	6,211 95	666 30	5,545 65
Northwestern Union	*	3,500,000 00	.....	*	55,883 76	.....
North Wisconsin	*	106,500 00	.....	*	2,650 00	.....
Madison & Portage	394,300 00	.....	.....	10,100 26	.....	.....
	\$86,648,024 53	\$105,676,944 53	\$988,720 00	20,048 68	21,832 23	.....

* No report.

† Formerly West Wisconsin.

‡ Suspended operation for most of the year. Amount reported for 1877, used for the purposes of this report. † Decrease.

TABLE No. 2. — *Capital Stock—Funded and Unfunded Debt, etc.*—continued.

NAME OF COMPANY.	FUNDED AND UNFUN'D DEBT.		Funded and unfunded debt per mile road.	Aggregate am't capital stock and debt.	Aggregate of capital stock and debt per mile of road.
	1877.	1878.			
Chicago, Mil. & St. Paul	\$ 29,954,500 00	\$ 31,104,500 00	\$ 22,023 38	\$ 58,788,244 00	\$ 41,624 71
Chicago & Northwestern	32,956,500 00	33,193,000 00	20,540 73	70,005,500 00	43,321 30
Chicago, St. Paul & Minneapolis†	Not given.				
Chippewa Falls & Western	144,336 03	144,383 56	13,977 11	287,583 56	27,849 32
Galena & Southern Wisconsin†	290,671 63	290,671 63	9,376 50	464,671 63	14,989 40
Green Bay & Minnesota	5,827,135 18	5,756,940 95	23,632 60	13,756,940 95	56,473 32
Milwaukee, Lake Shore & Western	685,215 70	916,439 76	4,618 22	6,750,000 00	41,564 04
Mineral Point	433,794 65	398,890 46	7,821 38	1,598,890 46	31,350 79
Pine River Valley & Stevens Point	26,372 62	24,317 00	1,473 70	75,317 00	4,564 60
Prairie du Chien & McGregor	None.	None.	None.	100,000 00	50,000 00
Sheboygan & Fond du Lac	1,639,401 00	1,666,748 75	21,088 08	3,077,248 75	38,942 51
Western Union	3,834,879 00	3,836,307 46	18,032 00	7,836,307 46	36,833 41
Wisconsin Central	*	8,168,000 00	18,171 30	19,603,500 00	43,611 79
Wisconsin Valley	1,790,000 00	1,790,000 00	19,911 01	1,850,000 00	20,577 31
Northwestern Union	*	3,500,000 00	55,883 76	3,500,000 00	55,883 76
North Wisconsin	*	888,600 00	22,200 00	994,000 00	24,850 00
Madison & Portage	600,000 00				
	78,182,805 81	91,678,199 57	\$18,940 17	\$188,688,203 81	\$38,981 86

* No report. † Formerly West Wisconsin. ‡ Suspended operations for most of the year. Amount reported for 1877 used for the purposes of this report.

Capital Stock—Funded and Unfunded Debt.—continued.

Table No. 3.

COST OF ROAD, INTEREST AND RENTALS.

NAME OF COMPANY.	COST OF ROAD AND EQUIPMENT.			PER MILE OF ROAD.		
	1877.	1878.	Increase.	1877.	1878.	Increase.
	\$	\$	\$	\$	\$	\$
Chicago, Milwaukee & St. Paul.....	56,631,466 19	58,151,576 03	1,520,109 84	40,451 05	41,173 92	722 87
Chicago & Northwestern.....	70,571,608 24	71,786,488 93	1,214,880 69	46,784 40	44,423 43	|| 2,360 97
Chicago, St. Paul & Minneapolis*.....	10,140,835 27	.....*	.....	57,131 46	.....*	.....
Chippewa Falls & Western.....	180,413 53	182,744 98	2,331 45	17,474 68	17,690 07	215 39
Galena & Southern Wisconsin.....	†480,191 20	†480,191 20	.....	†16,006 37	†16,006 37	.....
Green Bay & Minnesota.....	12,264,514 74	12,297,805 44	33,290 70	50,330 52	50,483 60	153 08
Milwaukee, Lake Shore & Western....	6,675,239 54	6,818,258 46	143,018 92	45,502 58	41,984 35	|| 3,518 23
Mineral Point.....	1,131,175 00	1,131,175 00	.....	22,179 90	22,179 90	.....
Pine River Valley & Stevens Point....	75,007 56	75,007 56	.....	4,940 49	4,940 49	.....
Prairie du Chien & McGregor.....	100,000 00	100,000 00	.....	50,000 00	50,000 00	.....
Sheboygan & Fond du Lac.....	2,855,737 36	2,871,770 96	16,033 60	36,144 39	36,351 53	207 14
Western Union.....	8,044,068 00	8,078,463 40	34,395 40	37,814 90	37,971 62	156 72
Wisconsin Central.....	9,965,531 89	19,775,392 57	9,809,860 68	22,170 26	43,994 20	21,823 94
Wisconsin Valley.....	2,037,612 62	2,095,773 11	58,160 49	22,665 32	23,312 27	646 95
Fond du Lac, Amboy & Peoria †.....	.....	.....	.....	.....	.....	.....
Northwestern Union.....	3,129,873 13	3,143,116 98	13,238 85	49,974 10	50,185 48	211 38
North Wisconsin.....	982,233 27	1,035,918 59	53,685 32	24,555 83	25,897 97	1,342 14
Total.....	185,265,512 54	188,023,683 21	.....	40,166 75	40,764 72	.....

* New organization, formerly known as the West Wisconsin Railway. † Not in operation; returns for 1877 used for the purpose of this report.

‡ In hands of a receiver who has no knowledge of cost.

|| Decrease.

Cost of Road, Interest and Rentals.

Train Mileage of Passenger, Freight and Mixed Trains.

Table No. 4.
TRAIN MILEAGE OF PASSENGER, FREIGHT, MIXED AND CONSTRUCTION TRAINS
For the year ending September 30, 1878.

NAME OF COMPANY.	MILES RUN BY PASSENGER TRAINS.		MILES RUN BY FREIGHT AND MIXED TRAINS.		MILES RUN BY CONSTRUCTION AND OTHER TRAINS.		TOTAL MILEAGE.	
	Whole Line.	In Wisconsin	Whole Line.	In Wisconsin.	Whole Line.	In Wisconsin	Whole Line.	In Wisconsin
Chicago, M I. & St. Paul.....	1,370,839	789,656	3,936,904	2,324,505	470,190	172,737	5,777,933	3,286,898
Chicago & Northwestern.....	2,514,792	871,693	6,688,131	2,672,047	346,793	47,641	9,519,715	3,591,381
Chicago, St. Paul & Minneapolis ||	106,846	94,025	121,271	106,719	40,875	35,970	8,992	236,713
Chippewa Falls & Western.....	12,896	12,896	6,448	6,448	.....	.....	9,344	19,344
Fond du Lac, Amboy & Peoria ..	..... †	..... †	14,410	14,410	.....	.....	4,410	14,410
Galena & Southern Wisconsin. ¶	.....	.....	.....	.....	.....	.....	.....	.....
Green Bay & Minnesota.....	167,053	167,053	126,325	126,325	44,963	44,963	38,341	338,341
Mil., Lake Shore & Western.....	87,179	87,179	161,785	161,785	102,941	102,941	351,905	351,905
Mineral Point.....	..... †	..... †	70,000	67,650	2,200	2,114	72,200	69,764
Pine River Valley & Stevens P't.	..... †	..... †	15,600	15,600	.....	.....	15,600	15,600
Sheboygan & Fond du Lac.....	54,757	54,757	42,437	42,437	28,485	28,485	125,679	125,679
Western Union.....	286,102	120,654	544,627	243,707	39,875	17,204	870,604	381,565
Wisconsin Central.....	348,938	348,938	321,276	321,276	14,738	14,738	684,952	684,952
Wisconsin Valley.....	56,340	56,340	63,900	63,900	8,800	8,800	129,040	129,040
Northwestern Union.....	79,411	79,411	80,214	80,214	16,792	16,792	176,417	176,417
North Wisconsin.....	.....	*	.....	*	.....	*	.....	*
West Wisconsin §.....	147,931	131,279	186,032	163,752	48,159	42,350	382,172	336,311
Madison & Portage †.....	4,641	4,641	27,833	27,833	5,300	5,300	37,774	37,774
Total... ..	5,237,725	2,818,522	12,407,243	6,438,608	1,070,110	540,065	18,815,078	9,797,195

* No record. † No exclusive passenger trains. ‡ For eleven months. § For nine months. ¶ For five months.
 ¶ Suspended operations for most of the year.

Table No. 5.
TRANSPORTATION OF PASSENGERS, AS PER REPORTS OF 1878.

NAME OF COMPANY.	PASSENGERS CARRIED.		PASSENGERS CARRIED ONE MILE.		AVERAGE MILE-AGE OF EACH PASSENGER.		Highest speed of passeng'r trains.
	Whole line.	In Wisconsin	Whole line.	In Wisconsin.	Whole line.	In Wisc'n.	
Chicago, Mil. & St. Paul.....	1,370,253	726,023	64,222,683	35,098,865	44	44	30
Chicago & Northwestern	3,078,786	921,411	108,727,223	20,097,354	35.32	21.81	30
Chicago, St Paul & Minneapolis *.....	72,749	64,023	4,164,153	3,664,455	57.24	45.80	30
Chippewa Falls & Western.....	30,841	30,841	308,410	308,410	10	10	22
Fond du Lac, Amboy & Peoria †							
Galena & Southern Wisconsin †							
Green Bay & Minnesota... ..	56,632	56,632	2,327,689	2,327,689	41.12	41.12	30
Mil., Lake Shore & Western.....	76,913	76,913	2,258,795	2,258,795	29.40	29.40	35
Mineral Point	29,799	28,630	699,899	672,452	23.50	23.50	16
Pine River Valley & Stevens Point	2,300	2,300	32,600	32,000	13.90	13.90	14
Sheboygan & Fond du Lac	50,345	50,345	781,421	781,421	15.50	15.50	25
Western Union.....	239,094	115,268	6,467,605	2,697,539			25
Wisconsin Central	155,442	155,442	5,664,816	5,664,816	36.44	36.44	30
Wisconsin Valley	36,282	36,282	827,229	827,229	22.8	22.8	30
Northwestern Union.....	94,594	94,594	3,455,982	3,455,982	36.53	36.53	30
North Wisconsin. †							
West Wisconsin †	80,933	71,221	4,632,634	4,076,718	57.24	57.24	30
Total	5,374,963	2,429,925	204,570,539	81,963,723	38.06	33.32	.....

* For five months.

† For seven months.

‡ No record.

§ Suspended operations and makes no returns.

Transportation of Passengers—1878.

Table No. 6.

TONNAGE OF THE SEVERAL KINDS OF FREIGHT NAMED, AS PER REPORTS OF 1878.

NAME OF COMPANY.	Grain.	FLOUR.	Provisions.	Salt, cement & lime.	Manufactures, incl'g agr'l imp's, furn're and wagons.	Live stock.	Lumber and other products of the forest.	Iron and other min- erals.	Stone, brick, sand, lime, etc.	Coal.	Merchandise.	Total No. tons car- ried, whole line.	Total tons carried in Wisconsin.
Chicago, Mil. & St. Paul...	637,162	207,541	29,639	23,230	30,504	79,671	314,192	52,866	37,616	88,288	474,825	1,975,534	994,380
Chicago & Northwestern *..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3,694,603	1,217,010
Chi., St P. & Minneapolis..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chippewa F. & Western	2,221	1,847	314	243	112	.....	.....	.....	47	506	2,615	7,905	7,905
Fond du L., Amb. & Peoria*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Galena & Southern Wis.†...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Green Bay & Minnesota....	37,912	1,195	1,292	1,890	1,763	392	66,745	1,014	797	2,509	8,969	124,478	124,478
Mil., Lake Shore & West'n.	32,012	5,636	7,741	1,312	14,786	872	25,867	18,213	5,358	1,918	18,369	132,088	132,088
Mineral Point.....	26,488	500	253	832	481	12,716	4,365	10,804	147	2,235	9,350	68,171	65,497
Pine Riv. Val. & Stev. Pt*..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sheboygan & Fond du Lac..	10,854	1,817	1,812	1,328	1,155	472	8,453	396	1,189	3,517	7,383	38,376	38,376
Western Union.....	139,482	3,936	9,271	11,339	12,165	29,302	89,949	1,858	2,809	95,728	66,502	462,341	331,877
Wisconsin Central.....	34,562	9,697	12,478	3,288	5,721	3,632	126,661	2,186	4,096	4,982	28,919	236,222	236,222
Wisconsin Valley.....	1,220	1,099	506	267	780	209	75,841	27	496	118	2,390	82,954	82,954
Northwestern Union *.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	217,703	217,703
North Wisconsin *.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals.....	921,913	233,268	63,304	43,729	67,467	127,266	712,073	87,364	52,555	199,801	619,322	7,040,375	3,448,490

* No record kept showing classification of commodities.

† Suspended operation and makes no returns.

Tonnage of the several kinds of Freight.

Table No. 7.

TOTAL EARNINGS FOR THE YEAR ENDING SEPTEMBER 30, 1878.

NAME OF COMPANY.	PASSENGERS.		FREIGHT.	
	Whole Line.	Wisconsin.	Whole Line.	Wisconsin.
Chicago, Mil. & St. Paul	\$ 2,015,807 10	\$ 1,054,668 98	\$ 6,127,543 23	\$ 4,023,294 52
Chicago & Northwestern	2,984,738 80	698,881 35	9,953,356 52	2,108,355 97
Chicago, St. Paul & Minneapolis*	114,043 82	100,620 85	237,375 58	209,436 47
Chippewa Falls & Western	12,920 51	12,920 51	11,125 84	11,125 84
Fond du Lac, Amboy & Peoria	3,026 46	3,026 46	5,616 66	5,616 66
Galena & Southern Wisconsin† .....	.....	.....	.....	.....
Green Bay and Minnesota	88,084 63	88,084 63	272,113 49	272,118 49
Milwaukee, Lake Shore & Western	77,522 61	77,522 61	155,336 76	155,336 76
Mineral Point	24,631 51	23,665 56	96,841 57	93,043 86
Pine River Valley & Stevens Point	1,458 65	1,458 65	14,632 47	14,632 47
Prairie du Chien & McGregor	3,142 00	2,749 00	62,045 00	54,290 00
Sheboygan & Fond du Lac	34,589 61	34,589 61	56,156 86	56,156 86
Western Union	218,954 34	84,156 72	803,103 58	422,959 81
Wisconsin Central	195,556 10	195,556 10	488,349 37	488,349 37
Wisconsin Valley	43,129 50	43,129 50	143,607 97	143,607 97
Northwestern Union	109,932 52	109,932 52	167,875 40	167,875 40
North Wisconsin	11,750 32	11,750 32	62,008 50	62,008 50
West Wisconsin†	139,681 63	123,551 55	399,141 09	368,666 25
Madison & Portage ‡	11,914 10	11,914 10	31,236 72	31,236 72
Total	\$6,090,884 21	\$2,678,179 02	\$19,087,471 61	\$8,688,111 92

* For five months.

† Suspended operation and makes no report.‡

‡ For seven months.

‡ For eleven months.

Total Earnings for the year 1878.

TABLE No. 7— *Total Earnings for the year 1878*— continued.

NAME OF COMPANY.	MAILS, EXPRESS AND OTHER SOURCES		TOTALS.	
	Whole Line.	Wisconsin.	Whole Line.	Wisconsin.
Chicago, Mil. & St. Paul	\$ 443,563 41	\$ 273,317 68	\$ 6,586,913 74	5,351,281 18
Chicago & North Western.....	636,002 26	152,232 26	13,574,097 58	2,959,469 58
Chicago, St. Paul & Minneapolis*	13,715 51	12,101 21	365,134 91	322,158 53
Chippewa Falls & Western	667 41	667 41	24,713 76	24,713 76
Fond du Lac, Amboy & Peoria	97 37	97 37	8,740 49	8,740 49
Galena & Southern Wisconsin†				
Green Bay & Minnesota.....	24,497 69	24,497 69	384,700 81	384,700 81
Milwaukee, Lake Shore & Western	12,165 91	12,165 91	245,025 28	245,025 28
Mineral Point	4,097 30	3,936 62	125,570 38	120,646 04
Pine River Valley & Stevens Point			16,091 12	16,091 12
Prairie du Chien & McGregor.....			65,187 00	57,039 00
Sheboygan & Fond du Lac	8,408 26	8,408 26	99,154 73	99,154 73
Western Union	45,596 28	12,201 75	1,067,654 20	519,318 28
Wisconsin Central	46,083 53	46,083 53	729,989 02	729,989 00
Wisconsin Valley.....	5,945 66	5,945 66	192,683 13	192,683 13
Northwestern Union	11,435 70	11,435 70	289,243 62	289,243 62
North Wisconsin	2,301 44	2,301 44	76,060 26	76,060 26
West Wisconsin†	19,509 56	17,547 62	558,332 28	509,765 42
Madison & Portage]	2,388 75	2,388 75	45,539 57	45,539 57
	\$1,276,476 04	\$585,328 86	\$26,454,831 88	\$11,951,619 80

* For five months.

† Suspended operation and makes no report.

‡ For seven months.

] For eleven months

Total Earnings for the year 1878— continued.

Total Tons Carried.

Table No 8.
COMPARATIVE TABLE, SHOWING TONS CARRIED, AND TONS CARRIED ONE MILE, AND INCREASE AND DECREASE, 1877 AND 1878.

NAME OF COMPANY.	TONS CARRIED.					
	On whole line.		In Wisconsin.			
	1877.	1878.	1877.	1878.	Increase.	Decr.
Chicago, Mil. & St. Paul.....	1,561,736	1,975,534	793,095	994,380	201,285	.....
Chicago & Northwestern.....	3,446,526	3,694,603	1,104,165	1,217,010	112,845	.....
Chicago, St. Paul & Minneapolis*.....	†	†	†	†	.....	.....
Chippewa Falls & Western.....	6,491	7,905	6,491	7,905	1,414	.....
Fond du Lac, Amboy & Peoria ||.....	.....	.....	.....	.....	.....	.....
Galena & Southern Wisconsin †.....	7,968	.....	5,312	.....	.....	.....
Green Bay & Minnesota.....	96,907	124,478	96,907	124,478	27,571	.....
Milwaukee, Lake Shore & Western.....	97,900	132,088	97,900	132,088	34,188	.....
Mineral Point.....	63,396	68,171	60,907	65,497	4,590	.....
Pine River Valley & Stevens Point.....	.....	.....	.....	.....	.....	.....
Sheboygan & Fond du Lac.....	42,671	38,376	42,671	38,376	.....	4,295
Western Union.....	435,444	462,341	317,973	331,877	13,904	.....
Wisconsin Central.....	221,835	236,222	221,835	236,222	14,387	.....
Wisconsin Valley.....	74,644	82,954	74,644	82,954	8,310	.....
Northwestern Union.....	.....	217,703	.....	217,703	.....	.....
North Wisconsin.....	†	.....	†	.....	.....	.....
West Wisconsin*.....	†	.....	†	.....	.....	.....
Total.....	6,055,518	7,040,375	2,821,900	3,448,490	414,199	.....

* Five months as "Chicago, St. Paul & Minneapolis," and seven months as the "West Wisconsin."
 † Suspended operations, and no report made.

† No record of tonnage.
 || In hands of a receiver, and no report made.

TABLE No. 8. — Comparative Table Showing Tons Carried, etc. — continued.

2—R. R. COM.

NAME OF COMPANY.	TONS CARRIED ONE MILE.					
	On whole line.		In Wisconsin.			
	1877.	1878.	1877.	1878.	Increase.	Decrease.
Chicago, Mil. & St. Paul	242,345,103	339,220,118	155,612,548	220,283,724	64,671,176	.....
Chicago & Northwestern	480,502,478	610,749,031	108,375,385	132,649,831	24,274,446	.....
Chicago, St. Paul & Minneapolis * ..	.....	13,753,512	.....	12,103,091	.....	.....
Chippewa Falls & Western	64,910	79,050	64,910	79,050	14,140	.....
Fond du Lac, Amboy & Peoria † .....	.....	.....	.....	.....	.....	.....
Galena & Southern Wisconsin † .....	.....	.....	.....	.....	.....	.....
Green Bay & Minnesota	11,834,301	16,340,482	11,834,301	16,340,482	4,506,181	.....
Milwaukee, Lake Shore & Western ...	6,036,483	8,048,751	6,036,483	8,048,751	2,012,268	.....
Mineral Point .....	.....	.....	.....	.....	.....	.....
Pine River Valley & Stevens Point .....	.....	.....	.....	.....	.....	.....
Sheboygan & Fond du Lac	3,371,009	1,366,913	3,371,009	1,366,913	.....	2,004,096
Western Union	43,522,130	45,105,413	22,005,156	23,359,737	1,354,581	.....
Wisconsin Central	22,984,236	22,779,216	22,984,236	22,779,216	.....	205,020
Wisconsin Valley	5,205,335	5,166,756	5,205,335	5,166,756	.....	38,579
Northwestern Union .....	.....	6,601,889	.....	6,601,889	.....	.....
North Wisconsin .....	†	†	†	†	.....	.....
West Wisconsin * .....	.....	21,148,563	.....	18,610,563	.....	.....
Total	816,365,985	1,090,359,694	335,489,363	467,390,003	94,585,097	.....

* Five months as "Chicago, St. Paul & Minneapolis," and seven months as "West Wisconsin."

† No record of tonnage.

‡ Suspended operations, and no report made.

§ In hands of a receiver, and no report made.

No. 5.]

RAILROAD COMMISSIONER.

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Total Tons Carried One Mile.

Passenger, Freight and Mixed Train Mileage.

Table No. 9.
TRAIN MILEAGE, SHOWING INCREASE AND DECREASE ON WHOLE LINE.

NAME OF COMPANY.	PASSENGER TRAIN MILEAGE.				FREIGHT AND MIXED TRAIN MILEAGE.			
	1877.	1878.	Increase.	Dec'r.	1877.	1878.	Increase.	Dec'r.
Chicago, Mil. & St. Paul	1,180,616	1,370,839	190,223	.....	3,042,033	3,936,904	894,871	.....
Chicago & Northwestern.....	2,424,817	2,514,793	89,975	.....	6,659,782	6,688,131	28,349	.....
Chicago, St. Paul & Minneapolis †.....	.....	106,846	.....	.....	.....	121,271	.....	.....
Chippewa Falls & Western.....	12,896	12,896	.....	.....	6,448	6,448	.....	.....
Fond du Lac, Amboy & Peoria*.....	.....	.....	.....	.....	.....	14,410	.....	.....
Galena & Southern Wisconsin †.....	.....	.....	.....	.....	18,000	.....	.....	.....
Green Bay & Minnesota.....	152,596	167,053	14,457	.....	148,884	126,325	.....	22,559
Mil., Lake Shore & Western.....	87,185	87,179	.....	6	140,096	161,785	21,689	.....
Mineral Point.....	.....	.....	.....	.....	70,112	70,000	.....	112
Pine River Valley & Stevens Point.....	.....	.....	.....	.....	.....	15,600	.....	.....
Sheboygan & Fond du Lac.....	54,634	54,757	123	.....	60,625	42,437	.....	18,188
Western Union.....	289,586	286,102	.....	3,484	523,163	544,627	21,464	.....
Wisconsin Central.....	331,167	348,938	17,771	.....	416,133	321,276	.....	94,857
Wisconsin Valley.....	56,340	56,340	.....	.....	64,100	63,900	.....	200
Northwestern Union.....	.....	79,411	.....	.....	.....	80,214	.....	.....
North Wisconsin*.....	.....	.....	.....	.....	.....	.....	.....	.....
West Wisconsin †.....	.....	147,931	.....	.....	.....	186,082	.....	.....
Madison & Portage §.....	.....	4,641	.....	.....	.....	27,833	.....	.....
Total.....	4,589,837	5,237,725	309,059	.....	11,149,376	12,407,243	830,457	.....

* No record kept.

† Suspended operation, and no report.

§ Eleven months.

† Chicago, St. Paul & Minneapolis five months, and West Wisconsin seven months.

TABLE No. 9. — *Passenger, Freight and Mixed Train Mileage* — continued.

NAME OF COMPANY.	PASSENGER, FREIGHT AND MIXED TRAIN MILEAGE.				CONSTRUCTION SERVICE TRAIN MILEAGE.	
	1877.	1878.	Increase.	Decrease.	1877.	1878.
Chicago, Milwaukee & St. Paul.....	4,222,649	5,307,743	1,085,094	.....	332,675	470,190
Chicago & Northwestern.....	9,084,599	9,202,923	118,324	.....	890,500	346,792
Chicago, St. Paul & Minneapolis.....	.....	228,117	.....	.....	.....	40,875
Chippewa Falls & Western.....	19,344	19,344	.....	.....	.....	.....
Fond du Lac, Amboy & Peoria*.....	.....	14,410	.....	.....	.....	.....
Galena & Southern Wisconsin ||.....	18,000	.....	.....	.....	.....	.....
Green Bay & Minnesota.....	301,480	293,378	.....	8,102	53,496	44,963
Mil., Lake Shore & Western.....	227,281	248,964	21,683	.....	71,499	102,941
Mineral Point.....	70,112	70,000	.....	112	2,500	2,200
Pine River Valley & Stevens Point.....	.....	15,600	.....	.....	.....	.....
Sheboygan & Fond du Lac.....	115,259	97,194	.....	18,065	415	28,485
Western Union.....	812,749	830,729	17,980	.....	18,130	39,875
Wisconsin Central.....	747,300	670,214	.....	77,086	35,629	14,738
Wisconsin Valley.....	120,440	120,240	.....	200	14,940	8,800
Northwestern Union.....	.....	129,625	.....	.....	.....	16,792
North Wisconsin*.....	.....	.....	.....	.....	.....	.....
West Wisconsin†.....	.....	334,013	.....	.....	83,288	48,159
Madison & Portage§.....	.....	32,474	.....	.....	.....	5,300
Total.....	15,739,213	17,614,968	1,139,516	.....	1,503,072	1,170,110

* No record kept.

† Suspended operation, and no report.

§ Eleven months.

† Chicago, St. Paul & Minneapolis five months, and West Wisconsin seven months.

Passenger, Freight and Mixed Train Mileage.

Number of Passengers Carried.

Table No. 10.

COMPARATIVE STATEMENT SHOWING PASSENGERS CARRIED, AND PASSENGERS CARRIED ONE MILE, WITH INCREASE OR DECREASE, IN THE YEAR ENDING SEPT. 30, 1878.

NAME OF COMPANY.	NUMBER OF PASSENGERS CARRIED.							
	On whole line.		In Wisconsin.		Whole line.		Wisconsin.	
	1877.	1878.	1877.	1878.	Incr.	Decr.	Incr.	Decr.
Chicago, Mil. & St. Paul.....	1,095,715	1,370,253	679,883	726,023	274,538	.....	46,140	.....
Chicago & Northwestern.....	2,896,692	3,078,786	886,078	921,411	182,094	.....	35,333	.....
Chicago, St. Paul & Minneapolis †.....	118,085	72,749	.....	64,023	.....	.....	.....	.....
Chippewa Falls and Western.....	38,400	30,841	38,400	30,841	.....	7,559	.....	7,559
Fond du Lac, Amboy & Peoria *.....	*	.....	.....	.....	.....	.....	.....	.....
Galena and Southern Wisconsin †.....	8,458	.....	5,639	.....	.....	.....	.....	.....
Green Bay & Minnesota.....	55,505	56,632	55,505	56,632	1,127	.....	1,127	.....
Mil., Lake Shore & Western.....	66,265	76,913	66,265	76,913	10,648	.....	10,648	.....
Mineral Point.....	30,338	29,799	29,148	28,630	.....	539	.....	518
Pine River Valley & Stevens Point.....	.....	2,300	.....	2,300	.....	.....	.....	.....
Sheboygan & Fond du Lac.....	42,712	50,345	42,712	50,345	7,633	.....	7,633	.....
Western Union.....	224,166	239,094	96,706	115,268	14,928	.....	18,562	.....
Wisconsin Central.....	152,072	155,442	152,072	155,442	3,370	.....	3,370	.....
Wisconsin Valley.....	35,825	36,282	35,825	36,282	457	.....	457	.....
Northwestern Union.....	.....	94,594	.....	94,594	.....	.....	.....	.....
North Wisconsin *.....	*	.....	*	*	.....	.....	.....	.....
West Wisconsin †.....	*	80,933	*	71,221	.....	.....	.....	.....
Total.....	4,764,234	5,374,963	2,088,234	2,429,925	476,697	.....	115,193	.....

* No record kept.

† Suspended operations and no report.

‡ Chicago, St. P. & Minn. 5 months and West Wisconsin 7 months.

TABLE No. 10.—Comparative Statement showing Passengers Carried, etc.—continued.

NAME OF COMPANY.	NUMBER OF PASSENGERS CARRIED ONE MILE.							
	On whole line.		In Wisconsin.		Whole line.		In Wisconsin.	
	1877.	1878.	1877.	1878.	Increase.	Decrease.	Increase.	Dec'se.
Chicago, Mil. & St. Paul...	54,952,700	64,222,683	31,718,416	35,098,865	9,269,983	.....	3,380,449	.....
Chicago & Northwestern....	103,327,127	108,727,223	19,928,377	20,097,354	5,400,096	.....	168,977	.....
Chicago, St. Paul & Minneap. †	7,083,919	4,164,153	6,282,500	3,664,455	.....	.....	.....	.....
Chippewa Falls & Western...	384,000	308,410	384,000	308,410	.....	75,590	.....	75,590
Fond du Lac, Amboy & Peoria	*	*	*	*	.....	.....	.....	.....
Galena & Southern Wisconsin	148,456	†.....	98,971	†.....	.....	.....	.....	.....
Green Bay & Minnesota.....	2,301,267	2,327,689	2,301,267	2,327,689	26,422	.....	26,422	.....
Mil., Lake Shore and Western	2,110,044	2,258,795	2,110,044	2,258,795	148,751	.....	148,751	.....
Mineral Point.....	606,760	699,899	582,963	672,452	93,139	.....	89,489	.....
Pine Riv. Val & Stevens Point	*.....	32,000	*.....	32,000	.....	.....	.....	.....
Sheboygan & Fond du Lac...	682,767	781,421	682,767	781,421	98,654	.....	98,654	.....
Western Union.....	6,082,293	6,467,605	2,364,964	2,697,539	385,312	.....	332,575	.....
Wisconsin Central.....	5,889,367	5,664,816	5,889,367	5,664,816	.....	224,551	224,551	.....
Wisconsin Valley.....	918,983	827,229	918,983	827,229	.....	91,754	91,754	.....
Northwestern Union.....	.....	3,455,982	.....	3,455,982	.....	.....	.....	.....
North Wisconsin *.....	*.....	*.....	*.....	*.....	.....	.....	.....	.....
West Wisconsin †.....	*.....	4,632,634	*.....	4,076,718	.....	.....	.....	.....
Total.....	184,487,683	204,570,539	73,262,619	81,963,725	15,030,462	.....	3,853,422	.....

* No record kept.

† Suspended operations and no report.

‡ Chicago, St. P. & Mil., 5 months and West Wisconsin 7 months.

No. 5.]

Number of Passengers Carried One Mile.

RAILROAD COMMISSIONER.

Total Earnings for year — Total Mile Earnings.

Table No. 11.

PASSENGER EARNINGS FOR THE YEAR ENDING SEPTEMBER 30, 1878.

NAME OF COMPANY.	TOTAL PASSENGER EARNINGS.		PASSENGER EARNINGS PER MILE OF ROAD.		PASSENGER EARNINGS PER TRAIN MILE.	
	Whole line.	In Wisconsin.	Whole line.	In Wisconsin.	Whole line.	In Wisconsin.
	\$	\$	\$	\$	\$	\$
Chicago, Mil. & St. Paul	2,015,807 10	1,054,668 98	1,427 28	1,549 41	1 47	1 34
Chicago & Northwestern	2,984,738 80	698,881 35	1,862 03	1,386 15	1 19	80
Chicago, St. Paul & Minneapolis*	114,043 82	100,620 85	566 25	566 25	1 20	1 20
Chippewa Falls & Western	12,920 51	12,920 51	1,250 37	1,250 37	1 00	1 00
Fond du Lac, Amboy & Peoria †	3,026 46	3,026 46	109 65	109 65	21	21
Galena & Southern Wisconsin †	.....	.....	.....	.....	.....	.....
Green Bay & Minnesota	88,084 63	88,084 63	361 59	361 59	52 ⁷ / ₁₀	52 ⁷ / ₁₀
Mil., Lake Shore & Western	77,522 61	77,522 61	477 36	477 36	88 ⁹ / ₁₀	88 ⁹ / ₁₀
Mineral Point	24,631 51	23,665 56	482 97	482 97	35	35
Pine River Valley & Stevens Pt.	1,458 65	1,458 65	.....	.....	.....	.....
Prairie du Chien & McGregor ..	3,142 00	2,749 00	.....	.....	.....	.....
Sheboygan & Fond du Lac	34,589 61	34,589 61	437 84	437 84	63 ¹ / ₅	63 ¹ / ₅
Western Union	218,954 34	84,156 72	1,029 16	987 75	77	69
Wisconsin Central	195,556 10	195,556 10	435 05	435 05	56	56
Wisconsin Valley	43,129 50	43,129 50	545 28	545 28	87	87
Northwestern Union	109,932 52	109,932 52	1,755 27	1,755 27	1 38	1 38
North Wisconsin	11,750 32	11,750 32	280 00	280 00	.....	.....
West Wisconsin*	139,681 63	123,551 55	694 54	695 28	1 08	1 08
Madison & Portage †	11,914 10	11,914 10	305 49	305 49	95	95
Total	6,090,884 21	2,678,179 02	125 97	98 28	.....	.....

* "Chicago, St. Paul & Minneapolis" five months, and "West Wisconsin" seven months.

† Suspended operation, and no report.

† "Fond du Lac & Amboy" five months.

‡ For eleven months.

Table No. 12.

PASSENGER EARNINGS. PASSENGERS CARRIED ONE MILE, AND RATE FOR PASSENGER PER MILE ON WHOLE LINE AND IN WISCONSIN.

NAME OF COMPANY.	No. passengers carried one mile on whole line.	Total No. carried one mile in Wisconsin.	Amount of passenger earnings on whole line.	Passenger earnings in Wisconsin.	RATE PER MILE.	
					Whole Line.	In Wisconsin.
			\$	\$	cts.	cts.
Chicago, Mil. & St. Paul	64,222,683	35,098,865	2,015,807 10	1,054,668 98	3.188	3.004
Chicago & Northwestern	108,727,223	20,097,354	2,984,738 80	698,881 35	2.745	3.477
Chicago, St. P. and Min'polis*	4,164,153	3,664,454	114,043 82	100,620 85	2.733	2.746
Chippewa Falls & Western	308,410	308,410	12,920 51	12,920 51	4.19	4.19
Fond du Lac, Amboy & Pe'ria†			3,026 46	3,026 46		
Galena & Southern Wisconsin‡						
Green Bay & Minnesota	2,327,689	2,327,689	88,084 63	88,084 63	3.742	3.742
Mil., Lake Shore & Western	2,258,795	2,258,795	77,522 61	77,522 61	3.40	3.40
Mineral Point	699,899	672,452	24,631 51	23,665 56	3.519	3.519
Pine River Valley & Stevens P.	32,000	32,000	1,458 65	1,458 65	4.558	4.558
Prairie du Chien & McGregor			3,142 00	2,749 00		
Sheboygan & Fond du Lac	781,421	781,421	34,589 61	34,589 61	4.426	4.426
Western Union	6,467,605	2,697,539	218,954 34	84,156 72	3.385	3.12
Wisconsin Central	5,664,816	5,664,816	195,556 10	195,556 10	3.452	3.452
Wisconsin Valley	827,229	827,229	43,129 50	43,129 50	5.214	5.214
Northwestern Union	3,455,982	3,455,982	109,932 52	109,932 52	3.181	3.181
North Wisconsin			11,750 32	11,750 32		
West Wisconsin*	4,632,634		139,681 63	123,551 55	3.015	3.030
Madison & Portage ‖			11,914 10	11,914 10	3.004	3.004
	204,570,539	81,963,725	6,090,884 21	2,678,179 02		

Passenger Earnings.

* Chicago, St. P. & M.n. 5 mos. and West Wis. 7 mo. † 5 months. ‡ Suspended operations and no report. ‖ Included in report of C. M. & St. P. Co.

Table No. 13.
PASSENGER EARNINGS FOR WHOLE ROAD AND FOR MILE OF ROAD.

NAME OF COMPANY.	PASSENGER EARNINGS.						PASSENGER EARNINGS PER MILE OF ROAD.			
	On whole line.		In Wisconsin.				In Wisconsin.			
	1877.	1878.	1877.	1878.	Increase.	Decr'se.	1877.	1878.	Inc.	Dec.
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Chicago, Mil. & St. Paul.	1,744,938 41	2,015,807 10	987,961 75	1,054,668 98	66,707 23	.....	1,485 66	1,549 41	63 75	.....
Chicago & Northwestern	2,890,893 87	2,984,738 80	681,513 49	698,881 35	17,367 86	.....	1,202 85	1,386 15	183 30	.....
Chi. St. P. & Minneapolis	229,005 68	* 114,043 82	203,097 68	* 100,620 85	.....	.....	.....	566 25	.....	.....
Chippewa F's & West'n	16,851 88	12,920 51	16,851 88	12,920 51	.....	3,931 37	1,630 82	1,250 37	.....	380 45
F. du L., A'boy & Peoria	.....	†3,026 46	.....	†3,026 46	.....	.....	.....	†119 65	.....	.....
Galena & Southern Wis.	5,357 40	.....	3,571 60	.....	.....	.....	119 05	.....	.....	.....
Green Bay & Minnesota.	86,171 76	88,084 63	86,171 76	88,084 63	1,912 87	.....	353 75	361 59	7 84	.....
Mil., L. Shore & Western	71,828 14	77,522 61	71,828 14	77,522 61	5,694 47	.....	489 63	477 36	.....	12 27
Mineral Point	22,219 98	24,631 51	21,348 68	23,665 56	2,316 88	.....	435 68	482 97	47 29	.....
Pine R. V. & Stevens Pt.	2,145 53	1,458 65	2,145 53	1,458 65	.....	686 88	134 09	†91 17	.....	42 92
P. du Chien & M'Gregor.	3,384 00	3,142 00	2,961 00	2,749 00	.....	112 00	1,692 00	.....	.....	.....
Sheboygan & F. du Lac.	34,070 69	34,589 61	34,070 69	34,589 61	518 92	.....	431 28	437 84	6 56	.....
Western Union	212,507 65	218,954 34	77,715 77	84,156 72	6,440 95	.....	959 50	987 75	28 25	.....
Wisconsin Central	202,207 47	195,556 10	202,207 47	195,556 10	.....	6,651 37	449 85	435 05	.....	14 80
Wisconsin Valley	44,064 39	43,129 50	44,064 39	43,129 50	.....	934 89	545 65	545 28	.....	37
Northwestern Union	.....	109,932 52	.....	109,932 52	.....	.....	.....	1,755 27	.....	.....
North Wisconsin	.....	11,750 32	.....	11,750 32	.....	.....	.....	280 00	.....	.....
West Wisconsin*	.....	* 139,681 63	.....	* 123,551 55	.....	.....	1,138 19	*695 28	123 34	.....
Madison & Portage	.....	11,914 10	.....	§ 11,914 10	.....	.....	.....	§805 49	.....	.....
Total	5,565,646 85	6,090,884 21	2,435,509 83	2,678,179 02	243,669 19	11,629 63	950 44	989 21	38 77	.....

* Chi., St. P. & Minneapolis for 5 months, and West Wisconsin for 7 months.

† For 5 months.

‡ Estimated.

§ For 11 months.

¶ This result is upon the earnings of roads reporting both in 1877 and 1878.

Passenger Earnings for year 1878.

Table No. 14.
FREIGHT EARNINGS FOR THE YEAR ENDING SEPTEMBER 30, 1878.

NAME OF COMPANY.	TOTAL FREIGHT EARNINGS.		FREIGHT EARNINGS PER MILE OF ROAD.		FREIGHT EARNINGS PER TRAIN MILE.	
	Whole line.	In Wisconsin.	Whole line.	In Wisconsin.	Whole line.	In Wisconsin.
	\$	\$	\$	\$	\$	\$
Chicago, Mil. & St. Paul.....	6,127,543 23	4,023,294 52	4,338 58	5,910 61	1 56	1 73
Chicago & Northwestern.....	9,953,356 52	2,108,355 97	6,209 40	4,181 67	1 49	79
Chicago, St. Paul & Minneapolis*..	237,375 58	209,436 47	1,178 62	1,178 62	1 38	1 38
Chippewa Falls & Western.....	11,125 84	11,125 84	1,076 69	1,076 69	1 72.5	1 72.5
Fond du Lac, Amboy & Peoria †....	5,616 66	5,616 66	203 50	203 50	38.98	38.98
Galena & Southern Wisconsin						
Green Bay & Minnesota.....	272,118 49	272,118 49	1,117 07	1,117 07	2 15.4	2 15.4
Mil., Lake Shore & Western	155,336 76	155,336 76	956 51	956 51	96	96
Mineral Point.....	96,841 57	93,043 86	1,898 85	1 898 85	1 38	1 38
Pine River Valley & Stevens Point ..	14,632 47	14,632 47	1,000 56	1,000 56		
Prairie du Chien & McGregor.....	62,045 00	54,289 27	31,022 50	31,022 50		
Sheboygan & Fond du Lac.....	56,156 86	56,156 86	710 85	710 85	1 32.33	1 32.33
Western Union.....	803,103 58	422,959 81	3,774 87	4,964 32	1 47	1 74
Wisconsin Central.....	488,349 37	488,349 37	1,086 43	1,086 43	1 51	1 51
Wisconsin Valley.....	143,607 97	143,607 97	1,595 64	1,595 64	2 25	2 25
Northwestern Union.....	167,875 40	167,875 40	2,680 43	2,680 43	2 09	2 09
North Wisconsin.....	62,008 50	62,008 50	1,528 81	1,528 81		
West Wisconsin*.....	399,141 09	368,666 25	1,981 83	2,074 65	1 58	1 60
Madison & Portage.....	31,236 72	31,236 72	800 94	800 94	1 56	1 56
Total.....	19,087,471 61	8,688,111 92	3,924 86	3,167 51		

* Chicago, St. Paul & Minneapolis for 5 months and West Wisconsin for 7 months.

†For 5 months.

‡Suspended operation.

§ This amount is not included in the footings of this column.

Freight Earnings for Year 1878.

Earnings and Expenses Compared.

Table No. 15.

EARNINGS AND CURRENT AND OPERATING EXPENSES COMPARED.

NAME OF COMPANY.	GROSS EARNINGS.		TOTAL CURRENT AND OPERATING EXPENSES.	
	Whole line.	In Wisconsin.	Whole line.	In Wisconsin.
	\$	\$	\$	\$
Chicago, Mil. and St. Paul	8,586,913 74	5,351,281 18	4,830,182 10	2,757,589 74
Chicago & Northwestern.....	13,574,097 58	2,959,469 58	6,718,471 53	2,113,220 12
Chicago, St. Paul & Minneapolis*.....	365,134 91	322,158 53	235,021 21	208,286 12
Chippewa Falls & Western.....	24,713 76	24,713 76	14,588 86	14,588 86
Fond du Lac, Amboy & Peoria†.....	8,740 49	8,740 49	7,516 06	7,516 06
Galena & Southern Wisconsin†.....				
Green Bay & Minnesota	384,700 81	384,700 81	277,908 85	277,908 85
Mil. Lake Shore & Western	245,025 28	245,025 28	195,279 80	195,279 80
Mineral Point.....	125,570 38	120,646 04	73,270 25	70,396 91
Pine River Valley & Stevens Point	16,091 12	16,091 12		
Prairie du Chien & McGregor.....	65,187 00	57,039 02		
Sheboygan & Fond du Lac.....	99,154 73	99,154 73	79,082 56	79,082 56
Western Union	1,067,654 20	519,318 28	763,252 80	291,321 22
Wisconsin Central.....	729,989 02	729,989 02	475,256 07	475,256 07
Wisconsin Valley.....	192,683 13	192,683 13	106,344 14	106,344 14
Northwestern Union.....	289,243 62	289,243 62	155,976 51	155,976 51
North Wisconsin.....	76,060 26	76,060 26	39,345 43	39,345 43
West Wisconsin*.....	558,332 28	509,765 42	540,592 46	478,880 28
Madison & Portage‡.....	45,539 57	45,539 57	37,806 01	37,806 01
	26,454,831 88	11,951,619 80	14,549,894 64	7,308,798 68

* Chicago, St. Paul & Minneapolis for 5 months, and West Wisconsin for 7 months.

† Suspended operations and made no report.

‡ For 5 months.

§ For 11 months.

TABLE No. 15.—*Earnings and Current and Operating Expenses Compared*—continued.

NAME OF COMPANY.	INTEREST PAID ON BONDS.		EXCESS OF EARNINGS OVER OPERATING AND CURRENT EXPENSES.	
	Whole line.	In Wisconsin.	Whole line.	In Wisconsin.
	\$	\$	\$	\$
Chicago, Mil. & St. Paul	2,143,793 06	1,033,220 40	3,756,731 64	2,593,691 44
Chicago & Northwestern	2,448,780 57	1,029,553 35	6,855,626 05	846,249 46
Chicago, St. Paul & Minneapolis *.....			130,113 70	113,872 41
Chippewa Falls & Western.....	9,348 43	9,348 43	10,124 90	10,124 90
Fond du Lac, Amboy & Peoria†.....			1,224 43	1,224 43
Galena & Southern Wisconsin†.....				
Green Bay and Minnesota.....			6,791 96	6,791 96
Mil. Lake Shore and Western	46,690 00	46,690 00	49,745 48	49,745 48
Mineral Point.....	32,000 00	30,745 00	52,300 13	50,249 14
Pine River Valley & Stevens Point.....				
Prairie du Chien, & McGregor	No bonds.	No bonds.		
Sheboygan & Fond du Lac.....			20,072 17	20,072 17
Western Union.....	244,895 00	97,958 00	304,401 40	227,997 06
Wisconsin Central			254,732 95	254,732 95
Wisconsin Valley.....			86,339 39	86,339 39
Northwestern Union.....	280,051 35	280,051 35	133,267 11	133,267 11
North Wisconsin.....			36,714 83	36,714 83
West Wisconsin*.....			17,739 82	30,885 24
Madison and Portage*||.....			7,733 56	7,733 56
	5,205,558 41	2,527,566 53	11,723,659 52	4,469,691 53

* Chicago, St. Paul and Minneapolis for 7 months, and West Wisconsin for 7 months

† Suspended operations and made no report.

‡ For 5 months.

|| For 11 months.

Earnings and Expenses Current.

No. 5]

RAILROAD COMMISSIONER.

Accidents for the year 1878.

Table No. 16.
TABLE OF ACCIDENTS FOR THE YEAR 1878.

NAME OF COMPANY.	PASSENGERS.				EMPLOYES.				OTHERS.				TOTALS.							
	From causes beyond their control.		By their own want of caution.		From causes beyond their control.		By their own want of caution.		From causes beyond their control.		By their own want of caution.		Passengers.		Employees.		Others.		Total of Killed and Injured.	
	Kil.	Inj.	Kil.	Inj.	Kil.	Inj.	Kil.	Inj.	Kil.	Inj.	Kil.	Inj.	Kil.	Inj.	Kil.	Inj.	Kil.	Inj.	Kil.	Inj.
Chicago, Milwaukee & St Paul..			1		1	4	66			10	23	1		4	67	10	23	15	90	
Chicago & Northwestern.....			1		3	9	4	6			6	5	1		7	15	6	5	14	20
Chicago, St. Paul & Minneapolis.							5								5					5
Chippewa Falls & Western*.....																				
Fond du Lac, Amboy & Peoria*.....																				
Galena & Southern Wisconsin.....																				
Green Bay & Minnesota.....						1	1							1	1				1	1
Milwaukee, Lake Shore & West'n						1	2							1	2				1	2
Mineral Point*.....																				
Pine River Valley & Stevens P't*.....																				
Prairie du Chien & McGregor*.....																				
Sheboygan & Fond du Lac.....											1						1			1
Western Union.....						2					5	7			2	2	5	7	7	9
Wisconsin Central.....				2		1	13				3		2	1	13		3	1		18
Wisconsin Valley*.....																				
Northwestern Union.....										1							1			
North Wisconsin.....							1							1					1	
West Wisconsin.....						1	5			1	2			1	5	1	2		2	7
* No accidents. Totals.....			2	2	3	12	14	99			23	41	2	2	18	110	23	41	43	153

Table No. 17.
CHARACTER OF SERVICE.

Number of persons employed, and salaries paid per annum.

NAME OF COMPANY.	Div. and Asst. Supt.		Clerks in all offices.		Master and Ast. Mechanics.		Conductors.		Engineers.		Brakemen.	
	No.	Salary.	No.	Salary.	No.	Salary.	No.	Salary.	No.	Salary.	No.	Salaries.
Chicago, Milwaukee & St. Paul.	8	\$ 2,259 86	215	\$ 720 00	2	1,830 00	178	888 00	225	1,063 20	400	\$ 540 00
Chicago & Northwestern.....	6	3,682 00	433	720 00	5	2,160 00	194	882 00	338	1,080 00	466	540 00
Chicago, St. P. & Minneapolis.	1	.....	90	.....	88	.....	51	.....	78	.....	.....	.....
Chippewa Falls & Western.	.....	.....	.....	.....	.....	.....	1	1,000 00	1	1,000 00	2	450 00
Fond du Lac, Amboy & Peoria.	1	1,500 00	1	1,500 00	.....	.....	1	600 00	1	1,100 00	1	480 00
Galena & Southern Wisconsin.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Green Bay & Minnesota.	.....	.....	4	655 00	1	1,000 00	8	708 00	11	891 00	17	480 00
Mil., Lake Shore & Western...	1	1,500 00	22	499 92	18	619 32	9	810 00	12	1,011 37	24	540 00
Mineral Point...	1	.....	3	.....	10	.....	2	.....	4	.....	6	.....
Pine River Val. & Stevens Pt..	1	.....	.....	.....	1	.....	1	.....	1	.....	.....	.....
Prairie du Chien & McGregor.	1	1,200 00	1	1,200 00	1	780 00	1	1,200 00	3	780 00	4	600 00
Sheboygan & Fond du Lac....	1	2,500 00	11	644 00	20	640 00	3	800 00	10	775 00	6	525 00
Western Union.....	1	1,380 00	49	577 02	4	1,277 50	26	851 00	31	1,026 17	52	544 85
Wisconsin Central.....	2	2,250 00	21	759 12	82	621 18	27	645 88	30	942 57	62	384 38
Wisconsin Valley.....	1	.....	2	1,080 00	1	1,440 00	4	840 00	5	900 00	8	810 00
Northwestern Union.....	.....	.....	7	565 00	.....	.....	3	665 00	5	1,080 00	6	540 00
North Wisconsin.....	.....	.....	1	900 00	.....	.....	1	1,000 00	1	1,250 00	4	600 00
Madison & Portage.....	.....	.....	.....	.....	.....	.....	3	895 00	3	1,054 00	3	539 00
Totals.....	25	.....	860	.....	233	.....	513	.....	759	.....	1061	.....

Character of Service.

TABLE No. 17. — *Number of persons employed, and salaries per annum* — continued.

NAME OF COMPANY.	Flagmen, switch-tend- ers, etc.		Station Agents.		Section Men.		Laborers.		Other Employes.		Firemen.	
	No.	Salary.	No.	Salary.	No.	Salary.	No.	Salary.	No.	Salary.	No.	Salary.
Chicago, Milwaukee & St. Paul.	195	\$ 519 00	246	\$ 698 64	2,534	365 40	.....	\$ .....	2,547	546 60	.....	\$ .....
Chicago & Northwestern.....	464	540 00	439	685 00	4,655	325 00	.....	.....	.....	.....	.....	.....
Chicago, St. P. & Minneapolis.	.....	.....	.....	.....	210	.....	.....	.....	.....	.....	.....	.....
Chippewa Falls & Western.....	.....	.....	2	900 00	5	360 00	1	360 00	2	600 00	.....	.....
Fond du Lac, Amboy & Peoria	1	365 00	4	330 00	16	312 00	3	312 00	.....	.....	.....	.....
Galena & Southern Wisconsin.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Green Bay & Minnesota.....	1	480 00	32	454 00	111	396 00	59	507 39	7	848 00	.....	.....
Mil., Lake Shore & Western...	14	528 00	23	552 00	97	312 92	.....	.....	40	330 60	12	540 00
Mineral Point.....	5	.....	7	.....	40	.....	.....	.....	6	.....	.....	.....
Pine River Val. & Stevens Pt.	1	.....	3	.....	6	.....	.....	.....	.....	.....	.....	.....
Prairie du Chien & McGregor.	4	600 00	.....	.....	.....	.....	2	500 00	.....	.....	.....	.....
Sheboygan & Fond du Lac...	4	360 00	14	600 00	36	480 00	11	396 00	4	300 00	.....	.....
Western Union.....	17	437 92	46	666 10	203	341 28	69	396 23	198	602 82	.....	.....
Wisconsin Central.....	17	439 32	70	441 07	361	318 49	13	231 02	62	409 81	26	535 50
Wisconsin Valley.....	2	540 00	15	566 66	50	360 00	10	400 00	10	300 00	.....	.....
Northwestern Union.....	11	540 00	9	565 00	85	325 00	.....	.....	.....	.....	.....	.....
North Wisconsin.....	.....	.....	5	480 00	18	424 00	.....	.....	.....	.....	.....	.....
Madison & Portage.....	.....	.....	5	547 20	34	345 78	.....	.....	8	511 68	.....	.....
Totals.....	736	.....	920	.....	8,466	.....	248	.....	2,911	.....	38	.....

Character of Service.

EARNINGS AND EXPENSES
OF
WISCONSIN RAILROADS
FROM 1870 TO 1878.

THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.
Comparative Statement of Earnings and Expenses — whole line.

EARNINGS.¹

MONTHS.	1870.	1871.	1872.	1873.	1874.	1875.	1876.	1877.	1878.
	\$	\$	\$	\$	\$	\$	\$	\$	\$
January ..	394,013 83	394,969 29	459,619 33	332,888 01	631,723 84	454,070 83	522,532 16	373,324 38	687,137 63
February .	381,172 94	315,780 21	386,364 44	422 058 98	636,616 35	309,878 05	513,957 79	396,099 39	650,669 50
March ...	375,845 03	392,381 35	424,406 40	552,222 34	563,765 96	486,081 53	560,892 34	460,214 00	648,329 16
April	417,949 54	453,646 29	464,517 07	558,980 33	639,421 01	605,691 02	592,684 74	480,964 47	746,155 00
May	684,255 29	618,432 74	547,667 69	754,469 68	865,693 85	654,975 05	748,136 22	576,731 02	774,743 86
June	733,123 91	636,345 06	560,449 84	887,433 32	815,714 34	682,581 19	830,259 02	544,360 96	615,745 77
July	612,092 79	462,852 94	461,278 80	802,901 65	722,345 83	781,606 77	660,693 47	534,910 43	635,060 88
August ...	639,740 04	506,557 01	544,800 04	744,163 44	660,355 30	589,663 09	548,725 63	659,927 49	507,213 09
September	784,718 15	793,993 95	780,040 99	1,145,987 54	763,077 51	696,017 04	617,653 74	1,131,749 63	661,815 76
October ..	878,010 23	814,201 82	915,485 34	970,389 57	813,030 52	914,424 25	787,909 43	1,136,392 20	.....
November	765,025 89	630,727 96	677,814 72	739,469 12	661,090 50	864,852 90	729,203 60	864,522 09	.....
December.	527,194 37	471,713 40	509,972 63	820,703 16	651,121 35	740,959 73	597,567 08	659,128 80	.....
Totals ..	7,193,142 01	6,491,602 02	6,732,417 29	8,731,667 14	8,473,956 36	7,780,802 05	7,710,215 22	7,818,324 86	.....

Chi., Mil. & St. Paul Railway — Earnings.

Chi., Milwaukee & St. Paul Railway — Expenses.

EXPENSES.

3 — R. R. Com.	January ..	\$ 302,218 13	\$ 289,248 78	\$ 314,918 76	\$ 400,579 17	\$ 405,452 34	\$ 329,046 14	\$ 368,962 37	\$ 331,346 77	\$
	February.	287,587 87	267,938 72	324,540 99	412,412 87	423,364 02	347,677 53	328,974 28	283,728 59	.....
	March ...	303,866 10	285,790 72	331,652 87	521,762 12	436,704 31	346,625 86	346,986 91	284,387 62	.....
	April.....	384,700 54	277,212 91	358,933 65	533,764 79	460,879 57	361,998 23	383,418 32	302,634 88	.....
	May	442,001 19	340,282 86	435,132 52	542,629 27	578,293 05	419,838 14	427,324 73	326,667 02	.....
	June	456,647 08	340,532 82	407,947 26	578,512 12	544,238 91	474,007 82	456,446 61	343,182 51	.....
	July	432,219 69	319,798 55	381,348 54	638,822 37	520,663 66	521,828,73	454,104 73	332,018 79	.....
	August...	477,108 37	315,082 32	424,461 94	628,156 08	520,543 12	431,934 91	413,669 96	396,957 33	.....
	September	483,198 21	420,888 72	420,100 31	701,202 65	571,847 20	455,514 42	424,313 17	571,699 64	.....
	October...	495,771 36	367,862 29	473,676 17	625,352 70	441,184 26	487,583 36	413,936 09	479,713 59	.....
	November	410,794 10	329 685 75	423,006 57	537,400 47	401,714 96	458,563 29	468,619 56	450,944 88	.....
	December	356,226 24	296,030 12	399,896 39	463,068 13	447,729 89	459,016 24	390,612 21	375,694 06	.....
	Totals..	4,832,338 88	3,850,354 56	4,695,615 97	6,583,662 74	5,752,615 29	5,093,634 67	4,877,368 94	4,478,975 68	.....

¹ Earnings and expenses of elevators in Milwaukee are not included in these statements.

THE WESTERN UNION RAILROAD
Comparative Statement of Earnings and Expenses.

EARNINGS.

MONTHS.	1870.	1871.	1872.	1873.	1874.	1875.	1876.	1877.	1878.
	\$	\$	\$	\$	\$	\$	\$	\$	\$
January ..	35,321 72	44,235 34	60,397 71	58,139 87	63,300 45	72,226 72	77,997 25	67,625 08	87,523 92
February..	44,644 46	46,501 78	54,269 45	58,698 92	63,854 96	60,720 54	80,910 00	58,629 15	68,081 65
March	51,820 24	54,220 16	51,053 50	55,841 14	68,405 26	78,550 91	93,108 37	69,044 07	74,599 24
April	43,153 13	54,612 06	53,467 81	55,809 29	75,149 44	72,170 29	70,137 82	65,202 21	79,225 91
May	72,270 79	82,725 58	70,056 50	73,834 75	98,732 57	79,128 60	80,957 65	76,031 22	96,781 81
June	79,624 23	90,546 12	85,627 96	119,565 64	120,793 20	90,449 98	104,292 13	69,241 35	71,439 40
July	73,735 97	67,179 09	63,944 31	107,726 63	100,129 62	124,511 37	80,569 31	81,193 62	68,884 53
August ...	75,817 87	83,244 89	75,902 17	113,517 56	111,036 42	110,228 01	78,758 18	104,333 56	102,288 41
September	85,251 43	101,256 79	105,512 48	162,127 19	116,289 06	119,890 46	91,970 21	136,697 08	121,767 88
October ..	85,249 52	86,260 08	94,825 81	128,757 56	122,201 20	125,598 10	117,146 37	121,898 77	.....
November	66,617 88	70,080 02	67,673 01	121,188 18	95,899 35	117,582 34	92,587 49	92,234 44	.....
December	53,430 61	61,307 31	64,380 50	82,427 50	87,316 28	109,372 69	79,480 62	82,928 24	.....
Totals.	766,937 85	842,169 22	847,111 21	1,137,634 23	1,123,107 81	1,160,430 01	1,047,915 40	1,025,058 79	.....

Western Union Railroad — Earnings.

EXPENSES.

	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
January ..	35,639 82	35,984 38	54,520 47	57,006 56	50,743 72	55,533 41	55,523 54	51,679 77	.....	.....
February .	43,187 15	40,062 33	50,034 79	65,731 24	51,387 93	53,886 91	56,037 70	44,989 03	.....	.....
March....	50,919 20	47,159 70	49,850 60	62,150 11	53,178 90	56,765 43	61,924 40	45,283 44	.....	.....
April.....	48,440 72	49,319 23	59,973 77	55,595 94	59,969 27	59,928 12	64,730 60	45,303 41	.....	.....
May	64,242 01	60,255 76	65,764 99	65,683 39	68,058 07	62,035 07	69,971 45	56,833 71	.....	.....
June	56,109 02	51,139 65	60,010 55	78,561 73	73,183 20	68,974 16	73,774 66	54,471 77	.....	.....
July	52,645 54	52,398 26	55,897 20	77,760 48	74,016 72	71,953 04	68,182 61	56,637 71	.....	.....
August ...	57,839 59	59,515 92	60,337 27	82,804 84	71,751 11	87,737 72	68,250 11	67,224 13	.....	.....
September	56,017 74	68,692 92	61,321 30	93,493 96	70,767 80	81,281 65	87,545 65	71,944 14	.....	.....
October ..	53,397 12	58,071 56	66,034 41	88,171 70	74,334 30	75,876 19	79,653 55	69,311 03	.....	.....
November	52,836 57	60,345 15	60,098 48	89,040 76	63,104 35	78,405 85	57,099 16	71,886 68	.....	.....
December.	46,708 03	55,428 34	59,116 35	62,240 66	57,668 84	77,909 98	56,675 99	63,454 61	.....	.....
Totals.	617,932 51	638,373 20	702,960 18	878,241 37	768,164 21	830,287 53	799,369 42	699,019 43	.....	.....

Western Union Railroad — Expenses.

THE CHICAGO & NORTHWESTERN RAILWAY.

Comparative Statement of Earnings and Expenses.

EARNINGS.

Month.	1870.	1871.	1872.	1873.	1874.	1875.	1876.	1877.	1878.
January ..	\$ 706,024 71	\$ 655,427 91	\$ 774,856 40	\$ 752,467 57	\$ 1,014,513 85	\$ 825,468 69	\$ 808,842 06	\$ 721,023 55	\$ 997,780 34
February .	753,782 28	602,481 86	714,121 88	765,249 09	900,764 79	671,784 30	854,626 56	714,116 25	1,004,194 05
March...	858,359 21	774,993 62	846,393 96	967,258 36	1,024,060 77	970,063 77	944,449 81	804,556 20	994,864 10
April.....	929,077 68	789,641 42	900,375 59	1,034,022 55	1,080,193 35	1,024,389 26	919,977 57	858,894 52	1,138,474 35
May.....	1,177,897 03	1,094,101 34	1,074,779 30	1,256,072 33	1,290,595 88	1,164,458 67	1,090,751 53	930,014 47	1,346,003 14
June.....	1,139,284 13	952,899 78	1,070,459 86	1,309,578 57	1,163,522 42	1,052,890 52	1,232,407 40	927,143 22	962,153 82
July.....	1,034,392 88	851,846 45	1,029,957 73	1,249,444 84	1,011,685 05	1,257,892 17	1,015,992 13	934,887 94	1,066,284 85
August...	1,227,512 89	1,099,337 78	1,196,700 27	1,316,327 14	1,118,370 66	1,098,634 14	986,682 81	1,141,310 08	1,179,254 60
September	1,259,282 10	1,281,574 36	1,303,304 21	1,520,638 19	1,254,255 36	1,206,806 39	1,182,830 29	1,559,367 71	1,347,007 44
October ..	1,306,338 15	1,047,318 08	1,433,948 47	1,516,583 25	1,407,974 96	1,409,168 45	1,403,992 79	1,471,214 08	.....
November	1,037,963 85	1,006,235 34	1,067,386 67	1,075,907 55	1,065,725 84	1,196,333 03	1,117,349 04	1,138,119 12	.....
December	773,494 29	852,422 52	859,779 64	1,052,915 15	1,030,027 53	933,339 12	909 640 58	928,747 69	.....
Totals..	12,203,409 20	11,008,280 46	12,272,063 98	13,816,464 59	13,361,690 46	12,811,228 51	12,467,542 57	12,129,394 80	.....

Chicago & Northwestern Railway — Earnings.

EXPENSES.

January ..	\$ 881,702 59	\$ 718,258 82	\$ 743,129 37	\$ 886,983 72	\$ 893,416 16	\$ 750,697 20	\$ 608,016 69	\$ 694,931 83	.....
February.	560,340 69	444,814 37	579,149 11	848,536 90	739,953 47	611,975 36	576,787 97	536,487 68	.....
March ...	613,737 63	447,421 12	647,867 55	721,789 85	950,509 47	752,684 77	524,987 41	464,240 76	.....
April	594,000 68	512,413 52	574,040 44	725,583 36	847,007 17	720,481 54	538,613 28	444,270 73	.....
May	452,290 10	265,070 67	408,811 97	778,532 93	440,446 54	422,837 35	371,652 40	249,278 23	.....
June	635,406 11	597,819 01	565,324 99	1,051,624 99	901,834 81	770,096, 19	720,950 22	685,757 21	.....
July	579,733 80	487,407 86	614,425 39	582,663 43	552,914 85	647,645 12	598,033 63	581,819 20	.....
August. .	534,696 02	515,034 43	667,659 55	764,053 90	674,295 75	770,933 65	703,282 12	578,943 15	.....
September	588,133 01	537,943 59	585,495 67	751,719 32	667,945 70	734,045 17	577,150 64	563,143 06	.....
October ..	635,434 09	506,014 52	670,741 37	891,665 63	684,459 66	707,555 82	586,099 46	608,655 80	.....
November	491,406 92	665,560 06	558,814 19	706,082 55	645,862 65	644,517 42	504,789 91	552,736 91	.....
December	459,217 85	547,247 99	554,348 79	666,195 98	598,704 91	514,006 87	468,164 85	470,126 51	.....
Totals..	7,026,099 49	6,244,505 96	7,169,808 39	9,375,632 56	8,597,391 14	8,047,476 46	6,778,528 58	6,430,391 07	.....

Chicago & Northwestern Railway — Expenses.

THE NORTHWESTERN UNION RAILWAY.
Comparative Statement of Earnings and Expenses.

EARNINGS

MONTHS.	1870.	1871.	1872.	1873.	1874.	1875.	1876.	1877.	1878.
	\$	\$	\$	\$	\$	\$	\$	\$	\$
January ..					17,066 84	14,391 24	14,636 72	18,152 42	25,073 60
February ..					17,186 00	11,344 02	24,127 63	18,294 97	21,244 48
March ..				799 36	19,468 80	20,465 07	23,290 20	20,549 13	20,781 63
April ..				344 44	21,153 00	19,138 59	18,420 51	19,989 33	24,337 21
May ..				134 66	21,830 16	19,722 06	23,115 40	20,581 29	20,744 68
June ..				255 23	23,922 41	23 436 87	24,169 88	18,812 71	20,813 05
July ..				184 16	18,495 95	23,528 47	23,197 43	19,379 00	22,587 06
August ..				208 97	19,972 09	17,750 00	21,610 57	19,563 31	26,735 51
September ..				11,620 36	22,885 49	29,794 12	30,184 69	32,895 43	28,829 72
October ..				17,189 79	20,380 57	28,193 60	30,694 08	31,272 43	.....
November ..				16,931 88	17,824 72	24,611 10	21,683 23	24,877 64	.....
December ..				20,675 42	18,012 01	17,626 41	20,550 55	21,946 61	.....
Totals ..				68,344 27	238,198 04	250,001 55	275,683 89	266,314 26	.....

Northwestern Union Railway—Earnings.

EXPENSES.

	\$	\$	\$	\$	\$	\$	\$	\$	\$
January					7,690 93	13,874 81	13,688 60	17,679 03	
February					8,642 46	8,648 25	7,947 41	10,441 96	
March					8,599 43	9,557 54	14,921 88	10,300 93	
April				284 50	9,664 54	10,300 63	8,796 16	9,282 78	
May				289 96	7,787 54	7,574 66	11,259 23	7,644 18	
June				277 00	9,548 12	11,126 70	18,756 79	9,807 70	
July				309 29	7,917 36	10,269 96	10,813 03	10,041 59	
August				293 71	9,527 31	14,135 39	17,380 50	16,041 02	
September				3,587 38	9,168 22	12,349 74	14,458 25	9,537 89	
October				9,379 00	9,869 79	13,216 58	15,722 75	9,888 42	
November				7,611 32	9,498 27	11,880 21	11,512 14	9,237 88	
December				7,833 41	8,727 46	11,801 67	11,364 55	9,374 72	
Totals				29,856 57	91,066 35	134,736 14	156,621 29	129,278 10	

Northwestern Union Railway—Expenses.

THE CHICAGO, ST. PAUL & MINNEAPOLIS RAILWAY.

[The West Wisconsin until May, 1873.]

Comparative Statement of Earnings and Expenses.

EARNINGS.

MONTHS.	1870.	1871.	1872.	1873.	1874.	1875.	1876.	1877.	1878.
		\$	\$	\$	\$	\$	\$	\$	\$
January			21,458 99	34,583 02	77,127 21	46,866 14	48,259 28	44,043 94	62,752 53
February			22,692 24	46,503 26	58,240 72	37,280 95	52,237 25	43,385 60	63,369 03
March			29,183 97	74,536 61	64,957 65	58,812 74	75,496 47	50,576 43	78,363 55
April			34,734 90	70,975 28	79,116 51	77,593 43	73,070 48	65,246 52	78,936 01
May	12,312 45		30,900 99	85,104 25	80,741 94	69,663 25	69,865 44	52,731 55	78,166 54
June	16,231 37		28,066 71	71,134 72	74,937 03	63,084 54	64,063 20	54,943 78	64,397 02
July	16,012 87		29,101 22	69,429 19	68,026 34	58,527 07	59,105 27	49,613 18	67,734 68
August	16,798 31		31,096 42	66,092 31	66,791 91	63,739 71	58,183 52	56,422 07	70,688 24
September	23,096 03		44,876 87	110,232 89	83,886 03	80,701 73	70,838 11	83,624 22	83,648 43
October	23,372 59		53,523 44	95,567 16	87,303 92	95,442 96	90,711 13	97,623 06	.....
November	26,316 55		44,185 05	72,621 71	71,806 27	98,844 06	80,432 39	97,476 34	.....
December	25,524 47		33,381 30	72,408 59	71,984 57	77,122 04	68,106 13	79,811 76	.....
Totals	159,664 64		403,202 10	869,188 99	884,920 10	827,678 62	810,368 67	775,498 45	.....

The Chicago, St. Paul & Minneapolis Railway — Earnings.

The Chicago, St. Paul & Minn. R. R. — Expenses.

OPERATING EXPENSES AND TAXES.¹

January ..	\$	17,142 63	\$	29,099 35	\$	45,897 27	\$	39,923 90	\$	37,690 26	\$	40,335 01
February ..		20,943 46		42,120 83		44,824 48		38,187 73		37,464 38		33,598 01
March ..		25,274 64		43,522 62		55,615 32		43,183 87		45,418 67		34,205 93
April ..		22,510 20		46,090 63		46,950 04		56,361 23		51,726 83		47,572 30
May	5,969 01	19,271 61		52,936 66		62,669 22		60,436 08		64,292 51		81,282 60
June ..	8,022 67	21,077 71		52,162 40		59,118 60		58,107 04		62,316 44		44,389 35
July	7,428 22	18,106 95		50,435 86		51,851 78		47,919 83		56,387 11		45,448 79
August ..	8,985 54	18,878 49		63,104 55		55,994 23		54,958 35		56,709 14		46,802 63
September ..	10,031 36	22,507 18		59,701 06		58,308 20		55,667 41		57,273 29		50,271 47
October ..	9,492 52	21,366 91		53,315 56		56,419 77		75,741 50		67,130 13		66,169 48
November ..	10,461 41	22,568 09		51,713 95		47,260 03		78,597 67		59,713 23		60,199 47
December ..	14,308 38	29,411 99		47,771 43		112,198 60		41,826 72		28,833 07		230,018 75
Totals ..	74,699 11	256,059 86		591,974 90		697,107 54		650,911 33		624,955 06		780,293 79

¹ Not including rental of leased roads and interest.

CHIPPEWA FALLS & WESTERN RAILWAY.
Comparative Statement of Earnings and Expenses.

EARNINGS.

MONTHS.	1870.	1871.	1872.	1873.	1874.	1875.	1876.	1877.	1878.
January ..							\$ 1,915 84	\$ 1,730 33	\$ 1,699 48
February ..							1,897 56	1,897 47	1,383 81
March....							2,435 67	2,119 93	2,099 88
April....							3,441 19	2,896 06	2,047 82
May							3,463 19	2,293 46	2,380 96
June							2,551 09	1,976 62	1,678 27
July							2,448 39	2,664 68	1,810 28
August ..							2,077 38	1,652 22	1,797 10
September							2,335 56	2,256 92	2,219 55
October ..							2,914 08	2,585 96	.....
November							3,123 39	2,762 59	.....
December							2,420 55	• 2,532 49	.....
Totals.							31,023 89	27,368 73	.....

Chippewa Falls & Western Railway — Earnings.

Chippewa Falls & Western Railway -- Expenses.

EXPENSES.

January ..								
February ..								
March ..								
April ..								
May ..								
June ..								
July ..								
August ..								
September ..								
October ..								
November ..								
December ..								
Totals ..						\$14,317 98	\$14,285 60	

Did not keep the account by months.

Did not keep the account by months.

GREEN BAY AND MINNESOTA RAILROAD.
Comparative Statement of Earnings and Expenses.

EARNINGS.

MONTHS.	1870.	1871.	1872.	1873.	1874.	1875.	1876.	1877.	1878.
January ..						\$ 17,826 50	\$ 16,642 80	\$ 18,540 92	\$ 23,515 88
February.						19,874 86	17,310 80	17,310 80	27,248 74
March....						20,275 71	11,875 07	23,048 54	34,496 39
April.....						18,477 75	16,653 25	20,664 15	30,503 21
May						26,707 47	30,363 42	22,618 51	26,555 13
June.....						27,363 45	29,889 14	23,911 40	26,004 84
July.....						25,091 36	22,923 10	22,721 87	20,763 80
August...						22,773 37	21,314 46	21,651 08	21,129 38
September						33,935 73	28,324 33	53,385 44	31,025 74
October ..						48,249 71	45,194 76	64,240 31	.....
November						40,038 63	34,729 51	51,361 53	.....
December						22,688 70	27,017 10	27,855 86	.....
Totals..						323,303 24	302,237 74	367,310 41	.....

Road not built.

Road not built.

During construction no record.

During construction no record.

No record.

Green Bay & Minnesota Railroad — Earnings.

EXPENSES.

Green Bay & Minnesota Railroad—Expenses.

						\$	\$	\$	\$
January..						20,468 62	18,982 39	24,651 32	.....
February.						20,931 99	23,930 87	23,930 87	.....
March ...						22,676 11	19,920 26	19,206 43	.....
April ...						26,026 85	24,422 02	19,259 04	.....
May						27,767 12	25,045 80	24,145 25	.....
June						29,116 83	23,499 32	26,751 30	.....
July						26,969 02	23,119 68	24,940 32	.....
August...	Road not built.	Road not built.	During construction no record.	During construction no record.	No record.	30,277 79	27,077 68	24,212 05	.....
September						19,732 48	26,262 57	25,455 00	.....
October ..						22,761 81	28,397 69	41,920 32	.....
November						22,959 71	26,633 69	28,970 14	.....
December						26,859 88	25,524 14	30,324 51	.....
Totals..	.....	.....	.....	.....	.....	296,548 21	292,816 11	313,766 55	.....

Mil., Lake Shore & Western Railway — Earnings.

THE MILWAUKEE, LAKE SHORE AND WESTERN RAILWAY.
Comparative Statement of Earnings and Expenses.

EARNINGS.

MONTHS.	1870.	1871.	1872.	1873.	1874.	1875.	1876.	1877.	1878.
					\$	\$	\$	\$	\$
January ..					11,550 29	10,404 27	12,819 28	17,122 64	21,853 15
February ..					11,408 95	7,846 76	15,497 78	15,448 69	20,971 65
March ..					12,069 14	15,183 59	16,733 15	17,809 68	18,847 06
April ..					12,755 19	16,472 77	16,887 47	18,334 19	18,899 84
May ..					12,393 85	14,038 51	15,495 92	17,808 14	18,612 60
June ..					12,522 43	16,567 35	17,191 12	17,098 52	16,559 81
July ..					10,735 27	14,414 27	16,375 91	15,768 99	18,414 56
August ..					10,926 51	13,692 83	15,945 65	15,631 41	18,012 01
September ..					13,767 41	17,586 27	18,623 79	24,106 24	22,700 02
October ..					20,460 23	20,889 22	20,385 03	26,238 42	.....
November ..					11,555 06	19,213 98	15,606 95	23,044 41	.....
December ..					13,402 09	15,827 93	18,810 36	20,871 75	.....
Totals ..					153,546 42	182,137 75	200,372 41	229,283 08	.....

RECEIPTS.

	\$	\$	\$	\$	\$	\$	\$	\$	\$
January ..					8,240 61	12,636 51	10,544 87	13,527 16	
February ..					10,214 39	11,046 40	12,066 88	13,344 39	
March ..					10,806 14	12,354 23	11,540 01	13,172 13	
April ..					9,346 52	11,976 73	12,030 20	14,060 99	
May ..					10,307 73	10,776 87	11,040 94	15,425 56	
June ..					9,304 67	12,774 25	10,968 88	15,116 75	
July ..					8,867 92	11,814 79	13,522 53	14,386 73	
August ..					10,035 47	10,544 08	12,755 27	13,543 37	
September ..					11,157 24	11,261 93	12,018 85	14,530 26	
October ..					10,843 64	11,126 92	11,536 61	16,367 89	
November ..					12,398 98	11,409 44	12,092 22	14,605 97	
December ..					10,742 61	12,262 29	12,776 10	13,948 38	
Total ..					122,265 92	139,984 44	142,893 36	172,029 58	

Mil., Lake Shore & Western Railway—Expenses.

Mineral Point Railroad Company—Earnings.

THE MINERAL POINT RAILROAD.
Comparative Statement of Earnings and Expenses.

EARNINGS.									
MONTHS.	1870.	1871.	1872.	1873.	1874.	1875.	1876.	1877.	1878.
	\$	\$	\$	\$	\$	\$	\$	\$	\$
January ..	7,794 88	7,514 18	9,052 62	8,035 27	10,428 20	8,767 52	8,535 55	8,084 48	14,317 85
February.	7,586 77	6,209 99	7,329 68	7,581 37	8,691 65	6,370 26	10,662 04	9,117 39	10,451 81
March ...	7,534 66	7,210 38	8,440 78	9,160 29	10,107 87	8,086 33	8,316 23	9,624 98	9,567 19
April	6,819 54	6,587 40	8,641 04	8,652 97	11,879 48	7,602 07	7,362 08	7,648 15	10,242 67
May	9,060 37	9,846 93	9,953 57	12,934 42	11,155 97	8,093 59	8,763 30	9,678 15	11,004 99
June.....	11,239 09	9,499 86	9,534 14	11,431 04	12,370 75	9,037 60	11,488 40	9,090 60	8,842 58
July	8,889 06	5,933 63	8,335 87	11,000 80	8,260 78	12,633 47	7,824 24	8,239 11	6,522 12
August...	10,019 33	7,156 04	8,344 86	8,579 55	7,029 97	8,755 64	8,192 26	9,135 04	8,415 14
September	8,497 87	10,498 44	10,430 00	12,656 78	9,688 29	10,700 27	9,905 78	14,772 83	12,628 75
October ..	10,083 06	8,760 95	13,478 06	13,737 82	12,798 33	13,088 12	13,654 02	12,056 20	.....
November	9,760 89	10,678 51	10,836 01	11,656 36	12,161 00	11,543 16	11,847 71	10,305 69	.....
December.	9,109 14	8,170 59	10,666 44	12,695 66	10,113 70	10,162 69	11,750 19	11,215 39	.....
Total...	106,394 66	98,066 90	115,043 06	128,122 33	124,685 99	114,840 72	118,301 80	118,968 01	.....

EXPENSES.

4—R. R. COM.	January ..	\$ 10,431 99	\$ 12,544 67	\$ 11,645 11	\$ 11,511 93	\$ 11,503 56	\$ 13,913 07	\$ 9,382 41	\$ 7,522 87	.....
	February.	6,708 44	10,433 43	8,931 61	10,445 58	13,165 28	8,524 68	8,303 13	6,756 43	.....
	March ...	6,541 65	5,573 40	8,257 12	6,461 21	6,506 42	22,470 36	7,415 22	9,280 96	.....
	April	4,747 85	4,790 46	5,423 51	6,388 16	14,648 72	17,112 49	6,539 16	5,500 83	.....
	May	3,955 19	5,247 40	6,112 99	7,274 81	9,970 99	7,878 83	9,324 18	7,729 02	.....
	June	22,345 44	21,749 69	23,374 48	22,969 06	24,252 20	25,665 99	39,021 80	21,385 49	.....
	July	6,009 09	5,013 32	5,977 44	9,269 37	6,553 78	8,481 39	15,632 40	5,323 60	.....
	August ...	4,150 92	5,955 64	5,693 59	12,091 20	5,585 25	8,605 43	9,669 06	5,615 52	.....
	September	6,636 92	6,866 54	10,143 31	8,465 48	6,423 97	13,618 80	17,927 46	5,693 13	.....
	October...	6,544 89	9,764 05	7,912 74	6,024 52	7,214 28	18,903 79	9,233 48	6,303 98	.....
	November	6,852 58	8,615 40	22,284 17	6,146 77	9,458 49	7,117 98	6,976 19	5,093 80	.....
	December.	23,363 66	21,579 78	21,772 35	23,566 79	29,186 05	26,259 12	24,809 16	20,938 23	.....
Totals..	108,288 42	118,133 78	137,528 42	130,614 88	144,468 99	178,551 93	164,233 65	107,143 86	.....

Mineral Point Railroad Company—Expenses.

THE NORTH WISCONSIN RAILWAY.
Comparative Statement of Earnings and Expenses

EARNINGS.

MONTHS.	1870.	1871.	1872.	1873.	1874.	1875.	1876.	1877.	1878.
	\$	\$	\$	\$	\$	\$	\$	\$	\$
January	4,238 91	7,136 57
February	4,973 33	10,979 64
March	4,591 40	4,799 92	6,894 57
April	3,957 95	2,954 64	5,383 15
May	3,242 44	3,901 07	6,536 11
June	3,639 90	3,169 32	7,242 97
July	3,178 93	3,346 03	6,110 53
August	2,434 50	2,841 33	4,497 06
September	3,094 39	3,377 90	6,752 57
October	4,213 75	4,743 83	.....
November	4,188 33	4,568 81	.....
December	5,167 11	7,275 02	.....
Totals	37,708 70	50,190 11	61,533 47

North Wisconsin Railway—Earnings.

North Wisconsin Railway—Expenses.

EXPENSES.

						\$	\$	
January ..	.....	.....	.....	.....	.....		2,795 42	.....
February ..	.....	.....	.....	.....	.....		3,421 35	.....
March ..	.....	.....	.....	.....	.....	2,870 98	2,947 86	.....
April ..	.....	.....	.....	.....	.....	2,351 17	1,818 33	.....
May ..	.....	.....	.....	.....	.....	2,191 21	2,538 57	.....
June ..	.....	.....	.....	.....	.....	5,134 01	4,715 08	.....
July ..	.....	.....	.....	.....	.....	4,478 31	2,001 93	.....
August ..	.....	.....	.....	.....	.....	2,037 83	2,864 83	.....
September ..	.....	.....	.....	.....	.....	1,562 69	1,715 49	.....
October ..	.....	.....	.....	.....	.....	2,133 09	2,008 02	.....
November ..	.....	.....	.....	.....	.....	2,824 30	1,901 17	.....
December ..	.....	.....	.....	.....	.....	5,437 87	7,208 37	.....
	.....	.....	.....	.....	.....	31,021 46	35,934 42	.....

THE SHEBOYGAN & FOND DU LAC RAILROAD.
Comparative Statement of Earnings and Expenses.

EARNINGS.

MONTHS.	1870. ¹	1871. ¹	1872. ¹	1873. ¹	1874.	1875.	1876.	1877.	1878.
January ..					\$ 8,238 64	\$ 5,886 91	\$ 9,110 12	\$ 7,017 58	\$ 8,410 95
February..					7,471 52	3,410 07	8,615 54	6,522 31	6,908 92
March ...					9,103 35	6,030 84	10,148 47	7,645 33	7,977 04
April.....					10,048 61	8,252 19	8,702 64	7,166 00	8,013 68
May					11,888 12	8,957 32	12,210 56	7,251 29	8,155 75
June					12,214 74	10,792 17	14,315 11	8,584 42	6,928 63
July					10,024 11	12,576 97	10,149 15	9,707 64	8,372 49
August ...					10,328 26	10,962 66	8,771 76	7,610 21	7,751 23
September					10,177 49	16,066 91	9,218 29	10,100 92	8,219 59
October..					11,436 11	16,441 40	12,765 39	10,951 45	.....
November					7,983 35	11,746 84	9,794 83	9,121 43	.....
December.					6,942 59	10,276 82	7,079 01	8,343 57	.....
Totals ..					115,859 89	122,401 10	120,780 87	100,022 15	.....

Sheboygan & Fond du Lac Railroad — Earnings.

Sheboygan & Fond du Lac Railroad—Expenses.

EXPENSES.

	\$	\$	\$	\$	\$
January	7,268 79	6,591 28	5,894 28	6,444 84	
February	7,546 14	6,494 67	6,013 83	5,716 81	
March	9,466 08	7,909 68	6,821 49	5,272 91	
April	8,373 39	7,217 28	6,307 42	5,702 20	
May	9,222 12	6,831 47	6,286 67	5,752 05	
June	9,756 35	9,438 68	7,134 55	6,629 06	
July	11,530 09	8,905 20	6,524 98	5,960 58	
August	14,815 53	7,943 36	7,292 94	6,399 83	
September	8,628 10	9,199 54	7,074 50	6,287 78	
October	7,636 91	9,070 73	7,306 52	7,450 26	
November	7,393 00	10,439 47	6,802 23	6,942 94	
December	5,653 46	11,823 04	6,441 55	6,523 91	
Totals ..	107,289 96	101,864 40	79,900 96	75,083 17	

¹ No data.

THE WISCONSIN CENTRAL RAILROAD.
 [The Phillips & Colby Construction Company until December 17, 1877.]
Comparative Statement of Earnings and Expenses.

EARNINGS.

MONTHS.	1870. ¹	1871. ¹	1872. ¹	1873.	1874.	1875.	1876.	1877.	1878.
January				\$ 8,799 77	\$ 44,284 74	\$ 38,875 21	\$ 51,585 96	\$ 64,676 08	\$ 55,320 97
February				9,529 75	46,470 35	20,389 93	59,444 67	56,942 47	58,499 37
March.....				13,229 61	62,439 81	43,990 90	65,122 16	65,092 44	64,572 23
April.....				12,983 83	53,213 39	68,474 55	69,147 46	57,616 30	62,062 67
May.....				13,792 45	49,822 45	54,278 30	61,194 90	56,950 55	59,325 67
June				12,788 12	55,162 49	57,220 95	57,987 22	54,612 96	52,770 79
July				15,179 74	53,281 94	56,310 01	50,457 93	56,961 93	51,807 06
August				13,680 69	50,638 69	50,168 11	50,489 95	51,766 38	51,486 55
September				16,279 97	50,468 49	56,702 29	58,150 81	65,884 26	61,931 86
October				19,145 53	59,729 97	66,666 42	69,340 62	79,772 66	.....
November				13,067 29	49,973 56	65,158 54	64,311 27	68,194 98	.....
December				39,684 79	44,969 08	54,429 67	63,134 69	59,764 18	.....
Totals.....				188,161 54	620,454 96	632,664 88	720,367 64	734,235 19	.....

Wisconsin Central Railroad — Earnings.

EXPENSES.

			\$	\$	\$	\$	\$	\$
January			7,703 01	31,740 97	26,551 13	31,572 49	39,152 04	.....
February			6,323 15	29,653 35	29,060 83	33,873 61	37,244 10	.....
March			7,023 51	29,610 33	31,583 68	33,323 71	38,370 40	.....
April			6,758 57	31,038 56	28,494 74	36,053 72	37,185 16	.....
May			6,748 24	39,025 73	30,337 56	37,362 55	42,674 99	.....
June			6,752 74	33,230 04	35,570 13	37,578 54	41,376 28	.....
July			6,567 81	30,515 50	32,239 94	36,942 70	37,781 68	.....
August			7,311 50	28,393 47	33,933 98	35,578 36	36,179 16	.....
September			7,058 24	26,781 06	38,670 43	35,519 06	44,950 19	.....
October			7,590 58	32,795 84	32,397 01	36,751 30	39,816 56	.....
November			10,542 25	27,656 23	31,121 67	36,149 03	39,722 42	.....
December			31,683 51	33,035 54	30,045 24	36,906 39	39,700 40	.....
Totals			112,063 11	373,676 62	380,006 34	427,411 46	474,653 38	.....

¹ Commissioners will please note that these figures may not agree with those of former statements, they having been estimated, and these corrected.

Wisconsin Central Railroad—Expenses.

THE WISCONSIN VALLEY RAILROAD.
Comparative Statement of Earnings and Expenses.

The Wisconsin Valley Railroad—Earnings.

EARNINGS.									
MONTHS.	1870.	1871.	1872.	1873.	1874.	1875.	1876.	1877.	1878.
	\$	\$	\$	\$	\$	\$	\$	\$	\$
January ..					2,998 33	6,497 88	10,586 23	8,784 32	10,211 33
February ..					5,552 33	4,637 58	13,990 40	12,038 90	12,264 44
March ..					7,114 58	9,671 92	11,260 42	15,411 28	17,179 67
April ..					7,366 27	12,137 75	15,959 85	18,416 15	18,764 41
May ..				1,507 30	4,944 80	13,160 05	20,901 41	17,683 86	18,804 38
June ..				1,718 06	5,578 21	15,688 39	22,748 34	15,219 21	19,150 83
July ..				2,722 82	6,847 10	13,237 45	18,233 52	19,965 77	17,270 62
August ..				3,027 92	5,383 19	13,452 02	16,031 51	15,641 69	15,583 57
September ..				4,148 12	7,999 28	15,749 77	17,019 98	16,333 79	17,712 04
October ..				3,769 81	6,791 55	16,445 87	17,596 86	17,583 29	.....
November ..				5,253 81	8,309 56	14,062 36	11,832 14	15,372 47	.....
December ..				2,753 04	10,367 51	11,648 77	8,973 82	12,785 88	.....
Totals ..				24,900 88	79,252 71	146,389 81	185,134 48	185,236 61	.....

EXPENSES.

	\$	\$	\$	\$	\$	\$	\$	\$	\$
January					5,216 14	5,840 06	7,245 29	7,362 94	
February					4,597 71	6,804 01	8,508 28	7,381 65	
March					5,788 12	6,930 00	8,369 59	7,822 86	
April					4,420 12	7,042 19	10,000 01	12,960 48	
May				460 95	4,742 16	7,602 58	12,644 33	10,126 24	
June				2,341 89	4,502 66	8,950 33	12,215 16	9,806 41	
July				2,907 10	5,365 36	9,318 80	11,509 97	9,152 71	
August				3,528 04	5,072 62	7,817 08	9,663 85	7,046 44	
September				2,682 55	4,867 11	8,126 79	12,366 22	7,613 90	
October				3,580 70	4,813 59	8,527 07	11,513 84	7,442 76	
November				3,244 28	5,784 50	7,684 89	9,613 11	9,358 16	
December				2,890 91	6,085 03	7,067 50	7,743 73	8,464 95	
Totals				21,636 42	61,255 12	91,211 30	121,393 38	104,539 50	

Wisconsin Valley Railroad—Expenses.

The Madison and Portage Railroad — Earnings.

THE MADISON & PORTAGE RAILROAD.
Comparative Statement of Earnings and Expenses.

EARNINGS.

MONTHS.	1870.	1871.	1872.	1873.	1874.	1875.	1876.	1877.	1878.
	\$	\$	\$	\$	\$	\$	\$	\$	\$
January	2,330 33	1,554 40	2,048 75	1,674 34	2,386 74	3,036 54	3,286 76
February	2,220 23	1,743 49	2,307 15	941 29	2,657 47	2,122 73	4,175 87
March	2,803 50	2,231 23	3,592 71	2,029 08	3,236 64	1,930 87	4,475 21
April	1,324 55	2,733 25	1,734 81	3,023 89	2,404 22	2,699 67	2,266 85	4,809 40
May	1,713 98	3,400 42	2,939 62	3,024 71	2,412 62	2,716 01	2,927 73	4,222 63
June	1,827 38	3,486 24	2,702 58	3,950 90	2,815 54	3,145 13	3,825 99	3,481 63
July	1,688 09	3,919 56	2,503 59	2,707 85	3,434 14	3,117 06	3,384 56	3,648 48
August	3,160 48	4,088 85	3,551 26	2,412 34	2,459 29	2,114 01	4,087 71	3,407 19
September	3,723 76	4,333 45	4,433 94	2,147 32	3,747 35	2,735 50	5,737 34	.....
October	3,276 39	3,432 50	2,531 44	2,838 06	3,521 35	3,059 58	4,878 34	.....
November	2,741 34	3,285 45	2,406 00	2,044 10	3,193 11	3,459 69	5,240 46	.....
December	2,055 23	2,207 82	2,184 29	2,076 83	2,636 85	2,752 85	3,913 60	.....
Totals	21,511 20	38,241 60	30,516 65	32,174 61	31,269 18	34,080 35	43,352 72	45,539 57

EXPENSES.

	\$	\$	\$	\$	\$	\$	\$	\$	\$
January ..			2,804 08	2,416 50	2,257 76	2,258 58	2,296 45	2,327 43	
February ..			2,635 43	2,665 80	2,675 11	3,796 34	2,349 09	1,919 93	
March ..			3,044 04	2,242 98	2,181 64	4,061 57	2,369 80	2,074 32	
April	1,546 98		2,226 61	2,158 53	2,770 42	2,819 02	3,804 53	2,182 28	
May	1,701 93		2,391 03	2,562 17	2,516 01	2,933 67	5,363 01	5,537 81	
June	2,445 39		2,533 62	2,319 04	2,499 44	3,440 93	3,403 79	2,414 81	
July	2,691 69		2,385 49	2,513 58	2,481 31	3,665 42	2,878 65	2,587 90	
August...	2,345 35		2,807 95	3,080 89	2,666 13	3,021 82	3,831 44	2,153 94	
September ..	3,157 08		2,449 11	2,397 00	2,642 87	3,010 05	4,792 17	3,355 06	
October ..	2,889 44		2,479 88	2,802 85	2,798 01	2,457 16	4,204 10	2,502 41	
November ..	2,620 69		2,586 53	2,119 01	2,494 57	2,557 80	2,695 82	2,711 14	
December ..	2,810 51		2,208 20	2,024 60	2,126 36	2,462 03	2,143 29	2,145 69	
Totals..		22,209 06	30,051 97	29,302 95	30,109 63	36,484 39	40,132 14	31,862 72	

The Madison & Portage Railroad—Expenses.

THE PRAIRIE DU CHIEN & MCGREGOR RAILWAY.

[John Lawler's bridge across the Mississippi River.]

Comparative Statement of Earnings and Expenses.

EARNINGS.

MONTHS.	1870.	1871.	1872.	1873.	1874.	1875.	1876.	1877.	1878.
	\$	\$	\$	\$	\$	\$	\$	\$	\$
January							4,626 00	2,015 00	7,128 00
February							3,624 00	2,239 00	5,570 00
March							3,513 00	2,054 00	4,744 00
April							2,669 00	2,673 00	4,739 00
May							4,654 00	2,695 00	5,882 00
June							6,559 00	2,341 00	4,204 00
July							3,911 00	2,094 00	3,472 00
August							2,115 00	4,469 00	2,660 00
September							2,278 00	10,100 00	3,301 00
October							4,208 00	10,093 00	.....
November							4,998 00	7,466 00	.....
December							4,012 00	5,928 00	.....
Totals							47,167 00	54,167 00	.....

1 Expenses not reported.

Number of Miles of Road Laid.

**STATEMENT OF THE NUMBER OF MILES OF RAIL LAID
UPON THE VARIOUS ROADS OF THE STATE.**

From 1851, the year when the first piece of road in the State was opened to the public, down to the closing of the year 1878, giving the same by years and that of miles built upon each road, and each year, and the points from and to which the roads were built.

Year	Name of Company.	From—	To—	Miles.
CHICAGO, MIL. & ST. P. R'Y CO.				
1851	Milwaukee	Waukesha.....	20
1851	Waukesha	Eagle	14
1852	Eagle	Janesville	36
1853	Milton	Stoughton	19
1854	Stoughton	Madison	17
1854	Milwaukee	Schwartzburg ¹	8
1855	Schwartzburg	Horicon	42
1855	Horicon	Waupun	14
1856	Brookfield	Watertown	34
1856	Horicon	Portage	45
1856	Waupun	Brandon	8
1856	Madison	Boscobel	71
1857	Brandon	Berlin	20
1857	Portage	New Lisbon.....	40
1857	Watertown	Columbus	19
1857	Boscobel	Prairie du Chien.....	28
1857	Watertown	Sun Prairie.....	26
1857	Janesville	Monroe	34
1858	New Lisbon.....	La Crosse	61
1860	Rush Lake Junction	Omro	10
1864	Columbus	Portage	28
1864	Brookfield.....	Milwaukee	13
1868	Omro	Winneconne.....	5
1869	Schwartzburg.....	Prairie du Chien Line.	6
1869	Sun Prairie.....	Madison	12
1870	Madison	Portage	39
1871	Ripon	Oshkosh	20
1871	Milwaukee	Western Union Junct'n.	22
1871	Kinnickinnic.....	Bay View.....	.72
1871	Western Union Jc..	State Line	16
1875	La Crosse Bridge..	Line .....	.97
1877	New Lisbon.....	Necedah	13
				739.69

¹ Also used by Wisconsin Central under a lease.

Number of Miles of Rail Laid — continued.

Year	Name of Company.	From.	To.	Miles.
CHICAGO & NORTHWESTERN —				
1854	Minnesota Junction	Fond du Lac.....	29.00
1855	Beloit.....	Footville.....	17.00
1855	Carey.....	Janesville.....	20.00
1855	Milwaukee.....	Illinois State Line.....	40.24
1859	Janesville.....	Minnesota Junction.....	77.00
1859	Fond du Lac.....	Oshkosh.....	17.00
1860	Footville.....	Magnolia.....	3.00
1861	Oshkosh.....	Appleton.....	20.00
1862	Appleton.....	Fort Howard.....	28.40
1872	Kenosha.....	Rockford.....	27.50
1864	Magnolia.....	Madison.....	28.80
1870	Winona Junction.....	Winona.....	29.00
1871	Fort Howard.....	Marinette.....	49.45
1871	Genoa.....	Geneva Lake.....	8.70
1873	Madison.....	Winona Junction.....	129.10
1873	N. W. Union.	Milwaukee.....	Fond du Lac.....	62.63
				566.82
CHICAGO, ST. PAUL & MINNEAPOLIS —				
1868	Warren's Mills.....	Black River Falls.....	20.50
1869	Black River Falls.....	Augusta.....	33.80
1870	Augusta.....	Menomonie.....	45.50
1871	Menomonie.....	Hudson.....	45.70
1872	Warren's Mills.....	Elroy.....	32.20
				177.70
CHIPPEWA FALLS & WESTERN —				
1874	Chippewa Falls.....	Eau Claire.....	10.33
FOND DU LAC, AMBOY & PEORIA —				
1877	Fond du Lac. | Iron Ridge Junc ..	.....	27.60
GALENA & SOUTHERN WISCONSIN —				
1874	Buncombe.....	Platteville.....	20.00
GREEN BAY & MINNESOTA —				
1870	Marshland.....	Onalaska.....	23.20
1871	Green Bay.....	New London.....	39.30
1872	New London.....	Merrillan.....	108.80
1873	Merrillan.....	Marshland.....	61.20
1874	Marshland.....	Winona.....	4.60
1876	Onalaska.....	La Crosse.....	6.50
				243.60
MINERAL POINT —				
1857	Illinois State Line.	Mineral Point.....	31.00
1868	Calamine.....	Belmont.....	10.00
1870	Belmont.....	Platteville.....	8.00
				49.00

Number of Miles of Road Laid — continued.

YEAR.	Name of Company.	From.	To.	Miles.
MILWAUKEE, LAKE SHORE & WEST'N.				
1871	Manitowoc	To a point westerly....	21.40
1872	Manitowoc	To a point within one mile of Appleton.....	20.00
1872	Milwaukee	Sheboygan	52.10
1873	Sheboygan	Manitowoc	22.20
1874	Manitowoc	Two Rivers	6.00
1874	{ One mile of Apple- ton Island	To city of Appleton	1.00
1876	Appleton	New London	21.00
1878	New London	Clintonville	15.70
				162.40
PINE RIVER VALLEY & STEVENS PT.				
1876	Richland Center...	Lone Rock	16.00
PRAIRIE DU CHIEN & MCGREGOR.				
1874	Prairie du Chien...	Iowa State Line	1.75
SHEBOYGAN & FOND DU LAC.				
1859	Sheboygan	Plymouth	14.00
1860	Plymouth	Glenbeulah.....	6.00
1868	Glenbeulah.....	Fond du Lac	23.50
1871	Fond du Lac	Princeton	35.50
				79.00
WESTERN UNION.				
1855	Racine	Delavan	46.40
1856	Delavan	Beloit	22.30
EAGLE BRANCH				
1870	Elkhorn.....	Eagle.....	16.50
				85.20
WISCONSIN CENTRAL.				
1871	Menasha	Stevens Point.....	63.00
1872	Stevens Point.....	Unity	47.00
1872	Ashland	Penokee Gap.....	27.00
1873	Unity	Worcester	54.00
1876	Worcester.....	Butternut Creek	31.00
1876	Penoka Gap.....	Chippewa Crossing	17.00
1877	Butternut Creek	Chippewa Crossing	10.00
1875	Stevens Point.....	Coloma	35.00
1876	Coloma	Portage	36.00
MILWAUKEE & NORTHERN.¹				
1870	Schwartzburg Junc.	Cedarburg	14.00
1871	Cedarburg	Plymouth	33.00
1871	Plymouth	Menasha	46.00
1873	Hilbert	Green Bay	27.00
1874	Green Bay	Fort Howard	50
CHICAGO, MIL. & ST. PAUL.²				
1874	Milwaukee	Schwartzburg.....	9.00
				449.50

¹ Leased Line.

² Lease of use of Track.

Number of Miles of Rail Laid — continued.

Year	Name of Company.	From	To	Miles.
WISCONSIN VALLEY.				
1873	Tomah	Centralia.....	47.00
1874	Centralia	Knowlton.....	23.00
1876	Knowlton	Wausau	19.90
				89.90
MILWAUKEE CEMENT RAILWAY.				
1878	Junction of Chicago, Milwaukee & St. Paul R'y, in Sec. 5 Town of Milwaukee	Works of Milwaukee Cement Company, in section 4, town of Milwaukee.....	1.19
CHICAGO AND TOMAH.				
1878	Woodman	Lancaster	30.37
HUDSON AND RIVER FALLS R'Y Co.				
1878	Hudson	River Falls.....	12.50
NORTH WISCONSIN.				
1871	North Wis. Junct'n	New Richmond	17.00
1874	New Richmond....	Clayton	23.00
1878	Clayton	Granite Lake.....	20.00
				60.00
VIROQUA RAILWAY.				
1878	Sparta.....	Melvina	12.00

RECAPITULATION.

Year.	Miles.	Year.	Miles.	Year.	Miles.
1850-51.....	20.00	1860	19.00	1870	175.20
1851	14.00	1861	20.00	1871	417.57
1852	36.00	1862	55.90	1872	287.10
1853	19.00	1863	None	1873	406.13
1854	70.00	1864	69.80	1874	90.18
1855	162.64	1865	None	1875	55.87
1856	179.30	1866	None	1876	127.50
1857	198.00	1867	None	1877	50.60
1858	61.00	1868	59.00	1878	89.69
1859	88.00	1869	60.80		
				Total.....	2,834.55

Mileage of Railroads.

MILEAGE OF RAILROADS IN WISCONSIN.

[MILES AT CLOSE OF YEAR 1877.]

NAME OF COMPANY.	Length in Wisconsin.	Entire Length.	Gauge of Track.
Chicago, Milwaukee & St. Paul.....	680.69	1,412.34	4.81½
Madison & Portage.....	39.00	39.00	4.81½
Oshkosh & Mississippi.....	20.00	20.00	4.81½
Dubuque & Southwestern.....	.....	55.00	4.81½
Minnesota Midland.....	.....	59.00	4.81½
Totals of divisions operated.....	739.69	1,585.34	.....
Chicago & Northwestern.....	504.19	1,615.96	4.81½
Northwestern Union.....	62.63	62.63	4.81½
Totals of divisions operated.....	566.82	1,678.59	4.81½
Chicago, St. Paul & Minneapolis.....	177.70	210.40	4.81½
Chippewa Falls & Western.....	10.33	10.33	4.81½
Fond du Lac, Amboy & Peoria.....	27.60	27.60	3.
Galena & Southern Wisconsin.....	20.00	31.00	3.
Green Bay & Minnesota.....	243.60	243.60	4.81½
Milwaukee, Lake Shore & Western.....	146.70	146.70	4.81½
Mineral Point.....	49.00	51.00	4.81½
Pine River Valley & Stevens Point.....	16.00	16.00	3.
Prairie du Chien & McGregor.....	1.75	2.00	4.81½
Sheboygan & Fond du Lac.....	79.00	79.00	4.81½
Western Union.....	85.20	212.75	4.81½
Wisconsin Central.....	449.50	449.50	4.81½
Wisconsin Valley.....	89.90	89.90	4.81½
North Wisconsin.....	40.00	40.00	4.81½
Miles at close of year 1877.....	2,742.79	4,864.71	.....
MILES BUILT DURING THE YEAR 1878.			
Viroqua Railway.....	12.00	12.00	4.81½
Milwaukee, Lake Shore & Western.....	15.70	15.70	4.81½
North Wisconsin.....	20.00	20.00	4.81½
Milwaukee Cement Railway.....	1.19	1.19	4.81½
Chicago & Tomah.....	30.37	28.30	3.
Hudson & River Falls.....	12.50	12.50	4.81½
Total mileage.....	2,834.55	4,956.47	.....

RAILROAD COMPANIES ORGANIZED IN 1878.

Date of Patent.	Name of Company.	Corporators.	Capital stock.	Description of road.
Feb. 11	Hudson & River Falls } Railway Co..... }	A. D. Andrews, Horace Thompson, J. L. Merriman, R. F. Hersey, A. H. Wilder, C. Gotzian, E. R. Stephens, C. L. Hall, D. M. Sabin, T. E. Williams, J. E. Glover, Lemuel North, J. C. Schneider, H. A. Taylor, John Comstock, A. B. Stickney and E. F. Drake.....	125,000 ^{\$}	From a point of junction with the bridge across Lake St. Croix, in the city of Hudson, St. Croix county, Wisconsin, to the village of River Falls, in Pierce county, Wis.
Mar. 2	The Black River } Railroad Co..... }	N. H. Withee, James Hewitt, Daniel Gates, F. C. Kirkland, Jas. L. Gates, Geo. L. Lloyd, F. D. Lindsay and R. J. MacBride.....	150,000	From the village of Merillan, in Jackson county, Wisconsin, to the village of Neillsville, Clark County, Wisconsin.
Apr. 16	The Milwaukee Ce- } ment Railway Co.. }	Henry Berthelet, J. Johnston, Geo. H. Paul, Don J. Whittemore and G. Pfister	50,000	From a point on the Chicago, Mil. & St. P. Railway in the town and county of Milwaukee, on Sec. 5, T. 7, R. 22 East, in an easterly direction until it intersects the line of the railway of the Mil., Lake Shore & Western R. R. Co., in said town of Milwaukee.
Apr. 30	Chicago, St. Paul & } Minneapolis Rail- } way Company..... }	H. Seibert, David Dows, R. F. Flower, W. H. Brown, Geo. Caplin, R. Egerton, A. R. Flower, R. S. Parkson, H. H. Porter, Wm. H. Ferry, James H. Howe, Phil. Sawyer, Geo.	5,000,000	Heretofore constructed and known as the West Wisconsin Railway, commencing at Elroy, in the state of Wisconsin, and terminating at the West bank of the St. Croix river, or lake, in the state of Minnesota, opposite the town of Hudson, in said state of Wisconsin.

Railroad Companies organized in 1878.

Railroads organized in 1878.

May 1		B. Smith, Jno. Comstock, E. W. Winter, J. C. Spooner James W. Ferry, H. H. Weakley, W. H. Ferry, Jr. J. B. Redfield and C. D. W. Young.....		
May 8	Eau Claire City Rail- Way Co.....	Amasa E. Swift, George B. Shaw and A. C. Ellis....	40,000	Street Railroad in the city of Eau Claire, in the county of Eau Claire and state of Wisconsin.
	The Chippewa Valley & Minnesota Rail- road Co.....	Wm. Wilson, T. B. Wilson, S. W. Hunt, R. T. Wilson, Daniel Shaw, H. P. Gra- ham, D. Kennedy and G. A. Buffington.....	6,000,000	From a point at or near the village of Pepin, in the county of Pepin, Wisconsin to the city of Eau Claire, Wisconsin; thence to some point on the Wisconsin Central Railroad, in the county of Marathon, Wisconsin, together with branch roads running from said line.
May 24	Viroqua Railway Co.	D. Vandercook, W. H. H. Cash, R. Steen, Chas. A. Hunt, J. M. Rusk, Wm. F. Lindeman and Thos. H. Wilcox.....	400,000	From at or near the village of Sparta, in the county of Monroe, to the village of Viroqua.
June 10	The Illinois and Wis- consin Narrow Gauge Railroad Co }	D. S. Harris, Wm. Dickson, J. H. Kellman, B. F. Felt, Aug. Estey, R. H. McClel- lan, J. M. Ryan, J. Lo- raine and John A. Bur- richter	400,000	From Philips Corners, La Fayette county, to Avoca, Iowa county, or some point on the line of the Chi., Mil. & St. P. Railway in Grant or Iowa counties.
June 13	St. Cloud, Grantsburg & Ashland Railway Co.....	C Anderson, J. M. Whally, O. Cook, Ira Griffin, Geo. Badger, I. Grettum, J. A. Swenson, J. E. Glo- ver, J. Comstock, Aug. Cassel, J. G. Fleming and A. Ahlstrom.....	250,000	From a point on the St. Croix river, in Township 37 or 38 North, of Range 20, West, in county of Burnett, in easterly direction by the way of Grantsburg, in said county, to a point of inter- section with the North Wisconsin Railway in said county.
Oct. 29	Tomah & Lake Su- perior Railway Co. }	John L. Mather, Orin I. Newton, Fred. N. New- ton and Mason A. Thayer.	100,000	From a point at or near Tomah, Monroe county, in a northerly direction, to intersect the Wis- consin Central R. R. at or near Unity, Clark county.

Bonded Indebtedness.

STATEMENT

SHOWING the bonded indebtedness in aid of railroads, incurred and outstanding in the several counties, towns, cities and villages of the State of Wisconsin, as returned for the year 1878.

 COUNTIES.

COUNTY.	Indebtedness as per last report.	Am't provided for by the levy of 1877.	Amount provided for by the levy of 1878.
	\$	\$	\$
Ashland.....	200,000	Interest.	Nothing.
Brown.....	250,000	4,000	Nothing.
Douglas ¹	350,000	Nothing.	Nothing.
Iowa.....	215,000	28,400	33,983 56
Jackson.....	47,500	Interest.	Interest.
Manitowoc.....	216,000	No report.	No report.
Portage.....	100,000	No report.	No report.
Sheboygan.....	148,480	9,280	8,000
Wood ²	111,000	No report.	No report.

 TOWNS, CITIES AND VILLAGES.

TOWN, VILLAGE OR CITY.	Indebtedness as per last report.	Am't provided for by the levy of 1878.	Amount provided for by the levy of 1878.
	\$	\$	\$
<i>County of Brown —</i>			
Town of Depere ³	6,271	.....	.....
City of Ft. Howard.....	21,406	281 25	281
City of Green Bay....	100,000	Interest.	Interest.
<i>County of Calumet —</i>			
Town of Charlestown..	20,000	Interest.	Interest.
City of Chilton.....	7,600	Interest.	Interest.
Town of Chilton.....	17,400	Interest.	Interest.
Town of New Holstein	30,000	Interest.	Interest.
<i>County of Chippewa —</i>			
City of Chippewa Falls	25,000	Interest.	Interest.

¹ The bonded indebtedness of Douglas county was reported at \$350,000 — of which amount \$250,000 is in the hands of trustees, only awaiting a decree of court to be returned to the county as unearned; and \$75,000 is in litigation.

² Of this amount, \$79,000 are compromise bonds, and \$42,000 are original bonds which are expected to be compromised.

³ The village clerk claims that the report of last year was a mistake, and that there is no record of indebtedness in his office.

Towns, Cities and Villages — continued.

Town, Village or City.	Indebtedness as per last report.	Amount provided for by levy of 1887.	Amount provided for by the levy of 1878
BONDED INDEBTEDNESS — continued.			
<i>County of Columbia —</i>	\$	\$	\$
Town of Arlington....	4,325 00	437 50	437 50
Town of Lodi	27,562 00	Interest.	2,756 00
City of Portage.....	15,000 00	5,000 00	5,000 00
Town of West Point..	5,000 00	500 00	500 00
<i>County of Dane —</i>			
Madison City ¹	183,407 00	14,407 11	28,159 00
<i>County of Dodge —</i>			
Town of Williamstown	10,000 00	Interest.	2,000 00
<i>County of Fond du Lac —</i>			
Town of Ripon.....	2,500 00	2,500 00	Debt exting'ed.
City of Fond du Lac..	174,525 00	No report.	No report
City of Ripon.....	16,500 00	6,500 00	5,000 00
<i>County of Grant —</i>			
Platteville.....	51,000 00	6,000 00	6,000 00
<i>County of Green Lake —</i>			
City of Berlin.....	35,136 32	Interest.	Interest
Town of Brooklyn....	6,500 00	3,500 00	3,000 00
<i>County of Iowa —</i>			
Town of Moscow ²	2 ² / ₃ ths } 7,500 00		
Town of Waldwick....	3 ³ / ₅ ths }		
<i>County of Jackson —</i>			
Town of Alma	15,000 00	Interest.	1,200 00
Town of Hixton.....	12,500 00	2,500 00	Interest.
<i>County of Jefferson —</i>			
City and T. of Jeffers'n	63,900 00	5,250 00	5,000 00
Town of Koshkonong	16,858 00	3,000 00	3,500 00
Town of Lake Mills ..	10,800 00	2,800 00	4,000 00
City of Watertown ³ ...	480,000 00		
<i>County of Kenosha —</i>			
City of Kenosha.....	330,000 00	No report.	No report.
<i>County of La Crosse —</i>			
City of La Crosse.....	107,000 00	8,000 00	8,000 00

¹ This amount includes entire amount of bonded indebtedness, of which \$100,000 is estimated to be railroad indebtedness. The \$28,159 levied on account of bonded indebtedness this year includes interest.

² Original amount; accrued interest and costs now amount to \$16,000

³ In 1858 the principal of the railroad debt of Watertown was \$420,000, bearing 8 per cent. Of this amount about \$250,000, including interest thereon, has been compromised and settled, and the compromise bonds issued in settlement all paid except some \$13,000, which is met and paid as fast as it matures. This leaves unsettled about \$230,000 principal and twenty years' interest, and interest on the interest coupons unpaid, making the existing debt of the city about \$700,000 at the present time.

Town, Cities and Villages — continued.

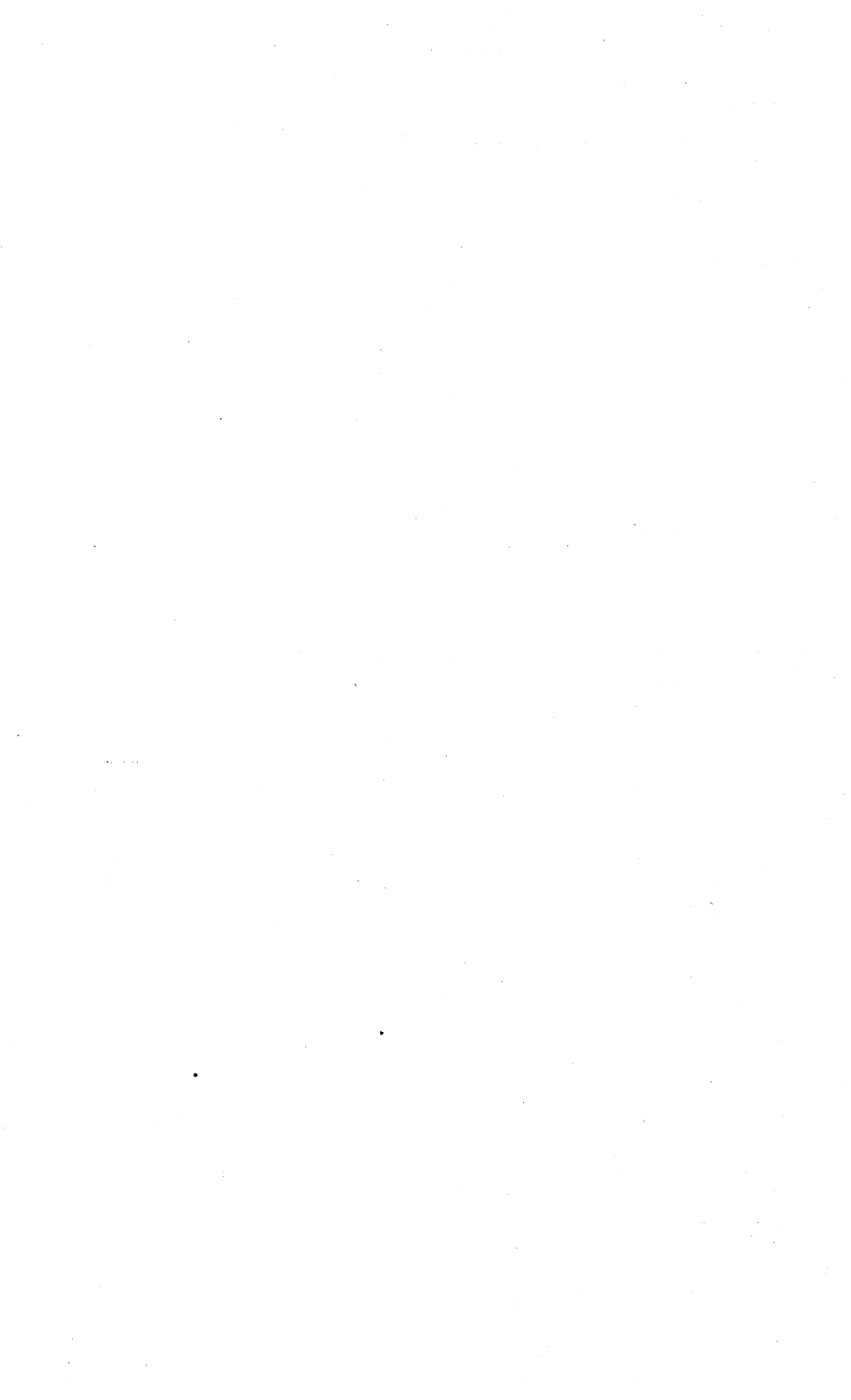
TOWN, VILLAGE OR CITY.	Indebtedness as per last report.	Amount provided for by the levy of 1877.	Amount provided for by the levy of 1878.
BONDED INDEBTEDNESS — continued.			
<i>County of Manitowoc —</i>	\$	\$	\$
City of Manitowoc.....	75,000 00	Interest.	Interest.
Schleswig	15,000 00	Interest.	Interest.
Two Rivers.....	25,000 00	Interest.	Interest.
<i>County of Marathon —</i>			
City of Wausau.....	8,000 00	Interest.	Interest.
Town of Weston.....	2,000 00	1,600 00	Interest.
<i>County of Marquette —</i>			
Packwaukee.....	6,000 00	Interest.	Interest.
Westfield.....	6,000 00	Interest.	Interest.
<i>County of Monroe —</i>			
Sparta.....	50,000 00	Interest.	5,000 00
<i>County of Outagamie —</i>			
City of Appleton.....	76,000 00	Interest.	Interest.
Bovina	10,000 00	Interest.	5,800 00
Black Creek	5,200 00	Interest.	1,700 00
Cicero	3,750 00	1,250 00	1,250 00
Hortonia	6,000 00	1,000 00	1,000 00
Seymour	6,000 00	1,600 00	400 00
<i>County of Ozaukee —</i>			
Cedarburg.....	7,900 00	3,000 00	Interest.
<i>County of Portage —</i>			
Plover	30,000 00	Interest.	Interest.
City of Stevens Point..	20,000 00	Nothing.	Nothing.
<i>County of Racine —</i>			
City of Racine.....	14,200 00	.....	5,000 00
<i>County of Richland —</i>			
Richland.....	15,200 00	3,800 00	3,800 00
<i>County of Rock —</i>			
Town of Beloit.....	36,100 00	1,500 00	1,500 00
City of Beloit.....	131,900 00	6,600 00	6,600 00
<i>County of St. Croix —</i>			
Richmond	12,500 00	No report.	No report.
Stanton	6,250 00	No report.	No report.
Star Prairie	6,210 52	Interest.	Interest.
<i>County of Sauk —</i>			
Baraboo	63,000 00	7,000 00	7,000 00
Excelsior.....	12,500 00	1,250 00	1,250 00
Freedom	7,500 00	750 00	750 00
Greenfield.....	5,000 00	500 00	500 00
Reedsburg.....	25,000 00	2,500 00	2,500 00
Winfield	5,000 00	500 00	500 00

Towns, Cities and Villages — continued.

TOWN, VILLAGE OR CITY.	Indebtedness as per last report.	Amount provided for by the levy of 1877.	Amount provided for by the levy of 1878.
BONDED INDEBTEDNESS — continued.			
<i>County of Sheboygan</i> —	\$	\$	\$
Lyndon	15,000 00	No report.	No report.
Plymouth	13,000 00	No report.	No report.
Sherman	4,500 00	1,500 00	1,500 00
City of Sheboygan....	50,000 00	Interest.	Interest.
<i>County of Trempealeau</i> —			
Arcadia	50,000 00	Interest.	Interest.
Preston	25,000 00	Interest.	2,000 00
<i>County of Vernon</i> —			
Clinton	4,830 00	.....	646 40
Christiana	3,300 00	Interest.	Interest.
Liberty	270 00	270 00	Debt exting'sh'd
Webster	1,200 00	1,200 00	.....
<i>County of Walworth</i> —			
Delavan	47,000 00	Interest.	Interest.
Geneva	55,100 00	2,100 00	2,500 00
<i>County of Washington</i> —			
Village of West Bend .	5,400 00	5,400 00	Debt exting'sh'd
<i>County of Waupaca</i> —			
Scandinavia	8,900 00	700 00	600 00
City of Waupaca.....	35,000 00	No report.	No report.
Town of Waupaca.....	15,000 00	1,250 00	1,250 00
St. Lawrence	15,000 00	Interest.	Interest.
Weyauwega ¹	40,000 00	.....	.....
City of New London ² .	50,000 00	No report.	No report.
<i>County of Waushara</i> —			
Hancock.....	12,500 00	Interest.	Interest.
Plainfield	20,000 00	Interest.	No report.
<i>County of Winnebago</i> —			
City of Menasha ¹	82,500 00	.....	.....
City of Oshkosh	36,800 00	300 00	No report.
Total.....	\$4,723,180 84	\$149,925 86	\$169,863 46

¹ Contested.

² \$200,000 of the bonds have been compromised at fifty per cent.



RETURNS
OF
WISCONSIN RAILROADS
FOR 1878.

Chicago, Milwaukee & St. Paul Railway Company.

REPORT

OF THE

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY,

For the year ending 30th September, 1878.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

NAMES.	OFFICERS.	ADDRESS.
Alexander Mitchell.....	President.....	Milwaukee.
Julius Wadsworth.....	Vice President.....	New York.
R. D. Jennings.....	Secretary.....	Milwaukee.
Jno. W. Cary.....	General Solicitor.....	Milwaukee.
R. D. Jennings.....	Treasurer.....	Milwaukee.
S. S. Merrill.....	General Manager.....	Milwaukee.
Jno. C. Gault.....	Assistant Manager.....	Milwaukee.
D. J. Whittmore.....	Chief Engineer.....	Milwaukee.
A. V. H. Carpenter.....	General Ticket Agent..	Milwaukee.
Wm. G. Swan.....	General Freight Agent..	Milwaukee.
James P. Whaling.....	Auditor.....	Milwaukee.

1. General offices at Milwaukee, Wisconsin.

NAMES OF DIRECTORS.	RESIDENCE.	NAMES OF DIRECTORS.	RESIDENCE.
Alexander Mitchell..	Milwaukee.	J. Millbank.....	New York.
Julius Wadsworth..	New York.	Geo. W. Weld.....	Boston.
S. Chamberlain.....	Cleveland.	A. R. Van Nest...	New York.
Jno. M. Burke.....	New York.	Jno. Plankington..	Milwaukee.
W. S. Gurnee.....	New York.	S. S. Merrill.....	Milwaukee.
Peter Geddes.....	New York.	Jno. Bowman.....	Kilbourn City.
David Dows.....	New York.		

EXECUTIVE COMMITTEE.

Alexander Mitchell.
Julius Wadsworth.S. Chamberlain.
W. S. Gurnee.
Peter Geddes.

Chicago, Milwaukee & St. Paul Railway Company.

FUNDED AND UNFUNDED DEBT.

CLASS OF BONDS.	Date of issue.	Rate of interest.	Where payable.	When payable.	Amount.
Consolidated mortgage bonds.....	1875	7 per cent. ...	New York ...	July 1, 1905...	\$ 7,308,000 00
1st mort.: La Crosse Division bonds.....	1863	7 per cent.	New York ...	Jan. 1, 1893...	6,600,000 00
1st mort.: Iowa & Minn. Division bonds	1867	7 per cent.	New York ...	July 1, 1897...	3,810,000 00
1st mort.: Prairie du Chien Division bonds.....	1868	8 per cent.	New York ...	Feb. 1, 1898...	3,674,000 00
1st mort.: Chicago & Milwaukee Division bonds.	1873	7 per cent.	New York ...	Jan. 1, 1903...	2,500,000 00
1st mort.: St. Paul (or River) Division bonds....	1872	7 per ct., gold.	London	Jan. 1, 1902...	4,000,000 00
1st mort.: Iowa & Dakota Division bonds.....	1869	7 per cent.	New York ...	July 1, 1899...	591,000 00
1st mort.: Hastings & Dakota Division bonds... .	1872	7 per cent.	New York ...	Jan. 1, 1902...	172,000 00
Second mortgage bonds.....	1864	7 per cent.	New York ...	Oct. 1, 1884...	600,000 00
Minnesota Central bonds.....	1864	7 per cent.	New York ...	July 1, 1894...	190,000 00
Milwaukee & Western bonds	1861	7 per cent. ...	New York ...	July 1, 1891...	234,000 00
2d mort.: Prairie du Chien Division bonds.....	1868	7 ³ / ₁₀ per cent. ...	New York ...	Feb. 1, 1898...	1,815,000 00
Equipment and bridge bonds.....	1873	10 per cent.	New York ...	June 1, 883...	12,000 00
Real estate purchase money bonds.....	1864	7 per cent.	New York ...	July 1, 1874, ex	97,500 00
Milwaukee city bonds	1854	7 per cent.	New York ...	Mch 1, 1874...	1,000 00

Chicago, Milwaukee & St. Paul Railway Company.

2. Date of annual election of directors, June.
3. Name and address of person to whom correspondence, concerning this report, should be directed, J. P. Whaling, Auditor, Milwaukee.

CAPITAL STOCK.

1. Capital stock authorized by charter	
2. How many kinds of stock? Two — Common and preferred.	
3. Amount of common stock	\$15,404,261 00
4. Amount of preferred stock	12,279,483 00
5. Total capital stock	\$27,683,744 00
6. Proportion of stock for Wisconsin*	\$13,342,430 00
7. Rate of preference. Preferred stock entitled to 7 per cent. dividend if earned, to the exclusion of common; but common stock is entitled to 7 per cent. before preferred can have more. After that, no preference.	
8. How much <i>common</i> stock has been issued since September 30, 1877. \$5,000.00.	
9. For what purpose? and what was received therefor? In exchange for M. & P. du C. R'y stock.	
10. How much <i>preferred</i> stock has been issued since September 30, 1877? \$5,000.00.	
11. For what purpose? and what was received therefor? In exchange for M. & P. du C. R'y stock.	

FUNDED AND UNFUNDED DEBT.

	Total.	Wisconsin Lines.
1. Describe severally all outstanding classes of bonds, including amounts, dates of issue, interest, where and when payable (see statement p. 76)	\$	\$
2. Amount of debt not secured by mortgage in excess of assets	31,104,500 00	14,991,094 00
3. Total funded debt	None.	None.
4. Net cash realized from bonded debt, above described	31,104,500 00	14,991,094 00
5. Proportion of debt, bonded and floating for Wisconsin		14,991,094 00

* NOTE. — Unless some good reason exists to the contrary, this proportion — and all other estimates of the same character — should be for the miles of road in this State compared with the whole. If made on a different basis, please state the reason therefor.

Chicago, Milwaukee & St. Paul Railway Company.

COST OF ROAD AND EQUIPMENT.

	Total.	Wisconsin Lines.
1. What amount has been expended for right of way, between Sept. 30, 1877, and Sept. 30, 1878	\$ 78,753 14	\$ 22,019 20
2. What for real estate, and for what purpose purchased? Depot grounds, etc		
3. What has been expended in construction between Sept. 30, 1877, and Sept. 30, 1878	1,026,480 64	180,606 01
4. What for improvement.....		
5. What for other items of expense, for construction and equipment	414,876 06	199,953 26
6. What amounts, if any, have been paid for roads or portions of roads, not built by company during the time mentioned.....		
7. Total expended between Sept. 30, 1877, and Sept. 30, 1878.....	1,520,109 84	402,578 47
8. Total cost of entire line, as per last report.....	56,631,466 19	
9. Total cost of entire line to date	58,151,576 03	

EXPENDITURES FOR CONSTRUCTION AND PERMANENT IMPROVEMENTS.

October 1st, 1877, to September 30th, 1878.

DESCRIPTION OF PROPERTY.

	Total.	In Wisconsin.
1. What amounts have been expended for grading between Sept. 30, 1877, and Sept. 30, 1878.....	\$	\$
2. How much for bridges	77,583 81	61,297 37
3. How much for tunnels.....		
4. How much for iron bridges (\$77,583 81).....		
5. How much for wooden bridges.....		
6. How much for ties and tying.....		
7. How much for iron rail, No. miles, ..., lbs wt. per yard.....		
7. How much for steel rail, No. miles, ..., lbs wt. per yard.....	112,234 23	51,070 00
9. How much for chairs, spikes, fish-bar, etc....		
10. How much for laying track.....		

Chicago, Milwaukee & St. Paul Railway Company.

EXPENDITURES — DESCRIPTION OF PROPERTY — continued.

	Total.	In Wisconsin.
	\$	\$
11. How much for passenger and freight stations, etc., No. stations.....	41,635 45	31,752 43
12. How much for engine and car shops, No.....	1,251 14	
13. How much for machine shops, No.....		
14. How much for machinery and fixtures.....		
15. How much for engine houses, No.....	11,166 74	1,033 45
16. How much for car sheds, No.....		
17. How much for turn tables, No.....		
18. How much for track and other scales, No.....		
19. How much for coal sheds and water stations, No.....		
20. How much for fencing, No. miles.....	2,520 49	
21. Construction of Algona extension *.....	689,723 99	
22. How much for locomotives and tenders, No., 12, av. wt. tons.....	82,300 00	
23. How much for snow plows, as per schedule, No., .., av. wt. tons.....		
24. How much for wreckers, No., .., av. wt. tons.....		
25. How much for passenger cars, 1st class, No., 10, av. wt. tons.....	37,100 00	
26. How much for passenger cars, 2d class, No., .., av. wt. tons.....		
27. How much for baggage cars, No., .., av. wt. tons.....	3,050 45	
28. How much for mail cars, No., .., av. wt. tons.....	5,213 74	
29. How much for express cars, No., .., av. wt. tons.....	954 02	199,953 26
30. How much for freight cars, closed, No., 440, av. wt. tons.....	195,696 00	
31. How much for stock cars, No., 100, av. wt. tons.....	47,300 00	
32. How much for platform cars, No., 70, av. wt. tons.....	22,855 00	
33. How much for sleepers, cabooses, etc., No., .., av. wt. tons.....	20,406 85	
34. How much for machinery and tools to accom- pany trains, repair track, etc., used by track- men or others.....		
34. How much for all other property not enum- erated.....	169,118 93	57,471 96
35. Total amount expended between Sept. 30, 1877, and Sept. 30, 1878.....	1,520,109 84	402,578 47

*The Algona extension was opened to Spencer station, 48.3 miles west of Algona, September 16th, 1878.

The Chicago, Milwaukee & St. Paul Railway Co.

CHARACTERISTICS OF ROAD.

LENGTH OF ROAD.

From	To	MILES.		Weight of rail per yd.
		Entire Length.	Length in Wisconsin	
Milwaukee.....	Western Ave., Chicago	82.20	37.60	From 56 lbs. to 60 lbs.
P. C. & St. Louis Junc....	Milw. Ave., Chicago	.40	.....
Kinnickinnic	Bay View.....	.75	.75	
Milwaukee.....	La Crosse.....	196.39	196.39	
Watertown Junction.....	Madison	36.55	36.55	
New Lisbon.....	Necedah	12.86	12.86	
La Crosse Bridge Line.....	.....	1.93	.97
Bridge Junction.....	St. Paul	128.51	.....
Bridge Junction.....	C., D. & M. Junction.	1.00	.....
Milwaukee.....	Portage	95.08	95.08	
Horicon	Berlin.....	42.30	42.30	
Rush Lake.....	Winneconne.....	14.80	14.80	
Spring St. Junction.....	Schwartzburg	5.34	5.34	
Stock yards.....	P. D. C. Div. Junc....	.75	.75	
Milwaukee.....	Prairie du Chien ...	194.40	194.40	
Milton.....	Monroe	42.90	42.90	
McGregor	Minneapolis	215.42	.....
St. Paul Junction.....	St. Paul	5.61	.....
Conover	Decorah.....	8.77	.....
Calmar	Algona.....	126.11	.....
Austin.....	Mason City.....	39.33	.....
Hastings.....	Glencoe	74.14	.....
Sabula.....	Marion.....	86.80	.....
Total .....	.....	1,412.34	680.69

LINES LEASED BY COMPANY ARE AS FOLLOWS:

Oshkosh & Miss River Ry—

From Ripon to Oshkosh. Length, 20 miles.

65 per cent. of gross earnings included in statement on page 83.

The Madison & Portage R. R.—

From Madison to Portage. Length, 39 miles.

Gross earnings from September 1, 1878, included in statement on page 83.

The Dubuque Southwestern R. R—

From Cedar Rapids to Farley. Length, 55 miles.

Gross earning from May 22, 1878, included in statement on page 83.

The Minnesota Midland R. R—

From Wabasha to Zumbrota. Length 59 miles.

Gross earnings from August 18, 1878, included in statement on page 83.

8. Aggregate length of tracks operated by this company *computed as single track*, 1,412.34 miles.

9. Aggregate length of sidings and other track not above enumerated, unknown.

10. Number of junction stations, 33.

11. What is the gauge of your lines? 4 ft. 8½ inches.

The Chicago, Milwaukee & St. Paul Railway Co.

DOINGS OF THE YEAR IN TRANSPORTATION.

CHARACTER OF SERVICE.	Number of persons employed, June, 1878.	Average salary per annum.
		\$
1. Division and assistant superintendents.....	8	2,259 96
Clerks in all offices.....	215	720 00
Master and assistant mechanics.....	2	1,830 00
Conductors.....	178	888 00
Engineers.....	225	1,063 20
Brakemen.....	400	540 00
Flagmen, switch tenders, gate-keepers and watchmen.....	195	519 00
Station agents.....	246	698 64
Section men } Laborers }	2,534	365 40
Other employes.....	2,547	546 60
Total.....	6,550	516 84
MILES.		
	Whole line.	In Wisconsin
2. Number of miles run by passenger trains.....	1,370,839	789,656
3. Number of miles run by freight and mixed trains.....	3,936,904	2,324,505
4. Number of miles run by construction and other trains.....	470,190	172,737
5. Total mileage.....	5,777,933	3,286,898
6. Total number of passengers carried.....	1,370,253	726,023
7. Total number tons freight carried one mile.....	339,220,118	220,283,724
8. Total number passengers carried one mile.....	64,222,683	35,098,865
9. Average distance traveled by each passenger (exclusive of 1,000 and 500 mile tickets).....	44 Miles	44 Miles
MILES PER HOUR.		
10. The highest rate of speed allowed for express and passenger trains.....	30	
11. Schedule of rates of same, including stops.....	20 to 25	
12. The highest rate of speed allowed for mail and accommodation trains.....	25	
13. Schedule of same, including stops.....	20	
14. The highest rate of speed allowed for freight trains.....	12	
15. Schedule rate of same, including stops.....	10	
16. Amount of freight carried per car. Maximum load is 12 tons; our usual maximum load is 10 tons.		

The Chicago, Milwaukee & St. Paul Railway Co.

Doings of the Year in Transportation — continued.

17. TOTAL FREIGHT IN TONS.	Whole line.	In Wisc'nsin
Grain.....	637,162	268,195
Flour.....	207,541	75,683
Provisions.....	29,639	21,802
Salt, cement, water lime and stucco.....	23,230	19,853
Manufactures, including agricultural imple- ments, furniture and wagons.....	30,504	13,435
Live stock.....	79,671	47,907
Lumber and forest products.....	314,192	205,956
Iron, lead and mineral products.....	52,866	32,984
Stone, brick, lime, sand, etc.....	37,616	16,869
Coal.....	88,288	35,395
Merchandise and other articles... ..	474,825	256,301
Total tons.....	1,975,534	994,380

EARNINGS DURING THE YEAR ENDING SEPTEMBER 30, 1878.

MONTHLY EARNINGS FROM ALL SOURCES.

MONTHS.	PASSENGERS		FREIGHT.		MAIL, EXPRESS AND ALL OTHER SOURCES.		TOTALS.	
	Whole line.	Wisconsin.	Whole line.	Wisconsin.	Whole line.	Wisconsin	Whole line.	Wisconsin.
1877.	\$	\$	\$	\$	\$	\$	\$	\$
October.....	189,357 54	101,975 11	911,126 87	611,930 00	35,907 79	23,032 46	1,186,392 20	736,937 57
November.....	152,320 59	82,077 85	671,235 87	443,386 12	40,965 63	26,564 72	864,522 09	552,028 69
December.....	141,787 86	79,826 79	477,947 35	321,243 77	39,393 59	26,147 23	659,128 80	427,217 79
1878.								
January.....	125,118 76	68,239 90	521,023 17	356,410 79	40,995 70	27,605 78	687,137 63	452,256 47
February.....	114,813 19	60,870 66	501,221 72	323,616 76	34,634 59	21,794 64	650,669 50	406,282 06
March.....	168,364 87	84,810 36	445,039 54	277,419 57	34,924 75	21,195 40	648,329 16	383,425 33
April.....	158,602 07	81,950 77	554,756 22	373,230 83	32,796 71	19,310 93	746,155 00	474,492 53
May.....	175,869 76	91,731 31	564,347 32	378,019 54	34,526 78	20,339 42	774,743 86	490,090 27
June.....	171,348 81	88,839 55	409,998 83	261,563 28	34,398 13	20,561 90	615,745 77	370,964 73
July.....	188,911 23	98,255 34	412,261 88	259,491 70	33,887 77	19,325 30	635,060 88	377,072 34
August.....	191,033 50	99,690 15	273,432 60	168,799 76	42,746 99	24,810 28	307,213 09	293,300 19
September.....	238,278 92	116,401 19	385,151 86	248,182 40	38,384 98	22,629 62	661,815 76	387,213 21
Totals.....	2,015,807 10	1,054,668 98	6,127,543 23	4,023,294 52	443,563 41	273,317 68	8,586,913 74	5,351,281 18

Earnings of elevators in Milwaukee are not included in above statement.

Chicago, Milwaukee & St. Paul Railway Co.

Chicago, Milwaukee & St. Paul Railway Co.

	Whole line.	Wisconsin.
	\$	\$
1 Earnings per mile of road.....	6,079 92	7,861 55
2 Earnings per mile of road on freight.....	4,338 58	5,910 61
3 Earnings per mile of road on passengers.....	1,427 28	1,549 41
4 Earnings per train mile run, on freight.....	1 56	*1 73
5 Earnings per train-mile run, on passengers....	1 47	†1 34
6 Of the earnings of the entire line, what is the ratio of the passenger to the freight?.....	1 to	3
7 Average gross earnings per mile [1,412.34; 680.69 miles] of road, exclusive of sidings..	6,079 92	7,861 55
8 Average net earnings per mile [1,412.34; 680.69 miles] of road, exclusive of sidings.....	2,659 93	3,810 38
9 Average net earnings per train-mile.....	71	83

* To arrive at this result, the miles run by freight and mixed trains were used (page 6, question 3).

† To arrive at this result, the miles run by passenger trains were used (page 6, question 2).

EXPENSES DURING YEAR ENDING SEPTEMBER, 30, 1878.

PAYMENTS FOR CURRENT AND OPERATING EXPENSES .

	Belonging to whole line.	Belonging to Wisconsin.
	\$	\$
1. Maintenance of way:		
Repairs of track, including new and re-rolled iron and steel rail in place of old iron rail.....	1,020,107 35	432,938 03
Repairs of bridges.....	107,168 55	44,555 36
Repairs of fences.....	23,675 69	15,165 71
New steel rail, valued only as iron rail *.....	†	†
Other expenses on way.....		
2. Maintenance of buildings.....	81,139 05	47,719 10
3. Maintenance of rolling stock:		
Locomotives.....	301,738 28	188,918 56
Passenger, baggage, mail and exp. cars. {		
Freight cars..... }	436,830 67	274,309 90
Shop tools and machinery.....	25,325 78	19,914 37
4. Conducting transportation, and gen'l expenses:		
Management and general office.....	129,097 03	71,995 42
Foreign agency and advertising.....	53,891 11	31,278 21
Agents and station service.....	677,114 46	418,688 59
Conductor, baggage and brakemen.....	319,811 05	189,964 14
Engineers, firemen and wipers.....	426,118 21	254,491 55
Train and station supplies.....	120,837 77	76,339 56
Fuel consumed.....	588,990 50	359,432 63
Oil and waste.....	57,711 63	35,822 85
Personal expenses (included in other items).....		
Damage to persons.....	19,870 08	9,587 20
Damage to property.....	8,933 27	2,205 31
Loss and damage to freight and baggage....	5,624 53	2,256 15
Legal expenses.....	27,087 13	16,402 30
Other general operating expenses.....	95,620 54	62,789 01

* In substituting steel rail for iron rail, the cost of iron rail only should be charged to operating account, and the excess carried to extraordinary expenses. (See next page.)

† Included in "repairs of track."

Chicago, Milwaukee & St. Paul Railway Co.

Expenses, etc.—continued.

	Belonging to whole line.	Belonging to Wisconsin.
5. Current expenses:		
For taxes.....	\$ 289,224 24	\$ 194,444 38
For insurance.....	14,265 18	8,371 41
Lease or privilege of other roads whose earnings are included in this report, giving name and amounts paid.....		
6. Entire line. Total current operating expenses being 56 per cent of earnings.....	4,830,182 10	.....
Wisconsin. Total current operating expenses being 52 per cent. of earnings.....		2,757,589 74
7. Average operating expenses per mile of road, exclusive of sidings.....	3,419 99	4,051 17
8. Average operating expenses per train-mile....	91	89
9. Excess of earnings over operating and current.....	3,756,731 64	2,593,691 44
10. Cost of maintaining track and bridges per mile run.....	21	15
11. Cost of repairs of engines per mile run.....	06	06
12. Cost of engineers and firemen per mile run....	08	08
13. Cost of oil and waste per mile run.....	01	01
14. Cost of fuel per mile run.....	11	12
PAYMENTS IN ADDITION TO OPERATING EXPENSES.		
15. New steel rail, excess of cost over iron rail, old track.....	112,234 23	51,070 00
16. New rail on new track.....		
17. New equipment.....	414,876 06	199,953 26
18. New bridges.....	77,583 81	61,297 37
19. Real estate bought during the year.....	78,753 14	22,019 20
20. New tools and machinery.....		
21. New buildings.....	54,053 33	32,785 88
For other purposes.....	782,609 27	35,452 76
22. Total paid for new investment on the length of the company's lines since date of last report....	1,520,109 84	402,578 47
23. Amounts paid in cash, stock, bonds, or otherwise, for extensions, new lines and branches, during the year — specify particularly—		
Algona Extension.....\$689,722 99	} Included	in above.
Necedah Branch..... 6,541 84		
Total new investment.....	1,520,109 84	402,578 47

Chicago, Milwaukee & St. Paul Railway Co.

Expenses, etc. — continued.

	Belonging to whole line.	Belonging to Wisconsin.
ADDITIONAL EXPENSES — continued.		
24. For interest on bonds.....	2, 143, 793 06	1, 033, 220 40
25. Dividends — rate, $3\frac{1}{2}$ per cent. — on preferred stock for year 1876	429, 606 90	} 621, 327 45
26. Dividends — rate, $3\frac{1}{2}$ per cent. — on preferred stock for year 1877.....	429, 781 90	
Dividends — rate, $3\frac{1}{2}$ per cent. — on preferred stock for year 1877.	429, 781 90	
Total payments in addition to operating expenses..	3, 432, 963 76	1, 654, 547 85

28. What amount of money have you expended for building roads out of the state, from proceeds arising from business done on your roads in this state?
None.
29. How was amount of dividends paid the past year — cash, stock, or otherwise? Specify amounts and manner of payment.
In cash — Amounts given above.

GENERAL BALANCE SHEET, 1st OF OCTOBER, 1878.

[All lines owned by company in Illinois, Wisconsin, Iowa and Minnesota.]

ASSETS.	Dollars.		Cts.	LIABILITIES.	Dollars.		Cts.
Cost of road.....	58,151,576		03	Capital stock, preferred.....	12,279,488		00
Bonds and stock of other roads.....	2,462,096		89	Capital stock, common.....	15,404,261		00
Stock of material on hand.....	166,100		91	Bonds outstanding.....	31,104,500		00
Cash on hand.....	61,869		28	Incumbrances assumed.....	6,885		00
Bills receivable.....	14,369		22	Unpaid pay-roll and bills.....	481,995		71
Due from agents, other companies, etc., "current balances".....	623,112		25	Dividends and interest unclaimed.....	26,725		75
				Coupon ticket account.....	58,779		27
				Due other companies, etc., "current balances"	249,848		98
				Income account.....	1,866,645		87
	61,479,124		58		61,479,124		58

Chicago, Milwaukee & St. Paul Railway Co.

Chicago, Milwaukee & St. Paul Railway Co.

1. What regulations govern your employes in regard to crossings of other railroads, and are they found to be sufficient?
All engines, with or without trains, are obliged to stop dead within 400 feet of all railroad crossings, and not proceed until track is clear. Sufficient.
2. What regulations govern your employes in regard to crossings of public highways? And are these regulations found to be sufficient?
Whistling posts are set 80 rods each side of public highways, and all locomotives must blow whistle at these points and ring bell, until highway is crossed. Sufficient.
3. What platform and coupler between passenger cars do you use?
Miller's.
4. What kind of brakes do you use on passenger trains?
Air brakes. Hand brakes.

U. S. MAIL.

5. What is the compensation paid you by the U. S. government for the transportation of its mails, and on what terms of service?

FROM.	To.	Rate per mile per annum.
		\$
Chicago	Milwaukee	250 00
Milwaukee	La Crosse	243 00
Watertown	Madison	50 00
Winona	Saint Paul	178 00
Milwaukee	Prairie du Chien	125 00
Milton	Monroe	58 00
North McGregor	Minneapolis	87 00
Conover	Decorah	55 00
Calmar	Algona	45 60
Austin	Mason City	50 00
Milwaukee	Berlin	72 00
Horicon	Portage	50 00
Nepeuskin	Winneconne	45 00
Winona	La Crescent	178 00
Hastings	Glencoe	28 80
Ripon	Oshkosh	50 00
Sabula	Marion	50 00
Madison	Portage	45 00

EXPRESS COMPANIES.

6. What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies?
 Am. Express Co., \$300 per day. } All lines operated by company ex-
 U. S. Express Co., \$200 per day. } cepting the West'n Union Division
 (Freights taken at depots.) } and the Minnesota Midland R'y.

Chicago, Milwaukee & St. Paul Railway Co.

TRANSPORTATION COMPANIES.

7. What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, etc.? Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so, in what particular?

The freight cars of all connecting roads or fast freight lines occasionally pass over our road when containing through freight, but no special preference is given to freight therein, either in way of speed of transit, or rates charged for transportation. The cars of this company also pass over the track of connecting roads, when the interests of traffic so require.

SLEEPING CARS.

8. Do sleeping or dining cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates?

We have no dining cars, and use sleepers of the Chicago, Milwaukee & St. Paul Railway Co. Additional charges for accommodation in sleepers are: between Chicago and Milwaukee and La Crosse and Prairie du Chien, \$1.50; between Chicago and Milwaukee and St. Paul and Minneapolis, \$2.00.

ADDITIONAL QUESTIONS.

9. Have you acquired any additional chartered rights or privileges under the special or general laws of this state, directly or indirectly, since your last report?

No.

10. Have you acquired any such additional rights or privileges under the laws, general or special, of any other state, since your last report?

The state of Iowa, in March last, conferred a land grant upon this company to aid in building a railroad from Algona to Sheldon, Iowa, 84½ miles, and by special law authorized this company to condemn right of way for that purpose. By the general laws of that state, passed in March last, the right to exercise the power of eminent domain was conferred upon all companies owning railroads in that state.

11. Have you acquired any lines in or out of this state, by purchase, lease, consolidation or otherwise, since your last report? If yes, give full particulars relating thereto, including length of line, location thereof, at what point or place connection is made with old line; terms of purchase or lease, and a brief statement of reasons for making such purchase, or lease, and whether made by consent of stockholders?

We have acquired by lease The Dubuque Southwestern R. R. of Iowa; The Minnesota Midland Railway of Minnesota and the Madison & Portage R. R. in Wisconsin see answer on Page 5; Dubuque, Southwestern connects with our line at Marion. A gross sum is paid in each case as rental. The leases were made for the reason it was for the interest of this company to make, and by consent of stockholders.

12. Do you, by purchase or ownership of capital stock, or in any other manner, control any other railroad corporation owning or having under its control a parallel or competing line?

No.

Chicago, Milwaukee & St. Paul Railway Co.

12. Does any officer of your company act as the officer of any other railroad corporation, owning or having the control of a parallel or competing line?
No.
14. What running arrangements have you with other railroad companies, setting forth the contracts for the same, made since the date of your last report?
None.
15. Have you such arrangements with other railroad companies crossing or connecting with your lines, as enables passengers to make close connections with trains on such lines, at all such crossing or connecting points? If so when were such arrangements made? If not at all such points, state at what points such connections are not made, and the reasons therefor.
It has always been our aim to make connection with all roads which we cross, and have done so whenever it was practicable. The connections between our trains, and those of other roads during the past three years have been more perfect than ever before. A few unimportant connections are never made for the reason that it is not possible for us to make them.
16. Have any swamp or other state lands been granted your company since the date of your last report? If so; how many acres?
No.
17. Have any United States lands been granted to your company, directly or indirectly, since the date of your last report? What number acres received by your company, directly or indirectly, since date of last report?
No.
18. What number acres sold and conveyed since date of your last report?
None.
19. Average price, per acre, realized?
None.
20. To what corporations have you sold land? How much, and what price, since the date of your last report?
None.
21. Number of acres now held by company?
None.
22. Average price asked for lands now held by company?
None.
23. Value of donations of right of way or other real estate received since the date of your last report?
None.
24. Amount of city, county and town aid granted to company in exchange for stock, or otherwise? specify particulars since date of last report.
None.
25. Total cash amount realized from such aid since date of your last report?
Nothing.
26. Amount of land sold but not conveyed, under contracts now in force?
None.
27. The whole amount of cash, principal and interest, received for lands hitherto sold and conveyed, since date of last report?
None.
28. Whole amount of cash received, principal and interest, on outstanding contracts in force, since date of last report?
None.
29. Whole amount of cash received, principal and interest, on contracts forfeited, since date of last report?
None.

Chicago, Milwaukee & St. Paul Railway Co.

30. Whole amount of cash received for stumpage, trespasses, etc., since date of last report?
None.
31. What have been your total receipts from lands sold, and contracted to be sold, since the date of last report?
None.
32. What is the aggregate sum of receipts on account of lands, from all sources whatever, up to the present time?
None.
33. What is the amount now due the Company on lands sold or contracted to be sold?
None.
34. Are there any terminal points or places, on your lines in, or out, of this state, to and from which the larger portion of the freight transported on your lines is carried? If so, name them.
Chicago, Milwaukee, La Crosse, St. Paul, Minneapolis and Prairie du Chien.
35. Have you made any advance in the rates of freight, from stations on your lines, to such terminal points since the enactment of chapter 57, of the laws of 1876?
No change in rates between Wisconsin State terminals.
36. Have you made any reductions in such rates, from any stations, since the passage of said chapter?
Same answer as to No. 35.
If you answer either of the questions in the affirmative, annex to your reply schedules, naming the stations, with distance and rates in force at the time, and since the passage of said chapter, on 1st, 2d, 3d and 4th class of freight, and upon flour, grain, live stock, agricultural implements, salt and coal.
37. *Have you made such advance or reduction on your rates of freight between other stations on your lines? If yes, annex a schedule to your reply, showing what the advance or reduction has been on the articles above named.
Have made no change.
38. What is your present tariff per mile for passengers, both through and local?
Four cents per mile, both through and local, except where shorter lines reduce our rates, and except for passengers buying round trip tickets.
39. What proportion of the passengers carried by you, in this State, purchase round-trip tickets? And what proportion purchase 500-mile tickets?
Total sales at Wisconsin stations to points in the State during the year were: Locals, 142,221; Round-trip, 160,388; 500-mile, 1,971.
40. Have you made any advance in the rates of freight for lumber, since the passage of chapter 57, of the laws of 1876? If so, annex to your reply a schedule, naming the stations and rates in force both at the time and since the passage of said chapter.
No advance from schedule furnished with Report for 1876.
41. Has your Company any rule governing conductors, engineers and trainmen concerning the use of intoxicating liquors? *If so, what is it, and is it enforced?*
It is a rule of the company not to employ or retain in service, men who make an immoderate use of intoxicating liquors, and this rule is enforced.

*The "distance tariff," with both rates noted thereon, will be a sufficient answer.

ACCIDENTS.

No. of Accidents.	STATEMENT OF EACH ACCIDENT.												DAMAGES PAID.	
	Give name of person, date and place of accident.			PASSENGERS.		EMPLOYES.				OTHERS.				
				From causes beyond their control.	By their own mis-conduct or want of caution.	From causes beyond their control.	By their own mis-conduct or want of caution.	From causes beyond their control.	By their own mis-conduct or want of caution.	Kill.	Inj.			
Name.	Date.	Place of accident.	Kill.	Inj.	Kill.	Inj.	Kill.	Inj.	Kill.	Inj.	Kill.	Inj.		
1	C. Barney	Oct. 2, 1877	La Crosse.....							1				Time and ex.
2	J. D. McCarty	Oct. 8, 1877	Rio.....							1				Time and ex.
3	M. Higgins	Oct. 10, 1877	Whitewater.....							1				Time and ex.
4	Jno. Daisey	Oct. 12, 1877	Columbus									1		Expenses.
5	F. B. Bradford	Oct. 20, 1878	Madison							1				
6	Geo. Anderson	Oct. 18, 1877	Arena			1								
7	E. Richardson	Oct. 19, 1877	West Salem									1		
8	F. Field	Oct. 19, 1877	Milton							1				Time and ex.
9	Fred Myers	Oct. 25, 1877	Milwaukee									1		Expenses.
10	C. H. Graceson.....	Oct. 29, 1877	Watertown Jct.							1				Time and ex.
11	J. M. Robinson.....	Nov. 3, 1877	Brandon							1				Time and ex.
12	Sidney Roberts.....	Nov. 6, 1877	Gravel Pit.....										1	
13	Jno. Dorce	Nov. 7, 1877	Milwaukee										1	Expenses
14	M. Fitzmorris	Nov. 9, 1877	Ripon.....						1					Time and \$1,300
15	Henry Luby	Nov. 12, 1877	Boscobel							1				Time and ex.
16	Walter Parish.....	Nov. 14, 1877	Waukesha.....							1				Exps and \$300.
17	Henry O'Brien.....	Oct. 14, 1877	Oconomowoc...										1	\$67.50 and ex.

Chicago, Milwaukee & St. Paul Railway Co.

Chicago, Milwaukee & St. Paul Railway Co.

18	Carl Sperling.....	Oct. 30, 1877	Milwaukee	1				Time and ex.
19	Henry Doolin.....	Nov. 1, 1877	Avoca.....	1				Time and ex.
20	Jno. Kiley.....	Nov. 6, 1877	Kilbourn.....	1				Time and ex.
21	Jno. Quirn.....	Nov. 8, 1877	Tomah.....	1				Time and ex.
22	I. H. Sage.....	Nov. 15, 1877	Boscobel.....	1				Time and ex.
23	Sam'l Wilcox.....	Nov. 20, 1877	Fox Lake.....	1				Time and ex.
24	Rich'd Lees.....	Nov. 26, 1877	Milton.....	1				
25	W. H. Kinzie.....	Nov. 30, 1877	Mazomanie.....	1				Time and ex.
26	Wm. Arntz.....	Nov. 30, 1877	Lyndon.....				1	Expenses.
27	Jno. Foster.....	Dec. 3, 1877	Columbus.....	1				
28	J. H. Dahl.....	Dec. 10, 1877	Stock Yards.....	1				Time and ex.
29	Albert Jones.....	Dec. 12, 1877	Greenfield.....		1			Expenses.
30	S. A. Speed.....	Nov. 30, 1877	Necedah.....	1				Time and ex.
31	L. Fraulick.....	Jan. 5, 1878	Elm Grove.....				1	
32	H. Hanley.....	Jan. 15, 1878	Milwaukee.....	1				Time and ex.
33	Wm. Rae.....	Jan. 17, 1878	Black Earth.....	1				Time and ex.
34	Unknown.....	Jan. 19, 1878	Elm Grove.....				1	
35	L. B. Thurber.....	Jan. 16, 1878	Muscoda.....	1				
36	Chas. Reeves.....	Jan. 19, 1878	Eagle.....				1	
37	S. W. Powers.....	Jan. 23, 1878	Milwaukee.....	1				Time and ex.
38	O. C. Culp.....	Jan. 24, 1878	Madison.....	1				
39	Anna M. Mortel.....	Feb. 6, 1878	Oshkosh.....				1	
40	Carrie Neusteffin.....	Feb. 6, 1878	Oshkosh.....				1	
41	M. Lastofka.....	Feb. 10, 1878	Milwaukee.....	1				Exps. and \$800.
42	Chas. C. Fry.....	Feb. 15, 1878	Boscobel.....	1				Time and ex.
43	W. H. Foster.....	Feb. 19, 1878	Wauwatosa.....	1				Time and ex.
44	H. W. McKenzie.....	Feb. 20, 1878	Lone Rock.....	1				Time, ex. \$1,750
45	Jno. Keys.....	Feb. 22, 1878	Arena.....	1				Time and ex.
46	M. McManaman.....	Mar. 1, 1878	Brookfield.....	1				Time and ex.
47	A. McDermott.....	Mar. 5, 1878	Columbus.....	1				Time and ex.
48	Thos Cloonan.....	Mar. 14, 1878	Janesville.....	1				
49	Geo. Walman.....	Mar. 26, 1878	Milwaukee.....				1	Expenses.
50	E. Jennings.....	Mar. 27, 1878	Hartford.....	1				
51	A. Hagan.....	Apl. 2, 1878	Milwaukee.....				1	
52	E. Phillips.....	Apl. 4, 1878	Greenfield.....	1				
53	Peter Huber.....	Apl. 7, 1878	Milwaukee.....	1				Time and ex.

Chicago, Milwaukee & St. Paul Railway Company.

1. Of the above accidents, those numbered as follows were caused by broken rails.
Total No. None.
2. Of the above accidents those numbered as follows were caused by INATTENTION OF EMPLOYEES:
Total No. Can not state.
3. Of the above accidents those numbered as follows were caused by COLLISIONS not properly coming under 2:
Total No. None.
4. Of the above accidents those numbered as follows were caused by explosions:
None.
5. Amount paid as damages caused by fire from locomotives. (Wisconsin)
\$193.30.

NUMBER AND KIND OF FARM-ANIMALS KILLED, AND AMOUNT OF DAMAGES PAID THERE FOR (IN WISCONSIN).

	Number killed.	Amount paid.
1. Cattle	59	\$1, 123 30
2. Horses	12	562 50
3. Mules		
4. Sheep	60	80 00
5. Hogs	9	60 00
6. Total.....	140	\$1, 825 80

7. Amount claimed yet unsettled. or in litigation.

REMARKS.

The statement of accidents, as shown on page 16 of this report, is full and complete, comprising all accidents on the companies' lines in the state of Wisconsin that have been reported for the year ending Sept. 30th, 1878. A very large proportion of the injuries to persons were of the most trivial nature.

STATE OF WISCONSIN,—*County of Milwaukee*—ss.

S. S. Merrill, General Manager, and R. D. Jennings, Secretary and Treasurer of the Chicago, Milwaukee and Saint Paul Railway Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having examined the same declare them to be a true, full and correct statement of the condition and affairs of said company, on the first day of October, A. D. 1878, to the best of their knowledge and belief.

[SEAL.]

Signed,
S. S. MERRILL,
General Manager.
R. D. JENNINGS,
Secretary and Treasurer.

Subscribed and sworn to before me, a notary public, this twenty-seventh day of November, A. D. 1878.

[SEAL.]

GEO. A. PARKER,
Notary Public.

Western Union Railroad Company.

REPORT
OF THE
WESTERN UNION RAILROAD COMPANY,

For the year ending 30th September.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

NAMES.	Officers.	Address.	Salaries.
			\$
Alex. Mitchell.....	President	Milwaukee, Wis...	1,000 00
S. S. Merrill	1st Vice President..	Milwaukee, Wis...	1,000 00
F. G. Ranney.....	Sec'y and Treasurer	Milwaukee, Wis...	1,500 00
H. T. Fuller	Solicitor	Racine.....	3,000 00
	General manager		
D. A. Olin.....	Gen. Superintendent	Racine, Wis.....	4,000 00
	Chief Engineer		
Fred. Wild	Gen. Ticket Ag't }	Racine, Wis	2,500 00
.... do	Gen. Freight Ag't }		
P. Tyrrell	Auditor	Racine, Wis	2,500 00
Total salaries.....			15,500 00

1. General offices at ———.

Names of Directors.	Residence.	Names of Directors.	Residence.
Alex. Mitchell.....	Milwaukee.	Jno. Plankinton ...	Milwaukee.
S. S. Merrill	Milwaukee.	W. S. Gurnee.....	New York, N. Y.
Jno. W. Cary	Milwaukee.	H. T. Fuller.....	Racine, Wis.
Hans Crocker	Milwaukee.	D. W. Dame.....	Lanark, Ill.
J. L. Mitchell	Milwaukee.	E. P. Barton	Freeport, Ill.
Jno. Johnston	Milwaukee.		

Executive committee, none.

2. Date of annual election of directors, second Wednesday in October.

3. Name and address of person to whom correspondence, concerning this report, should be directed, P. Tyrrell, Racine.

Western Union Railroad Company.

CAPITAL STOCK.

1. Capital stock authorized by charter purchase.....	\$4,000,000 00
2. How many kinds of stock? One.	
3. Amount of common stock.....	4,000,000 00
4. Amount of preferred stock. None.	
5. Total capital stock.....	\$4,000,000 00
6. *Proportion of stock for Wisconsin.....	\$1,601,881 00
7. Rate of preference.	
8. How much <i>common</i> stock has been issued since Sept. 30th, 1877? None.	

FUNDED AND UNFUNDED DEBT.

	Total.	Wisconsin Lines.
1. Describe severally all outstanding classes of bonds, including amounts, dates of issue, interest, where and when payable: First mortgage due February 1, 1896. Interest, 7 per cent., payable in New York semi-annually—Feb. 1 and Aug. 1.....	\$ 3,500,000 00	\$ 1,401,645 00
2. Amount of debt not secured by mortgage ..	336,307 46	134,522 98
3. Total funded debt	3,836,307 46	1,536,167 98
4. Net cash realized from bonded debt, above described		
5. Proportion of debt, bonded and floating for Wisconsin ..		1,536,167 98

*NOTE — Unless some good reason exists to the contrary, this proportion—and all other estimates of the same character—should be for the miles of road in this state compared with the whole. If made on a different basis please state the reasons therefor.

Western Union Railroad Company.

COST OF ROAD AND EQUIPMENT.

	Total.	Wisconsin Lines.
1. What amount has been expended for right of way, between Sept. 30, 1877, and Sept. 30, 1878.....	\$ 2,331 94	\$ 1,611 37
2. What for real estate, and for what purpose purchased		
3. What has been expended in construction between Sept. 30, 1877, and Sept. 30, 1878..		
4. What for improvement.....		
5. What for other items of expense, for construction and equipment? Equipment...	32,062 50	12,825 00
6. What amounts, if any, have been paid for roads or portions of roads, not built by company during the time mentioned.....		
7. Total expended between Sept. 30, 1877, and Sept. 30, 1878.....	34,394 44	14,436 37
8. Total cost of entire line, as per last report	8,044,068 96	3,221,408 00
9. Total cost of entire line to date	8,078,463 40	3,235,844 37

Western Union Railroad Company.

ORIGINAL COST AND PRESENT ESTIMATED VALUE OF
TOTAL PROPERTY IN THIS STATE.

DESCRIPTION OF PROPERTY.

	Total.	In Wis. consin.
1. What amounts have been expended for grading between Sept. 30, 1877, and Sept. 30, 1878 2. How much for bridges 3. How much for tunnels 4. How much for iron bridges 5. How much for wooden bridges 6. How much for ties and tying 7. How much for iron rail, No. miles, . . . , lbs wt. per yard ... 7. How much for steel rail, No. miles. . . , lbs wt. per yard ... 9. How much for chairs, spikes, fish-bar, etc ... 10. How much for laying track 11. How much for passenger and freight stations, etc., No. stations 12. How much for engine and car shops, No. 13. How much for machine shops, No. 14. How much for machinery and fixtures 15. How much for engine houses, No. 16. How much for car sheds, No. 17. How much for turn tables, No. 18. How much for track and other scales, No. 19. How much for coal sheds and water stations, No. 20. How much for fencing, No. miles 21. Construction of Algona extension 22. How much for locomotives and tenders, No., . . . , av. wt. tons 23. How much for snow plows, as per schedule, No. . . . , av. wt. tons 24. How much for wreckers, No., . . . , av. wt. tons 25. How much for passenger cars, 1st class, No. . . . , av. wt. tons 26. How much for passenger cars, 2d class, No. . . . , av. wt. tons 27. How much for baggage cars, No. . . . , av. wt. tons 28. How much for mail cars, No. . . . , av. wt. tons 29. How much for express cars, No. . . . , av. wt. tons 30. How much for freight cars, closed, No. . . . , av. wt. tons... 31. How much for stock cars, No., 100, av. wt. tons 32. How much for platform cars, No. . . . , av. wt. tons 33. How much for sleepers, cabooses, etc., No. . . . , av. wt. tons.. 34. How much for machinery and tools to accompany trains, repair track, etc., used by trackmen or others 34. How much for all other property not enumerated	We have nothing under this head — understanding	it to mean new construction on new road.
35. Total amount expended between Sept. 30, 1877, and Sept. 30, 1878.....		

Western Union Railroad Company.

CHARACTERISTICS OF ROAD.

LENGTH OF ROAD.

	MILES.		Weight of rail per yd.
	Entire Length.	Length in Wisconsin	
1. Length of main line of road from Racine, Wis., to Port Byron Junction, Ill.	192.00	68.70	Lbs. 56
2. Length of double track on main line.....			
* BRANCHES — Name each.			
3. Length of branch.....			
From Elkhorn to Eagle, Wis. Length of double track on branch.....	16.50	16.50	56
4. Length of branch.....			
From Watertown, Wis., to Hampton Coal mines, Ill. Length of double track on branch.....	4.25		
5. Length of branch.....			
From _____ to _____. Length of double track on branch.....			
6. Length of branch.....			
From _____ to _____. Length of double track on branch.....			
7. Total length of main line and branches...	212.75	85.20	...

8. Aggregate length of tracks operated by this company *computed as single track.*

212.75 miles.

9. Aggregate length of sidings and other track not above enumerated.

26.18 miles.

10. Number of junction stations.

Nine.

11. What is the gauge of your lines?

Four feet, eight and one-half inches.

* NOTE. — This includes leased lines — designating them as such — the earnings, expenses, etc., of which are given in this report.

Western Union Railroad Company.

DOINGS OF THE YEAR IN TRANSPORTATION.

CHARACTER OF SERVICE.

	Number of persons employed.	Average sal- ary per an- num.
		\$
1. Division and assistant superintendents.....	1	1,380 00
Clerks in all offices.....	49	577 02
Master and assistant mechanics.....	4	1,277 50
Conductors.....	26	851 01
Engineers.....	31	1,026 17
Brakemen.....	52	544 85
Flagmen, switch tenders, gate-keepers and watchmen.....	17	437 92
Station agents.....	46	666 10
Section men.....	208	341 28
Laborers.....	69	396 23
Other employes.....	198	602 82
Total.....	701	372,804 50
MILES.		
	Whole line.	In Wisc'nsin
2. Number of miles run by passenger trains.....	286,102	120,654
3. Number of miles run by freight and mixed trains.....	544,627	243,707
4. Number of miles run by construction and other trains.....	39,875	17,204
5. Total mileage.....	870,604	381,565
6. Total number of passengers carried... ..	239,094	115,268
7. Total number tons freight carried one mile....	45,105,413	23,359,737
8. Total number passengers carried one mile....	6,467,605	2,697,539
9. Average distance traveled by each passenger.....		
MILES PER HOUR.		
10. The highest rate of speed allowed for express and passenger trains.....	25	25
11. Schedule of rates of same, including stops....	20	20
12. The highest rate of speed allowed for mail and accommodation trains.....		
13. Schedule of same, including stops.....		
14. The highest rate of speed allowed for freight trains.....	15	15
15. Schedule rate of same, including stops.....	10	10
16. Amount of freight carried per car.....	7.62 tons.	7.62 tons.

*Western Union Railroad Company.**Doings of the Year in Transportation—continued.*

17. TOTAL FREIGHT IN TONS.	Whole line.	In Wisc'nsin
Grain.....	139,482	133,445
Flour.....	3,936	3,336
Provisions.....	9,271	2,969
Salt, cement, water lime and stucco.....	11,339	5,619
Manufactures, including agricultural imple- ments, furniture and wagons.....	12,165	10,467
Live stock.....	29,302	13,332
Lumber and forest products.....	89,949	88,841
Iron, lead and mineral products.....	1,858	1,843
Stone, brick, lime, sand, etc.....	2,809	1,930
Coal.....	95,728	15,339
Merchandise and other articles.....	66,502	54,756
Total tons.....	462,341	331,877

EARNINGS DURING THE YEAR ENDING SEPTEMBER 30, 1878.

MONTHLY EARNINGS FROM ALL SOURCES.

MONTHS.	PASSENGERS		FREIGHT.		MAIL, EXPRESS AND ALL OTHER SOURCES.		TOTALS.	
	Whole line.	Wisconsin.	Whole line.	Wisconsin.	Whole line.	Wisconsin.	Whole line.	Wisconsin.
1877.	\$	\$	\$	\$	\$	\$	\$	\$
October.....	19,634 67	7,142 47	98,076 79	54,289 60	4,187 31	1,095 47	121,898 77	62,527 54
November.....	16,966 22	6,009 46	71,578 00	37,333 84	3,690 22	1,028 56	92,234 44	44,371 86
December.....	17,711 39	6,992 49	61,833 09	29,666 41	3,383 76	948 84	82,928 24	37,607 74
1878.								
January.....	16,010 54	6,027 69	67,654 63	33,316 02	3,858 75	1,000 04	87,523 92	40,343 75
February.....	15,054 36	5,338 01	49,287 54	23,375 62	3,739 75	988 41	68,081 65	29,702 04
March.....	20,380 62	7,527 27	50,814 00	22,615 04	3,404 62	1,022 60	74,599 24	31,164 91
April.....	15,994 96	6,060 06	59,816 21	30,941 11	3,414 74	1,011 73	29,225 91	38,012 90
May.....	16,570 76	6,406 40	76,381 67	43,303 37	3,829 38	1,024 35	96,781 81	50,734 12
June.....	16,767 58	6,809 79	51,113 51	28,921 66	3,558 31	975 54	71,439 40	36,706 99
July.....	18,357 87	7,992 37	46,785 71	25,379 21	3,740 95	1,019 86	68,884 53	34,391 44
August.....	19,756 18	8,561 59	78,208 79	43,904 14	4,323 44	1,035 55	102,288 41	53,501 28
September.....	25,749 19	9,289 12	91,553 64	49,913 79	4,465 05	1,050 80	121,767 88	60,255 71
Totals.....	218,954 34	84,156 72	803,103 58	422,959 81	45,596 28	12,201 75	1,067,654 20	519,318 28

Western Union Railroad Company.

*Western Union Railroad Company.**Earnings, etc. — continued.*

	Whole line.	Wisconsin.
1 Earnings per mile of road (whole line 212.75 miles, Wis. 85.20 miles).....	\$ 5,018 35	\$ 6,095 28
2 Earnings per mile of road on freight (whole line 212.75 miles, Wis. 85.20 miles).....	3,774 87	4,964 32
3 Earnings per mile of road on passengers (whole line 212.75 miles, Wis. 85.20 miles).....	1,029 16	987 75
4 Earnings per train mile run, on freight (whole line 544,627 miles, Wis. 243,707 miles)	1 47	1 74
5 Earnings per train-mile run, on passengers (whole line 286,102 miles, Wis. 120,654 miles)	77	69
6 Of the earnings of the entire line, what is the ratio of the passenger to the freight?.....	1 to 3.67	1 to 5.02
7 Average gross earnings per mile [212.75 miles] of road, exclusive of sidings (85.20 Wis....)	5,018 35	6,095 28
8 Average net earnings per mile [212.75 miles] of road, exclusive of sidings (85.20 Wis).....	1,480 79	2,676 02
9 Average net earnings per train-mile (whole line 830,729 miles, Wis. 364,361 miles).....	36.64	62.57

EXPENSES DURING YEAR ENDING SEPTEMBER 30, 1878.

PAYMENTS FOR CURRENT AND OPERATING EXPENSES .

	Belonging to whole line.	Belonging to Wisconsin.
1. Maintenance of way:	\$	\$
Repairs of track, including new and re-rolled iron and rail in place of old iron rail.	191,159 41	61,439 12
Repairs of bridges.....	38,300 56	5,269 86
Repairs of fences.....	5,059 90	2,100 45
New steel rail, valued only as iron rail *.....	.....	.....
Other expenses on way.....	.....	.....
2. Maintenance of buildings.....	6,687 19	1,952 85
3. Maintenance of rolling stock:		
Locomotives.....	57,365 83	23,095 53
Passenger, baggage, mail and exp. cars....	21,258 00	8,935 47
Freight cars.....	45,416 08	18,279 97
Shop tools and machinery.....	5,303 73	2,121 49
4. Conducting transportation, and gen'l expenses:		
Management and general office.....	25,552 74	10,221 09
Foreign agency and advertising.....	3,137 13	1,254 85
Agents and station service.....	62,763 06	26,251 26
Conductor, baggage and brakemen.....	52,256 30	20,902 52
Engineers, firemen and wipers.....	60,975 31	24,695 01
Train and station supplies.....	15,188 56	6,075 42
Fuel consumed.....	62,787 93	25,820 41

* In substituting steel rail for iron rail, the cost of iron rail only should be charged to operating account, and the excess carried to extraordinary expenses. (See next page.)

Western Union Railroad Company.

Expenses, etc.—continued.

	Belonging to whole line.	Belonging to Wisconsin.
4. Conducting transportation, and gen'l expenses:	\$	\$
Oil and waste.....	8,668 24	3,569 47
Personal expenses (included in other items).....		
Damage to persons.....	928 96	589 46
Damage to property.....	1,075 00	10 00
Loss and damage to freight and baggage....	525 21	133 52
Miscellaneous expenses.....	2,002 84	801 14
Legal expenses.....	4,646 32	1,858 53
Savanna transfer.....	12,470 79	
Car service.....	9,563 40	3,825 36
5. Current expenses:		
For taxes.....	28,099 65	16,411 74
For insurance.....	2,248 26	899 30
Track service.....	39,812 40	24,812 40
Lease or privilege of other roads whose earnings are included in this report, giving name and amounts paid.....		
6. Total current operating expenses being 71.5 per cent. of earnings.....	763,252 80	291,321 22
7. Average operating expenses per mile of road, exclusive of sidings (whole line 212.75 miles, Wis. 85.20 miles).....	3,587 56	3,419 26
8. Average operating expenses per train mile* (whole line 830,729 miles, Wis. 364,361 miles).....	92	80
9. Excess of earnings over operating and current expenses.....	304,401 40	227,997 06
10. Cost of maintaining track and bridges per mile run (whole line 830,729 miles, Wis. 364,361 miles)*.....	.2762	.1831
11. Cost of repairs of engines per mile run (whole line 830,729 miles, Wis. 364,361 miles)*.....	.0691	.0634
12. Cost of engineers, firemen and wipers per mile run (whole line, 830,729 miles, Wis. 364,361 miles)*.....	.0734	.0678
13. Cost of oil and waste per mile run (whole line 830,729 miles, Wis. 364,361 miles)*.....	.014	.0098
14. Cost of fuel per mile run (whole line 830,729 miles, Wis. 364,361 miles)*.....	.0756	.079
PAYMENTS IN ADDITION TO OPERATING EXPENSES.		
15. New steel rail, excess of cost over iron rail, old track. No steel rails.....		
16. New rail on new track. None.....		
17. New equipment.....	32,062 50	12,825 00
18. New bridges and culverts (not including replacements).....		

* Mileage of construction trains omitted.

Western Union Railroad Company.

Payments in Addition to Operating Expenses — continued.

	Belonging to whole line.	Belonging to Wisconsin.
	\$	\$
19. Real estate bought during the year (right of way)	2,331 94	1,611 37
20. New tools and machinery.....		
21. New buildings.....		
22. Total paid for new investment on the length of the company's lines since date of last report.....		
23. Amounts paid in cash, stock, bonds, or other- wise, for extensions, new lines and branches, during the past year — specify particularly—		
24. Interest and exchange.....	3,019 07	1,207 63
25. Guaranty to Racine elevator.....	24,870 02	24,870 02
26. For interest on bonds.....	244,895 00	97,958 00
27. Dividends — rate — per cent. — on preferred stock; no dividend.....		
28. Dividends — rate — per cent. — on common stock; no dividends.....		
Total payments in addition to operating ex- penses.....	307,178 53	138,472 02
29. What amount of money have you expended for building roads out of the State, from pro- ceeds arising from business done on your roads in this State. None.....		
30. How was amount of dividends paid the last year — cash, stock, or otherwise? Specify amounts and manner of payment. No divi- dends.....		

GENERAL BALANCE SHEET, 1st OF OCTOBER, 1878.

ASSETS.	Dollars. Cts.		LIABILITIES.	Dollars. Cts	
Cost of road.....	7,000,000	00	First mortgage bonds.....	3,500,000	00
Construction and equippage.....	1,078,463	40	Common stock.....	4,000,000	00
Materials and fuel on hand.....	51,224	80	Due railroad and other companies.....	266,449	62
Due from railroad and other companies.....	11,097	17	Unpaid vouchers and pay rolls.....	69,857	84
U. S. Government post office department....	3,241	60	Ba'ance to income account.....	312,963	81
Due from agents.....	5,244	80			
	8,149,271	27		8,149,271	27

Western Union Railroad Company.

Western Union Railroad Company.

1. What regulations govern your employes in regard to crossings of other railroads, and are they found to be sufficient?
All trains come to a full stop before crossing other railroads, and four hundred feet from the same; the regulation is found sufficient.
2. What regulations govern your employes in regard to crossings of public highways? And are these regulations found to be sufficient?
Our time table rules require the engine bell to be rung and the whistle sounded before crossing public highways, and we find them sufficient for the purpose.
3. What platform and coupler between passenger cars do you use?
The "Miller" platform and coupler.
4. What kind of brakes do you use on passenger trains?
The "Westinghouse" air brake with automatic attachment.

U. S. MAIL.

5. What is the compensation paid you by the U.S. government for the transportation of its mails, and on what terms of service?
\$12,954.96 per annum for two trains each way daily.

EXPRESS COMPANIES.

6. What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies?
American Express Company—terms \$1,000 per month—one trip each way daily; allowed to carry three tons each way on passenger trains, all excess over three tons to be paid for at double first-class rates; freight received at our depots.

TRANSPORTATION COMPANIES.

7. What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, etc.? Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so, in what particular?
None.

SLEEPING CARS.

8. Do sleeping or dining cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates?
Sleeping cars belong to the company; fare \$1.50 and \$1.00, according to distance. No dining cars.

ADDITIONAL QUESTIONS.

9. Have you acquired any additional chartered rights or privileges under the special or general laws of this state, directly or indirectly, since your last report?
None.
10. Have you acquired any such additional rights or privileges under the laws, general or special, of any other state, since your last report?
None.

Western Union Railroad Company.

11. Have you acquired any lines in or out of this state, by purchase, lease, consolidation or otherwise, since your last report? If yes, give full particulars relating thereto, including length of line, location thereof, at what point or place connection is made with old line; terms of purchase or lease, and a brief statement of reasons for making such purchase, or lease, and whether made by consent of stockholders?
None.
12. Do you, by purchase or ownership of capital stock, or in any other manner, control any other railroad corporation owning or having under its control a parallel or competing line?
None.
13. Does any officer of your company act as the officer of any other railroad corporation, owning or having the control of a parallel or competing line?
No.
14. What running arrangements have you with other railroad companies, setting forth the contracts for the same, made since the date of your last report?
None.
15. Have you such arrangements with other railroad companies crossing or connecting with your lines, as enables passengers to make close connections with trains on such lines, at all such crossing or connecting points? If so when were such arrangements made? If not at all such points, state at what points such connections are not made, and the reasons therefor.
We make connections at all junctions with other roads as close as time table arrangements will permit. All connections are liable to be affected by change of time.
16. Have any swamp or other state lands been granted your company since the date of your last report? If so; how many acres?
No.
17. Have any United States lands been granted to your company, directly or indirectly, since the date of your last report? What number acres received by your company, directly or indirectly, since date of last report?
No.
34. Are there any terminal points or places, on your lines in, or out, of this state, to and from which the larger portion of the freight transported on your lines is carried? If so, name them.
Milwaukee, Wis. Racine, Wis. Rock Island, Ill.
35. Have you made any advance in the rates of freight, from stations on your lines, to such terminal points since the enactment of chapter 57, of the laws of 1876?
No.
36. Have you made any reductions in such rates, from any stations, since the passage of said chapter?
If you answer either of the questions in the affirmative, annex to your reply schedules, naming the stations, with distance and rates in force at the time, and since the passage of said chapter, on 1st, 2d, 3d and 4th class of freight, and upon flour, grain, live stock, agricultural implements, salt and coal.
See tariffs.
37. * Have you made such advance or reduction on your rates of freight between other stations on your lines? If yes, annex a schedule to your reply, showing what the advance or reduction has been on the articles above named.
See tariffs.
38. What is your present tariff per mile for passengers, both through and local?

Western Union Railroad Company.

- Local and through four cents, round trip three cents.
39. What proportion of the passengers carried by you, in this State, purchase round-trip tickets? And what proportion purchase 500-mile tickets? About one-fourth purchase round-trip tickets, and one in every four hundred purchase 500 mile tickets.
40. Have you made any advance in the rates of freight for lumber, since the passage of chapter 57, of the laws of 1876? If so, annex to your reply a schedule, naming the stations and rates in force both at the time and since the passage of said chapter.
See tariffs.
41. Has your Company any rule governing your conductors, engineers and trainmen concerning the use of intoxicating liquors? *If so, what is it, and is it enforced?*
Our rules provide for the discharge of any employe using intoxicating liquors to excess.

*The "distance tariff," with both rates noted thereon, will be a sufficient answer.

ACCIDENTS.

No. of Accidents.	STATEMENT OF EACH ACCIDENT.														DAMAGES PAID.	
	Give name of person, date and place of accident.			PASSENGERS.				EMPLOYES.				OTHERS.				
				From causes beyond their control.		By their own misconduct or want of caution.		From causes beyond their control.		By their own misconduct or want of caution.		From causes beyond their control.		By their own misconduct or want of caution.		
Name.	Date.	Place of accident.	Kill.	Inj.	Kill.	Inj.	Kill.	Inj.	Kill.	Inj.	Kill.	Inj.	Kill.	Inj.		
1	A. Taylor	Oct. 0, 1877	Moline, Ill.....													
2	Wm. Lawler	Oct. 1, 1877	Dakotah, Ill....													
3	Geo. McDonald....	Dec. 25, 1877	Rock Island, Ill.													
4	John Liddle	Dec. 17, 1877	Dover, Wis.....													
5	B. McNamara	Feb. 2, 1878	Rockton, Ill....													
6	Samuel Aiken	Apr. 10, 1878	Davis, Ill.....													
7	James McGovern..	Apr. 18, 1878	Freeport, Ill....													
8	Cris. Henry	May 14, 1878	Freeport, Ill....													
9	Moses Lauck	May 11, 1878	Dakotah, Ill....													
10	Joseph Pitken....	May 22, 1878	Rapids City, Ill.													
11	D. Siles	June 18, 1878	Elkhorn, Wis....													
12	L. Lewis	Aug. 12, 1878	Thomson, Ill....													
13	John Armitage	Aug. 24, 1878	Beloit, Wis.....													
14	John Murphy	Aug. 30, 1878	Union Gr., Wis..													
15	Wm. Olin	Sep. 5, 1878	Cardova, Ill....													
16	Thos. Burke	Sep. 23, 1878	Moline, Ill.....													
	Total															

Western Union Railroad Company.

Western Union Railroad Company.

1. Of the above accidents, those numbered as follows were caused by broken rails.
Total Nos. None.
2. Of the above accidents those numbered as follows were caused by INATTENTION OF EMPLOYES:
Total, Nos. 3 and 4.
3. Of the above accidents those numbered as follows were caused by COLLISIONS not properly coming under 2:
Total No. None.
4. Of the above accidents those numbered as follows were caused by explosions:
None.
5. Amount paid as damages caused by fire from locomotives. (\$10 in Wisconsin) \$30.00.

NUMBER AND KIND OF FARM-ANIMALS KILLED, AND AMOUNT OF DAMAGES PAID THEREFOR.

	Number killed.	Amount paid.
1. Cattle	2	\$15 00
2. Horses	16	1,020 00
3. Mules		
4. Sheep		
5. Hogs.....	2	10 00
6. Total (all in Illinois)	20	\$1,045 00

7. Amount claimed yet unsettled, or in litigation.

REMARKS.

STATE OF WISCONSIN,—*County of Racine*—ss.

D. A. Olin General Superintendent, and P. Tyrrell, Auditor, of the Western Union Railroad Company, being duly sworn, depose and say that they have caused the foregoing statements carefully to be prepared by the proper officers and agents of this company, and having examined the same declare them to be a true, full and correct statement of the condition and affairs of said company, on the first day of October, A. D. 1878, to the best of their knowledge and belief.

Signed,

D. A. OLIN,
General Supt.
P. TYRRELL,
Auditor.

[SEAL.]

Subscribed and sworn to before me, a notary public, this twenty-ninth day of October, A. D. 1878.

Signed,

WM. C. WHITE,
Notary Public, Wis.

[SEAL.]

Chicago, Milwaukee & St. Paul Railway Company.

REPORT
OF THE
CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY,

AS LESSEES OF THE MADISON AND PORTAGE RAILROAD,

For the year ending 30th September, 1878.

CHARACTERISTICS OF ROAD.

LENGTH OF ROAD.

	MILES.	
	Entire Length.	Length in Wisconsin.
1. Length of main line of road from Madison to Portage, ..	39	39

Weight of rail per yard, say 50 lbs.

8. Aggregate length of tracks operated by this company, *computed as single track.*
39 miles.
9. Aggregate length of sidings and other track not above enumerated.
10. Number of junction stations?
Two.
11. What is the gauge of your line?
4 feet 8½ inches.

EMPLOYES AND SALARIES.

	No. empl'ed.	Average salaries per an'm.
Conductors	3	\$895 00
Engineers	3	1,054 00
Brakemen	3	539 20
Station agents	5	547 20
Section men and laborers	34	345 78
Other employes.....	8	511 68

Chicago, Milwaukee & St. Paul Railway Co.

DOINGS OF THE YEAR IN TRANSPORTATION.
MILEAGE AND TONNAGE.

	MILES.	
	Whole Line.	In Wisc'sin.
2. Number of miles run by passenger trains.....		4,641
3. Number of miles run by freight and mixed trains*.....		27,833
4. Number of miles run by construction and other trains.....		5,300
5. Total mileage.....		37,774
6. Total number of passengers carried.....	†	
7. Total number tons freight carried one mile.....	†	
8. Total number passengers carried one mile.....	†	
9. Average distance traveled by each passenger.....	†	
	MILES PER HOUR.	
10. The highest rate of speed allowed for express passenger trains.....		
11. Schedule rates of same, including stops.....		
12. The highest rate of speed allowed for mail and accommodation trains.....		20
13. Schedule of same, including stops.....		16
14. The highest rate of speed allowed for freight trains.....		12
15. Schedule rate of same, including stops.....		10
16. Amount of freight carried per car (cannot state).....		
	Whole Line.	In Wisc'sin.
17. TOTAL FREIGHT IN TONS.		
Grain.....		7,023
Flour.....		19
Provisions.....		10
Salt, cement, water lime and stucco.....		
Manufactures, including agricultural implements, furniture and wagons.....		10
Live stock.....		830
Lumber and forest products.....		20
Iron, lead and mineral products.....		2
Stone, brick, lime, sand, etc.....		
Coal.....		
Merchandise, and other articles.....		289
Total tons.....		8,203

* Included in report of C. M. & St. Paul R'y Co.
 † Freight..... 4,212 } Total, 27,833
 Mixed..... 23,621 }
 Mixed Freight..... 15,747 } Total, 28,621
 Mixed Passenger..... 7,874 }

Chicago, Milwaukee & St. Paul Railway Company.

EARNINGS DURING THE YEAR ENDING SEPTEMBER
30, 1878.

MONTHLY EARNINGS FROM ALL SOURCES.

MONTHS.	PASSENGER'S	FREIGHT.	MAILS, EX- PRESS, AND ALL OTHER SOURCES.	TOTALS.
	Wisconsin.	Wisconsin.	Wisconsin.	Wisconsin.
1877.				
	\$	\$	\$	\$
October	1,084 36	3,568 91	225 07	4,878 34
November	1,287 55	3,736 33	216 58	5,240 46
December	1,231 13	2,496 34	186 13	3,913 60
1878.				
January ..	1,158 53	1,920 02	208 21	3,286 76
February	860 76	3,106 75	208 36	4,175 87
March	969 78	3,332 85	172 58	4,475 21
April	826 60	3,737 22	245 58	4,809 40
May	902 11	3,117 54	202 98	4,222 63
June	1,195 36	2,098 48	187 79	3,481 63
July	1,234 16	2,128 18	286 14	3,648 48
August	1,163 76	1,994 10	249 33	3,407 19
September*				
Totals	11,914 10	31,236 72	2,388 75	45,539 57

* Earnings included in report of C., M. & St. Paul R'y Co.

	Whole line.	Wisconsin.
1. Earnings per mile of road		\$1,167 68
2. Earnings per mile of road on freight		800 94
3. Earnings per mile of road on passengers		305 49
4. Earnings per train-mile run, on freight		1 56
5. Earnings per train-mile run, on passengers		95
6. Of the earnings of the entire line, what is the ratio of the passenger to the freight?		5 to 13
7. Average gross earnings per mile [39 miles] of road, exclusive of sidings		1,167 68
8. Average net earnings per mile [39 miles] of road, exclusive of sidings		198 30
9. Average net earnings per train-mile		24

*Chicago, Milwaukee & St. Paul Railway Company.*EXPENSES DURING THE YEAR ENDING SEPTEMBER 30,
1878.

PAYMENTS FOR CURRENT AND OPERATING EXPENSES.

	Belonging to whole line.	Belonging to Wisconsin.
1. Maintenance of way:		
Repairs of track, including new and re-rolled iron rail in place of old iron rail.....		\$ 14,285 60
Repairs of bridges		733 98
Repairs of fences.....		538 09
New steel rail, valued only as iron rail*.....		
Other expenses on way		
2. Maintenance of buildings.....		343 06
3. Maintenance of rolling stock:		
Locomotives		
Passenger, baggage, mail, and express cars.....		
Freight cars		} 578 75
Shop tools and machinery.....		
4. Conducting transportation, and gen'l expense:		
Management and general office		3,912 74
Foreign agency and advertising.....		
Agents and station service		4,969 25
Conductors, baggage and brakemen.....		3,042 80
Engineers, firemen and wipers		3,044 72
Train and station supplies.....		84 22
Fuel consumed.....		5,743 80
Oil and waste.....		206 87
Personal expenses.....		
Damage to persons.....		
Damage to property.....		14 00
Loss and damage to freight and baggage.....		69 63
Legal expenses.....		
Other general operating expenses.....		43 50
5. Current expenses:		
For taxes.....		195 00
For insurance.....		
Lease or privilege of other roads whose earn- ings are included in this report, giving name and amounts paid		
6. (11 mo's). Total current operating expenses, being 83 per cent. of earnings.....		37,806 01
7. Average operating expenses per mile of road, exclusive of sidings		969 38
8. Average operating expenses per train-mile....		1 16
9. Excess of earnings over operating and current expenses.....		7,733 56
10. Cost of maintaining track and bridges per mile run.....		46
11. Cost of repairs of engines per mile run.....		
12. Cost of engineers and firemen per mile run....		.09
13. Cost of oil and waste per mile run.....		.006
14. Cost of fuel per mile run.....		.18

* In substituting steel rail for iron rail, the cost of iron rail only should be charged to operating account, and the excess carried to extraordinary expenses. (See next page.)

Chicago, Milwaukee & St. Paul Railway Company.

Expenses, etc. — continued.

PAYMENTS IN ADDITION TO OPERATING EXPENSES.

	Belonging to whole line.	Belonging to Wisconsin.
15. New steel rail, excess of cost over iron rail, old track		
16. New rail on new track		
17. New equipment		
18. New bridges and culverts (not including replacements)		
19. Real estate bought during the year		
20. New tools and machinery		
21. New buildings		
22. Total paid for new investment on the length of the company's lines since date of last report		
23. Amounts paid in cash, stock, bonds, or otherwise, for extension, new lines and branches, during the year — specify particularly		
Total new investment		
24. For interest on bonds		
25. Dividends — rate, — per cent. — on preferred stock		
26. Dividends — rate, — per cent. — on common stock		
Total payments in addition to operating expenses		

28. What amount of money have you expended for building roads out of the state, from proceeds arising from business done on your roads in this state?

None.

29. How was amount of dividends paid the past year — cash, stock, or otherwise? Specify amounts and manner of payment.

No dividends.

1. What regulations govern your employes, in regard to crossings of other railroads; are they found to be sufficient?
Same as on C., M. & St. P. R'y lines.

2. What regulations govern your employes in regard to crossings of public highways? And are these regulations found to be sufficient?
Same as on C., M. & St. P. R'y lines.

3. What platform and coupler between passenger cars do you use?
Same as on C., M. & St. P. R'y lines.

4. What kind of brakes do you use on passenger trains?
Hand brakes. Air brakes.

U. S. MAIL.

5. What is the compensation paid you by the U. S. government for the transportation of its mails, and on what terms of service.
\$45 per mile per annum.

Chicago, Milwaukee & St. Paul Railway Company.

EXPRESS COMPANIES.

6. What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc.? What kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies?
See C., M. & St. P. R'y report.

TRANSPORTATION COMPANIES.

7. What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, etc.? Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so, in what particular?
See C., M. & St. P. R'y report.

NUMBER AND KIND OF FARM ANIMALS KILLED, AND AMOUNT OF DAMAGES PAID THEREFOR.

	Number killed.	Amount paid.
1. Cattle	2	\$11 00
2. Horses		
3. Mules		
4. Sheep	2	3 00
5. Hogs		
6. Total	4	14 00

STATE OF WISCONSIN, }
County of Milwaukee. } ss.

S. S. Merrill, general manager, and R. D. Jennings, secretary and treasurer of the Chicago, Milwaukee & St. Paul Railway Company, lessee of the Madison & Portage railroad, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company on the first day of October, A. D. 1878, to the best of their knowledge and belief.

[SEAL.]

Signed,

S. S. MERRILL,

General Manager.

R. D. JENNINGS,

Secretary and Treasurer.

Subscribed and sworn to before me, a notary public, this twenty-seventh day of November, A. D. 1878.

[SEAL.]

GEORGE A. PARKER,

Notary Public.

Chicago & Northwestern Railway Company.

REPORT

OF THE

CHICAGO & NORTHWESTERN RAILWAY COMPANY,

For the year ending 30th September.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

NAMES.	OFFICES.	ADDRESS.
Albert Keep	President	Chicago, Ill.
M. L. Sykes	1st Vice President	New York, N. Y.
M. L. Sykes	Secretary	New York, N. Y.
B. C. Cook	Solicitor	Chicago, Ill.
M. L. Sykes	Treasurer	New York, N. Y.
Marvin Hughitt	General Manager	Chicago, Ill.
Marvin Hughitt	General Superintendent	Chicago, Ill.
E. H. Johnson	Chief Engineer	Chicago, Ill.
W. A. Thrall	General Ticket Agent	Chicago, Ill.
H. C. Wicker	General Freight Agent	Chicago, Ill.
J. B. Redfield	Auditor	Chicago, Ill.

1. General offices at Chicago, Illinois.

NAMES OF DIRECTORS.	RESIDENCE.	NAMES OF DIRECTORS.	RESIDENCE.
A. G. Dulman	New York.	M. L. Sykes	New York.
David Dows	New York.	John M. Burke	New York.
R. P. Flower	New York.	Wm. L. Scott	Erie.
Jay Gould	New York.	Albert Keep	Chicago.
Sidney Dillon	New York.	Wm. H. Ferry	Chicago.
Frank Work	New York.	Marvin Hughitt	Chicago.
C. J. Osborn	New York.	Perry H. Smith	Chicago.
David Jones	New York.	J. L. Ten Have	Frzn, Amsterdam, Holland.
D. P. Morgan	New York.		

EXECUTIVE COMMITTEE.

Albert Keep,
Wm. L. Scott,
A. G. Dulman,

David Dows,
D. P. Morgan,
Jay Gould,
Frank Work.

Chicago & Northwestern Railway Company.

2. Date of annual election of directors. First Thursday in June.
3. Name and address of person to whom correspondence, concerning this report, should be directed, B. C. Cook, General Solicitor, Chicago, Ill.

CAPITAL STOCK.

1. Capital stock authorized by charter?
No fixed amount.
2. How many kinds of stock?
Two.
3. Amount of common stock and scrip..... \$15,109,655 97
4. Amount of preferred stock and scrip..... 21,702,844 56
5. Total capital stock \$36,812,500 53
6. Proportion of stock for Wisconsin*..... \$15,271,001 42
7. Rate of preference.
7 per cent.
8. How much *common* stock has been issued since September 30, 1877.
\$5,510.00.
9. For what purpose? and what was received therefor?
Issued in exchange for stock of other companies, as authorized by the terms of consolidations.
10. How much *preferred* stock has been issued since September 30, 1877?
\$5,510.00.
11. For what purpose? and what was received therefor?
Issued in exchange for stock of other companies as authorized by the terms of consolidation.

FUNDED AND UNFUNDED DEBT.

1. Describe severally all outstanding classes of bonds, including amounts, dates of issue, interest where and when payable:
(See descriptive list, p. 121.)
2. Amount of debt not secured by mortgage.
This company has no unsecured debt except the bills for supplies and wages for the current month.
3. Total funded and unfunded debt, \$33,193,000.00.
4. Net cash realized from bonded debt above described.
Not known. (Many of the bonds having been issued by other companies.)
5. Proportion of debt, bonded and floating for Wisconsin, \$13,955,502.93.

* NOTE. — Unless some good reason exists to the contrary, this proportion — and all other estimates of the same character — should be for the miles of road in this State compared with the whole. If made on a different basis, please state the reason therefor.

Chicago & Northwestern Railway Company.

COST OF ROAD AND EQUIPMENT.

STATEMENT of expenditures charged to cost of road and equipment, from September 30, 1876, to September 30, 1878.

Improvements or alterations of the road.....	\$384,534 29
Construction of buildings.....	78,701 73
Construction of fences, gates and crossings.....	7,735 82
Construction of permanent bridges (cost of new over old)....	74,261 85
Cost of new shops, West Chicago.....	1,337 53
Cost of equipment.....	265,809 47
Total.....	\$812,380 69
<hr/>	
7. Total expended between September 30, 1877 and September 30, 1878.....	\$812,380 69
On cost of road and equipment.....	402,500 00
Cost of Menominee River Railroad.....	1,214,880 69
8. Total cost of entire line, as per last report, including equipment.....	70,571,608 24
9. Total cost of entire line to date	\$71,786,488 93
Total cost of Wisconsin lines to date (proportion on basis of miles).....	30,181,561 11
	<hr/>

ORIGINAL COST AND PRESENT ESTIMATED VALUE OF
TOTAL PROPERTY IN THIS STATE.*

* The actual cost of property in the state of Wisconsin cannot be given. For proportion of cost, based on number of miles, see preceding page.

BONDED DEBT OF CHICAGO & NORTHWESTERN RAILWAY, SEPTEMBER 30, 1878.

NAME OF BONDS.	Outstanding.	Rate of interest.	Date of maturity.	Interest payable.
	\$			
Preferred Sinking Fund.....	1,212,600	7 per cent. cy.....	Aug. 1, 1885	..... Feb. 1 and Aug. 1
Funded Coupon.....	703,100	7 per cent. cy.....	Nov. 1, 1883	..... May 1 and Nov. 1
General First Mortgage.....	3,457,800	7 per cent. cy.....	Aug. 1, 1885	..... Feb. 1 and Aug. 1
Appleton Extension.....	116,000	7 per cent. cy.....	Aug. 1, 1885	..... Feb. 1 and Aug. 1
Green Bay Extension.....	235,000	7 per cent. cy.....	Aug. 1, 1885	..... Feb. 1 and Aug. 1
Gal. & Chi. Union First Mortgage.....	1,660,000	7 per cent. cy.....	Feb. 1, 1882	..... Feb. 1 and Aug. 1
Gal. & Chi. Union Second Mortgage.....	2,000	7 per cent. cy.....	Past due.....	.....
Mississippi River Bridge.....	158,000	7 per cent. cy.....	Jan. 1, 1884	..... Jan. 1 and July 1
Elgin and State Line.....	2,500	6 per cent. cy.....	Past due.....	.....
Peninsula First Mortgage.....	272,000	7 per cent. cy.....	Sept. 1, 1898	..... Mar. 1 and Sept. 1
Beloit & Madison.....	249,000	7 per cent. cy.....	Jan. 1, 1888	..... Jan. 1 and July 1
Consol Sinking Fund... ..	4,832,000	7 per cent. cy.....	Feb. 1, 1915 }	..... Feb. 1 and May 1 Aug. 1 and Nov. 1
Chicago & Milwaukee R'y, First Mortgage... ..	1,700,000	7 per cent. cy.....	Jan. 1, 1898	..... Jan. 1 and July 1
Madison Extension, gold.....	3,150,000	7 per cent. gold....	April 1, 1911	..... Apr. 1 and Oct. 1
Menominee Extension, gold.....	2,700,000	7 per cent. gold....	June 1, 1911	..... June 1 and Dec. 1
General Consolidated, gold	12,343,000	7 per cent. gold....	Dec. 1, 1902	..... June 1 and Dec. 1
Total.....	32,793,000	.....	.....	.....
Menominee River Railroad.....	400,000	7 per cent. cy.....	July 1, 1906	..... Jan. 1 and July 1
	33,193,000			

Chicago & Northwestern Railway Company.

Chicago & Northwestern Railway Company.

CHARACTERISTICS OF ROAD.

LENGTH OF ROAD.*

	MILES.	
	Entire Length.	Length in Wisconsin.
Chicago to east end Miss. R. R. bridge.....	137.00	.....
Chicago to Freeport.....	121.00	.....
(Above includes 30 miles second track.)		
Elgin to Geneva Lake.....	44.50	8.70
Batavia to St. Charles.....	5.60	.....
East end Miss. bridge to Clinton.....	1.10	.....
Clinton to C. Rapids.....	81.30	.....
C. Rapids to Mo. river.....	271.60	.....
Clinton to Lyons.....	2.60	.....
Maple River Junction to Mapleton.....	60.15	.....
Stanwood to Tipton.....	8.50	.....
Belvidere to Madison.....	68.90	48.80
Madison to Elroy.....	74.20	74.20
Elroy to Winona J.	54.90	54.90
Winona J. to Winona.....	29.00	29.00
Chicago to Milwaukee.....	85.00	40.24
Kenosha to Rockford.....	72.10	27.50
Chicago to Ft. Howard.....	242.20	171.40
Ft. Howard to Mich. State Line.....	49.45	49.45
Chicago to Montrose.....	5.20	.....
Chicago South Br. Junc. to River.....	4.50	.....
Mich. St. Line to Escanaba.....	64.65	.....
Escanaba to Lake Angeline.....	68.00	.....
Menominee River J. to Quinnesec.....	24.71	.....
Branches to Mines.....	39.80	.....
Total C. & N. W. R'y.....	1,615.96	504.19

8. Aggregate length of track operated by this company *computed as single track*..... 1,615.96
9. Aggregate length of sidings and other track not above enumerated..... 290.02
10. Number of junction stations..... 37
11. What is the gauge of your lines?..... 4 ft. 8½ in.

* All lines are regarded as "Main Lines." See statement attached.

Chicago & Northwestern Railway Company.

DOINGS OF THE YEAR IN TRANSPORTATION.
CHARACTER OF SERVICE.

	Number of persons employed.	Average salary per annum.
1. Division and assistant superintendents.....	6	\$ 3,682 00
Clerks in all offices and stations	433	720 00
Master and assistant mechanics.....	5	2,160 00
Conductors.....	194	882 00
Engineers.....	338	1,080 00
Brakemen and baggagemen	466	540 00
Flagmen, switch-tenders, gate-keepers and watchmen	464	540 00
Station agents and telegraph operators.....	439	685 00
Section men,	4,655	325 00
Laborers,		
Other employes,)		
	7,000	.....

MILES.

MILEAGE AND TONNAGE.

	Whole line.	In Wisconsin.
2. Number of miles run by passenger trains.....	2,514,792	871,693
3. Number of miles run by freight and mixed trains.....	6,688,131	2,672,047
4. Number of miles run by construction and other trains.....	346,792	47,641
5. Total mileage	9,549,715	3,591,381
6. Total number of passengers carried.....	3,078,786	921,411
7. Total number of tons freight carried one mile	610,749,031	132,649,831
8. Total number passengers carried one mile	108,727,223	20,097,354
9. Average distance traveled by each passenger..	35.32 m.	21.81 m.

MILES PER HOUR.

10. The highest rate of speed allowed for express press passenger trains		
11. Schedule rates of same, including stops.....	30	.....
12. The highest rate of speed allowed for mail and accommodation trains.....		
13. Schedule of same, including stops	20	.....
14. The highest rate of speed allowed for freight trains.....		
15. Schedule rate of same, including stops.....	12	.....
16. Amount of freight carried per loaded car, about 8 tons.		

Chicago & Northwestern Railway Company.

Doings of the Year in Transportation — continued.

17. TOTAL FREIGHT IN TONS.

	Whole line.	In Wisconsin.
Grain
Flour
Provisions
Salt, cement water lime and stucco
Manufactures, including agricultural implements, furniture and wagons..
Live stock.....
Lumber and forest products
Iron, lead and mineral products
Stone, brick, lime, sand, etc.....
Coal
Merchandise and other articles.....
Total tons	3,694,603	1,217,010

No record kept showing
 classification of com-
 modities.

EARNINGS DURING THE YEAR ENDING SEPTEMBER 30, 1878.
MONTHLY EARNINGS FROM ALL SOURCES

MONTHS.	PASSENGERS.		FREIGHT.		MAIL, EXPRESS AND ALL OTHER SOURCES.		TOTALS.	
	Whole line.	Wisconsin.	Whole line.	Wisconsin.	Whole line.	Wisconsin.	Whole line.	Wisconsin.
1877.	\$	\$	\$	\$	\$	\$	\$	\$
October	294,389 90	69,689 79	1,129,407 67	257,393 33	47,416 51	12,692 93	1,471,214 08	357,776 05
November.....	218,818 18	57,700 44	863,611 82	223,211 61	50,689 12	12,746 53	1,138,119 12	293,658 58
December.....	227,163 01	53,561 02	645,959 95	172,274 32	55,624 73	12,729 06	928,747 69	238,564 40
1878.								
January	206,971 75	49,757 12	744,495 35	173,924 69	46,313 24	12,598 86	997,780 34	236,280 67
February.....	197,761 68	43,542 89	757,505 93	177,489 71	48,926 44	12,695 86	1,004,194 05	233,728 46
March	263,377 37	61,526 37	682,904 21	158,383 30	48,582 52	12,595 14	994,864 10	232,504 81
April	265,889 95	55,873 56	820,410 85	190,752 73	52,173 55	12,810 78	1,138,474 35	259,437 07
May	240,124 70	56,151 95	1,057,829 26	183,896 90	48,049 18	12,593 06	1,346,003 14	252,641 91
June	230,629 13	55,487 83	684,885 76	138,177 32	47,138 93	12,697 38	962,153 82	206,362 53
July	259,206 78	61,099 04	743,285 56	151,804 45	63,792 51	12,655 97	1,066,284 85	225,559 46
August.....	270,728 29	64,093 26	850,207 85	129,820 92	58,318 46	12,786 30	1,179,254 60	206,700 48
September	309,678 06	70,398 08	968,352 31	133,226 69	68,977 07	12,630 39	1,347,007 44	216,255 16
Totals.....	2,984,738 80	698,881 35	9,953,356 52	2,108,355 97	636,002 26	152,232 26	13,574,097 58	2,959,469 58

Chicago & Northwestern Railway Company.

Chicago & Northwestern Railway Company.

	Whole line.	Wisconsin.
	\$	\$
1. Earnings per mile of road	8,468 20	5,869 75
2. Earnings per mile of road on freight	6,209 40	4,181 67
3. Earnings per mile on passengers	1,862 03	1,386 15
4. Earnings per train-mile ran, on freight.....	1 49	79
5. Earnings per train-mile run, on passengers....	1 19	80
6. Of the earnings of the entire line, what is the ratio of the passenger to the freight? as 1 to	3.3347	3.0168
7. Average gross earnings per mile [1,602.95 miles] of road, exclusive of sidings (average for the year).....	8,468 20	5,869 75
8. Average net earnings per mile [1,602.95 miles] of road, exclusive of sidings (average for the year).....	4,276 88	.....
9. Average net earnings per train-mile.....	074.49	.....

EXPENSES DURING YEAR ENDING SEPTEMBER 30, 1878.

PAYMENTS FOR CURRENT AND OPERATING EXPENSES.

	Whole line.	Total.
	\$	\$
1. Maintenance of way .....	.....	1,554,913 59
Repairs of track, including new and rerolled iron rail in place of old iron rail	1,256,632 68	.....
Repairs of bridges and culverts	232,662 74	.....
Repairs of fences, gates and crossings	65,618 17	.....
New steel rail, valued only as iron rail*.....	.....	.....
Other expenses on way .....	.....	.....
2. Maintenance of buildings .....	.....	112,522 48
3. Maintenance of rolling-stock.....	.....	1,100,027 69
Locomotives.....	465,221 36	.....
Passenger, baggage, mail, and express cars. }	555,941 19	.....
Freight cars and car hire..... }	78,865 14	.....
Shop tools and machinery.....	.....	.....
4. Conducting transportation, and general expenses .....	.....	3,630,642 14
Management and general office	86,478 64	.....
Foreign agency and advertising.....	79,453 57	.....
Agents and station service.....	1,225,803 63	.....
Conductors, baggage and brakemen	431,925 24	.....
Engineers, firemen and wipers	661,869 86	.....
Train and station supplies.....	111,705 99	.....
Fuel consumed	815,289 20	.....
Oil and waste... ..	69,635 57	.....
Personal expenses.....	.....	.....
Damage to person.....	48,143 68	.....
Damage to property.....	28,013 74	.....
Loss and damage to freight and baggage ... }	.....	.....
Legal expenses, miscellaneous expenses, rents.....	72,323 02	.....

* In substituting steel rail for iron rail, the cost of iron rail only should be charged to operating account, and the excess carried to extraordinary expenses. (See next page.)

*Chicago & Northwestern Railway Company.***PAYMENTS FOR CURRENT AND OPERATING EXPENSES — con.**

Other general operating expenses, as per items below:	\$
5. Current expenses	320,365 63
For taxes	320,365 63
For insurance . . . . .	.....
Lease or privilege of other roads whose earnings are included in this report, giving name and amounts paid: C. I. & N. R. R., \$555,819.64; C. R. & M. R. R. R., \$679,139.05; Maple River R. R., \$20,702.21	1,255,658 90
6. Total current operating expenses and taxes, being 49.49 per cent. of earnings	6,718,471 53
7. Average operating expenses per mile of road, exclusive of sidings	4,191 32
8. Average operating expenses per train-mile	73
9. Excess of earnings over operating and current expenses and taxes	6,855,626 05
10. Cost of maintaining track and bridges per mile run	16 18
11. Cost of repairs of engines per mile run	5 06
12. Cost of engineers and firemen and wipers per mile run	7 19
13. Cost of oil and waste per mile run	76
14. Cost of fuel per mile run	8 05

OPERATING EXPENSES.

12 months ending September 30, 1878.

Repairs of engines and tenders	\$465,221 36
Repairs of cars	499,270 95
Repairs of buildings	112,522 48
Repairs of fences, gates and crossings	65,618 17
Repairs of bridges and culverts	232,662 74
Repairs of track	1,256,632 68
Repairs of tools and machinery	78,865 14
Fuel used by locomotives	740,548 70
Fuel and lights used in cars and at stations	74,740 50
Oil and waste used	69,635 57
Office and station furniture and expenses	52,644 05
Furniture and fixtures for cars	13,263 98
Foreign agents	56,486 23
Advertising	22,967 34
Stationery, printed blanks, tickets, etc	45,797 96
Enginemmen, firemen and wipers	661,869 86
Conductors, baggagemen and brakemen	431,925 24
Laborers and switchmen at stations	601,595 60
Agents and clerks at stations	621,831 63
Superintendence	86,478 64
Rents	20,484 40
Loss and damage	28,013 74
Injury to persons	48,143 68
Teaming freight, baggage and mails	2,376 40
Insurance . . . . .	.....
Miscellaneous expenses	51,838 62
Car hire paid over amount received	56,670 24

Total	\$6,398,105 90
Add for taxes	320,365 63

Total	\$6,718,471 53
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Chicago & Northwestern Railway Company.

Expenses — continued.

PAYMENTS IN ADDITION TO OPERATING EXPENSES.

	Belonging to whole line.
	\$
15. New steel rail, excess of cost over iron rail, old track.....	167,517 20
16. New rail on new track.....	37,307 01
17. New equipment.....	265,809 47
18. New bridges and culverts (not including replacements)..	74,261 85
19. Real estate bought during the year. Right of way and de- pot grounds.....	23,859 04
20. New tools and machinery.....	.....
21. New buildings	80,039 26
22. Total paid for new investment on the length of the com- pany's lines since date of last report	34,241 00
23. Amounts paid in cash, stock, bonds, or otherwise, for ex- tensions, new lines and branches, during the past year — specify particularly—	
Madison Extension	97,094 02
Branches to mines, etc.....	32,251 84
Total new investment	<u>812,380 69</u>
24. For interest, premiums and sinking fund on bonds, includ- ing interest and exchange.....	2,448,780 57
25. Dividends — rate, seven per cent. — on preferred stock..	1,506,568 00
26. Dividends — rate, three per cent. — on common stock.....	449,466 00
27. Rental of leased roads	1,255,658 90
Total payments in addition to operating expenses.....	<u>6,472,854 16</u>
28. What amount of money have you expended for building roads out of the State, from proceeds arising from busi- ness done on your roads in this State?.....	Nothing.
29. How was amount of dividends paid the last year — cash, stock, or otherwise? Specify amounts and manner of payment —	
Cash; seven per cent. on preferred stock.....	1,506,568 00
Cash; three per cent. on common stock	449,466 00
	<u>1,956,034 00</u>

GENERAL BALANCE SHEET, 1st OF OCTOBER, 1878.

ASSETS.	Dollars. Cts.		LIABILITIES.	Dollars. Cts	
Cost of road.....	62,984,223	20	Capital stock.....	36,812,500	53
Construction and equipment	8,399,765	73	Funded debt.....	32,793,000	00
Cost of Menominee River Railroad.....	402,500	00	Paid up stock of Menominee River Railroad.	2,500	00
Proprietary roads.....	2,216,725	43	First mortgage bonds of Menominee River		
Material and fuel on hand	633,457	54	Railroad	400,000	00
Amount of excess of sundry assets over cur-			Land grant account.....	53,826	06
rent bills.	576,830	95	Income account	5,151,676	26
	75,213,502	85		75,213,502	85

Chicago & Northwestern Railway Company.

Chicago & Northwestern Railway Company.

1. What regulations govern your employes in regard to crossings of other railroads, and are they found to be sufficient?
Employes are instructed to bring trains to a full stop before crossing the track of another company; these regulations are found to be entirely sufficient.
2. What regulations govern your employes in regard to crossings of public highways? And are these regulations found to be sufficient?
Engineers are required to sound whistles at signal posts, which are 80 rods before highway crossings, and to ring the bell. Which regulations are found to be sufficient.
3. What platform and coupler between passenger cars do you use?
The "Miller" platform and coupler.
4. What kind of brakes do you use on passenger trains?
The "Westinghouse" air brake.

U. S. MAIL.

5. What is the compensation paid you by the U. S. government for the transportation of its mails, and on what terms of service?

United States Mail Contracts in Force Sept. 30, 1878.

ON C. & N. W. R'Y (proper).

Route	Termini.	Miles.	Amount per annum.
			\$
23001	Chicago to Milwaukee.....	87.00	19,926 48
23002	Chicago to Freeport.....	121.00	24,197 44
23003	Chicago to U. P. transfer.....	491.00	115,194 30
23004	Elgin to Geneva Lake.....	44.00	2,200 00
23056	Geneva to Batavia.....	3.50	175 00
24031	Ft. Howard to Ishpeming.....	181.20	11,099 27
24042	Powers to Quinnesec.....	24.68	Not fixed.
25009	Chicago to Green Bay.....	245.00	51,943 34
25010	Caledonia to Winona Junction.....	190.85	21,722 40
25011	Kenosha to Rockford.....	73.60	5,520 00
25012	Winona Junction to Winona.....	30.45	5,176 50
25030	Onalaska to La Crosse.....	6.50	277 87
27013	Stauwood to Tipton.....	8.81	440 50
27038	Maple River Junction to Mapleton.....	61.18	2,353 90

EXPRESS COMPANIES.

6. What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies?

American Express Co. and United States Express Co. For terms and conditions as to rates see statement attached. Express companies have no care of the machinery or repairs of cars, etc. They do a miscellaneous business, restricted to lighter articles properly belonging to express business. The express companies deliver their freight into this company's cars.

*Chicago & Northwestern Railway Company.**Express Contracts in Force Sept. 30, 1878.*

AMERICAN EXPRESS CO.

	Rate per diem on limited tonnage.	Limit of pounds.	Rate p'r 100 lbs whole length of route on ex- cess of ton'ge.
Chicago to Council Bluffs.....	275.00	10,000	\$ 1.50
Chicago to Freeport	90.00	12,000	75
Chicago to Islipeming.....	200.00	8,000	2 00
Chicago to Elroy	135.00	10,000	1 35
Stanwood to Tipton.....	2.00	500	.....
Kenosha to Rockford.....	5.07	1,000	60
Elgin to Geneva Lake.....	5.00	1,000	36

Elroy to Winona Junction in accordance with tariff of rates to be paid between stations.

Maple River Junction to Mapleton, \$100 per month.

UNITED STATES EXPRESS CO.

Chicago to Milwaukee—Rate per diem on limited tonnage, \$66.66; limit of pounds to be carried each day at regular per diem rates, 17,000; rate per 100 pounds carried whole length of route to be paid on excess of tonnage, 40 cents.

TRANSPORTATION COMPANIES.

7. What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, etc.? Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so, in what particular?

The cars of all transportation companies are allowed to run over the line of this company, paying regular rates and receiving mileage. The freight is carried in cars furnished by such transportation companies (excepting consignments of less than a carload). Their freight has no preference over other freight of like class.

SLEEPING CARS.

8. Do sleeping or dining cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates?

Sleeping cars are run with passenger trains, and Hotel cars on line between Chicago and Council Bluffs. For use of Sleeping cars this company furnishes their fuel and lights, and keep in running order the trucks and whole exterior of the cars. For use of Hotel cars this company pays 3c per mile run for each car. Both are owned by the Pullman Palace Car Co, and all charges in addition to regular passenger rate are made and collected by that company.

Chicago and Northwestern Railway Company.

ADDITIONAL QUESTIONS.

9. Have you acquired any additional chartered rights or privileges under the special or general laws of this state, directly or indirectly, since your last report?
None.
10. Have you acquired any such additional rights or privileges under the laws, general or special, of any other state, since your last report?
None.
11. Have you acquired any lines in or out of this state, by purchase, lease, consolidation or otherwise, since your last report? If yes, give full particulars relating thereto, including length of line, location thereof, at what point or place connection is made with old line; terms of purchase or lease, and a brief statement of reasons for making such purchase, or lease, and whether made by consent of stockholders?
The Menominee River R. R. connecting with the line of this company at Menominee River Junction, Mich., and extending to Quinnesec in said state, a distance of about 24.71 miles, has been acquired by the guaranty of its bonds issued for its construction. The Maple River R. R. connecting with the C. R. & M. R. R. at Maple River Junction, Iowa, and extending to Mapleton in said state a distance of about 60.15 miles has been acquired by permanent lease. Both these lines were acquired by the consent of stockholders for the purpose of securing increase of business.
12. Do you, by purchase or ownership of capital stock, or in any other manner, control any other railroad corporation owning or having under its control a parallel or competing line?
No.
13. Does any officer of your company act as the officer of any other railroad corporation, owning or having the control of a parallel or competing line?
No.
14. What running arrangements have you with other railroad companies, setting forth the contracts for the same, made since the date of your last report?
None in Wisconsin.
15. Have you such arrangements with other railroad companies crossing or connecting with your lines, as enables passengers to make close connections with trains on such lines, at all such crossing or connecting points? If so, when were such arrangements made? If not at all such points, state at what points such connections are not made, and the reasons therefor.
Arrangements for connections with trains of other lines are made from time to time as time tables are revised, and connections are reasonably close at all points.
16. Have any swamp or other state lands been granted your company since the date of your last report? If so, how many acres?
No.
17. Have any United States lands been granted to your company, directly or indirectly, since the date of your last report? What number acres received by your company, directly or indirectly, since date of last report?
None.
18. What number acres sold and conveyed since date of your last report?
2,738 17.
19. Average price, per acre, realized?
\$3.71.

Chicago and Northwestern Railway Company.

20. To what corporations have you sold land? How much, and what price, since the date of your last report?
None.
21. Number of acres now held by company?
356,841.36.
22. Average price asked for lands now held by company?
Not all appraised.
23. Value of donations of right of way or other real estate received since the date of your last report?
None.
24. Amount of city, county and town aid granted to company in exchange for stock, or otherwise? Specify particulars since date of last report.
None.
25. Total cash amount realized from such aid since date of your last report?
Nothing.
26. Amount of land sold but not conveyed, under contracts now in force?
1,380.10.
27. The whole amount of cash, principal and interest, received for lands hitherto sold and conveyed, since date of last report?
\$10,173.83.
28. Whole amount of cash received, principal and interest, on outstanding contracts in force, since date of last report?
\$2,258.81.
29. Whole amount of cash received, principal and interest, on contracts forfeited, since date of last report?
None.
30. Whole amount of cash received for stumpage, trespasses, etc., since date of last report?
None.
31. What have been your total receipts from lands sold, and contracted to be sold since the date of last report?
\$12,432.64.
32. What is the aggregate sum of receipts on account of lands, from all sources whatever, up to the present time?
\$139,044.86.
33. What is the amount now due the Company on lands sold or contracted to be sold?
\$651.60.
34. Are there any terminal points or places, on your lines in, or out, of this state, to and from which the larger portion of the freight transported on your lines is carried? If so, name them.
Chicago and Milwaukee.
35. Have you made any advance in the rates of freight, from stations on your lines, to such terminal points since the enactment of chapter 57, of the laws of 1876?
We have in some cases.
36. Have you made any reductions in such rates, from any stations, since the passage of said chapter?
We have.
If you answer either of the questions in the affirmative, annex to your reply schedules, naming the stations, with distance and rates in force at the time, and since the passage of said chapter, on 1st, 2d, 3d and 4th class of freight, and upon flour, grain, live stock, agricultural implements, salt and coal.
See schedule filed with report of September 30, 1876; also schedule filed with report of September 30, 1877, which comprises all alterations made to date of this report.

Chicago & Northwestern Railway Company.

37. * Have you made such advance or reduction on your rates of freight between other stations on your lines? If yes, annex a schedule to your reply, showing what the advance or reduction has been on the articles above named.
- We have made no alterations in our rates other than those given in schedule filed with reports of September 30, 1876, and September 30, 1877.
38. What is your present tariff per mile for passengers, both through and local?
- Local ticket, one way, 4 cents; round trip tickets, 3 cents.
39. What proportion of the passengers carried by you, in this State, purchase round-trip tickets? And what proportion purchase 500-mile tickets? Local tickets 55.91; round trip tickets, 43.48; 500 mile tickets 61.100ths.
40. Have you made any advance in the rates of freight for lumber, since the passage of chapter 57, of the laws of 1876? If so, annex to your reply a schedule, naming the stations and rates in force both at the time and since the passage of said chapter.
- See schedule annexed to report of September 30, 1876.
41. Has your Company any rule governing your conductors, engineers and trainmen concerning the use of intoxicating liquors? *If so, what is it, and is it enforced?*
- The rules of this company prohibit the use of intoxicating liquors by conductors, engineers and trainmen, and are strictly enforced.
-

*The "distance tariff," with both rates noted thereon, will be a sufficient answer.

ACCIDENTS TO PERSONS IN STATE OF WISCONSIN,

For Year Ending September 30, 1878.

Name.	Place.	Date.		Cause.	Result.
Otto Govenson.....	Kenosha].....	Oct. 20, 1877	O.	Climbing on moving train.....	Injured.
John Anderson.....	Afton.....	Nov. 1, 1877	E.	Engine ran into a hand car.....	Injured.
S. F. Wright.....	Afton.....	Nov. 1, 1877	E.	Engine ran into a hand car.....	Injured.
James Moran.....	Oconto.....	Nov. 5, 1877	E.	Coupling cars.....	Injured.
R. W. Pritchard.....	Elroy.....	Nov. 6, 1877	E.	Climbing on moving train.....	Injured.
John Sullivan.....	Bluff Siding.....	Dec. 25, 1877	E.	Hand car thrown from track.....	Killed.
John Kneeland.....	Milwaukee.....	Jan. 17, 1878	E.	Climbing on moving cars.....	Injured.
Frank Scollan.....	Milwaukee.....	Jan. 18, 1878	E.	Coupling cars.....	Injured.
John Lowe.....	Merrimac.....	Feb. 1, 1878	E.	Fell from bridge.....	Killed.
Sarah Jackson.....	Oshkosh.....	Feb. 4, 1878	P.	Jumped from moving train....	Killed.
Phillip Brady.....	Milwaukee.....	Feb. 14, 1878	E.	Coupling cars.....	Injured.
Lawrence Mace.....	Neenah.....	Feb. 23, 1878	O.	Intoxicated; struck by snow plow.....	Killed.
John Kelly.....	Kendalls.....	March 7, 1878	E.	Unloading iron.....	Injured.
James Kenoh.....	Footville.....	March 25, 1878	O.	Stealing a ride, fell off the cars.....	Injured.
O. Johnson.....	Ft. Howard.....	April 2, 1878	O.	Jumped from a moving engine ...	Killed.
M. D. Denis.....	La Valle.....	April 8, 1878	E.	Bridge burned and engine broke through ..	Killed.
James Daley.....	La Valle.....	April 8, 1878	E.	Bridge burned and engine broke through ..	Killed.
A. Holland.....	Oshkosh.....	April 17, 1878	O.	Indian, lying on track, run over.....	Killed.
Thos. Rogers.....	Norwalk.....	April 30, 1878	E.	Climbing on moving train.....	Killed.
Thos Aspell.....	Evansville.....	May 11, 1878	O.	Climbing on moving train.....	Injured.
John Williams.....	Racine.....	May 27, 1878	O.	Climbing on moving train.....	Injured.
Chas. Hartwell.....	Kendalls.....	May 30, 1878	O.	Climbing on moving train.....	Killed.
Wm. Walburg.....	Bassetts.....	June 22, 1878	E.	Fell from train.....	Killed.
Samuel Davis.....	Appleton.....	June 28, 1878	E.	Misplaced rail.....	Injured.
A. Tate.....	Appleton.....	June 28, 1878	E.	Misplaced rail.....	Injured.
John Ensertson.....	Milwaukee.....	June 20, 1878	O.	Intoxicated, lying on track.....	Killed.
Chas. Krupp.....	Bangor.....	July 4, 1878	E.	Fell from hand car.....	Injured.

Chicago & Northwestern Railway Company.

Accidents in State of Wisconsin—continued.

Name.	Place.	Date.		Cause.	Result.
C. Mengle.....	Bangor.....	July 4, 1878	E.	Fell from hand car.....	Injured.
Richard Williams.....	Bangor.....	July 4, 1878	E.	Fell from hand car.....	Injured.
Ole Gissebquist.....	Merrimac ..	July 16, 1878	E.	Hand car struck by engine.....	Injured.
Geo. Whitfield.....	Oregon.....	July 30, 1878	E.	Collision.....	Injured.
Fred Uttick.....	Kendalls.....	Aug. 8, 1878	O.	Intoxicated, struck by engine.....	Injured.
Harry Whaley (8 yrs. old)	Evansville.....	Sept. 21, 1878	O.	Running across track ahead of train, stumbled, fell, and was run over.....	Killed.
Patrick Fitzgerald..	Onalaska.....	Sept. 24, 1878	E.	Riding on pilot of engine and fell off.....	Killed.

RECAPITULATION.

	<i>Killed.</i>	<i>Injured.</i>
Passengers.....	1	..
Employes.....	7	15
Others.....	6	5
	<hr/>	<hr/>
Total.....	14	20
	<hr/>	<hr/>

Chicago & Northwestern Railway Company.

Chicago & Northwestern Railway Company.

1. Of the above accidents, those numbered as follows were caused by broken rails.
Total No. None.
2. Of the above accidents those numbered as follows were caused by INATTENTION OF EMPLOYEES:
Total, No. uncertain.
3. Of the above accidents those numbered as follows were caused by COLLISIONS not properly coming under 2:
Total No. None.
4. Of the above accidents those numbered as follows were caused by explosions:
Total No. None.
5. Amount paid as damages caused by fire from locomotives.
Not kept separate.

NUMBER AND KIND OF FARM-ANIMALS KILLED, AND AMOUNT OF DAMAGES PAID THEREFOR.

	Number killed.	Amount paid.
1. Cattle, } 2. Horses, } 3. Mules, } 4. Sheep, } 5. Hogs, }	Classification not kept.....	
6. Total.....		\$6,949 18

7. Amount claimed yet unsettled, or in litigation.
Nothing.

REMARKS.

During the year ending September 30, 1878, the Chicago & Northwestern Railway Company has laid 98.20 miles of steel track on its line of road in the state of Wisconsin, requiring 9,258 tons.

STATE OF ILLINOIS — *County of Cook* — ss.

Albert Keep, President, and J. B. Redfield Assistant Secretary of the Chicago & Northwestern Railway Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same declare them to be a true, full and correct statement of the condition and affairs of said company, on the first day of October, A. D. 1878, to the best of their knowledge and belief.

[SEAL.]

Signed,
ALBERT KEEP, *President.*
J. B. REDFIELD,
Assistant Secretary.

Subscribed and sworn to before me, a notary public, this seventh day of November, A. D. 1878.

[SEAL.]

Signed, CHAS. E. SIMMONS,
Notary Public,

Northwestern Union Railway Company.

REPORT
OF THE
NORTHWESTERN UNION RAILWAY COMPANY,

For the year ending 30th September.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

NAMES.	OFFICES	ADDRESS.
Albert Keep.	President.	Chicago, Ill.
M. L. Sykes.	1st Vice President.	New York, N. Y.
J. B. Redfield.	Secretary.	Chicago, Ill.
B. C. Cook.	Solicitor.	Chicago, Ill.
M. L. Sykes.	Treasurer.	New York, N. Y.
Marvin Hughitt.	General Manager.	Chicago, Ill.
Marvin Hughitt.	General Superintendent.	Chicago, Ill.
E. H. Johnson.	Chief Engineer.	Chicago, Ill.
W. A. Thrall.	General Ticket Agent.	Chicago, Ill.
H. C. Wicker.	General Freight Agent.	Chicago, Ill.
J. B. Redfield.	Auditor.	Chicago, Ill.

1. General offices at Chicago, Illinois.

NAMES OF DIRECTORS.	RESIDENCE.	NAMES OF DIRECTORS.	RESIDENCE.
A. E. Elmore.	Ft. Howard, Wis.	Marvin Hughitt. ...	Chicago, Ill.
Wm. L. Scott.	Erie, Pa.	Wm. H. Ferry.	Lake Forest, Ill.
M. L. Sykes.	New York, N. Y.	James H. Howe.	Kenosha, Wis.
C. J. L. Meyer.	F. du Lac, Wis.	J. B. Redfield.	Chicago, Ill.
Albert Keep.	Chicago, Ill.		

EXECUTIVE COMMITTEE.

Albert Keep,

M. L. Sykes.

2. Date of annual election of directors. On the 14th day of June in each year.
3. Name and address of person to whom correspondence, concerning this report, should be directed, B. C. Cook, General Solicitor, Chicago, Ill.

CAPITAL STOCK.

1. Capital stock authorized by charter.	\$5,000,000 00
2. How many kinds of stock? Two.	
3. Amount of common stock.	1,000,000 00
4. Amount of preferred stock.	2,500,000 00
5. Total capital stock.	<u>\$3,500,000 00</u>

Northwestern Union Railway Company.

6. Proportion of stock for Wisconsin.*
All.
7. Rate of preference.
Ten per cent. per annum.
8. How much *common* stock has been issued since September 30, 1877?
None.
9. For what purpose? and what was received therefor?
None issued.
10. How much *preferred* stock has been issued since September 30, 1877?
None.
11. For what purpose? and what was received therefor?
None issued.

FUNDED AND UNFUNDED DEBT.

1. Describe severally all outstanding classes of bonds, including amounts, dates of issue, interest where and when payable, \$3,500,000.00.
Issued March 1, 1872. Due June 1, 1917. Interest 7 per cent. Payable in New York March 1st and September 1st.
2. Amount of debt not secured by mortgage.
None.
3. Total funded and unfunded debt, \$3,500,000.00.
4. Net cash realized from bonded debt above described.
About 90 per cent. of par value.
5. Proportion of debt, bonded and floating, for Wisconsin, \$3,500,000.00.

COST OF ROAD AND EQUIPMENT.

1. What amount has been expended for right of way during Sept. 30, 1878	}	\$1,134 00	
2. What for real estate, and for what purpose purchased ... For depot, grounds, etc.			
3. What has been expended in construction during the year ending Sept. 30, 1878.....	}	12,104 85	
4. What for improvement.....			
5. What for other items of expense, for construction and equipment			
6. What amounts, if any, have been paid for roads or portions of roads, not built by company during the time mentioned	}		
7. Total expended during the year ending Sept. 30, 1878			\$13,238 85
8. Total cost of entire line, as per last report.....			\$3,129, 873 13
9. Total cost of entire line to date		\$3,143, 116 98	

ORIGINAL COST AND PRESENT ESTIMATED VALUE OF TOTAL PROPERTY IN THIS STATE.†

* NOTE. — Unless some good reason exists to the contrary, this proportion — and all other estimates of the same character — should be for the miles of road in this State compared with the whole. If made on a different basis, please state the reason therefor.

† No report.

Northwestern Union Railway Company.

CHARACTERISTICS OF ROAD.

LENGTH OF ROAD.

	MILES.		Weight of rail per yd.
	Entire Length.	Length in Wisconsin	
1. Length of main line of road from Milwaukee to Fond du Lac.....	62.63	62.63	
2. Length of double track on main line.....			
* UNFINISHED BRANCHES — Name each.			
3. "Lodi Branch." Length of branch about ... From Mayfield to Lodi. Length of double track on branch.....	72.37		
4. Iron Ridge Branch. Length of branch about From Lodi Branch to Iron Ridge. Length of double track on branch.....	5.00		
5. Length of branch..... From _____ to _____. Length of double track on branch.....			
6. Length of branch..... From _____ to _____. Length of double track on branch.....			
7. Total length of main line and branches...	140.00		

8. Aggregate length of tracks operated by this company *computed as single track.*
62.63 miles.
9. Aggregate length of sidings and other track not above enumerated.
4.58 miles.
10. Number of junction stations.
Two.
11. What is the gauge of your lines?
Four feet, eight and one-half inches.

* NOTE. — This includes leased lines — designating them as such — the earnings, expenses, etc., of which are given in this report.

Northwestern Union Railway Company.

DOINGS OF THE YEAR IN TRANSPORTATION.

CHARACTER OF SERVICE.

	Number of persons employed.	Average salary per annum.
		\$
1. Division and assistant superintendents.....		
Clerks in all offices and stations.....	7	565 00
Master and assistant mechanics.....		
Conductors.....	3	665 00
Engineers.....	5	1,080 00
Brakemen and baggagemen.....	6	540 00
Flagmen, switch-tenders, gate-keepers and watchmen.....	11	540 00
Station agents and telegraph operators.....	9	565 00
Section men, Laborers, } Other employes, }	85	325 00
	126	

MILES.

MILEAGE AND TONNAGE.

	Whole line.	In Wisconsin.
2. Number of miles run by passenger trains.....	79,411	79,411
3. Number of miles run by freight and mixed trains.....	80,214	80,214
4. Number of miles run by construction and other trains.....	16,792	16,792
5. Total mileage.....	176,417	176,417
6. Total number of passengers carried.....	94,594	94,594
7. Total number of tons freight carried one mile.....	6,601,889	6,601,889
8. Total number passengers carried one mile.....	3,455,982	3,455,982
9. Average distance traveled by each passenger..	36.53m.	36.53m.

MILES PER HOUR.

10. The highest rate of speed allowed for express passenger trains.....		
11. Schedule rates of same, including stops.....	30	
12. The highest rate of speed allowed for mail and accommodation trains.....		
13. Schedule of same, including stops.....	20	
14. The highest rate of speed allowed for freight trains.....		
15. Schedule rate of same, including stops.....	12	
16. Amount of freight carried per loaded car, about 8 tons.		

Northwestern Union Railway Company.

17. TOTAL FREIGHT IN TONS.

	Whole line.	In Wisconsin.
Grain
Flour
Provisions
Salt, cement water lime and stucco
Manufactures, including agricultural implements, furniture and wagons
Live stock
Lumber and forest products
Iron, lead and mineral products
Stone, brick, lime, sand, etc.
Coal
Merchandise and other articles.....
Total tons	217,703	217,703

No record kept showing classification of commodities.

EARNINGS DURING THE YEAR ENDING SEPTEMBER 30, 1878.

MONTHLY EARNINGS FROM ALL SOURCES.

MONTHS.	PASSENGERS.	FREIGHT.	MAILS, EXPRESS, AND ALL OTHER SOURCES.	TOTALS.
	Wisconsin.	Wisconsin.	Wisconsin.	Wisconsin.
1877.				
	\$	\$	\$	\$
October	10,997 42	19,310 57	964 44	31,272 43
November.....	9,249 92	14,678 35	949 37	24,877 64
December	8,528 71	12,502 32	915 58	21,946 61
1878.				
January	7,808 18	16,301 87	963 55	25,073 60
February.....	6,825 81	13,521 68	896 99	21,244 48
March	9,581 16	10,247 69	952 78	20,781 63
April	9,041 58	14,371 23	924 40	24,337 21
May	8,922 23	10,826 57	985 88	20,744 68
June.....	8,575 15	11,346 83	891 07	20,813 05
July	9,569 05	12,044 12	973 89	22,587 06
August	10,060 77	15,690 86	983 88	26,735 51
September.....	10,772 54	17,023 31	1,033 87	28,829 72
Totals.....	109,932 52	167,875 40	11,435 70	289,243 62

Northwestern Union Railway Company.

1. Earnings per mile of road	\$4,618 29
2. Earnings per mile of road on freight.....	2,680 43
3. Earnings per mile of road on passengers.....	1,755 27
4. Earnings per train-mile run, on freight.....	2 09
5. Earnings per train-mile run, on passengers.....	1 38
6. Of the earnings of the entire line, what is the ratio of the passenger to the freight?.....	as 1 to $\frac{5270}{10000}$
7. Average gross earnings per mile [62.63 miles] of road, exclusive of sidings.....	4,618 29
8. Average net earnings per mile [62.63 miles] of road, exclusive of sidings.....	2,127 85
9. Average net earnings per train-mile .....	.83.49

EXPENSES DURING THE YEAR ENDING SEPT. 30, 1878.
PAYMENTS FOR CURRENT AND OPERATING EXPENSES.

	\$	Belonging to Wisconsin.
	\$	\$
1. Maintenance of way:.....		58,126 36
Repairs of track, including new and re-rolled iron rail in place of old iron rail.....	50,279 06	
Repairs of bridges and culverts.....	7,534 67	
Repairs of fences, gates and crossings.....	312 63	
New steel rail, valued only as iron rail*.....		
Other expenses on way		
2. Maintenance of buildings.....		761 96
3. Maintenance of rolling-stock:.....		23,077 62
Locomotives	12,305 69	
Passenger, baggage, mail, and express cars }.....	8,752 12	
Freight cars		
Shop tools and machinery.....	2,019 21	
4. Conducting transportation, and gen'l expenses:.....		61,590 97
Management and general office	1,487 88	
Foreign agency and advertising.....	574 62	
Agents and station service	11,431 95	
Conductors, baggage and brakemen.....	8,148 43	
Engineers, firemen and wipers	16,177 71	
Train and station supplies.....	806 79	
Fuel consumed.....	20,251 41	
Oil and waste.....	1,588 79	
Personal expenses.....		
Damage to persons.....	163 50	
Damage to property.....		
Loss and damage to freight and baggage.. }.....	914 78	
Legal expenses, miscellaneous expenses... }	45 11	
Other general operating expenses, as per items below.....		
5. Current expenses:.....		12,420 20
For taxes.....	12,420 20	
For insurance.....		
Lease or privilege of other roads whose earnings are included in this report, giving name and amounts paid		
6. Total current operating expenses, being 53.92 per cent. of earnings.....		155,976 51

* In substituting steel rail for iron rail, the cost of iron rail only should be charged to operating account, and the excess carried to extraordinary expenses. (See next page.)

Northwestern Union Railway Company.

PAYMENTS FOR CURRENT AND OPERATING EXPENSES—con.

7. Average operating expenses per mile of road, exclusive of sidings	\$2,490 44
8. Average operating expenses per train-mile.....	97 71
9. Excess of earnings over operating and current expenses...	133,267 11
10. Cost of maintaining track and bridges per mile run.....	36.22
11. Cost of repairs of engines per mile run.....	.07.71
12. Cost of engineers, firemen and wipers per mile run.....	.10.13
13. Cost of oil and waste per mile run.....	.01
14. Cost of fuel used on locomotives per mile run .....	.11.62

OPERATING EXPENSES.

Twelve months ending September 30th, 1879.

Repairs of engines and tenders	\$12,305 69
Repairs of cars	8,752 12
Repairs of buildings	761 96
Repairs of fences, gates and crossings.....	312 63
Repairs of bridges and culverts.....	7,534 67
Repairs of track	50,279 06
Repairs of tools and machinery.....	2,019 21
Fuel used by locomotives	18,551 21
Fuel and lights used in cars and at stations.....	1,700 20
Oil and waste used.....	1,588 79
Office and station furniture and expenses.....	280 05
Furniture and fixtures for cars.....	196 72
Foreign agents.....	285 16
Advertising.....	289 46
Stationery, printed blanks, tickets, etc.....	339 02
Enginemen, firemen and wipers.....	16,177 71
Conductors, baggagemen and brakemen.....	8,148 43
Laborers and switchmen at stations.....	3,640 93
Agents and clerks at stations	7,641 02
Superintendence	1,487 88
Loss and damage.....	914 78
Injury to persons	163 50
Teaming, freight, baggage and mails.....	150 00
Miscellaneous expenses	45 11
Total.....	\$143,556 31
Add for taxes.....	12,420 20
Total..	\$155,976 51

Northwestern Union Railway Company.

PAYMENTS IN ADDITION TO OPERATING EXPENSES.

	Belonging to Wisconsin.
15. New steel rail, excess of cost over iron rail, old track	}
16. New rail on new track	
17. New equipment	
18. New bridges and culverts (not including replacements)	
19. Real estate bought during the year	
20. New tools and machinery	
21. New buildings	
22. Total paid for new investment on the length of the company's lines since date of last report	
23. Amounts paid in cash, stock, bonds, or otherwise, for extension, new lines and branches, during the past year — specify particularly..	
Total new investment .....		13,238 85
24. For interest on bonds and premiums on gold coupons and sinking fund	\$280,051 35
25. Dividends — rate, — per cent. — on preferred stock. None.	
26. Dividends — rate, — per cent. — on common stock. None.	
Total payments in addition to operating expenses...	293,290 20
28. What amount of money have you expended for building roads out of the state, from proceeds arising from business done on your roads in this state? Nothing.	
29. How was amount of dividends paid the past year — cash, stock, or otherwise? Specify amounts and manner of payment. No dividends paid or declared.	

GENERAL BALANCE SHEET, 1st OCTOBER, 1878.

ASSETS.	Dollars. Cts.		LIABILITIES.	Dollars. Cts.	
Cost of road.....	\$3,148,116	98	Capital stock.....	\$3,500,000	00
Leasehold agreement for unfinished line.....	3,500,000	00	Funded debt.....	3,500,000	00
Assets (due from C. & N. W. Ry).....	314,938	42			
Income account	41,944	60			
	\$7,000,000	00		\$7,000,000	00

Northwestern Union Railway Company.

Northwestern Union Railway Company.

1. What regulations govern your employes, in regard to crossings or other railroads; are they found to be sufficient?
Employes are instructed to bring trains to a full stop before crossing the track of another company. These regulations are found to be entirely sufficient.
2. What regulations govern your employes in regard to crossings of public highways? And are these regulations found to be sufficient?
Engineers are required to sound whistle at signal posts, which are 80 rods before highway crossings, and to ring the bell. Which regulations are found to be sufficient.
3. What platform and coupler between passenger cars do you use?
The Miller platform and coupler.
4. What kind of brakes do you use on passenger trains?
The Westinghouse air brakes.

U. S. MAIL.

5. What is the compensation paid you by the U. S. government for the transportation of its mails, and on what terms of service?
\$68 per mile per annum; six times each way per week.

EXPRESS COMPANIES.

6. What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc.? What kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies?
American Express Co. Rate per diem on limited tonnage, \$19.82; limit of pounds, 8,000. Milwaukee to Fond du Lac — rate per 100 lbs whole length of route on excess of tonnage, \$2. Express companies have no care of the machinery or repairs of cars, etc. They do a miscellaneous business, restricted to lighter articles properly belonging to express business. The express company deliver their freight into this company's cars.

TRANSPORTATION COMPANIES.

7. What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, etc.? Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so, in what particular?
The cars of all transportation companies are allowed to run over the lines of this company, paying regular rates and receiving mileage. The freight is carried in cars furnished by such transportation companies (excepting consignments of less than a car load). Their freight has no preference over other freight of like class.

SLEEPING CARS.

8. Do sleeping or dining cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates?

Northwestern Union Railway Company.

The Pullman Palace Cars are run with passenger trains. This railway company hauls them, furnishes fuel, lights, and keeps in running order the trucks and whole exterior of the cars. The Pullman Palace Car Co. furnishes and provides for the care and management of the interior. They are owned by the Pullman Palace Car Co., and all charges made in addition to the regular passenger rates are made and collected by that company.

ADDITIONAL QUESTIONS.

9. Have you acquired any additional chartered rights or privileges under the special or general laws of this state, directly or indirectly, since your last report?
This company has acquired no additional chartered rights or privileges under any laws of the state of Wisconsin since last report.
10. Have you acquired any such additional rights or privileges under the laws, general or special, of any other state since your last report?
No.
11. Have you acquired any lines in or out of this state, by purchase, lease, consolidation or otherwise, since your last report? If yes, give full particulars relating thereto, including length of line, location thereof, at what point or place connection is made with old line; terms of purchase or lease, and brief statement of reasons for making such purchase or lease, and whether made by consent of stockholders?
No.
12. Do you, by purchase or ownership of capital stock, or in any other manner, control any other railroad corporation owning or having under its control a parallel or competing line?
No.
13. Does any officer of your company act as the officer of any other railroad corporation, owning or having the control of a parallel or competing line?
No.
14. What running arrangements have you with other railroad companies, setting forth the contracts for the same, made since the date of your last report?
None.
15. Have you such arrangements with other railroad companies crossing or connecting with your lines, as enable passengers to make close connections with trains on such lines, at all such crossing or connecting points? If so, when were such arrangements made? If not at *all* such points, state at *what* points such connections are not made, and the reasons therefor.
Arrangements for connections with trains of other lines are made from time to time, as time tables are revised, and the connections are reasonably close at all points.
16. Have any swamp or other state lands been granted your company since the date of your last report? If so, how many acres?*
34. Are there any terminal points or places, on your lines in, or out, of this state, to and from which the larger portion of the freight transported on your lines is carried! If so, name them.
Yes, Milwaukee.
35. Have you made any advance in the rates of freight, from stations on your lines, to such terminal points since the enactment of chapter 57 of the laws of 1876?
We have in some cases.

* This company has never received any grant of lands, nor has it ever acquired any lands, except for right of way and depot grounds.

Northwestern Union Railway Company.

36. Have you made any reduction in such rates, from any stations, since the passage of said chapter?
We have.
If you answer either of the questions in the affirmative, annex to your reply schedules, naming the stations, with distance and rates in force at the time, and since the passage of said chapter, on 1st, 2d, 3d and 4th class of freight, and upon flour, grain, live stock, agricultural implements, salt and coal.
See schedule annexed, p. 154.
37. *Have you made such advance or reduction on your rates of freight between other stations on your lines? If yes, annex a schedule to your reply, showing what the advance or reduction has been on the articles above named.
See schedule annexed, p. 154.
38. What is your present tariff per mile for passengers, both through and local?
Local tickets, one way, 4c. Round trip, 3c.
39. What proportion of the passengers carried by you in this state, purchase round-trip tickets? And what proportion purchase 500-mile tickets?
Round-trip tickets, 47.31. Local tickets, 51.26. 500-mile tickets, 1.43.
40. Have you made any advance in the rates of freight for lumber since the passage of chapter 57 of the laws of 1876? If so, annex to your reply a schedule, naming the stations and rates in force both at the time and since the passage of said chapter.
No.
41. Has your company any rule governing your conductors, engineers and trainmen concerning the use of intoxicating liquors? *If so, what is it, and is it enforced?*
The rules of this company prohibit the use of intoxicating liquors by conductors, engineers and trainmen, and are strictly enforced.

*The "distance tariff," with both rates noted thereon, will be a sufficient answer.

Northwestern Union Railway Company.

1. Of the above accidents, those numbered as follows were caused by broken rails.
Total No. None.
2. Of the above accidents those numbered as follows were caused by INATTENTION OF EMPLOYES:
Total No. None.
3. Of the above accidents those numbered as follows were caused by COLLISIONS not properly coming under 2:
Total No. None.
4. Of the above accidents those numbered as follows were caused by explosions:
Total No. None.
5. Amount paid as damages caused by fire from locomotives. Not kept separate.

NUMBER AND KIND OF FARM ANIMALS KILLED, AND AMOUNT OF DAMAGES PAID THEREFOR.

	Number killed.	Amount paid.
1. Cattle, } 2. Horses } 3. Mules, } 4. Sheep, } 5. Hogs, } Classification not kept.
6. Total	\$156 52

7. Amount claimed yet unsettled, or in litigation. Nothing.

STATE OF ILLINOIS, }
County of Cook. } ss.

Albert Keep, president, and J. B. Redfield, secretary of the Northwestern Union Railway Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company on the first day of October, A. D. 1877, to the best of their knowledge and belief.

[SEAL.]

Signed,

ALBERT KEEP,
J. B. REDFIELD.

Subscribed and sworn to before me, a notary public, this sixteenth day of November, A. D. 1878.

[SEAL.]

CHAS. E. SIMMONS,
Notary Public.

Northwestern Union Railway Company.

	Present rates	17	15	12	11	07	14	.....	.....	.....	14 00
	Increase on old rates.....										
	Decrease on old rates	02	02	02	01	0044	0088	.....	.....	.....	88
35	BARTON —										
	Prior to chapter 57, 1876	20	18	15	.....	0760	1520	.....	.....	.....	15 20
	Present rates	19	17	14	.....	07	14	.....	.....	.....	15 00
	Increase on old rates.....										
	Decrease on old rates.....	01	01	01	.....	0060	0120	.....	.....	.....	20
42	KEWASKUM —										
	Prior to chapter 57, 1876	22	19	16	.....	0870	1744	.....	.....	.....	17 44
	Present rates	20	18	15	.....	07	14	.....	.....	.....	18 00
	Increase on old rates.....										
	Decrease on old rates	02	01	01	.....	0172	0344	.....	.....	.....	56
48	NEW CASSEL —										
	Prior to chapter 57, 1876			17	.....	0968	1936	.....	.....	.....	19 36
	Present rates			18	.....	09	18	.....	.....	.....	21 00
	Increase on old rates.....			01	.....			.....	.....	.....	1 64
	Decrease on old rates .....				.....	0068	0136	.....	.....	.....
55	EDEN —										
	Prior to chapter 57, 1876 .....				.....	1150	23	.....	.....	.....
	Present rates .....				.....	11	22	.....	.....	.....
	Increase on old rates.....				.....			.....	.....	.....
	Decrease on old rates .....				.....	0050	01	.....	.....	.....

West Wisconsin Railway.

CAPITAL STOCK AND FUNDED AND UNFUNDED DEBT.

The road passed into the hands of Wm. H. Ferry, Receiver of the U. S. Circuit Court for the Western District of Wisconsin, June 1, 1877. He is not prepared to make report of stock, bonds and floating debt of the R'y Co.

COST OF ROAD AND EQUIPMENT.

[See Payments in Addition to Operating Expenses.]

ORIGINAL COST AND PRESENT ESTIMATED VALUE OF
TOTAL PROPERTY IN THIS STATE.

DESCRIPTION OF PROPERTY.

Nothing has been expended for construction.

CHARACTERISTICS OF ROAD.

LENGTH OF ROAD.

	MILES.		Weight of rail per yard.
	Entire Length.	Length in Wis.	
1. Length of main line of road from Lake St. Croix to Elroy.....	177.7	177.7	50 to 56
2 Length of main line. Elroy to St. Paul (leased from St. Croix river to St. Paul).....	197.6	177.7	.....
* BRANCHES — Name each.			
3. Length of branch .....	.....	.....	.....
From Stillwater Junction to Stillwater (leased)	3.8	.....	.....
Total length of main line and branches.....	201.4	.....	.....

8. Aggregate length of tracks operated by this company *computed as single track*, as above 201.4 miles.
9. Aggregate length of sidings and other track not above enumerated
10. Number of junction stations. Elroy, Camp Douglas, Valley Junc., Merrilan, Eau Claire, North Wis Junc., Posts... Seven.
11. What is the gauge of your lines?..... 4 ft. 8½ in.

West Wisconsin Railway Company.

DOINGS OF THE YEAR IN TRANSPORTATION.

CHARACTER OF SERVICE.

	Average No. of persons employed.	Average sal- ary per an- num.
		\$
1. General superintendent	1	.....
Clerks in all offices, including agents	90	.....
Master and assistant mechanics	88	.....
Conductors, baggagemen and brakemen	51	.....
Engineers, firemen and wipers	78	.....
Section men	210	.....
Working trains	46	.....
Laborers, pumpers, bridge watchmen, wood- pilers, etc	34	.....
Other employes	27	.....

* NOTE. — This includes leased lines— designate them as such—the earnings, expenses, etc., of which are given in this report.

West Wisconsin Railway Company.

Doings of the Year in Transportation—continued.

MILEAGE AND TONNAGE.

	MILES.	
	Whole Line.	In Wisc'sin.
2. Number of miles run by passenger trains.....	147,931	No record.
3. Number of miles run by freight and mixed trains, not including switching	186,082	No record.
4. Number of miles run by working trains.....	48,159	No record.
5. Total mileage.....	382,172	.....
6. Total number of passengers carried.....	80,933½	No record.
7. Total number tons freight carried one mile....	21,148,563	No record.
8. Total number passengers carried one mile.....	4,632,634	No record.
9. Average distance traveled by each passenger ..	57.24	No record.
	MILES PER HOUR.	
10. The highest rate of speed allowed for express passenger trains.....		
11. Schedule rates of same, including stops.....		
12. The highest rate of speed allowed for mail and accommodation trains.....		
13. Schedule of same, including stops.....		
14. The highest rate of speed allowed for freight trains.....	15	15
15. Schedule rate of same, including stops, about..	15	15
16. Amount of freight carried per car. Average for loaded cars, whole road	7.75 tons.	.....
Average, covering both loaded and empty cars, whole road.....	6.30 tons.	.....
17. TOTAL FREIGHT IN TONS.	Whole Line.	In Wisc'sin.
Grain.....	No record is kept.	.....
Flour .....		.....
Provisions .....		.....
Salt, cement, water lime and stucco.....		.....
Manufactures, including agricultural imple- ments, furniture and wagons.....		.....
Live stock .....		.....
Lumber and forest products.....		.....
Iron, lead and mineral products.....		.....
Stone, brick, lime, sand, etc.....		.....
Coal .....		.....
Merchandise, and other articles .....	.....
Total tons.....		

EARNINGS DURING THE YEAR ENDING SEPTEMBER 30, 1878.
MONTHLY EARNINGS FROM ALL SOURCES

MONTHS.	PASSENGERS.		FREIGHT.		MAILS, EXPRESS AND ALL OTHER SOURCES.		TOTALS.	
	Whole line.	Wisconsin.	Whole line.	Wisconsin.	Whole line.	Wisconsin.	Whole line.	Wisconsin.
1877.	\$	\$	\$	\$	\$	\$	\$	\$
October	23,091 56	20,535 41	71,714 05	66,905 39	2,817 45	2,530 60	97,623 06	89,971 40
November.....	22,963 22	20,376 53	71,757 56	67,016 65	2,755 56	2,475 59	97,476 34	89,868 77
December	18,353 85	16,239 22	58,712 78	54,582 04	2,745 13	2,469 28	79,811 76	73,290 54
1878.								
January	14,598 09	12,875 30	45,361 46	41,838 89	2,792 98	2,512 92	62,752 53	57,227 11
February.....	14,555 36	12,866 55	46,169 19	42,539 54	2,644 48	2,376 29	63,369 03	57,782 38
March	22,801 44	20,232 65	52,793 03	47,714 26	2,769 08	2,489 15	78,363 55	70,436 06
April	23,318 11	20,425 89	52,633 02	48,069 48	2,984 88	2,693 79	78,936 01	71,189 16
Totals.....	139,681 63	123,551 55	399,141 09	368,666 25	19,509 56	17,547 62	558,332 28	509,765 42

West Wisconsin Railway Company.

*West Wisconsin Railway Company.**Earnings, etc. — continued.*

	Whole line.	Wisconsin.
	\$	\$
1. Earnings per mile of road from October 1st to April 30th, inclusive	2,772 25	2,868 68
2. Earnings per mile of road on freight	1,981 83	2,074 65
3. Earnings per mile on passengers	694 54	695 28
4. Earnings per train-mile run, on freight	1 58	.....
5. Earnings per train-mile run, on passengers	1 08	.....
6. Of the earnings of the entire line, what is the ratio of the passenger to the freight? .....	.....	.....
7. Average gross earnings per mile [201.4 miles] of road, exclusive of sidings	2,772,25	2,868 68
8. Average net earnings per mile [201.4 miles] of road, exclusive of sidings .....	.....	.....
9. Average net earnings per train-mile .....	.....	.....

EXPENSES DURING YEAR ENDING SEPTEMBER 30, 1878.

OPERATING EXPENSES.

	Total from Oct. 1, 1877 to Apr. 30, 1878.	Wisconsin proportion, 177.7 miles.
	\$	\$
Repairs of engines and tenders	21,224 92	18,726 75
cars	28,224 18	24,902 19
buildings	4,522 07	3,989 82
fences, gates and crossings	972 92	858 41
bridges and culverts	9,067 39	8,000 16
track	66,685 43	58,836 56
tools and machinery	3,208 90	2,831 21
Fuel used by locomotives	36,292 94	32,021 26
Fuel and lights used in cars and at stations	3,638 20	3,209 98
Oil and waste used	3,834 58	3,333 25
Office and station furniture and expenses	3,135 13	2,766 13
Furniture and Fixtures for cars	503 28	444 04
Foreign agents	5,377 74	4,744 78
Advertising	3,256 25	2,872 99
Stationery, printed blanks, tickets, etc.	2,934 32	2,588 95
Enginemen, firemen and wipers	29,364 90	25,908 65
Conductors, baggagemen and brakemen	20,061 21	17,700 01
Laborers and switchmen at stations	21,896 68	19,319 44
Agents and clerks	27,461 01	24,228 85
Superintendence	15,441 54	13,624 07
Rents	10,284 02	9,073 59
Loss and damage (freight and baggage)	933 93	868 12
Lass and damage (stock killed, etc.)	812 76	717 10
Injury to persons	640 98	565 54
Teaming freight, baggage and mails	35 75	31 54
Insurance	101 50	89 55

West Wisconsin Railway Company.

Expenses, etc.—continued.

	Total from Oct. 1, 1877, to Apr. 30, 1878.	Wisconsin proportion 177.7 miles.
	\$	\$
Miscellaneous expenses.....	4,183 53	3,691 13
Car hire balance.....	9,695 41	8,554 26
New York office expenses.....		
Extraordinary renewals and repairs.....	185,502 65	163,668 99
Total.....	519,344 12	458,217 32
Add for taxes.....	21,148 34	20,662 96
Total.....	540,592 46	478,880 28
6. Total current operating expenses being 00.0 per cent. of earnings.....	96 82	93 94
7. Average operating expenses per mile of road, exclusive of sidings, from Oct. 1, 1877, to April 30, 1878.....	2,684 17	2,694 88
8. Average operating expenses per train-mile from Oct. 1, 1877, to April 30, 1878.....	1 41	
9. Excess of earnings over operating and current expenses from Oct. 1, 1877, to April 30, 1878.	17,739 82	30,885 14
10. Cost of maintaining track and bridges per mile run (including extraordinary renewals and repairs).....	68	
11. Cost of repairs of engines per mile run.....	5.55 cents.	
12. Cost of engineers, firemen and wipers per mile run.....	7.68 cents.	
13. Cost of oil and waste per mile run by locomotives.....	.53 cents.	
14. Cost of fuel per mile run by locomotives.....	9.50 cents.	
.....		
.....		

West Wisconsin Railway Company.

Expenses, etc. — continued.

PAYMENTS IN ADDITION TO OPERATING EXPENSES.

	Belonging to Who.e line.	Belonging to Wisconsin.
	\$	\$
15. New steel rail, fastings, etc.....	49,263 00	43,464 75
16. New rail on new track.....		
17. New equipment, derrick car	1,935 66	1,707 83
18. New bridges and culverts.....	323 22	285 18
19. Real estate bought during the year.....		
20. New tools and machinery.....		
21. New buildings	1,687 38	1,488 77
22. Total paid for new investment on the length of the company's lines since date of last report		
23. Amounts paid in cash, stock, bonds, or other- wise, for extensions, new lines and branches, during the past year — specify particularly:		
New ties, put in track.....	10,609 35	9,360 63
Improvements: New fences, \$172.60; raising grades, etc., \$717.69.....	890 29	785 50
Total new investment.....	64,708 90	57,092 66
24. For interest on bonds.....		
25. Dividends — rate — per cent. — on preferred stock		
26. Dividends — rate — per cent. — on common stock		
Total payments in addition to operating expenses.....		

RECEIVER'S BALANCE SHEET, 1st OF OCTOBER, 1878.

ASSETS.	Dollars. Cts.	LIABILITIES.	Dollars. Cts.
Improvement account.....	63,020 54	Floating debt—covering pay rolls, unpaid vouches for supplies, etc., not yet due, taxes not yet due, etc., etc	22,832 17
Equipment account, new derrick car.....	1,935 66	Receiver's certificates.	175,000 00
Balances due from station agents, U. S. P. O. Department, American Express Co., var- ious individuals and corporations, cash on hand, etc , etc., less balance due R. R. Co's and transportation lines.....	183,717 68	Income account	50,841 71
	248,673 88		248,673 88

West Wisconsin Railway Company.

West Wisconsin Railway Company.

1. What regulations govern your employes in regard to crossings of other railroads, and are they found to be sufficient?
Full stop, 400 feet from crossing.
2. What regulations govern your employes in regard to crossings of public highways? And are these regulations found to be sufficient?
Bell rung and whistle sounded.
3. What platform and coupler between passenger cars do you use?
Miller Coupler, Buffer and Platform.
4. What kind of brakes do you use on passenger trains?
Both Westinghouse Air Brakes and Hand Brakes on each car.

U. S. MAIL.

5. What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service?
About \$60 per mile per annum.

EXPRESS COMPANIES.

6. What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies?
American Express Co. Take freight at depots and pay a per diem on limited tonnage.

TRANSPORTATION COMPANIES.

7. What freight and transportation companies run on your road, and on what terms and on what conditions as to rates, use of track, machinery, repairs of cars, etc.? Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so, in what particular?
We haul cars of all railroad companies and transportation lines in interchange of business, paying for use of same three-fourths cent. per mile per cars for freight cars.

SLEEPING CARS.

8. Do sleeping or dining cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates?
Pullman Palace Sleeping Cars run on all passenger trains, for the use of which this road pays two cents per mile run, which covers the use of same and ordinary repairs. In case of accident this road pays the cost of repairs. About one dollar for double berth is charged in addition to regular first class passenger fare.

ADDITIONAL QUESTIONS.

9. Have you acquired any additional chartered rights or privileges under the special or general laws of this state, directly or indirectly, since your last report?
We have acquired none except such rights and privileges as may have been conferred upon all railroad companies by the general laws of the state.

West Wisconsin Railway Company.

10. Have you acquired any such additional rights or privileges under the laws, general or special, of any other state, since your last report?
See answer to No. 9 above.
11. Have you acquired any lines in or out of this state, by purchase, lease, consolidation, or otherwise, since your last report? If yes, give full particulars relating thereto, including length of line, location thereof, at what point or place connection is made with old line; terms of purchase or lease, and brief statement of reasons for making such purchase or lease, and whether made by consent of stockholders?
No.
12. Do you, by purchase or ownership of capital stock, control any other railroad corporation owning or having under its control a parallel or competing line?
No.
13. Does any officer of your company act as the officer of any other railroad corporation, owning or having the control of a parallel or competing line?
No.
14. What running arrangements have you with other railroad companies, setting forth the contracts for the same, made since the date of your last report?
None.
15. Have you such arrangements with other railroad companies crossing or connecting with your lines, as enable passengers to make close connections with trains on such line, at all such crossings or connecting points? If so, when were such arrangements made? If not at *all* such points, state at *what* points such connections are not made, and the reasons therefor.
Connection is made with all roads at junction points, when possible to do so.
16. Have any swamp or other state lands been granted your company since the date of your last report? If so, how many acres?
None.
17. Have any United States lands been granted to your company, directly or indirectly, since the date of your last report? What number acres received by your company, directly or indirectly, since date of last report?
None.
18. What number acres sold and conveyed since date of your last report?
16,881.48 acres.
19. Average price, per acre, realized?
\$5.20 per acre.
20. To what corporations have you sold land, how much, and what price, since the date of your last report?
No sale to corporations.
21. Number of acres now held by company?
510,221.94 acres.
22. Average price asked for lands now held by company?
No price fixed or estimated.
23. Value of donations of right of way or other real estate received since the date of your last report?
None.
24. Amount of city, county and town aid granted to company in exchange for stock, or otherwise? Specify particulars since date of last report.
Nothing.
25. Total cash amount realized from such aid since date of last report?
Nothing.
26. Amount of land sold, but not conveyed, under contracts now in force?
To April 30, 1878, 130,621.10 acres.

West Wisconsin Railway Company.

27. The whole amount of cash, principal and interest, received for land hitherto sold and conveyed, since date of last report?
To April 30, 1878, \$45,174.22.
28. Whole amount of cash received, principal and interest, on outstanding contracts in force, since date of last report?
To April 30, 1878, \$75,646.00.
29. Whole amount of cash received, principal and interest, on contracts forfeited, since date of last report?
To April 30, 1878, \$3,792.75.
30. Whole amount of cash received for stumpage, trespasses, etc., since date of last report?
To April 30, 1878, \$950.10.
31. What have been your total receipts from lands sold, and contracted to be sold since the date of last report?
To April 30, 1878, \$120,820.22.
32. What is the aggregate sum of receipts on account of lands, from all sources whatever, up to the present time?
To April 30, 1878, \$1,570,819.05.
33. What is the amount now due the Company on lands sold or contracted to be sold?
To April 30, 1878, \$517,118.50 and interest.
34. Are there any terminal points or places, on your lines in, or out, of this state, to and from which the larger portion of the freight transported on your lines is carried? If so, name them.
Chicago, Milwaukee, St. Paul and Minneapolis.
35. Have you made any advance in the rates of freight, from stations on your lines, to such terminal points since the enactment of chapter 57, of the laws of 1876?
The tariffs attached to 1876 report are still in force.
36. Have you made any reductions in such rates, from any stations, since the passage of said chapter?
If you answer either of the questions in the affirmative, annex to your reply schedules, naming the stations, with distance and rates in force at the time, and since the passage of said chapter, on 1st, 2d, 3d and 4th class of freight, and upon flour, grain, live stock, agricultural implements, salt and coal.
The tariffs attached to 1876 report are still in force.
37. * Have you made such advance or reduction on your rates of freight between other stations on your lines? If yes, annex a schedule to your reply, showing what the advance or reduction has been on the articles above named.
The tariffs attached to 1876 report are still in force.
38. What is your present tariff per mile for passengers, both through and local?
Local tariff hereto attached. The through rates are not governed by a fixed tariff, but are made to meet the requirements of circumstances.
39. What proportion of the passengers carried by you, in this State, purchase round-trip tickets? And what proportion purchase 500-mile tickets?
No record kept.
40. Have you made any advance in the rates of freight for lumber, since the passage of chapter 57, of the laws of 1876? If so, annex to your reply a schedule, naming the stations and rates in force both at the time and since the passage of said chapter.
The tariffs attached to 1876 report are still in force.
41. Has your Company any rule governing your conductors, engineers and trainmen concerning the use of intoxicating liquors? *If so, what is it, and is it enforced?*
The use of intoxicating liquors involves instant dismissal.

*The "distance tariff," with both rates noted thereon, will be a sufficient answer.
* Classification revised to Sept. 1, 1877. Attached to 1877 report.

ACCIDENTS.

No. of Accidents.	STATEMENT OF EACH ACCIDENT. Give name of person, date and place of accident.	Employees — By their own want of caution.		Others—By their own want of caution.		DAMAGES PAID.
		Kill.	Inj.	Kill	Inj.	
		1	Levi Hawkins, Oct. 18, 1877, near Humbird, one finger only.....		1				In each of these nine cases this railway furnished assistance and medical aid where necessary to its own expense unso- licited and as a gratuity.
2	Master Gardner, Nov. 8, 1877, near Hammond; jumped from moving train; one arm disjoined; 13 years old; was stealing a ride				1	
3	E. H. Brainard, Nov. 17, 1877, near Wilson; crushed; attempted to couple tender to flat car loaded with projecting lumber, on inside of curve	1				
4	Thomas Hickey, Nov. 9, 1877, near Elk Mound; stepped from train into cattle guard; slightly hurt		1			
5	Ole Belgard, Nov. 16, 1877, near Camp Douglas; stumbled and fell from car; shoulder blade dislocated.....		1			
6	Fred Swain, Nov. 24, 1877, near Augusta; thumb smashed only		1			
7	Nicholas Teis, Jan. 17, 1878, near Humbird; 86 years old, partially deaf and partly deranged; walking on track as train came around curve; he stepped aside, but stood so near the track that one of the engine's cylinders struck him and killed him instantly; no blame attached to this railway company by coroner's jury			1		
8	Frank Potter, March 3, 1878, near Hersey; jumped on and then off from moving train; shoulder dislocated (stole a ride).....				1	
9	August Schwan, April 4, 1878, near Eau Claire; jumped on and then off from moving train; shoulder dislocated.....		1			
	Total.....	1	5	1	2	

West Wisconsin Railway Company.

Northwestern Union Railroad Company.

NUMBER AND KIND OF FARM ANIMALS KILLED, AND AMOUNT OF DAMAGES PAID THEREFOR.

	No. killed.	Amount paid.
1. Cattle	22	\$370 50
2. Horses	1	40 00
3. Mules		
4. Sheep		
5. Hogs		
6. Total	23	\$410 50

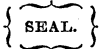
7. Amount claimed yet unsettled, or in litigation.
\$115.00. (No suit pending).

REMARKS.

STATE OF WISCONSIN, }
County of St. Croix. } ss.

Edwin W. Winter, General Superintendent, and C. D. W. Young, Auditor of the West Wisconsin Railway, Wm. H. Ferry, Receiver, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same declare them to be a true, full and correct statement of the condition of the affairs of said company, on the first day of October, A. D. 1878, to the best of their knowledge and belief.

Signed,



EDWIN W. WINTER,
C. D. W. YOUNG.

Subscribed and sworn to before me, D. M. White, this 23d day of November, A. D. 1878.
D. M. WHITE, *Notary Public.*

Chicago, St. Paul & Minneapolis Railway Company.

REPORT
OF THE
CHICAGO, ST. PAUL & MINNEAPOLIS RAILWAY COMPANY,
For the year ending 30th September.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

NAMES.	OFFICERS.	ADDRESS.
* Wm. H. Ferry	President	Lake Forest, Ill.
Vacant	1st Vice President .....	.....
.....	Secretary .....	.....
Jno. C. Spooner	Solicitor	Hudson, Wis.
R. P. Flower	Treasurer	New York city.
R. Edgerton	Assistant Treasurer	New York city.
E. W. Winter	General Superintendent	Hudson, Wis.
.....	Chief Engineer .....	.....
H. H. Weakley	Land Commissioner	Hudson, Wis.
F. B. Clarke	Gen. Freight & Pass Agt	St. Paul, Minn.
C. D. W. Young	Auditor	Hudson, Wis.

* From and after July 1st, 1878, H. H. Porter has been President, and Wm. H. Ferry, Vice President.

1. General offices at Hudson, Wisconsin.

NAMES OF DIRECTORS.	RESIDENCE.	NAMES OF DIRECTORS.	RESIDENCE.
John Comstock	Hudson, Wis.	H. Seibert	New York city.
Jno. C. Spooner	Hudson, Wis.	David Dows	New York city.
Philetus Sawyer	Oshkosh, Wis.	A. B. Bayliss	New York city.
H. H. Porter	Chicago, Ill.	Geo. Coplin	New York city.
J. B. Goodman	Chicago, Ill.	R. P. Flower	New York city.
W. H. Ferry	Lake Forest, Ill.	A. R. Flower	New York city.
R. R. Cable	Rock Island, Ill.		

EXECUTIVE COMMITTEE.

H. H. Porter,
David Dows,

R R. Cable.

W. H. Ferry,
R. P. Flower,

2. Date of annual election of directors. First Saturday in June after the first Thursday.
3. Name and address of person to whom correspondence, concerning this report, should be directed, C. D. W. Young, Auditor, Hudson, Wis.

Chicago, St. Paul & Minneapolis Railway Company.

CAPITAL STOCK.

1. Capital stock authorized by charter.....	\$5,000,000 00
2. How many kinds of stock? Two.	
3. Amount of common stock.....	4,000,000 00
4. Amount of preferred stock.....	1,000,000 00
5. Total capital stock	<u>\$5,000,000 00</u>
6. Proportion of stock for Wisconsin.* All.	
7. Rate of preference. Eight per cent. per annum.	
8. How much <i>common</i> stock has been issued since September 30, 1877? See explanatory note hereto attached.	
9. For what purpose? and what was received therefor? See explanatory note hereto attached.	
10. How much <i>preferred</i> stock has been issued since September 30, 1877? See explanatory note hereto attached.	
11. For what purpose? and what was received therefor? See explanatory note hereto attached.	

EXPLANATORY NOTE.—This company was organized April 30th, 1878, under chapter 119, General Laws, 1872, and the acts amendatory thereof, in accordance with the plan set forth in pamphlet attached to the original report. The securities have been issued, and the exchanges have been, and are now being made by the bondholders' committee as rapidly as possible. The exchange of the securities not yet being completed, it is impossible at this date to make a report of the stock and bonds, no entries of same having yet been made on books of the company. We shall be able when our next report is rendered to give all required information in regard to our securities, etc.

ORIGINAL COST AND PRESENT ESTIMATED VALUE OF
TOTAL PROPERTY IN THIS STATE.

DESCRIPTION OF PROPERTY.

No report-

FUNDED AND UNFUNDED DEBT.

See explanatory note.

COST OF ROAD AND EQUIPMENT.

See payments in addition to operating expenses.

* NOTE.—Unless some good reason exists to the contrary, this proportion—and all other estimates of the same character—should be for the miles of road in this State compared with the whole. If made on a different basis, please state the reason therefor.

Chicago, St. Paul & Minneapolis Railway Company.

CHARACTERISTICS OF ROAD.

LENGTH OF ROAD.

	MILES.		Weight of rail per yard.
	Entire Length.	Length in Wis. consin.	
1. Length of main line of road from Lake St. Croix to Elroy.....	177.7	177.7	50 to 56
2 Length of main line. Elroy to St. Paul (leased from St. Croix river to St. Paul).....	197.6	177.7	.....
* BRANCHES — Name each.			
3. Length of branch			
From Stillwater Junction to Stillwater (leased)	3.8		
Total length of main line and branches.....	201.4		

8. Aggregate length of tracks operated by this company *computed as single track*, as above 201.4 miles.
9. Aggregate length of sidings and other track not above enumerated
10. Number of junction stations. Elroy, Camp Douglas, Valley Junc., Merrillan, Eau Claire, North Wis Junc., Posts Hudson. Seven.
11. What is the gauge of your lines?..... 4 ft. 8½ in.

DOINGS OF THE YEAR IN TRANSPORTATION.

CHARACTER OF SERVICE.

	Average No. of persons employed.	Average sal- ary per an- num.
		\$
1. General superintendent	1	.....
Clerks in all offices, including agents.....	90	.....
Master and assistant mechanics	88	.....
Conductors, baggagemen and brakemen	51	.....
Engineers, firemen and wipers.....	78	.....
Section men	210	.....
Working trains	46	.....
Laborers, pumpers, bridge watchmen, wood- pilers, etc.....	34	.....
Other employes	27	.....

* NOTE. — This includes leased lines—designate them as such—the earnings, expenses, etc., of which are given in this report.

Chicago, St. Paul & Minneapolis Railway Company.

Doings of the Year in Transportation—continued.

MILEAGE AND TONNAGE.

	MILES.	
	Whole Line.	In Wisc'sin.
2. Number of miles run by passenger trains.....	106,846	No record.
3. Number of miles run by freight and mixed trains, not including switching	121,271	No record.
4. Number of miles run by working trains.....	40,875	No record.
5. Total mileage.....	268,992	.....
6. Total number of passengers carried.....	72,749	No record.
7. Total number tons freight carried one mile....	13,753,512	No record.
8. Total number passengers carried one mile.....	4,164,153	No record.
9. Average distance traveled by each passenger ..	57.24	No record.
	MILES PER HOUR.	
10. The highest rate of speed allowed for express passenger trains.....		.....
11. Schedule rates of same, including stops.....		.....
12. The highest rate of speed allowed for mail and accommodation trains.....		.....
13. Schedule of same, including stops.....		.....
14. The highest rate of speed allowed for freight trains.....	15	15
15. Schedule rate of same, including stops, about..	15	15
16. Amount of freight carried per car. Average for loaded cars, whole road about.....	7.75 tons.	.....
Average, covering both loaded and empty cars, whole road, about.....	6.30 tons.	.....
17. TOTAL FREIGHT IN TONS.*	Whole Line.	In Wisc'sin.

*No record kept.

EARNINGS DURING THE YEAR ENDING SEPTEMBER 30, 1878.

MONTHLY EARNINGS FROM ALL SOURCES

MONTHS.	PASSENGERS.		FREIGHT.		MAILS, EXPRESS AND ALL OTHER SOURCES.		TOTALS.	
	Whole line.	Wisconsin.	Whole line.	Wisconsin.	Whole line.	Wisconsin.	Whole line.	Wisconsin.
1878.	\$	\$	\$	\$	\$	\$	\$	\$
May	22,315 28	19,688 77	53,540 76	47,239 01	2,810 50	2,479 71	78,666 54	69,407 49
June	19,344 18	17,067 37	42,372 56	37,385 31	2,680 28	2,364 81	64,397 02	56,817 49
July	20,646 19	18,216 13	44,282 86	39,070 77	2,805 63	2,475 41	67,734 68	59,762 31
August	23,413 27	20,657 52	44,493 94	39,257 00	2,781 03	2,453 71	70,688 24	62,368 23
September.....	28,324 90	24,991 06	52,685 46	46,484 38	2,638 07	2,327 57	83,648 43	73,803 01
Totals.....	114,043 82	100,620 85	237,375 58	209,436 47	13,715 51	12,101 21	365,134 91	322,158 53

	Whole Line.	Wisconsin.
1. Earnings per mile of road	1,812 98	1,812 98
2. Earnings per mile of road on freight.....	1,178 62	1,178 62
3. Earnings per mile of road on passengers	566 25	566 25
4. Earnings per train-mile run, on freight.....	1 38	No record.
5. Earnings per train-mile run, on passengers	1 20	No record.
6. Of the earnings of the entire line, what is the ratio of the passenger to the freight?.....		
7. Average gross earnings per mile [201.4 miles] of road, exclusive of sidings.....	1,812 98	1,812 98
8. Average net earnings per mile [— miles] of road, exclusive of sidings.....		
9. Average net earnings per train-mile.....		

Chicago, St. Paul & Minneapolis Railway Company.

Chicago, St. Paul & Minneapolis Railway Company.

EXPENSES DURING THE YEAR ENDING SEPT. 30, 1878.

OPERATING EXPENSES.	Five Months ending Sept. 30, 1878.	Wisconsin Proportion.
	\$	\$
Repairs of engines and tenders	11,050 02	9,749 43
Repairs of cars	16,952 54	14,957 23
Repairs of buildings	1,085 35	957 61
Repairs of fences, gates and crossings.....	845 24	745 76
Repairs of bridges and culverts.....	15,043 66	13,273 02
Repairs of track	40,732 51	35,938 29
Repairs of tools and machinery.....	1,806 68	1,594 04
Fuel used by locomotives.....	26,498 38	23,379 52
Fuel and lights used in cars and at stations...	888 91	784 29
Oil and waste used.....	1,652 69	1,458 17
Office and station furniture and expenses.....	1,798 05	1,586 42
Furniture and fixtures for cars.....	289 58	255 50
Foreign agents.....	2,394 53	2,112 69
Advertising	1,991 74	1,757 31
Stationery, printed blanks, tickets, etc.....	2,415 71	2,131 38
Engineers, firemen and wipers.....	20,571 87	18,150 56
Conductors, baggagemen and brakemen.....	13,811 64	12,186 01
Laborers and switchmen at stations.....	16,182 72	14,278 01
Agents and clerks at stations.....	19,757 32	17,431 88
Superintendence	5,216 60	4,602 61
Rents.....	6,739 60	5,946 35
Loss and damage (freight and baggage).....	83 66	73 81
Loss and damage (stock killed, etc)	838 63	739 92
Injury to persons.....	502 88	443 69
Teaming, freight, baggage and mails.....	33 50	29 56
Insurance	877 20	773 95
Miscellaneous expenses.....	2,701 26	2,383 32
Car hire balance	8,703 90	7,679 45
Total.....	221,466 37	195,399 78
Add for taxes.....	13,554 84	12,886 34
Add for rent of Hudson branch	4,416 65	.....
Add for rent of St. P. S. F. F. R. R.....	9,751 05	.....
Add for interest and exchange.....	15 55	13 67
Total.....	249,204 46	208,299 79
Total current operating expenses, being — per cent. of earnings.....	68 25	64 66
7. Average operating expenses per mile of road, exclusive of sidings	1,160 94	1,172 12
8. Average operating expenses per train-mile	0 87	No record.
9. Excess of earnings over operating and cur- rent expenses	130,113 70	113,872 41
10. Cost of maintaining track and bridges per mile run.....	0 21	No record.
11. Cost of repairs of engines per mile run....	4 11	No record.
12. Cost of engineers, firemen and wipers per mile run.....	7 65	No record.
13. Cost of oil and waste per mile run by loco- motives.....	31	No record.
14. Cost of fuel per mile run by locomotives..	9 85	No record.

Chicago, St. Paul & Minneapolis Railway Company.

Expenses, etc. — continued.

PAYMENTS IN ADDITION TO OPERATING EXPENSES.

	Belonging to whole line.	Belonging to Wisconsin.
	\$	\$
15. New steel rail, fastenings, etc.....	130,803 94	115,407 43
16. New rail on new track.....		
17. New equipment.....	10,046 14	8,863 71
18. New bridges and culverts (not including re- placements).....	4,224 55	3,727 32
19. Real estate bought during the year. (Right of way).....	1,101 00	971 41
20. New tools and machinery.....		
21. New buildings.....	1,839 84	1,623 29
22. Total paid for new investment on the length of the company's lines since date of last report.....		
23. Amounts paid in cash, stock, bonds, or other- wise, for extensions, new lines and branches, during the past year — specify particularly—		
New ties.....	16,185 50	14,280 47
New fences.....	1,236 06	1,090 58
Raising track.....	4,408 05	3,889 22
New track scales.....	723 47	638 32
Expense attending issue of bonds.....	185 50	163 67
Total new investment.....	170,753 05	150,655 42
24. For interest on bonds.....	Nothing.	Nothing.
25. Dividends — rate, — per cent. — on preferred stock.....	Nothing.	Nothing.
26. Dividends — rate, — per cent. — on common stock.....	Nothing.	Nothing.
Total paym'ts in addition to operat. expenses.....		

28. What amount of money have you expended for building roads out of the State, from proceeds arising from business done on your roads in this State?

29. How was amount of dividends paid the last year — cash, stock, or otherwise? Specify amounts and manner of payment.

GENERAL BALANCE SHEET, 1st OF OCTOBER, 1878.

12—R. R. Com.

ASSETS.	Dollars. Cts.		LIABILITIES.	Dollars. Cts	
New steel rails, fastenings and ties.....	146,988	44	Floating debt, covering—		
Construction and improvement.....	13,718	47	Pay rolls, unpaid vouchers for supplies etc.	184,140	97
Equipment.....	10,046	14	not yet due, taxes not yet due, etc.....	115,930	45
Material and fuel on hand, balance due from station agents, U. S. P. O. Dep't, Am. Ex. Co., various individuals and corporations, cash on hand, etc., less balance due railroad companies and transportation lines.....	129,318	37	Income account		
				300,071	42
	300,071	42			

Chicago, St. Paul & Minneapolis Railway Company.

No. 5.]

RAILROAD COMMISSIONER.

1878

Chicago, St. Paul & Minneapolis Railway Company.

1. What regulations govern your employes, in regard to crossings or other railroads; are they found to be sufficient?
Full stop 400 feet from crossing.
2. What regulations govern your employes in regard to crossings of public highways? And are these regulations found to be sufficient?
Bell rung and whistle sounded.
3. What platform and coupler between passenger cars do you use?
The Miller coupler, buffer and platform.
4. What kind of brakes do you use on passenger trains?
Both Westinghouse air brakes and hand brakes on each car.

U. S. MAIL.

5. What is the compensation paid you by the U. S. government for the transportation of its mails, and on what terms of service?
About \$60 per mile per annum.

EXPRESS COMPANIES.

6. What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc.? What kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies?
American Express Co. Take freight at depots, and pay a per diem on limited tonnage.

TRANSPORTATION COMPANIES.

7. What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, etc.? Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so, in what particular?
We haul cars of all railroad companies and transportation lines, in interchange of business, paying for use of same $\frac{3}{4}$ c. per mile per car for freight cars.

SLEEPING CARS.

8. Do sleeping or dining cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates?
Pullman Palace Sleeping cars run on all passenger trains, for the use of which this road pays two cents per mile run, which covers the use of same and ordinary repairs. In case of accident this road pays cost of repairs. About \$1 00 for double berths is charged in addition to regular first class passenger fare.

ADDITIONAL QUESTIONS.

9. Have you acquired any additional chartered rights or privileges under the special or general laws of this state, directly or indirectly, since your last report?
None, except those acquired by all railroad companies under the general laws of the state.

Chicago, St. Paul & Minneapolis Railway Company.

10. Have you acquired any such additional rights or privileges under the laws, general or special, of any other state since your last report?
See answer to question No. 9.
11. Have you acquired any lines in or out of this state, by purchase, lease, consolidation or otherwise, since your last report? If yes, give full particulars relating thereto, including length of line, location thereof, at what point or place connection is made with old line; terms of purchase or lease, and brief statement of reasons for making such purchase or lease, and whether made by consent of stockholders?
No.
12. Do you, by purchase or ownership of capital stock, or in any other manner, control any other railroad corporation owning or having under its control a parallel or competing line?
No.
13. Does any officer of your company act as the officer of any other railroad corporation, owning or having the control of a parallel or competing line?
No.
14. What running arrangements have you with other railroad companies, setting forth the contracts for the same, made since the date of your last report?
None.
15. Have you such arrangements with other railroad companies crossing or connecting with your lines, as enable passengers to make close connections with trains on such lines, at all such crossing or connecting points? If so, when were such arrangements made? If not at *all* such points, state at *what* points such connections are not made, and the reasons therefor.
Connection is made with all roads at junction points, when possible to do so.
The answers to questions on page 14 and 15 numbered 16 to 33 inclusive, are for the period of time, from May 1st, to September 30th.
16. Have any swamp or other state lands been granted your company? If so, how many acres?
None.
17. Have any United States lands been granted to your company, directly or indirectly,? What number acres received by your company, directly or indirectly.
None.
18. What number acres sold and conveyed?
35,663.64. acres.
19. Average price, per acre, realized?
\$3.67.
20. To what corporations have you sold land? How much, and what price?
No sale to corporation.
21. Number of acres now held by company?
464,096.54.
22. Average price asked for lands now held by company?
No price fixed or estimated.
23. Value of donations of right of way or other real estate received?
No donation.
24. Amount of city, county and town aid granted to company in exchange for stock, or otherwise? Specify particulars.
Nothing.
25. Total cash amount realized from such aid?
Nothing.
26. Amount of land sold but not conveyed, under contracts now in force?
10,461.76 acres.

Chicago, St. Paul & Minneapolis Railway Company.

27. The whole amount of cash, principal and interest, received for lands hitherto sold and conveyed?
\$26,610.32.
28. Whole amount of cash received, principal and interest, on outstanding contracts in force?
\$14,012.32.
29. Whole amount of cash received, principal and interest, on contracts forfeited?
\$210.00.
30. Whole amount of cash received for stumpage, trespass, etc?
\$1,718.12.
31. What have been your total receipts from lands sold and contracted to be sold?
\$40,622.64.
32. What is the aggregate sum of receipts on account of lands, from all sources whatever, up to the present time?
\$42,421.76.
33. What is the amount now due the company on lands sold or contracted to be sold?
\$44,319.91, and interest.
34. Are there any terminal points or places, on your lines in, or out, of this state, to and from which the larger portion of the freight transported on your lines is carried? If so, name them.
Chicago, Milwaukee, St. Paul and Minneapolis.
35. *Have you made any advance in the rates of freight, from stations on your lines, to such terminal points since the enactment of chapter 57 of the laws of 1876?
The tariffs attached to 1876 report of West Wisconsin Railway are still in force.
36. Have you made any reduction in such rates, from any stations, since the passage of said chapter?
If you answer either of the questions in the affirmative, annex to your reply schedules, naming the stations, with distance and rates in force at the time, and since the passage of said chapter, on 1st, 2d, 3d and 4th class of freight, and upon flour, grain, live stock, agricultural implements, salt and coal.
The tariffs attached to 1876 report of West Wis. Ry are still in force.
37. *†Have you made such advance or reduction on your rates of freight between other stations on your lines? If yes, annex a schedule to your reply, showing what the advance or reduction has been on the articles above named.
The tariffs attached to 1876 report of West. Wis. Ry are still in force.
38. What is your present tariff per mile for passengers, both through and local?
Local tariff hereto attached. The through rates are not governed by a fixed tariff, but are made to meet the requirements of circumstances.
39. What proportion of the passengers carried by you in this state, purchase round-trip tickets? And what proportion purchase 500-mile tickets?
No record kept.
40. *Have you made any advance in the rates of freight for lumber since the passage of chapter 57 of the laws of 1876? If so, annex to your reply a schedule, naming the stations and rates in force both at the time and since the passage of said chapter.
The tariffs attached to 1876 report of West Wis. Ry are still in force.
41. Has your company any rule governing your conductors, engineers and trainmen concerning the use of intoxicating liquors? *If so, what is it, and is it enforced?*
The use of intoxicating liquors involves instant dismissal.

*Classification revised to September 1, 1877, attached to 1877 report of West Wis. Ry's.

†The "distance tariff," with both rates noted thereon, will be a sufficient answer.

ACCIDENTS.

Number of accidents.	STATEMENT OF EACH ACCIDENT.										Damages paid.		
	Give name of person, place and date of accident.												
	PASSENGERS.		EMPLOYES.				OTHERS.						
	From causes beyond their control.		By their own misconduct or want of caution.		From causes beyond their control.		By their own misconduct or want of caution.		From causes beyond their control.		By their own misconduct or want of caution.		
	Kill.	Inj.	Kill.	Inj.	Kill.	Inj.	Kill.	Inj.	Kill.	Inj.	Kill.	Inj.	
1	Wm. Dempey, May 18, 1878, near Humbird. Fell from hand car. Cause, whisky.												
2	Neil McKinley, May 30, 1878, near Eau Claire. Fell from flat car and hurt his hand.												
	Eugene Hely, June 7, 1878, near Merrillean. Fell from car; face and head bruised, but no serious injury sustained.												
4	A. B. Cormack, July 18, 1878, near Hudson. Stepped his foot between guard and main rail; thrown down and partially run over by empty cars; right thigh fractured, not seriously.												
5	Walter Kendall, Aug. 6, 1878, near Baldwin. Walked too near train, and was hit by a corner of a car; his thigh cut and his hip bruised slightly.												
						5							

*In each of these five cases this railway company provided assistance and medical aid where necessary, at its own expense, unsolicited, and as a gratuity.

Chicago, St. Paul & Minneapolis Railway Company.

Chicago, St. Paul & Minneapolis Railway Company.

1. Of the above accidents, those numbered as follows were caused by broken rails.
Total No. None.
2. Of the above accidents those numbered as follows were caused by INATTENTION OF EMPLOYEES:
Total No. None
3. Of the above accidents those numbered as follows were caused by COLLISIONS not properly coming under 2:
Total No. None.
4. Of the above accidents those numbered as follows were caused by explosions:
Total No. None.
5. Amount paid as damages caused by fire from locomotives.
None.

NUMBER AND KIND OF FARM-ANIMALS KILLED, AND AMOUNT OF DAMAGES PAID THEREFOR.

	Number killed.	Amount paid.
1. Cattle	31	\$382 00
2. Horses	2	225 00
3. Mules		
4. Sheep		
5. Hogs	2	20 00
6. Total.....	35	\$627 00

7. Amount claimed yet unsettled, or in litigation.
\$179. No suit pending.

STATE OF WISCONSIN — *County of St. Croix* — ss.

Edwin W. Winter, General Superintendent, and C. D. W. Young, Auditor of the Chicago, St. Paul & Minneapolis Railway Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same declare them to be a true, full and correct statement of the condition and affairs of said company, on the first day of October, A. D. 1878, to the best of their knowledge and belief.

[SEAL.]

Signed,
EDWIN W. WINTER,
General Superintendent.
C. D. W. YOUNG,
Auditor.

Subscribed and sworn to before me, D. M. White, this twenty-third day of November, A. D. 1878.

[SEAL.]

Signed,

D. M. WHITE,
Notary Public,

North Wisconsin Railway Company.

REPORT
OF THE
NORTH WISCONSIN RAILWAY COMPANY.

For the year ending 30th September, 1878.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

NAMES.	Offices.	Address.
John A. Humbird	President	Hudson.
Alfred J. Goss	Secretary	Hudson.
H. C. Baker	Solicitor	Hudson.
Alfred J. Goss	Treasurer	Hudson.
Wm. H. Phipps	Auditor	Hudson.

1. General offices at Hudson.

Names of Directors.	Residence.	Names of Directors.	Residence.
Jacob Humbird	Cumberl'd, Md.	A. L. Clarke	Hudson, Wis.
A. H. Baldwin	New York City.	H. A. Baldwin	Hudson, Wis.
Israel Graves	Hudson, Wis.	I. A. Humbird	Hudson, Wis.
J. B. G. Roberts	Clayton, Wis.	D. A. Baldwin	(deceased).
John C. Spooner	Hudson, Wis.		

EXECUTIVE COMMITTEE.

John A. Humbird. John C. Spooner. D. A. Baldwin, deceased.

2. Date of annual election of directors, September.
3. Name and address of person to whom correspondence, concerning this report, should be directed, Wm. H. Phipps, Hudson, Wis.

CAPITAL STOCK.

1. Capital stock authorized by charter	\$300,000 00
2. How many kinds of stock? One.	
3. Amount of common stock	106,500 00
4. Amount of preferred stock. None.	
5. Total capital stock	<u>\$106,500 00</u>

North Wisconsin Railway Company.

6. *Proportion of stock for Wisconsin.
All.
7. Rate of preference.
8. How much *common* stock has been issued since Sept. 30th, 1877?
None.
9. For what purpose, and what was received therefor?
10. How much *preferred* stock has been issued, since Sept. 30, 1877?
None.
11. For what purpose, and what was received therefor?

FUNDED AND UNFUNDED DEBT.

1. Describe severally all outstanding classes of bonds, including amounts dates of issue, interest where and when payable.....	
First mortgage. Date, January 6, 1873. Interest 10 per cent. Payable in New York June 1st and December 1st	\$63,000 00
First mortgage land grant sinking fund, May 29, 1874. Interest 10 per cent. Payable January 1st and July 1st,	825,000 00
2. Amount of debt not secured by mortgage.....	
3. Total funded and unfunded debt.....	\$888,000 00
4. Net cash realized from bonded debt above described	393,000 00
5. Proportion of debt, bonded and floating, for Wisconsin....	All.

COST OF ROAD AND EQUIPMENT.

1. What amount has been expended for right of way between Sept. 30, 1877, and Sept. 30, 1878.....	\$702 86
2. What for real estate, and for what purpose purchased . . . None, except right of way.	
3. What has been expended in construction between Sept. 30, 1877, and Sept. 30, 1878.....	24,957 58
4. What for improvement.....	6,277 06
5. What for other items of expense, for construction and equipment	21,747 82
6. What amounts, if any, have been paid for roads or portions of roads, not built by company during the time mentioned	None.
7. Total expended, between Sept. 30, 1877 and Sept. 30, '78	\$53,685 32
8. Total cost of entire up to Sept. 30, 1877.....	\$982,233 27
9. Total cost of entire line to date	\$1,035,918 59

* NOTE. — Unless some good reason exists to the contrary, this proportion — and all other estimates of the same character — should be for the miles of road in this state compared with the whole. If made on a different basis, please state the reasons therefor.

North Wisconsin Railway Company.

COST OF CONSTRUCTION, EQUIPMENT, ETC., IN THIS STATE,

Between September 30, 1877, and Sept. 30, 1878.

1. What amounts have been expended for grading between Sept. 30, 1877, and Sept. 30, 1878	\$18,408 07
What amount has been expended for new side tracks between Sept. 30, 1877 and Sept. 30, 1878.....	4,654 79
2. How much for bridges	
3. How much for tunnels	
4. How much for iron bridges	
5. How much for wooden bridges.....	4,143 16
6. How much for ties and tying.....	2,406 35
7. How much for iron rail, No. miles, .., lbs wt. per yard ..	
8. How much for steel rail, No. miles, .., lbs wt. per yard ..	
9. How much for chairs, spikes, fish-bar, etc ..	
10. How much for laying track	
11. How much for passenger and freight stations, etc., No. stations	308 22
12. How much for engine and car shops, No.	
13. How much for machine shops, No.	
14. How much for machinery and fixtures	
15. How much for engine houses, No.....	
16. How much for car sheds, No.	
17. How much for turn tables, No.	
18. How much for track and other scales, No.....	
19. How much for wood sheds and water stations, No.....	
20. How much for fencing, No. miles	1,314 05
21. How much for elevators	
22. How much for locomotives and tenders, No., .., av. wt. tons	
23. How much for snow plows, as per schedule, No. .., av. wt. tons.....	154 98
24. How much for wreckers, No., .., av. wt. tons	
25. How much for passenger cars, 1st class, No. .., av. wt. tons	
26. How much for passenger cars, 2d class, No. .., av. wt. tons	
27. How much for baggage cars, No. .., av. wt. tons	
28. How much for mail cars, No. .., av. wt. tons	1,704 44
29. How much for express cars, No. .., av. wt. tons	
30. How much for freight cars, closed, No. .., av. wt. tons. }	19,888 40
31. How much for platform cars, No., .., av. wt. tons }	
32. How much for hand cars, No. .., av. wt. tons	
33. How much for machinery and tools to accompany trains, repair track, etc., used by trackmen or others	
34. How much for all other property not enumerated. Right of way.....	702 86
35. Total amount expended between Sept. 30, 1877, and Sept. 30, 1878.....	<u><u>\$53,685 32</u></u>

North Wisconsin Railway Company.

CHARACTERISTICS OF ROAD.

LENGTH OF ROAD.

	MILES.		Weight of rail per yd.
	Entire Length.	Length in Wisconsin	
1. Length of main line of road from North Wisconsin Junction to end of track.....		40	50
2. Length of double track on main line.....			

* UNFINISHED BRANCHES — Name each.

- None.
- 8. Aggregate length of tracks operated by this company *computed as single track.*
40 miles.
- 9. Aggregate length of sidings and other track not above enumerated.
2 miles.
- 10. Number of junction stations.
One.
- 11. What is the gauge of your lines?
Four feet, eight inches.

DOINGS OF THE YEAR IN TRANSPORTATION.

CHARACTER OF SERVICE.

	Number of persons employed.
1. Division and assistant superintendents.....	..
Clerks in all offices and stations	1
Master and assistant mechanics .....	..
Conductors	1
Engineers.....	1
Brakemen	4
Flagmen, switch-tenders, gate-keepers and watchmen.....	..
Station agents.....	5
Section men.....	18
Laborers .....	..
Other employes.....	..
	30

MILEAGE AND TONAGE.

No record kept.

* NOTE. — This includes leased lines — designating them as such — the earnings, expenses, etc., of which are given in this report.

North Wisconsin Railway Company.

EARNINGS DURING THE YEAR ENDING SEPTEMBER
30, 1878.

MONTHLY EARNINGS FROM ALL SOURCES.

MONTHS.	PASSENGERS.	FREIGHT.	MAILS, EX- PRESS, AND ALL OTHER SOURCES.	TOTALS.
	Wisconsin.	Wisconsin.	Wisconsin.	Wisconsin.
1877.				
October.....	\$ 927 47	\$ 3,787 80	\$ 28 56	\$ 4,743 83
November.....	1,068 08	3,456 33	34 44	4,558 85
December.....	938 50	3,749 33	536 58	5,224 41
1878.				
January.....	1,043 33	6,072 35	20 89	7,136 57
February.....	872 00	10,090 08	17 56	10,979 64
March.....	1,002 32	5,377 24	515 01	6,894 57
April.....	931 02	4,429 19	22 94	5,383 15
May.....	850 85	5,660 40	24 86	6,536 11
June.....	660 15	6,062 47	520 35	7,242 97
July.....	1,077 27	5,004 25	29 01	6,110 53
August.....	1,092 70	3,366 51	37 85	4,497 06
September.....	1,286 63	4,952 55	513 39	6,752 57
Totals.....	11,750 32	62,008 50	2,301 44	76,060 26

	Whole line Wisconsin.
1. Earnings per mile of road.....	\$1,810 95
2. Earnings per mile of road on freight.....	1,528 81
3. Earnings per mile on passengers.....	280 00
4. Earnings per train-mile run, on freight.....	.....
5. Earnings per train-mile run, on passengers.....	.....
6. Of the earnings of the entire line, what is the ratio of the passenger to the freight? As 1 to 5½.	
7. Average gross earnings per mile [— miles] of road, exclusive of sidings.....	280 00
8. Average net earnings per mile [42 miles] of road, exclusive of sidings.....	874 16
9. Average net earnings per train-mile.....	

North Wisconsin Railway Company.

EXPENSES DURING THE YEAR ENDING SEPTEMBER 30, 1878.

PAYMENTS FOR CURRENT AND OPERATING EXPENSES.

	\$	\$
		Belonging to Wisconsin.
1. Maintenance of way:.....		10,738 86
Repairs of track, including new and re-rolled iron rail in place of old iron rail.....		440 79
Repairs of bridges.....		
Repairs of fences.....		
New steel rail, valued only as iron rail*.....		
Other expenses on way.....		30 08
2. Maintenance of buildings.....		
3. Maintenance of rolling stock:.....		
Locomotives.....		5,035 17
Passenger, baggage, mail, and express cars.....		
Freight cars.....		
Shop tools and machinery.....		14,291 03
4. Conducting transportation, and gen'l expenses:.....		
Management and general office.....	3,040 54	
Printing, stationery and advertising.....	590 79	
Agents and station service.....	3,124 41	
Conductors, baggage and brakemen.....		
Engineers, firemen and wipers.....	4,009 70	
Train and station supplies.....		
Fuel consumed.....	2,466 26	
Oil and waste.....	317 87	
Personal expenses.....		
Damage to persons.....		
Damage to property.....	294 97	
Loss and damage to freight and baggage.....		
Legal expenses, miscellaneous expenses.....		
Other general operating expenses.....	446 49	
5. Current expenses:.....		8,809 50
For taxes.....	2,509 50	
For interest.....	6,300 00	
Lease or privilege of other roads whose earnings are included in this report, giving name and amounts paid.....		
6. Total current operating expenses, being 52 per cent. of earnings.....		39,345 43
7. Average operating expenses per mile of road, exclusive of sidings.....		936 80
8. Average operating expenses per train-mile.....		
9. Excess of earnings over operating and current expenses..		36,714 83
10. Cost of maintaining track and bridges per mile run...		266 18
11. Cost of repairs of engines per mile run.....		
12. Cost of engineers and firemen per mile run.....		
13. Cost of oil and waste per mile run.....		7 57
14. Cost of fuel per mile run.....		58 72

* In substituting steel rail for iron rail, the cost of iron rail only should be charged to operating account, and the excess carried to extraordinary expenses. (See next page.)

North Wisconsin Railway Company.

EXPENSES, ETC. — continued.

PAYMENTS IN ADDITION TO OPERATING EXPENSES.

	Belonging to Wisconsin.
15. New steel rail, excess of cost over iron rail, old track	
16. New rail on new track	
17. New equipment	\$21,747 82
18. New bridges and culverts (not including replacements)....	
19. Real estate bought during the year	
20. New tools and machinery	
21. New buildings	308 22
22. Total paid for new investment on the length of the com- pany's lines since date of last report	
23. Amounts paid in cash, stock, bonds, or otherwise, for exten- sion, new lines and branches, during the past year — spe- cify particularly	
Total new investment	<u>\$22,056 04</u>
24. For interest on bonds. None.	
25. Dividends — rate, — per cent. — on preferred stock. None.	
26. Dividends — rate, — per cent. — on common stock. None.	
Total payments in addition to operating expenses...	<u>.....</u>
28. What amount of money have you expended for building roads out of the state, from proceeds arising from business done on your roads in this state? None.	
29. How was amount of dividends paid the past year — cash, stock, or other- wise? Specify amounts and manner of payment. None.	

GENERAL BALANCE SHEET, 1st OCTOBER, 1878.

ASSETS.	Dollars. Cts.		LIABILITIES.	Dollars. Cts.	
	Construction and Equipment.....	\$1,035,918		59	Common stock .....	106,500	00
Stock of material and fuel			Land grant bonds.....	825,000	00
Balance due from agents and various individuals.....	23,159	70	First mortgage bonds.....	63,000	00
Cash on hand and various operating assets }			Debts owing	1,240	22
			Income account	63,338	07
	\$1,059,078	29		\$1,059,078	29

North Wisconsin Railway Company.

North Wisconsin Railway Company.

1. What regulations govern your employes in regard to crossings of other railroads, and are they found to be sufficient?
We cross none.
2. What regulations govern your employes in regard to crossings of public highways? And are these regulations found to be sufficient?
At all crossings we ring the bell and blow the whistle.
3. What platform and coupler between passenger cars do you use?
The "Miller" platform.
4. What kind of brakes do you use on passenger trains?
Hand brake.

U. S. MAIL.

5. What is the compensation paid you by the U. S. government for the transportation of its mails, and on what terms of service?
\$1,881 per annum. One mail each way per day.

EXPRESS COMPANIES.

6. What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies?
American Express Co. They pay an average of 27c per 100 lbs. on all express matter between Hudson and Clayton.

TRANSPORTATION COMPANIES.

7. What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, etc.? Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so, in what particular?
None.

SLEEPING CARS.

8. Do sleeping or dining cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates?
No.

ADDITIONAL QUESTIONS.

9. Have you acquired any additional chartered rights or privileges under the special or general laws of this state, directly or indirectly, since your last report?
No.
10. Have you acquired any such additional rights or privileges under the laws, general or special, of any other state, since your last report?
No.
11. Have you acquired any lines in or out of this state, by purchase, lease, consolidation or otherwise, since your last report? If yes, give full particulars relating thereto, including length of line, location thereof, at what point or place connection is made with old line; terms of purchase or lease, and a brief statement of reasons for making such purchase, or lease, and whether made by consent of stockholders?
No.

North Wisconsin Railway Company.

12. Do you, by purchase or ownership of capital stock, or in any other manner, control any other railroad corporation owning or having under its control a parallel or competing line?
No.
13. Does any officer of your company act as the officer of any other railroad corporation, owning or having the control of a parallel or competing line?
No.
14. What running arrangements have you with other railroad companies, setting forth the contracts for the same, made since the date of your last report?
With St. Paul, Stillwater & Taylor's Falls R. R. Joint arrangements.
15. Have you such arrangements with other railroad companies crossing or connecting with your lines, as enables passengers to make close connections with trains on such lines, at all such crossing or connecting points? If so, when were such arrangements made? If not at all such points, state at what points such connections are not made, and the reasons therefor.
Close running connection with St. Paul, Stillwater & Taylor's Falls R. R. over Chicago, St. Paul & Minneapolis Railway.
16. Have any swamp or other state lands been granted your company since the date of your last report? If so how many acres?
No.
17. Have any United States lands been granted to your company, directly or indirectly, since the date of your last report? What number of acres received by your company, directly or indirectly, since date of last report?
This company received from the state in 1874 and 1875 patents for 332,781.58 acres of land.
18. What number acres sold and conveyed since date of your last report?
Sold prior to September 30, 1877, 23,339.66 acres; since September 30, 1877, 6,538.53 acres.
19. Average price, per acre, realized?
\$4.78 ⁹/₁₀.
20. To what corporations have you sold land? How much, and what price since the date of your last report?
None.
21. Number of acres now held by company?
297,903.39 acres.
22. Average price asked for lands now held by company?
No estimate.
23. Value of donations of right of way or other real estate received since the date of your last report?
None.
24. Amount of city, county and town aid granted to company in exchange for stock, or otherwise? Specify particulars since date of last report.
None.
25. Total cash amount realized from such aid since date of your last report?
None.
26. Amount of land sold but not conveyed, under contracts now in force.
\$24,199.33.
27. Whole amount cash, principal and interest, received for lands hitherto sold or conveyed.
\$53,238.36. Of this amount, \$7,281.56 was received on lands sold or conveyed during the year ending September 30, 1878.
28. Whole amount cash received prior to September 30, 1877, principal and interest on outstanding contracts then in force.
\$9,753.70.

North Wisconsin Railway Company.

Whole amount cash received during this year, principal and interest on outstanding contracts now in force.

\$10,872.94.

29. Whole amount cash received, principal and interest on contracts forfeited prior to September 30, 1877.

\$15.

Whole amount cash received, principal and interest on contracts forfeited since September 30, 1877.

\$95.

30. Whole amount cash received for stumpage, trespass, etc., previous to September 30, 1877.

\$31,889.46.

Whole amount cash received for stumpage, trespass, etc., during the year ending September 30, 1878.

\$27,716.90.

31. Total receipts from lands sold, and contracted to be sold, to date.

\$86,025.63.

32. What is the aggregate sum of receipts on account of lands, from all sources whatever, up to the present time?

\$145,631.99.

33. What is the amount now due the company on lands sold, or contracted to be sold?

\$91,244.71.

34. Are there any terminal points or places on your lines, in or out of this state, to and from which the larger portion of the freight transported on your lines is carried? If so, name them.

Hudson, Wis.

35. Have you made any advance in the rates of freight, from stations on your lines to such terminal points, since the enactment of chapter 57 of the laws of 1876? No.

36. Have you made any reduction in such rates, from any stations, since the passage of said chapter?

If you answer either of the questions in the affirmative, annex to your reply schedules, naming the stations, with distance and rates in force at the time, and since the passage of said chapter, on 1st, 2d, 3d and 4th class freight, and upon flour, grain, live stock, agricultural implements, salt and coal. No.

37. Have you made such advance or reduction on your rates of freight between other stations on your line? If yes, annex a schedule to your reply, showing what the advance or reduction has been on the articles above named. No.

38. What is your present tariff per mile for passengers, both through and local?

Five cents.

39. What proportion of the passengers carried by you in this state purchase round-trip tickets, and what proportion purchase 500-mile tickets? No record.

40. Have you made any advance in the rates of freight for lumber since the passage of chapter 57 of the laws of 1876? If so, annex to your reply a schedule, naming the stations and rates in force, both at the time and since the passage of said chapter. No.

41. Has your company any rule governing your conductors, engineers and trainmen, concerning the use of intoxicating liquors? If so, what is it, and is it enforced?

Immediate dismissal. It is enforced.

¹ The "distance tariff," with both rates thereon, will be a sufficient answer.

ACCIDENTS.

No. of Accidents.	STATEMENT OF EACH ACCIDENT.																							
	Give name of person, date and place of accident.																PASSENGERS.		EMPLOYEES.		OTHERS.		Damages claimed.	Damages paid.
																	Killed.	Inj'd.	From causes beyond their control.		By their own mis-conduct, or want of caution.			
1	O. O. Gould, brakeman, February 8, 1878, between Clayton and Clear Lake.....													1								None.		Company paid funeral expenses.
																							
																							
																							
																							

North Wisconsin Railway Company.

North Wisconsin Railway Company.

1. Of the above accidents, those numbered as follows were caused by broken rails.
Total No.
2. Of the above accidents those numbered as follows were caused by INATTENTION OF EMPLOYEES:
Total No. 1.

NUMBER AND KIND OF FARM ANIMALS KILLED, AND AMOUNT OF DAMAGES PAID THEREFOR.

	Number killed.	Amount paid.
1. Cattle	12	\$281 00
2. Horses		
3. Mules		
4. Sheep		
5. Hogs		
6. Total	12	\$281 00

7. Amount claimed yet unsettled, or in litigation. None.

STATE OF WISCONSIN, }
County of St. Croix. } ss.

William H. Phipps, Auditor, and Alfred J. Goss, Secretary of the North Wisconsin Railway Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company on the first day of October, A. D. 1878, to the best of their knowledge and belief.

[SEAL.]

Signed,

WILLIAM H. PHIPPS,
Auditor
ALFRED J. GOSS,
Secretary.

Subscribed and sworn to before me, a notary public, this nineteenth day of November, A. D. 1878.

[SEAL.]

F. H. HARVEY,
Notary Public, St. Croix Co., Wis.

Milwaukee, Lake Shore & Western Railway Company.

REPORT

OF THE

MILWAUKEE, LAKE SHORE & WESTERN RAILWAY COMPANY,

For the year ending 30th September, 1878.

OFFICERS AND OFFICES OF THE COMPANY.

NAMES.	OFFICES.	ADDRESS.
F. W. Rhinelander	President.....	New York.
Wm. H. Guyon	1st Vice President.	New York.
A. L. Cary.....	Secretary.....	Milwaukee.
Cottrill & Cary.....	Solicitors.....	Milwaukee.
H. G. H. Reed	Treasurer	Milwaukee.
.....	General Manager ..	.....
H. G. H. Reed	Gen. Supt	} Milwaukee.
.....	Chief Engineer....	
H. F. Whitcomb	Gen. Ticket Agent.	} Milwaukee.
.....	Gen. Freight Agent.	
John D. McLeod.....	Auditor	Milwaukee.

1. General offices at Milwaukee.

NAMES OF DIRECTORS.	RESIDENCE.	NAMES OF DIRECTORS.	RESIDENCE
F. W. Rhinelander..	New York.	W. K. Hinman	New York.
Adam Norrie.....	New York.	Gordon Norrie ...	New York.
Sam'l S. Sands.....	New York.	Isaac H. Knox.....	St. Louis.
Chas. Dana.....	New York.	D. Parish.....	Philadelphia.
H. B. Hammond....	New York.	Joseph Vilas.....	Manitowoc.
Wm. H. Guion.....	New York.	Jas. H. Mead.....	Sheboygan.
Morris K. Jeſup....	New York.		

2. Date of annual election of directors?

Second Wednesday in June.

3. Name and address of person to whom correspondence concerning this report should be directed.

John D. McLeod, Auditor.

Milwaukee, Lake Shore & Western Railway Company.

CAPITAL STOCK.

1. Capital stock authorized by charter	\$6,000,000 00
2. How many kinds of stock ?	
Two.	
3. Amount of common stock	\$1,000,000 00
4. Amount of preferred stock.....	5,000,000 00
5. Total capital stock	<u>\$6,000,000 00</u>
6. *Proportion of stock for Wisconsin.	
7. Rate of preference.	
Preferred stock to have a dividend of 7 per cent. per annum from the net earnings after payment of interest on the first mortgage bonds and before dividends are made upon the common stock, with the right to reserve a reasonable working capital before declaring or paying a dividend on the preferred stock.	

FUNDED AND UNFUNDED DEBT.

	Wisconsin lines,
1. Describe severally all outstanding classes of bonds, including amounts, dates of issue, interest, where and when payable: 750 first mortgage bonds of \$1,000.00 each, dated Dec. 20, 1875; maturing December 1, 1905, bearing interest at 7 per cent. per annum, in currency—payable semi-annually, on June 1st and Dec. 1st.	\$ 750,000 00
2. Amount of debt not secured by mortgage, including liabilities incurred in constructing Clintonville Extension, new equipment, and 30 days' current expenses.....	166,439 76
3. Total funded and unfunded debt.....	<u>916,439 76</u>
4. Net cash realized from bonded debt, above described, 476 bonds, net cash to us of.....	359,744 36
274 bonds, used at time of purchase, in payment for certain right-of-way, rolling stock, etc. — at par	274,000 00
5. Proportion of debt, bonded and floating, for Wisconsin.....	<u>633,744 36</u>

*NOTE.— Unless some good reason exists to the contrary, this proportion—and all other estimates of the same character—should be for the miles of road in this state compared with the whole. If made on a different basis please state the reasons therefor.

Milwaukee, Lake Shore & Western Railway Company.

COST OF ROAD AND EQUIPMENT.

1. What amount has been expended for right of way, between Sept. 30, 1877, and Sept. 30, 1878 (main line to Appleton only).....	6,099 50
2. What for real estate, and for what purpose purchased? None purchased.	
3. What has been expended in construction between Sept. 30, 1877, and Sept. 30, 1878?.....	
4. What for improvement?.....	36,043 79
5. What for other items of expense, for construction and equipment?.....	100,875 63
6. What amounts, if any, have been paid for roads or portions of roads, not built by company during the time mentioned?	
7. Total expended between Sept. 30, 1877, and Sept. 30, 1878.	143,018 93
8. Total cost of entire line, as per last report.....	6,675,239 54
9. Total cost of entire line to date.....	<u>6,818,258 46</u>

ORIGINAL COST AND PRESENT ESTIMATED VALUE
OF TOTAL PROPERTY IN THIS STATE.*

MILWAUKEE, LAKE SHORE & WESTERN RAILWAY,
OFFICE OF AUDITOR AND CASHIER,
MILWAUKEE, Dec. 6, 1878.

Hon. A. J. TURNER, *Commissioner of Railroads, Madison, Wis.:*

DEAR SIR: In reply to your favor of 27th ult., requesting detailed expenditure on our Extension from New London to Clintonville, have the honor to report that, while we have had the Extension opened to business for some time, we are still expending largely to complete depot buildings, etc., etc. For the purposes of your report, however, we offer a close approximate of the figures to complete by Dec. 31st, say — as follows:

The actual investment to Sept. 30, 1878.....	\$97,022 22
The three ensuing months estimated, to complete.....	5,370 42
Total cost	<u>\$102,392 64</u>

The distance of 16 7-10 miles, including one mile of sidings, will have cost an average of less than \$6,200 00 per mile.

Very respectfully,

JNO. D. McLEOD, *Auditor.*

* Cannot give this detail.

Milwaukee, Lake Shore & Western Railway Company.

DESCRIPTION OF PROPERTY.

	Total. \$
22. How much for locomotives and tenders, No., 12, Av. wt. tons, 30.
23. How much for snow plows, as per schedule, No. 2, Av. wt. tons,—
24. How much for wreckers, No., —, Av. wt. tons—
25. How much for passenger cars, 1st class, No., 4, Av. wt. tons,—
26. How much for passenger cars, 2d class, No., 1, Av. wt. tons,—
Passenger, and baggage combination cars, No., 3, Av. wt. tons,—
27. How much for baggage cars } Combined, No., 2, Av. wt. tons,—
28. How much for mail cars.... }
How much for cabooses, No., 4, Av. wt. tons,—
30. How much for freight cars, closed, No., 190, Av. wt. tons,—
31. How much for platform cars, No., 65, Av. wt. tons,—
32. How much for hand and push cars, No., 50, Av. wt. tons,—
33. How much for machinery and tools to accompany trains, repair track, etc., used by trackmen and others.....
34. How much for all other property not enumerated.....
35. Total am't expended between Sept 30, 1877, and Sept. 30, 1878.

CHARACTERISTICS OF ROAD.

LENGTH OF ROAD.	MILES.		Weight of rail per yard.
	Entire Length.	Length in Wisconsin.	
1. Length of main line of road from Milwaukee to Clintonville.....	156 $\frac{4}{10}$		
2. Length of double track on main line.....			
* BRANCHES — Name each.			
3. Length of branch from Manitowoc to Two Rivers.....	6	[162 $\frac{4}{10}$	50 to 56
Total length of main line and branches.....		162 $\frac{4}{10}$	

* NOTE.—This includes leased lines — designate them as such — the earnings, expenses, etc., of which are given in this report.

Milwaukee, Lake Shore & Western Railway Company.

8. Aggregate length of tracks operated by this company *computed as single track.*
162 4-10 miles.
9. Aggregate length of sidings and other track not above enumerated.
7 4-10 miles.
10. Number of junction stations.
Six— Milwaukee, Lake Shore Junction, Sheboygan, Forest Junction, Appleton Junction and New London.
11. What is the gauge of your lines?
4 ft. 8½ in.

DOINGS OF THE YEAR IN TRANSPORTATION.

CHARACTER OF SERVICE.	Number of persons employed.	Average salary per annum.
		\$
1. Division and assistant superintendents.....	1	1,500 00
Clerks in all offices.....	22	499 92
Master and assistant mechanics.....	18	619 32
Conductors	9	810 00
Engineers	12	1,011 37
Firemen	12	540 00
Brakemen	24	540 00
Flagmen, switch-tenders, gate-keepers and watchmen ..	14	528 00
Station agents.....	23	552 00
Section men and laborers.....	97	312 92
Other employes.....	40	330 60

Milwaukee, Lake Shore & Western Railway Company.

Doings of the Year in Transportation — continued.

MILEAGE AND TONNAGE.	MILES.	
	Whole line.	In Wisconsin.
2. Number of miles run by passenger trains.....		87,179
3. Number of miles run by freight and mixed trains.....		161,785
4. Number of miles run by construction and other trains.....		102,941
5. Total mileage.....		351,905
6. Total number of passengers carried.....		76,913
7. Total number of tons freight carried one mile.....	8,048,751 ⁷⁷¹ / ₂₀₀	
8. Total number passengers carried one mile.....	2,258,795 ¹ / ₂	
9. Average distance traveled by each passenger.....		29 ⁴ / ₁₀ m.
	MILES PER HOUR.	
10. The highest rate of speed allowed for express passenger trains carrying mails.....		35
11. Schedule rates of same, including stops.....		20
12. The highest rate of speed allowed for accommodation trains.....		18
13. Schedule of same, including stops.....		12
14. The highest rate of speed allowed for freight trains.....		15
15. Schedule rate of same, including stops.....		12
16. Amount of freight carried per car.....		
	Whole line.	In Wisconsin.
17. Total freight in tons —		
Grain.....	32,012	
Flour.....	5,636	
Provisions.....	7,741	
Salt, cement, water lime and stucco.....	1,312	
Manufactures, including agricultural implements, furniture and wagons.....	14,786	
Live stock.....	872	
Lumber and forest products.....	25,867	
Iron, lead, and mineral products.....	18,213	
Stone, brick, lime, sand, etc.....	5,358	
Coal.....	1,918	
Merchandise and other articles.....	18,369	
Total tons.....	*132,088	

* Inclusive of fractions.

Milwaukee, Lake Shore & Western Railway Company.

EARNINGS DURING THE YEAR ENDING SEPTEMBER
30, 1878.

MONTHLY EARNINGS FROM ALL SOURCES.

MONTHS.	Passengers.	Freight.	Mails, ex- press and all other sources.	Totals.
1877.	\$	\$	\$	\$
October	7,159 59	18,171 92	906 91	26,238 42
November	6,485 55	15,541 13	847 83	22,874 51
December	6,511 47	13,645 33	884 85	21,041 65
1878.				
January	5,974 35	15,044 64	834 16	21,853 15
February	5,355 58	13,542 88	2,073 19	20,971 65
March	7,256 67	10,686 07	904 32	18,847 06
April	6,006 40	11,986 95	906 49	18,899 84
May	5,701 60	12,016 00	895 00	18,612 60
June	6,315 36	9,338 86	905 59	16,559 81
July	7,007 02	10,281 78	1,125 76	18,414 56
August	6,666 50	10,429 78	905 73	18,012 01
September	7,082 52	14,641 42	976 08	22,700 02
Totals	77,523 61	155,336 76	12,166 91	245,025 28

	Whole line.	Wisconsin.
1. Earnings per mile of road	1,508 78	.....
2. Earnings per mile of road on freight	956 51	.....
3. Earnings per mile on passengers	477 36	.....
4. Earnings per train-mile run, on freight .....	.....	96
5. Earnings per train-mile run, on passengers .....	.....	88.16
6. Of the earnings of the entire line, what is the ratio of the passenger to the freight?	33 to 67	.....
7. Average gross earnings per mile [163.4 miles] of road, exclusive of sidings	1,508 78	.....
8. Average net earnings per mile [163.4 miles] of road, exclusive of sidings	306 31	.....
9. Average net earnings per train-mile .....	.....	20

Milwaukee, Lake Shore & Western Railway Company.

EXPENSES DURING THE YEAR ENDING SEPTEMBER
30, 1878.

PAYMENTS FOR CURRENT AND OPERATING EXPENSES.

		Belonging to Wisc'sin.
1. Maintenance of way:	\$	\$
Repairs of track, including new and rerolled iron rail in place of old iron rail		51,940 79
Repairs of bridges		489 92
Repairs of fences		4 83
New steel rail, valued only as iron rail*.....		8,434 56
Other expenses on way.....		
2. Maintenance of buildings		785 36
3. Maintenance of rolling-stock:		
Locomotives	5,065 18	
Passenger, baggage, mail, and express cars. }	5,241 71	
Freight cars..... }		
Shop tools and machinery.....	1,056 03	
		11,362 92
4. Conducting transportation, and general expenses:		
Management and general office	22,792 80	
Printing and advertising and stationery.....	3,995 83	
Agents and station service.....	30,360 02	
Conductors, baggage and brakemen	14,218 97	
Engineers, firemen and wipers	18,564 80	
Train and station supplies.....	854 75	
Fuel consumed	19,040 56	
Oil and waste... ..	2,278 06	
Personal expenses (included in management).....		
Damage to persons.....	193 68	
Damage to property.....	1,231 22	
Loss and damage to freight and baggage	228 82	
Legal expenses	3,054 13	
Other general operating expenses.....	3,389 77	
		120,203 41
5. Current expenses:		
Paid C. & N. W. R'y Co. for use of track and terminal facilities.....	1,396 78	
For taxes.....	1,109 75	
For insurance.....	948 26	
		2,058 01

* In substituting steel rail for iron rail, the cost of iron rail only should be charged to operating account, and the excess carried to extraordinary expenses. (See next page.)

Milwaukee, Lake Shore & Western Railway Company.

Expenses — continued.

	\$	Belong'g to Wisconsin.
Lease or privilege of other roads whose earnings are included in this report, giving name and amounts paid	\$	\$
6. Total current operating expenses, being 79 $\frac{7}{10}$ per cent. of earnings		195,279 80
7. Average operating expenses per mile of road, exclusive of sidings	1,202 46	.....
8. Average operating expenses per train-mile		55 $\frac{49}{100}$ cts.
9. Excess of earnings over operating and current expenses †	49,745 48	.....
10. Cost of maintaining track and bridges per mile run		14 $\frac{88}{100}$ cts.
11. Cost of repairs of engines per mile run		1 $\frac{4}{100}$ cts.
12. Cost of engineers and firemen per mile run		4 $\frac{25}{100}$ cts.
13. Cost of oil and waste per mile run		$\frac{64}{100}$ cts.
14. Cost of fuel per mile run		5 $\frac{4}{100}$ cts.

† During the past year, we have made good the ordinary wear and tear of track with 191 tons of new and re-rolled iron, at a cost of \$6,800, but in addition to this have invested over \$20,000 in improvements of road bed and track, more than would be considered the *ordinary* operating cost of keeping up a once perfected road bed, and to this fact is due the small excess answering question 9. For explanation of the 1,204 tons of new steel on our Lake Shore division, repairs of track is charged with the difference between \$30 per ton, value received for the old iron, and \$37 per ton, the present value of new iron, being \$7 on 1,204 tons, \$8,428. Ballasting between Milwaukee and New London in addition to ordinary surfacing forces, \$11,198.04. New track scales, \$633.33. Total, \$20,259.37.

Milwaukee, Lake Shore & Western Railway Company.

Expenses, etc.—continued.

PAYMENTS IN ADDITION TO OPERATING EXPENSES.

	Belonging to	
	Wisconsin.	
15. New steel rail, excess of cost over iron rail, old track.....	\$14,213 54	
16. New rail on new track.....		
17. New equipment.....	27,116 93	
18. New bridges and culverts (not including replacements).....		
19. Real estate bought during the year (right of way, old line)..	6,099 50	
20. New tools and machinery.....	7,657 37	
21. New buildings.....	1,144 05	
Other purposes.....	3,697 56	
22. Total paid for new investment on the length of the com- pany's lines since date of last report.....	\$59,928 95	
23. Amounts paid in cash, stock, bonds, or otherwise, for exten- sions, new lines and branches, during the past year— specify particularly: From the proceeds of sale of First mortgage bonds, and from temporary loans contracted, we have invested in com- pletion of our extension to Clintonville (a distance of 15.7 miles north from New London) the sum of.....	81,986 28	
And extended preliminary survey to the north line of the state.....	1,103 69	
Total new investment.....	\$143,018 92	
24. For interest on bonds.....	\$46,690 00	
25. Dividends—rate — per cent.—on preferred stock.....	None.	
26. Dividends—rate — per cent.—on common stock.....	None.	
Total payments in addition to operating expenses.....		
28. What amount of money have you expended for building roads out of the state, from proceeds arising from busi- ness done on your roads in this state?.....	Nothing.	
29. How was amount of dividends paid the past year—cash, stock, or otherwise? Specify amounts and manner of payment.....	None paid.	

GENERAL BALANCE SHEET, 1st OF OCTOBER, 1878.

ASSETS.	Dollars. Cts.		LIABILITIES.	Dollars. Cts.	
Cost of road and equipment.....	6,818,258	46	Capital stock preferred.....	5,000,000	00
Capital stock preferred — in trust.....	55,749	84	Capital stock, common.....	1,000,000	00
Shops, material and fuel on hand.....	4,836	86	Funded debt, First Mortgage Bonds.....	750,000	00
Trail and fencing on hand.....	2,474	50	Floating indebtedness.....	166,439	76
Real estate.....	6,052	40			
One city of Appleton bond.....	1,000	00			
Due from agents, conductors, foreign roads, U. S. Government and individuals.....	6,976	45			
Cash on hand.....	10,843	57			
Income account.....	10,247	68			
	6,916,439	76		6,916,439	76

Milwaukee, Lake Shore & Western Railway Company.

Milwaukee, Lake Shore & Western Railway Company.

1. What regulations govern your employes in regard to crossings of other railroads, and are they found to be sufficient?
All trains must come to a full stop, and within four hundred feet of the same. The train arriving and stopping first, crosses ahead, at a speed not exceeding six miles an hour. Regulation quite sufficient.
2. What regulations govern your employes in regard to crossings of public highways? And are these regulations found to be sufficient?
The engineer must sound the whistle (not more than two seconds) eighty rods before crossing a highway, and the bell must be rung eighty rods before crossing a highway, and until passed. Regulations sufficient.
3. What platform and coupler between passenger cars do you use?
The Miller platform and coupler on express trains. The ordinary platform and coupler on all other trains.
4. What kind of brakes do you use on passenger trains?
The ordinary brakes.

U. S. MAIL.

5. What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service?
One distributing mail each way daily between Milwaukee and New London. Two bag mails daily each way between Milwaukee and Two Rivers, and two bag mails daily each way between New London and Clintonville. For the full service as above, we are paid \$9,457 80 per annum.

EXPRESS COMPANIES.

6. What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies?
The American Express Co., who pay us a specific rate per 100 lbs., delivering their freights at our depot.

TRANSPORTATION COMPANIES.

7. What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, etc? Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so, in what particular?
No special company; no discrimination as to speed, etc.

SLEEPING CARS.

8. Do sleeping or dining cars run on your road, and if so, on what terms do they run, by whom are they owned, and what charges are made in addition to the regular passenger rates?
None in use.

Milwaukee, Lake Shore & Western Railway Company.

ADDITIONAL QUESTIONS.

9. Have you acquired any additional chartered rights or privileges under the special or general laws of this state, directly or indirectly, since your last report?
None. Except that we have, pursuant to law, completed our extension from the city of New London, north to Clintonville, a distance of 15 $\frac{7}{10}$ miles.
10. Have you acquired any such additional rights or privileges under the laws, general or special, of any other state, since your last report?
None.
11. Have you acquired any lines in or out of this state, by purchase, lease, consolidation or otherwise, since your last report? If yes, give full particulars relating thereto, including length of line, location thereof, at what point or place connection is made with old line; terms of purchase or lease, and brief statement of reasons for making such purchase, or lease, and whether made by consent of stockholders?
We have not.
12. Do you, by purchase or ownership of capital stock, or in any other manner, control any other railroad corporation owning or having under its control a parallel or competing line?
We do not.
13. Does any officer of your company act as the officer of any other railroad corporation, owning or having the control of a parallel or competing line?
No.
14. What running arrangements have you with other railroad companies, setting forth the contracts for the same, made since the date of your last report?
None.
15. Have you such arrangements with other railroad companies crossing or connecting with your lines, as enable passengers to make close connections with trains on such lines, at all such crossing or connecting points? If so, when were such arrangements made? If not at *all* such points, state at *what* points such connections are not made, and the reasons therefor.
Close connections have always been made with other roads crossing and connecting with ours, so as to best accommodate the traveling public. Have had no complaints.
16. Have any swamp or other state lands been granted your company since the date of your last report? If so; how many acres?
17. Have any United States lands been granted to your company, directly or indirectly, since the date of your last report? What number acres received by your company, directly or indirectly, since date of last report?
No land grant received from the state.
34. Are there any terminal points or places, on your lines in, or out of this state, to and from which the larger portion of the freight transported on your lines is carried? If so, name them.
Milwaukee.
35. Have you made any advance in the rates of freight, from stations on your lines, to such terminal points since the enactment of chapter 37, of the laws of 1876.
No material advance.
36. Have you made any reductions in such rates, from any stations, since the passage of said chapter? No material reduction.

Milwaukee, Lake Shore & Western Railway Company.

If you answer either of the questions in the affirmative, annex to your reply schedules, naming the stations, with distance and rates in force at the time, and since the passage of said chapter, on 1st, 2d, 3d and 4th class of freight, and upon flour, grain, live stock, agricultural implements, salt, and coal.

37. *Have you made such advance or reduction on your rates of freight between other stations on your lines? If yes, annex a schedule to your reply, showing what the advance or reduction has been on the articles above named.

No change of importance.

38. What is your present tariff per mile for passengers, both through and local?

39. What proportion of the passengers carried by you, in this state, purchase round-trip tickets? And what proportion purchase 500-mile tickets? No round-trip tickets sold except to excursion parties; 40 per cent. of passenger mileage is on 500 mile tickets.

40. Have you made any advance in the rates of freight for lumber, since the passage of chapter 57, of the laws of 1876? If so, annex to your reply a schedule, naming the stations and rates in force both at the time and since the passage of said chapter.

No change of importance.

41. Has your company any rule governing your conductors, engineers, and trainmen concerning the use of intoxicating liquors? *If so, what is it, and is it enforced?*

The use of intoxicating drinks on or about the premises of the company are strictly forbidden, and any employe appearing on duty in an intoxicated condition, is forthwith dismissed. Those who do not use intoxicating drink, receive the preference in employment and promotion. These rules are strictly enforced.

ACCIDENTS.

No. of accidents.	STATEMENT OF EACH ACCIDENT. Give name of person, date and place of accident.	EMPLOYEES, by their own misconduct or want of caution.		Damages paid.
		Killed.	Injured	
1	Jno. Feruette brakeman, slightly injured in fall from top of freight train approaching Appleton in February.....	\$193 68
2	Jno. Myers brakeman, hand crushed while coupling cars, March, 1878 .....	.....	1
3	John Blawser, brakeman, crushed to death while coupling cars, in Manitowoc yard Sept. 30th. He carelessly entered between two Miller platforms to couple	1	.....

*The "distance tariff," with both rates noted thereon, will be a sufficient answer.

Milwaukee, Lake Shore & Western Railway Company.

1. Of the above accidents, those numbered as follows were caused by broken rails.
Total No. None.
2. Of the above accidents, those numbered as follows were caused by INATTENTION OF EMPLOYEES:
Total No. 3.
3. Of the above accidents, those numbered as follows were caused by COLLISIONS not properly coming under 2:
Total No. None.
4. Of the above accidents, those numbered as follows were caused by explosions:
Total No. None.
5. Amount paid as damages caused by fire from locomotives.
None.

NUMBER AND KIND OF FARM ANIMALS KILLED, AND
AMOUNT OF DAMAGES PAID THEREFOR.

	Number killed.	Amount paid.
1. Cattle.....	38	.....
2. Horses.....	3	.....
3. Mules.....	1	.....
4. Sheep.....	3	.....
5. Hogs.....	.....	.....
Total	45	\$1,231 22

7. Amount claimed yet unsettled, or in litigation. None.

STATE OF NEW YORK, }
County of New York. } ss.

Frederick W. Rhineland, President of the Milwaukee, Lake Shore & Western Railway Company, being duly sworn, depose and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company, on the first day of October, A. D. 1878, to the best of his knowledge and belief.

[SEAL.]

Signed,

F. W. RHINELANDER,
President.

Subscribed and sworn to before me, B. Aymar Sands, this twelfth day of December, A. D. 1878.

[SEAL.]

B. AYMAR SANDS,
Notary Public, N. Y. Co. 197.

Sheboygan & Fond du Lac Railroad Company.

REPORT
OF THE
SHEBOYGAN & FOND DU LAC RAILROAD COMPANY,
For the year ending 30th September.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

NAMES.	OFFICES	ADDRESS.	Salaries.
D. L. Wells.....	President.....		
A. G. Ruggles.....	1st Vice President.....		
Edwin Slade.....	Secretary.....		
E. Mariner.....	Solicitor.....		
A. G. Ruggles.....	Treasurer.....		
	Assistant Treasurer.....		
George P. Lee.....	General Superintendent.....		2,500
	Chief Engineer.....		
M. Ewen.....	Gen. Ticket Agent.....		1,200
James G. Smith.....	Gen. Freight Agent.....		1,500
J. C. Waterbury.....	Auditor.....		1,000
Total salaries.....			6,200

1. General offices

NAMES OF DIRECTORS.	RESIDENCE.	NAMES OF DIRECTORS.	RESIDENCE.
D. L. Wells.....	Milwaukee.	James F. Joy.....	Detroit.
E. Mariner.....	Milwaukee.	A. G. Ruggles.....	Fond du Lac.
Moses Taylor.....	New York.	Edwin Slade.....	Glenbeulah.
R. G. Ralston.....	New York.		

- 2. Date of annual election of directors. Third Wednesday in January.
- 3. Name and address of person to whom correspondence, concerning this report, should be directed, Geo. P. Lee, Superintendent, Fond du Lac.

CAPITAL STOCK.

1. Capital stock authorized by charter.....	\$1,550,000 00
2. How many kinds of stock? One.	
3. Amount of common stock.....	1,410,500 00
4. Amount of preferred stock.....	
5. Total capital stock	<u>\$1,410,500 00</u>

Sheboygan & Fond du Lac Railroad Company.

- 6. Proportion of stock for Wisconsin.*
All.
- 7. Rate of preference.
None.
- 8. How much *common* stock has been issued since September 30, 1877?
None.
- 9. For what purpose? and what was received therefor?
- 10. How much *preferred* stock has been issued since September 30, 1877?
None.

FUNDED AND UNFUNDED DEBT.

	Wisconsin lines,
1. Describe severally all outstanding classes of bonds, including amounts, dates of issue, interest, where and when payable: Seven per cent. bonds, payable at Bank of North America, New York, June 1, 1884.....	\$750,000 00
Eight per cent. bonds, payable at Farmers' Loan and Trust Co., October 1, 1896.....	850,000 00
2. Amount of debt not secured by mortgage.....	66,748 75
3. Total funded and unfunded debt.....	<u>\$1,666,748 75</u>
4. Net cash realized from bonded debt, above described: \$772,000 of 8 per cent. bonds, sold at 80 per cent....	\$617,600 00
\$78,000 of 8 per cent. bonds, hypothecated	750,000 00
\$750,000 of 7 per cent. bonds, issued at par for construction,	750,000 00
5. Proportion of debt, bonded and floating, for Wisconsin. All.	

COST OF ROAD AND EQUIPMENT.

1. What amount has been expended for right of way, between Sept. 30, 1877, and Sept. 30, 1878.....	\$2,679 88
2. What for real estate, and for what purpose purchased? None purchased.	
3. What has been expended in construction between Sept. 30, 1877, and Sept. 30, 1878?.....	7,760 37
4. What for improvement?.....	5,593 35
5. What for other items of expense, for construction and equipment? .....	.....
6. What amounts, if any, have been paid for roads or portions of roads, not built by company during the time mentioned? .....	.....
7. Total expended between Sept. 30, 1877, and Sept. 30, 1878.	\$16,033 60
8. Total cost of entire line, as per last report.....	2,855,737 36
9. Total cost of entire line to date.....	<u>2,871,770 96</u>

*NOTE.— Unless some good reason exists to the contrary, this proportion — and all other estimates of the same character — should be for the miles of road in this state compared with the whole. If made on a different basis please state the reasons therefor.

Sheboygan & Fond du Lac Railroad Company.

CHARACTERISTICS OF ROAD.

LENGTH OF ROAD.

	MILES.		Weight of rail per yard.
	Entire Length.	Length in Wis. consin.	
1. Length of main line of road from Sheboygan to Princeton.....	79	79	45 to 60
2. Length of double track on main line.....			
BRANCHES — Name each.			
Total length of main line and branches.....	79	79	

- 8. Aggregate length of tracks operated by this company *computed as single track*, as above 79 miles.
- 9. Aggregate length of sidings and other track not above enumerated 4 miles.
- 10. Number of junction stations. Ripon, Fond du Lac, Plymouth and Sheboygan Four.
- 11. What is the gauge of your lines? 4 ft. 8½ in.

DOINGS OF THE YEAR IN TRANSPORTATION.

CHARACTER OF SERVICE.

	Number of persons employed.	Average salary per annum.
1. Superintendent	1	\$ 2,500 00
Clerks in all offices.....	11	644 00
Master and assistant mechanics.....	20	640 00
Conductors	3	800 00
Engineers	10	775 00
Brakemen	6	525 00
Flagmen, switch-tenders, gate-keepers and watchmen	4	360 00
Station agents.....	14	600 00
Section men	36	480 00
Laborers.....	11	396 00
Other employes.....	4	300 00

Sheboygan & Fond du Lac Railroad Company.

Doings of the Year in Transportation — continued.

MILEAGE AND TONNAGE.		MILES.
		In Wisconsin.
2.	Number of miles run by passenger trains.....	54,757
3.	Number of miles run by freight and mixed trains.....	42,437
4.	Number of miles run by construction and other trains.....	28,485
5.	Total mileage.....	<u>125,679</u>
6.	Total number of passengers carried.....	50,345
7.	Total number of tons freight carried one mile.....	1,366,913
8.	Total number passengers carried one mile.....	781,421
9.	Average distance traveled by each passenger.....	<u>15½ mil's</u>
		MILES
		PER HOUR.
10.	The highest rate of speed allowed for express passenger trains.....	25
11.	Schedule rates of same, including stops.....	18¾
12.	The highest rate of speed allowed for accommodation trains....	25
13.	Schedule of same, including stops.....	18¾
14.	The highest rate of speed allowed for freight trains.....	15
15.	Schedule rate of same, including stops.....	11
16.	Amount of freight carried per car.....	<u>10 t'ns</u>
17.	TOTAL FREIGHT IN TONS.	In Wisc'n.
	Grain.....	10,854
	Flour.....	1,817
	Provisions.....	1,812
	Salt, cement, water lime and stucco.....	1,328
	Manufactures, including agricultural implements, furniture and wagons.....	1,155
	Live stock.....	472
	Lumber and forest products.....	8,453
	Iron, lead, and mineral products.....	396
	Stone, brick, lime, sand, etc.....	1,189
	Coal.....	3,517
	Merchandise and other articles.....	7,383
	Total tons.....	<u>38,376</u>

Sheboygan & Fond du Lac Railroad Company.

EARNINGS DURING THE YEAR ENDING SEPTEMBER
30, 1878.

MONTHLY EARNINGS FROM ALL SOURCES.

MONTHS.	IN WISCONSIN.			Totals.
	Passengers.	Freight.	Mails, ex- press and all other sources.	
1877.	\$	\$	\$	\$
October	3,166 82	7,061 42	723 21	10,951 45
November	3,272 63	5,379 60	469 20	9,121 43
December	3,112 98	4,140 56	1,090 03	8,343 57
1878.				
January	2,615 87	5,083 80	711 28	8,410 95
February	2,236 30	4,083 38	589 24	6,908 92
March	3,103 45	4,345 09	528 50	7,977 04
April	2,384 86	4,961 27	667 55	8,013 68
May	2,174 37	5,354 90	626 48	8,155 75
June	2,649 37	3,838 13	441 13	6,928 63
July	3,649 70	3,789 15	933 64	8,372 49
August	3,322 95	3,504 11	924 17	7,751 23
September	2,900 31	4,615 45	703 83	8,219 59
Totals	34,589 61	56,156 86	8,408 26	99,154 73

	Whole line.	Wisconsin.
1. Earnings per mile of road	1,255 12	.....
2. Earnings per mile of road on freight	710 85
3. Earnings per mile on passengers	437 84
4. Earnings per train-mile run, on freight	1,323
5. Earnings per train-mile run, on passengers636
6. Of the earnings of the entire line, what is the ratio of the passenger to the freight?	34 to 56
7. Average gross earnings per mile [79 miles] of road, exclusive of sidings	1,255 12
8. Average net earnings per mile [79 miles] of road, exclusive of sidings	254 48
9. Average net earnings per train-mile	16

Sheboygan & Fond du Lac Railroad Company.

EXPENSES DURING THE YEAR ENDING SEPTEMBER
30, 1878.

PAYMENTS FOR CURRENT AND OPERATING EXPENSES.

	Belonging to Wisc'sin. \$
1. Maintenance of way:	
Repairs of track, including new and rerolled iron rail in place of old iron rail	18,002 05
Repairs of bridges	1,443 06
Repairs of fences	92 73
New steel rail, valued only as iron rail*	
Other expenses on way	
2. Maintenance of buildings	797 38
3. Maintenance of rolling-stock:	
Locomotives	4,031 15
Passenger, baggage, mail, and express cars	7,534 43
Freight cars	
Shop tools and machinery	249 70
4. Conducting transportation, and general expenses:	
Management and general office	7,000 00
Foreign agency and advertising	1,333 50
Agents and station service	12,087 06
Conductors, baggage and brakemen	4,340 46
Engineers, firemen and wipers	6,115 17
Train and station supplies	1,415 60
Fuel consumed	9,958 67
Oil and waste	488 04
Personal expenses	603 96
Damage to persons	30 00
Damage to property	53 81
Loss and damage to freight and baggage	37 83
Legal expenses	276 34
Other general operating expenses	1,765 12
5. Current expenses:	
For taxes	392 00
For insurance	1,034 50
Lease or privilege of other roads whose earnings are in- cluded in this report, giving name and amounts paid	
6. Total current operating expenses, being nearly 80 per cent. of earnings	79,082 56
7. Average operating expenses per mile of road, exclusive of sidings	1,000 66
8. Average operating expenses per train-mile .....	.63
9. Excess of earnings over operating and current expenses	20,102 17
10. Cost of maintaining track and bridges per mile run .....	.158
11. Cost of repairs of engines per mile run .....	.082
12. Cost of engineers and firemen per mile run .....	.048
13. Cost of oil and waste per mile run .....	.0038
14. Cost of fuel per mile run .....	.078

* In substituting steel rail for iron rail, the cost of iron rail only should be charged to operating account, and the excess carried to extraordinary expenses. (See next page.)

Sheboygan & Fond du Lac Railroad Company

Expenses, etc.—continued.

PAYMENTS IN ADDITION TO OPERATING EXPENSES.

	Belonging to Wisconsin.
15. New steel rail, excess of cost over iron rail, old track.....	
16. New ties and new fences.....	\$6,679 04
17. New equipment.....	626 07
18. New bridges and culverts (not including replacements).....	
19. Real estate for right of way.....	2,679 88
20. New tools and machinery.....	148 99
21. New buildings.....	1,081 33
22. Total paid for new investment on the length of the com- pany's lines since date of last report.....	11,215 31
23. Amounts paid in cash, stock, bonds, or otherwise, for exten- sions, new lines and branches, during the past year— specify particularly:	
Total new investment.....	_____
24. For interest on bonds.....	None.
25. Dividends—rate — per cent.—on preferred stock.....	None.
26. Dividends—rate — per cent.—on common stock.....	None.
Total payments in addition to operating expenses.....	_____
28. What amount of money have you expended for building roads out of the state, from proceeds arising from busi- ness done on your roads in this state?.....	Nothing.
29. How was amount of dividends paid the past year—cash, stock, or otherwise? Specify amounts and manner of payment.....	None paid. <u> </u>

GENERAL BALANCE SHEET, 1st OF OCTOBER, 1878.

ASSETS.	Dollars. Cts.		LIABILITIES.	Dollars. Cts.	
Construction account.....	2,764,194	01	Capital stock.....	1,392,800	00
Equipment account.....	211,521	98	Subscription notes.....	2,100	00
Old organization.....	4,609	09	First mortgage bonds.....	1,600,000	00
Hypothecated bonds.....	92,050	00	Moses Taylor.....	34,950	17
Sheboygan elevator.....	16,666	20	Bills payable.....	4,101	68
Replacement account.....	18,348	65	Elevator contract.....	1,766	20
Bills receivable.....	1,166	02	Freight earnings.....	39,574	78
U. S. P. O. Dept.....	979	12	Passenger earnings.....	25,037	18
Stock of material.....	5,703	91	Mail earnings.....	3,009	60
Stock of fuel.....	363	66	Express earnings.....	285	95
Agents' balances.....	2,694	63	Miscellaneous earnings.....	2,835	27
Accounts due Co.....	7,035	12	Unpaid vouchers.....	12,211	09
Extra ordinary expenses.....	22,813	48	Sundry accounts Co. owe.....	7,181	94
Operating expenses.....	55,126	17	Old construction.....	8,805	23
Cash on hand.....	3,227	41	Balances due other roads.....	1,534	61
			Income account.....	70,805	75
	3,206,499	45		3,206,499	45

Sheboygan & Fond du Lac Railroad Company.

Sheboygan & Fond du Lac Railroad Company.

1. What regulations govern your employes in regard to crossings of other railroads, and are they found to be sufficient?
Statute; yes.
2. What regulations govern your employes in regard to crossings of public highways? And are these regulations found to be sufficient?
Blow whistle one short blast 80 rods from crossing, and ring bell until crossing is passed. Yes.
3. What platform and coupler between passenger cars do you use?
Miller Platform and Coupler.
4. What kind of brakes do you use on passenger trains?
Steam brake and hand brake.

U. S. MAIL.

5. What is the compensation paid you by the U. S. Government for the transportation of its mails and on what terms of service?
\$4,012.50 per annum. Daily each way.

EXPRESS COMPANIES.

6. What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies?
American Express Co., at agreed rate per 100 lbs. Freight taken at depot.

TRANSPORTATION COMPANIES.

7. What freight and transportation companies run on your road, and on what terms and on what conditions as to rates, use of track, machinery, repairs of cars, etc.? Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so, in what particular?
No such company on the line.

SLEEPING CARS.

8. Do sleeping or dining cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates?
No.

ADDITIONAL QUESTIONS.

9. Have you acquired any additional chartered rights or privileges under the special or general laws of this state, directly or indirectly, since your last report?
No.
10. Have you acquired any such additional rights or privileges under the laws, general or special, of any other state, since your last report?
No.
11. Have you acquired any lines in or out of this state, by purchase, lease, consolidation, or otherwise, since your last report? If yes, give full particulars relating thereto, including length of line, location thereof, at what point or place connection is made with old line; terms of purchase or lease, and brief statement of reasons for making such purchase or lease, and whether made by consent of stockholders?
No.

Sheboygan & Fond du Lac Railroad Company.

12. Do you, by purchase or ownership of capital stock, control any other railroad corporation owning or having under its control a parallel or competing line?
No.
13. Does any officer of your company act as the officer of any other railroad corporation, owning or having the control of a parallel or competing line?
No.
14. What running arrangements have you with other railroad companies, setting forth the contracts for the same, made since the date of your last report?
No arrangements except the ordinary business with connecting lines.
15. Have you such arrangements with other railroad companies crossing or connecting with your lines, as enable passengers to make close connections with trains on such line, at all such crossings or connecting points? If so, when were such arrangements made? If not at *all* such points, state at *what* points such connections are not made, and the reasons therefor.
Yes; connections are made with express trains at Ripon, Fond du Lac and Plymouth. Close connections are made at Ripon and Fond du Lac, convenient connections at Sheboygan, and secondary connections at Plymouth. Trains on the Wis. Cent. R'y run on such time we cannot make close connections with passenger trains at Plymouth.
16. Have any swamp or other state lands been granted your company since the date of your last report? If so, how many acres?
No.
17. Have any United States lands been granted to your company, directly or indirectly, since the date of your last report? What number acres received by your company, directly or indirectly, since date of last report?
No.
18. What number acres sold and conveyed since date of your last report?
No.
19. Average price, per acre, realized?
No.
20. To what corporations have you sold land, how much, and what price, since the date of your last report?
No.
21. Number of acres now held by company?
No.
22. Average price asked for lands now held by company?
No.
23. Value of donations of right of way or other real estate received since the date of your last report?
No.
24. Amount of city, county and town aid granted to company in exchange for stock, or otherwise? Specify particulars since date of last report.
Nothing.
25. Total cash amount realized from such aid since date of last report?
\$13,725-00.
26. Amount of land sold, but not conveyed, under contracts now in force?
No.
27. The whole amount of cash, principal and interest, received for land hitherto sold and conveyed, since date of last report?
No.
28. Whole amount of cash received, principal and interest, on outstanding contracts in force, since date of last report?
No.

Sheboygan & Fond du Lac Railroad Company.

29. Whole amount cash received, principal and interest on contracts forfeited.
No.
30. Whole amount cash received for stumpage, trespass, etc.
No.
31. Total receipts from lands sold, and contracted to be sold, to date.
No.
32. What is the aggregate sum of receipts on account of lands, from all sources whatever, up to the present time?
No.
33. What is the amount now due the company on lands sold, or contracted to be sold?
No.
34. Are there any terminal points or places on your lines, in or out of this state, to and from which the larger portion of the freight transported on your lines is carried? If so, name them.
Princeton and Sheboygan.
35. Have you made any advance in the rates of freight, from stations on your lines to such terminal points, since the enactment of chapter 57 of the laws of 1876?
No.
36. Have you made any reduction in such rates, from any stations, since the passage of said chapter?
No.
- If you answer either of the questions in the affirmative, annex to your reply schedules, naming the stations, with distance and rates in force at the time, and since the passage of said chapter, on 1st, 2d, 3d and 4th class freight, and upon flour, grain, live stock, agricultural implements, salt and coal.
- No.
37. ¹ Have you made such advance or reduction on your rates of freight between other stations on your line? If yes, annex a schedule to your reply, showing what the advance or reduction has been on the articles above named.
No.
38. What is your present tariff per mile for passengers, both through and local?
Through, 2½ to 3½ cents. Local, 4 to 4½ cents.
39. What proportion of the passengers carried by you in this state purchase round-trip tickets, and what proportion purchase 500-mile tickets? Very few of either called for or sold.
40. Have you made any advance in the rates of freight for lumber since the passage of chapter 57 of the laws of 1876? If so, annex to your reply a schedule, naming the stations and rates in force, both at the time and since the passage of said chapter.
No.
41. Has your company any rule governing your conductors, engineers and trainmen, concerning the use of intoxicating liquors? *If so, what is it, and is it enforced?*
None are allowed when on duty. Yes.

¹ The "distance tariff," with both rates thereon, will be a sufficient answer.

Sheboygan & Fond du Lac Railroad Company.

ACCIDENTS.

No. of Accidents.	STATEMENT OF EACH ACCIDENT. Give name of person, date and place of accident.	Injured by his own misconduct or want of caution.	Damages paid.
1	Wm. Treadeau. April 9th. Fond du Lac Junction. Boy attempted to jump from station platform on to passing train; missed his hold and fell under wheels, cutting off one leg, and died within 24 hours	1	\$30 00

1. Of the above accidents, those numbered as follows were caused by broken rails.
Total No. None.
2. Of the above accidents those numbered as follows were caused by INATTENTION OF EMPLOYEES:
Total No. None.
3. Of the above accidents those numbered as follows were caused by COLLISIONS not properly coming under 2:
Total No. None.
4. Of the above accidents those numbered as follows were caused by explosions:
Total No. None.
5. Amount paid as damages caused by fire from locomotives.
None.

NUMBER AND KIND OF FARM ANIMALS KILLED, AND AMOUNT OF DAMAGES PAID THEREFOR.

	Number killed.	Amount paid.
1. Cattle	1	\$14 00
2. Horses	1	25 00
3. Mules		
4. Sheep		
5. Hogs	5	36 00
6. Total	7	\$ 75 00

7. Amount claimed yet unsettled, or in litigation. None.

Sheboygan & Fond du Lac Railroad Company.

STATE OF WISCONSIN, }
 County of Fond du Lac. } ss.

Geo. P. Lee, Superintendent of the Sheboygan & Fond du Lac, Railroad Company, being duly sworn, depose and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full and correct statement of the condition and affairs of said company on the first day of October, A. D. 1878, to the best of his knowledge and belief.

[SEAL.]

Signed,

GEO. P. LEE,
Superintendent.

Subscribed and sworn to before me, a notary public, this fourteenth day of November, A. D. 1878.

[SEAL.]

J. B. PERRY,
Notary Public, Wis.

Wisconsin Central Railroad Company.

REPORT
OF THE
PHILLIPS & COLBY CONSTRUCTION COMPANY,
From September 30th to December 17th,
AND OF THE
WISCONSIN CENTRAL RAILROAD COMPANY,
For the rest of the year ending 30th September, 1878.

OFFICERS AND OFFICES OF THE COMPANY.

NAMES.	OFFICES.	ADDRESS.
Chas. L. Colby.....	President.....	Milwaukee.
E. H. Abbot.....	Vice President....	Milwaukee.
E. H. Abbot.....	Secretary.....	Milwaukee.
E. H. Abbot.....	Solicitor.....	Milwaukee.
Chas. L. Colby.....	Treasurer.....	Milwaukee.
F. N. Finney.....	General Manager..	Milwaukee.
C. F. Dutton.....	Div. Supt.....	Milwaukee.
Gavin Campbell.....	Div. Supt.....	Milwaukee.
Jas. Barker.....	Gen. Ticket Agent.	Milwaukee.
M. H. Riddell.....	Gen. Freight Agent.	Milwaukee.
Jas. Barker.....	Auditor.....	Milwaukee.

1. General offices at Milwaukee.

NAMES OF DIRECTORS.	RESIDENCE.	NAMES OF DIRECTORS.	RESIDENCE.
Chas. L. Colby.....	Milwaukee.	H. L. Palmer.....	Milwaukee.
E. H. Abbot.....	Camb'dge, Mass	B. K. Miller.....	Milwaukee.
Samuel Gould.....	Boston, Mass.	E. B. Phillips.....	Chicago.
W. T. Glidden... ..	Boston, Mass.	M. Wadleigh.....	Stevens Point.
E. E. Barney.....	Dayton, Ohio.		

2. Date of annual election of directors?

Last week in May.

3. Name and address of person to whom correspondence concerning this report should be directed.

Chas. L. Colby.

Wisconsin Central Railroad Company.

CAPITAL STOCK.

1. Capital stock authorized by charter	\$11,435,500 00
2. How many kinds of stock ?	
Two.	
3. Amount of common stock	\$9,435,500 00
4. Amount of preferred stock.....	2,000,000 00
5. Total capital stock	<u>\$11,435,500 00</u>
6. *Proportion of stock for Wisconsin.	
Entire road is in Wisconsin.	
7. Rate of preference.	
Preferred stock is entitled to a dividend of 7 per cent. before the com-	
mon stock receives any dividend.	
8. How much <i>common</i> stock has been issued since Sept. 30th, 1877 ?	
None.	
9. For what purpose, and what was received therefor ?	
10. How much <i>preferred</i> stock has been issued, since Sept. 30, 1877 ?	
None.	
11. For what purpose, and what was received therefor ?	

* NOTE. — Unless some good reason exists to the contrary, this proportion — and all other estimates of the same character — should be for the miles of road in this State compared with the whole. If made on a different basis, please state the reason therefor.

Wisconsin Central Railroad Company.

FUNDED AND UNFUNDED DEBT.

	Total.	Wisconsin lines.
	\$	\$
1. Describe severally all outstanding classes of bonds, including amounts dates of issue, interest where and when payable: Land grant, first mortgage.....	8,168,000	8,168,000
2. Amount of debt not secured by mortgage.....		
3. Total funded and unfunded debt.....		
4. Net cash realized from bonded debt above described: All issued in payment of the road.....		
5. Proportion of debt, bonded and floating, for Wisconsin.....		
COST OF ROAD AND EQUIPMENT.		
1. What amount has been expended for right of way between Sept. 30, 1877, and Sept. 30, 1878.....	1,235 25	1,235 25
2. What for real estate, and for what purpose purchased?.....		
3. What has been expended in construction between Sept. 30, 1877, and Sept. 30, 1878.....	170,657 32	170,657 32
4. What for improvement.....		
5. What for other items of expense, for construction and equipment.....		
6. What amounts, if any, have been paid for roads or portions of roads, not built by company during the time mentioned.....		
7. Total expended between Sept. 30, 1877 and Sept. 30, '78.....	171,892 57	171,892 57
8. Total cost of entire line, as per last report.....		
9. Total cost of entire line to date.....	19,775,392 57	19,775,392 57

NOTE.—Statements of costs of road heretofore made by Phillips & Colby Construction Company, show the cash expended by them, and interest. *This* statement is the first made by the Railroad Company, which includes in the cost its stock and bonded liabilities.

Wisconsin Central Railroad Company.

COST OF CONSTRUCTION, EQUIPMENT, ETC., IN THIS STATE,

DESCRIPTION OF PROPERTY.

1. What amounts have been expended for grading between Sept. 30, 1877, and Sept. 30, 1878	\$ 72,827 96
2. How much for bridges	18,641 44
3. How much for cleaning and grubbing	31,463 29
4. How much for ballast	6,639 14
5. How much for wooden bridges	1,104 55
6. How much for ties	476 50
7. How much for iron rail, No. miles, . . , lbs wt. per yard ...	50
8. How much for steel rail, No. miles, . . , lbs wt. per yard ...	50
9. How much for chairs, spikes, fish-bar, etc ...	5,854 12
10. How much for laying track.....	5,854 12
11. How much for passenger and freight stations, etc., No. stations	} 2,906 86
12. How much for engine and car shops, No.	
13. How much for machine shops, No.	
14. How much for machinery and fixtures ...		166 51
15. How much for salaries, rents, etc., construction, general incidental	23,426 95
16. How much for engineering	1,217 49
17. How much for outfit.	565 70
18. How much for track and other scales, No.	43 84
19. How much for wood sheds and water stations, No.....	2,330 57
20. How much for fencing, No. miles	57
21. How much for elevators	57
22. How much for locomotives and tenders, No., . . , av. wt. tons	} 2,992 40
23. How much for snow plows, as per schedule, No. . . , av. wt. tons.....	
24. How much for wreckers, No., . . , av. wt. tons	
25. How much for passenger cars, 1st class, No. . . , av. wt. tons	
26. How much for passenger cars, 2d class, No. . . , av. wt. tons	
27. How much for baggage cars, No. . . , av. wt. tons	
28. How much for mail cars, No. . . , av. wt. tons	
29. How much for express cars, No. . . , av. wt. tons	
30. How much for freight cars, closed, No. . . , av. wt. tons...	
31. How much for platform cars, No., . . , av. wt. tons ...	
32. How much for hand cars, No. . . , av. wt. tons	
33. How much for machinery and tools to accompany trains, repair track, etc., used by trackmen or others	
34. How much for all other property not enumerated.....	
35. Total amount expended between Sept. 30, 1877, and Sept. 30, 1873 .....		170,657 32

Wisconsin Central Railroad Company.

CHARACTERISTICS OF ROAD.

LENGTH OF ROAD.

	Miles, Entire length.
1. Length of main line of road from Menasha to Ashland.....	249.3
2. Length of double track on main line .....	.....

* BRANCHES — Name each.

3. Stevens Point to Portage. Length of branch.....	71.2
4. Milwaukee & Northern. From Schwartzburg to Menasha and Green Bay. Length of line leased.....	120.0
5. Chicago, Milwaukee & St. Paul Railway. Contract. From Milwaukee to Schwartzburg.....	9.0
7. Total length of main line and branches.....	<u>449.5</u>
8. Aggregate length of tracks operated by this company <i>computed as single track.</i> 449.5 miles.	
9. Aggregate length of sidings and other track not above enumerated. 33 $\frac{3}{4}$ miles.	
10. Number of junction stations. Eight.	
11. What is the gauge of your lines? Four feet, eight and one-half inches.	

DOINGS OF THE YEAR IN TRANSPORTATION.

CHARACTER OF SERVICE.	Number of persons em- ployed.	Average sal- ary per annum.
1. Division and assistant superintendents.....	2	\$2,250 00
Clerks in all offices.....	21	759 12
Master and assistant mechanics.....	82	621 18
Conductors.....	27	645 88
Engineers.....	30	942 57
Brakemen.....	62	384 38
Flagmen, switch-tenders, gate-keepers and watch- men.....	17	439 32
Station agents.....	70	441 07
Section men.....	361	318 49
Laborers.....	13	231 02
Other employes.....	62	409 81
Firemen.....	26	535 50

* NOTE.—This includes leased lines — designate them as such — the earnings, expenses, etc. of which are given in this report.

Wisconsin Central Railroad Company.

Doings of the Year in Transportation.— continued.

MILEAGE AND TONAGE.

	Miles, whole line.
2. Number of miles run by passenger trains.....	348,938
3. Number of miles run by freight and mixed trains.....	321,276
4. Number of miles run by construction and other trains.....	14,738
	<hr/>
5. Total mileage	684,952
	<hr/> <hr/>
6. Total number of passengers carried.....	155,442
7. Total number tons freight carried one mile	22,779,216.123
8. Total number persons carried one mile.....	5,664,816½
9. Average distance traveled by each passenger.....	36.44
	<hr/> <hr/>
	Miles per hour.
10. The highest rate of speed allowed for express passenger trains.....	30
11. Schedule rates of same, including stops.....	25
12. The highest rate of speed allowed for mail accomodation trains.....	25
13. Schedule of same, including stops.....	20
14. The highest rate of speed allowed for freight trains.....	15
15. Schedule rate of same, including stops	10
	<hr/> <hr/>
16. Amount of freight carried per car. Seven and eight-tenths tons.	
17. Total freight in tons.	Whole line.
Grain	34,562.22
Flour	9,697.41
Mill feed.....	3,846.78
Provisions	1,996.60
Potatoes, and other farm products.....	6,633.80
Salt, cement, water lime and stucco	3,287.72
Manufactures, including agricultural implements, furniture, and wagons.....	5,721.03
Live stock	3,631.74
Lumber and forest products.....	126,660.91
Iron, lead and mineral products.....	2,186.80
Stone, brick, lime, sand, etc.....	4,095.70
Coal	4,982.58
Merchandise and other articles.....	28,918.99
	<hr/> <hr/>
Total tons.....	236,222.28
	<hr/> <hr/>

Wisconsin Central Railroad Company.

EARNINGS DURING THE YEAR ENDING SEPTEMBER
30, 1878.

MONTHLY EARNINGS FROM ALL SOURCES.

MONTHS.	WHOLE LINE.			
	Passengers.	Freight.	Mails, expr's and all other sources.	Totals.
1877.	\$	\$	\$	\$
October	18,592 38	57,720 00	2,682 85	78,995 23
November.....	18,201 72	46,697 39	8,553 33	73,452 44
December.....	17,392 28	38,792 32	3,579 58	59,764 18
1878.				
January.....	13,644 05	39,538 91	2,188 01	55,320 97
February.....	12,846 51	39,528 78	6,124 08	58,499 37
March.....	18,429 11	43,303 84	2,839 28	64,572 23
April.....	15,803 95	42,812 75	3,445 97	62,062 67
May.....	15,188 14	40,861 92	3,275 61	59,325 67
June.....	14,404 58	34,973 37	3,392 84	52,770 79
July.....	16,399 76	32,085 79	3,321 51	51,807 06
August.....	16,798 55	31,297 70	3,390 30	51,486 55
September.....	17,855 07	40,736 60	3,340 19	61,931 86
Totals.....	195,556 10	488,349 37	46,083 55	729,989 02

	Whole line.	Wisconsin.
	\$	\$
1. Earnings per mile of road	1,624 00	.....
2. Earnings per mile of road on freight.....	1,086 43	.....
3. Earnings per mile on passengers	435 05	.....
4. Earnings per train-mile run, on freight.....	1 51	.....
5. Earnings per train-mile run, on passengers	56	.....
6. Of the earnings of the entire line, what is the ratio of the passenger to the freight?.....	as 1	to 2 $\frac{4}{100}$
7. Average gross earnings per mile [449.5 miles] of road, exclusive of sidings.....	1,624 00	.....
8. Average net earnings per mile [449.5 miles] of road, excl. of sidings, rental not deducted..	566 70	.....
9. Average net earnings per train-mile, rentals not deducted from earnings.....	37	.....

NOTE. — The Phillips & Colby Construction Company operated the railroad to December 17, 1877, and the above figures are based upon information furnished by that company. The Wisconsin Central Railroad company assumes no responsibility for any figures in this report relating to the railroad prior to December 17, 1877, when it began to operate it.

Wisconsin Central Railroad Company.

EXPENSES DURING THE YEAR ENDING SEPTEMBER 30, 1878.

PAYMENTS FOR CURRENT AND OPERATING EXPENSES.

	Belonging to Whole line.	Belonging to Wisconsin.
1. Maintenance of way:	\$	\$
Repairs of track, including new and re-rolled iron rail in place of old iron rail.....	117,402 03	.....
Repairs of bridges	10,725 71	.....
Repairs of fences	498 39	.....
New steel rail, valued only as iron rail*.. } Other expenses on way .....	.....	128,626 13
2. Maintenance of buildings.....	.....	6,226 55
3. Maintenance of rolling-stock:		
Locomotives	18,183 60	.....
Passenger, baggage, mail, and express cars..	14,074 55	.....
Freight cars	23,627 79	.....
Dump cars.....	943 32	.....
Shop tools and machinery.....	1,164 98	.....
		57,994 24
4. Conducting transportation, and gen'l expenses:		
Management and general office	57,405 86	.....
Foreign agency and advertising.....	4,525 61	.....
Agents and station service	44,687 62	.....
Conductors, baggage and brakemen.....	45,507 91	.....
Engineers, firemen and wipers	51,955 62	.....
Train and station supplies.....	7,058 62	.....
Fuel consumed.....	43,971 32	.....
Oil and waste.....	7,051 80	.....
Personal expenses.....	.....	.....
Damage to persons.....	4,918 00	.....
Damage to property.....	1,587 29	.....
Loss and damage to freight and baggage....	310 53	.....
Legal expenses, miscellaneous expenses....	749 28	.....
Other general operating expenses, as per items below:		
Telegraph op'g	4,937 39	} 277,496 39
Ex. and int.....	187 34	
Eng. services.....	2,060 25	
Omnibus line.....	571 95	
Sundries	10 00	
5. Current expenses:		
For taxes.....	3,058 15	.....
For insurance.....	1,854 63	4,912 76
Lease or privilege of other roads whose earnings are included in this report, giving name and amounts paid:		
M. & N.....\$121,717.55 } C., M. & St. P.. 19,748.90 }	\$141,466.45	475,256 07

* In substituting steel rail for iron rail, the cost of iron rail only should be charged to operating account, and the excess carried to extraordinary expenses. (See next page.)

Wisconsin Central Railroad Company.

Expenses, etc. — continued.

	Belonging to whole line.	Belonging to Wisconsin.
	\$	\$
6. Total current operating expenses, being 64.1 per cent. of earnings		
7. Average operating expenses per mile of road, exclusive of sidings.....		1,057 30
8. Average operating expenses per train-mile....		.694
9. Excess of earnings over operating and current expenses.....		254,732 95
10. Cost of maintaining track and bridges per mile run.....		.187
11. Cost of repairs of engines per mile run.....		.0265
12. Cost of engineers, firemen and wipers per mile run.....		.075
13. Cost of oil and waste per mile run by locomotives .....		.01
14. Cost of fuel per mile run by locomotives.....		.064

1. What regulations govern your employes, in regard to crossings or other railroads; are they found to be sufficient?
All trains stop 200 feet before reaching crossings, and proceed only when the way is clear. This rule has been found sufficient.
2. What regulations govern your employes in regard to crossings of public highways? And are these regulations found to be sufficient?
The whistle is blown at a point 80 rods from the crossing and the bell is rung continually thereafter until the crossing is passed. The rule seems to fully answer the purpose.
3. What platform and coupler between passenger cars do you use?
The Miller.
4. What kind of brakes do you use on passenger trains?
Westinghouse Automatic air brake.

U. S. MAIL.

5. What is the compensation paid you by the U. S. government for the transportation of its mails, and on what terms of service?
\$46 to \$58 per mile per annum.

EXPRESS COMPANIES.

6. What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc.? What kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies?
American Express Co. Which company attends entirely to the express business, receiving miscellaneous freight at stations and charging therefor at the rate of from one to one and a half first class rate.

Wisconsin Central Railroad Company.

TRANSPORTATION COMPANIES.

7. What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, etc.? Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so, in what particular?

None.

SLEEPING CARS.

8. Do sleeping or dining cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates?
Sleeping cars run by this company; \$1.50 for double berth from Chicago or Milwaukee to Green Bay or Stevens Point.

ADDITIONAL QUESTIONS.

9. Have you acquired any additional chartered rights or privileges under the special or general laws of this state, directly or indirectly, since your last report?
No.
10. Have you acquired any such additional rights or privileges under the laws, general or special, of any other state since your last report?
No.
11. Have you acquired any lines in or out of this state, by purchase, lease, consolidation or otherwise, since your last report? If yes, give full particulars relating thereto, including length of line, location thereof, at what point or place connection is made with old line; terms of purchase or lease, and brief statement of reasons for making such purchase or lease, and whether made by consent of stockholders?
No.
12. Do you, by purchase or ownership of capital stock, or in any other manner, control any other railroad corporation owning or having under its control a parallel or competing line?
No.
13. Does any officer of your company act as the officer of any other railroad corporation, owning or having the control of a parallel or competing line?
No.
14. What running arrangements have you with other railroad companies, setting forth the contracts for the same, made since the date of your last report?
No change since date of last report.
15. Have you such arrangements with other railroad companies crossing or connecting with your lines, as enable passengers to make close connections with trains on such lines, at all such crossing or connecting points? If so, when were such arrangements made? If not at all such points, state at what points such connections are not made, and the reasons therefor.
We endeavor to make all connections.
16. Have any swamp or other state lands been granted your company since the date of your last report? If so; how many acres?
None.

Wisconsin Central Railroad Company.

17. Have any United States lands been granted to your company, directly or indirectly, since the date of your last report? What number acres received by your company, directly or indirectly.
No land granted. 132,131 received under original grant.
18. What number acres sold and conveyed since the date of your last report?
21,186.13 acres.
19. Average price, per acre, realized?
\$2.17.
20. To what corporations have you sold land? How much, and what price since the date of your last report?
To none.
21. Number of acres now held by company?
533,499.66.
22. Average price asked for lands now held by company?
Estimate at \$2 per acre.
23. Value of donations of right of way or other real estate received since the date of your last report?
None received.
24. Amount of city, county and town aid granted to company in exchange for stock, or otherwise? Specify particulars. Since the date of your last report.
None granted.
25. Total cash amount realized from such aid since the date of your last report?
Nothing.
26. Amount of land sold but not conveyed, under contracts now in force.
19,381.37 acres.
27. The whole amount of cash, principal and interest, received for lands hitherto sold and conveyed, since date of last report?
\$5,643.37.
28. Whole amount of cash received, principal and interest, on outstanding contracts in force, since date of last report?
\$10,798 03.
29. Whole amount of cash received, principal and interest, on contracts forfeited, since date of last report?
\$125.
30. Whole amount of cash received for stumpage, trespass, etc., since date of last report?
\$21,748.69.
31. What have been your total receipts from lands sold and contracted to be sold, since the date of last report?
\$45,055 63.
32. What is the aggregate sum of receipts on account of lands, from all sources whatever, up to the present time?
\$249,626.63.
33. What is the amount now due the company on lands sold or contracted to be sold?
\$31,522.02.
34. Are there any terminal points or places, on your lines in, or out, of this state, to and from which the larger portion of the freight transported on your lines is carried? If so, name them.
We carry more freight in and out of Milwaukee than to or from any other point or place.
35. *Have you made any advance in the rates of freight, from stations on your lines, to such terminal points since the enactment of chapter 57 of the laws of 1876?
The rates have not been materially changed.
36. Have you made any reduction in such rates, from any stations, since the passage of said chapter?

Wisconsin Central Railroad Company.

If you answer either of the questions in the affirmative, annex to your reply schedules, naming the stations, with distance and rates in force at the time, and since the passage of said chapter, on 1st, 2d, 3d and 4th class of freight, and upon flour, grain, live stock, agricultural implements, salt and coal.

37. *Have you made such advance or reduction on your rates of freight between other stations on your lines? If yes, annex a schedule to your reply, showing what the advance or reduction has been on the articles above named.
38. What is your present tariff per mile for passengers, both through and local?
Three to four cents.
39. What proportion of the passengers carried by you in this state, purchase round-trip tickets? And what proportion purchase 500-mile tickets? (77,902.) 50 per cent. (1,201.) 0.77 per cent.
40. *Have you made any advance in the rates of freight for lumber since the passage of chapter 57 of the laws of 1876? If so, annex to your reply a schedule, naming the stations and rates in force both at the time and since the passage of said chapter.

No.

41. Has your company any rule governing your conductors, engineers and trainmen concerning the use of intoxicating liquors? *If so, what is it, and is it enforced?*

Rule No. 2 of our general instructions reads: The use of intoxicating liquor of any kind by an employe, is detrimental to himself and the interests of the company, and only those who abstain from its use will be employed. This rule is rigidly enforced.

* The "distance tariff," with both rates noted thereon, will be a sufficient answer.

Wisconsin Central Railroad Company.

ACCIDENTS.

No. of accid'ts.	STATEMENT OF EACH ACCIDENT. Give name of person, date and place of acci't.	Passengers inj. by their own misconduct or want of caution.	EMPLOYES.		Others injured by their own misconduct or want of caution.
			By their own misconduct or want of caution.		
			Kill	Inj.	
1	Geo. Ash, Sept. 4, 1877, Colby, Wis., coupling cars, right hand smashed			1	
2	Michael Enright, Oct. 13, 1877, Waupaca, Wis., coupling cars and was knocked down by cars and run over		1		
3	James Hubbard, Oct. 25, 1877, Westboro, Wis., squeezed between cars			1	
4	Levi Durkee, Oct. 15, 1877, Elkhart Lake, Wis., getting off train	1			
5	Ed. Palmer, Oct. 29, 1877, finger cut coupling engine to box car			1	
6	Mrs. Prentiss, Nov. 3, 1877, Waupaca, Wis. getting off train while in motion	1			
7	John O'Herron, Nov. 16, 1877, Spencer, Wis. one mile north walking on track				1
8	John Smith, Nov. 17, 1877, Stevens Point, Wis., little finger mashed while helping to roll a frog tie			1	
9	James Bonner, Feb. 4, 1878, Skerry's side track, rolled frog tie and struck wrench which flew and hit him in forehead		1		
10	D. F. Tederman, Mch. 26, 1878, Waldo, Wis., tried to get on caboose			1	
11	Carl Gossman, Apr. 25, 1878, between Cedarburg and Thiensville, Wis., thrown from wagon by engine striking hind wheel				1
12	John Smith, May 2, 1878, Thiensville, Wis., finger hurt coupling cars			1	
13	H. Butterfield, May, 7, 1878, Skerry's new side track, hand bruised coupling cars			1	
14	Jas. Fenlon, May 9, 1878, Stevens Point, Wis., hand bruised coupling up train			1	
15	Michael Clinton, May 27, 1878, trying to straighten spike which flew in face			1	
16	Frank Dubois, June 8, 1878, Cedarburg, Wis., trying to get on train while in motion, thrown down and wheels passed over two fingers			1	
17	Anton Boaeski, July 19, 1878, between Ashland and Chippewa, Wis., fell off hand car on [to track, car passed over leg and broke it			1	
18	Peter Hoffman, Mch. 13, 1878, three miles south Auburndale, Wis., jumped from top car logs, to ground and broke his leg				1
19	Thos. Milwine, Mch. 23, 1878, Sherwood, Wis., uncoupling cars caught finger and lost first joint			1	
	Total	2	1	13	3

Wisconsin Central Railroad Company.

NUMBER AND KIND OF FARM-ANIMALS KILLED, AND AMOUNT OF DAMAGES PAID THEREFOR.

	Number killed.	Amount paid.
1. Cattle	88	.....
2. Horses	10	.....
3. Mules .....	.....	.....
4. Sheep	24	.....
5. Hogs	19	.....
6. Total.....	*141	\$1,587 25

7. Amount claimed yet unsettled, or in litigation.

STATE OF WISCONSIN — *County of Milwaukee* — ss.

On the 4th day of December, A. D. 1878, Charles L Colby, President of the Wisconsin Central Railway Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same declares them to be a true, full and correct statement of the condition and affairs of said company, on the first day of October, A. D. 1878, to the best of his knowledge and belief.

Signed,

CHARLES L. COLBY,
President.

Subscribed and sworn to before me, James G. Flanders, this fourth day of December, A. D. 1878.

Signed,

JAMES G. FLANDERS,
Notary Public, Milwaukee Co., Wis.

* This is the number of animals killed during the year, but the amount \$1,587.25 represents what was paid for stock killed prior to as well as during the year.

Wisconsin Valley Railroad Company.

REPORT
OF THE
WISCONSIN VALLEY RAILROAD COMPANY,

For the year ending 30th September, 1878.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

NAMES.	Offices.	Address.
James F. Joy.....	President.....	Detroit, Mich.
Jno. N. Denison	Secretary.....	Boston, Mass.
Powers & Briggs.....	Solicitors.....	Grand Rapids, Wis.
J. N. Denison	Treasurer	Boston, Mass.
F. O. Wyatt	General Superintendent	Tomah, Wis.
F. O. Wyatt	Chief Engineer.....	Tomah, Wis.
C. H. Warren	General Ticket Agent..	Tomah, Wis.
C. H. Warren	General Freight Agent.	Tomah, Wis.

1. General offices at Tomah, Wis.

Names of Directors.	Residence.	Names of Directors.	Residence.
Sidney Bartlett.....	Boston.....	Francis Bartlett ...	Boston.
Nath. Thayer.....	Boston.....	Nathl. Thayer, Jr..	Boston.....
J. N. Burnham.....	Boston.....	James F. Joy.....	Detroit.
H. H. Hunnewell...	Boston.....	Thos. B. Scott....	Grand Rapids.
J. N. Denison.....	Boston.....	Alex. Stewart.....	Grand Rapids.
Wm. J. Rotch.....	Boston.....		

2. Date of annual election of directors, second Wednesday in June.

3. Name and address of person to whom correspondence, concerning this report, should be directed, F. O. Wyatt, Tomah, Wis.

Wisconsin Valley Railroad Company.

CAPITAL STOCK.

1. Capital stock authorized by charter	\$3,000,000 00
2. How many kinds of stock ?	
One. Common.	
Stock subscribed for by municipalities, paid in bonds.....	75,000 00
3. Amount of common stock subscribed for by individuals and other corporations, paid in cash	10,000 00
Amount of stock paid for in land.....	25,000 00
As a part of the consideration for cash received for bonds at 80 cts.....	441,000 00
4. Amount of preferred stock.	
None.	
5. Total capital stock (reduced last year to 60,000)	551,000 00
6. *Proportion of stock for Wisconsin.	
All.	
7. Rate of preference.	
None.	
8. How much <i>common</i> stock has been issued since Sept. 30, 1877?	
None.	
10. How much <i>preferred</i> stock has been issued since Sept. 30, 1877?	
None.	

* NOTE. — Unless some good reason exists to the contrary, this proportion — and all other estimates of the same character — should be for the miles of road in this state compared with the whole. If made on a different basis, please state the reasons therefor.

Wisconsin Valley Railroad Company.

FUNDED AND UNFUNDED DEBT.

	Total.	Wisconsin lines.
1. Describe severally all outstanding classes of bonds, including amounts, dates of issue, interest, where and when payable: Dated March 1, 1873, principal and interest at 8 per cent., payable at Boston, Mass., due March 1, 1893..	\$ 1,790,000	\$ Same.
2. Amount of debt not secured by mortgage		
3. Total funded debt	1,790,000	
4. Net cash realized from bonded debt, above described	1,432,000	
5. Proportion of debt, bonded and floating for Wisconsin. All.....		

COST OF ROAD AND EQUIPMENT.

	Total.	Wisconsin lines.
1. What amount has been expended for right of way, between Sept. 30, 1877, and Sept. 30, 1878	\$ 5,107 17	\$ All.
2. What for real estate, and for what purpose purchased? None		
3. What has been expended in construction, between Sept. 30, 1877, and Sept. 30, 1878 (in addition to right of way)	4,000 00	
4. What for improvement? *—		
Switches and frogs	109 20	
New depot buildings	1,861 42	
New iron rails.....	680 17	
New shops	56 84	
5. What for other items of expense, for construction and equipment—		
Legal expenses.....	976 85	
Engineering	542 18	
Grading	2,455 07	
Fencing	2,004 35	
6. What amounts, if any, have been paid for roads or portions of roads, not built by company, during the time mentioned. None.....		
7. Total expended between Sept. 30, 1877 and Sept. 30, 1878	17,792 75	
8. Total cost of entire line, as per last report.	1,766,848 09	
9. Total cost of line to date.....	1,789,640 84	

* This does not include equipment account, which is to date, \$306,132.37.

Wisconsin Valley Railroad Company.

ORIGINAL COST AND PRESENT ESTIMATED VALUE OF
TOTAL PROPERTY IN THIS STATE.

DESCRIPTION OF PROPERTY.

	Total.
	\$
1. What amount has been expended for grading between Sept. 30, 1877, and Sept. 30, 1878.	2,455 07
7. How much for iron rail, No. miles,—, Lbs. wt. per yard, 50.	680 17
8. How much for steel rail, No. Miles,—, Lbs. wt. per yard,— . . . . .	.....
9. How much for chairs, spikes, fish-bar, etc. ....	.....
10. How much for laying track. ....	.....
11. How much for passenger and freight stations, fixtures and furniture, as per schedule. No. stations, 2.	1,861 42
12. How much for engine and car shops. No, 1.	56 34
20. How much for fencing. No. miles, 9.	2,004 35
34. How much for all other property not enumerated.	10,735 40
35. Total amount expended between Sept. 30, 1877, and Sept. 30, 1878.	<u>17,792 75</u>

Wisconsin Valley Railroad Company.

CHARACTERISTICS OF ROAD.

LENGTH OF ROAD.

	MILES.		Weight of rail per yard.
	Entire Length.	Length in Wisconsin.	
1. Length of main line of road from Tomah to 1 $\frac{1}{8}$ miles north of Wausau	89.9	All.	50
8. Aggregate length or tracks operated by this company <i>computed as single track.</i> 89 9-10 miles.			
9. Aggregate length of sidings and other track not above enumerated. 10 miles.			
10. Number of junction stations. Four.			
11. What is the gauge of your lines? 4 ft. 8 $\frac{1}{2}$ in.			

DOINGS OF THE YEAR IN TRANSPORTATION.

CHARACTER OF SERVICE.

	Number of persons employed.	Salaries per annum.
		\$
1. Division and assistant superintendents.....	1	.....
Clerks in all offices.....	2	1,080
Master and assistant mechanics ..	1	1,440
Conductors	4	3,360
Engineers	5	4,500
Brakemen	8	6,480
Flagmen, switch-tenders, gate-keepers and watchmen	2	1,080
Station agents.....	15	8,500
Section men	50	18,000
Laborers.....	10	4,000
Other employes	10	3,000

Wisconsin Valley Railroad Company.

Doings of the Year in Transportation—continued.

MILEAGE AND TONNAGE.

	MILES.	
	Whole Line.	In Wisc'sin.
2. Number of miles run by passenger trains.....	56,340	All.
3. Number of miles run by freight and mixed trains.....	63,900	.....
4. Number of miles run by construction and other trains.....	8,800	.....
5. Total mileage.....	129,040	.....
6. Total number of passengers carried.....	36,282	.....
7. Total number tons freight carried one mile....	5,166,755 ⁸⁴⁵ / ₁₀₀₀	.....
8. Total number passengers carried one mile.....	827,229	.....
9. Average distance traveled by each passenger..	22.8	.....
	MILES PER HOUR.	
10. The highest rate of speed allowed for express passenger trains.....	30	.....
11. Schedule rates of same, including stops.....	20	.....
12. The highest rate of speed allowed for mail and accommodation trains.....	.....	.....
13. Schedule of same, including stops.....	.....	.....
14. The highest rate of speed allowed for freight trains.....	15	.....
15. Schedule rate of same, including stops, about..	9	.....
16. Amount of freight carried per car. 10 tons minimum, 12 tons maximum.....	.....	.....
	Whole Line.	In Wisc'sin.
17. TOTAL FREIGHT IN TONS.*		
Grain.....	1,220,265	All.
Flour.....	1,099,045	.....
Provisions.....	506,775	.....
Salt, cement, water lime and stucco.....	267.15	.....
Manufactures, including agricultural implements, furniture and wagons.....	780,355	.....
Live stock.....	209.	.....
Lumber and forest products.....	75,841.15	.....
Iron, lead and mineral products.....	26.7	.....
Stone, brick, lime, sand, etc.....	495.5	.....
Coal.....	118.145	.....
Merchandise and other articles.....	2,390.32	.....
Total tons.....	82,954.405	.....

Wisconsin Valley Railroad Company.

EARNINGS DURING THE YEAR ENDING SEPTEMBER
30, 1878.

MONTHLY EARNINGS FROM ALL SOURCES

MONTHS.	WHOLE LINE.			Totals.
	Passengers.	Freight.	Mails, expr's and all other sources.	
	\$	\$	\$	\$
1877.				
October.....	4,049 31	12,998 26	535 72	17,583 29
November.....	3,428 50	11,281 11	662 86	15,372 47
December.....	3,287 48	9,433 85	64 55	12,785 88
1878.				
January.....	2,448 13	6,705 66	1,057 64	10,211 53
February.....	2,675 87	9,524 57	64 00	12,264 44
March.....	3,720 69	13,397 43	61 55	17,179 67
April.....	4,220 26	13,662 94	881 24	18,764 41
May.....	3,738 77	14,764 54	301 07	18,804 38
June.....	3,239 34	15,824 92	86 57	19,150 83
July.....	3,595 57	12,257 29	1,417 76	17,270 62
August.....	3,533 75	11,641 48	408 34	15,583 57
September.....	5,191 83	12,115 82	404 39	17,712 04
Totals.....	43,129 50	143,607 97	5,945 66	192,683 13

	Whole line.	Wisconsin.
1. Earnings per mile of road.....	2,140 92	All.
2. Earnings per mile of road on freight.....	1,595 64	.....
3. Earnings per mile on passengers.....	545 28	.....
4. Earnings per train-mile run, on freight.....	2 24	.....
5. Earnings per train-mile run, on passengers...	87	.....
6. Of the earnings of the entire line, what is the ratio of the passenger to the freight? 1 to 2.92 as.....	1 00	2 92
7. Average gross earnings per mile [90 miles] of road, exclusive of sidings.....	2,140 92	.....
8. Average net earnings per mile [90miles] of road, exclusive of sidings.....	959 32	.....
9. Average net earnings per train mile, total mile- age, 66 cents.....	66	.....

Wisconsin Valley Railroad Company.

EXPENSES DURING YEAR ENDING SEPTEMBER 30, 1878.

PAYMENTS FOR CURRENT AND OPERATING EXPENSES.

	Belonging to whole line.
1. Maintenance of way:	
Repairs of track, including new and rerolled iron and rail in place of old iron rail.....	29,121 22
Repairs of bridges.....	6,066 37
Repairs of fences.....	.....
New steel rail, valued only as iron rail*.....	.....
Other expenses on way, etc.....	5,366 95
2. Maintenance of buildings.....	523 97
3. Maintenance of rolling stock:	
Locomotives.....	3,872 19
Passenger, baggage, mail and express cars.....	1,750 30
Freight cars.....	7,644 84
Shop tools and machinery.....	413 04
4. Conducting transportation, and general expenses:	
Management and general office.....	5,733 54
Foreign agency and advertising.....	.....
Agents and station service.....	8,778 62
Conductor, baggage and brakemen.....	7,079 19
Engineers, firemen and wipers.....	10,713 89
Train and station supplies.....	.....
Fuel consumed.....	10,310 00
Oil and waste.....	2,041 50
Personal expenses.....	.....
Damage to persons.....	.....
Damage to property.....	5,246 77
Loss and damage to freight and baggage.....	423 70
Legal expenses.....	1,759 05
Other general operating expenses, as per items below.....	.....
Total.....	<u>106,344 14</u>
5. Current expenses:	
For taxes.....	Exempt.
For insurance.....	None.
Lease or privilege of other roads whose earnings are included in this report, giving name and amounts paid...	None.
6. Total current operating expenses, being 55 per cent. of earnings.....	.....
7. Average operating expenses per mile of road, exclusive of of sidings.....	1,181 60

* In substituting steel rail for iron rail, the cost of iron rail only should be charged to operating account, and the excess carried to extraordinary expenses. (See next page.)

Wisconsin Valley Railroad Company.

8. Average operating expenses per train-mile, 81 cents	
9. Excess of earnings over operating and current expenses....	86,338 99
10. Cost of maintaining track and bridges per mile run, 31 cents.	31
11. Cost of repairs of engines per mile run.....	2 $\frac{2}{10}$
12. Cost of engineers and firemen per mile run.....	6 $\frac{1}{10}$
13. Cost of oil and waste per mile run.....	1 $\frac{3}{10}$
14. Cost of fuel per mile run.....	8 $\frac{2}{10}$

PAYMENTS IN ADDITION TO OPERATING EXPENSES.

None, except what is included in construction on page 215.

28. What amount of money have you expended for building roads out of the state, from proceeds arising from business done on your roads in this state?
None.
29. How was amount of dividends paid the past year — cash, stock, or otherwise? Specify amounts and manner of payment.
None.

GENERAL BALANCE SHEET, 1st OF OCTOBER, 1878.

ASSETS.	Dollars. Cts.		LIABILITIES.	Dollars. Cts	
J. N. Denison, Treas	\$5,447	76	Capital stock	60,000	00
Expense account	89	14	Mortgage bonds	1,793,200	00
Coupon account	366,226	17	Donation account	7,750	00
H. H. Hunnewell, trust A	55,505	42	Knowlton Ex. S. fund	37,305	42
Cash	3,720	06	Unpaid vouchers	2,104	00
Construction account	1,789,640	84	Land account	20,500	00
Supplies	13,632	14	Bond scrip	35,650	00
Equipment	306,132	27	Unpaid coupons	565,624	00
Foreign ticket account	5,541	77	J. M. Smith, land agent	4,000	00
Loan account	9,500	00	Income account	88,521	44
Operating expenses	44,239	29			
Chas. Merriam, Agt	34,980	00			
	2,614,654	86		2,614,654	86

Wisconsin Valley Railroad Company.

Wisconsin Valley Railroad Company.

1. What regulations govern your employes in regard to crossings of other railroads, and are they found to be sufficient?
All trains come to a full stop at sign, 400 feet from crossing, and proceed when track is known to be clear. Found to be sufficient.
2. What regulations govern your employes in regard to crossings of public highways? And are these regulations found to be sufficient?
Sounding whistle within quarter mile, and ringing of bell until crossing is passed.
3. What platform and coupler between passenger cars do you use?
Miller's patent coupler and buffer.
4. What kind of brakes do you use on passenger trains?
Hand brake.

U. S. MAIL.

5. What is the compensation paid you by the U. S. government for the transportation of its mails, and on what terms of service?
Mail carried on compensation as per act of congress, approved March 3, 1873.

EXPRESS COMPANIES.

6. What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies?
American Express Co. Goods carried on local freight tariff first class.

TRANSPORTATION COMPANIES.

7. What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, etc.? Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so, in what particular?
None running on line.

SLEEPING CARS.

8. Do sleeping or dining cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates?
No sleepers run.

ADDITIONAL QUESTIONS.

9. Have you acquired any additional chartered rights or privileges under the special or general laws of this state, directly or indirectly, since your last report?
None.
10. Have you acquired any such additional rights or privileges under the laws, general or special, of any other state, since your last report?
No.
11. Have you acquired any lines in or out of this state, by purchase, lease, consolidation or otherwise, since your last report? If yes, give full particulars relating thereto, including length of line, location thereof, at what point or place connection is made with old line; terms of purchase or lease, and a brief statement of reasons for making such purchase, or lease, and whether made by consent of stockholders?
None.

Wisconsin Valley Railroad Company.

12. Do you, by purchase or ownership of capital stock, or in any other manner, control any other railroad corporation owning or having under its control a parallel or competing line?
None.
13. Does any officer of your company act as the officer of any other railroad corporation, owning or having the control of a parallel or competing line?
None.
14. What running arrangements have you with other railroad companies, setting forth the contracts for the same, made since the date of your last report?
No other company running on or operating any part of the line.
15. Have you such arrangements with other railroad companies crossing or connecting with your lines, as enables passengers to make close connections with trains on such lines, at all such crossing or connecting points? If so, when were such arrangements made? If not at all such points, state at what points such connections are not made, and the reasons therefor.
Connections are made as closely as possible with all lines crossing the road.
16. Have any swamp or other state lands been granted your company since the date of your last report? If so how many acres?
None.
17. Have any United States lands been granted to your company, directly or indirectly, since the date of your last report? What number of acres received by your company, directly or indirectly, since date of last report?
None.
18. What number acres sold and conveyed since date of your last report?
4,896.
19. Average price, per acre, realized?
\$3.61.
20. To what corporations have you sold land? How much, and what price since the date of your last report?
None.
21. Number of acres now held by company?
170,338 acres.
22. Average price asked for lands now held by company?
\$2.50.
23. Value of donations of right of way or other real estate received since the date of your last report?
None.
24. Amount of city, county and town aid granted to company in exchange for stock, or otherwise? Specify particulars since date of last report.
None.
25. Total cash amount realized from such aid since date of your last report?
None.
26. Amount of land sold, but not conveyed, under contracts now in force?
Number of acres, 19,879.
27. Whole amount cash, principal and interest, received for lands hitherto sold or conveyed since date of last report.
\$12,630.39.
28. Whole amount cash received, principal and interest, on outstanding contracts then in force.
\$5,690.55.
29. Whole amount of cash received, principal and interest, on contracts forfeited, since date of last report?
None.

Wisconsin Valley Railroad Company.

30. Whole amount of cash received for stumpage, trespasses, etc., since date of last report?
\$3,399.83.
31. What have been your total receipts from lands sold, and contracted to be sold since the date of last report?
\$17,696.18.
32. What is the aggregate sum of receipts on account of lands, from all sources whatever, up to the present time?
\$114,492.86.
33. What is the amount now due the Company on lands sold or contracted to be sold?
\$51,412.42.
34. Are there any terminal points or places, on your lines in, or out, of this state, to and from which the larger portion of the freight transported on your lines is carried? If so, name them.
To and from Wausau, northern terminus.
35. Have you made any advance in the rates of freight, from stations on your lines, to such terminal points since the enactment of chapter 57, of the laws of 1876?
None.
36. Have you made any reductions in such rates, from any stations, since the passage of said chapter?
None.
If you answer either of the questions in the affirmative, annex to your reply schedules, naming the stations, with distance and rates in force at the time, and since the passage of said chapter, on 1st, 2d, 3d and 4th class of freight, and upon flour, grain, live stock, agricultural implements, salt and coal.
37. Have you made such advance or reduction on your rates of freight between other stations on your lines? If yes, annex a schedule to your reply, showing what the advance or reduction has been on the articles above named.
38. What is your present tariff per mile for passengers, both through and local?
Through, 4 cents. Local, 5 cents.
39. What proportion of the passengers carried by you, in this State, purchase round-trip tickets? And what proportion purchase 500-mile tickets?
None.
40. Have you made any advance in the rates of freight for lumber, since the passage of chapter 57 of the laws of 1876? If so, annex to your reply a schedule, naming the stations and rates in force both at the time and since the passage of said chapter.
None.
41. Has your Company any rule governing your conductors, engineers and trainmen concerning the use of intoxicating liquors? *If so, what is it, and is it enforced?*
Total abstinence. Yes.

ACCIDENTS.

No accidents of any kind, neither personal or real.

Wisconsin Valley Railroad Company.

NUMBER AND KIND OF FARM ANIMALS KILLED, AND AMOUNT OF DAMAGES PAID THEREFOR.

	Number Killed.	Amount Paid.
1. Cattle	20	\$554 00
2. Horses	4	210 25
3. Mules		
4. Sheep		
5. Hogs		
6. Total	24	\$764 25

7. Amount claimed yet unsettled, or in litigation.

STATE OF WISCONSIN, }
 County of Monroe. } ss.

C. H. Warren, Assistant Superintendent, and W. R. Morrison, Assistant Treasurer of the Wisconsin Valley Railroad Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same declare them to be a true, full and correct statement of the condition of the affairs of said company, on the first day of October, A. D. 1878, to the best of their knowledge and belief.

Signed,

C. H. WARREN,
 W. R. MORRISON,

Subscribed and sworn to before me this 31st day of October, A. D. 1878.

Signed,

H. A. SOWLE,
Justice of the Peace.

Green Bay & Minnesota Railroad Company.

REPORT
 OF THE
 GREEN BAY & MINNESOTA RAILROAD COMPANY,
 AND
 TIMOTHY CASE, RECEIVER,
 For the year ending 30th September, 1878.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

NAMES.	OFFICES.	ADDRESS.
H. Ketchum	President	New London, Wis.
D. M. Kelly	1st Vice President..	Green Bay, Wis.
W. J. Abrams	Secretary	Green Bay, Wis.
Norris & Chynoweth	Solicitors	Green Bay, Wis.
W. R. Hancock	Treasurer	Green Bay, Wis.
D. M. Kelly	Gen. Manager	Green Bay, Wis.
S. B. Kenrick	Superintendent	Green Bay, Wis.
J. T. Alton	Chief Engineer	Green Bay, Wis.
Dan. Atwood	Gen. Ticket Agent..	Green Bay, Wis.
Dan. Atwood	Gen. Freight Agent.	Green Bay, Wis.
.....	Auditor	

1. General offices at Green Bay, Wis.

NAMES OF DIRECTORS.	RESIDENCE.	NAMES OF DIRECTORS.	RESIDENCE.
H. Ketchum	New Lond., Wis	Fred. S. Ellis	Green Bay, Wis
D. M. Kelly	Green Bay, Wis	W. E. Peak	La Crosse, Wis.
W. J. Abrams	Green Bay, Wis	E. T. Hatfield, Jr...	New York City.
Geo. Sommers	Green Bay, Wis	W. W. Scranton ...	Scranton, Pa.

Green Bay & Minnesota Railroad Company.

Directors elected on Monday, April 1, 1878.

NAMES OF DIRECTORS.	RESIDENCE.	NAMES OF DIRECTORS.	RESIDENCE.
Wm. E. Dodge.....	New York City.	Benj. G. Clark.....	Jersey City, N. J.
Moses Taylor.....	New York City.	E. T. Hatfield, Jr. ...	New York City.
Samuel Sloan.....	New York City.	W. J. Abrams.....	Green Bay, Wis.
John I. Blair.....	Blairsto'n, N. J.	Henry Ketchum ...	New Lond., Wis
Percy R. Pyne.....	New York City.		

EXECUTIVE COMMITTEE,

The Board of Directors.

2. Date of annual election of directors. First Monday in April.
3. Name and address of person to whom correspondence concerning this report should be directed. Timothy Case, Receiver.
The road passed into the hands of Timothy Case, Receiver of the U. S. circuit court, for the eastern district of Wisconsin, January 23, 1878, and is now operated by him.

CAPITAL STOCK.

1. Capital stock authorized by charter \$8,000,000 00
2. How many kinds of stock?
One.
3. Amount of common stock \$8,000,000 00
4. Amount of preferred stock?
None.
5. Total capital stock..... \$8,000,000 00
6. * Proportion of stock for Wisconsin..... \$8,000,000 00
7. Rate of preference.
8. How much *common* stock has been issued since Sept. 30th, 1877?
\$1,600.
9. For what purpose? and what was received therefor?
Local aid.
10. How much *preferred* stock has been issued since Sept. 30th, 1877?
None.
11. For what purpose? and what was received therefor?
Nothing.

* NOTE. — Unless some good reason exists to the contrary, this proportion — and all other estimates of the same character — should be for the miles of road in this state compared with the whole. If made on a different basis please state the reason therefor.

Green Bay & Minnesota Railroad Company.

FUNDED AND UNFUNDED DEBT.

	Total.
1. Describe severally all outstanding classes of bonds, including amounts, dates of issue, interest, where and when payable:	
1st mortgage.....	\$3,200,000 00
2d mortgage.....	779,860 00
2. Amount of debt not secured by mortgage.....	1,770,080 95
3. Total funded and unfunded debt	\$5,756,940 95
4. Net cash realized from bonded debt, above described.....	\$2,967,480 00
5. Proportion of debt, bonded and floating for Wisconsin: All.	.....

COST OF ROAD AND EQUIPMENT.

	Total.
1. What amount has been expended for right of way, between Sept. 30, 1877, and Sept. 30, 1878	\$3,510 38
2. What for real estate, and for what purpose purchased? Depot grounds.....	3,808 78
3. What has been expended for construction between Sept. 30, 1877, and Sept. 30, 1878 ..	} 25,971 54
4. What for improvement.....	
5. What for other items of expense, for construction and equipment.....	
6. What amounts, if any, have been paid for roads or portions of roads, not built by company during the time mentioned .....	.....
	\$33,290 70
7. Total expended between Sept. 30, 1877, and Sept. 30, 1878.....	.....
8. Total cost of entire line as per last report.....	\$12,264,514 74
Less amount of stock issued on construction account.....	7,204,800 00
	\$5,059,704 74
9. Total cost of entire line.....	\$5,093,005 44

Green Bay & Minnesota Railroad Company.

ORIGINAL COST AND PRESENT ESTIMATED VALUE
OF TOTAL PROPERTY IN THIS STATE.

DESCRIPTION OF PROPERTY.

	Total \$
1. What amount has been expended for grading between Sept. 30, 1877, and Sept. 30, 1878	\$8,787 08
2. How much for bridges	4,881 09
3. How much for tunnels .....	.....
4. How much for iron bridges .....	.....
5. How much for wooden bridges .....	.....
6. How much for ties and tying	21 50
7. How much for iron rails, No. miles, —, lbs. wt. per yard, — .....	.....
8. How much for steel rail, No. miles, —, lbs. wt. per yard, — .....	.....
9. How much for chairs, spikes, fish-bar, etc. ....	.....
10. How much for laying track .....	.....
11. How much for passenger and freight stations, fixtures and furniture, as per schedule, No. stations. —	464 57
12. How much for engine and car shops, No., — .....	.....
13. How much for machine shops, No., — .....	.....
14. How much for machinery and fixtures .....	.....
15. How much for engine houses, No., — .....	.....
16. How much for car sheds, No., — .....	.....
17. How much for turn tables, No., — .....	.....
18. How much for track and other scales, No., —	1,355 60
19. How much for wood sheds and water stations, No., —	891 62
20. How much for fencing, No. miles, —	3,230 06
21. How much for elevators, No., — .....	.....
22. How much for locomotives and tenders, No., —, Av. wt. tons, — .....	.....
23. How much for snow plows, as per schedule, No. —, Av. wt. tons, — .....	.....
24. How much for wreckers, No., —, Av. wt. tons — .....	.....
25. How much for passenger cars, 1st class, No., 4, Av. wt. tons, — .....	.....
26. How much for passenger cars, 2d class, No., —, Av. wt. tons, — .....	.....
27. How much for baggage cars and cabooses, No., —, Av. wt. tons, —	725 02
28. How much for mail cars, No., —, Av. wt. tons, — .....	.....
29. How much for express cars, No., 4, Av. wt. tons, — .....	.....
30. How much for freight cars, closed, No., —, Av. wt. tons, — .....	.....
31. How much for platform cars, No., —, Av. wt. tons, — .....	.....
32. How much for hand cars, No., —, Av. wt. tons, — .....	.....
33. How much for machinery and tools to accompany trains, repair track, etc., used by trackmen and others .....	.....
34. How much for all other property not enumerated, including right of way	12,934 21
35. Total amt' expended between Sept. 30, 1877, and Sept. 30, 1878	\$33,290 70

Green Bay & Minnesota Railroad Company.

CHARACTERISTICS OF ROAD.

LENGTH OF ROAD.	Entire Length Miles.
1. Length of main line of road from Green Bay to Winona.....	213.9
2. Length of double track on main line.....	..
*BRANCHES — Name each.	
3. La Crosse. Length of Branch.....	29.7
Total length of main line and branches	<u>243.6</u>
8. Aggregate length of tracks operated by this company, <i>computed as single track.</i>	
9. Aggregate length of sidings and other tracks not above numerated. Twelve miles.	
10. Number of junction stations. Seven.	
11. What is the gauge of your lines? Four feet, eight and one-half inches.	

DOINGS OF THE YEAR IN TRANSPORTATION.

CHARACTER OF SERVICE.

	Number of persons employed.	Average sal- ary per annum.
		\$
1. Division and assistant superintendents.....		
Clerks in all offices.....	4	654 99
Master and assistant mechanics.....	1	1,000 00
Conductors	8	708 00
Engineers.....	11	891 00
Brakemen	17	430 00
Flagmen, switch-tenders, gate-keepers and watchmen.....	1	480 00
Station agents.....	32	454 00
Section men	111	396 00
Laborers, bridge carpenters, shop mechanics, firemen, etc.....	59	507 39
Other employes, road master, dock master, wood agents, superintendent of bridges, tel- egraph line repairer.....	7	848 00
Total		

* NOTE. — This includes leased lines— designate them as such—the earnings, expenses, etc., of which are given in this report.

NOTE — The above report of doings in transportation gives the number of men employed by the receiver during the past few months. Since the appointment of a receiver there has been so many changes in employes and reduction of salaries from time to time, that it is impossible to give a yearly average.

Green Bay & Minnesota Railroad Company.

Doings of the Year in Transportation — continued.

MILEAGE AND TONNAGE.

	Whole line
2. Number of miles run by passenger trains.....	167,953
3. Number of miles run by freight and mixed trains.....	126,325
4. Number of miles run by construction and other trains.....	44,963
5. Total mileage.....	<u>338,341</u>
6. Total number of passengers carried.....	56,632
7. Total number tons freight carried one mile.....	16,340,482
8. Total number passengers carried one mile.....	2,327,689
9. Average distance traveled by each passenger.....	<u>41.12</u>

Miles per
Hour.

10. The highest rate of speed allowed for express passenger trains.....	30
11. Schedule rates of same, including stops.....	19
12. The highest rate of speed allowed for mail and accommodation trains.....	
13. Schedule of same, including stops.....	
14. The highest rate of speed allowed for freight trains.....	15
15. Schedule rate of same, including stops.....	9
16. Amount of freight carried per car.....	20,000 or <u>24,000</u>

17. TOTAL FREIGHT IN TONS.

	Whole line
Grain.....	37,912
Flour.....	1,195
Provisions.....	1,292
Salt, cement, water lime and stucco.....	1,890
Manufactures, including agricultural implements, furniture and wagons.....	1,763
Live stock.....	392
Lumber and forest products.....	66,745
Iron, lead, and mineral products.....	1,014
Stone, brick, lime, sand, etc.....	797
Coal.....	2,509
Merchandise and other articles.....	8,969
Total tons.....	<u>124,478</u>

Green Bay & Minnesota Railroad Company.

EARNINGS DURING THE YEAR ENDING SEPTEMBER 30,
1878.

MONTHLY EARNINGS FROM ALL SOURCES.

MONTHS.	WHOLE LINE.			Totals.
	Passengers.	Freight.	Mails, express and all other source's	
1877.	\$	\$	\$	\$
October.....	8,289 28	55,252 84	698 19	64,240 31
November.....	9,869 92	40,697 01	794 60	51,361 53
December.....	7,854 50	16,707 50	3,293 86	27,855 86
1878.				
January.....	5,334 81	17,381 92	799 15	23,515 88
February.....	5,139 70	21,107 79	1,001 25	27,248 74
March.....	9,380 99	21,221 65	3,893 75	34,496 39
April.....	7,488 71	20,281 14	2,733 36	30,503 21
May.....	7,265 47	18,422 22	867 44	26,555 13
June.....	5,918 21	16,270 72	3,815 91	26,004 84
July.....	7,428 80	12,594 01	740 99	20,763 80
August.....	7,058 03	13,306 59	764 76	21,129 38
September.....	7,056 21	18,875 10	5,094 43	31,025 74
Totals.....	88,084 63	272,118 49	24,497 69	384,700 81

1. Earnings per mile of road.....	\$1,579 23
2. Earnings per mile of road on freight.....	1,117 07
3. Earnings per mile of road on passengers.....	361 59
4. Earnings per train-mile run, on freight.....	2.154
5. Earnings per train-mile run, on passengers.....	.527
6. Of the earnings of the entire line, what is the ratio of the passenger to the freight?.....	as 24 to 76
7. Average gross earnings per mile [243.6 miles] of road, exclusive of sidings.....	1,579 23
8. Average net earnings per mile [243.6 miles] of road, exclusive of sidings.....	438 39
9. Average net earnings per train-mile.....	.315

Green Bay and Minnesota Railroad Company.

EXPENSES DURING THE YEAR ENDING SEPT. 30, 1878.

PAYMENTS IN ADDITION TO OPERATING EXPENSES.

		Belonging to Whole line.
1. Maintenance of way:		
Repairs of track, including new and re-rolled iron rail in place of old iron rail.....	\$	\$ 44,038 69
Repair of bridges.....		7,523 05
Repair of fences.....		12 62
New steel rail, valued only as iron rail, included in renewals*.....		
Other expenses on way.....		
2. Maintenance of buildings.....		1,513 81
3. Maintenance of rolling-stock:		
Locomotives.....	11,047 35	
Passenger, baggage, mail, and express cars. }	22,421 00	
Freight cars..... }		
Shop tools and machinery.....	1,928 98	35,397 33
4. Conducting transportation, and gen'l expenses:		
Management and general office.....	12,130 18	
Foreign agency and advertising.....	308 15	
Agents and station service.....	23,677 55	
Conductors, baggage and brakemen.....	13,778 08	
Engineers, firemen and wipers.....	18,067 06	
Train and station supplies.....	593 43	
Fuel consumed.....	32,571 07	
Oil and waste.....	3,747 56	
Personal expenses.....		
Damage to persons, included in loss and damage.....		
Damage to property, includes 1,000 brisfl our } burned at Eastmoor..... }	12,412 37	
Loss and damage to freight and baggage.... }		
Legal expenses.....	4,751 49	
Other general and operating expenses, as per items below.....	15,934 88	137,980 82
5. Current expenses, renewals.....	16,324 65	
For taxes.....	3,786 91	
For insurance.....	1,264 22	21,375 78
Lease or privilege of other roads whose earnings are included in this report, giving name and amounts paid L. C. T. & P. R. R. and N. W. R'y, etc.....	30,066 75	30,066 75
6. Total current operating expenses, being .7224 per cent. of earnings.....		277,908 85
7. Average operating expenses per mile of road, exclusive of sidings.....		1,140 82
8. Average operating expenses per train-mile.....		.821
9. Excess of earnings over operating and current expenses.....		106,791 96
10. Cost of maintaining track and bridges per mile run.....		.2007
11. Cost of repairs of engines per mile run.....		.0325
12. Cost of engineers and firemen per mile run.....		.0533
13. Cost of oil and waste per mile run.....		.0117
14. Cost of fuel per mile run.....		.0963

* In substituting steel rail for iron rail, the cost of iron rail only should be charged to operating account, and the excess carried to extraordinary expenses (see next page).

Green Bay & Minnesota Railroad Company.

Expenses, etc. — continued.

PAYMENTS IN ADDITION TO OPERATING EXPENSES.

	Belonging to Whole line.
15. New steel rail, excess of cost over iron rail, old track	
16. New rail on new track (included in renewals).....	
17. New equipment	\$725 02
18. New bridges and culverts (not including replacements)....	4,881 09
19. Real estate bought during the year	7,319 16
20. New tools and machinery.....	.....
21. New buildings.....	1,356 19
22. Total paid for new investment on the length of the com- pany's lines since date of last report	19,009 24
23. Amounts paid in cash, stock, bonds, or otherwise, for exten- sion, new lines and branches, during the past year — spe- cify particularly .....	.....
Total new investment	<u>\$33,290 70</u>

- 24. For interest on bonds. None.
 - 25. Dividends — rate, — per cent. — on preferred stock. None.
 - 26. Dividends — rate, — per cent. — on common stock. None.
- Total payments in addition to operating expenses... ..

- 28. What amount of money have you expended for building roads out of the State, from proceeds arising from business done on your roads in this State?
None.
- 29. How was amount of dividends paid the last year — cash, stock, or otherwise? Specify amounts and manner of payment.
Nothing.
- 1. What regulations govern your employes in regard to crossings of other railroads, and are they found to be sufficient?
State laws. Sufficient.
- 2. What regulations govern your employes in regard to crossings of public highways? And are these regulations found to be sufficient?
State laws. Sufficient.
- 3. What platform and coupler between passenger cars do you use?
Ordinary platform, and plain wrought iron coupler.
- 4. What kind of brakes do you use on passenger trains?
Common hand brakes.

U. S. MAIL.

- 5. What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service?
\$50.00 per mile. Service six times a week.

EXPRESS COMPANIES.

- 6. What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies?
American Express Co. \$1.16 per 100 lbs in freight averaged as carried over whole length of road. General express business. At depots.

Green Bay & Minnesota Railroad Company.

TRANSPORTATION COMPANIES.

7. What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, etc.? Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so, in what particular?

None.

SLEEPING CARS.

8. Do sleeping or dining cars run on your road, and if so, on what terms do they run, by whom are they owned, and what charges are made in addition to the regular passenger rates?

No.

ADDITIONAL QUESTIONS.

9. Have you acquired any additional chartered rights or privileges under the special or general laws of this state, directly or indirectly, since your last report?
- No.
10. Have you acquired any such additional rights or privileges under the laws, general or special, of any other state, since your last report?
- No.
11. Have you acquired any lines in or out of this state, by purchase, lease, consolidation or otherwise, since your last report? If yes, give full particulars relating thereto, including length of line, location thereof, at what point or place connection is made with old line; terms of purchase or lease, and brief statement of reasons for making such purchase, or lease, and whether made by consent of stockholders?
- No.
12. Do you, by purchase or ownership of capital stock, or in any other manner, control any other railroad corporation owning or having under its control a parallel or competing line?
- No.
13. Does any officer of your company act as the officer of any other railroad corporation, owning or having the control of a parallel or competing line?
- No.
14. What running arrangements have you with other railroad companies, setting forth the contracts for the same, made since the date of your last report?
- Nothing new.
15. Have you such arrangements with other railroad companies crossing or connecting with your lines, as enable passengers to make close connections with trains on such lines, at all such crossing or connecting points? If so, when were such arrangements made? If not at *all* such points, state at *what* points such connections are not made, and the reasons therefor.
- At all points the best possible (under all the circumstances) connections are made.
16. Have any swamp or other state lands been granted your company since the date of your last report; If so; how many acres?
- None.
17. Have any United States lands been granted to your company, directly or indirectly, since the date of your last report? What number of acres received by your company, directly or indirectly, since date of last report?
- None.

Green Bay & Minnesota Railroad Company.

34. Are there any terminal points or places, on your lines in, or out of this state, to and from which the larger portion of the freight transported on your lines is carried? If so, name them.
 Green Bay, Eastmoor and La Crosse, Wis., and Winona, Minn.
35. Have you made any advance in the rates of freight, from stations on your lines to such terminal points since the enactment of chapter 57, of the laws of 1876.
36. Have you made any reductions in such rates, from any stations, since the passage of said chapter?
 If y. u answer either of these questions in the affirmative, annex to your reply schedules, naming the stations, with distance and rates in force at the time, and since the passage of said chapter, on the 1st, 2d, 3d and 4th class of freight, and upon flour, grain, live stock, agricultural implements, salt and coal.
 Same as last year.
37. * Have you made such advance or reduction on your rates of freight be other stations on your lines? If yes, annex a schedule to your reply, showing what the advance or reduction has been on the articles above named.
 Same as last year.
38. What is your present tariff per mile for passengers, both through and local?
 Four (4) cents per mile.
39. What proportion of the passengers carried by you in this state, purchase round-trip tickets? And what proportion purchase 500-mile tickets?
 1. About three per cent. 2. None on sale.
40. Have you made any advance in the rates of freight for lumber, since the passage of chapter 57, of the laws of 1876? If so, annex to your reply a schedule, naming the stations and rates in force both at the time and since the passage of said chapter.
 Same as last year.
41. Has your company any rule governing your conductors, engineers and trainmen concerning the use of intoxicating liquors? *If so, what is it, and is it enforced?*

ACCIDENTS.

STATEMENT OF EACH ACCIDENT.	EMPLOYES.	
	By their own misconduct or want of caution.	
Give name of person, date and place of accident	Killed.	Injured.
March 23, 1878. P. H. McGuire, brakeman on freight train, lost a leg while switching, at Merrillan.....	.....	1
July 22, 1878. J. C. Van Order, brakeman on freight train, lost a leg by being run over by train at City Point. He died from his injuries next day	1	.....

*The "distance tariff," with both rates noted thereon, will be a sufficient answer.

Green Bay & Minnesota Railroad Company.

NUMBER AND KIND OF FARM-ANIMALS KILLED, AND
AMOUNT OF DAMAGES PAID THEREFOR.

	No. killed.	Amount paid.
1. Cattle	65	.....
2. Horses	8	.....
3. Mules .....	.....	.....
4. Sheep	19	.....
5. Hogs.....	8	.....
6. Total.....	100	\$1,650 23

7. Amount claimed yet unsettled, or in litigation.

STATE OF WISCONSIN — *County of Brown* — ss.

Timothy Case, receiver, and W. R. Hancock, cashier for the receiver, of the Green Bay & Minnesota Railroad Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and, having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company, on the first day of October, A. D. 1878, to the best of their knowledge and belief.

[Signed]
[SEAL]

TIMOTHY CASE.
W. R. HANCOCK.

Subscribed and sworn to before me this 18th day of November, A. D. 1878.

[SEAL]

T. P. BINGHAM,
Notary Public, Brown County, Wis.

Mineral Point Railroad Company.

REPORT
OF THE
MINERAL POINT RAILROAD.

For the rest of the year ending 30th September, 1878.

OFFICERS AND OFFICES OF THE COMPANY.

NAMES.	OFFICES.	ADDRESS.
Luther Beecher.....	President.....	Detroit, Mich.
Calvert Spensley.....	Secretary.....	Mineral Point, Wis.
Geo. W. Cobb.....	Solicitor.....	
Albert W. Cobb.....	General Manager..	Mineral Point, Wis.
	Gen. Ticket Ag't.	Mineral Point, Wis.
	Gen. Freight Ag't.	
	Auditor.....	

1. General offices at Mineral Point, Wis.

NAMES OF DIRECTORS.	RESIDENCE.	NAMES OF DIRECTORS.	RESIDENCE.
Luther Beecher.....	Detroit, Mich.	Calvert Spensley...	Miner'l Pt., Wis.
Geo. W. Cobb.....	Miner'l Pt., Wis.	Geo. S. Beecher ...	Detroit, Mich.
M. M. Cothren.....	Miner'l Pt., Wis.		

2. Date of annual election of directors?

First Monday in July.

3. Name and address of person to whom correspondence concerning this report should be directed.

Geo. W. Cobb, General Manager, Mineral Point, Wis.

Mineral Point Railroad Company.

CAPITAL STOCK.

	\$
1. Capital stock authorized by charter	<u> </u>
2. How many kinds of stock? All common.	
3. Amount of common stock	1,200,000 00
4. Amount of preferred stock.....	<u> </u>
5. Total capital stock	<u>1,200,000 00</u>
6. *Proportion of stock for Wisconsin.....	<u>1,152,943 00</u>
7. Rate of preference.	
8. How much <i>common</i> stock has been issued since Sept. 30th, 1877? None.	
9. For what purpose, and what was received therefor?	
10. How much <i>preferred</i> stock has been issued, since Sept. 30, 1877? None.	
11. For what purpose, and what was received therefor?	

FUNDED AND UNFUNDED DEBT.

	Wisconsin lines,
	\$
1. Describe severally all outstanding classes of bonds, including amounts, dates of issue, interest, where and when payable: First mortgage bonds issued in 1868, 10 per cent interest, payable at Second National Bank, Detroit, Mich., in 1890.....	320,000 00
2. Amount of debt not secured by mortgage.....	78,890 46
3. Total funded and unfunded debt.....	<u>398,890 46</u>
4. Net cash realized from bonded debt, above described....	320,000 00
5. Proportion of debt, bonded and floating, for Wisconsin.	<u>383,247 69</u>

COST OF ROAD AND EQUIPMENT.

1. What amount has been expended for right of way, between Sept. 30, 1877, and Sept. 30, 1878.....	None.
2. What for real estate, and for what purpose purchased?.....	.....
3. What has been expended in construction between Sept. 30, 1877, and Sept. 30, 1878?.....	None.
4. What for improvement?.....	.....
5. What for other items of expense, for construction and equipment? .....	.....
6. What amounts, if any, have been paid for roads or portions of roads, not built by company during the time mentioned? .....	.....
7. Total expended between Sept. 30, 1877, and Sept. 30, 1878. ....	.....
8. Total cost of entire line, as per last report.....	1,131,175 00
9. Total cost of entire line to date.....	<u>1,131,175 00</u>

*NOTE.—Unless some good reason exists to the contrary, this proportion—and all other estimates of the same character—should be for the miles of road in this state compared with the whole. If made on a different basis please state the reasons therefor.

Mineral Point Railroad Company.

CHARACTERISTICS OF ROAD.

LENGTH OF ROAD.

	MILES.		Weight of rail per yard.
	Entire Length.	Length in Wis. consin.	
1. Length of main line of road from Mineral Pt to Warren, Ill.....	33	31	56
2. Length of double track on main line.....			.....
*BRANCHES — Name each.			
3. Platteville branch, length of branch.....	18	18	56
Total length of main line and branches.....	51	49	56

8. Aggregate length of tracks operated by this company <i>com- puted as single track</i> , as above	51 miles.
9. Aggregate length of sidings and other track not above enu- merated	5 miles.
10. Number of junction stations	Two.
11. What is the gauge of your lines?.....	4 ft. 8½ in.

DOINGS OF THE YEAR IN TRANSPORTATION.

CHARACTER OF SERVICE.

	Number of persons employed.
1. Division and assistant superintendents.....	1
Clerks in all offices.....	3
Master and assistant mechanics.....	10
Conductors	2
Engineers	4
Brakemen	6
Flagmen, switch-tenders, gate-keepers and watchmen...	5
Station agents.....	7
Section men	40
Laborers.....	6

* NOTE.—This includes leased lines — designate them as such — the earnings, expenses, etc. of which are given in this report.

Mineral Point Railroad Company.

Doings of the Year in Transportation — continued.

MILEAGE AND TONNAGE.	MILES.	
	Whole line.	In Wis.
2. Number of miles run by passenger trains. No passenger trains.		
3. Number of miles run by freight and mixed trains	70,000	.....
4. Number of miles run by construction and other trains.....	2,200	.....
5. Total mileage.....	72,200	.....
6. Total number of passengers carried.....	29,799	28,630
7. Total number of tons freight carried one mile.....	.....	.....
8. Total number passengers carried one mile.....	699,899	672,452
9. Average distance traveled by each passenger..	23½	.....
	MILES PER HOUR.	
10. The highest rate of speed allowed for express passenger trains.....		
11. Schedule rates of same, including stops.....		
12. The highest rate of speed allowed for mail and accommodation trains.....	16	.....
13. Schedule of same, including stops.....	14	.....
14. The highest rate of speed allowed for freight trains.....	16	.....
15. Schedule rate of same, including stops.....	14	.....
16. Amount of freight carried per car.....	*20,000 lbs.	*24,000 lbs.
	Whole line.	In Wis.
17. Total freight in tons —		
Grain.....	26,488	25,450
Flour.....	500	480
Provisions.....	253	243
Salt, cement, water lime and stucco.....	832	800
Manufactures, including agricultural imple- ments, furniture and wagons.....	481	462
Live stock.....	12,716	12,218
Lumber and forest products.....	4,365	4,194
Iron, lead, and mineral products.....	10,804	10,380
Stone, brick, lime, sand, etc.....	147	135
Coal.....	2,235	2,147
Merchandise and other articles.....	9,350	8,988
Total tons.....	68,171	65,497

* Maximum.

EARNINGS DURING THE YEAR ENDING SEPTEMBER 30, 1878.
MONTHLY EARNINGS FROM ALL SOURCES.

MONTHS.	PASSENGERS.		FREIGHT.		MAILS, EXPRESS AND ALL OTHER SOURCES.		TOTALS.	
	Whole line.	Wisconsin.	Whole line.	Wisconsin.	Whole line.	Wisconsin.	Whole line.	Wisconsin.
1877.								
October.....	\$ 1,904 74	\$	\$ 9,849 80	\$	\$ 301 66	\$	\$ 12,056 20	\$
November.....	1,861 71		8,142 28		301 70		10,305 69	
December.....	3,446 83		7,466 86		301 70		11,215 39	
1878.								
January.....	1,972 46		12,043 73		301 66		14,317 85	
February.....	1,778 03		8,372 12		301 66		10,451 81	
March.....	1,984 76		7,280 77		301 66		9,567 19	
April.....	1,741 97		8,199 04		301 66		10,242 67	
May.....	1,771 95		8,931 38		301 66		11,004 99	
June.....	2,211 50		6,329 42		301 66		8,842 58	
July.....	1,655 85		4,564 61		301 66		6,522 12	
August.....	1,861 05		6,252 43		301 66		8,415 14	
September.....	2,440 66		9,409 13		778 96		12,628 75	
Totals.....	24,631 51	Total, -23,665 56.	96,841 57	Total, \$93,043 86.	4,097 30	Total, \$3,936 62.	125,570 38	Total \$120,649 05.

	Whole Line.
1. Earnings per mile of road.....	\$2,462 16
2. Earnings per mile of road on freight.....	1,898 85
3. Earnings per mile on passengers.....	482 97
4. Earnings per train-mile run, on freight.....	1 38
5. Earnings per train-mile run, on passengers.....	35
6. Of the earnings of the entire line, what is the ratio of the passenger to the freight? 2 to 8.	
7. Average gross earnings per mile [51 miles] of road, exclusive of sidings.....	2,462 16

Mineral Point Railroad Company

Mineral Point Railroad Company.

EXPENSES DURING THE YEAR ENDING SEPTEMBER
30, 1878.

PAYMENTS FOR CURRENT AND OPERATING EXPENSES.

	Belonging to Wisc'sin. \$
1. Maintenance of way:	
Repairs of track, including new and rerolled iron rail in place of old iron rail	14,460 46
Repairs of bridges	978 04
Repairs of fences	140 75
New steel rail, valued only as iron rail* .....	.....
Other expenses on way .....	.....
2. Maintenance of buildings	458 48
3. Maintenance of rolling-stock:	
Locomotives .....	.....
Passenger, baggage, mail, and express cars	9,335 35
Freight cars .....	.....
Shop tools and machinery .....	.....
4. Conducting transportation, and general expenses:	
Management and general office	13,140 20
Foreign agency and advertising .....	.....
Agents and station service	9,072 00
Conductors, baggage and brakemen	3,594 00
Engineers, firemen and wipers	7,171 60
Train and station supplies .....	.....
Fuel consumed	6,888 39
Oil and waste	680 78
Personal expenses .....	.....
Damage to persons .....	.....
Damage to property .....	.....
Loss and damage to freight and baggage .....	.....
Legal expenses, miscellaneous	1,545 77
Other general operating expenses .....	.....
5. Current expenses:	
For taxes	5,804 43
For insurance .....	.....
Lease or privilege of other roads whose earnings are in- cluded in this report, giving name and amounts paid .....	.....
6. Total current operating expenses, being nearly 80 per cent. of earnings	73,270 25
7. Average operating expenses per mile of road, exclusive of sidings	1,435 30
8. Average operating expenses per train-mile	1 01
9. Excess of earnings over operating and current expenses	20,300 13
10. Cost of maintaining track and bridges per mile run	21
11. Cost of repairs of engines per mile run .....	.129
12. Cost of engineers and firemen per mile run .....	.09
13. Cost of oil and waste per mile run .....	.009
14. Cost of fuel per mile run .....	.095

* In substituting steel rail for iron rail, the cost of iron rail only should be charged to operating account, and the excess carried to extraordinary expenses. (See next page.)

Mineral Point Railroad Company.

Expenses, etc.—continued.

PAYMENTS IN ADDITION TO OPERATING EXPENSES.

		Belonging to Wisconsin.
24. For interest on bonds.....		32,000 00
25. Dividends — rate — per cent.—on preferred stock.....	None.	
26. Dividends — rate — per cent.—on common stock.....	None.	
	<hr/>	
Total payments in addition to operating expenses.....		<u>32,000 00</u>
28. What amount of money have you expended for building roads out of the state, from proceeds arising from busi- ness done on your roads in this state?.....		Nothing.
29. How was amount of dividends paid the past year — cash, stock, or otherwise? Specify amounts and manner of payment.....		<u>None paid.</u>

1. What regulations govern your employes in regard to crossings of other
railroads, and are they found to be sufficient?
Cross no railroads.
2. What regulations govern your employes in regard to crossings of pub-
lic highways? And are these regulations found to be sufficient?
Engineers must sound a short alarm whistle (two seconds) eighty (80)
rods distant when approaching all highway crossings at grade, and
will be particular to see that the engine bell is rung not less than
eighty rods distant from all public crossings, and kept it ringing till
the crossing is past. Are found sufficient.
3. What platform and coupler between passenger cars do you use?
Ordinary platform and coupler used.
4. What kind of brakes do you use on passenger trains?
No passenger trains.

U. S. MAIL.

5. What is the compensation paid you by the U. S. Government for the trans-
portation of its mails, and on what terms of service?
\$2,420.00 for daily service each way except Sundays.

EXPRESS COMPANIES.

6. What express companies run on your road, and on what terms, and what
conditions as to rates, use of track, machinery, repairs of cars, etc.;
what kind of business is done by them, and do you take their freights
at the depot, or at the office of such express companies?
We carry freight, etc., for American Express Co., in our own cars.
Terms \$100 per month, one trip each way daily, except Sundays.
Express received at depots in charge of Express Co.'s employes.

Mineral Point Railroad Company.

TRANSPORTATION COMPANIES.

7. What freight and transportation companies run on your road, and on what terms and on what conditions as to rates, use of track, machinery, repairs of cars, etc.? Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so, in what particular?

None.

SLEEPING CARS.

8. Do sleeping or dining cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates?

No sleeping or dining cars run.

ADDITIONAL QUESTIONS.

9. Have you acquired any additional chartered rights or privileges under the special or general laws of this state, directly or indirectly, since your last report?

None.

10. Have you acquired any such additional rights or privileges under the laws, general or special, of any other state, since your last report?

None.

11. Have you acquired any lines in or out of this state, by purchase, lease, consolidation, or otherwise, since your last report? If yes, give full particulars relating thereto, including length of line, location thereof, at what point or place connection is made with old line; terms of purchase or lease, and brief statement of reasons for making such purchase or lease, and whether made by consent of stockholders?

None.

12. Do you, by purchase or ownership of capital stock, control any other railroad corporation owning or having under its control a parallel or competing line?

No.

13. Does any officer of your company act as the officer of any other railroad corporation, owning or having the control of a parallel or competing line?

No.

14. What running arrangements have you with other railroad companies, setting forth the contracts for the same, made since the date of your last report?

None.

15. Have you such arrangements with other railroad companies crossing or connecting with your lines, as enable passengers to make close connections with trains on such line, at all such crossings or connecting points? If so, when were such arrangements made? If not at *all* such points, state at *what* points such connections are not made, and the reasons therefor.

We connect with Illinois Central Railroad at Warren, Ill. Close connections are made.

16. Have any swamp or other state lands been granted your company since the date of your last report? If so, how many acres?

No.

Mineral Point Railroad Company.

17. Have any United States lands been granted to your company, directly or indirectly, since the date of your last report? What number acres received by your company, directly or indirectly, since date of last report?
No.
34. Are there any terminal points or places on your lines, in or out of this state, to and from which the larger portion of the freight transported on your lines is carried? If so, name them.
Most of the freight on this road is carried to Warren, Ill., where we connect with the Illinois Central Railroad.
35. Have you made any advance in the rates of freight, from stations on your lines to such terminal points, since the enactment of chapter 57 of the laws of 1876?
No.
36. Have you made any reduction in such rates, from any stations, since the passage of said chapter?
If you answer either of the questions in the affirmative, annex to your reply schedules, naming the stations, with distance and rates in force at the time, and since the passage of said chapter, on 1st, 2d, 3d and 4th class freight, and upon flour, grain, live stock, agricultural implements, salt and coal.
No.
37. ¹ Have you made such advance or reduction on your rates of freight between other stations on your line? If yes, annex a schedule to your reply, showing what the advance or reduction has been on the articles above named.
No.
38. What is your present tariff per mile for passengers, both through and local?
Four cents per mile.
39. What proportion of the passengers carried by you in this state purchase round-trip tickets, and what proportion purchase 500-mile tickets?
40. Have you made any advance in the rates of freight for lumber since the passage of chapter 57 of the laws of 1876? If so, annex to your reply a schedule, naming the stations and rates in force, both at the time and since the passage of said chapter.
No advance.
41. Has your company any rule governing your conductors, engineers and trainmen, concerning the use of intoxicating liquors? *If so, what is it, and is it enforced?*
To secure the safety of passengers and property, and promptness and discipline in the discharge of the business of the road, the use of intoxicating liquors is strictly forbidden to the officers and men in the service of this company. When upon duty, any person who shall become intoxicated will be immediately dismissed. It is enforced.

ACCIDENTS.

None.

7. Amount claimed yet unsettled, or in litigation. None.

¹ The "distance tariff," with both rates thereon, will be a sufficient answer.

Mineral Point Railroad Company.

REMARKS.

In the years 1875 and 1876, the table of comparative expenses by months and years, in this report, is not as much as the gross amount appears in the annual report for those years. The explanation of this is that in those years the company was engaged in reironing the road, and under the head of new construction was included the value of old iron delivered in part payment of the new iron. The monthly expenses shown in this report only include the cash actually paid. The total amount of earnings in 1877, as shown in this report, is \$2,400 58 more than the amount reported to state treasurer. This amount will be reported with earnings for 1878.

STATE OF WISCONSIN, }
 County of Iowa. } ss.

We, George W. Cobb, managing director, and Calvert Spensley, secretary of the Mineral Point Railroad being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company on the first day of October, A. D. 1878, to the best of their knowledge and belief.

Signed,

GEO. W. COBB,
Managing Director.
 CALVERT SPENSLEY,
Secretary.

[SEAL.]

Subscribed and sworn to before me, a notary public, this fourth day of November, A. D. 1878.

[SEAL.]

CYRUS LANYON,
Notary Public, Wis.

Chippewa Falls & Western Railway Company.

REPORT

OF THE

CHIPPEWA FALLS & WESTERN RAILWAY COMPANY,

For the year ending 30th September, 1878.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

NAMES.	Offices.	Address.	Salaries.
Horace Thompson.....	President.....	St. Paul, Minn.....	.....
W. P. Bartlett.....	1st Vice President..	Eau Claire, Wis.....	.....
L. C. Stanley.....	Secretary.....	Chippewa Falls, Wis.....	.....
L. C. Stanley.....	General Manager..	Chippewa Falls, Wis.....	\$1,200 00

1. General offices at ———

Names of Directors.	Residence.	Names of Directors.	Residence.
Thad C. Pound.....	Chippewa Falls	D. E. Seymour.....	Chippewa Falls
Horace Thompson..	St. Paul, Minn.	H. S. Allen.....	Chippewa Falls
W. P. Bartlett.....	Eau Claire, Wis.	J. M. Bingham.....	Chippewa Falls
L. C. Stanley.....	Chippewa Falls		

EXECUTIVE COMMITTEE.

Horace Thompson, St. Paul, Minn.
 W. P. Bartlett, Eau Claire, Wis.
 L. C. Stanley, Chippewa Falls, Wis.

2. Date of annual election of directors. November 25th.
3. Name and address of person to whom correspondence, concerning this report, should be directed, L. C. Stanley, Chippewa Falls, Wis.

Chippewa Falls & Western Railway Company.

CAPITAL STOCK.

1. Capital stock authorized by charter	\$160,000 00
2. How many kinds of stock? One. Common.	
3. Amount of common stock	\$143,200 00
4. Amount of preferred stock. None.	
5. Total capital stock	\$143,200 00
6. *Proportion of stock for Wisconsin. All.	
7. Rate of preference. None.	
8. How much <i>common</i> stock has been issued since Sept. 30, 1877? None.	
10. How much <i>preferred</i> stock has been issued since Sept. 30, 1877? None.	

* NOTE. — Unless some good reason exists to the contrary, this proportion — and all other estimates of the same character — should be for the miles of road in this state compared with the whole. If made on a different basis, please state the reasons therefor.

Chippewa Falls & Western Railway Company.

 FUNDED AND UNFUNDED DEBT.

	Total.
	\$
1. Describe severally all outstanding classes of bonds, including amounts dates of issue, interest where and when payable	132,000 00
2. Amount of debt not secured by mortgage.....	12,383 56
3. Total funded and unfunded debt	144,383 56
4. Net cash realized from bonded debt above described	112,200 00
 COST OF ROAD AND EQUIPMENT.	
1. What amount has been expended for right of way between Sept. 30, 1877, and Sept. 30, 1878	81 00
2. What for real estate, and for what purpose purchased?.....	.....
3. What has been expended in construction between Sept. 30, 1877, and Sept. 30, 1878.....	1,401 72
4. What for improvement.....	.....
5. What for other items of expense, for construction and equipment	848 73
6. What amounts, if any, have been paid for roads or portions of roads, not built by company during the time mentioned .....	.....
7. Total expended between Sept. 30, 1877 and Sept. 30, '78	2,331 45
8. Total cost of entire line, as per last report.....	180,413 53
9. Total cost of entire line to date.....	182,744 98

Chippewa Falls & Western Railway Company.

ORIGINAL COST AND PRESENT ESTIMATED VALUE OF
TOTAL PROPERTY IN THIS STATE.

DESCRIPTION OF PROPERTY.

1. What amounts have been expended for grading between Sept 30, 1877, and Sept. 30, 1878	\$
2. How much for bridges	
3. How much for tunnels	
4. How much for iron bridges	
5. How much for wooden bridges	
6. How much for ties and tying	
7. How much for iron rail, No. miles, .., lbs wt. per yard	
8. How much for steel rail, No. miles, .., lbs wt. per yard	
9. How much for chairs, spikes, fish-bar, etc	
10. How much for laying track	
11. How much for passenger and freight stations, fixtures and furniture, as per schedule, No. stations	20 00
12. How much for engine and car shops, No.	
13. How much for machine shops, No.	
14. How much for machinery and fixtures	
15. How much for engine houses, No.	
16. How much car sheds, No.	
17. How much for turn tables, No.	
18. How much for track and other scales, No.	
19. How much for wood sheds and water stations, No.	
20. How much for fencing, No. miles	1, 155 02
21. How much for elevators	
22. How much for locomotives and tenders, repairs, No., .., av. wt. tons	505 96
23. How much for snow plows, as per schedule, No. .., av. wt. tons	
24. How much for wreckers, No., .., av. wt. tons	
25. How much for passenger cars, 1st class, repairs, No. .., av. wt. tons	
26. How much for passenger cars, 2d class, repairs, No. .., av. wt. tons	342 77
27. How much for baggage cars, repairs, No. .., av. wt. tons...	
28. How much for mail cars, repairs, No. .., av. wt. tons	
29. How much for express cars, repairs, No. .., av. wt. tons...	
30. How much for freight cars, closed, No. .., av. wt. tons...	
31. How much for platform cars, No., .., av. wt. tons	
32. How much for hand cars, No. .., av. wt. tons	
33. How much for machinery and tools to accompany trains, repair track, etc., used by trackmen or others	
34. How much for all other property not enumerated	
35. Total amount expended between Sept. 30, 1877, and Sept. 30, 1873	

Chippewa Falls & Western Railway Company.

CHARACTERISTICS OF ROAD.

LENGTH OF ROAD.

	MILES.		Weight of rail per yard.
	Entire length.	Length in Wis- consin.	
1. Length of main line of road from Chippewa Falls to Eau Claire	10 $\frac{1}{3}$	10 $\frac{1}{3}$	65
2. Length of double track on main line	$\frac{1}{3}$	.....	.....

8. Aggregate length of tracks operated by this company *computed as single track.*
10 1-3 miles.
9. Aggregate length of sidings and other track not above enumerated.
 $\frac{1}{3}$ of a mile.
10. Number of junction stations.
One.
11. What is the gauge of your lines?
Four feet, eight and one-half inches.

DOINGS OF THE YEAR IN TRANSPORTATION.

CHARACTER OF SERVICE.

	Number of persons em- ployed.	Average sal- ary per annum.
1. Division and assistant superintendents . . . . .	.....	.....
Clerks in all offices . . . . .	.....	.....
Master and assistant mechanics . . . . .	.....	.....
Conductors	1	1,000 00
Engineers	1	1,000 00
Brakemen	2	450 00
Flagmen, switch-tenders, gate-keepers and watch- men . . . . .	.....	.....
Station agents	2	900 00
Section men	5	360 00
Laborers	1	360 00
Other employes	2	600 00

Chippewa Falls & Western Railway Company.

Doings of the Year in Transportation.— continued.

MILEAGE AND TONAGE.

	MILES.	
	Whole line.	In Wis-consin.
2. Number of miles run by passenger trains.....	12, 896	.....
3. Number of miles run by freight and mixed trains	6, 448	.....
4. Number of miles run by construction and other trains.....	.....	.....
5. Total mileage	19, 344	.....
6. Total number of passengers carried	30, 841	30, 841
7. Total number tons freight carried one mile ...	79, 050	79, 050
8. Total number passengers carried one mile	308, 410	308, 410
9. Average distance traveled by each passenger ..	10	.....
	MILES PER HOUR.	
10. The highest rate of speed allowed for express passenger trains.....	.....	.....
11. Schedule rates of same, including stops.....	22	.....
12. The highest rate of speed allowed for mail accommodation trains.....	22	.....
13. Schedule of same, including stops.....	.....	.....
14. The highest rate of speed allowed for freight trains.....	18	.....
15. Schedule rate of same, including stops .....	.....	.....
16. Amount of freight carried per car, nine tons.	.....	.....
17. TOTAL FREIGHT IN TONS.	Whole line.	In Wisconsin.
Grain.....	2, 221	.....
Flour.....	1, 847	.....
Provisions	314	.....
Salt, cement, water lime and stucco	243	.....
Manufactures, including agricultural imple-ments, furniture and wagons.....	112	.....
Live stock .....	.....	.....
Lumber and forest products.....	.....	.....
Iron, lead and mineral products.....	.....	.....
Stone, brick, lime, sand, etc.....	47	.....
Coal	506	.....
Merchandise and other articles.....	2, 615	.....
Total tons.....	7, 905	.....

Chippewa Falls & Western Railway Company.

EARNINGS DURING THE YEAR ENDING SEPTEMBER
30, 1878.

MONTHLY EARNINGS FROM ALL SOURCES.

MONTHS.	WHOLE LINE.			Totals.
	Passengers.	Freight.	Mails, ex- press and all other sources.	
1877.	\$	\$	\$	\$
October	1,184 00	1,341 89	60 07	2,585 96
November	1,139 75	1,553 74	69 10	2,762 59
December	1,033 43	1,153 91	60 72	2,248 06
1878.				
January	790 25	865 80	43 43	1,699 48
February	721 23	622 01	40 57	1,383 81
March	1,398 75	651 23	49 90	2,099 88
April	1,231 63	764 24	51 95	2,047 82
May	1,320 75	995 18	65 03	2,380 96
June	1,000 42	615 65	62 20	1,678 27
July	1,146 00	604 27	60 01	1,810 28
August	895 00	850 22	51 88	1,797 10
September	1,059 30	1,107 70	52 55	2,219 55
Totals	12,920 51	11,125 84	667 41	24,713 76

	Whole line.	Wisconsin.
1. Earnings per mile of road	2,391 65	.....
2. Earnings per mile of road on freight	1,076 69	.....
3. Earnings per mile on passengers	1,250 37	.....
4. Earnings per train-mile run, on freight	1.725	.....
5. Earnings per train-mile run, on passengers	1.000	.....
6. Of the earnings of the entire line, what is the ratio of the passenger to the freight?	172 to 100	.....
7. Average gross earnings per mile [10 $\frac{1}{2}$ miles] of road, exclusive of sidings	2,391 65	.....
8. Average net earnings per mile [10 $\frac{1}{2}$ miles] of road, exclusive of sidings	979 83	.....
9. Average net earnings per train-mile .....	.523	.....

Chippewa Falls & Western Railway Company.

EXPENSES DURING THE YEAR ENDING SEPTEMBER
30, 1878.

PAYMENTS FOR CURRENT AND OPERATING EXPENSES.

	\$	\$
1. Maintenance of way:		
Repairs of track, including new and re-rolled iron rail in place of old iron rail.....		
Repairs of bridges		
Repairs of fences		
New steel rail, valued only as iron rail*....		
Other expenses on way		1,956 00
2. Maintenance of buildings.....		
3. Maintenance of rolling-stock:		
Locomotives	505 96	
Passenger, baggage, mail, and express cars..		
Freight cars	342 77	
Dump cars		
Shop tools and machinery.....		
4. Conducting transportation, and gen'l expenses:		
Management and general office	1,500 00	
Foreign agency and advertising.....	16 40	
Agents and station service	3,180 00	
Conductors, baggage and brakemen.....	1,900 00	
Engineers, firemen and wipers	2,200 00	
Train and station supplies.....	608 00	
Fuel consumed.....	1,100 00	
Oil and waste.....	203 37	
		11,556 50
Personal expenses.....		
Damage to persons.....		
Damage to property.....		
Loss and damage to freight and baggage....		
Legal expenses, miscellaneous expenses....		
Other general operating expenses, as per items below:		
5. Current expenses:		
For taxes.....		292 36
For insurance.....		64 00
Lease or privilege of other roads whose earnings are included in this report, giving name and amounts paid	720 00	720 00
6. Total current operating expenses, being — per cent. of earnings		14,588 86
7. Average operating expenses per mile of road, exclusive of sidings.....		1,411 82
8. Average operating expenses per train-mile....		76

*In substituting steel rail for iron rail, the cost of iron rail only should be charged to operating account, and the excess carried to extraordinary expenses. (See next page.)

Chippewa Falls & Western Railroad Company.

Expenses, etc. — continued.

	\$	Belonging to whole line. \$
9. Excess of earnings over operating and current expenses		10,124 90
10. Cost of maintaining track and bridges per mile run		10
11. Cost of repairs of engines per mile run		3
12. Cost of engineers, firemen and wipers per mile run		1.183
13. Cost of oil and waste per mile run by locomotives		1.6
14. Cost of fuel per mile run by locomotives .....		.08

GENERAL BALANCE SHEET, 1st OF OCTOBER, 1878.]

ASSETS.	Dollars. Cts.		LIABILITIES.	Dollars. Cts.	
Cost of road.....	\$182,744	98	Received for stock subscription	\$30,550	00
Supplies and material on hand	2,827	92	Received for bonds sold.....	112,200	00
			Floating debt.....	12,383	56
			Earnings to capital account	30,439	34
	\$185,572	90		\$185,572	90

Chippewa Falls & Western Railway Company.

1. What regulations govern your employes, in regard to crossings of other railroads; are they found to be sufficient?
Do not cross any railroads.
2. What regulations govern your employes in regard to crossings of public highways? And are these regulations found to be sufficient? Requirements of state laws are found sufficient.
3. What platform and coupler between passenger cars do you use?
The Miller.
4. What kind of brakes do you use on passenger trains?
Hand.

U. S. MAIL.

5. What is the compensation paid you by the U. S. government for the transportation of its mails, and on what terms of service?
About \$300 a year.

EXPRESS COMPANIES.

6. What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc.? What kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies?
American Express Co. 20 cts per 100 lbs.

TRANSPORTATION COMPANIES.

7. What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, etc.? Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so, in what particular?
None.

SLEEPING CARS.

8. Do sleeping or dining cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates?
No.

ADDITIONAL QUESTIONS.

9. Have you acquired any additional chartered rights or privileges under the special or general laws of this state, directly or indirectly, since your last report?
No.
10. Have you acquired any such additional rights or privileges under the laws, general or special, of any other state since your last report?
No.
11. Have you acquired any lines in or out of this state, by purchase, lease, consolidation or otherwise, since your last report? If yes, give full particulars relating thereto, including length of line, location thereof, at what point or place connection is made with old line; terms of purchase or lease, and brief statement of reasons for making such purchase or lease, and whether made by consent of stockholders?
No.

Chippewa Falls & Western Railway Company.

12. Do you, by purchase or ownership of capital stock, or in any other manner, control any other railroad corporation owning or having under its control a parallel or competing line?
No.
13. Does any officer of your company act as the officer of any other railroad corporation, owning or having the control of a parallel or competing line?
No.
14. What running arrangements have you with other railroad companies, setting forth the contracts for the same, made since the date of your last report?
None.
15. Have you such arrangements with other railroad companies crossing or connecting with your lines, as enable passengers to make close connections with trains on such lines, at all such crossing or connecting points? If so, when were such arrangements made? If not at *all* such points, state at *what* points such connections are not made, and the reasons therefor.
We make close connections with Chicago, St. Paul & Minneapolis R. R., at Eau Claire.
16. Have any swamp or other state lands been granted your company since the date of your last report? If so; how many acres?
None.
17. Have any United States lands been granted to your company, directly or indirectly, since the date of your last report? What number acres received by your company, directly or indirectly.
None.
34. Are there any terminal points or places, on your lines in, or out, of this state, to and from which the larger portion of the freight transported on your lines is carried? If so, name them.
No.
35. Have you made any advance in the rates of freight, from stations on your lines, to such terminal points since the enactment of chapter 57 of the laws of 1876?
No.
36. Have you made any reduction in such rates, from any stations, since the passage of said chapter?
No.
37. *Have you made such advance or reduction on your rates of freight between other stations on your lines? If yes, annex a schedule to your reply, showing what the advance or reduction has been on the articles above named.
No.
38. What is your present tariff per mile for passengers, both through and local?
Four and one-half cents.
39. What proportion of the passengers carried by you in this state, purchase round-trip tickets? And what proportion purchase 500-mile tickets?
None.
40. Have you made any advance in the rates of freight for lumber since the passage of chapter 57 of the laws of 1876? If so, annex to your reply a schedule, naming the stations and rates in force both at the time and since the passage of said chapter.
No.
41. Has your company any rule governing your conductors, engineers and trainmen concerning the use of intoxicating liquors? *If so, what is it, and is it enforced?*
Perfect sobriety required, and no liquor allowed on the property for sale.

* The "distance tariff," with both rates noted thereon, will be a sufficient answer.

Chippewa Falls & Western Railway Company.

STATE OF WISCONSIN — *County of Chippewa* — ss.

W. P. Bartlett Vice-president of, and L. C. Stanley, Secretary of and General Manager of the Chippewa Falls & Western Railway Co., being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company, on the first day of October, A. D. 1878, to the best of their knowledge and belief.

Signed,

WM. P. BARTLETT.
L. C. STANLEY.

[SEAL.]

Subscribed and sworn to before me, a notary public, this 26th day of October, A. D. 1878.

[SEAL.]

JOHN J. JENKINS,
Notary Public, Chippewa Co., Wis.

Milwaukee Cement Railway Company.

REPORT

OF THE

MILWAUKEE CEMENT RAILWAY COMPANY,
 (Operated by the Chicago, Milwaukee & St. Paul Company.)

For the year ending 30th September.

OFFICERS AND OFFICES OF THE COMPANY.

NAMES.	OFFICES.	ADDRESS.
Geo. H. Paul.....	President.....	Milwaukee.
M. B. Cary.....	Secretary.....	Milwaukee.
D. J. Whittemore	Chief Engineer....	Milwaukee.

1. General offices at 154 West Water street, Milwaukee.

NAMES OF DIRECTORS.	RESIDENCE.	NAMES OF DIRECTORS.	RESIDENCE.
John Johnston	Milwaukee.	H. Berthelet	Milwaukee.
D. J. Whittemore.....	Milwaukee.	Guido Pfister	Milwaukee.
Geo. H. Paul	Milwaukee.		

- 2. Date of annual election of directors.
- 3. Name and address of person to whom correspondence, concerning this report, should be directed, Geo. H. Paul.

CAPITAL STOCK.

1. Capital stock authorized by articles of association.	\$50,000
2. How many kinds of stock? One.	
3. Amount of common stock.....	50,000
4. Amount of preferred stock.....	.....
5. Total capital stock.....	<u>50,000</u>

Milwaukee Cement Railway Company.

6. Proportion of stock for Wisconsin.
All.
7. Rate of preference.
None.
8. How much *common* stock has been issued since September 30, 1877?
Certificates not yet issued.

FUNDED AND UNFUNDED DEBT.

[None.]

COST OF ROAD AND EQUIPMENT.

1. What amount has been expended for right of way, between Sept. 30, 1877, and Sept. 30, 1878.....	\$ 606 70
2. What for real estate, and for what purpose purchased?.....	.....
3. What has been expended in construction, between Sept. 30, 1877, and Sept. 30, 1878	1,026 33
7. Total expended between Sept. 30, 1877 and Sept. 30, 1878,	<u>1,633 03</u>
9. * Total cost of line to date (right of way and grading)....	<u><u>1,633 03</u></u>

ORIGINAL COST AND PRESENT ESTIMATED VALUE OF
TOTAL PROPERTY IN THIS STATE.

DESCRIPTION OF PROPERTY.

	Total. \$
1. What amount has been expended for grading between Sept. 30, 1877, and Sept. 30, 1878.....	1,026 33
2. † How much for bridges .....	.....
34. How much for all other property not enumerated (right of way)	606 70
35. Total amount expended between Sept. 30, 1877, and Sept. 30, 1878.....	<u><u>1,633 03</u></u>

CHARACTERISTICS OF ROAD.

LENGTH OF ROAD.	Miles.	
	Entire Length.	Length in Wisconsin.
1. Length of main line of road, from a point on C., M. & St. P. R'y, in town of Milwaukee, on sec. 5, to works of Milwaukee Cement Co., in sec. 4, in said town	1.19	1.19

* Iron cattle guards and bridge built or furnished by C., M. & St. P. R'y Co.

† Bridge across Milwaukee river, and all superstructure, built by C., M. & St. P. R'y Co.

Milwaukee Cement Railway Company.

STATE OF WISCONSIN — *County of Milwaukee* — ss.

George H. Paul, President of the Milwaukee Cement Railway Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same declares them to be a true, full and correct statement of the condition and affairs of said company, on the first day of October, A. D. 1878, to the best of his knowledge and belief.

Signed,

GEORGE H. PAUL,
President.

Subscribed and sworn to before me, this eleventh day of December, A. D. 1878.

Signed,

DANIEL J. PAUL,
Notary Public, Milwaukee Co., Wis.

19 — R. R. COM.

Prairie du Chien & McGregor Railway Company.

REPORT

OF THE

PRAIRIE DU CHIEN & M'GREGOR RAILWAY COMPANY,

For the year ending 30th September, 1878.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

NAMES.	Officers.	Address.	Salaries.
			\$
John Lawler.....	President.....	Prairie du Chien...	6,000 00
J. D. Lawler.....	Sec'y and Treasurer	Prairie du Chien...	1,200 00
S. E. Farnham.....	Gen'l Superintend't	Prairie du Chien...	1,200 00
Total salaries.....			8,400 00

1. General offices at Prairie du Chien, Wis.

NAMES OF DIRECTORS.	RESIDENCE.	NAMES OF DIRECTORS.	RESIDENCE.
John Lawler.....	P. du Chien, Wis	Thos. C. Lawler....	P. du Chien, Wis
J. D. Lawler.....	P. du Chien, Wis	S. E. Farnham.....	P. du Chien, Wis
James Lawler.....	P. du Chien, Wis		

2. Date of annual election of directors, November 9th.
 3. Name and address of person to whom correspondence, concerning this report, should be directed, John Lawler.

CAPITAL STOCK.

1. Capital stock authorized by charter	\$100,000 00
2. How many kinds of stock?	=====
One.	
3. Amount of common stock	100,000 00
4. Amount of preferred stock.	
None.	
5. Total capital stock.....	100,000 00
6. *Proportion of stock for Wisconsin, $\frac{1}{8}$'s.....	87,500 00

*NOTE. — Unless some good reason exists to the contrary, this proportion — and all other estimates of the same character — should be for the miles of road in this State compared with the whole. If made on a different basis, please state the reason therefor.

Prairie du Chien & McGregor Railway Company.

No funded or unfunded debt.
 \$100,000 is cost of road and equipment.
 Original cost and present estimated value of total property in this state is
 \$87,500 00.

CHARACTERISTICS OF ROAD.

LENGTH OF ROAD.

	MILES.	
	Entire Length.	Length in Wisconsin.
1. Length of main line of road from Prairie du Chien to McGregor	2	1 $\frac{3}{4}$

DOINGS OF THE YEAR IN TRANSPORTATION.

CHARACTER OF SERVICE.

	Number of persons employed.	Average salary per annum.
1. Division and assistant superintendents.....	1	\$ 1,200 00
Clerks in all offices.....	1	1,200 00
Master and assistant mechanics.....	1	780 00
Conductors	1	1,200 00
Engineers.....	3	780 00
Brakemen	4	600 00
Flagmen, switch-tenders, gate-keepers and watchmen.....	4	600 00
Station agents.....	.....	.....
Section men employed of C., M. & St. Paul R'y Co.....	2	500 00
Total	17	.....

Prairie du Chien & McGregor Railway Company.

EARNINGS DURING THE YEAR ENDING SEPTEMBER
30, 1878.

MONTHLY EARNINGS FROM ALL SOURCES

MONTHS.	WHOLE LINE.			
	Passengers.	Freight.	Totals.	
	\$	\$	\$	\$
1877.				
October.....	270	9,823	.....	.....
November	254	7,212	.....	.....
December	236	5,692	.....	.....
1878.				
January	271	6,857	7,128 00	.....
February	241	5,329	5,570 00	.....
March	244	4,500	4,744 00	.....
April	259	4,480	4,739 00	.....
May	279	5,603	5,882 00	.....
June	260	3,944	4,204 00	.....
July	272	3,200	3,472 00	.....
August	284	2,376	2,660 00	.....
September	272	3,029	3,301 00	.....
Totals	3,142	62,045	65,187 00	57,038 62

GENERAL BALANCE SHEET, 1st OCTOBER, 1878.

ASSETS.	Dollars.	Cts.	LIABILITIES.	Dollars.	Cts.
	Cost of bridge.....	100,000		00	Capital stock.....
	100,000	00		100,000	00

Prairie du Chien & McGregor Railway Company.

Prairie du Chien & McGregor Railway Company.

STATE OF WISCONSIN,)
County of Crawford.) ss.

I, J. D. Lawler, Secretary and Treasurer of the Prairie du Chien & McGregor Railway Company, being duly sworn, depose and say that I have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same declare them to be a true, full and correct statement of the condition of the affairs of said company, on the first day of October, A. D. 1878, to the best of my knowledge and belief.

Subscribed and sworn to before me this 22d day of November, A. D. 1878.
J. D. LAWLER.
L. F. S. VIELE,
Notary Public.

Pine River Valley & Stevens Point Railway Company.

NARROW GAUGE ROADS.

REPORT

OF THE

PINE RIVER VALLEY & STEVENS POINT RAILWAY.

For the year ending 30th September, 1868.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

NAMES.	Office.	Address.	Salary.
J. W. Lybrand.....	President.....	Richland Center.....	\$
A. W. Bickford.....	Vice President.....	do.....	
W. H. Pier.....	Secretary.....	do.....	
A. C. Eastland.....	Solicitor.....	do.....	
J. L. McKee.....	Treasurer.....	do.....	
J. W. Lybrand.....	General Manager.....	do.....	180 00
J. W. Lybrand.....	Gen. Superintendent.....	do.....	
A. S. Hays.....	Gen. Ticket Agent.....	do.....	
A. S. Hays.....	Gen. Freight Agent.....	do.....	

1. General offices at Richland Center, Wis.

NAMES OF DIRECTORS.	RESIDENCE.	NAMES OF DIRECTORS.	RESIDENCE.
J. W. Lybrand.....	Richland Center	F. P. Bowen.....	Richland Cent'r.
A. W. Bickford.....	do.....	J. Walworth.....	do.....
J. L. McKee.....	do.....	J. L. Dehart.....	West Lima.
J. H. Miner.....	do.....	J. Brimmer.....	Orion, Wis.
A. C. Parfrey.....	do.....		

2. Date of annual election of directors. Last Saturday in July in each year.
3. Name and address of person to whom correspondence concerning this report should be directed. Jacob W. Lybrand.

Pine River Valley & Stevens Point Railway Company.

CAPITAL STOCK.

1. Capital stock authorized by charter	\$150,000 00
2. How many kinds of stock ? One.	
3. Amount of common stock	\$51,000 00
4. Amount of preferred stock ? None.	
5. Total capital stock	<u>\$51,000 00</u>
6. Proportion of stock for Wisconsin	<u>All.</u>
7. Rate of preference.	
8. How much <i>common</i> stock has been issued since Sept. 30th, 1877 ? None.	
9. For what purpose? and what was received therefor?	
10. How much <i>preferred</i> stock has been issued since Sept. 30th, 1877 ? None.	
11. For what purpose? and what was received therefor?	

FUNDED AND UNFUNDED DEBT.

	Total.
1. Describe severally all outstanding classes of bonds, including am'ts, dates of issue, interest, where and when payable: First mortgage bonds, dated August 31, 1876, payable at the Milwaukee National Bank, two years from date, interest ten per cent. per annum, payable semi-annually.....	\$ 20,000 00
2. Interest on same.....	3,317 00
3. Total funded and unfunded debt.....	<u>24,317 00</u>
4. Net cash realized from bonded debt, above described.....	.....
5. Proportion of debt, bonded and floating for Wisconsin	<u>All.</u>

COST OF ROAD AND EQUIPMENT.

	Total.
1. What amount has been expended for right of way, between Sept. 30, 1877, and Sept. 30, 1878.....	\$ None.
2. What for real estate, and for what purpose purchased?.....	Nothing.
3. What has been expended for construction between Sept. 30, 1877, and Sept. 30, 1878?	Nothing.
4. What for improvement?.....	.....
5. What for other items of expense, for construction and equip- ment .....	.....
6. What amounts, if any, have been paid for roads or portions of roads, not built by company during the time mentioned .....	.....
7. Total expended between Sept. 30, 1877, and Sept. 30, 1878..	.....
8. Total cost of entire line as per last report.....	<u>75,007 56</u>
9. Total cost of entire line to date.....	<u>.....</u>

Pine River Valley & Stevens Point Railway Company.

ORIGINAL COST AND PRESENT ESTIMATED VALUE
OF TOTAL PROPERTY IN THIS STATE.

DESCRIPTION OF PROPERTY.

	Total. \$
34. How much for all other property not enumerated, including right of way.....	.....
35. Total am't expended between Sept. 30, 1877, and Sept. 30, 1878. To Jan. 10, 1878.....	7,482 23
Balance of time.....	7,724 86
Total (see explanation*).....	15,207 09
Floating debt.....	\$2,917 47
New wood rails.....	647 63
Wood for fuel.....	344 07
State tax.....	80 00
Freight on iron rails.....	263 44
Total.....	\$4,252 61

The balance, \$3,532.25, he expended in operating the road, leaving in the treasury, \$844.02.

* The road was operated to January 10th by James & Krouskop, and all the earnings expended, leaving on the company a floating debt of \$2,917.47. Lybrand operated the road balance of the year, and expended of his gross earnings \$7,724.86, as follows:

Pine River Valley & Stevens Point Railway Company.

CHARACTERISTICS OF ROAD.

LENGTH OF ROAD.

	MILES.	
	Entire Length.	Length in Wisconsin.
1. Length of main line of road from Richland Center to Lone Rock	16	All.
2. Length of double track on main line about.	$\frac{1}{2}$	
7. Total length of main line and branches	$16\frac{1}{2}$	

8. Aggregate length of tracks operated by this company *computed as single track.*
16 miles.
9. Aggregate length of sidings and other track not above enumerated.
10. Number of junction stations.
One at Lone Rock.
11. What is the gauge of your lines?
3 feet.

DOINGS OF THE YEAR IN TRANSPORTATION.

CHARACTER OF SERVICE.

1. Division and assistant superintendents.
One.
Clerks in all offices.
Master and assistant mechanics.
One.
Conductors.
One.
Engineers.
One.
Brakemen.
Flagmen, switch-tenders, gate-keepers and watchmen.
One.
Station agents.
Three.
Section men.
Six.

Pine River Valley & Stevens Point Railway Company.

MILEAGE AND TONNAGE.

	MILES.	
	Whole Line.	In Wisc'sin.
2. Number of miles run by passenger trains, mixed only estimated	15,600	.....
3. Number of miles run by freight and mixed trains.....		.....
4. Number of miles run by construction and other trains.....		.....
5. Total mileage.....		.....
6. Total number of passengers carried. Estimate 2,300 .....		.....
7. Total number tons freight carried one mile. Received at Richland Center, 2,209. Forwarded to Richland Center, 3,697. This includes the entire road, a fraction of it belongs to Twin Bluff & Richland City.....		.....
8. Total number passengers carried one mile..		.....
9. Average distance traveled by each passenger ..		.....
	MILES PER HOUR.	
10. The highest rate of speed allowed for express passenger trains. 14 miles per hour.....		.....
11. Schedule rates of same, including stops.....		.....
12. The highest rate of speed allowed for mail and accommodation trains.....		.....
13. Schedule of same, including stops.....		.....
14. The highest rate of speed allowed for freight trains.....		.....
15. Schedule rate of same, including stops, about..		.....
16. Amount of freight carried per car. 5 tons .....		.....

Pine River Valley & Stevens Point Railway Company.

EARNINGS DURING THE YEAR ENDING SEPTEMBER
30th, 1878.

MONTHLY EARNINGS FROM ALL SOURCES.

MONTHS.	WHOLE LINE.		
	Passengers.	Freight.	Totals.
1877.	\$	\$	\$
October	195 10	1,879 10	2,074 20
November.....	102 90	1,889 41	1,992 31
December.....	125 15	1,843 72	1,968 87
1878.			
January.....	142 00	1,304 85	1,446 85
February.....	143 35	1,385 03	1,528 38
March.....	154 75	1,012 41	1,167 16
April.....	113 25	1,164 85	1,278 10
May.....	95 40	953 24	1,048 64
June.....	112 35	744 49	856 84
July.....	52 40	720 14	772 54
August.....	74 60	580 12	654 72
September.....	147 40	1,155 11	1,302 51
Totals.....	1,458 65	14,632 47	16,091 12

Whole Line.
1. Earnings per mile of road \$1,000 56

EXPENSES DURING YEAR ENDING SEPTEMBER 30, 1878.

PAYMENTS FOR CURRENT AND OPERATING EXPENSES.

	Belonging to whole line.
1. Maintenance of way:	
Other expenses on way, new wood rails.....	\$647 63
4. Conducting transportation, and general expenses:	
Fuel consumed, estimate since Jan. 10, 1878	300 00
Oil and waste.....	96 60
Damage to property.....	5 00
5. Current expenses:	
Since Jan. 10, 1878.....	7,724 91

Pine River Valley & Stevens Point Railway Company.

For taxes.....	80 00
9. Excess of earning over operating and current expenses since Jan. 10, 1877 (none before).....	844 02
10. Cost of maintaining track and bridges per mile run — These expenses are as follows:	
Previous debt not secured by bond or mortgage.....	\$2,917 47
Train expenses (estimate).....	1,533 00
State tax.....	80 00
Manager's salary.....	120 00
Track expenses.....	1,700 00
Depot expenses.....	624 00
Freight on iron.....	263 42
Incidentals.....	487 02
Total.....	\$7,724 91

1. What regulations govern your employes in regard to crossings of other railroads, and are they found to be sufficient?
Slacken motion, whistle and ring the bell; sufficient.
2. What regulations govern your employes in regard to crossings of public highways? And are these regulations found to be sufficient?
To slacken motion, whistle and ring the bell; sufficient.

U. S. MAIL.

5. What is the compensation paid you by the U. S. government for the transportation of its mails, and on what terms of service?
\$730. The amount is determined by weight.
41. Has your Company any rule governing your conductors, engineers and trainmen concerning the use of intoxicating liquors? *If so, what is it, and is it enforced?*

We have the following enforced: If any person who is in the employ of this company shall become intoxicated, either when on or off duty, he shall be immediately discharged, and shall not be employed again by this company as its agent or employe; and the general manager shall at once attend to the carrying out of this resolution.

NUMBER AND KIND OF FARM ANIMALS KILLED, AND AMOUNT OF DAMAGES PAID THEREFOR.

1. Hogs.
2: paid \$5.

STATE OF WISCONSIN — *County of Richland* — ss.

J. W. Lybrand, President and General Manager of the Pine River Valley & Stevens Point Railway Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full and correct statement of the condition and affairs of said company on the first day of October, A. D. 1878, to the best of his knowledge and belief.

Signed,

J. W. LYBRAND,
President and General Manager.

Subscribed and sworn to before me, a notary public, this 8th day of November, A. D. 1878.

JAMES H. MINER,
Notary Public.

Fond du Lac, Amboy & Peoria Railway Company.

REPORT
OF THE
FOND DU LAC, AMBOY & PEORIA RAILWAY COMPANY,
For the year ending 30th September, 1878.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

Operated by J. R. Brigham, receiver, appointed by the U. S. Circuit Court for the Eastern District of Wisconsin.

1. General offices at Fond du Lac.
Don't know the names of the directors of the company.
2. Date of annual election of directors?
Don't know.
3. Name and address of person to whom correspondence, concerning this report, may be directed?
J. R. Brigham, Milwaukee.

CAPITAL STOCK.

The receiver has no knowledge of matters inquired of on this and following two pages.

CHARACTERISTICS OF ROAD,

LENGTH OF ROAD.	MILES.		Weight of rail per yard.
	Entire length.	Length in Wisconsin.	
1. Length of main line from Fond du Lac to Iron Ridge Junction.....	27.6	27.6	30 lbs.
Total length of main line and branches ...	27.6	27.6	.....

8. Aggregate length of tracks operated by this company, *computed as single track.*
27.6
9. Aggregate length of sidings and other tracks not above enumerated
About one-third of a mile.
10. Number of junction stations.
One.
11. What is the gauge of your lines?
Three feet.

Fond du Lac, Amboy & Peoria Railway Company.

DOINGS OF THE YEAR IN TRANSPORTATION.

CHARACTER OF SERVICE.	Number of persons employed.	Average salary per annum.
1. Division and assist't superintendents, one supt.	1	\$ 1,500
Clerks in all offices, one agent for receiver.	1	1,500
Master and assistant mechanics.....	.....	.....
Conductors, one.....	1	600
Engineers, one.....	1	1,100
Brakemen, one.....	1	480
Flagmen, switch-tenders, gate-keepers and watchmen, one.....	1	365
Station agents, four, \$50, \$25, \$10, \$30 per month.....	4	330 each
Section men, average about 16.....	16	312 each
Laborers, three.....	3	312 each
MILES.		
MILEAGE AND TONAGE.		
	Whole line.	In Wisconsin.
2. Number of miles run by passenger trains (no exclusive passenger trains).....	.....	.....
3. Number of miles run by freight and mixed trains (110 miles per day except Sundays).....	.....	14,410
4. Number of miles run by construction and other trains (no record).....	.....	.....
5. Total mileage (no record).....	.....	.....
6. Total number of passengers carried (no record).....	.....	.....
7. Total number tons freight carried one mile (no record).....	.....	.....
8. Total number passengers carried one mile (no record).....	.....	.....
9. Average distance traveled by each passenger (no record).....	.....	.....
MILES PER HOUR.		
10. The highest rate of speed allowed for express passenger trains (no answer).....	.....	.....
11. Schedule rate of same, including stops (no ans.).....	.....	.....
12. The highest rate of speed allowed for mail and accommodation trains.....	15	.....
13. Schedule of same, including stops.....	.....	.....
14. The highest rate of speed allowed for freight trains (no trains except mixed).....	.....	.....
15. Schedule rate of same including stops.....	.....	.....
16. Amount of freight carried per car (unknown).....	.....	.....
Total freight in tons (no record kept).....	.....	.....

Fond du Lac, Amboy & Peoria Railway Company.

EARNINGS DURING THE YEAR ENDING SEPTEMBER
30, 1878.

MONTHLY EARNINGS FROM ALL SOURCES,
WHOLE LINE.

MONTHS.	Passengers.	Freight.	Mails, ex- press and all other sources.	Totals.
1878.	\$	\$	\$	\$
May	443 74	1,348 46	30 93	.....
June	761 66	937 27	17 98	.....
July	721 31	965 90	15 83	.....
August	605 47	745 52	11 90	.....
September	494 28	1,619 51	20 73	.....
Totals	3,026 46	5,616 66	97 37	8,740 49

1. Earnings per mile of road	316 68
2. Earnings per mile of road on freight.....	203 50
3. Earnings per mile on passengers.....	109 65
4. Earnings per train-mile run, on freight.....	98.98
5. Earnings per train-mile run, on passengers.....	21
6. Of the earnings of the entire line, what is the ratio of the passenger to the freight? as 1 to.....	1.85
7. Average gross earnings per mile [27.6 miles] of road, exclu- sive of sidings.....	316 68
8. Average net earnings per mile [27.6 miles] of road, exclu- sive of sidings.....	44 36
9. Average net earnings per train-mile.....	08.50

EXPENSES DURING THE YEAR ENDING SEPTEMBER
30, 1878.

PAYMENTS FOR CURRENT AND OPERATING EXPENSES.

1. Maintenance of way.....	\$3,069 25
Repairs of track, including new and re-rolled iron rail in place of old iron rail.....	.....
Repairs of bridges .....	.....
Repairs of fences.....	2 00
New steel rail valued only as iron rail .....	.....
Other expenses on way.....	31 36
2. Maintenance of buildings.....	3 43

Fond du Lac, Amboy & Peoria Railway Company.

Expenses — continued

2. Maintenance of rolling stock.....	152 92
Locomotives.....	
Passenger, baggage, mail and express cars.....	
Freight cars.....	
Shop tools and machinery.....	13 25
4. Conducting transportation, and general expenses.....	3,126 10
Management and general office.....	1,117 75
6. Total current operating expenses being 86 per cent. of earnings.....	7,516 06
7. Average operating expenses per mile of road, exclusive of sidings.....	272 32
8. Average operating expenses per train-mile, 52½ cents.....	
9. Excess of earnings over operating and current expenses for five months.....	1,224 43
14. Cost of fuel per mile run.....	05 ¾
	<hr/>
Total.....	<u>\$7,516 06</u>

PAYMENTS IN ADDITION TO OPERATING EXPENSES.

- 24. For interest on bonds
- 25. Dividends — rate, — per cent. — on preferred stock
- 26. Dividends — rate, — per cent. — on common stock
- Total payments in addition to operating expenses.....
- 28. What amount of money have you expended for building roads out of the state, from proceeds arising from business done on your roads in this state?
None.
- 29. How was amount of dividends paid the past year — cash, stock, or otherwise? Specify amounts and manner of payment.
No dividend since May 1.

GENERAL BALANCE SHEET, 1st OF OCTOBER, 1878.

ASSETS.	Dollars. Cts.		LIABILITIES.	Dollars. Cts	
Agents' account, cash.....	1,224	43	.....	1,224	43
	1,224	43		1,224	43

Fond du Lac, Amboy & Peoria Railway Company.

Fond du Lac, Amboy & Peoria Railway Company.

1. What relations govern your employes in regard to crossings of other railroads, and are they found to be sufficient?
Stop before crossing. Yes.
2. What regulations govern your employes in regard to crossings of public highways? And are these regulations found to be sufficient?
Whistle blown eighty rods before crossing, and bell rung.
3. What platform and coupler between passenger cars do you use?
The cars have Miller's platform, but we don't use it. We use only one passenger car on a train, generally.
4. What kind of brakes do you use on passenger trains?
Old style "hand brake."

U. S. MAIL.

5. What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service?
Nothing.

EXPRESS COMPANIES.

6. What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies?
American Express Co. Pay by the pound. Handle their own freight.

TRANSPORTATION COMPANIES.

7. What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, etc.? Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so, in what particular?
None.

SLEEPING CARS.

8. Do sleeping or dining cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates?
No.

ADDITIONAL QUESTIONS.

9. Have you acquired any additional chartered rights or privileges under the special or general laws of this state, directly or indirectly, since your last report?
None acquired by the court.
10. Have you acquired any such additional rights or privileges under the laws, general or special, of any other state, since your last report?
No.
11. Have you acquired any lines in or out of this state, by purchase, lease, consolidation or otherwise, since your last report? If yes, give full particulars relating thereto, including length of line, location thereof at what point or place connection is made with old line; terms of purchase or lease, and a brief statement of reasons for making such purchase, or lease, and whether made by consent of stockholders?
No.

Fond du Lac, Amboy & Peoria Railway Company.

12. Do you, by purchase or ownership of capital stock, or in any other manner, control any other railroad corporation owning or having under its control a parallel or competing line?
No.
13. Does any officer of your company act as the officer of any other railroad corporation, owning or having the control of a parallel or competing line?
No.
14. What running arrangements have you with other railroad companies, setting forth the contracts for the same, made since the date of your last report?
None.
15. Have you such arrangements with other railroad companies crossing or connecting with your lines, as enables passengers to make close connections with trains on such lines, at all such crossing or connecting points? If so, when were such arrangements made? If not at all such points, state at what points such connections are not made, and the reasons therefor.
Yes; May 1, 1871, found to be existing.
16. Have any swamp or other state lands been granted your company since the date of your last report? If so how many acres?
No.
17. Have any United States lands been granted to your company, directly or indirectly, since the date of your last report? What number of acres received by your company, directly or indirectly, since date of last report?
No.
34. Are there any terminal points or places, on your lines in, or out, of this state, to and from which the larger portion of the freight transported on your lines is carried? If so, name them.
Iron Ridge Junction.
35. Have you made any advance in the rates of freight, from stations on your lines, to such terminal points since the enactment of chapter 57, of the laws of 1876?
Don't know; none made by the receiver.
38. What is your present tariff per mile for passengers, both through and local?
Four cents local, three cents return tickets.
39. What proportion of the passengers carried by you, in this State, purchase round-trip tickets? And what proportion purchase 500-mile tickets?
Don't know. None sold.
40. Have you made any advance in the rates of freight for lumber, since the passage of chapter 57, of the laws of 1876? If so, annex to your reply a schedule, naming the stations and rates in force both at the time and since the passage of said chapter.
Don't know.
41. Has your company any rule governing your conductors, engineers, and trainmen concerning the use of intoxicating liquors? *If so, what is it, and is it enforced?*
Not any.

Fond du Lac, Amboy & Peoria Railway Company.

NUMBER AND KIND OF FARM ANIMALS KILLED, AND AMOUNT OF DAMAGES PAID THEREFOR.

	Number Killed.	Amount Paid.
5. Hogs.....	1	\$6 00
6. Total	1	\$6 00

7. Amount claimed yet unsettled, or in litigation.
None.

REMARKS.

In stating operating expenses, receiver's compensation is not included. It is to be fixed by the court.

The sum above stated as paid for one hog killed, was in fact paid in settlement of several matters, including the hog. Probably \$5.00 was a fair price for the hog.

STATE OF WISCONSIN, }
County of Milwaukee, } ss.

JEROME R. BRIGHAM, Receiver of the Fond du Lac, Amboy & Peoria Railway Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this affiant, and having carefully examined the same, declares them to be a true, full and correct statement of the condition and affairs of said road in the hands of the receiver, on the first day of October, A. D. 1878, to the best of his knowledge and belief.

{ SEAL }

Signed, JEROME R. BRIGHAM.

Subscribed and sworn to before me, this 21st day of October, A. D. 1878.
H. A. J. UPHAM,
Notary Public, Milwaukee County, Wis.

Galena & Southern Wisconsin Railway.

REPORT
OF THE
GALENA & SOUTHERN WISCONSIN RAILWAY.

Mr. Barrett, late President of this road, writes as follows:

“The Galena & Southern Wisconsin Railroad has stopped running for most of this year. We have no clerks or other paid officers in its employ. The road is advertised for sale by the bond holders next month.

GALENA, Ill., Oct. 28, 1878.

The monthly earnings of the road for the year 1878, up to the time of the suspension of operations, were as follows:

	Earnings.	Expenses.
January.....	\$2,243 90	\$847 30
February.....	1,825 35	1,169 38
March.....	1,499 32	1,015 46
April.....	1,468 71	1,077 60
May.....	1,708 00	1,084 90
June.....	1,267 52	1,216 72

Mr. Frederick Stahl, the new president of the road, writes under date of January 13, 1879:

“Having been recently elected president of the road, I find its affairs in utter confusion. The road is completely wrecked. The rolling stock has been sold under executions. The bondholders have commenced suit for foreclosure, and the whole of the remaining property of the road will in a short time fall into their hands, when the company will be reorganized.”

HISTORY
OF
WISCONSIN RAILROADS.

HISTORY OF RAILROADS.

THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY.

The present Chicago, Milwaukee & St. Paul Railway Company has grown up out of the former La Crosse & Milwaukee Railroad Company, now the La Crosse division of the present line of road. But the first railroad built — the pioneer Wisconsin railroad — was the Milwaukee & Mississippi line, now the Prairie du Chien division of the general line.

The Milwaukee & Waukesha Railroad Company was incorporated by an act of the Territorial legislature, approved by Gov. Henry Dodge, February 11, 1847. The commissioners named in the act of incorporation were William A. Barstow, Norman Clinton, Alexander W. Randall and Alexander W. Picett (Pratt), of Waukesha county, and Paraclete Potter, Daniels Wells, Jr., Edward D. Holton, Byron Kilbourn and Lemuel W. Weeks, of Milwaukee county. The capital stock of the company was fixed at \$100,000, in shares of \$100 each; the provisions then usual in such acts of incorporation were included in the charter, and the company was authorized to build a railroad from Milwaukee to the village of Prairieville (now Waukesha), in Waukesha county. A meeting of the commissioners named in the charter was held in Milwaukee, November 23, 1847, at which it was agreed to open books for subscription to the capital stock of the company, at Waukesha and at Milwaukee. Of this meeting, Dr. L. W. Weeks was president, and Alexander W. Randall was secretary. By an act of the legislature, approved March 2, 1848, the error in A. F. Pratt's name, in this charter, was corrected, and by a further act, approved March 11, 1848, the company was authorized to extend their road from Waukesha to Madison, and thence west to the Mississippi river, in Grant county; and the

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company was also authorized to increase its capital stock to \$3,000,000 for that purpose. At a further meeting of the board of commissioners, held April 5, 1849, it was declared that \$100,000 of the capital stock of the company had been subscribed in good faith, and that five per cent. thereon had been actually paid. Notice of the election of officers of the company was then given, and on May 10, 1849, the following officers and directors were chosen:

Directors—Byron Kilbourn, president; Lemuel W. Weeks, Edward D. Holton, Alexander Mitchell, Erastus B. Wolcott, Anson Eldred, James Kneeland, John H. Tweedy, E. D. Clinton. *Secretary*—Benjamin H. Edgerton. *Treasurer*—Walter P. Flanders.

By an act of the legislature, approved February 1, 1850, the name of the corporation was changed to "The Milwaukee & Mississippi Railroad Company." The following is a statement of the subscriptions and receipts of the company to May 31, 1851:

	Stock sub- scribed.	Payments made.
	\$	\$
By individual stockholders, cash.....	435,600 00	62,338 26
By individual stockholders, in mortgages.....	232,300 00	282,300 00
By city of Milwaukee, cash.....	16,000 00	10,800 00
By city of Milwaukee, in bonds.....	234,000 00	234,000 00
Total.....	967,900 00	589,438 26

In February, 1851, the road was completed to Waukesha, a distance of twenty and one-half miles, at a cost of \$268,820.62, and on January 1, 1852, the road was completed to Eagle, eighteen miles farther; the entire expenditure to that date being, \$652,313.72.

During the year 1852, the road was extended to Milton, sixty-two miles from Milwaukee, and the branch to Janesville (hereafter described) was completed ready for operation.

In May, of this year, Edward H. Brodhead, at that time a civil engineer of prominence in the state of New York, was employed by the company as chief engineer and superintendent, at a salary of \$3,500, and \$1,000 for expenses per annum. He filled that

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office until the road was completed to the Mississippi river in 1857, and was for several years afterwards an officer of the company and identified with its interests. The officers of the company in 1852 were:

President—John Catlin. *Chief Engineer*—E. H. Brodhead. *Secretary*—William Taintor. *Treasurer*—Walter P. Flanders. *Directors*—John H. Tweedy, Edward D. Holton, George H. Walker, Erastus B. Wolcott, William A. Barstow, Sheldon C. Hall, Joseph Goodrich, Alexander Mitchell, Anson Eldred, Eliphalet Cramer, James Kneeland, Adam E. Ray, Joshua Cobb, David L. Mills, John Catlin.

In 1853, the road was completed to Stoughton, and the grading, bridging and masonry between that point and Madison was partly done. The officers elected in January, 1853, were:

President—John Catlin. *Chief Engineer*—E. H. Brodhead. *Secretary*—William Taintor. *Treasurer*—I. E. Goodall. *Directors*—Elisha Eldred, Edward D. Holton, George H. Walker, Erastus B. Wolcott, William A. Barstow, Sheldon C. Hall, Joseph Goodrich, Alexander Mitchell, A. Finch, Jr., Eliphalet Cramer, Hans Crocker, Adam E. Ray, Joshua Cobb, John Catlin, David L. Mills, resigned and succeeded in May by H. L. Dousman.

By an act of the Legislature, approved March 4, 1852, the Madison & Prairie du Chien Railroad Company was incorporated, with H. L. Dousman, E. L. Pelton, S. A. Clark, B. W. Brisbois, John Thomas and Wyrarn Knowlton, of the county of Crawford, and E. B. Dean, Jr., Archibald Tredway, Elisha Burdick, A. A. Bird and Simon Mills, of the county of Dane, as commissioners to organize the company. This corporation never constructed any portion of a line of railroad, and on the 18th day of May, 1853, was consolidated with the Milwaukee & Mississippi Railroad Company, and the consolidation was approved and ratified by act of the Legislature, approved June 25, 1853. In pursuance of this consolidation, David L. Mills resigned from the Board of Directors of the Company, and H. L. Dousman was chosen in his place.

On the 24th of May, 1854, the road was completed and opened to Madison. The equipment of the road, including cars in process of construction and soon afterwards completed, was as follows: 9 passenger cars; 4 baggage cars; 205 box freight cars; 50 flat freight

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cars; 40 gravel cars; 14 hand cars; 22 locomotives. The Engineer, in his report of that year, speaks of this equipment as ample for the road then in operation. The total receipts of the road for the year 1854 were \$465,051.19. The total cost of the road from Milwaukee to Madison was \$2,816,249.61. During the same year the survey of the route from Madison to Prairie du Chien was completed, and the line staked out, and the right of way and depot grounds for the entire distance were purchased. The officers of the company in 1854 were:

President—John Catlin. *Superintendent and Engineer*—E. H. Brodhead. *Treasurer*—A. Eldred. *Secretary*—William Taintor. *Directors*—H. L. Dousman, E. B. Wolcott, E. Cramer, A. Mitchell, S. H. Alden, J. Cobb, J. Goodrich, George H. Walker, E. D. Holton, H. Crocker, W. A. Barstow, A. E. Ray, A. Finch, Jr., S. C. Hall, John Catlin.

In 1855, the contract was let for the construction of the entire road from Madison to Prairie du Chien, to be completed November 1, 1856. No portion of the track, however, was completed in that year, but the line was made ready for the iron as far as Mazomanie. The officers of the company for 1855 were:

President—John Catlin. *Vice President*—Geo. H. Walker. *Engineer and Superintendent*—E. H. Brodhead. *Secretary*—William Taintor. *Treasurer*—Anson Eldred. *Register*—J. J. Hill. *Directors*—John Catlin, William A. Barstow, Hercules L. Dousman, Nelson Dewey, Joseph Goodrich, Adam E. Ray, Edmund D. Clinton, Erastus B. Wolcott, Anson Eldred, Edward D. Holton, George H. Walker, Asahel Finch, Hans Crocker, S. C. Hall, Stephen H. Alden.

During the year 1856, the road was completed to within 22 miles of Prairie du Chien. The officers of the road for that year were:

President—John Catlin. *Vice President*—George H. Walker. *Engineer and Superintendent*—E. H. Brodhead. *Secretary*—William Taintor. *Treasurer*—Anson Eldred. *Register*—J. J. Hill. *Directors*—John Catlin, F. G. Tibbitts, H. L. Dousman, Nelson Dewey, Joseph Goodrich, Adam E. Ray, Edmund D. Clinton, Brooks Dunwiddie, Erastus B. Wolcott, Anson Eldred, Edward D. Holton, George H. Walker, Asahel Finch, Hans Crocker, S. C. Hall, E. L. Dimock, Stephen H. Alden.

On the 15th of April, 1857, the Milwaukee & Mississippi Railroad was completed to the Mississippi river at Prairie du Chien, ten years

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after the charter was granted by the territorial legislature, and seven years after ground was broken at Milwaukee for its construction. The energy, perseverance and courage of its builders cannot be too highly praised, nor is it easy to over-estimate the benefit and advantage to the state of the work wrought by them. The gross earnings of the road for the year were \$882,817.89; the operating expenses were \$412,200.10. The total cost of the construction of the road from Milwaukee to Prairie du Chien was \$5,588,739.99; the cost of equipment was \$1,004,714.61. The amount of stock subscribed was \$3,939,800, of which \$265,127.49 remained unpaid. The equipment of the road, December 31, 1857, was as follows: 44 locomotives, 33 first-class passenger cars, 13 baggage and postoffice cars, 411 box freight cars, 107 platform freight cars, 40 gravel cars, 39 hand cars, 22 iron cars. The main line was 192 miles long, with 23½ miles of side track. The total liabilities of the company, including capital stock paid in, and less the value of property on hand, was \$7,703,330.11, being the total cost of the road and equipments. This included the cost of the line to Monroe, hereafter described.

The officers of the road in 1857, were:

President — E. H. Brodhead. *Vice-President* — Geo. H. Walker. *Superintendent* — William Jervis. *Secretary* — William Taintor. *Treasurer* — Anson Eldred. *Register* — J. J. Hill. *Attorney* — Asahel Finch, Jr.

This event, the opening of the Milwaukee & Mississippi Railroad to the Mississippi river, may be regarded as marking an era in railroad construction in the state, and an era also in the material progress of the state, and its growth in population, wealth and prosperity, and of its mental as well as physical development. The succession of directors shows to whose labors this grand work was due. A historical period is covered in the lives of the pioneers in the enterprise. Some who were identified with the undertaking for a large part of the time, from its inception to the day of its success, have passed away, and the verdure and bloom of many summers have covered their graves. But of the first board of directors and officers of the company, all, except two, Byron Kilbourn and E. D. Clinton, are still in the land of the living, and can look upon their

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monument in the results which their labors established. Of all whose hands aided in the enterprise, and who are dead, some rose to the highest offices in the state; others filled important stations of responsibility and trust, and none died in obscurity or dishonor. Of the living, all occupy places of respectability, and are useful members of society.

In 1857, as will be recollected, there was a financial convulsion which destroyed the foundations of credit, and disturbed every enterprise. Fortunately this railroad was completed, or it would have been compelled to stop where it might have been overtaken by the crash. But the business of the company suffered from the shrinkage which affected all mercantile and industrial projects; the financial collapse impaired its prosperity; competing lines of railroads were authorized by the legislative charters, and were partly constructed, and its credit, notwithstanding its excellent management, declined in the markets.

The officers of the company in 1858, were:

President — John Catlin. *Vice-President* — H. Crocker. *Superintendent* — William Jervis. *Secretary* — William Taintor. *Treasurer* — Chas. H. Williams. *Auditor* — Andrew G. Miller, Jr. *Register and Transfer Agent* — John J. Hill. *Directors* — F. G. Tibbitts, H. L. Dousman, Nelson Dewey, Joseph Goodrich, E. D. Clinton, E. L. Dimock, John Catlin, E. H. Brodhead, Erastus B. Wolcott, Anson Eldred, Geo. H. Walker, John H. Tweedy, Asahel Finch Jr., E. D. Holton, Alexander Mitchell, Eliphalet Cram r.

The officers of the company in 1859 were:

President — John Catlin. *Vice-President* — H. Crocker. *Superintendent* — William Jervis. *Secretary* — William Taintor. *Treasurer* — Chas. H. Williams. *Auditor* — Andrew G. Miller, Jr. *Register and Transfer Agent* — John J. Hill. *Directors* — F. G. Tibbitts, H. L. Dousman, Nelson Dewey, Joseph Goodrich, E. D. Clinton, E. L. Dimock, John Catlin, Erastus B. Wolcott, H. Crocker, Anson Eldred, Geo. H. Walker, E. H. Brodhead, Asahel Finch, Jr., E. D. Holton, Eliphalet Cramer.

The financial stringency of the times increased from 1857 during the two following years, as has been the case in recent experience. The whole cost of the company's road had been \$8,125,839.17. The amount of paid up stock was \$3,686,812.66; the amount of secured

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indebtedness was \$4,209,184.80; of unsecured indebtedness, \$589,520.77, making the total debt \$4,798,705.57. The annual interest due on the debt was \$468,823.05.

As entertaining information, the following statement of salaries paid in 1859-'60, is reproduced:

President, \$3,000; Superintendent, \$3,000; Register and Transfer Agent, \$2,500; Secretary, \$2,000; Treasurer, \$1,500; Auditor, \$1,250; Paymaster, \$1,200; Freight Agent at Milwaukee, \$1,200; Freight Agent at Prairie du Chien, \$1,200; General Western Agent, \$1,500; General Eastern Agent, \$1,200; Right of Way Agent and Assistant Superintendent, \$2,000; Chief Clerk of Freight and Ticket Department, \$1,500.

To all these salaries an allowance for necessary expenses was made. All other salaries were \$1,000 and under.

In 1859 and 1860, the embarrassments of the Milwaukee & Mississippi Company increased, and it was unable to pay the interest on its mortgage bonds and other indebtedness.

In 1860, an association for the purchase of the Milwaukee & Mississippi road and all its property, at mortgage sale, was formed by Lewis H. Meyer, William P. Lynde, Allen Campbell, William Schall, John Wilkinson, John Catlin, Hercules L. Dousman and N. A. Cowdrey. The capital stock of the association was fixed at \$7,500,000. The organization of this association was authorized by act of the legislature, approved April 14th, 1860, and the corporation adopted the name, "Milwaukee & Prairie du Chien Railway Company." The first officers of the company were as follows:

President — L. H. Meyer. *Vice President* — John Catlin. *General Manager* — James C. Spencer. *Superintendent* — William Jervis. *Secretary and Treasurer* — William Taintor. *Directors* — L. H. Meyer, New York; John Catlin, Milwaukee; William P. Lynde, Milwaukee; W. Schall, New York; Allen Campbell, New York; George Smith, New York; N. A. Cowdrey, New York; John Wilkinson, Syracuse, New York; H. L. Dousman, Prairie du Chien.

The first annual report of the new company was for the year 1861. The organization of the corporation was completed January 18, 1861, and the purchase of the road was effected on the 21st of the same month. The total earnings of the road for the year were:

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\$1,108,353.78; total expenses, \$672,314.37. The officers of the company for the year 1861 were as follows:

President — L. H. Meyer. *Vice-President* — John Catlin. *Secretary and Treasurer* — Wm. Taintor. *Transfer Agent, New York* — Chas. P. Williams. *General Manager* — James C. Spencer. *Superintendent* — William Jervis. *General Ticket Agent* — E. P. Bacon. *General Freight Agent* — W. L. Dana. *Directors* — L. H. Meyer, New York; John Catlin, Milwaukee; William P. Lynde, Milwaukee; W. Schall, New York; Allen Campbell, New York; George Smith, New York; N. A. Cowdrey, New York; John Wilkinson, Syracuse, N. Y.; H. L. Dousman, Prairie du Chien.

For the year 1862, the gross earnings of the road were \$1,163,-734.25; total expenses, \$748,993.44. The officers of the company for 1862 were as follows:

President — L. H. Meyer. *Vice-President* — John Catlin. *Secretary and Treasurer* — William Taintor. *Transfer Agent, New York* — Chas. P. Williams. *General Manager* — James C. Spencer. *Superintendent* — William Jervis. *Auditor and General Ticket Agent* — E. P. Bacon. *General Freight Agent* — W. L. Dana. *Directors* — L. H. Meyer, New York; John Catlin, Milwaukee; William P. Lynde, Milwaukee; Charles F. Ilsley, Milwaukee; Adolph Rusch, New York; Allen Campbell, New York; George Smith, New York; Oscar Von Hoffman, New York; H. L. Dousman, Prairie du Chien.

In 1863 the connection with the railroad in Iowa running westward from McGregor was opened, on the completion of a section of that road penetrating the interior, and the beginnings of the future important relations of the railroad system of Wisconsin to Northern Iowa and to Minnesota were established. New discussion also arose with the board of directors as to extending the Southern Wisconsin branch from Monroe to Dubuque, but no active steps were taken in that direction. The total earnings for the year were \$1,247,257.83; total expenses, \$793,747.48. The officers for 1863 were as follows:

President — L. H. Meyer. *Vice President* — John Catlin. *Secretary and Treasurer* — William Taintor. *Transfer Agent* — New York — H. F. Taintor. *General Manager* — James C. Spencer. *Superintendent* — William Jervis. *Auditor and General Ticket Agent* — E. P. Bacon. *General Freight Agent* — H. B. Wiikins. *Directors* — L. H. Meyer, New York; John Catlin, Milwaukee; William P. Lynde, Milwaukee; Charles F. Ilsley, Milwaukee; Adolph Rusch, New York; Allen Campbell, New York; George Smith, New York; William Schall, New York; H. L. Dousman, Prairie du Chien.

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The discussion as to the lease or purchase of the McGregor Western Railroad, and of the project to extend the Southern Wisconsin branch westwardly from Monroe, continued during the year 1864, but no further step was made in either direction. The history of the company for that year possesses no other marked feature. Gross earnings for 1864, \$1,711,280.88; total expenses, \$1,206,950.67. The officers of the company for 1864 were as follows:

President—L. H. Meyer. *Vice-President*—John Catlin. *Secretary and Treasurer*—William Taintor. *Transfer Agent*, New York—G. E. Taintor. *General Manager*—James C. Spencer. *Superintendent*—William Jervis. *General Ticket Agent*—E. P. Bacon. *General Freight Agent*—H. B. Wilkins. *Auditor*—John C. Spencer. *Directors*—L. H. Meyer, New York; John Catlin, Elizabeth, N. J.; William P. Lynde, Milwaukee; Charles F. Ilsley, Milwaukee; Adolph Rusch, New York (*vice* W. Schall, resigned); Allen Campbell, New York; G. M. Harwood, Troy, N. Y.; Louis A. Von Hoffman, New York; H. L. Dousman, Prairie du Chien.

In March, 1865, the lease of the McGregor Western Railroad was effected, and in August full possession was taken of its unfinished as well as its finished lines, and the labor of hastening its construction to a junction with the Minnesota Central Railroad at Austin, was undertaken, and in August of that year the trains were run to Conover. The enterprise displayed by the company obtaining possession of this feeder, and in pushing forward its track, was repaid in increased receipts and profits. The gross earnings for the year were \$1,985,511.71, expenses, \$1,337,880.26. The officers of the company for 1865, were as follows:

President—L. H. Meyer. *Vice President*—John Catlin. *Secretary and Treasurer*—William Taintor. *Transfer Agent*—G. G. Taintor. *General Manager*—James C. Spencer. *Superintendent*—William Jervis. *General Freight and Passenger Agent*—H. B. Wilkins. *Auditor*—John C. Spencer. *Directors*—L. H. Meyer, New York; John Catlin, Elizabeth, N. J.; William P. Lynde, Milwaukee; Charles F. Ilsley, Milwaukee; William H. Neilson, New York; Allen Campbell, New York; G. M. Harwood, Troy, N. Y.; Louis A. Von Hoffman, New York; H. L. Dousman, Prairie du Chien.

In 1866, the revolution of the Milwaukee & Prairie du Chien Company was accomplished, by which its absorption in the Mil-

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waukee and St. Paul Company was effected. The gross earnings of the road for 1866 were \$2,013,749.12; total expenses, \$1,642,571.70. The officers of the company for 1866 were as follows:

President — Alexander Mitchell. *Vice-President* — Walter S. Gurnee. *Secretary and Treasurer* — William Taintor. *Assistant Secretary and Transfer Agent, New York* — C. P. Gilpin. *General Manager* — S. S. Merrill. *Superintendent* — Wm. Jervis. *Assistant Superintendents* — L. B. Rock, D. C. Shepard. *General Freight Agent* — O. E. Britt. *General Passenger Agent* — A. V. H. Carpenter. *Auditor* — John C. Spencer. *Paymaster* — C. A. Place. *Directors* — Alexander Mitchell, Milwaukee; Walter S. Gurnee, New York; S. S. Merrill, Milwaukee; Hans Crocker, Milwaukee; Russell Sage, New York; H. C. Stimpson, New York; Fred P. James, New York; Joseph Rudd, New York; N. A. Cowdrey, New York.

These are substantially the officers and directors of the Milwaukee and St. Paul Company for the same year, and as they assumed the management of the road, property and franchises, which were absorbed by the St. Paul Company, the Prairie du Chien Company became extinct.

In 1852 a charter was granted to the Southern Wisconsin Railroad Company, with the following commissioners:

Prosper Cravath, John M. Stewart, John W. Blackstone, Joel C. Squires, William R. Biddlecome, John Moore, Joseph B. Doe, James H. Earnest and Ensign H. Bennett.

It appeared of the highest importance to the Milwaukee and Mississippi railroad, that they should have a line of road to Janesville, which they were not authorized to construct under this charter. The company, accordingly, in 1852, organized in its own interests the Southern Wisconsin Railroad Company, and in January, of 1853, the branch to Milton was completed and opened for traffic. In 1855, an act of the legislature was passed giving the company the right to construct a railroad from some point on their line in Rock county to Janesville, and thence through the villages of Monroe, Shullsburgh and Benton, to the Mississippi river opposite or near Dubuque, and also authorizing the Southern Wisconsin Railroad to release to equity of redemption in the Janesville branch, and making the Milwaukee and Mississippi Company the owner of

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such branch road. With this legislation, the Wisconsin Southern Railroad Company disappeared from existence. The cost of the Janesville branch, eight miles in length, was \$93,954.92, exclusive of equipments. During the year 1856, the entire line from Janesville to Monroe, 35 miles, was graded, or the grading was nearly completed. On September 1, 1857, the iron was laid and opened for business to Brodhead, 19 miles west of Janesville. The track was laid also, during the year to Monroe, but was not ballasted and made ready for the cars until January, 1858.

The Monroe branch, notwithstanding repeated efforts and negotiations from that time to the present, with some at times flattering prospects of success, was never extended beyond that point.

The Milwaukee and Watertown Railroad was incorporated by an act of the legislature approved March 11, 1851, and Edward D. Holton, Alexander Mitchell, Eliphalet Cramer, James Kneeland, Daniel Wells, Jr., Hans Crocker, John H. Tweedy, George H. Walker, Byron Kilbourn, Daniel H. Chandler, John W. Medberry, all of Milwaukee county, and William M. Dennis, Daniel Jones, Benjamin F. Fay, Luther A. Cole, Simeon Ford, Peter Rogan, Peter V. Brown and Edward Gilman, of Jefferson county, were appointed commissioners to form the company. This charter authorized the company to build a railroad from some point in the city of Milwaukee or on the line of the Milwaukee & Mississippi Railroad in the county of Waukesha to Watertown. By subsequent amendments the company was authorized to extend its lines to Columbus.

The first election of officers was held January 4, 1853, and the following persons were chosen:

President — John S. Rockwell. *Secretary* — E. D. Holton. *Treasurer* — Joshua Hathaway. *Directors* — E. Cramer, J. S. Rockwell, L. A. Cole, H. Crocker, E. D. Holton, E. Eldred. J. Hathaway, Wm. M. Dennis, S. Ford, James S. Brown, A. Eldred. J. H. Tweedy and Alexander Mitchell were also elected members of the board, but resigned, and A. Peterson and Henry Williams were elected to fill the vacancy.

A preliminary survey of the line of the road between Milwaukee and Watertown was made in the same month, and was extended to Ft. Winnebago in the March following; and the construction of the

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road at Brookfield Junction, thirteen miles from Milwaukee, was commenced.

In 1854 the construction of the road proceeded, and the line was opened for traffic to Oconomowoc, eighteen miles beyond Brookfield Junction, December 14th. The board of Directors and officers elected in 1854 were as follows:

President — John S. Rockwell. *Secretary and Treasurer* — Joshua Hathaway. *Directors* — Alexander Mitchell, John S. Rockwell, Wm. M. Dennis, Simeon Ford, Eliphalet Cramer, John H. Tweedy, A. B. Butters, A. L. Pritchard, Henry Williams, Luther A. Cole, resigned Sept. 15; Elisha Eldred, resigned Jan. 13; Patrick Rogan, resigned Oct. 17; Joshua Hathaway, resigned Jan. 13. Elected to fill vacancies — Robert Schuyler, removed Sept. 5; William A. Barstow, resigned April 18. Elected—April 18, Elisha Eldred; Sept. 5, Hans Crocker, Daniel Wells, Jr.; Oct. 7, Dr. James Johnson.

On the 1st day of October, 1855, the track was laid and the road completed and opened for traffic to Watertown. The Directors of the road for that year were as follows:

President — James Johnson. *Directors* — Daniel Jones, Theodore Prentiss, Wm. M. Dennis, A. L. Pritchard, E. Cramer, H. Williams, J. H. Tweed, Alexander Mitchell, J. S. Rockwell, H. Crocker, Cyrus Hawley. Elisha Edwards resigned Oct. 1; Daniel Newhall elected to fill vacancy.

In 1856 or early in 1857, the road was completed and opened for business to Columbus. The Directors elected for 1856 were as follows:

President — James Johnson. *Vice-President* — Daniel Newhall. *Directors* — Alexander Mitchell, Henry Williams, Daniel Jones, Cyrus Hawley, John H. Tweedy, Eliphalet, Cramer, John S. Rockwell, J. A. Elliot, Wm. M. Dennis, Theodore Prentiss, Albert L. Pritchard.

Theodore Prentiss resigned January 10, and Hans Crocker was elected to fill vacancy. James Johnson resigned as President, and Henry Williams as Director, February 1. William B. Hibbard was elected Director, and chosen President. John H. Tweedy resigned as Director, March 27, and Henry Williams was elected to fill the vacancy. Daniel Jones and James Johnson resigned as Directors June 11, and L. J. Farwell and Patrick Rogan were elected to fill the vacancies.

In 1856, congress donated to the state of Wisconsin an extensive land grant to aid in the construction of railroads, and one line of

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road provided for in the grant was to extend from Madison or Columbus to Portage City, and thence to Lake St. Croix, from there to the head of Lake Superior and to Bayfield. The Milwaukee & Watertown company, though owning but a short line of road pointing in the direction of the prescribed land grant route, was, as will be seen, under the management of an association of the ablest business men in the state, and entered into vigorous competition with the La Crosse & Milwaukee railroad company as an applicant for the grant. A special session of the legislature was held commencing September 3, 1856, for the purpose of disposing of this grant. The struggle between the rival roads was animated, until September 20, when the antagonistic interests were compromised by the consolidation of the Milwaukee & Watertown company with the La Crosse & Milwaukee company, or rather by the absorption of the latter, which passed under former's management.

The Beaver Dam and Baraboo Railroad Company was organized May 9, 1856, with the following officers:

President—J. Q. Adams. *Secretary*—L. E. Schuyler. *Treasurer*—A. A. Brayton. *Directors*—J. Q. Adams, L. E. Schuyler, A. A. Brayton, Samuel L. Rose, Wm. Farrington, E. H. Goodrich, A. Scott Sloan, Robert J. Norris, Richard A. Bassett, who declined, and June 23, S. Read was elected to fill the vacancy.

This company was consolidated August 7, 1856, with the Madison, Fond du Lac and Lake Michigan R. R. Co., with the following officers:

President—S. L. Rose. *Secretary*—L. E. Schuyler. *Treasurer*—A. A. Brayton. *Directors*—S. L. Rose, Wm. Farrington, A. A. Brayton, R. J. Norris, E. H. Goodrich, W. S. Read, A. Scott Sloan, L. E. Schuyler, D. D. Reed, J. Q. Adams, resigned May 20, 1857. Wm. Lusk was elected to fill vacancy.

At the annual election of the company, July 28, 1856, S. L. Rose was elected president; resigned December 13, 1859, and elected vice president. George W. Rogers elected president, December 13, 1859; Charles Miller was elected vice president, resigned November 25, 1858; L. E. Schuyler, secretary. A. A. Brayton, treasurer. Directors—S. L. Rose, A. A. Brayton, Wm. Lusk, A. Scott Sloan, (resigned January 12, 1858); D. D. Reed, (resigned Novem-

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ber 25, 1858); Wm. Farrington, (resigned August 25, 1859); L. J. Farwell.

August 4, 1857, the number of Directors was increased to fifteen as follows:

B. T. Wells, resigned November 25, 1858; O. K. Coe, G. H. Allen, Robert J. Norris. Elected to fill vacancies caused by above resignations: J. T. Westover, resigned November 25, 1858; N. J. Emmons, P. M. Johnson, J. J. Tallmudge, James Seville, S. S. Merrill, John C. Hall, resigned December 13, 1859; John S. Ray, resigned August 23, 1859. Elected to fill these vacancies: Alfred Noxon, D. C. Jackson.

The name of the company was changed to the Milwaukee, Watertown and Baraboo Valley R. R. Co.

The next election was February 22, 1860, with seven directors:

President — N. J. Emmons. *Treasurer* — Alfred Noxon. *Directors* — N. J. Emmons, Alfred Noxon, S. L. Rose, D. C. Jackson, S. S. Merrill, J. J. Tallmudge, J. Seville.

The corporate name of the company was changed March 16, 1861, to Milwaukee and Western Railroad Company.

At the next election, February 19, 1862, the following Board was elected:

President — N. J. Emmons. *Directors* — Darius C. Jackson, Alfred Noxon S. L. Rose (resigned June 5, 1862); James Seville (resigned same date); John J. Tallmudge (resigned same date); Charles D. Smith (resigned May 26, 1862). Elected to fill vacancies: William B. Gilbert (elected May 26, 1862, resigned June 5, 1862); Charles Courter, David Ferguson (resigned Oct. 18, 1862): Russell Sage, elected Vice-President. George W. Rogers, elected Oct. 18, 1862. Alexander Mitchell

On the 8th day of June, 1863, the road, property and franchises were sold to the then newly created, Milwaukee and St. Paul Railway Co.

The La Crosse and Milwaukee railroad company was incorporated by an act of the legislature, approved April 2, 1852, and Timothy Burns, Samuel T. Smith, Benjamin Healey, of La Crosse county, Moses M. Strong, of Iowa county, Thomas J. Moorman, of Portage county, Henry Weil and Patrick Toland, of Washington county, John Lowth, of Dodge county, Hugh McFarlane, of Columbia

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county, Patrick Rogan, of Jefferson county, Henry Shears, of Waukesha county, Leonard J. Farwell, of Dane county, D. C. Reed, Edwin H. Goodrich, Levi Blossom and Garrett Vliet, of Milwaukee county, were appointed commissioners to organize the company.

At the first meeting of the stockholders the following officers were elected:

President — Byron Kilbourn. *Secretary* — E. H. Goodrich. *Treasurer* — Jacob L. Bean. *Directors* — Byron Kilbourn, Moses M. Strong, Edwin H. Goodrich, George W. Strong, Garrett Vliet, Timothy Burns, Jacob L. Bean.

The second election of officers was in February, 1854, as follows:

President — Stoddard Judd. *Secretary* — Levi Burnell. *Treasurer* — William Dawes. *Chief Engineer* — W. R. Sill. *Directors* — Joseph Kerr, Cambria, Columbia county; Stoddard Judd, Fox Lake; S. L. Rose, Beaver Dam; Hiram Barber, Juneau; William Dawes, Milwaukee; Edmund D. Clinton, Waukesha; Moses M. Strong, Mineral Point; James Ludington, Milwaukee; Francis Huebschmann, Milwaukee; Edwin H. Goodrich, Milwaukee; Byron Kilbourn, Milwaukee; Edwin Townsend, Milwaukee; Moses Kneeland, Milwaukee; Hugh McFarlane, Portage City; Samuel T. Smith, La Crosse.

During this year, stock subscriptions were procured, surveys were made, and the general line of the road established.

In 1851, an act of the legislature had been passed, incorporating the Milwaukee and Fond du Lac Railroad Company, and, in 1853, a company was chartered called the Milwaukee, Fond du Lac and Green Bay Railroad Company. By an act of the legislature, approved June 27, 1853, these two companies were authorized to consolidate with each other. This consolidation occurred, and the new company commenced the construction of a railroad toward Fond du Lac.

In the meantime, the officers of the La Crosse & Milwaukee company had held public meetings on the line of their proposed railroad, and had applied the system of farm mortgages to procure means for its construction. In 1854, the Milwaukee, Fond du Lac & Green Bay railroad company consolidated with the La Crosse & Milwaukee railroad company, assuming the name of the latter, and proceeded with the construction of the railroad already commenced, but turned it in the direction of La Crosse.

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The next election of directors of the La Crosse & Milwaukee railroad company was held February 7, 1855, and the following were chosen:

President — Stoddard Judd. *Directors* — Hiram Barber, S. L. Rose, Byron Kilbourn, Moses Kneeland, James Ludington, William Dawes, E. D. Clinton, Moses M. Strong, Edwin H. Goodrich, Edwin Townsend, Samuel T. Smith, Hugh McFarlane, Russell S. Kneeland, Chase A. Stephens. C. D. Cook, elected in place of Dawes resigned.

The construction of the road was pushed rapidly forward in this year, and it was opened to traffic as follows:

To Schleisingerville.....	30 miles.	Aug. 22.
To Hartford.	34 miles.	Sept. 10.
To Woodland	43 miles.	Oct. 16.
To Iron Ridge	45 miles.	Nov. 21.
To Horicon	51 miles.	Dec. 31.

At the next election, Feb. 6, 1856, the following Board of Directors were chosen:

President — Byron Kilbourn. *Vice-President* — Moses Kneeland. *Directors* — Edwin Townsend, James Ludington, Edwin H. Goodrich, Stephen H. Alden, Moses M. Strong, Samuel L. Rose, R. S. Kneeland, Hugh McFarlane, Chase A. Stephens.

At the special legislative session of 1856, the western portion of the land grant donated to the state by congress, to aid in railroad construction, was conferred by the state on the La Crosse and Milwaukee Comany. The road was completed to Fox Lake, 68 miles from Milwaukee, November 1, and to Portage, 98 miles from Milwaukee, and one-half the distance to La Crosse, January 1, 1857.

In that year (1857), the company suffered by the financial depression of the times, and there were repeated changes in its board of officers.

At the election held April 17, the following directors were chosen:

Byron Kilbourn, president, resigned as such, Oct. 29; and as director, April 8, 1858. Stephen H. Alden, resigned July 20, 1857. Edwin H. Goodrich, resigned April 9, 1858. Garrett Vliet, resigned Oct. 29, 1857. Moses Kneeland, Jackson Hadley, resigned April 14, 1858. Henry L. Palmer. Samuel Brown,

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resigned Oct. 29, 1857. Chas. E. Jenkins, resigned Oct. 29, 1857. Moses M. Strong, resigned Jan. 30, 1858. Benjamin F. Hopkins, resigned Oct. 29, 1857. Hugh McFarlane, resigned Sept. 30, 1857. D. D. Cameron, resigned Sept. 29, 1857. Elected to fill vacancies: Sept. 26, Daniel E. Wheeler. Sept. 29, 1857—J. Alfred Helfenstein; also resigned Oct. 29, 1857. Oct. 21, 1857—Henry L. Richards; also resigned Oct. 29, 1857. Oct. 29, 1857—Stephen Clark, chosen president in place of Kilbourn; resigned as president April 9, 1857. Elected Oct. 29, 1857—James B. Brewster; resigned Feb. 20, 1858. Elected Oct. 29, 1857—Artemus Fish; resigned April 9, 1858. Elected Oct. 21, 1857—Eli Perry, Alfred Noxon, D. V. N. Radcliff. Elected to fill vacancy, Jan. 30, 1858, George W. Luther. Elected to fill vacancy, Feb. 20, 1858, S. H. Alden, who again resigned April 9, 1858. Elected to fill vacancies, April 9, 1858, Jacob H. Shear, A. Gunnison, S. R. Foster, N. P. Stanton, elected president to fill vacancy caused by resignation of Stephen Clark.

The full board, Feb. 9, 1858, when the sixth annual report of the company was made, was as follows:

President—Stephen Clark. *Treasurer and Assistant Secretary*—Lockwood L. Doty. *General Agent*—Prentiss Dow. *Directors*—Stephen Clark, Eli Perry, Artemus Fish, D. V. N. Radcliff, G. W. Luher, Albany, N. Y.; Alfred Noxon, Crescent N. Y.; D. E. Wheeler, J. B. Brewster, N. Y.; Moses Kneeland, Byron Kilbourn, H. L. Palmer, Jackson Hadley, E. H. Goodrich Milwaukee.

In August, 1857, the track was completed to Kilbourn City, and in November to New Lisbon, 43 miles west of Portage.

At the close of the year 1857, the stock of the road amounted to \$7,687,540.26. The mortgage and floating debt were \$8,263,660.91

In the annual report of the company for that year, of which but a single printed copy was to be found, the melancholy story of the financial embarrassments of the company are given, and among the rest, ample admission is made in guarded language, of the disastrous results to the company itself of the legislative and other official corruption by which the land grant was secured the previous year. The report says:

“ In referring to the causes that have produced the present embarrassments of the company, it cannot be disguised that the land grant itself, so eagerly sought, has, by the expense of the contest for its possession, contributed very largely to the result. Of the liabilities incurred, the following may be traced to this source:

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1. Construction bonds of 1862, issued for charter expenses.	\$1,000,000 00
2. Construction bonds of 1867, issued for the purchase of the St. Croix & Lake Superior Railroad Company.	1,000,000 00
3. Stock issued for charter expenses at Madison	90,000 00
4. Consolidation bonds issued for stock in the M. & W. Com- pany, and for "services" in and about the consolidation.	210 00
5. Note issued to B. Kilbourn, President, to the Madison & Watertown Railroad Company	150,000 00
6. Capital stock sold in New York in 1856, at 60 to 75 per cent. to pay the debts of the Watertown Railroad Company.	600,000 00"

On the 27th of September, 1857, the road passed into the hands of Selah Chamberlain, as lessee, by whom as contractor a large portion of it had been built. He leased from the La Crosse and Milwaukee Company, and continued the construction of the road during the balance of 1857, and till October 1, 1858, when the whole line was opened to La Crosse. He continued to operate the road as such lessee till 1860.

The Directors of the Company chosen at the annual election of the company, May 26, 1858, were as follows:

President — N. P. Stanton. *Vice-President* — Eli Perry. *Directors* — Artemus Fish (resigned June 8, 1858); G. W. Luther, Jacob H. Shear (resigned Sept. 18, 1858); D. V. N. Radcliff (resigned June 15, 1858); Wm. Watson (resigned June 15, 1858); W. E. Smith, John P. McGregor (elected to fill vacancies June 8, 1868); William A. Gedst, June 15, 1858, Albert C. Gunnison and Alfred Noxon, Sept. 22, 1858, Alfred Platt.

No record of the last election of the La Crosse and Milwaukee Company, in 1859, was made on the books of the company. A disputed election was held and rival boards were chosen, Newcomb Cleveland being President of one organization and Daniel Wells, Jr., of the other.

Selah Chamberlain, lessee in May, 1860, surrendered control of the road to Bronson and Sutter, the trustees of the second mortgage bondholders. At that time an order had been made in the United States district court, appointing Hans Crocker receiver of the western division of the road from Portage to La Crosse. A motion was also pending for the appointment of a receiver for the eastern division of the road, which was granted a few days after,

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and the same receiver was appointed. As such receiver Col. Crocker took possession of the entire road at the close of business, June 11, 1860. He operated the entire road as such receiver till June 12, 1863, when, on an order of the court, he surrendered possession of the Western division, from Portage to La Crosse, to the Milwaukee & St. Paul company, as purchaser. By another order, he surrendered the eastern division to the same company, to operate under him as receiver. Col. Crocker continued to act as receiver of the eastern division till January 9, 1866, when he surrendered that road to the Milwaukee & Minnesota railroad company. That company continued to operate it till March 6, 1867, when they surrendered it to the Milwaukee & St. Paul company, under a decree rendered on the so-called Cleveland judgment in the circuit court of the United States.

The history of the Milwaukee & Minnesota railroad company is thus described: On the 21st day of June, 1858, what was called the Albany board of the La Crosse company made a mortgage to William Barnes, of Albany, commonly known as the third mortgage, as security for \$2,000,000 of bonds which they proposed to issue. Of this sum in bonds, \$550,000 were set apart for delivery, and were delivered to Stoddard Judd, as trustee, to take up farm mortgages, but were never used for that purpose. About \$150,000 in bonds were used in paying the company's debts. Over \$700,000 were hypothecated for the sum of \$35,000 in cash, and were suffered to be sold at 5 cents on the dollar, and were bought in by some of the directors and by certain other eastern parties acting in concert with them. These bonds bore interest from July 1, 1858. Default was made in the payment of interest January 1, 1859, and proceedings were at once begun to foreclose the mortgage, the trustees claiming that all the bonds had been disposed of. No suit for the foreclosure was prosecuted, but a sale was had under the power in the mortgage, and the property was bid off for the bondholders by the trustees, William Barnes, May 21, 1859. Immediately thereafter he, with persons claiming to hold \$1,400,000 of the bonds, formed articles of association as the Milwaukee & Minnesota railroad company. By the articles of association, Russell Sage, of New York, Ludlow A. Battershall, of Troy, New York,

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William Gould, of Albany, New York, William B. Gilbert, of Syracuse, New York, Hans Crocker, Norman J. Emmons and Lemuel W. Weeks of Milwaukee, William R. Sill of La Crosse, and William E. Smith of Fox Lake, were named as directors. This organization never had control of the road, and was a mere paper organization. Sometime in 1862, a new board of directors was elected, and in 1866 they obtained possession of the road, holding it until March 9, 1867, as before described.

This prolonged litigation is also referred to in the separate history of the St. Paul Company.

The Milwaukee & Horicon Railroad Company was chartered in 1852, and although built by a separate corporation, the road was, in fact, simply a branch of the La Crosse Railroad. It commenced at Horicon, and was constructed in 1856 and 1857. It was opened to Burnett, February 10, 1856; to Waupun, Feb. 15; to Brandon, October 15; to Ripon, November 15; and to Berlin, early in 1857. It was included in the roads purchased by the St. Paul Company on its organization in 1863, and forms a part of its lines. It has been extended by the construction and purchase of other lines from Ripon to Oshkosh and to Omro and Winneconne.

In 1856 and 1857 the La Crosse & Milwaukee Company partly graded a track for a railroad between Madison and Portage, as a part of its land grant line, but with the collapse of that company the work was abandoned. In 1869 a new company was formed, and procured the right of way and grade of the old company. Principally through the efforts of James Campbell, R. B. Sanderson and others, the track was completed and the road opened in 1870. It was for a time operated by the St. Paul Company under a lease. During the past year that company secured the ownership of the road, which now forms a part of its general lines.

In 1863, Isaac Seymour, N. A. Cowdrey, Horace Galpen, David M. Hughes, William Gould, Frederick P. James and George Smith, all of New York, and Asahel Finch and William H. White, both of Milwaukee, associated themselves under articles of agreement, dated May 5th, of that year, as the Milwaukee & St. Paul Railway Company. They had purchased, at mortgage sale, the Western Division of the La Crosse & Milwaukee Railroad, being that portion

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of the lines between Portage and La Crosse, and in their articles of agreement stipulated that they might purchase the Milwaukee & Western Railroad, commonly called the Watertown road, running from Milwaukee to Columbus, with a branch to Sun Prairie; the Milwaukee & Horicon road, running from Horicon to Berlin, and the Eastern Division of the La Crosse & Milwaukee road, when practicable; and these purchases were subsequently perfected. Other persons afterwards became associated with them, and the first officers of the company were chosen as follows:

President—D. M. Hughes, New York. *Vice-President*—George W. Rogers, Milwaukee. *Fiscal Agent*—Wm. H. White. *General Manager*—E. H. Goodrich, Milwaukee. *Superintendent*—S. S. Merrill. *Secretary*—Russell Sage, Jr. *Treasurer*—Alanson Cary, Milwaukee. *Transfer Agent*—H. E. Glossford. *Directors*—David M. Hughes, New York; Selah Chamberlain, Cleveland; N. A. Cowdrey, New York; Asahel Finch, Milwaukee; Horace Gilpen, New York; William Gould, Albany; Fred P. James, New York; Alexander Mitchell, Milwaukee; Alfred Noxon, Crescent, N. Y.; George W. Rogers, Milwaukee; Russell Sage, New York; Isaac Seymour, New York; George Smith, New York.

The company operated, under orders of the United States court, the Eastern Division of the La Crosse & Milwaukee road, accounting to the court for its use. The lines owned by the company, under the purchases made by them, were as follows: From Milwaukee to Columbus, via Watertown, 78 miles; from Portage to La Crosse, 98 miles; from Watertown to Sun Prairie, 26 miles; from Horicon to Berlin, 49 miles; from Ripon to Omro, 10 miles. In order to own a through line from Milwaukee to La Crosse, the company constructed 28 miles of track, from Columbus to Portage, which was completed in September, 1864, when the through line was open to travel. All through trains previous to that time had run over the Eastern Division of the La Crosse road. The cost of the lines of road and entire property purchased by the company, of which they entered into possession June 13th, 1863, was \$8,144,138, for 261 miles of road, or \$31,203 per mile. This total sum was divided as follows:

First mortgage bonds, 7 per cent., 30-year bonds.....	\$4,600,000 00
Income bonds.....	289,138 00

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Preferred stock (rate of preference, 7 per cent.).....	2,255,000 00
Common stock.....	1,000,000 00
Total.....	<u>\$8,144,138 00</u>

In 1864, Russell Sage was elected president of the company in place of D. M. Hughes, and filled that office till July 1, 1865, when he was succeeded by Alexander Mitchell. After March 1, 1864, S. S. Merrill ceased to officiate as Superintendent of the road, his constant attention and services being required by the Milwaukee & Prairie du Chien Company, of whose lines he was the General Manager. I. M. Kimball was made Superintendent of the road, and acted in that capacity until May 1, 1865.

During the balance of the year 1863, after the formation of the St. Paul Company, and during 1864, its organization was perfected, and the different interests represented by the capitalists composing the corporation, were harmonized and consolidated. The field of the company's operations was comprehensively established, and the wise foresight of its members was directed to those portions of the northwest of which its lines would ultimately furnish the outlet and the channels of trade and travel. The growing capabilities of the country traversed by its lines of roads were thoroughly explored.

It appears from this sketch that the fragmentary lines of railroad which were at length consolidated to form this splendid route, a record of the growth of which is to follow, originated in diverse interests. They were at first hostile measures. Links of road then projected, but which have never been built, or which were built long afterwards, were suppressed and perfected in the clash of rivalry and antagonism in which the lines forming the St. Paul Railway originated, and their first rails were laid. The La Crosse road originated in the enmity of Kilbourn to the management which succeeded his own on the Prairie du Chien road, and the two roads now constitute the main stems of the St. Paul Company. In the separate branches, rival and antagonistic efforts to establish railroad connections between lake shore cities and interior points, have resulted in the completion of a harmonious and efficient railway system, by which the important state centers of

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trade and travel are afforded easy passage to the water communications leading to the east, and to the railroad outlets for the natural and industrial products of the industry of the state.

During the year 1865, the struggle over the possession of the of the Eastern Division of the La Crosse & Milwaukee Railroad continued between the Milwaukee & St. Paul and the Milwaukee & Minnesota companies. There was a vigorous but unsuccessful effort made in the legislature of that year to procure legislation which would authorize the latter company to run through trains between Milwaukee and La Crosse over the track of the former company, west of Portage; and the failure of this project still further impaired the resources of the weaker company. The total cost of the road, 275 miles, at the close of this year was stated at \$9,650,000, or \$35,000 per mile. The gross earnings of the company for 1865 were \$2,535,001.43; operating expenses, \$1,419,242.11. The officers of the road for the year commencing July 1st, 1865, were:

President — Alexander Mitchell. *Vice President* — Russell Sage. *General Manager* — S. S. Merrill. *Secretary and Treasurer* — Alanson Cary. *Assistant Secretary and Transfer Agent, New York* — C. P. Gilpin. *Superintendent* — Andrew Reasoner. *Assistant Superintendents* — D. A. Olin and D. L. Harkness. *Chief Engineer* — W. R. Sill. *General Ticket Agent* — F. W. Spear. *General Freight Agent* — R. D. Jennings. *Paymaster* — C. A. Place. *Purchasing Agent* — Robert Wasson. *Directors* — Alexander Mitchell, Russell Sage, Selah Chamberlain, N. A. Cowdrey, Horace Gilpin, David M. Hughes, Fred P. James, Washington Hunt, Walter S. Gurnee, John W. Cary, S. S. Merrill, Daniel Wells, Jr., E. B. Wesley.

In April, 1856, a pooling arrangement was made between the Milwaukee & St. Paul Company and the Milwaukee & Prairie du Chien Company. This experiment proved successful, and led to a still closer relation between the two companies, and a majority of the stock of the Prairie du Chien Company was transferred to the St. Paul Company's trustees. As a result, the directors of the Prairie du Chien Company, elected in that year, were fully identified in interest with the St. Paul Company, and negotiations progressed favorably for a complete union of the two companies by the absorption of the property of the Prairie du Chien line in the

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St. Paul corporation. In fact, the arrangement progressed so far during the year that at its close, the reports of the two roads were consolidated so far as the miles of road in operation, and the total cost, indebtedness, revenues and expenses of the two companies, were concerned. During this year, the litigation over the possession of the Eastern Division of the La Crosse & Milwaukee road proceeded, but it was not completed, though close approaches were made to the right of possession in the St. Paul Company.

The officers of the Milwaukee and St. Paul Company for 1866-7 were:

President — Alexander Mitchell. *Vice President* — Walter S. Gurnee. *General Manager* — S. S. Merrill. *Secretary and Treasurer* — Alanson Cary. *Assistant Secretary and Transfer Agent*, New York — Charles P. Gilpin. *General Attorney* — John W. Cary. *Superintendent* — Andrew Reasoner. *Assistant Superintendents* — D. A. Olin, D. L. Harkness. *General Passenger Agent* — A. V. H. Carpenter. *General Freight Agent* — O. E. Britt. *Auditor* — J. P. Whaling. *Paymaster* — C. A. Place. *Purchasing Agent* — Robert Wasson. *Directors* — Alexander Mitchell, Walter S. Gurnee, Russell Sage, N. A. Cowdrey, Fred P. James, Selah Chamberlain, Washington Hunt, John W. Cary, S. S. Merrill, E. B. Weslly, H. Stimson, Isaac Scott, Julius Wadsworth.

The earnings of the company for 1866 were \$2,538,793.96. The expenses were \$1,604,696.49.

In the report of the St. Paul company for 1866, the fact is stated that the Prairie du Chien company had acquired the McGregor western railroad in Iowa, with a land grant of 12,800 acres to the mile for two hundred miles, to O'Brien county in that state, and also the Minnesota Central railroad built from Minneapolis southward to Owatonna. The McGregor Western railroad was also at that time constructed to Cresco, leaving a gap of 90 miles to be completed, in order to connect McGregor and St. Paul and Minneapolis by rail.

In 1867 the legislature (chap. 430, laws of 1867), authorized the Milwaukee & St. Paul company to purchase, lease, join stocks and consolidate with any railroad in Iowa or Minnesota, and the purchase outright of the Milwaukee & Prairie du Chien railroad was consummated. The prolonged litigation relating to the ownership of the eastern division of the La Crosse & Milwaukee railroad was

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also concluded in favor of the St. Paul company, in the supreme court of the United states. The entire line of road between McGregor and Minneapolis and St. Paul, was also completed and opened, making a through all rail route from Milwaukee to those points. These additions made the total lines of road owned by the company 820 miles. The total cost of the road, December 31, 1867, is reported at \$30,931,299. The earnings of the road on all its lines for 1867 were \$5,683,608. The total expenses were \$3,656,685. The officers of the company from July 1, 1867 to June 30, 1868, were.

President — Alexander Mitchell. *Vice President* — Walter S. Gurnee. *General Manager* — S. S. Merrill. *Secretary and Treasurer* — Alanson Cary. *Ass't Sec'y and Transfer Agent, N. Y.* — Charles P. Gilpin. *Attorney* — John W. Cary. *Division Superintendents* — D. A. Olin, H. C. Atkins, L. B. Rock, D. C. Shepard. *General Passenger Agent* — A. V. H. Carpenter. *General Freight Agent* — O. E. Britt. *Auditor* — J. P. Whaling. *Paymaster* — C. A. Place. *Purchasing Agent* — Robert Wasson. *Directors* — Alexander Mitchell, Walter S. Gurnee, Russell Sage, Fred P. James, N. A. Cowdrey, Selah Chamberlain, S. S. Merrill, E. B. Wesley, H. C. Stimson, Julius Wadsworth, Joseph Rudd, James G. Garner, Henry Keep.

In 1868, the St. Paul Company commenced the construction of the road between Sun Prairie and Madison, and authorized the purchase of the McGregor & Sioux City Railroad. The West Wisconsin Railroad was in course of construction, and was leased to the St. Paul Company as far as completed, the lease being terminable on notice from either party. The legislature, in 1868, passed an act authorizing the classification of directors.

The officers of the company, from July 1, 1868 to June 30, 1869, were:

President — Alexander Mitchell. *Vice President* — Russell Sage. *General Manager* — S. S. Merrill. *Secretary and Treasurer* — Alanson Cary. *Ass't Sec'y and Transfer Agent, New York* — James M. McKinlay. *Attorney* — John W. Cary. *Division Superintendents* — D. A. Olin, H. C. Atkins, L. B. Rock, D. C. Shepard. *General Passenger Agent* — A. V. H. Carpenter. *General Freight Agent* — O. E. Britt. *Auditor* — J. P. Whaling. *Paymaster* — C. A. Place. *Purchasing Agent* — Robert Wasson. *Directors* — Alexander Mitchell, Russell Sage, Fred P. James, N. A. Cowdrey, Selah Chamberlain, Walter S. Gurnee, S. S. Merrill, E. B. Wesley, Julius Wadsworth, Joseph Rudd, James G. Garner, Henry Keep, James Buell.

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During the year 1869, the road was completed from Sun Prairie to Madison, making a through line from Milwaukee, via Watertown, to Madison and Prairie du Chien. The bridge across the Mississippi river, near St. Paul, and the track into that city were also finished. The road from McGregor to Sioux City was completed to North Springs, 65 miles, and the cut-off track from Eagle to Elkhorn, connecting with the Western Union railroad, was built. The St. Paul & Chicago railroad, now the River Division of this road, was finished from St. Paul down the river to Hastings.

The following were the lines of road owned by the company at the close of 1869:

	Miles.
Milwaukee to St. Paul, via Prairie du Chien.....	405
Milwaukee to La Crosse, via Watertown.....	196
Milwaukee to Portage, via Horicon.....	95
Horicon to Berlin and Winneconne	58
Watertown to Madison.....	37
Milton to Monroe.....	42
Calmar to Nora Springs.....	65
Conover to Decorah.....	10
Mendota to Minneapolis.....	9
Total.....	<u>917</u>

The officers of the company from July 1, 1869, to June 30, 1870, were:

President—Alexander Mitchell. *Vice President*—Russell Sage. *General Manager*—S. S. Merrill. *Secretary and Treasurer*—R. D. Jennings. *Assistant Secretary and Transfer Agent, New York*—James M. McKinley. *Attorney* John W. Cary. *Division Superintendents*—H. C. Atkins, L. B. Rock, D. C. Shepard. *General Passenger Agent*—A. V. H. Carpenter. *General Freight Agent*—O. E. Britt. *Auditor*—J. P. Whaling. *Paymaster*—C. A. Place. *Purchasing Agent*—Robert Wasson. *Directors*—Alex. Mitchell, Russell Sage, Fred. P. James, N. A. Cowdrey, Walter S. Gurnee, Selah Chamberlain, S. S. Merrill, Julius Wadsworth, James Buell, James G. Garner, Levi P. Morton, Joseph M. Baker. One vacancy.

In 1870, the Milwaukee and St. Paul Company purchased a majority of the stocks of the Western Union Railroad Company, the road running 190 miles in length, from Racine, in Wisconsin, to Port Byron, on the Mississippi river, in Illinois. The total cost of

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this road was \$7,275,000, with annual earnings of something over \$760,000, and well equipped for business. During the year, the portion of the McGregor and Sioux City road between Nora Springs and Algona, 63 miles, was completed and transferred to the St Paul Company, and no further portion of this road has since been constructed till the present year, 1878. A railroad forty miles in length, between Mason City, on the McGregor and Sioux City Railroad, in Iowa, and Austin, in Minnesota, on the Iowa and Minnesota division of the St. Paul Company, was also purchased. The total cost of the lines of the road of the company to the close of the year 1870, was \$39,330,731, as follows:

Amount of mortgage bonds.....	\$18,183,500
Preferred stock.....	10,825,103
Common stock.....	11,822,878
Total.....	\$40,831,481

This total includes \$1,500,750 of common stock paid for \$2,001,000 in the stock of the Western Union Railroad, which is to be deducted in order to give the cost of the St. Paul road. In estimating the cost of the road, the stock is also accounted at its par value, for which allowance must be made. The total miles of road owned by the company in 1870, was 1,218. The officers of the company from July 1870, to June 30, 1871, were:

President—Alexander Mitchell. *Vice President*—Russell Sage. *General Manager*—S. S. Merrill. *Secretary and Treasurer*—R. D. Jennings. *Assistant Secretary and Transfer Agent, New York*—James M. McKinlay. *Attorney*—John W. Cary. *Division Superintendents*—H. C. Atkins, L. B. Rock, D. C. Shepard. *General Passenger Agent*—A. V. H. Carpenter. *General Freight Agent*—O. E. Britt. *Auditor*—J. P. Whaling. *Paymaster*—C. A. Place. *Purchasing Agent*—Robert Wasson. *Directors*—Alexander Mitchell, Russell Sage, Fred P. James, N. A. Cowdrey, Walter S. Gurnee, Selah Chamberlain, S. S. Merrill, Julius Wadsworth, James Buell, James G. Garner, Levi P. Morton, F. DeBillier, Isaac Sherman.

The St. Paul Company, though owning a controlling amount of the stock of the Western Union Company, and though the same individuals held offices in both companies, is in no way holden as a

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corporation to that company, nor responsible for its operation or affairs. The officers of the Western Union Company at the present time are as follows:

President — Alexander Mitchell. *Vice President* — S. S. Merrill. *Secretary and Treasurer* — F. G. Ranney. *General Superintendent* — D. A. Olin. *Assistant Superintendent* — D. Flanigan. *General Freight and Ticket Agent* — Fred Wild. *Auditor* — P. Tyrrell. *Directors* — Alexander Mitchell, S. S. Merrill, John W. Cary, Hans Crocker, J. L. Mitchell, John Johnston, John Plankinton, W. S. Gurnee, H. T. Fuller, D. W. Dann, E. P. Barton.

In 1866, the legislature had chartered the Wisconsin Union Railroad Company with authority to construct a railroad from any point on the Milwaukee and Prairie du Chien railroad in the county of Rock or Walworth, to any point or place on the south boundary line of this state. The commissioners named in this charter were: Geo. A. Thomson, Darwin Andrews, William V. Baker, Charles E. Dyer, Robert C. Tate, Samuel C. Tuckerman, William C. Allen, S. O. Raymond, H. S. Winsor, N. M. Littlejohn, M. B. Stowe, Thomas Davis, B. Burdick. In 1871, the legislature passed a further act authorizing this road to be built from any point in Milwaukee county, and a charter was also procured in the state of Illinois, for a corresponding track from the state line to Chicago. The two companies were organized and consolidated, and the construction of the road between Milwaukee and Chicago was commenced and vigorously prosecuted.

In 1871, owing to an extremely light wheat crop throughout the northwest, the gross earnings of the Milwaukee & St. Paul Company were reduced over three quarters of a million of dollars.

During this year, the company leased the Oshkosh & Mississippi railroad, between Ripon and Oshkosh, twenty miles, in Wisconsin; and the Hastings & Dakota railroad, between Hastings and Glencoe, seventy-five miles, in Minnesota.

The officers of the Milwaukee & St. Paul Company from July 1, 1871, to June 30, 1872, were:

President — Alexander Mitchell. *Vice-President* — Russell Sage. *General Manager* — S. S. Merrill. *Secretary and Treasurer* — R. D. Jennings. *Assistant Secretary and Transfer Agent, N. Y.* — James M. McKinlay. *Attorney* — John W. Cary. *Division Superintendents* — H. C. Atkins, L. B. Rock, C. H.

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Prior. *General Passenger Agent*—A. V. H. Carpenter. *General Freight Agent*—O. E. Britt. *Auditor*—J. P. Whaling. *Paymaster*—C. A. Place. *Purchasing Agent*—Robert Wasson. *Directors*—Alexander Mitchell, Russell Sage, Selah Chamberlain, Julius Wadsworth, N. A. Cowdrey, James G. Garner, Levi P. Morton, F. De Billier, Fred. P. James, Walter S. Gurnee, James Buell, S. S. Merrill, F. A. Mueller.

It will be seen that C. H. Prior had succeeded D. C. Shepard as superintendent of the Iowa and Minnesota Division. This was the third year of the classification act, and the directors who held for the longest term were re-elected.

On the first of January, 1872, the Milwaukee & St. Paul Company formally effected the purchase of the Chicago & St. Paul Railroad, running 138 miles, from St. Paul to Winona and La Crescent, opposite to La Crosse. The purchase was made by giving the bonds of the St. Paul Company for £800,000, or about \$4,000,000 in gold, payable in London in A. D. 1902, at 7 per cent. interest. The Hastings & Dacotah road in Minnesota, which had been leased, and the Sabula, Ackley & Dacotah Railroad, 87 miles long, in Iowa, and connecting by a ferry across the Mississippi river with the Western Union Railroad at Savanna, in Illinois, were also purchased.

The line of road, between Milwaukee and Chicago, 85 miles, was also completed in the fall of 1872, but its formal transfer to the St. Paul Company was not effected till the following year. This completed the route between Chicago & St. Paul, via Milwaukee, a distance of 410 miles. The gross earnings of the company, for 1872, were \$6,957,771.18; total expenses were \$4,695,615.97.

The officers of the company for the year, commencing July 1, 1872, and ending June 30, 1873, were:

President—Alexander Mitchell. *Vice President*—Russell Sage. *General Manager*—S. S. Merrill. *Assistant General Manager*—John C. Gault. *Secretary and Treasurer*—R. D. Jennings. *Assistant Secretary and Transfer Agent, New York*—James M. McKinlay. *Attorney*—John W. Cary. *Division Superintendents*—H. C. Atkins, L. B. Rock, C. H. Prior. *General Passenger Agent*—A. V. H. Carpenter. *General Freight Agent*—O. E. Britt. *Auditor*—J. P. Whaling. *Paymaster*—C. A. Place. *Purchasing Agent*—Robert Wasson. *Directors*—Alexander Mitchell, Russell Sage, Selah Chamberlain, Julius Wadsworth, Walter S. Gurnee, Fred P. James, James Buell, S. S. Merrill, F. A. Mueller, N. A. Cowdrey, James G. Garner, Levi P. Morton, Elias L. Frank.

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In 1873, the legislature passed a bill authorizing the Milwaukee & St. Paul company to construct a bridge across the Mississippi river at La Crosse, at a point selected by the company engineers. This bill was vetoed by Governor Washburn. The legislature also conferred on this company the grant of land given to the state in 1856, and renewed in 1864, to aid in the construction of a railroad from Hudson to Bayfield and the head of Lake Superior. The term for which congress made this grant had elapsed in 1869, by the failure of the state to cause any railroad to be built, and its second renewal had been refused. But under judicial decisions the title to the land remained in the state until it should be resumed by act of congress or foreclosed by legal proceedings. As neither of these measures had been adopted by the general government, such a disposition of the grant was regarded as within the scope of state legislation. After the act of the legislature was passed, the disadvantages attending the construction of the proposed road, and the onerous conditions of the act were more fully considered, and the company refused to accept the grant.

During this year the order of the Patrons of Husbandry became numerous and powerful in the state, and they cultivated a popular sentiment unfriendly to the existing system of railroad management. In 1873, the wheat crop of the northwest was enormously productive, and the price ruled high. The railroad companies which had suffered from light freights and heavy expenses for several previous years, and which had made large investments to extend their various lines, determined to receive a share of the profit from the abundant harvests, and, unwisely, probably, advanced the rates of freight on all their lines. This step led to increased hostility from the Grange organizations, and the results of the various elections were affected by this cause.

No additional lines of road were built or purchased by the company in 1873. As the close of this year, on the eve of what was called the Grange legislation, may be regarded as an era in railroad history in the northwest, a statement of the value of the property of the Milwaukee & St. Paul company will be of interest. Its lines of road were as follows:

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<i>Terminal Points.</i>	<i>Miles of Track.</i>
Chicago to Milwaukee.....	85
Milwaukee to St. Paul, via La Crosse	324
Milwaukee to St. Paul, via Prairie du Chien	405
Milwaukee to Portage City, via Horicon	96
North Milwaukee to Schwartzburg	6
Horicon to Berlin and Winneconne.....	57
Watertown to Madison	37
Milton to Monroe.....	42
Calmar to Algona, in Iowa.....	126
Conover to Decorah, in Iowa.....	10
Austin, in Minnesota, to Mason City, in Iowa	40
Mendota to Minneapolis, in Minnesota.....	9
Hastings to Glencoe, in Minnesota.....	75
Sabula to Marion, in Iowa.....	87
Total.....	<u>1,399</u>

Of this distance, 119 miles were steel rails. The company had also 182 miles of side and double track. The cost of the road, equipments, supplies, bridges and elevators, Dec. 31, 1873, was as follows:

Mortgage bonds	\$26,262,500
Preferred stock.....	12,274,483
Common stock	<u>15,399,261</u>
Total.....	<u>\$53,936,244</u>

Of this amount, the cost of a controlling interest in the Western Union railroad had been \$1,500,750, leaving the cost of the St. Paul road proper, \$52,435,494, or \$37,480 a mile.

The gross earnings of the company for 1873 were \$9,046,123; operating expenses, \$6,594,560. The amount of interest paid on the mortgage bonds in 1873 was \$1,839,643.

The officers of the company from July 1, 1873, to June 30, 1874, were:

President — Alexander Mitchell. *Vice President* — Russell Sage. *General Manager* — John C. Gault. *Secretary and Treasurer* — R. D. Jennings. *Assistant Secretary and Transfer Agent, New York* — James M. McKinlay. *General Solicitor* — John W. Cary. *Division Superintendents* — H. C. Atkins, L.

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B. Rock, C. H. Prior. *General Passenger Agent*—A. V. H. Carpenter. *General Freight Agent*—O. E. Britt. *Auditor*—J. P. Whaling. *Paymaster*—C. A. Place. *Purchasing Agent*—Robert Wasson. *Directors*—Alexander Mitchell, Russell Sage, Selah Chamberlain, Julius Wadsworth, Walter S. Gurnee, H. S. Taylor, James Buell, S. S. Merrill, F. A. Mueller, N. A. Cowdrey, James G. Garner, Levi P. Morton, Elias L. Frank.

The legislature of Wisconsin which met in January, 1874, enacted the law limiting the rates to be charged by railroad companies for transporting passengers and freight, and also providing for the appointment of a board of railroad commissioners. George H. Paul, John W. Hoyt and Joseph H. Osborn were appointed such commissioners, and the "Potter law," as the act in question was called, went into effect May 1. The railroad companies, regarding the law as unconstitutional, refused to acquiesce in the reduction of charges which the law established, and the state authorities enforced the requirements of the law by legal proceedings, resulting in final judgment in the supreme court, affirming the paramount control of the legislature over all corporations created by law. This judgment became operative on the railroad companies October 1, 1874, and their subsequent charges conformed to the prices fixed by law. During this year, and the course of this litigation, public feeling ran high, and intense hostility existed in many localities of the state on the part of the people against the railroad companies. Similar laws, growing out of a similar state of public sentiment, were also enacted by the legislatures of the states of Iowa and Minnesota, thus affecting the company on all its lines of road.

No new track was laid and no new lines of road were acquired by the St. Paul company during this year.

By an act of the Legislature, in February, 1874, the name of this company was changed to "The Chicago, Milwaukee & St. Paul Railway Company."

The officers of the company for the year commencing July 1, 1874, and ending June 30, 1875, were:

President—Alexander Mitchell. *Vice President*—Russell Sage. *General Manager*—S. S. Merrill. *Assistant General Manager*—John C. Gault. *Secretary and Treasurer*—R. D. Jennings. *Assistant Secretary and Transfer Agent, New York*—James M. McKinlay. *General Solicitor*—John W. Cary

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Division Superintendents — H. C. Atkins, L. B. Rock, C. H. Prior, Russell Sage, Jr. *General Passenger Agent* — A. V. H. Carpenter. *General Freight Agent* — O. E. Britt. *Auditor* — J. P. Whaling. *Paymaster* — C. A. Place. *Purchasing Agent* — J. J. Slocum.

In 1875, the legislature ratified and confirmed a consolidated sinking fund mortgage which the company had placed on all its property and franchises. The amount of the mortgage authorized to be issued was \$35,000,000, of which \$27,339,000 was held to retire the aggregate existing debt of the company, and the balance was to be used from time to time in relaying the line of the road with steel rails, for the erection of bridges and elevators, for additional equipment, for land for stations, yards and elevators, and for other permanent improvements.

The legislature refused to repeal the "Potter law," but modified it in some respects, reducing rates in various instances and increasing them in others, but not affording the companies any material relief. The hostile legislation of the previous year in Minnesota was repealed, and it was found that the restrictive laws in Iowa did not operate oppressively on the company, except as to passenger fares, which were limited to three cents a mile.

In 1875, a partial revolution occurred in the management of the company. Since the year 1869, in accordance with a law passed in that year, the directors of the company had been elected in classes, one-third of the whole number annually, and holding their offices, each class respectively for three years. In this year, an act of the legislature was passed, abolishing the classification of the board of directors, and providing that the entire number should be elected each year, and vacating the offices of those who held over from previous elections. The object of this legislation was understood to be the election of a directory consisting to a greater extent of citizens of Wisconsin, and to provide a management for the company more closely identified with Wisconsin interests, and having the confidence of the people of the state. It was not alleged that Mr. Mitchell, Mr. Merrill, and the other authorities of the company were lacking in their intentions to promote the prosperity and to adhere to the public sentiment of the state of which they were distinguished citizens. But there was a prevailing belief, whether

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well founded or not, it has never been thought worth while to establish, that the general policy of the company was not formed by the local officers, but was dictated, sometimes against their protests, by heavy speculators in its stock in New York, or by those who sought to increase the immediate profits of the company by a sacrifice of its permanent interests and at the expense of the good will of the public.

Mr. Russell Sage of New York, who had been the Vice-President of the company since its organization, and the eastern manager of its affairs, was regarded as the representative of the interests adverse to the western management, and Mr. Mitchell was the representative of the local interests which the road was intended to serve. The struggle was short, sharp and decisive, but attracted the general attention of commercial and business communities. Mr. Mitchell received the adherence of nearly all the holders of the securities of the company for other than speculative or sinister purposes, and his success at the annual election was complete. Mr. Sage and his party were retired from the board of directors, and John Plankinton, of Milwaukee, Joseph G. Thorp, of Eau Claire, and Jonathan Bowman, of Kilbourn, were chosen in their places. This result was regarded by the general public as a concession to their views, and the uniform liberality, moderation and spirit of accommodation manifested by the company, together with its scrupulous obedience to the oppressive requirements of the adverse legislation yet in force, completed the work of conciliation, and paved the way for the repeal of all the hostile laws against railroads at the ensuing session of the legislature.

The officers of the company for the year commencing July 1, 1875, and ending June 30, 1876, were as follows:

President — Alexander Mitchell. *Vice President* — Julius Wadsworth. *General Manager* — S. S. Merrill. *Assistant General Manager* — John C. Gault. *Secretary and Treasurer* — R. D. Jennings. *Assistant Secretary and Transfer Agent, New York* — James M. McKinlay. *General Solicitor* — John W. Cary. *Division Superintendents* — H. C. Atkins, L. B. Rock, C. H. Prior, Russell Sage, Jr. *General Passenger Agent* — A. V. H. Carpenter. *General Freight Agent* — O. E. Britt. *Auditor* — J. P. Whaling. *Paymaster* — C. A. Place. *Purchasing Agent* — John T. Crocker. *Directors* — Alexander Mitch-

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ell, Julius Wadsworth, Selah Chamberlain, Walter S. Gurnee, James Buell, Elias S. Frank, David Dows, John M. Burke, Peter Geddes, John Plankinton, J. G. Thorp, J. Bowman, F. A. Mueller.

The legislature of Wisconsin, in 1876, repealed the "Potter law," and enacted in its stead a law establishing maximum prices for freights. By the terms of this law, the maximum prices established were the rates fixed by the St. Paul Company in its schedule for freights adopted in June, A. D. 1872. The prices of that date were fixed because there was then a tariff of rates adopted greatly reduced from the prices ever previously charged by the road, the reduction being in consequence of sharp competition with the Duluth route, which was attempting to divert the transportation of the entire upper Mississippi valley to the outlet via Lake Superior to the eastward. Yet the company found that its facilities had been so improved, and the cost of operating the road had been so cheapened, that it was not necessary to adopt the maximum rates fixed by law, but a lower schedule was made. It was found, also, that a schedule could be made by the company adapted to its lines, the sources from which the bulk of its business was received, and to its connecting and competing points, by which lower average rates for freight per ton per mile could be made than those of the Potter law, and yet furnish a remunerative business to the company.

The experiment of restrictive railroad legislation in Wisconsin was a clear solution of the problem. It was established by the highest judicial decisions that the legislature possesses unlimited authority to control the operations of the railroad corporations which exist by virtue of law. This was the theory settled beyond dispute hereafter. The new law abolished the Board of three Railroad Commissioners, and provided for one Commissioner who should perform the duties before performed by the Board. It went into operation in March of that year, and it is still the law of the state. This somewhat extended reference to the restrictive railroad legislation adopted for two years as the policy of Wisconsin appeared appropriate in this connection with the principal railroad corporation of the state, which was more intimately affected by its operations.

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In the year 1876, the company built the bridge across the Mississippi river at La Crosse, costing \$367,000, one of the most complete and substantial structures of its class in the country. This bridge gave to the St. Paul company for the first time, a clear way entirely over its own track between its two extreme termini, for previous to this time, its trains had run over the "Winona cut off," and across the bridge of the Winona & St. Peters Road at Winona. This bridge also gave the company clear connections with the Southern Minnesota Railroad, and with the D. & M. Railroad, along the west bank of the Mississippi river.

No addition to the lines of road was made during the year 1876; but all its tracks and property were put in the best possible condition for service, and its equipments were of the best class and in the best order.

The officers of company for the year, commencing July 1, 1876 and ending June 30, 1877, were as follows:

President—Alexander Mitchell. *Vice President*—Julius Wadsworth. *General Manager*—S. S. Merrill. *Assistant General Manager*—John C. Gault. *Secretary and Treasurer*—R. D. Jennings. *Assistant Secretary and Transfer Agent, New York*—James M. McKinlay. *General Solicitor*—John W. Cary. *Division Superintendents*—H. C. Atkins, L. B. Rock, C. H. Prior, Russell Sage, Jr. *General Passenger Agent*—A. V. H. Carpenter. *General Freight Agent*—O. E. Britt. *Auditor*—J. P. Whaling. *Paymaster*—C. A. Place. *Purchasing Agent*—John T. Crocker. *Directors*—Alexander Mitchell, Julius Wadsworth, Selah Chamberlain, Walter S. Gurnee, Jeremiah Milbank, Abraham R. Van Nest, David Dows, John M. Burke, Peter Geddes, John Plankinton, Joseph G. Thorp, J. Bowman, George W. Wild.

On the 31st day of December, 1877, the total cost of the St. Paul road, including the cost of a majority of the stock of the Western Union railroad, and the cost of \$203,000 of the bonds of the Oshkosh and Mississippi company between Oshkosh and Ripon, was as follows:

Mortgage bonds	\$29,954,500 00
Preferred stock	12,279,483 00
Common stock	15,404,261 00
Total.....	<u>\$57,638,244 00</u>

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The amounts paid for the two purposes named was \$1,703,150, making the net cost of the St. Paul road on that date \$55,934,494.

During the year 1877, the company constructed a branch road thirteen miles long from New Lisbon, Juneau county, on the La Crosse Division, to Necedah, in the same county.

While there were serious labor disturbances in many other parts of the country, creating, it is within reason to say, a greater public anxiety and alarm than the outbreak of the great civil war, the employes of the St. Paul company, without exception, as their officers report, remained loyal to duty and to law and order, so that the business of the company was uninterrupted, and the public suffered neither loss nor detriment on all the lines of this road.

The gross earnings of the road for 1877 were \$8,114,894.27; operating expenses, \$4,540,483.57. The amount of interest on the debt of the company in 1857 was \$2,162,159.15.

The officers of the company for the year commencing July 1, 1877, and ending June 30, 1878, were as follows:

President — Alexander Mitchell. *Vice-President* — Julius Wadsworth. *General Manager* — S. S. Merrill. *Ass't Gen'l Manager* — John C. Gault. *Secretary and Treasurer* — R. D. Jennings. *Ass't Sec'y and Transfer Agent, N. Y.* — James M. McKinlay. *General Solicitor* — John W. Cary. *Division Superintendents* — H. C. Atkins, L. B. Rock, C. H. Prior, Russell Sage, Jr. *General Passenger Agent* — A. V. H. Carpenter. *General Freight Agent* — W. G. Swan. *Auditor* — J. P. Whaling. *Paymaster* — C. A. Place. *Purchasing Agent* — John T. Crocker. *Directors* — Alexander Mitchell, Julius Wadsworth, Selah Chamberlain, Walter S. Gurnee, Jeremiah Milbank, Abraham R. Van Nest, David Dows, John M. Burke, Peter Geddes, John Plankington, S. S. Merrill, J. Bowman, Geo. W. Weld.

It will be seen that Hon. J. G. Thorp, who was made a director by the Wisconsin interest in 1875, retired in 1877, and General Manager Merrill resumed the place on the board which he had formerly occupied. Mr. O. E. Britt, who had held the office of general freight agent for ten years, also retired, and was succeeded by Mr. Swan.

The officers of the company for the year commencing July 1, 1878, and ending June 30, 1879, are as follows:

President — Alexander Mitchell. *Vice President* — Julius Wadsworth. *General Manager* — S. S. Merrill. *Assistant General Manager* — John C.

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Gault. *Secretary and Treasurer*—R. D. Jennings. *Assistant Secretary and Transfer Agent*—James M. McKinlay. *General Solicitor*—John W. Cary. *Supt. La Crosse & Prairie du Chien Divisions*—H. C. Atkins. *Supt. Northern Division*—L. B. Rock. *Supt. Iowa & Minnesota Divisions*—C. H. Prior. *Supt. Chicago & Milwaukee Divisions*—Russell Sage, Jr. *General Passenger Agent*—A. V. H. Carpenter. *General Freight Agent*—W. G. Swan. *Auditor*—J. P. Whaling. *Paymaster*—C. A. Place. *Purchasing Agent*—John T. Crocker. *Directors*—Alexander Mitchell, Milwaukee; Julius Wadsworth, New York; Selah Chamberlain, Minnesota; Walter S. Gurnee, New York; Jeremiah Milbank, New York; Abraham R. Van Nest, New York; David Dows, New York; John M. Burke, New York; Peter Geddes, New York; John Plankinton, Milwaukee; S. S. Merrill, Milwaukee; J. Bowman, Kilbourn City; Geo. W. Weld, Boston.

The earnings and operating expenses of the road for a series of years, have been as follows:

	<i>Earnings.</i>	<i>Expenses.</i>
1870	\$7,193,142 01	\$4,832,338 88
1871	6,491,602 02	3,850,354 56
1872	6,732,417 29	4,695,615 97
1873	8,731,667 14	6,583,662 74
1874	8,437,956 36	5,752,615 29
1875	7,780,802 05	5,093,634 67
1876	7,710,215 22	4,877,368 94
1877	7,818,324 86	4,478,975 68
Totals.....	<u>\$60,932,126 95</u>	<u>\$40,164,566 73</u>

 THE WESTERN UNION RAILROAD.

The Racine, Janesville and Mississippi Railroad Company was incorporated by act of the legislature, approved April 17, 1852. The incorporators were Charles S. Wright, Marshall M. Strong, Samuel G. Bugh, James Catton, Peter Campbell, Henry S. Durand, James H. Earnest, John P. Dickson, Daniel Lawson, William J. Allen, S. S. Barlow, James Neil and William A. Lawrence. The charter gave the company power to locate and build a railroad from Racine by way of Janesville, through Rock, Green, La Fayette and Grant counties to the Mississippi river. In 1853, a further

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act of the legislature authorized the company to build a branch to Beloit from any point west of Fox river, and still a further act, passed in the same year, authorized the company to connect at Beloit with any railroad authorized to be built under the laws of the state of Illinois. In 1855, by act of the legislature, the name was changed to the Racine and Mississippi R. R. Co., and the intention of building a road to Janesville, and thence in Wisconsin to the Mississippi river was abandoned.

The first officers of the company were elected in 1853 as follows:

President—Henry S. Durand, Racine. *Secretary*—Charles S. Wright, Racine. *Treasurer*—Simeon Draper, New York. *Assistant Treasurer*—H. J. Ullman, Racine. *Attorney*—J. R. Doolittle, Racine. *Chief Engineer*—Leverett H. Clark.

The same officers were elected in 1854, except that Henry J. Ullman was elected treasurer, and Marshall M. Strong, attorney.

In 1855, there was nearly a complete change of the company, as follows:

President—Henry S. Durand, Racine. *Secretary*—A. J. Redburn. *Treasurer*—Wm. M. Perrine. *Auditor*—Simeon D. Clough. *Attorney*—Marshall M. Strong. *Chief Engineer*—T. J. Carter.

A beginning had already been made on the construction of the road, and it was pushed rapidly forward in this year. The same officers were re-elected in 1856, and the road was completed and opened to Delavan January 30, and to Darien July 7, to Allen's Grove August 8, to Clinton August 16, and to Beloit September 15, of that year:

In 1857, there was a change of officers only in the addition of Wm. C. Allen to the board as vice-president; Thomas J. Turner succeeded Marshall M. Strong as attorney; Ludowick Stanton was appointed chief engineer, and Robert Harris superintendent.

There was no change in the officers for 1858 and 1859, except that John W. Cary was appointed attorney in the former year, and Robert Harris was made chief engineer and superintendent.

May 10, 1859, at which time the road had been completed to Davis, Ill., it was determined that the company could not proceed with the work of construction, nor pay the interest on its bonds,

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and a foreclosure suit was commenced. The same day, an agreement was made by the company and the trustee for the bondholders, represented in this state by Geo. A. Thomson, of Racine, under which the road was surrendered to the trustees on condition that they should advance the money necessary to complete the road to Freeport, and the road was opened to that point in that year. The next year the Northern Illinois Railroad Company was formed, under the auspices of the trustees and their representatives, and this company continued the construction of the road beyond Freeport to the Mississippi river at Savannah, to which point it was completed September 1, 1862.

The extension to Port Byron, Ill., was finished January 14, 1866. The two companies were consolidated by acts of the legislatures of both states, and were both sold under foreclosure, being bought in by the trustees, and May 1, 1865, the Western Union Railroad Company was formed by the purchasers of the two lines. The following were the first officers and directors of the new company:

President—George A. Thomson, Racine. *Vice-President*—Henry T. Fuller Racine. *Secretary and Treasurer*—William V. Baker, Racine. *Superintendent*—R. C. Tate, Racine. *Directors*--Richard Irvin, New York; S. P. Nash New York; R. G. Rolsten, New York; Jacob S. Wetmore, New York; George A. Thomson, Racine; Henry T. Fuller, Racine; S. C. Tuckerman, Racine; Darwin Andrews, Racine; Edward P. Barton, Freeport, Ill.; William Shannon, Shannon, Ill.; Elijah Northey, Shannon, Ill.; D. W. Dann, Lanark, Ill.; H. A. Mills, Mount Carroll.

The road was turned over to these officers January 1, 1866. The first annual report of the new company, printed in 1867, gives the length of the road from Racine to Savannah and Port Byron, at 181 miles.

The cost of construction of the road was \$5,723,919.63.

The rolling stock, equipment and other property of the company cost \$1,075,931.73.

The rolling stock of the road was as follows:

Locomotives.....	25
Passenger coaches, first class	12
Passenger coaches, second class	2
Pay coach.....	1

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Baggage cars.....	9
Mail and express cars.....	3
House, freight and stock cars.....	334
Platform and coal cars.....	51
Wrecking car.....	1

The total gross earnings for the year ending December 31, 1866, were \$815,954.33; expenses, \$673,160.99.

No change of officers of the company was made in 1867. In 1868 the same officers were elected, with the exception of secretary and treasurer, in which office D. R. May succeeded Wm. V. Baker; also Fred Wild was appointed general freight agent, and J. M. Palmer, general ticket agent.

In 1867, the company built the Racine elevator, with several small elevators at various points along the line of road.

In 1869, the Milwaukee & St. Paul Railway Company purchased \$2,001,000 shares, constituting a majority of the capital stock (4,000,000) of that company, and June 28th of that year, at a meeting of the stockholders at Racine, a number of the former officers and directors of the company resigned, and their successors were elected constituting the following full board:

President — Alexander Mitchell, Milwaukee. *Vice-President* — S. S. Merrill, Milwaukee. *Secretary and Treasurer* — D. R. May, Racine. *General Superintendent* — D. A. Olin, Racine. *General Freight and Ticket Agent* — Fred. Wild, Racine. *Directors* — W. S. Gurnee, New York; Russell Sage, New York; S. S. Merrill, Milwaukee; Alexander Mitchell, Milwaukee; Hans Crocker, Milwaukee; John W. Cary, Milwaukee; John L. Mitchell, Milwaukee; John Plankinton, Milwaukee; Henry T. Fuller, Racine; E. P. Barton, Freeport, Ill.; Wm. Shannon, Shannon, Ill.; D. W. Dann, Lanark, Ill.; H. A. Mills, Mt. Carroll, Ill.

The cost of the Western Union railroad at that time was stated as follows:

Mortgage bonds.....	\$3,275,000
Stock.....	4,000,000
Total.....	<u>\$7,275,000</u>

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Its equipment had been increased since the organization of the company so as to appear as follows:

Locomotives.....	27
Passenger cars (first class).....	12
Passenger cars (second class).....	4
Mail and express cars.....	4
Baggage cars.....	9
Box freight cars.....	434
Flat freight cars.....	67

In 1869, the construction of a branch road was commenced, connecting the Western Union road at Elkhorn with the St. Paul road at Eagle, and it was completed August 1, 1870. It remained in use till the completion of the St. Paul road, between Milwaukee and Chicago, via Western Union Junction, completed in 1872, when the traffic to Milwaukee was transferred to that line.

The same officers of the company were annually re-elected until 1875, when F. G. Ranney succeeded D. R. May as Secretary, and except that John Johnston, of Milwaukee, was chosen to succeed Russell Sage, of New York, on the Board of Directors, there has since that time been no change in the officers or directors.

THE CHICAGO & NORTHWESTERN RAILWAY COMPANY.

By an act of the Wisconsin Legislature, approved August 19, 1848, the first legislative session under the state government, the Madison & Beloit Railroad Co. was chartered, with Geo. H. Slaughter, Thomas W. Sutherland, Thos. T. Whittlesey, Nathaniel W. Dean, Daniel B. Sneden, David L. Mills, Joseph B. Doe, A. Hyatt Smith, Edward V. Whiton, W. H. H. Bailey, Timothy Jackman, David Noggle, Alfred Field and John Hackett, as directors. The route of this road, as contemplated, was up the valley of Rock river from Beloit to Janesville; thence to the mouth of the Catfish, and up that valley to Madison. Hon. A. Hyatt Smith, of Janesville, by whom the charter was procured, had originally proposed the construction of a railroad from Milwaukee to Janesville, and

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so through the southern tier of counties to the Mississippi river with a branch on the lake shore from Milwaukee to Chicago; but not meeting the co-operation which he anticipated, projected the Madison & Beloit road, looking to a connection at Beloit with a branch from the Galena & Chicago Union Railroad, then in process of construction westward from Chicago. At a meeting of the Madison & Beloit Co. shortly after the charter was granted, it was organized by the election of the following officers:

President—A. Hyatt Smith, Janesville. *Secretary*—W. A. Lawrence, Janesville. *Treasurer and Assistant Secretary*—Joseph W. Currier, N. Y. *Directors*—A. Hyatt Smith, Timothy Jackman, William F. Tompkins, Ira Miltimore, G. F. A. Atherton, Charles Stevens, W. A. Lawrence, J. B. Doe, B. F. Pixley.

Owing to a failure to receive the anticipated assistance from Beloit, an act of the legislature was procured the following session, and approved February 4, 1850, authorizing the company to terminate their road at any point on the state line between Wisconsin and Illinois, and to connect with any other road; and also to extend the road from Madison to the Wisconsin river. At the same session an act was procured authorizing the company to extend its road from Janesville, by way of Fort Atkinson, Jefferson and Watertown, to Lake Winnebago, and the name of the company was changed to the Rock River Valley Union Railroad. By the act changing the terminal point of the road on the state line, and by the change of name, Beloit was abandoned as one of the points of the road. In consequence of a subsequent refusal of the Galena company to connect with the R. R. V. U. Co. at any point on the state line except at Beloit, a charter was obtained from the Illinois legislature for the Illinois & Wisconsin Railroad Co., to build a road running from Chicago northwesterly to the point where this company's road would intersect the state line. The Beloit and Madison line was resumed at a later day by a different company, and became the Madison Division of the Chicago & Northwestern Railway.

Upon the acceptance by the company of the extended line of road from Janesville to Lake Winnebago, the board of directors was changed by the resignation of Stevens, Miltimore and Tompkins, and the election of John B. Macy, of Fond du Lac, Robert

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J. Walker, of Washington, and William Ward, of New York, to fill the vacancies. An executive board was also appointed, consisting of A. Hyatt Smith, the president of the company, John B. Macy, Robert J. Walker and William Ward. Hugh Lee was appointed chief engineer, with A. T. Gray as assistant.

The same board of officers and directors was elected, without material change, in 1850, 1851, 1852, 1853 and 1854.

By a further act of the legislature, approved March 11, 1851, and accepted at a meeting of the directors held March 19, the company was authorized to extend the Rock River branch of the road to Lake Superior, and further legislation extended the Madison and Wisconsin river line through La Crosse and Hudson to St. Croix Falls.

Work was begun on the line of road at Fond du Lac, July 10, 1851, and nearly thirty miles of road were built and laid with "T" rail. The rails were in part brought by way of the lakes, Green Bay and Fox river, and part by the lakes to Sheboygan, and were then hauled by teams across the country to Fond du Lac. The locomotive in use on the road was brought the latter-described way. The cars were built at Fond du Lac.

As the construction of the road was commenced in 1851, Edwin Johnson was chosen as Chief Engineer, Hugh Lee remaining as his assistant.

Work was commenced on the Illinois & Wisconsin road at the city limits of Chicago about the same time, and during that and the following three years a vast amount of excavation was completed at the heavy cuts south of Janesville, and between Janesville and Watertown, along the entire line.

The six-foot gauge was adopted for this road by the advice of the Chief Engineer, and of English capitalists, to whom a portion of the bonds of the company were sold.

During the years 1852, 1853 and 1854, energetic efforts were made to secure a grant of land from congress direct for this road, and the conflict, in some respect, was among the most notable ones in congress previous to the war. None of these efforts were successful.

In 1854, the embarrassments of the company had increased, so

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that a change became necessary, which was followed by an entire reorganization of the company. A. Hyatt Smith resigned as President, and was succeeded by Charles Butler, of New York; and W. A. Lawrence resigning as Secretary, was succeeded by Joseph W. Currier. The mortgages were then foreclosed, and the property of the company was purchased by Robert J. Walker as trustee for the bondholders. The construction of the road had proceeded slowly, and up to 1855, there had been built, $38\frac{1}{2}$ miles of road in Illinois, from Chicago to Cary, the first station north of Woodstock.

By acts of the legislatures of Wisconsin and Illinois, passed in 1855, the Rock River Valley Union R. R. Co. and the Illinois & Wisconsin Co., were authorized to consolidate, which was effected, under the name of the Chicago, St. Paul & Fond du Lac Railroad Company, by the purchase of the property of the former companies, and the following officers were elected:

President—William B. Ogden, Chicago. *Vice-Presidents*—James W. Hickok, Boston; Nelson K. Whalen, New York. *Secretary*—J. W. Currier, New York. *Treasurer*—Charles Butler, New York. *Superintendent*—S. F. Johnson.

The gauge of the road was also changed at this time, from six feet to the standard gauge of four feet, eight and one-half inches.

During this year, the new company continued the construction of the road, and thirty-two miles were added to it in Illinois, bringing it to the state line.

In the next year (1856), the road from the state line at Sharon to Janesville, was completed, making a total length of ninety-two miles of road, nearly in an air line. The Northern Division of the road was also finished to Minnesota Junction, where its connection with the La Crosse & Milwaukee road was established. Running arrangements were made with the Milwaukee & Mississippi Railroad, then completed to Prairie du Chien, by which through trains were run from Chicago to that point, without change of cars, via. Janesville and Milton Junction.

In 1856 congress granted to the state of Wisconsin two tracts of land to aid in the construction of railroads. The Chicago, St. Paul & Fond du Lac company claimed to have greatly aided the enact-

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ment of this grant by congress, and was an applicant to the legislature, which met in special session, for the entire landed donation. It was defeated, however, in its claim, principally on the ground that it had become a foreign corporation, managed in another state, and the Milwaukee and other influences were hostile to a policy which tended to create a railroad system in Wisconsin which should center in Chicago.

Under these circumstances the legislature ceded the western grant to the La Crosse R. R. Co., and also chartered a new railroad corporation called the Wisconsin & Superior R. R. company, with authority to build a railroad northerly from Fond du Lac to the state line of the Michigan Peninsula, and conferred the land grant covering that line, about 700,000 acres, on the new company.

The Wisconsin & Superior Company was organized October 24, 1856, by the election of the following officers:

President—James H. Weed, Oshkosh. *Vice-President*—Herman Hærtel, Milwaukee. *Treasurer*—B. Frank Moore, Oshkosh. *Secretary*—T. B. Bigelow, Chicago. *Attorney*—P. H. Smith, Appleton.

On the 10th of November following, the President of this company resigned and Wm. B. Ogden, was chosen in his place. The same day also N. K. Wheeler succeeded Herman Hærtel as Vice-President, both the new officers holding corresponding positions in the Chicago, St. Paul and Fond du Lac Company.

Work on the construction of the line of roads from Janesville north, proceeded during this year. Large forces were occupied in grading and in placing the superstructure, and purchases of iron for the track were negotiated. The Chicago, St. Paul & Fond du Lac Company projected the extension of its road, under its charter, northwardly from Fond du Lac to Oshkosh directly on the line of the Wisconsin & Superior Company. This fact led to an agreement and understanding for completely uniting the interests of the two companies, which had been before partially effected by the election of the same principal officers.

By act of the legislature of Wisconsin, approved February 12, 1857, and amended a few days afterward to somewhat modify it

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terms, the Chicago, St. Paul & Fond du Lac Company, and the Wisconsin & Superior Company were authorized to consolidate, and the consolidation was carried into effect on the 5th day of March, following. The name of the former company was retained, and the consolidated company succeeded to all the rights, property, lands and franchises possessed by the two old corporations, including the land grant donated to the Wisconsin & Superior Company in this state, and a similar grant in the Michigan peninsula, whose connecting lines of road had been chartered. The following is a list of the officers of the company in 1857:

President — Wm. B. Ogden, Chicago. *Vice Presidents* — Nelson K. Wheeler, New York; James W. Hickok, New York. *Treasurer* — Charles Butler, New York. *Assistant Treasurer* — J. B. Redfield, Chicago. *Secretary* — Joseph W. Currier, New York. *Assistant Secretary* — T. B. Bigelow, Chicago. *Chief Engineer and Superintendent* — S. F. Johnson, Chicago. *Assistant Chief Engineer and Superintendent* — Geo. L. Dunlap, Chicago.

The construction of the road from Janesville to Milton, and work along the whole line north to Watertown, between that point and the junction, and between Fond du Lac and Oshkosh, were continued under difficulties for some months. But the great financial revolution of that year produced such a state of embarrassment on the part of the company that its further progress was entirely suspended during the balance of that year and the following year.

In February, 1859, at a meeting of the bondholders, stockholders and creditors of the company, a plan for its reorganization, and for the extension and ultimate completion of the company's road was formed. This plan provided for the sale of the road and property under its outstanding mortgage deeds of trust, and for its purchase by the agents of the bondholders, provided, they could make such a purchase satisfactorily when the road should be sold. Legislation was required for the execution of this plan, and was procured from the various states in which the company's property was located, or where it had acquired interests and franchises. The act of the Wisconsin legislature for this purpose was approved March 14, 1859, and provided that in case of a mortgage sale of the Chicago, St. Paul & Fond du Lac road, the purchasers at such sale with their associates, successors or assigns, if desiring to form

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a corporation under the laws of the states of Illinois or Michigan, might file a certificate of such organization with the secretary of state of this state, and they should thereupon be a body politic and incorporate with all the rights and powers of the Chicago, St. Paul & Fond du Lac company. The act further legalized what might be done in the premises for the object in view.

In pursuance of the plan formed, and the legislation sanctioning it, June 2, 1859, the agents of the bondholders purchased the entire road and property of the company at a sale held that day under the foreclosure of the deeds of trust. The purchasers immediately proceeded to form a corporation, which was organized the following day, under the comprehensive and now world-wide name of The Chicago & North Western Railway Company, and with the following officers:

President — Wm. B. Ogden, Chicago. *Vice-President* — Perry H. Smith, Chicago. *Treasurer* — E. W. Hutchings, New York. *Secretary* — Charles Butler, New York. *Superintendent* — Geo. L. Dunlap, Chicago.

The new company succeeded to all the powers, rights and franchises before possessed by the Chicago, St. Paul & Fond du Lac Co., or by any of the railroad companies in Illinois or Wisconsin previously consolidated with it, with ample powers of further consolidation, to control proprietary roads and to enjoy in each state where its lines were situated, all the powers and rights conferred upon it in other states traversed by its roads. The plan of organization included the issue of \$4,500,000 in first mortgage bonds, of which \$3,500,000 should be for the purpose of taking up existing first mortgage bonds, and \$1,000,000 for the completion of the road; the sum of \$2,000,000 in second mortgage bonds to be issued, and an amount of stock to be created adequate to the requirements of the plan. Holders of the first mortgage bonds of the Chicago, St. Paul & Fond du Lac company then became entitled to first mortgage bonds of the new company on also subscribing to ten per cent. of the par value of such bonds to an issue of sinking fund bonds.

Holders of the old second mortgage bonds received new bonds of the same character on similar terms; unsecured creditors were to receive in stock seventy-five per cent. of their adjusted claims;

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the stock in the old company was scaled so that sixty per cent. of the amount in new stock was paid to holders. Optional bond stock was also created as a part of the plan, and it had other features which contributed to its success.

The new company resumed the work of construction, and during the year 1859, the road was completed from Janesville to Milton Junction, Ft. Atkinson, Jefferson, Watertown and Minnesota Junction, a distance in all of fifty-seven miles, and from Fond du Lac to Oshkosh, a distance of seventeen miles. This constituted a continuous track of road, from Chicago to Oshkosh, 194 miles.

In 1860 and 1861, the road was extended from Oshkosh to Appleton, a distance of 20 miles, for which Neenah and Appleton each voted \$15,000 of stock subscription, and Appleton extension seven per cent. first mortgage bonds were issued, secured upon that portion of the road, and the part of the land grant applicable to its construction. In 1862, the road was extended a distance of 28 miles, to Ft. Howard, on similar terms, the stock subscription being \$15,000 from the borough of Ft. Howard, and \$49,500 from Brown county. This completed a total distance 242 miles of road from Chicago.

When the Peninsula Division (in Michigan) of the Northwestern line was completed, the company procured by purchase a steamboat line across Green Bay, from Fort Howard to Escanaba, on the north shore of the bay. This line was called the Green Bay transit, and was continued till 1871.

In that year the Northwestern Company commenced the construction of a line of road from Fort Howard northwardly, about the west end of Green Bay to Escanaba, a distance of 120 miles. For this purpose securities were issued, called the Menomonee Extension Bonds, to the amount of \$2,700,000, and the work proceeded rapidly, 52 miles being built in that year. In December, 1872, the entire line was completed and put in operation, and through trains were run from Chicago to Negaunee, Mich.

The amount of municipal aid rendered to the main line, now the Wisconsin Division of the Northwestern Road, was as follows: Janesville, \$150,000 bonds, of which \$87,000 were issued, voted to the Rock River Valley Union Company; Koshkonong, \$50,000;

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Jefferson, \$35,000, Watertown, \$200,000, voted to the Chicago, St. Paul & Fond du Lac Company; Fond du Lac, \$300,000; Oshkosh, \$150,000; Neenah, \$15,000; Appleton, \$15,000; Brown county, \$49,500, part voted to the Chicago, St. Paul & Fond du Lac Company, but all issued to the Northwestern.

The Northwestern Company held also, as successor to the companies from which it was derived, a charter for a road from its north and south line westward to the west end of Lake Superior, with claims on the lands granted by congress in aid of railroad construction over that territory. No line of road, however, was ever built in that direction.

The Chicago, St. Paul & Fond du Lac Company also procured from the legislature of 1857 a renewal of the early grant of a charter to the Rock River Valley Union Co., for the extension of its lines from Janesville to Madison, and thence to Lake St. Croix. Some excavations were made on this line south from Madison, but the route was abandoned, except as to portions of it which were subsequently used in constructing what is now the Madison division of the Northwestern road.

After the amendments made in 1850 to the charter of the Madison & Beloit R. R. Co., by which Beloit was eliminated as a point on the road, and the name of the company changed to the Rock River Valley Union R. R. Co., as before described, another corporation was chartered with authority to build a railroad direct between Madison and Beloit. This was the Beloit & Madison Railroad Company, incorporated by act of the legislature February 28, 1852, of which the following officers were elected:

President — John B. Turner. *Secretary* — Benjamin Durham. *Treasurer* — Edward Ilsley.

The Galena & Chicago Union Railroad Company had built, previous to 1854, a road from Belvidere on its main line to Beloit, a distance of 21 miles, called the Beloit branch. In that year (1854), a contract and lease were made between the Galena Company and the Beloit & Madison Company, by which the latter was to build its road from Beloit to Madison. During the same year the road was built, and the iron laid 17 miles from Beloit to Footville, and the

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road was placed in operation to Afton, 8 miles from Beloit, and was run in connection with the Galena road. Work on the line had reached Magnolia, 3 miles further, when it was suspended. The road and its property were afterward sold under foreclosure, and a new company organized, in which the Galena Company owned the principal portion of the stock, guaranteeing also the Madison & Beloit Company's bonds, and it took a perpetual lease of the road. In 1863 and 1864, work on the line was resumed. The consolidation of the Galena and the Northwestern companies occurred June 2d, 1864, and the new company prosecuted and completed the road to Madison, which was reached Sept. 1, of that year.

A further description of the consolidation of these two companies has not been made, because the Madison division is the only part of the Northwestern line in Wisconsin affected by the change.

The Baraboo Air Line Railroad Company was incorporated in 1870, with authority to build a railroad from Columbus, Watertown, Madison, or any point intermediate, via the village of Lodi, Baraboo, Ableman's Mills and Reedsburg, to Tomah, La Crosse, or any point on the Mississippi river above La Crosse. In 1871, the Baraboo Air Line company was consolidated with the Beloit & Madison company, and both were then consolidated with the Northwestern company, and the construction of the road northwest of Madison, or the Madison Extension, as it was called, was rapidly pushed forward toward Winona Junction, a distance of 129 miles. Aid was voted to the Air Line road previous to the consolidation, and was paid to aid its construction as follows: City of Madison, \$25,000 cash; Lodi, \$25,000 bonds and \$15,000 cash; West Point, \$5,000; Baraboo, \$70,000 bonds; Excelsior, \$12,500; Freedom, \$7,500; Greenfield, \$5,000; Reedsburg, \$25,000; Winfield, \$5,000; Sparta, \$63,000; Ridgeville, \$2,500. In this year the line was opened to Lodi; in 1872 to Reedsburg; in 1873 it was completed to Elroy, and through trains from Chicago ran to St. Paul over the Northwestern and the West Wisconsin roads. In 1874 this line was completed to Winona Junction, and the whole is now operated as the Madison Division.

The road on the lake shore between Milwaukee and Chicago is an important branch of the Northwestern lines. The Green Bay,

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Milwaukee & Chicago Railroad Company was chartered by act of the legislature approved March 13, 1851, and was organized with the election of the following officers:

President—Levi Blossom. *Treasurer*—Charles H. Wheeler. *Secretary and Chief Engineer*—C. R. Alton.

The same year the legislature of the state of Illinois chartered the Chicago & Milwaukee railroad company, with authority to construct a railroad from Chicago north to the Wisconsin state line.

Both companies commenced the construction of their roads about the same time, and in the years 1854 and 1855, the time was completed from Milwaukee to the state line a distance of 45 miles, and was there met by the Chicago road. The two roads were run in connection until 1863, when the two companies were consolidated under the name of the Chicago & Milwaukee railway company. The roads were continued as an independent line until 1865. In that year the Northwestern company purchased a majority of its stock, and the following year absorbed nearly all of the remainder, and assumed control of the line, which has since been operated as the Milwaukee division of the Northwestern road. No road was ever built by the company north of Milwaukee, although a large amount of municipal aid and farm mortgage stock subscriptions had been secured for the purpose.

The Kenosha & Beloit Railroad Company was incorporated March 4, 1853, and was duly organized. The company was authorized to construct a railroad between Kenosha and Beloit, and to connect with any other railroad running from Rock river to the Mississippi river. In 1853, the company was authorized to build a branch to Janesville, and also to change its name either to the Kenosha & Rock River R. R. Co., or the Kenosha & Mississippi River R. R. Co. In 1856, it was authorized to extend its line so as to intersect with the Mineral Point Railroad. In 1857, the name was changed to the Kenosha & Rockford R. R. Co., and it was declared that the company need not build a road to Beloit. Later, at the same session of the legislature, it was authorized to consolidate with the Kenosha & Rockford R. R. of Illinois, and its name was changed to the Kenosha, Rockford & Rock Island R. R. Co. No progress

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was made in the construction of the road till 1862, when the track was laid from Kenosha to Genoa, on the state line in Walworth county, a distance of $27\frac{1}{2}$ miles. In the following year, the road was completed to Rockford, 72 4-10 miles. This road crossed the Northwestern track at Harvard Junction, and was regarded as an important feeder. Financial difficulties met the Kenosha company, and the holders of its securities proposed to sell the same to the Galena company, then a formidable competitor of the Northwestern; and the sale of the securities thus proposed would have carried with it the control of the road.

In view of this fact, and the loss to its business likely to be caused by such a change of management, the Northwestern company arranged for the purchase of these securities in its interest, which was effected. The road was then foreclosed, and the company was reorganized, coming into the possession of the Northwestern company, which issued \$1,400,000 of its common stock to the purchasers to reimburse them for their outlay. The road has since been operated as the Kenosha division of the Northwestern. As an item of interest the following statement of aid given by the city of Kenosha to this company is appended:

1st issue of bonds in aid of K. R. & I. R. R. Co	\$150,000 00
2d issue of bonds in aid of K. R. & I. R. R.	100,000 00
3d issue of bonds railroad scrip	66,000 00
3d issue of bonds of stock subscriptions.....	34,000 00
4th bonds to pay coupons	8,915 00
5th bonds to pay interest.....	6,000 00
	\$364,915 00
Add to above:	
Notes given by the directors.....	36,000 00
Notes given by individuals.....	40,000 00
Total.....	\$440,915 00

The Chicago, Trempealeau & Prescott Railroad Company was chartered in 1857, and was authorized to construct a railroad from La Crosse, by way of Trempealeau and Fountain City, to Prescott, and to connect with the La Crosse & Milwaukee railroad, provided that such connection should be within four miles of the city of La Crosse.

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In 1870, this road was built as far as it has ever been placed in operation, from Winona Junction, three miles from La Crosse, to Winona, a distance of twenty-nine miles. It was originally owned by D. N. Barney & Co., and their associates, the owners of the Winona & St. Peters railroad in Minnesota, and was projected for the purpose of giving that road an outlet and connection with the St. Paul road. When the Winona road was sold to the Northwestern company, in 1867, a sale of the franchises of the La Crosse, Prescott & Trempealeau company were included in the sale, and it was built in the year named, as stated.

In 1871, the State Line & Union Railroad Company was formed, and constructed a road eight miles long, from Genoa, in Walworth county, to Geneva Lake. This road was purchased by the Northwestern company, and was consolidated with a road in Illinois, also owned by that company, forming a road operated between Chicago and Geneva.

All these lines of road are owned by the Chicago & Northwestern Company.

In 1871, the Milwaukee and Northwestern Railway Company was incorporated and organized, and the following officers were elected:

President — C. J. L. Meyer, Fond du Lac. *Vice-President* — Harrison Ludington. *Secretary* — J. S. McDonald. *Treasurer* — W. H. Hiner.

The company was authorized to build a railroad from Milwaukee, or from any point on the track of the Horicon division of the St. Paul road, east of Schleisingerville, or on the track of the Milwaukee & Northwestern railroad, through the village of West Bend to Fond du Lac. In 1872, the name was changed to the Northwestern Union Railway Company, and the Northwestern Company became the owner of a portion of the stock, and also assumed the payment of its bonds, to the amount of \$3,500,000, issued June 1 of that year. The following aid was voted and issued: Washington county, \$55,000; Kewaskum, \$15,000; West Bend, \$25,000; Barton, \$15,000; Ashford, \$15,000. A subscription of Fond du Lac city, to the Fond du Lac Air Line road, to the amount of \$75,000, was also made; but it is not indicated whether the amount was paid to the Northwestern Union company.

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The construction of the road was commenced at Milwaukee in 1872, and was completed to Fond du Lac, a distance of 63 miles, in 1873, and has since been operated by the Northwestern company as one of its proprietary roads.

The principal officers of the Northwestern road since its organization have been as follows:

William B. Ogden was president from 1859 to 1868.

Henry Keep was president from 1868 to 1869.

Alexander Mitchell was president from 1869 to 1870.

John F. Tracy was president from 1870 to 1874.

Albert Keep was president from 1874 till the present time.

Perry H. Smith was vice president from 1859 till 1868.

H. R. Pierson was vice president from 1868 till 1870.

M. L. Sykes was vice president from 1870 till the present time.

E. W. Hutchings was treasurer from 1859 till 1860.

George P. Lee was treasurer from 1860 till 1866.

A. L. Pritchard was treasurer from 1866 till 1872.

Charles R. Marvin was treasurer from 1872 till 1876.

M. L. Sykes was treasurer from 1876 till the present time.

Charles Butler was secretary from 1859 till 1860.

James R. Young was secretary from 1860 till 1868.

A. L. Pritchard was secretary from 1868 till 1872.

C. R. Marvin was secretary from 1872 till 1876.

M. L. Sykes was secretary from 1876 till the present time.

George L. Dunlap was general superintendent of the road, from about the time when the company was organized till 1870, when the office of general manager was created to which he was appointed, with John C. Gault, (who had previously been general freight agent and assistant superintendent) was made general superintendent. Mr. Dunlap remained general manager till 1871.

James H. Howe was general manager, from 1871 till 1874. John C. Gault remained as general superintendent till 1872, when he became assistant general manager of the St. Paul road, and was succeeded by Marvin Hughitt.

H. H. Porter was general manager from 1874 till 1876.

In 1876 Marvin Hughitt was made general manager, and remains in that office at the present time

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THE MILWAUKEE, LAKE SHORE & WESTERN RAILWAY COMPANY.

In a brief resume of the inception and progress of construction of the several enterprises that to-day, under the common management of the Milwaukee, Lake Shore & Western Railway Company, forms so important a factor in the economy of the state, we have to recognize — since ground was broken at Manitowoc, under a charter granted as early as the year 1856 to the Manitowoc & Mississippi R. R. Company for the construction of a railroad from the city of Manitowoc to a point as far west possible as its ambitious title suggests — the invincible western grit, patient toil, and untiring energy of a few men. Notwithstanding the antagonism of rival projects, and the not unusual financial difficulties of new roads through an undeveloped country, it has accomplished its present perfected road and appointments, a triumph of skill and honest effort, from its southern terminus at Milwaukee, to a point in the timber regions on the north line of Waupaca county, a distance of 163 miles.

With a view to a brief history of this road, whose rank now fairly commands the attention of the people of the state, we refer to the records of the earliest project and find that during 1856 — the very dawn of our present extensive system, that the projectors of the old Manitowoc and Mississippi organization with George Reed, President; Benjamin Jones, Vice President; Sylvester A. Wood and Jarvis E. Platt of Manitowoc; the Hon. H. L. Palmer, of Milwaukee; Harrison Reed, Joseph Turner, and Charles Doty, of Menasha, entered into a contract with Barker & Hoes of Manitowoc, to build the east half of the then contemplated line between Manitowoc and Menasha, and with Hewitt & Company for construction of the western half.

The work was pursued to the construction of perhaps one half of the earth work, the bridges and culverts nearly completed, and the ties distributed preparatory to laying the track, when the financial tidal wave of 57, compelled suspension of the work, and at a later day, dissensions among the stockholders, resulted in the above abandonment of the project for a term of years. Not until the

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year 1871, in fact, do we find this work utilized by parties who operated under a charter granted in 1866, to the Appleton & New London railway company which was so amended in 1867, as to give said company the privilege of extending its road from Appleton to any harbor on Lake Michigan.

The organization under the above charter, which pushed this work to an early completion, record the election in January, 1871, of the following directors, viz.: Joseph Vilas, of Manitowoc, J. S. Buck, H. S. Blood and B. Douglas, of Appleton, Chas. Luling, of Manitowoc, F. W. Cotzhausen and J. E. Mann, of Milwaukee, who elected J. Vilas, president; H. S. Blood, vice president; J. S. Buck, secretary; C. C. Barnes, treasurer; F. W. Cotzhausen, attorney, and L. Soulerin, chief engineer, and that portion of the line from Manitowoc to Appleton was finished and opened to business in the fall of 1872. Meantime, during the winter of 1870, certain eastern men, in conjunction with parties from Milwaukee, Appleton and the lake shore cities to be benefited by a rail outlet, appealed to the legislature for the passage of a charter for a railroad from Milwaukee, via Sheboygan, to Manitowoc, thence west to Appleton, but were defeated by the opposition of the Milwaukee & Northern projectors, already in the field, seeking the passage of their charter, and afterwards secured, from Milwaukee through Ozaukee, Sheboygan and Manitowoc counties to Chilton, in Calumet county, who met every proposition of the Lake Shore project with the bitterest antagonism, opposing local aid solicited, negotiations for loans, and by every device hampered and obstructed the enterprise. After the Milwaukee & Northern had secured its franchise, however, the Lake Shore cities secured a charter for a line from Milwaukee, via Manitowoc to Green Bay, to be known as the Milwaukee, Manitowoc & Green Bay Railroad Company, under which, with the existing charter of the A. & N. L. R'y Co., now offered the same parties — they finally secured the original territory desired.

The first meeting of the directors named in the records of the M., M. & G. B. R. R. Co., occurred March 14, 1870, at which time Chas. Cain, of Milwaukee, was elected president; S. W. Cozzens, of N. Y., vice-president; J. Vilas, treasurer, and R. W. C. Muring-

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ton, of New York, secretary, and whose immediate action was to let the contract for the full construction and equipment of the line. A few miles of the road in Milwaukee and Ozaukee counties were completed for the iron in 1870.

At the annual meeting of the company in Milwaukee, July 5, 1870, the following officers were elected: J. Vilas, president; S. W. Cozzens, vice-president; C. C. Barnes, treasurer; R. W. C. Murington, secretary; David Taylor, attorney; L. Soulerin, chief engineer.

At the second annual meeting, held in Manitowoc, June 13, 1871, the following board was elected, viz.: H. Mann and F. W. Cotzhausen, of Milwaukee; J. W. Vail, Port Washington; J. H. Mead, David Taylor and Wm. Elwell, of Sheboygan; Jacob Lueps, J. Vilas, J. D. Markham, M. Fellows and C. H. Walker, of Manitowoc, who elected J. Vilas, president; Hy. Mann, vice-president; C. C. Barnes, treasurer, and Chas. Luling, secretary. In May, of 1873, at the third annual meeting, the same directory re-elected with the exception of Chas. Luling elected, vice David Taylor, resigned. The officers of 1871 were re-elected, with the addition of H. G. H. Reed, as chief engineer, and F. W. Cotzhausen, solicitor.

At this time the purchase of the franchises of the Appleton & New London Railway Company was authorized, covering that portion of the line known as the Eastern Division, and in the partly finished condition, as abandoned in 1856, and the purchase was effected in the following June. The two projects now under the one management, the name of the road was changed to the Milwaukee, Lake Shore & Western Railroad Company, and that portion between Milwaukee and Sheboygan, a distance of fifty-two miles was opened to business, as also, twenty-three miles of the Western Division completed—connecting the city of Appleton with the lake. May 7, 1873, the following directory appears: Hy. Mann, F. W. Cotzhausen, J. W. Vail, Wm. Elwell, J. H. Mead, J. Vilas, J. D. Markham, M. Fellows, J. Lueps, B. S. Douglas and J. S. Buck, and the officers of 1872, re-elected. During 1873, the Two Rivers branch (six miles) was constructed, and with the gap closed between Sheboygan and Manitowoc (a distance of twenty-five miles), the en-

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terprise, adding one hundred and twenty miles to our railway system, was consummated.

It is conceded, to-day, that the Lake Shore road is of very great importance to the prosperity of the city of Milwaukee, and while the value of the line was fully appreciated by the most progressive of her citizens, the fact exists that the city or county of Milwaukee did not contribute a dollar to its construction, and that Milwaukee and the state at large owes it in the main to the New York capitalists who have been allied with the intimate policy of the road, since 1874, when their large-handed enterprise stimulated the weak, bankrupted scheme to a vigor that has never waned to the present time, and hundreds of thousands of dollars have been applied to sustain and place the road in its present rank, with the certainty of no immediate return. The value of this important outlet to the lake shore cities is evinced and was appreciated by substantial and generous aid tendered and paid. The

City of Sheboygan contributing.....	\$50,000 00
County of Sheboygan.....	80,000 00
City of Manitowoc.....	75,000 00
County of Manitowoc.....	150,000 00
City of Two Rivers.....	100,000 00
	<u>25,000 00</u>

The difficulties barely hinted at, and surmounted by the projectors to secure this important result, is familiar history to the people of the state, and to the persistent efforts of a few enterprising men, notably the Hon. Jo. Vilas, of Manitowoc, the accomplishment of the work is largely due. Against an overzealous and well organized opposition and a financial depression, he succeeded in negotiating the necessary loans, pursuing success to the verge of repeated failures, his skill and indomitable energy promoted and sustained the work to a finish; and while we find the property, at this period of its history and on the eve of yielding its first revenues, fatally involved in a load of debt, the results achieved are an enduring tribute to the enterprise and courage of Vilas and his masterly aids, who planned and executed the undertaking.

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Unable to meet their obligations for loans contracted during the prosecution of the work, and for which the bonds of the road had been hypothecated, early in 1874 the property was transferred to the eastern bondholders, who assumed possession, and on the resignation of F. W. Cotzhausen, M. Fellows, J. S. Buck, Jacob Leups, J. D. Markham and Wm. Elwell, as directors, the following parties were elected in their stead, viz.: Lawrence Wells, Wm. H. Guion, Sam'l S. Sands, Isaac H. Knox, all of New York; I. C. Henry, Phila., and R. Garrett, of Baltimore. Later data shows, however, that the property was transferred to the bondholders May 6, 1874, when the following board of directors were elected, viz.: F. W. Rhineland, Sam'l S. Sands, Chas. Dana, Lawrence Wells, Wm. H. Guion, Isaac H. Knox, all of New York; Rob't Garrett, Baltimore; T. C. Henry, Philadelphia; Hy. Mann, of Milwaukee; Jas. H. Mead, of Sheboygan; and Jo. Vilas, of Manitowoc; who elected—F. W. Rhineland, president; Hy. Mann, vice-president.

The infusion of new life in the enterprise by this change of management, which has remained nearly identical in interest to the present time, marks a new era in a scheme devoted purely to the aggrandisement of the state, and from this time forward the exhibits in their annual reports to the state show how unflinchingly this ownership have contributed of their wealth, by extensions and improvement of the property and commensurate facilities to the growing demands of the people.

Feeling the way to a sound and permanent organization, the parties who had been paying these large sums of money to place the road in standard condition, reorganized the company by the foreclosure of its mortgages, with the view to giving it more active and useful life, and to strengthen its power to develop the business of the state and to make itself more useful and serviceable to the people. The obligations of the old company for labor and material were adjusted in the most generous manner, for while under these proceedings no legal claim held as against the new company, they did really pay, in the interests of the people and that no stigma should rest upon their fair record, over thirty-five thousand dollars of legitimate claims, many of which, for material and labor, ante-dated their possession of the road from three to four years.

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Since the foreclosure, the company have occupied a position of undoubted responsibility and solvency; it meets all its obligations promptly; has adjusted and paid all its right of way claims; the property has no doubtful ownership, as it has been purchased and paid for in hard cash, the rights of the property owners on the line have always been fully recognized, even to a thorough system of fences; the road-bed and equipment has been brought to a competitive grade with the best roads in the state; and to the observation of the historian, who has had freest access to all its records; not one single question of difference appears as between itself and any inhabitant or shipper on the line of its route.

The floating indebtedness of the company, mainly for current thirty day expenses and temporary loans contracted during recent construction to Clintonville, are provided for, and we esteem the men who have contributed this money and enterprise to the use of the people entitled to the distinguished consideration of the citizens of the state.

The management since the foreclosure proceedings in 1875, has been substantially the same to the present time, and as a matter of record simply, we give the changes in the directory and management from year to year, as briefly as the dry facts can be offered. The first annual meeting of the Milwaukee, Lake Shore & Western Railway Company, was held at their office in Milwaukee, June 14, 1876, at which time the first printed review of their transactions were entertained (afterwards submitted to the state), and at which time the following directors were elected, viz. F. W. Rhineland, Sam'l S. Sands, Hy. B. Hammond, Lawrence Wells, Wm. H. Guion, Joseph Vilas, Isaac H. Knox, Morris K. Jesup, T. Charlton Henry, Wm. K. Hinman, Chas. Dana, Adam Norrie and Jas. H. Mead, and at a later meeting the following management was elected, viz; F. W. Rhineland, President, Wm. H. Guion, vice-president, Chas. Dana, treasurer and Sam'l S. Sands secretary — when confirmatory action was taken upon surveys which had been pursued by their chief engineer, with the view to extending their line from Appleton to New London, and the initial moves were made, to the construction of that twenty-one miles, which was pushed to completion

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and opened to traffic in the fall of 1876. The city of Appleton voted in aid of this extension, its bonds to the amount of \$75,000. The town of Hortonia \$7,000 and the village of New London \$6,000.

In May of 1877 the project of extending north of New London was begun, and continued during that year.

At the second annual meeting in June of 1877, the board of 1876 was re-elected, with the exception of Lawrence Wells, and P. Charlton Henry resigned, and Dilwynn Parrish and Gordon Norrie elected to fill the vacancies. The same officers elected, with the exception of Gordon Norrie elected treasurer, *vice* Lawrence Wells, resigned. During the month of July, the estimates for completion of the line to Clintonville were submitted by the chief engineer. The town of Larrabee having contributed \$2,700 to this extension, the balance of the means were provided, and active measures began on that work (a distance of 16 miles) to Clintonville, and completed, or nearly so, at the time of the next annual election, which took place in June of the present year, with the following result, as it now stands, viz: F. W. Rhinelander, New York; Adam Norrie, New York; Samuel S. Sands, New York; Charles Dana, New York; H. B. Hammond, New York; Wm. H. Guion, New York; Morris K. Jesup, New York; W. K. Hinman, New York; Gordon Norrie, New York; Isaac H. Knox, St. Louis; D. Parrish, Philadelphia; Joseph Vilas, Manitowoc; James H. Mead, Sheboygan.

The operating staff, with F. W. Rhinelander, President, and Wm. H. Guion, Vice President, at its head, is made up of the following parties: Alfred L. Cary, Secretary; H. G. H. Reed, Treasurer, General Sup't and Chief Engineer; Cottrill & Cary, Solicitors; H. F. Whitcomb, General Freight and Passenger Agent; J. D. McLeod, Auditor and Cashier; J. Donohue, Assistant Sup't, and Sylvester Charmley, its Master Mechanic. H. G. H. Reed, its General Superintendent, is widely known in the state, as in the van of this enterprise, as its chief engineer in its inception, and has been to the present time one of the foremost in its management.

In conclusion, the importance of this road to the state, and to the city of Milwaukee, as its commercial center, cannot be over-estimated. It gives business facilities to the thriving cities of She-

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boygan, Manitowoc, Two Rivers, Appleton, New London, Clintonville, and the large number of intermediate towns that owe their existence and prosperous growth entirely to this enterprise. Its connection at New London with the Green Bay & Minnesota Railroad has added some 300 miles of railway to the system paying direct tribute to the city of Milwaukee, and has brought to that city an immense quantity of business and of the products of the state that before had no market, and only sought its outlet at Green Bay, with its limited market, while now those farmers and producers readily convert their products into cash in Milwaukee. The large business of Appleton and the Fox River formerly found an outlet only by way of the C. & N. W. Road, being wholly diverted from the state to Chicago, but that proportion of the business controlled by the Lake Shore Road is kept entirely within the state, which derives the whole benefit therefrom, instead of the state of Illinois as heretofore. During the past four years past an average of \$250,000 per annum has been spent by the owners in extending the line to New London and Clintonville and in enlarging its facilities.

A fair recognition is due to the generous enterprise which has contributed so important a local project, and we venture the hope, that the near future may offer the owners a fair return on the investment.

THE SHEBOYGAN & FOND DU LAC RAILROAD.

The Sheboygan & Mississippi Railroad Co. was incorporated under proper legislative enactments, March 8, 1852, with privilege to build a railroad from Sheboygan to the Mississippi river; and in 1853, by a subsequent act, was empowered to build a branch to Fox river.

The primary organization was effected April 5, 1853, the first board of directors being the persons named in the act of incorporation, and its first officers being:

President—J. F. Kirkland, now of Neillsville, Wis. *Secretary* M. J.—Thomas, then of Fond du Lac, afterward U. S. Marshal of Wisconsin, now deceased.

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The Hon. Harrison C. Hobart (then of Sheboygan, now of Milwaukee) appears to have been the leading local projector and influential promoter of this enterprise, and in its early history interested Hon. Robert J. Walker, formerly secretary of U. S. treasury; but before any action, other than procuring a preliminary survey, business differences had produced the withdrawal of both gentlemen from the undertaking.

With formally granted aid from the city and county of Sheboygan in bonds, a fair cash subscription from the former, and a respectable private subscription for the stock of the company, and with pledges of the towns of Sheboygan Falls and Plymouth, to extend town aid, a contract to construct the line from Sheboygan to Glenbeulah was entered into with the company by Edw. Appleton and Theodore Atkinson (now of Boston, Mass.), and Van Epps Young (now of Grand Rapids, Mich.), under the firm name of Edw. Appleton & Co. Ground was broken at Sheboygan, June 4, 1856, upon which occasion the two oldest living inhabitants of Sheboygan city, Wm. Farnsworth wielded the pick, and Stephen Wolverton the shovel.

There seems to have been an implied understanding between influential parties, that if the city and county of Sheboygan, with such additional local aid as they might obtain, would build the line to Glenbeulah, the city and county of Fond du Lac would continue it to the latter named city.

Work was suspended in the fall of 1857, but resumed in the autumn of 1858, and the road was opened for business to Sheboygan Falls, January 17th; to Decca, May 2d; and to Plymouth, June 6th, 1859 — a total distance of about 14 miles.

Here financial troubles intervened, the towns of Sheboygan Falls and Plymouth having failed to furnish the aid expected from them. An arrangement was, however, made with capitalists at the east, known as "The Loan Co.," of Yarmouth, Mass., by which a sufficient amount of funds was realized to complete the line to Glenbeulah (a total distance of about 20 miles), which was accomplished March 29, 1860.

The transportation business between Sheboygan and Glenbeulah

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continued to increase and develop favorably, under the supervision of Mr. Edward Appleton, its first superintendent; but its construction finances were embarrassed; its control had passed into the hands of the eastern men, and, to a certain extent, had alienated the sympathies of some of its earliest friends, in consequence of which, the city and county of Fond du Lac seems to have become disappointed, and after a time a reorganization was deemed advisable by all interested parties. This was effected March 2, 1861, under the name of the Sheboygan & Fond du Lac Railroad Company.

The first board of directors of the new company elected the following named officers:

President — Samuel P. Benson, Wintrop, Me. *Secretary and Treasurer* — John O. Thayer, Sheboygan, Wis. *Asst. Secretary* — Amos Otis, Yarmouth, Mass. *Superintendent* — Edward Appleton, Sheboygan, Wis.

Some considerable time was exhausted in arranging old matters and perfecting new arrangements, and which seems to have been accomplished only by the entire withdrawal of the eastern party, and April 14, 1868, the company negotiated a contract with Messrs. Alfred Wild, of Rhinebeck, N. Y.; John A. Peck, of Newburg, N. Y.; — — — and S. M. Bruett, of Cincinnati, Ohio, under the firm name of Wild, Peck & Bruett, to build the line from Glenbeulah to Fond du Lac, which was accomplished under the presidency of S. M. Barrett, Esq., and opened for business February 14, 1869, thus adding $23\frac{1}{2}$ miles additional, and making a total of 43 miles.

While using Fond du Lac as a terminus, negotiations were for some time maintained with the Wisconsin Central Railway Company, for the construction of a joint line from some point west of Ripon to Portage City; and during the pendency of same, and about September, 1871, this company negotiated, under the presidency of T. F. Strong of Fond du Lac, with Messrs. Wells, French & Co., of Chicago, for the further construction of their line to Princeton, in the county of Green Lake, and to intersection with Fox river; which contract was completed, and the road opened for business about 20th of May, 1872, by which $35\frac{1}{2}$ miles were added, and making a total of 78.5 miles.

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As an entirety, the line is yet incomplete; its objective western terminus having yet to be located and reached. Various plans for extension have been broached, and preparatory measures for the accomplishment developed to a greater or lesser extent, but the continued financial depression since 1873 has hitherto precluded any successful results.

The following table presents the succession of its officers to the present date:

Of the officers of the Sheboygan & Mississippi Railroad Company, no recorded data is extant other than as heretofore mentioned.

Of the Sheboygan & Fond du Lac Railroad Company, following is the list:

PRESIDENTS.

	<i>Name.</i>	<i>Residence.</i>	<i>Term of office.</i>
1	Samuel P. Benson.....	Winthrop, Me.....	Mar. 2, 1861
2	E. L. Phillips.....	Fond du Lac, Wis.....	Jan. 26, 1862
3	Harrison Barrett.....	Glenbeulah, Wis.....	Jan. 26, 1862
4	S. M. Bruett.....	Cincinnati, Ohio.....	Apr. 20, 1866
5	A. G. Ruggles.....	Fond du Lac, Wis.....	Apr. 13, 1868
6	S. M. Bruett.....	Cincinnati, Ohio.....	Mar. 16, 1870
7	T. F. Strong.....	Fond du Lac, Wis.....	Jan. 3, 1871
8	A. G. Ruggles	Fond du Lac, Wis.....	Jan. 17, 1873
9	J. A. Bentley.....	Sheboygan, Wis.....	Apr. 25, 1873
10	James F. Joy.....	Detroit, Mich.....	July 15, 1873
11	John A. Bentley.....	Sheboygan, Wis.....	Dec. 11, 1873
12	Daniel L. Wells.....	Milwaukee, Wis.....	Jan. 19, 1876

VICE-PRESIDENTS.

1	E. L. Phillips.....	Fond du Lac, Wis.....	Jan. 26, 1862
2	J. L. Moore.....	Sheboygan, Wis.....	Apr. 20, 1866
3	A. G. Ruggles.....	Fond du Lac, Wis.....	Feb. 6, 1867
4	Ed. Slade.....	Glenbeulah, Wis.....	Apr. 13, 1868
5	A. G. Ruggles.	Fond du Lac, Wis.....	Mar. 16, 1870
6	John A. Bentley.....	Sheboygan, Wis.....	Jan. 17, 1873
7	A. G. Ruggles.....	Fond du Lac, Wis.....	Apr. 25, 1873

SECRETARIES.

1	Jno. O. Thayer	Sheboygan, Wis.....	Mar. 2, 1861
	Amos Otis, assistant	Yarmouth, Mass.....	Mar. 2, 1861
2	H. G. H. Reed.....	Glenbeulah, Wis.....	Feb. 9, 1865
3	Edwin Slade	Glenbeulah, Wis.	April 20, 1866

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TREASURERS.

1	Jno. O. Thayer	Sheboygan, Wis.....	Mar. 2, 1861
2	T. R. Townsend	Sheboygan, Wis.....	Feb. 9, 1865
3	A. G. Ruggles.....	Fond du Lac, Wis.....	Jan. 3, 1871

SUPERINTENDENTS.

1	Edward Appleton	Sheboygan, Wis.....	Mar. 2, 1861
2	S. M. Barrett	Cincinnati, Ohio.....	Mar. 31, 1865
3	Harrison Barrett	Glenbeulah, Wis.....	April 13, 1868
4	S. M. Barrett	Cincinnati, Ohio.....	Mar. 16, 1870
5	Timothy F. Strong	Fond du Lac, Wis.....	Jan. 3, 1871
6	Chas. C. Smith		June 17, 1872
7	Brandon Mozley.....		Nov. 23, 1872
8	Jno. A. Bentley.....	Sheboygan, Wis.....	July 7, 1873
9	Edwin C. French.....	Fond du Lac, Wis.....	Jan. 19, 1876
10	Geo. P. Lee.....	Fond du Lac, Wis.....	Sept. 15, 1876

THE WISCONSIN CENTRAL RAILROAD.

By chapter 80, laws of congress of 1864, there was granted to the state of Wisconsin every alternate section of public land, designated by odd numbers, for ten sections in width on each mile of said road, for the purpose of aiding in the construction of a railroad from Portage City, Berlin, Doty's Island, or Fond du Lac, as the state by its legislature might determine, to Bayfield, and thence to Superior.

By joint resolution of the legislature of the state, approved March 20, 1865, the grant was accepted "and the state of Wisconsin hereby consents to execute the said trust created, by the aforesaid act of congress, pursuant in all things to the terms, limitations and conditions of said act." The legislature of that year failed to agree upon a bill for the disposition of the land grant. The contest over it was renewed the next winter and after a protracted struggle between the contesting interests, the grant was disposed of by fixing the city of Portage as the point of commencement and conferring the grant upon the Portage & Superior company, with a joint ownership in it to the Winnebago & Lake Superior company from Stevens Point to the lake. It was also pro-

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vided that the road should be built via Ripon, provided congress should give its assent to the change of route, which was given by joint resolution of congress, adopted June 21, 1866. The first directors of the Portage & Superior company, were C. C. Washburn, John P. McGregor, George Esterly, E. W. Keyes, J. H. Rountree, W. W. Reed, H. S. Winsor, T. C. Pound, W. W. Corning, H. L. Palmer, John Nazro, E. H. Galloway, H. G. Webb, S. C. Raymond, W. H. Doe, Asaph Whittlesey and H. P. Strong. Mr. Washburn declining to accept a directorship, C. H. Upham succeeded him in the board. The board was organized at Portage, June 5, 1866, by the election of John P. McGregor, as president; H. L. Palmer, vice president; Henry B. Munn, secretary, and John Nazro, treasurer. Mr. Munn shortly after resigned the secretaryship, and A. J. Turner was elected to succeed him. At this meeting of the board, a formal acceptance of the grant was made by a resolution presented by H. L. Palmer, in the following language:

*“Resolved, that the Portage & Superior railroad company accepts the trust lands granted for railroad purposes, conferred upon and granted to the said company by an act of the legislature of the state of Wisconsin, approved April 9, 1866, * * * upon the terms and conditions prescribed in the said act of the legislature, and in the said act of congress; and that the president and secretary of the company are hereby directed to file a notice of such acceptance in the name of the company in the office of the secretary of state.”*

The first directors of the Winnebago & Superior company were James Bassett, Curtis Reed, J. S. Buck, Fred S. Ellis, George Reed, M. H. Sessions, D. R. Clements and J. G. Thorp. The board met and organized about the same time the organization of the Portage & Superior company was made. It being at a time when railroad projects in this state were at a stand still, but little progress was made toward active work. Finding it inconvenient to operate separately, the two companies were consolidated as authorized by act of the legislature, chapter 257, laws of 1869, under the name of the Portage, Winnebago & Superior railroad company, and an organization of the two companies was effected at Oshkosh, June 2, 1869, with George Reed, as President; John P. McGregor, Vice President; Julius S. Buck, Secretary; Henry Hewitt, Treasurer;

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S. W. Budlong, Chief Engineer. On the 15th day of June, 1869, the first stake for the line of the road was set at Portage, and a preliminary line was run through to Lake Superior, and the lands granted to the company were withdrawn from market. Through the active efforts of Hon. George Reed, the president of the consolidated company, eastern capitalists were enlisted in the enterprise, with Gardner Colby, of Boston, at the head, and sufficient local aid was secured to induce the company to put a portion of the line under contract, commencing at Menasha in June 1871, reaching Stevens Point in November of the same year. In 1871, the name of the company was changed to the "Wisconsin Central Railroad Company." In the early stages of the organization of this company the Winnebago & Superior company was also consolidated with the Manitowoc & Minnesota company, the last named company having been empowered to build a road from Manitowoc on Lake Michigan, west through Menasha and Stevens Point to the Mississippi river, but the road had not been constructed. Its chartered rights, however, passed by consolidation into the Portage, Winnebago & Superior company.

In 1870, the Portage, Stevens Point & Superior railroad company was incorporated, with W. W. Corning, S. A. Pease, A. J. Turner, Robert Cochran, G. L. Park, J. O. Raymond, Seth Reeves, George A. Neeves, and Joseph Wood as directors, with the purpose of building a road on a direct line from Portage to Stevens Point, to connect with the land grant road.

On the 3d of December, of the same year, at Montello, the company was consolidated with the Portage, Winnebago & Superior company, and its line was adopted as the line of the land grant road. The legislature of 1876, gave its consent to the change of route, which was ratified by act of congress in the same year.

The Wisconsin Central commenced to build its road from Menasha west, in the spring of 1871, and in spite of almost insurmountable obstacles, and during a time of severe panics in the money markets, it pressed the work of construction forward and laid its last rail in June, 1877, having constructed 330 miles of railroad, all in the state of Wisconsin.

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This road has been of incalculable advantage to the state, but a great loss to its constructors.

The amount of road constructed each year was as follows, viz.:

Commenced at Menasha June 15, 1871; stopped at Stevens Point November 18, 1871. 64 miles.

Commenced at Stevens Point March 18, 1872; stopped at Section 53 December 20, 1872. 53 miles.

Commenced at Section 53 April 25, 1873; stopped at Worcester January 6, 1874. 48 miles.

Commenced at Worcester July 26, 1876; stopped at Butternut Creek December 8, 1876. 32 miles.

Commenced at Butternut Creek May 19, 1877; stopped at Gap on Section 144 May 30, 1877. 16 miles.

Commenced at Ashland July 7, 1872; stopped at Penokee Gap December 26, 1872. 20 miles.

Commenced at Penokee Gap October 2, 1876; stopped at Chippewa Crossing November 26, 1876. 17 miles.

Commenced at Stevens Point October 15, 1875; stopped at Portage October 13, 1876.

The cost of this road, in cash, was about \$9,000,000. It has had so far a hard struggle to pay its expenses and the interest on its coupons which were funded in July, 1875.

The officers of the company have made great efforts to bring settlers into Northern Wisconsin, and every year large numbers of new farms are cleared in the forests, and the wilderness is beginning to blossom. It is estimated that from 12,000 to 15,000 people have already been brought into Northern Wisconsin by reason of the construction of this railroad. About 40 saw mills have been erected between Stevens Point and Ashland.

This road has been built mainly through the energy and perseverance of a comparatively small number of gentlemen residing in Boston and New York — Gardner Colby, of Boston, was the leading spirit. He was seconded in his labor by his son, Chas. L. Colby, now the president of the company, and E. B. Phillips, formerly president of the Construction Company which did the work.

Among the principal men whose money has come into this state in the building of this road are Moses Taylor, J. Q. Preble, of New

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York; Hon. R. G. Hazard, of Rhode Island; Cambria Iron Co., of Philadelphia; and Hon. J. W. Merrill and J. W. Converse, of Boston.

These men have invested many millions in this enterprise, greatly to the advantage of our state and probably to their own severe loss. They deserve well at the hands of the people of Wisconsin. They were all business men of high standing in the east, and they commenced this work and carried it on in a manner which entitles them to great credit.

They first put into it nearly two millions of dollars in money, for which they received preferred stock at par — each party to receive in addition, when the road was completed, his proportion of whatever surplus or common stock or bonds there might be left. About one hundred miles of road was thus built before any debt was incurred or any bonds issued.

They then issued a first mortgage and land grant bond, covering road and lands, which they offered upon the market. Hard times were coming on; railroad securities becoming unpopular, only a limited number could be sold; and in order that the work of construction might be continued, it became necessary, from time to time, for these same gentlemen who had already put in so much of their private capital to purchase the bonds themselves. Over eight million dollars of bonds have been issued on this line of road, of which all but about one million were bought by these same gentlemen, who still own them.

Probably no railroad in the state has met with so many and such great obstacles, and the fact that the road has been completed in spite of them; that the road bed and rolling stock is kept up in fine shape; that all manner of enterprises are being encouraged and fostered on its line; and business is gradually increasing, is proof of the good management of this road, and augurs for it a successful future.

It is to be regretted that this company has met with so many disappointments in regard to its land grant, especially as this was the main thing which induced these gentlemen to invest so much money here.

Before beginning this enterprise, they obtained from Washington

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the official statements of the amount of lands which would accrue to them. The printed reports of the department placed the number of acres at 1,800,000. Not wishing to rely on this, they obtained from the land commissioner, over his signature, the result of an examination of the books in the land department. He placed the figures at 1,357,000 acres, and perhaps 200,000 acres more.

Upon this statement, the money was paid in and the work commenced. In the meantime, the company's agent went through the different land offices of the state and took from the register's books, in each district, the exact amount reserved for them, and when the examination was concluded, the exact number of acres accruing to them proved to be but 800,000. It was too late then to withdraw, and the work was continued, although the hope of profit was abandoned. Last summer a decision by Secretary Schurz, if supported by the courts, cuts this amount down to 600,000 acres.

By one of the provisions of the charter, this company was released from paying any taxes on its land grant for ten years from date of publishing of the act of incorporation. This time expired May 9th, 1876. The legislature of 1877 extended the time of this exemption three years. The taxes for 1876 having been already assessed, the company was virtually granted exemption by this act for the years 1877 and 1878 only.

The following are the names of the officers:

President, Treasurer and Land Commissioner — Chas. L. Colby. *Vice President, Secretary and General Solicitor* — E. H. Abbot. *General Manager and General Superintendent* — F. N. Finney. *General Freight Agent* — M. H. Riddell. *Auditor and General Ticket Agent* — Jas. Barker. *Cashier and Paymaster* — R. W. Maguire. *Division Superintendent, Milwaukee to Stevens Point and Green Bay* — C. F. Dutton. *Division Superintendent, Portage to Lake Superior* — G. Campbell. *Chief Clerk Freight Accounts* — A. B. F. Way. *Train Dispatcher* — C. R. Hanchett. *Agent at Chicago, 61 and 63, Clark Street* — D. M. Boynton.

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GREEN BAY & MINNESOTA RAILROAD COMPANY.

The charter for the Green Bay & Minnesota railroad, was obtained by act of the legislature of Wisconsin in 1866; and the company was organized July 7th of the same year, under the name of the Green Bay & Lake Pepin Railway Company.

The original incorporators were: C. D. Robinson, A. E. Elmore, Randall Wilcox, Andrew Reed, W. J. Abrams, M. P. Lindsley, M. L. Martin, Edward Decker, M. J. Mead, M. Rice, H. D. Barron, W. J. Copp, H. D. Kellogg, A. T. Sharpe and Anton Klaus.

The construction of the road was commenced in 1869, in which year four miles of grading was done, when the company, for lack of funds, was obliged to cease operations, temporarily.

In July, 1870, D. M. Kelly contracted with the company to construct the road to the Mississippi river, and under his contract and supervision, thirty miles of the road bed were graded and bridged in the fall of 1870; forty miles of the road were ironed and put in operation in 1871; one hundred and ten miles were graded, bridged, ironed and put in operation in 1872, and in 1873, sixty-one miles were graded, bridged, ironed and put in operation, and the road completed to the Mississippi river.

Upon the fulfillment of this contract in 1873, Mr. Kelly became the Vice President and General Manager of the company and continued to perform the duties of those offices until December, 1877, when he resigned them and ceased to have any connection with the company.

In 1874, three miles of track were constructed on the east bank of the Mississippi, nearly opposite Winona, Minnesota, and in connection therewith docks, a grain elevator and a merchandise warehouse were erected at a point called Eastmoor for the purposes of the river traffic.

In 1876, the company secured running privileges over what was then the La Crosse, Trempealeau & Prescott railroad between its station of Marshland to Onalaska, on the latter road, and by constructing seven miles of track from Onalaska to the City of La

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Crosse, was enabled to run its through trains from Green Bay into La Crosse.

As during the construction of the road, its Mississippi river terminus was changed from Lake Pepin, on that river, to Winona, it was thought best to change the corporate name of the company, and accordingly under an act of the legislature, the name became on September 5th, 1873, the "Green Bay & Minnesota Railroad Company," which name the corporation now bears.

In the latter part of January, of the year 1876, the road was placed in the hands of a receiver, and Timothy Case, at that time general manager of the company, was appointed its receiver, by whom the road continues to be operated.

THE PINE RIVER VALLEY RAILROAD.

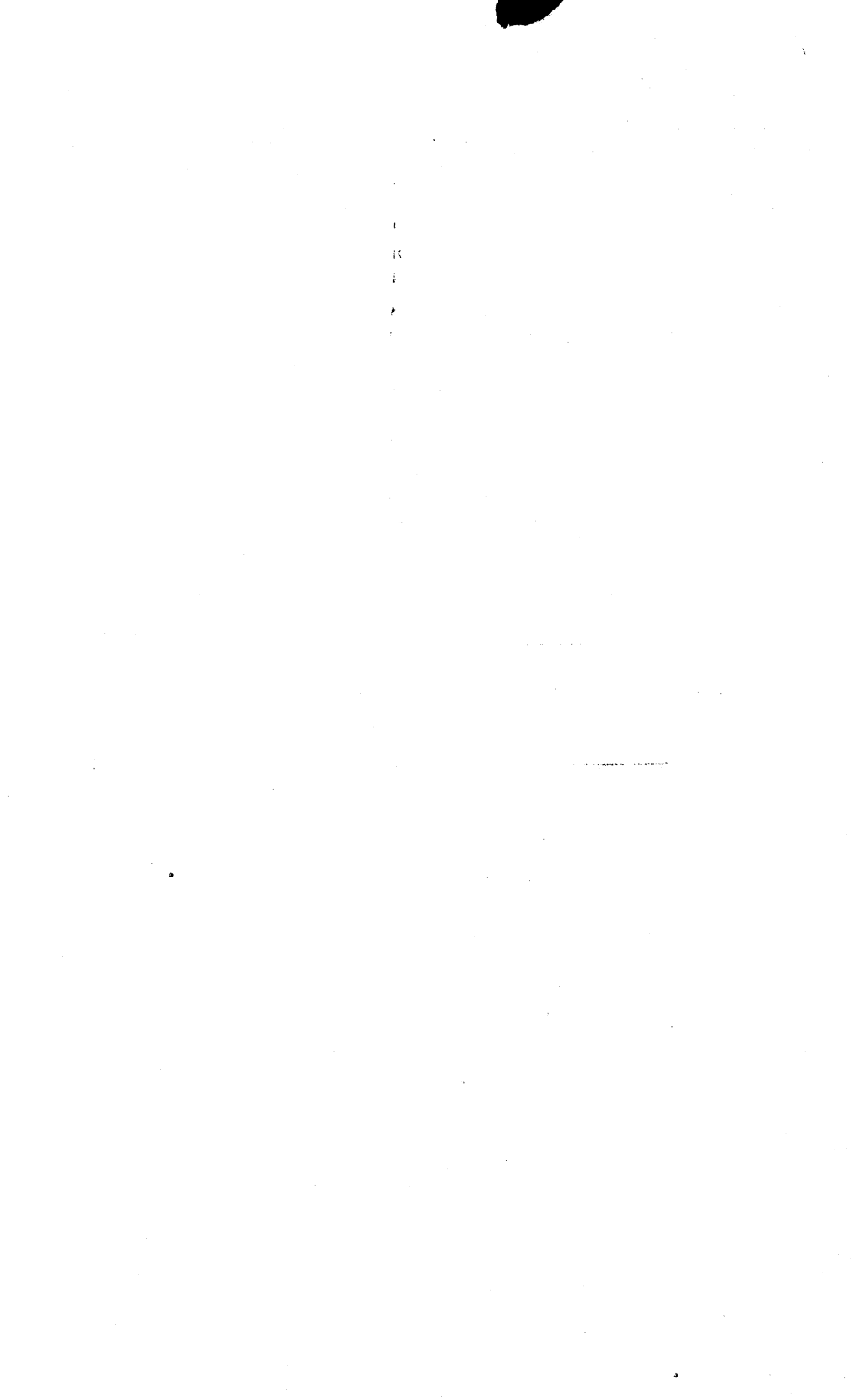
[NARROW GAUGE.]

The charter of the Pine River Valley & Stevens Point railroad company is dated August 5, 1872. It was not at that time expected that this company could build, but that a survey could be made, and some other company induced to construct the road. Not succeeding in this, in the autumn of 1875, this company concluded to build a narrow gauge, and had the route located and commenced grading. James Brothers, took nearly all the jobs, and on August 10, 1876, called the work finished and turned it over to the company August 3, 1876. The company issued on its road \$20,000 bonds and mortgages, interest ten per cent., payable to D. G. James, at the Milwaukee National bank at Milwaukee, in two years from date, interest semi-annually.

The bonds soon fell into the hands of George Krouskop, President of the company, and N. L. James, General Manager. The mortgage provided that if any interest became due and remained unpaid for six months the whole should be due. The individual stock amounted to \$31,400; town bonds, \$19,000, and railroad bonds, \$20,000, which sold for \$69,450, enough to pay for the road, right

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of way, depot, depot grounds and rolling stock, leaving in the treasury \$1,050; afterwards the company collected on subscription \$2,000. The gross earnings to October 1, 1876 amounted to \$1,421; from October 1, 1876, to October 1, 1877, \$14,762; from that time to January 10, 1878, \$7,482; at this time the road had upon it a floating debt of \$2,917, making a total expenditure in 17 months of \$29,917. The interest on the bonds being due and unpaid, in September, 1877, a suit was brought in the United States court to foreclose this mortgage. A compromise was finally effected between the bondholders and stockholders, by which J. W. Lybrand took the management of the road after January 10, 1878, subject to James and Krouskop. Under Lybrand's management, the road earned \$608.93. With this money he purchased and laid down \$647.62 worth of new wood rails; wood for fuel, \$344.07; paid the entire floating debt \$2,917.47; paid freight on iron rails, \$263.42; and had left in the treasury cash and unpaid freight, \$884.02, in all \$5,056.60. With the balance, \$3,552.23, he operated the road and made all ordinary repairs during the eight months ending October 1, 1878. July 27th, 1878, the stockholders called an election and elected the present board of directors: J. W. Lybrand is President; J. L. McKee, Treasurer; W. H. Pier, Secretary; A. C. Eastland, Attorney. The company has replaced during the past year all of the wooden rails with iron rails, except, about four miles which is new wood rail. The original wooden rails are nearly worn out. The company expects to have all the wood rail replaced with iron during the present year, and the hope is also entertained that the work may be extended to Dodgeville during the year 1879.



APPENDIX.

LAWS OF WISCONSIN,

RELATING TO RAILROAD CORPORATIONS AND THE DUTIES OF THE COMMISSIONER.

AMOUNT OF ANNUAL LICENSE FEE.

SECTION 1213. The annual license fees for the operation of such railroads shall be as follows:

1. Four per centum of the gross earnings of all railroads except those operated on pile and pontoon, or pontoon bridges, whose gross earnings equal or exceed three thousand dollars per mile per annum of operated railroad.

2. Five dollars per mile of operated railroad of all railroads whose gross earnings exceed one thousand five hundred dollars per mile per annum, and are less than three thousand dollars per mile per annum of operated road, and in addition two per centum of their gross earnings in excess of fifteen hundred dollars per mile per annum.

3. Five dollars per mile of operated road by all companies whose gross earnings are less than fifteen hundred dollars per mile per annum.

4. Two per centum of the gross earnings of all railroads which are operated upon pile or pontoon, or pontoon bridges, which gross earnings shall be returned as to such parts thereof as are within the state.

One half of such license fee shall be paid at the time the license so issues, and one-half on or before the tenth day of August in each year.

DUTY OF COMMISSIONER.

SECTION 1794. Such commissioner shall inquire into any neglect or violation of the laws of the state by any railroad corporation doing business therein, or by the officers, agents or employes thereof, or by any person operating a railroad. He shall inspect and examine the condition, equipment and manner of management of all railroads, with relation to the public safety and convenience. He shall also examine and ascertain the pecuniary condition and the manner of the financial management of every such railroad corporation. Whenever he shall receive any complaint in writing, made by any citizen of this state, of any such neglect or violation of law, and specifying the acts complained of, such commissioner shall investigate the same; and if he shall find such complaint well founded, he may, in his discretion, report the facts to the attorney general, who shall thereupon prosecute an action thereon in the name of, and for the benefit of the party aggrieved, at the expense of the state.

SECTION 1795. The railroad commissioner shall, on or before the tenth day of February in each year, ascertain and return to the state treasurer the following:

1. The actual cost of each railroad in this state up to, and including the thirty-first day of the next preceding December; and if such railroads shall be partly in and partly out of this state, then the actual cost of so much thereof as is in this state.

2. The total gross receipts resulting from the operation of every such railroad during the next preceding year, ending on the thirty-first day of December, or of that part of the same which is in this state.

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3. The total net earnings resulting from the operation of any such railroad during the next preceding year, ending on the thirty-first day of December, or of that part of the same which is in this state.

4. The total interest bearing indebtedness of the corporation owning or operating such railroad, and the amount of interest paid by such corporation during the next preceding year, ending on the thirty-first day of December; and if any part of such indebtedness has been incurred in consequence of the construction, maintenance, repair, removal or operation of any part of such railroad which is not in this state, or for equipment of such part, such railroad commissioner shall ascertain and determine, in such manner as he shall think just and equitable, how much of its indebtedness is justly chargeable to that part of said railroad that is in this state, and how much interest shall have been paid by such corporation, during such year ending on the thirty-first day of the next preceding December, on that part of such indebtedness which is justly chargeable to that part of said railroad that is in this state. The president or managing officer of every railroad corporation, and every other person operating any railroad in the state, shall annually, in the month of January, make such reports and returns to such commissioner, verified by the oath of such officer or person, as shall afford the information aforesaid, and as he shall require, and, at other times prescribed by him, such other reports and returns, verified as aforesaid, concerning such railroads, their business affairs and management as he shall require; and for such purpose he may prescribe blank forms, which shall be provided by the secretary of state. Every railroad corporation, company or person operating a railroad, who shall fail to make any such report within the time prescribed therefor, shall forfeit one hundred dollars for each and every day the same shall be delayed. The commissioner shall, on or before the second Monday of January in each year, make a report to the governor of the transactions of his office, for the preceding year, and containing such information, suggestions or recommendations in respect to the matters under his charge, as he may deem proper. Three hundred copies of his report, for distribution and exchange, shall annually be bound in cloth, at a cost not exceeding twenty-five cents per copy.

POWERS OF COMMISSIONER.

SECTION 1796. Such commissioner in the discharge of his duties shall have power to examine witnesses, administer oaths, send for persons or papers, and at any and all times may have access to all books and papers of every such railroad corporation in any railroad office in this state; and may copy or extract from the same, and for that purpose may issue subpoenas, requiring the attendance of witnesses and the production of books and papers at such time and place as he may prescribe; and in case of disobedience to any such subpoena, or of a refusal of a witness to testify to any matter as to which he may be legally interrogated, it shall be the duty of the circuit court of any county, on the application of the commissioner, to compel obedience by attachment and proceeding for a contempt as in case of disobedience of a subpoena issued from such court, or a refusal to testify therein.

TO KEEP OFFICE AT CAPITAL.

SECTION 1797. Such commissioner shall keep his office at the seat of government, and shall be provided with a suitable room, necessary office furniture, stationery, books and maps, the expenses thereof to be paid out of the state treasury; but the total sum therefor shall not exceed eight hundred dollars per year. He shall be paid out of the state treasury, in addition to his salary, three dollars per day for traveling expenses for each day actually traveled in the performance of his duties; and he may, when necessary, em-

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ploy a clerk at a salary of one hundred dollars per month, to be paid in like manner. The accounts for all payments authorized by this section, shall be audited only when approved by the governor. Such commissioner and his clerk shall have the right of passing, in the discharge of their official duties, on all railroads and railroad trains, free of charge.

RESTRICTIONS UPON CHARGES.

SECTION 1798. No railroad corporation shall charge, demand or receive from any person, company, or corporation, for the transportation of persons or of property, either by the car-load, or otherwise, a greater sum than it shall charge, demand or receive from any other person, company or corporation, for a like service; or charge, demand, or receive from any person, company or corporation, an unreasonable price for the transportation of persons or property, or for the handling or storage of freight, or for the use of its cars, or for any privilege or service afforded by it in the transaction of business. Every railroad corporation shall, upon reasonable notice, when within its power to do so, furnish suitable cars to any person applying therefor for the transportation of freight, and shall receive, transport and deliver such freight with reasonable dispatch, and provide suitable facilities for the receiving, handling and delivering of such freight at any stations upon such railroad. Any railroad corporation which shall violate any of the provisions of this chapter forbidding extortion or unjust discrimination, or any provision of law establishing rates, shall be liable to the person aggrieved in three times the actual damage sustained, besides costs.

TO RECEIVE AND TRANSPORT ACCORDING TO DIRECTIONS OF SHIPPER.

SECTION 1799. Every railroad corporation operating a road shall receive any and all grain offered to it, or to any agent or employe of it, for transportation, and shall make and deliver to the shipper or consignor the usual bill of lading for such grain consigned to any consignee, and shall transport all such grain over its road at the tariff of rates then in force, and according to the preceding section, to the elevator, warehouse or mill to which the same may be directed or shipped by the shipper or consignor, and deliver the same to the consignee at the warehouse or place of storage designated by him for the delivery thereof, if there be any track connecting therewith, by whomsoever laid or owned, over which such corporation shall have the right or privilege to run its cars, and such place of delivery be not more than one-half mile from the railroad of such corporation; and shall make no increased or additional charge for transportation of such grain because of such delivery, nor charge for such delivery, except such sum, if anything, as such corporation shall be actually required to pay to the owner or holder of such connecting track for the use thereof for such delivery.

TRANSPORTATION OF FIREWOOD.

SECTION 1800. No railroad corporation shall be compelled to transport firewood, unless the same shall be piled at some reasonably convenient point on its line, in quantities sufficient to load at least five cars at a time. When that is done, the corporation, upon five days' notice to the nearest station agent or other proper officer, shall, with all convenient dispatch, provide sufficient cars and transport such wood as required by the shipper, at prices per car load not more than the tariff of rates then in force for transportation of rails, fence posts and railroad ties; but such wood shall be loaded and unloaded by the owner, and no railroad company shall be required to so carry wood during the months of June, September, October and November.

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TO MAINTAIN STATIONS.

SECTION 1801. Every corporation operating a railroad shall maintain a station at every village, whether incorporated or not, having a post office, and containing two hundred inhabitants or more, through or within one-eighth of a mile of which its line of road runs, and shall provide the necessary arrangements, receive and discharge freight and passengers, and shall stop at least one train each day each way at such station, if trains are run on such road to that extent. Every such corporation neglecting or refusing fully to comply with this section, after demand therefor by any resident of such village, shall forfeit not less than twenty-five nor more than fifty dollars for each and every day such neglect or refusal shall continue, one-half to the use of the person prosecuting therefor.

OWNERS OF ELEVATORS MAY CONSTRUCT TRACKS TO RAILROADS.

SECTION 1802. The owner of any elevator, warehouse or mill, at or near any station or terminus of any railroad, may, at his own expense, construct a railroad track from such elevator, warehouse or mill to such railroad, and connect with the same by a switch at a point within a reasonable distance from such station or terminus, and the railroad corporation shall allow such connection. Such side track and switch shall at all times be under the control and management of, and be kept in repair and operated for the benefit of such owner or his assigns by such corporation; but the actual cost of so maintaining and operating the same shall be paid monthly by the owner thereof; and in case of his neglect to so pay the same upon demand, the obligation of this section upon any such corporation shall cease until such payment be made in full.

RESTRICTION ON RATES BY CERTAIN COMPANIES.

SECTION 1803. The Chicago, Milwaukee & St. Paul Railway Company, the Western Union Railroad Company and the Chicago & Northwestern Railway Company, shall not demand, collect or receive a greater compensation for the transportation of persons or property, than is fixed for corresponding distances in the regular published schedule of the tariff rates therefor of the said Chicago, Milwaukee & St. Paul Railway Company, in force on the fifteenth day of June, A. D. 1872, and heretofore filed with the railroad commissioner; and this provision shall apply to all railroads owned, leased or operated by said companies or either of them. Each of said companies in this section named shall sell at all their ticket stations within this state, tickets for five hundred miles, which shall be transferable, and also round trip tickets, good for first-class passengers, to and from any station within this state on their respective lines of road, at the uniform rate of three cents per mile, and with the right to the holder thereof to stop over upon his journey at any station; but no railroad corporation shall be compelled to accept a single fare of less than five cents. This section shall not abridge or control the rates for carrying freight which comes from beyond the boundaries of the state to be carried across or through the state.

NO OFFICER TO BE INTERESTED IN CONTRACTS.

SECTION 1804. No president, director, officer, agent, or employe of any railroad, freight or transportation corporation shall be interested, directly or indirectly, in the furnishing of supplies or materials to such corporation, or in the business of transportation of freight or passengers over the lines owned, leased, controlled or operated by such corporation. No officer of

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any railroad corporation shall be an officer of any other railroad corporation which owns or controls a parallel or competing line, to be determined by a jury; but this shall not apply to cases where one corporation became responsible for the liability of another, either by advances made or a guaranty of bonds, previous to the first day of March, one thousand, eight hundred and seventy-six, nor to any corporation which had prior to that date been authorized to purchase or hold stock in any other railroad corporation, so far as thus authorized.

GUNPOWDER, ETC., NOT TO BE CARRIED ON PASSENGER TRAINS.

SECTION 1805. No railroad corporation shall transport or carry any gunpowder, dynamite, nitro glycerine, or like explosive articles, in any baggage, mail, express or passenger car; and for every violation thereof by any officer or agent of such corporation shall forfeit not less than two hundred nor more than one thousand dollars.

DOORS OF PASSENGER CARS NOT TO BE LOCKED.

SECTION 1806. No door of any car used for transporting passengers upon any railroad shall be locked while such car is in use or occupied by any passenger, nor be locked so as to prevent free exit from the same at all times; and no kerosene oil of less than three hundred degrees test, or other material of an explosive nature shall be used for the purpose of lighting any car used for the transportation of passengers upon any railroad in this state.

TO CARRY AX AND HAND-SAW.

SECTION 1807. Every railroad corporation shall provide and constantly keep in some conspicuous place in every car used for transporting passengers on its road, an ax with a handle, and a hand-saw, both ready for use; and for neglect or failure so to do, shall forfeit twenty-five dollars, for each such car not so provided, for each day such failure shall continue.

TRAINS TO STOP BEFORE CROSSING OTHER RAILROADS.

SECTION 1808. Every train of cars and every locomotive about to cross the track of another railroad, shall come to a full stop before arriving at or crossing the track of such other, and within four hundred feet thereof; and the train or locomotive arriving near said crossing first, shall cross and move on first; and every such train or locomotive shall also come to a full stop before crossing or running upon any drawbridge over a stream which is regularly navigated by vessels, during the season when such stream is so used for navigation, and the use of such draw is necessary for the passage of boats, vessels and other crafts navigating the waters of such stream, at a distance from such bridge of not more than six hundred feet; provided, that no such stop need be made before crossing such drawbridge or railroad crossing of railroads operated by the same company, if, at the time, an employe of the company shall be standing on such bridge or crossing, with a proper light, by night, or flag, by day, and signal such train to proceed.

SIGN BOARDS TO BE PUT UP, WHISTLE TO BE BLOWN, ETC.

SECTION 1809. Every railroad corporation shall put up and maintain at all times at every place where their railroad track crosses a public highway, and near such crossing, a large sign board with the following inscription, painted in large letters on each side: "Look out for the cars," in such man-

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ner as to be visible on the highway track at least an hundred feet distant on each side of the crossing; and before crossing any highway, except in cities and villages, with any locomotive, the whistle shall be blown eighty rods from such crossing, and the engine bell rung continuously from thence until the highway be crossed by the locomotive. In all cities and villages the engine bell shall be rung before and while crossing any street, and no train or locomotive shall go faster, until after having passed all the traveled streets thereof, than at the rate of six miles per hour.

FENCES.

SECTION 1810. Every railroad corporation operating any railroad shall erect and maintain on both sides of any portion of its road (depot grounds excepted), good and sufficient fences of the height of four and a half feet, with openings, or gates, or bars therein, and suitable and convenient farm crossings of the road for the use of the occupants of the lands adjoining, and shall construct and maintain cattle guards at all highway crossings, and connect their fences therewith, to prevent cattle and other animals from going on such railroad. All roads hereafter built shall be so fenced and such cattle guards be made within three months from the time of commencing to operate the same, so far as operated. Until such fences and cattle guards shall be duly made, every railroad corporation owning or operating any such road shall be liable for all damages done to cattle, horses, or other domestic animals, or persons thereon, occasioned in any manner, in whole or in part, by the want of such fences or cattle guards. But after such fences and cattle guards shall have been in good faith constructed, such liability shall not extend to damages occasioned in part by contributory negligence, nor to defects existing without negligence on the part of the corporation or its agents. A barbed wire fence, consisting of two barbed wires, with at least forty barbs to the rod, and one smooth wire firmly fastened to posts not more than two rods apart, with one good stay between, the top wire not over fifty-two, nor under forty-eight inches high, and the bottom wire not less than sixteen inches from the ground, or a wire fence consisting of four smooth wires, set in the same manner, except that the stays between posts shall not be more than eight feet apart, shall be deemed a sufficient fence; and no fence shall required in places where the proximity of ponds, lakes, water-courses, ditches, hills, embankments, or other sufficient protection render a fence unnecessary to protect cattle from straying upon the right of way or track.

LABORERS' LIENS.

SECTION 1815. As often as any contractor for the construction of any railroad or part thereof in progress of construction, shall be indebted to any laborer for thirty days' labor or less, either manual or team labor, or both, including team and driver, performed in constructing such road, such laborer may, within thirty days after the performance of the number of days' labor for which claim is made, serve notice in writing, signed by him, his agent or attorney, on the corporation either owning or constructing such road, that he claims such indebtedness, stating the amount thereof, the number of days' labor, and the time when performed, and the name of the contractor from whom due. and thereupon such corporation shall be directly liable to such laborer for the amount so due him, provided he bring his action therefor within sixty days after the service of such notice. Such notice shall be served by delivering a copy thereof to an engineer, agent or superintendent in the corporation's employment having charge of the part of the road on which such labor was performed, personally, or by leaving the same at his office or usual place of business, with some person of suitable age therein.

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LIABILITY FOR INJURIES.

SECTION 1816. Every railroad corporation shall be liable for all damages sustained by any agent or servant thereof by reason of the negligence of any other agent or servant thereof, without contributory negligence on his part, when sustained within this state, or when such agent or servant is a resident of and his contract of employment was made in this state, and no contract, rule or regulation between any such corporation and any agent or servant shall impair or diminish such liability.

PENALTY AGAINST GAMING.

SECTION 1817. If any railroad corporation or any agent or servant of any such corporation shall suffer any game to be played for gain, or any betting or gambling by means of any game, machine, device or chance of any description whatsoever, in any car, depot, station house, building or other place whatsoever within the care, custody, possession or control of such corporation, agent or servant, such corporation and such agent and servant shall each forfeit not less than fifty nor more than two hundred dollars for each offense, one-half to the use of the person prosecuting; and every such agent or servant shall have authority summarily to arrest, without warrant, any person found in the act of so betting or gambling in any place aforesaid, and bring him before any court of competent jurisdiction, or deliver him to a proper officer to be brought before such court to be dealt with according to law.

PASSENGERS REFUSING TO PAY FARE MAY BE PUT OFF.

SECTION 1818. If any passenger shall refuse to pay his fare, it shall be lawful for the conductor of the train and the servants of the corporation to put him and his baggage off the cars, on stopping the cars, and using no unnecessary force, at any usual stopping place, or near any dwelling house, as the conductor shall elect.

PENALTIES.

SECTION 1819. If any railroad corporation, its officers, agents or servants, shall violate or fail to comply with any of the provisions of this chapter, for which no forfeiture is otherwise specially provided, such corporation shall, for each and every such violation or failure, forfeit not less than fifty nor more than five hundred dollars, one-half to the person prosecuting, and in addition be liable to the person injured for all damages sustained thereby.

CONVEYANCES, LEASES, MORTGAGES AND SATISFACTION TO BE RECORDED.

SECTION 1839. Every conveyance or lease, deed of trust, mortgage or satisfaction thereof, made by any railroad corporation, of any franchises, real estate, fixtures, or other real property, in pursuance of law, shall be executed and acknowledged in the manner in which conveyances of real estate by corporations are required to be by these statutes, to entitle the same to be recorded, and shall be recorded in the office of the secretary of state, who shall indorse thereon his certificate thereof, specifying the day, hour and minute of its reception, and the volume and page where recorded, which shall be evidence of such facts. Every such record of any such instrument shall from the time of reception have the same effect as to any property in this state described therein as the record of any similar instrument in the office of a register of deeds may have by law, as to property in his county, and shall be notice of the rights and interest of the grantee, lessee or mortgagee,

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by such instrument, to the same extent as if it were recorded in each and all of the several counties in which any property therein described may be situated.

REPORTS TO STOCKHOLDERS, WHAT TO CONTAIN.

SECTION 1843. Every railroad corporation shall make an annual report to the stockholders of its operations during the year, ending on the thirty-first day of December, which report shall be verified by the affidavit of the secretary, treasurer and superintendent of the corporation, and shall state:

1. The length of road in operation; the length of single track; the length of double track; the weight of the rail per yard.
 2. The capital stock actually subscribed, and the amount paid thereon.
 3. The whole cost of the road, showing the amount expended for the right of way, for bridging, grading, iron and buildings, respectively, and for all other purposes incidental to the construction of such road.
 4. The amount and nature of its indebtedness, distinguishing the first, second and third mortgage bonds, and the unsecured indebtedness, and the amount due the corporation.
 5. The number of through and way passengers, and the rate of fare.
 6. The amount received for the transportation of passengers, property and mails, for interest, and from all other sources, respectively.
 7. The amount of freight, specifying the quantity in tons or other usual mode of measurement.
 8. The amount paid for repairs of the road, buildings, engines and cars, respectively; for fuel; taxes and interest, specifying the indebtedness on which the same is paid; for wages of employes; for salary paid to each officer where it exceeds one thousand dollars per annum, and for any other purpose incidental to the business of transportation, so as to give a complete statement of the entire annual expense of the corporation.
 9. The amount of loss to the corporation from casualty.
 10. The number and amount of dividends, and when made, and in what manner such dividends have been paid.
 11. The amount appropriated to sinking fund, and the manner in which the same has been applied, and the total amount then held by such sinking fund.
 12. The number of persons killed or injured, the causes thereof, and whether passengers or persons employed by the corporation.
 13. Whether any such accidents have arisen from carelessness or negligence of any person in the employment of the corporation, and whether such person is retained in the service of said corporation.
- The secretary of each railroad corporation shall mail to every stockholder thereof, whose post office address is known, a copy of its annual report, and shall file a certified copy thereof with the Railroad Commissioner, on or before the first day of February.

Convention of Railroad Commissioners.

PROCEEDINGS OF THE NATIONAL CONVENTION OF
RAILROAD COMMISSIONERS.

Held at Columbus, Ohio, Tuesday, November 12, 1878.

SENATE CHAMBER,
COLUMBUS, Ohio, Nov. 12, 1878.

Pursuant to call, the convention of railroad commissioners of the several states was called to order by Hon. William Bell, Jr., of Ohio, who nominated Hon. John Walker, of Missouri, as chairman.

Mr. Walker, on taking the chair, stated the object of the meeting.

On motion of Commissioner William M. Smith, of Illinois, the secretaries of the respective commissions represented were made the secretaries of the convention. The following are the names of the secretaries present: M. H. Chamberlin, of Illinois, J. S. Cameron, of Iowa, George C. Pratt, of Missouri, Sam. C. Bell and Frank W. Merrick, of Ohio. At his own request Mr. Pratt was excused.

On call of the states the following commissioners answered to their names: George M. Woodruff, George W. Arnold and John W. Bacon, of Connecticut; W. M. Smith, George M. Bogue and John H. Oberly, of Illinois, and their secretary, M. H. Chamberlin; Peter A. Dey, M. C. Woodruff, and Secretary J. S. Cameron, of Iowa; Charles F. Adams, Jr., A. D. Briggs, E. W. Kinsley and Secretary J. H. Goodspeed, of Massachusetts; John Walker, John S. Marmaduke, James Harding and Secretary George C. Pratt, of Missouri; W. D. Williams and ——— Cook, of Michigan; Wm. Bell, Jr., and Secretaries Sam. C. Bell and Frank W. Merrick, of Ohio; Myron W. Bailey, of Vermont; Thomas H. Carter, of Virginia; A. J. Turner, of Wisconsin, and Thomas French, auditor of railroad accounts, of Washington, D. C.

On motion of Commissioner Marmaduke, the organization as effected was made permanent.

On motion of Commissioner Williams, of Michigan, the chair appointed a committee of five to report an order of business for the convention. The following were the committee: Commissioners W. D. Williams, C. F. Adams, Jr., John H. Oberly, P. A. Dey and John S. Marmaduke. On motion of Commissioner Dey, Thomas French was added to the committee.

The following resolution was offered by Commissioner Oberly, of Illinois:

Resolved, That the advisability of forming an inter-state board of commissioners be, and the same is hereby referred to the committee of five appointed to report an order of business."

After discussion by Commissioners Oberly, Bailey, Kinsley, Woodruff, of Iowa, and Marmaduke, the resolution was adopted.

On motion of Commissioner Adams, the convention adjourned until 8 P. M.

SENATE CHAMBER, COLUMBUS, OHIO,
TUESDAY, 8 P. M., *November 12, 1878.*

Convention met pursuant to adjournment, President Walker in the chair.

The committee of five on business reported through their chairman, Commissioner Williams, as follows:

The committee on subjects for consideration by the convention, and order of business, would respectfully report, that in the opinion of your committee the questions to be considered should be limited in number, and such as are of the greatest vital importance to perfect the management of railroad corporations in the interest of the producer and shipper, and the stock and bondholders of such corporations. That in that view your committee would

Convention of Railroad Commissioners.

recommend the consideration of the following questions, and in the following order, viz.:

FIRST, The desirability of an uniform system of returns and reports in all the states.

SECOND, The desirability of an uniform system of accounts being kept by all railroad corporations to perfect and render an uniform system of returns and reports practicable and correct, and herewith submit the following resolution:

"WHEREAS, It is of the utmost importance to the material interests of the country as well as the officials and holders of the securities of the railroad corporations, that the returns and reports of those corporations should fairly and correctly represent their doings and financial standing, and whereas this result can only be secured through a general uniformity in the methods in which the books of the corporations are kept, from which the returns are drawn, and whereas, finally this result can best be arrived at through the voluntary co-operations of the representatives of those corporations, therefore

"Resolved, That a committee of five be appointed to consider this subject and to mature a form of returns and system of uniform railroad book-keeping, so far as the same is practicable, and that the said committee be instructed to invite the co-operation of the leading railroad accountants, of the country in the performance of this duty, and that they report at the next meeting of this convention."

THIRD, The desirability of an uniform system of taxation of railroad property and franchises, and herewith submit the following resolution:

"Resolved, That a committee of three be appointed to examine into and report the methods of taxation as respects railroads and railroad securities now in use in the various states of the Union, as well as in foreign countries, and further to report a plan for an equitable and uniform system for such taxation, at the next meeting of this convention."

FOURTH. On the subject of a permanent organization of this convention, the opinion is that the object sought to be obtained by the resolution referred to, can be secured by the appointment of an executive committee authorized to call the convention into session whenever in the opinion of said committee a necessity for the meeting of the convention exists, and submit herewith the following resolution:

"Resolved, That an executive committee of three be appointed by the chair, and that said committee be and are hereby authorized to fix the place of any future convention, and to call it at such times as may be fixed by the convention, or at any time when in the opinion of the committee a necessity for a meeting of the convention exists."

Commissioner Williams moved an adoption of the order of business, which was carried.

The debate on the adoption of the first resolution embraced in the report, was opened by Commissioner Adams, who offered the following amendment: After the words "are instructed to invite," strike out the remainder and insert the following: "Messrs. M. M. Kirkman, of Chicago; W. P. Shinn, of Pennsylvania; — Wilber, of Boston; C. P. Cleland, of Cleveland, and Joseph S. Ford, of Missouri, as a committee of representative professional railroad accountants of the country, to co-operate with and advise them in the performance of their duty."

"Resolved. That the foregoing committee be instructed to report at the next meeting of this convention."

Commissioner Williams moved to amend the amendment by inserting after the words "of Missouri," "and such others as to the committee may seem proper." Commissioner Adams, with the consent of the convention, accepted the amendment.

Convention of Railroad Commissioners.

The amendment and original resolution as amended were thereupon adopted.

The second resolution embraced in the report of the committee was adopted on the motion of Commissioner Turner, of Wisconsin.

The third resolution embraced in the report of the committee was adopted without debate.

Commissioner Oberly moved that a committee of five, to consist of the chairman of the convention, and the chairman of the committee on Business, and three others, be appointed by the chair, to select the committees authorized by the resolutions. Carried. The chairman appointed the following commissioners on said committee: John Walker (ex-officio), W. D. Williams (ex-officio), C. F. Adams, Jr., J. H. Oberly, and Jno. S. Marmaduke.

Commissioner Marmaduke, of Missouri, offered the following resolution;

Resolved, That a committee of five be appointed by the chair to consider the subject of the true status of the railroad corporation in the body politic, and report the result of their investigations of this subject to the next meeting of this convention.

Pending the discussion the convention adjourned until Wednesday morning at 9 o'clock.

SENATE CHAMBER, COLUMBUS, OHIO,

WEDNESDAY, 9 A. M., NOV. 13, 1878.

Convention called to order by the chairman. Reading of the Journal dispensed with. The chair announced the question before the convention to be on the resolution of Commissioner Marmaduke. The resolution was thereupon adopted, and the following committee appointed by the chair: Commissioners J. S. Marmaduke, W. M. Smith, T. H. Carter, Thomas French and M. W. Bailey.

Commissioner Oberly, of Illinois, presented the following resolution:

"WHEREAS, Transportation companies are largely dependant for continuous reductions in rates of fare and freight upon the use of improvements in operating devices, etc.,

"WHEREAS, The public sentiment in this regard, as well as the special facts that have come to our notice demonstrate that the rules of the patent law as now applied, have worked hardships alike to the transportation companies and the public; therefore,

"*Resolved*, That in the opinion of this convention, congress should give to the revision of the patent laws very early consideration, and should enact as soon as practicable such amendments as shall seem just and proper.

"*Resolved*, That the secretary of this convention forward a copy hereof to the chairman of the patent committees of the senate and house of representatives."

The debate was opened by Commissioner Oberly, who moved that Mr. Raymond, of Chicago, be permitted to speak to the resolution; this privilege being granted, Mr. Raymond was introduced and addressed the convention, followed by Commissioners Oberly, Briggs and Adams, who moved to lay the resolution on the table. This motion was withdrawn to enable Commissioner Oberly to withdraw the resolution which, with the consent of the convention, he did.

The committee to select standing committees reported the following named commissioners, which selections were confirmed by the convention.

On Book-Keeping and Accounts — G. M. Woodruff, of Connecticut; G. M. Bogue, of Illinois; Thomas H. Carter, of Virginia; M. C. Woodruff, of Iowa, and A. J. Turner of Wisconsin.

On Taxation — C. F. Adams, Jr., of Massachusetts, W. D. Williams, of Michigan, and J. H. Oberly, of Illinois.

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Executive Committee — A. D. Briggs, of Massachusetts; James Harding, of Missouri, and William Bell, Jr., of Ohio.

Mr. Woodruff, of Connecticut, moved the adoption of the following resolution:

“*Resolved*, That Joseph H. Goodspeed, examiner of accounts for the Board of Railroad Commissioners for the State of Massachusetts, be and he is hereby appointed secretary of the committee on Book-Keeping and Accounts.

Carried.

Communications from M. M. Green president of the Columbus & Toledo and Columbus & Hocking Valley Railroads, and J. B. Peters, superintendent of the Scioto Valley Railroad, tendering courtesies, were received and read.

Commissioner Adams of Massachusetts, introduced the following resolution, which was adopted:

“*Resolved*, That the thanks of the convention be tendered to M. M. Green, president of the Hocking Valley and the Columbus & Toledo Railroads, and to J. B. Peters, superintendent of the Scioto Valley Railroad, for the courtesies extended to its members, which their necessary engagements prevent them accepting.”

Commissioner Bogue, of Illinois, introduced the following resolution, which was unanimously adopted:

“*Resolved*, That the thanks of this convention are due and are hereby extended to William Bell, Jr., commissioner of railroads and telegraphs of Ohio, for his kindness and courtesy in the entertainment of this convention.”

After returning thanks to the chairman and secretaries for the faithful discharge of their duties, commissioner Carter, of Virginia, offered the following resolution:

“*Resolved*, That this convention do now adjourn to meet the second Tuesday in June next, at such place as the executive committee may indicate.

Carried.

Convention declared adjourned.

Narrow Gauge Roads.

NARROW GAUGE ROADS.

THE TRANSPORTATION QUESTION.

[A paper appearing in the September number of Scribner's Magazine, from the pen of STEPHEN D. DILLAYE.]

Railroad transportation is cumbersome, inefficient, and needlessly expensive. It demands power it cannot utilize, doubling its cost. It makes the carrying of passengers its primary, and freight its secondary object, at the expense of the products of the land. It is inefficient, because its roadways, its engines and cars are so constructed, owing to the width of the gauge, as to require four tons of dead weight to carry one ton of freight, and needless expense in structure, sacrificed by the force it is compelled to support; a system is practical which can be made to carry two and eight-tenth tons of freight to one ton of dead weight, and in the same ratio diminishing wear and tear. It is needlessly expensive, for the present system costs forty per cent. more for roadway, and a third more for operating expenses, while it can do little more than a third the work the less expensive system can perform.

These assertions need proofs. I proceed to offer them. The railroads between the Mississippi valley and the Atlantic, except the New York Central and portions of the Pennsylvania have been built, equipped, and are worked upon a theory which has been demonstrated to be unfit for freight transportation. The gauges all run from four feet, eight inches to five feet, six inches and six feet. The war of the gauges has resulted in the victory of the narrow gauges. In the mountains of Wales, slate mines invited capital. Easy and cheap transportation were essential to profit. Thirteen miles separated Festiniog, the place of the mines, from Port Modoc, the seaport for shipping. The route was mountainous and difficult. Festiniog is 700 feet above Port Modoc. The route had to be scooped out of mountain sides, while ravines continually intercepted the way and had to be crossed by wall works and stone embankments. So crooked was the route that its line was almost a continual repetition of the letter S. Its curves were so sharp that a moderately long train would be on three curves at the same time. These obstacles were in the way of cheap transportation. In 1839, a horse tramway was constructed with a two-foot gauge, and a sixteen pound rail, which in a few years was replaced by a thirty-pound rail, and the track was adapted to steam engines. After eighteen years' use, the thirty pound rails were replaced by forty-eight pound rails. The original capital stock of the road was £36,000. The earnings expended in construction increased the capital to £86,000, making the cost \$30,000 per mile. It pays 29½ per cent. on its original, and 12½ on its present capital. It is worked with the Fairlie engine, and is the most successful railway in England. This statement raises the question, Why is it that this narrow gauge road has always paid large dividends, when nearly every wide gauge in Great Britain has failed to pay? In answering this, I shall demonstrate that narrow gauge roads are essential to cheap transportation. I shall proceed to proofs, by showing, first: saving in construc-

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tion; second: in equipment; third: in dead weight; fourth: in increased relative power to carry freight; fifth: decrease in wear and tear; sixth: decrease in running expenses. Establishing these positions, I shall proceed to inquire, seven: can a pure freight road be made to pay? eighth: how should such a road be operated? Finally, I shall show the demand for cheap transportation and compare the relative ability of our water means of transport with that of narrow gauge roads. The first inquiry is as to

SAVING IN CONSTRUCTION.

This cannot be accurately settled until the exact gauge is fixed and the route is established. Three feet, or three feet, six inches should be settled upon. With either of these gauges, the saving will vary but little, if any, from forty per cent. Actual and varied experiences have established this conclusion. These experiences have resulted from works entered upon on the report of a committee appointed by various European, Asiatic and South American governments to visit the Festiniog road, and examine its working capacity, feasibility and general utility. In July, 1870, this committee met. It was composed of the most experienced and thoroughly educated railroad engineers of Europe. They examined in detail the engines, cars, and every element of practical importance in their weight, construction, size, durability, etc., etc. The result was a unanimous concurrence in a report favorable to narrow gauges, and all the details so successfully demonstrated in the twenty years' experiment of the Festiniog road. Russia at once adopted the report of its commission, and constructed the Imperial Livny narrow gauge road, which it has since operated with triumphant success. Its cost (it is a three feet six inch track) was forty per cent less than four feet eight and a half inch gauge, through a corresponding country and grades. Uniformity of result has shown that the cost diminishes with the width of the track. In India, Australia, Norway, Canada, North Germany, and the United States, the cost has been as follows per mile: Australia, \$32,000; India, \$19,000; Norway, from \$15,000 to \$26,600; Canada, \$14,000; Western States, \$10,000 to \$12,000; Tennessee, \$11,500. The Railway Times estimates the cost in ordinary routes, at \$13,500 against \$24,000 for four feet eight and a half inch grade. The "New York Tribune," after exhaustive examination, fixed the cost of a fully equipped single track at \$16,400, as against \$25,400 for four feet eight and a half. The Denver and Rio Grande narrow gauge cost \$18,500, against \$23,500 for a four feet eight and a half inches on like routes.

SAVING IN EQUIPMENT.

This cannot be accurately settled until the gauge is settled and the route established. The committee of European governments before alluded to, examined every detail in the Festiniog road. The Russian, Indian, South American, Australian and North American roads have verified the conclusions there reached. The capacity of platform, gondola and box cars weighing 1,776 lbs., would average 18,200 of freight. The cost of platform cars carrying for each wheel 3,150, would be \$350, or \$18.42 for each 1,000 lbs. of capacity, and the capacity of freight to dead weight 1 to $2\frac{1}{3}$. The gondola would carry to each wheel 3,156; cost \$385, or \$21.39 for 1,000 lbs. of capacity: proportion of dead weight 1 to $2\frac{4}{5}$. Box cars carrying to each wheel 3,300, cost \$450, or \$25.71 for each 1,000 lbs. of capacity, with capacity as one is to two.

The Russian narrow gauge has demonstrated that a platform car, weighing 1 ton, 1,300 lbs. will carry five tons, 1,900 lbs. An open car weighing 1 ton, 1,700, will carry five tons, 1,600 lbs. A closed car, weighing 2 tons, 100 lbs., will carry five tons, 900 lbs., so that in carrying 350 tons, 242 would be freight and 108 dead weight. The difference in weight, capacity and cost, between

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eight-wheeled cars for a four feet eight inch and a three feet six inch gauge, is as follows: Three feet — weight, 8,800 lbs.; capacity, 17,600; cost, \$458. Four feet eight inches — weight, 19,000; capacity in full, 18,000; cost, \$735. Platform three feet gauge — weight, 6,250; capacity, 19,000; cost, \$350. For four feet eight and a half inches gauge — weight, 18,000; capacity, 18,000; cost, \$575. For gondola, three feet gauge — weight, 7,250; capacity, 18,000; cost, \$885. Four four feet eight and a half inches gauge — weight, 18,500; cost, \$625. These estimates are taken from actual working weight on cars on the Pennsylvania road, as compared with the Denver and Rio Grande narrow gauge.

SAVING IN DEAD WEIGHT.

The saving in dead weight, on the narrow gauge, in cars to carry 100 tons is 103,000 lbs. The most expert and experienced engineers give the result as averaging on a three feet track two and eight-tenths of paying freight to one ton of dead weight; and it is not contended that on a four feet eight inch track, the capacity to carry freight is beyond the dead weight. This is the result of actual and prolonged experiments. The difference is demonstrated by the operations of two representative roads. On the London and North-Western, a wide gauge, a freight train weighing, with freight, 250 tons. is made up of 50 tons of freight to 200 tons of dead weight. On the Imperial Livny Russian, narrow gauge, a train weighing 354 tons is made up of 260 tons of freight and 94 tons of dead weight. To carry this 260 tons of freight, the wide gauge requires as an average 1,040 tons of carriages. As 94 tons is to 1,040, so is the difference between the two systems. This brings me to

THE INCREASED POWER TO CARRY FREIGHT.

Actual statistics show that the four feet eight inch gauge uses four tons of dead weight to carry one ton of freight. The fact is deduced from a report of Mr. Sweet, an eminent and well known engineer of New York, made up from the working tables of various prominent wide gauge roads. All freight carried on passenger roads — and nearly every road in the United States has been constructed with special reference to passenger traffic — is carried at double the expense at which it could be carried on pure freight roads. I have shown that it can be carried on narrow gauge at one-half the expense it can be carried on wide gauges. These facts established, I am brought to the question of

DECREASED WEAR AND TEAR.

This results from decreased friction, decreased weight, and decreased collisions. The wear and tear in rolling stock, and on the rails and road bed is conceded to be in an exact ratio to the width between the rails and to the weight and speed with which trains are rolled over the track. On the basis I have shown, a four feet eight inch track would have to bear the friction of 50,000,000 tons, to 20,000,000 tons on a three feet track, to carry the same amount of freight. The ratio then is as 20 is to 50, in favor of the narrow gauge. So too, the wear and tear as the train is drawn faster than ten miles an hour, is increased in the exact ratio of the increase of speed. The principles which determine these results are too plain to require further elucidation, and I proceed to the matter of

DECREASED RUNNING EXPENSES.

The expenses of running a railroad are measured generally: first, by the cost of construction and equipment; and second, by the passengers and freight it carries. The cost of rolling stock between the three feet and the

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four feet eight inch track is as 21 is to 32, and the structure as 20 is to 30. The capacity as $2\frac{7}{10}$ is to 1, so that the cost of running a narrow gauge would be less than one-half the cost of running a wide gauge.

* * * * *

I have thus cleared the way to examine the capacity of narrow gauge freight railroads.

Such a road, with rolling stock adapted to it, can transport with the same power of engine, as compared with a 4 feet $8\frac{1}{2}$ inch gauge, as follows:

	ON 4 FT. $8\frac{1}{2}$ GAUGE.			ON 3 FT. GAUGE.	
	Gross tons.	Weight of cars.	Freight.	Weight of cars.	Freight.
On a level.....	1,290	601 tons	689 tons	364 tons	926 tons
10 feet grade.....	900	428 "	472 "	240 "	660 "
20 ".....	674	328 "	346 "	203 "	471 "
30 ".....	500	250 "	250 "	150 "	350 "
40 ".....	457	231 "	226 "	137 "	320 "
50 ".....	400	200 "	200 "	120 "	280 "
60 ".....	345	173 "	172 "	104 "	241 "
70 ".....	320	160 "	160 "	97 "	223 "
80 ".....	277	138 "	139 "	81 "	196 "

I do not claim that this table is strictly accurate, but I do claim that it is practically so.

The capacity of a wide-gauge road, of double track, exclusively devoted to freight, running trains of two hundred tons of freight two miles apart, at eight and ten miles an hour, between Buffalo and Albany is as follows:

8 miles an hour, 7,008,000 tons each way, equal to..... 14,016,000
 10 miles an hour, 8,760,000 tons each way, equal to..... 17,520,000

The same at one mile between trains:

At 8 miles an hour, 14,016,000 tons each way, equal to..... 28,032,000
 At 10 miles an hour, 17,520,000 tons each way, equal to..... 35,040,000

Space half mile apart.

At 8 miles an hour, 28,032,000 tons each way, equal to..... 56,064,000
 At 10 miles an hour, 35,040,000 tons each way, equal to..... 70,080,000

With like tractive power in the engines, the aggregate of freight would be increased on a narrow gauge as 2.8 is to 1. For the wide gauge, using its maximum of capacity, would carry but one ton of freight to one ton of dead weight, but it ordinarily uses four tons of dead weight to one ton of freight; while the narrow gauge, using its maximum, would carry two and eight-tenths tons of freight to one of dead weight, and ordinarily carrying a larger ratio of freight than of dead weight. The wide gauge carrying but 200 tons of freight at ten miles an hour, half a mile between trains, as above shown, would transport 35,040,000 tons each way. The narrow gauge would carry 98,112,000 tons each way, or to reduce the speed to eight miles an hour, trains

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one mile apart, on the wide gauge, would carry 14,016,000. The narrow gauge, with the same power and speed, would carry 38,934,000 tons. * * *

In the facts and considerations I have presented, I have indulged in no idle speculation; the figures and statistics represent the real and the authentic in the progress of our necessities for cheaper transportation. From these facts certain conclusions seem to be inevitable:

First, that a three-foot-gauge railroad, exclusively for the transportation of freight, can be built forty per cent. less than a 4 feet 8½ inch gauge can be built; that such a road can be run at one-third less expense than a wide gauge can be run; that by so narrowing the gauge the dead weight in engines and cars can be so diminished and the carrying power of the road be so increased as to make the narrow gauge capable of enlarging, with the same power, the capacity of carrying freight from a ratio of 1 to 2.8; that from these facts the result is clear, that the cost of transportation by railroads can be easily so reduced by a plainly practical system that freight which it now costs thirteen mills per ton per mile to transport can profitably be transported at four mills per ton per mile, thus enabling wheat and corn to be transported from Chicago to New York for eleven cents per bushel, or from Council Bluffs to the Atlantic for sixteen cents per bushel, or at less than one-half the average cost by lake, canal and river navigation for the last ten years, and as cheap as it could be transported if there was a ship canal for the whole distance with capacity for 1,200-ton ships.

Second, that the present means of water transportation is wholly inadequate to transport the freight to be moved; that the Erie canal is stationary in its business, as it is in its capacity; that it cannot be enlarged, for lack of water; that its capacity cannot be made adequate to the requirements of freight, as its locks, as well as want of water, limit the possibilities of its freightage; that the Mississippi route, with all its tributaries, is dominated over by obstructions it is difficult, if not impossible, to overcome; that besides, it is subordinate to the natural laws of heat and cold, which so dry up its waters in summer and so congeal them in winter as to render the route uncertain at all times and absolutely unavailable for at least one-third of the time.

Third, it follows from the premises presented that the problem, How shall transportation be cheapened? may be solved by constructing a narrow-gauge freight highway from the Missouri to New York, Philadelphia and Boston, making a governmentally organized highway from the growing and productive region through whose heart it would pass. That such a highway, built by the government and controlled by it, with uniform rules, rates and speed, so that the road would be open to all upon conditions applicable to all, and be beyond the manipulation of capital, as it would be above the greed of power, would successfully meet the demand for cheap freight, is capable, I believe, of the clearest, easiest and most absolute demonstration.

ARE NARROW GAUGE ROADS ECONOMICAL ?

[A paper appearing in the December number of Scribner's Magazine, from the pen of L. M. JOHNSON.]

The desirability of cheapening transportation is admitted by farmers and statesmen, merchants, manufacturers and capitalists, and every additional contribution of fact and experience bearing upon the subject is read with daily increasing interest.

Much may be said in favor of the narrow gauge system under circumstances of isolation, where competition of the more firmly established sys-

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tem cannot be felt, and where capital cannot be obtained except for the smallest outlay. Under all other circumstances it can be shown that, in the present day and in this country, it is injudicious to invest money in any other than the standard gauge roads. It can also be shown that the difference in cost of construction, equipment, operation and transportation of the two systems has been greatly over-estimated.

An exhaustive essay will not be attempted, nor will the reader be wearied with general statistics, which, in any case, are very unsatisfactory, unless all the conditions of the roads referred to are fully understood. The cost of different railways of the same gauge, either in construction or in operation, cannot be compared with each other without considering a variety of local circumstances. Hence, an array of figures showing the cost of construction and operation of railways in India, Great Britain and America, prove but very little in regard to any particular road upon which estimates may be required.

Tabulated statements as to the performance of locomotives, showing the mileage of loaded and empty cars; number of passengers carried one mile; the consumption of fuel, oil, tallow, and waste per mile run, are valuable to the officers of any particular road, showing, from year to year, what class of locomotives do the most work, and what men operate them most economically, but they prove very little in regard to any other road. This is owing to the fact that the grades and curves and the nature of the business are peculiar in each case. To do a light business it will cost, proportionately, very much more in the way of repairs, general and other expenses alluded to, than to do a heavy business. Hence, if one road is to be compared with another, the tonnage is a very important item. On some roads, the business is almost all in one direction, resulting in a heavy mileage for empty cars, which is almost as expensive as to haul loaded cars. These points are mentioned to show that the conclusions drawn from statistics are to be taken, in any case, with great caution.

It will be my object to exhibit many details, drawn from personal experience in the operation of both classes of roads, from which the reader may make his own deductions.

CONSTRUCTION.

No good reason can be given why the excavations and embankments of the two gauges should differ more than two feet in width for the track, while the ditches should evidently be of the same width.

In the following remarks, the terms "narrow gauge" will refer to a gauge of three feet, and "standard gauge" to one of four feet eight and one-half inches. Assuming an embankment two feet high, with slopes of one and a half to one, we have, for a narrow gauge road ten feet wide, two and eighty-nine one-hundredths cubic yards of earth work, and for the standard gauge, twelve feet wide, three and thirty-three one-hundredths cubic yards of earth work, per lineal yard of embankment—a difference in favor of the narrow gauge of thirteen and two-tenths per cent.

With the same conditions, the quantities for a four foot embankment are as seven and eleven one-hundredths to eight—a difference of eleven per cent.; for a six foot embankment, twelve and seventy-four one-hundredths to fourteen, a difference of nine per cent.; for a twelve foot embankment, thirty-nine and thirty-three three-hundredths to forty, a saving of six and sixty-seven one-hundredths per cent.; for a sixteen foot embankment, as sixty and forty-four one-hundredths to sixty-four, a saving of five and fifty-six one-hundredths per cent.; for an eighteen foot embankment, as seventy-four to seventy eight, a saving of five and thirteen one-hundredths per cent. Thus in the lowest embankment the saving is slight, and as the embankments increase in height the saving is still less.

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Pile-bridge work constitutes, on most of our western roads, a very important item of expense, since we sometimes have as many as five hundred bridges in one hundred and fifty miles of road. The piles, guard plank and labor cost just the same on the narrow as on the standard gauges. The iron in such bridges consists mainly in spikes, and drift bolts, which should not be much, if any, lighter.

On the narrow-gauge bridges, ties five inches by six inches by six feet are used; caps, ten by thirteen by ten; stringers, six by twelve by sixteen; while on the standard-gauge the ties are six by eight by eight; the stringers eight by sixteen by sixteen, and the caps twelve by twelve by twelve, making a difference of about thirty-two feet, board measure, per lineal foot of bridging. This saving will not amount to more than fifteen per cent. of the cost of the bridge. The rails used in the track may be one-third lighter. A narrow-gauge track-tie measures six by eight by six feet; while a standard-gauge tie measures six by eight by eight feet. There is a saving of twenty-five per cent. in the material, but the saving in the cost of the tie is only about twenty-one per cent; because the labor of making the one is about the same as that expended on the other.

It is obvious that the cost of erection of station-houses, section-houses, tool and store houses, will be the same under each system. Turn-tables and water-tanks can cost but very little less on the narrow-gauge road, because the labor — a very large proportion of the expense — will be nearly equal in both cases, while the material can be but very little less on the narrow-gauge road. In the erection of shops very little can be saved, unless it be about two feet in the height of the walls. An examination of these details will show that forty per cent. is an exaggeration of the difference in cost, hence the principal items of expense differ but little.

EQUIPMENT.

A narrow-gauge coach will seat about forty, while a standard-gauge coach will accommodate about sixty passengers. It will therefore require three narrow-gauge coaches to transport the same number of passengers that will be carried in two standard-gauge coaches. The labor involved in the construction of a narrow-gauge coach is very nearly the same as that required to construct a standard-gauge coach, although the quantity of materials required will be less. I need not make a detailed statement of the cost of building these cars or coaches, since it will be obvious that three narrow-gauge coaches will cost as much as two standard-gauge coaches.

The load for a narrow-gauge freight car is eight tons; for a standard-gauge freight car, twelve tons; it will, therefore, require three of the former to do the work of two of the latter. The same reasoning will apply in the case of freight cars, which has been used in relation to coaches.

A narrow-gauge box car weighs about eleven thousand pounds, while a standard-gauge box car weighs about twenty thousand pounds; hence, in the transportation of three car loads of freight over the narrow-gauge road, we will have about thirty-three thousand pounds dead weight, while in the transportation of two standard-gauge cars, there will be forty thousand pounds of dead weight; hence, the saving in dead weight appears to be about one-sixth of the weight of the box car.

Very little is saved in the equipment of a narrow-gauge road with locomotive power, for a small engine will not do so much work in proportion to its cost as a large engine, and a million tons of freight can be hauled over any road with less cost for motive power with the large engine of a standard-gauge road than with the small engine of a narrow-gauge road.

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OPERATION.

In the operation of a railway, we find many expenses the same in both systems. The general office must be maintained, telegraph operators, heads of departments, foremen in all branches of the work, mechanics, laborers, station agents, and train-men must be retained in equal or greater numbers at the best wages, or they will go to other roads. At equal wages, it is difficult to retain the best class of men, because there is more or less feeling of insecurity—unfounded, it is true—which continually leads them to desert the narrow-gauge service. It is necessary to keep a foreman and several laborers on each section of the road, whose duties are the same, under similar conditions of road. It will cost the same on each to maintain this important and expensive force of men, as they have to run a hand-car, inspect track, bridges, culverts, crossings, fences, cattle-guards, etc., and perform the same labor of track lining and surfacing; and it will cost just as much to keep the right of way clear of grass and weeds, to maintain fences, to widen embankments, clear out ditches, tighten bolts, drive spikes, and clear driftwood from streams where bridges are in danger, to pump water for engines, and all the other duties which fall to this class of men.

One very important item of expense is the repair of bridges. In the renewal of material there will be a slight saving, but the repairs of buildings along the line of the road will cost the same.

Any one familiar with the pay-rolls of a railway, will appreciate the fact that an immense expense is incurred for labor in the repair and renewal of the track, bridges, and buildings, which, under the two systems, will be nearly, if not quite the same.

The labor involved in the repairs of rolling stock will be even greater on the narrow-gauge road, because it will require the same amount of labor to repair a narrow-gauge car as to repair a standard-gauge car; although, in the materials used, there will be some saving on the former. Add to this the fact that, in order to transport twenty-four tons of freight on the narrow-gauge, we must repair three cars, while to transport the same number of tons on a standard-gauge road, we have to repair but two cars, and it will be easy to see that, notwithstanding the saving in material, the cost of repairs on rolling stock, to transport an equal amount of freight, will be greater on the narrow-gauge than on the standard-gauge road. In order to haul the same amount of freight, the train expense will be much heavier; engineers, firemen, conductors and brakemen, must be employed in greater numbers,—since trains are lighter,—and they must be equally skillful and have the same wages, and since the number of engines and cars must be about one-third greater in number to haul the same amount of freight on a narrow-gauge road, it is obvious that the very important items of oil, tallow, waste, and fuel, will cost much more on the narrow-gauge road.

It may be asserted that more engines will be required to haul a million tons of freight on a narrow-gauge road than on a standard-gauge road; moreover, the lighter engines do not execute their work so satisfactorily, as they get out of order more frequently, because the flues are so much smaller, requiring frequent washing, which is not so effectual in preventing the accumulation of scale and mud.

Another great item of expense is due to the delay of trains and wrecks. Such incidents and casualties are more costly on a narrow-gauge road, because, for a given amount of freight, more trains are required, and more men and rolling stock are involved.

Whenever freight is transported for delivery to foreign roads, three narrow gauge cars must be used to load two cars of the standard-gauge. A delay of, at least, one day will occur, in addition to the cost of transfer, which, if wagons have to be used, will be from three to six cents per hundred, or from five to nine dollars per car. It is often inconvenient for the

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shipper to load three cars at once, for the narrow-gauge road to furnish them, and for the foreign road to furnish the two cars, of the same class, at the requisite moment. When freight is received from foreign roads, the same difficulties occur. Moreover, foreign roads cannot be required to furnish freight in two-car lots; hence, the narrow-gauge road must either send a car partly loaded, or impose a rate destructive of its business, or else reduce its tariff. In the active competition for business which prevails at the present day, any one who has charge of a narrow-gauge road will readily admit that the gauge is of great disadvantage, for the reasons just stated, and because of the unwillingness of shippers to have their freight transferred by strangers, while in transit.

No assurances that damages will be paid if property is lost or injured will suffice to do away with this prejudice.

The writer has one case in mind where, if the gauges of the connecting roads were alike, he might secure from a short cross-road at least five hundred car-loads of flour, which is now transported about twenty miles beyond the junction, in order that it may proceed to its eastern destination without breaking bulk; for he could save this shipper twenty miles of hauling, and would gladly pay all charges for transfer, both to the point where the narrow-gauge road would receive the freight and at the terminus of the narrow-gauge road. It is asserted that freight of this description is more or less damaged, and rendered, in some degree, less marketable every time it is unloaded, though the injury may be so slight, in the case of each barrel, as not to justify a claim for damages. At all points on the road where a standard-gauge approaches it within wagon-haul, a narrow-gauge road will be placed at a disadvantage. Shippers are continually hauling to the standard-gauge road, in order to avoid subsequent transfer, and an extraordinary effort has to be made to hold business naturally tributary to a narrow-gauge road.

Freight, which is destined to terminal stations, where special track connections can not conveniently be made with all the foreign roads, is subjected to transfer charges and to delays which place the narrow-gauge road at a disadvantage, so serious as to seriously reduce its revenue. In other words, all other conditions being equal, the very fact that bulk must be broken disqualifies the narrow-gauge road from doing business with foreign roads, except at cut rates, which competing roads will not permit for any great length of time. It may be affirmed, therefore, that the very fact of the gauge being below the standard places such a road in a position which prevents it from successfully competing for business. It must, therefore, be content with strictly local business, and with the low rates which prevail elsewhere, for patrons of the road are dissatisfied with higher local rates than are made in other parts of the country. This loss of business, in the course of a very few years, will more than balance the saving in cost of construction.

We are, therefore, justified in the conclusion that an investment of capital in a narrow-gauge road is unjustifiable, unless the road be so located that it can never suffer from competition.

It has been suggested that the government construct a narrow-gauge road from the Missouri river to the Atlantic seaboard.

Aside from the constitutional question involved in this plan, the foregoing practical considerations alone condemn it. Besides, there are already more railways than are required by the business of the country.

It is very doubtful if the proposed narrow-gauge road would be built and operated for much less money, under any circumstances, and, since all appointments by the government will probably be based upon political considerations rather than fitness, it cannot be expected that a road operated by the government would, under any circumstances, be economically managed. Nor is it possible for any road to maintain a uniform rule as to rates and speed, since all of these conditions are more or less affected by competition.

No shipper can afford to run trains of his own, as has been suggested in a

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recent article, since he could not expect to load the cars in both directions, nor would any railroad manager tolerate upon his line trains which are not completely under his control, for there would be endless complications growing out of such a system. When wrecks occur it would be difficult to determine who was responsible, because, in many cases, it is impossible to ascertain the cause of a wreck. A train will occasionally go through a bridge, and it cannot be ascertained whether the disaster is due to a defect in the rolling stock or to weakness of the structure.

In regard to the relative claims of the two classes of roads, there is a tendency to exaggerate the cost of standard-gauge roads, their equipment and operation; and, at the same time, to depreciate the cost of construction, equipment and operation of narrow-gauge roads.

For instance, it has been said, in relation to the equipment of a standard-gauge road, that the weight of a car is twenty thousand pounds, its capacity twenty thousand, and its cost, \$735; whereas the fact is, that the capacity of such a car is at least twenty-four thousand pounds, while its cost need not be more than \$400.

At the same time, the weight of a platform car of the narrow-gauge road is given at six thousand two hundred and fifty pounds, with a capacity of nineteen thousand. These cars weigh nearer nine thousand pounds, and they should be rated at sixteen thousand pounds load.

A writer in a recent number of the *Railway Gazette* has affirmed—First: That a narrow-gauge can be built and successfully operated, where a broad-gauge cannot. Second: That it can be built from one-half to two-thirds of the cost of the standard-gauge; and, third: That it has equal capacity with the broad-gauge, at about two-thirds of the cost of operation. In regard to the first assertion, I will only say that, if such a place can be found, there and there only is the proper location for a narrow-gauge road; but, in view of the tasks accomplished in South America and elsewhere, it will be difficult to discover a region where this remark will apply. I deny that, under similar conditions, a narrow-gauge can be built for one-half or two-thirds of the cost of a standard-gauge.

This has been shown, I think, in the preceding pages, and I am ready to furnish further and complete evidence in support of my position, should occasion offer. Moreover, with the same cost of operation, a narrow-gauge road can never transport a greater quantity of freight; or, in other words, it will cost as much to transport a million tons of freight on a narrow-gauge as on a standard-gauge road; and if in the neighborhood of the latter, the freight cannot easily be obtained at equal rates by the standard-gauge road.

Let any man who is seeking for investment of capital in railway construction, consult those who have operated both classes of roads, and he will be advised, almost invariably, that he will save very little in cost of construction, equipment and operation, and that he will lose business from competition, if he adopts the narrow-gauge. My experience in the management of both classes of roads does not, therefore, lead me to conclude that the multiplication of narrow-gauge roads will cheapen transportation until the standard-gauge roads are suppressed, and even then the saving will be very much less than is usually claimed.

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ANNUAL REPORT

OF THE

BOARD OF REGENTS

OF THE

UNIVERSITY OF WISCONSIN,

FOR THE

FISCAL YEAR ENDING SEPTEMBER 30, 1878.

MADISON, WIS.:

DAVID ATWOOD, PRINTER AND STEREOTYPER.

1878.

BOARD OF REGENTS.

STATE SUPERINTENDENT OF PUBLIC INSTRUCTION.

Ex-officio Regent.

Term expires first Monday in February, 1879.

- State at Large N. B. VAN SLYKE..... Madison.
- 8th Cong. Dist. J. M. BINGHAM Chippewa Falls.

Term expires first Monday in February, 1880.

- State at Large E. W. KEYES Madison.
- 1st Cong. Dist..... J. B. CASSODAY Janesville.
- 3d.... do W. E. CARTER Platteville.
- 6th.....do THOS. B. CHYNOWETH.... Green Bay.

Term expires first Monday in February, 1881.

- 7th Cong. Dist..... T. D. STEELE Sparta.
- 5th.....do HIRAM SMITH Sheboygan Falls
- 2d.... do J. C. GREGORY..... Madison.
- 4th.....do GEO. KOEPPEN Milwaukee.

OFFICERS.

J. M. BINGHAM,
PRESIDENT.

N. B. VAN SLYKE,
VICE PRESIDENT.

JOHN S. DEAN,
SECRETARY.

STATE TREASURER,
Ex-officio TREASURER.

EXECUTIVE COMMITTEE,

N. B. VAN SLYKE, E. W. KEYES, J. C. GREGORY.

FARM COMMITTEE,

HIRAM SMITH, T. B. CHYNOWETH, E. W. KEYES.

COMMITTEE ON LIBRARY, COURSE OF STUDY AND TEXT BOOKS,

W. C. WHITFORD, T. D. STEELE, GEORGE KOEPPEN.

COMMITTEE ON LAW DEPARTMENT,

J. C. GREGORY, J. B. CASSODAY, W. E. CARTER.

UNIVERSITY OF WISCONSIN.

ANNUAL REPORT OF THE BOARD OF REGENTS.

To the Governor of Wisconsin:

It is very gratifying to be able to report the steady progress of the University during the past year, both in its substantial growth, and in the confidence which it inspires in the people as to its present utility and practical success, and in the prospect of still greater advantages for the future.

The wise liberality of the Legislature, though long delayed, has enabled it to fulfil in an encouraging degree what its name implies, and the purpose which its originators intended, an institution capable of bestowing a thorough University education upon those seeking its benefits.

The encouragement given to it by private benefactions, also, has aided to increase the regard entertained for it by the people. The Lewis Medal Fund and the Johnson Endowment Fund have inspired a generous emulation among the students, and brought its position as an influence upon the educational interests of the State, more nearly to the attention of men of culture and means. Whatever is done to encourage and maintain the University, and to promote its success, inures to the benefit of our whole educational system, for it is a necessary and essential part of it, the keystone of the educational fabric, and gives strength, symmetry and grace to the structure. It in no wise conflicts with the primary and intermediate schools, but rather aids and advances their interests. Each is a counterpart and assistance to the other. The primaries and intermediates furnish its students, and the University in turn sends back to the communities from whence they came, the same students with enlarged and improved understanding, trained by thorough

Regents' Report.

mental discipline, and broadened and liberalized by a higher culture, to exert a healthy and elevating influence upon the primary and intermediate schools. The benefits of the University do not terminate, and are not limited to the student who receives its graduating degree, but extend to and permeate the whole structure of society. It is the distributing center of that mental aliment which is absolutely essential to a healthy condition of the body politic.

The Board of Regents hope to see the interest which has of late years been manifested, increased and extended, and the members of the Board will faithfully labor, in conjunction with the instructional corps, with which they are in full sympathy, to place the Institution upon a still more solid and enduring basis, and to confer upon it that position of equality with other institutions of a similar character in sister states, which the progressive character and advancing influence of our own State entitles it to.

The people of late years have manifested an awakening interest in its progress and success, and made liberal provisions for its advancement, and the Board have endeavored faithfully to execute the trust conferred upon them, and to satisfy its donors that their contributions have been honestly applied to the purposes designed.

The Board has for some years seen the absolute necessity for an Assembly Hall upon the University grounds, capable of accommodating all the students, when at specified times, or whenever necessary, the President of the University can meet his entire charge face to face, and for lectures or society exercises. They have also seen the necessity for a material expansion and enlargement of the Library accommodations, and to meet these wants have economized and husbanded their resources for the last two years. They have so far succeeded, that, with the funds now on hand, and what they may reasonably expect to reserve hereafter for that purpose, they have deemed it wise and expedient to contract for the erection of the Assembly Hall and Library, so long and so much needed. They have accordingly let the contract to responsible parties for the erection of a building suitable in character and design, for the purpose named, upon the University grounds, which will not cost when completed to exceed \$35,000, the whole to be finished and

Regents' Report.

ready for use by the 1st day of October, 1879. It is unnecessary to remark upon, or refer to the benefits and facilities to students which this addition to the University will give, for all those who are familiar with the present cramped and inconvenient accommodations will appreciate the improvement at a glance.

In this connection, I should accuse myself of injustice did I not refer to the faithful and laborious efforts of the Executive Committee and each of its members, who have labored in season and out of season to accomplish this desirable result, and to whose earnest and persistent efforts not only this enterprise is indebted, but also the successful and economical completion and present successful operation of Science Hall.

For the convenience, better accommodation, and safety of the State Capitol building, and the benefits accruing to the surrounding grounds, pipes have been laid by the State, connecting the University Water Works with the Capitol, and an ample supply of water is now afforded from this source.

The Astronomical Observatory devised and erected by the munificence of Governor Washburn, is now nearly completed and ready for the instruments, and when finished and in operation, I feel confident that no better equipped or more convenient observatory, and none better adapted to the purposes sought, can be found in the country. The generous liberality and wise provision of its projector and founder has not stopped with the completion of the structure, but he has given his personal attention to the procuring of the most perfect instruments that can be obtained, so that when it passes into the custody of the University it will be complete in all its parts, and thoroughly adapted to subserve the designs of its founder.

The Board have succeeded in procuring the services of Prof. James C. Watson, of the Michigan University, as Director of the Observatory, who will be prepared to take charge of it when completed, and I esteem it very fortunate that it can commence its career under such an able and accomplished director, and under such favorable auspices.

The observations contained in the last report of the Board of Vis-

Regents' Report.

itors, herewith transmitted, in regard to the co-education of the sexes, are in harmony with the views of the Regents. As they associate together in almost every other walk in life, in the social and domestic relations, it would seem to be more in accord with providential designs and the laws which society has framed for them, that they should be educated together. At all events, the attempt should be thoroughly tested before it is abandoned.

The Board invites the closest scrutiny into the management of the funds of the University, which have been administered with a view to that wise and prudent economy which is consistent with its highest interests.

The total income from all sources for the fiscal year, just ended, was \$81,306.60, and the total expenditure for the same period was \$61,753.40. The full and complete financial reports of the Secretary and Treasurer are herewith transmitted, which shows in detail the receipts and disbursements, and the condition of all the funds belonging to the University.

The sum of \$800 has been expended during the past year for the University Library, and \$1,000 for the Law Library. It is to be hoped that after the new building is completed, it will be found feasible to devote a larger sum each year to these purposes.

The whole number of the instructional force now employed is 32, classified as follows: President and professors, 12; instructors, 9; tutors, 2; law faculty, 9.

The whole number of graduates at the last commencement was 43, and degrees were conferred as follows: Bachelor of arts, 7; bachelor of letters, 1; bachelor of science, 15; bachelor of agriculture; bachelor of civil engineering, 1; bachelor of law, 18.

The whole number of students in attendance at the University at the present time is 449, classified as follows: Resident graduate, 1; seniors, 38; juniors, 34; sophomores, 64; freshmen, 66; sub-freshmen, 120; special students, 78; law students, 48.

The report of the President of the University, which is submitted herewith, contains numerous practical suggestions, which will be considered by the Board and such action taken as the interests of the University demand.

Regents' Report.

Your attention is called to the reports of the Board of Visitors and the Professor of Agriculture made to the Regents and hereto annexed.

On the 23d of May last, the southern portion of the state was visited by a tornado which destroyed several lives and a large amount of property. Its course through the counties of Iowa, Dane and Jefferson, and the destruction which followed, excited great interest among the people, and the faculty of the University deemed it important for scientific purposes that an investigation should be made as to the cause, course and effect of the tornado. At a meeting of the faculty, Prof. W. W. Daniels was charged with the duty of making the investigation, and he subsequently spent two or three weeks going over the ground and obtaining all the facts and incidents of its progress. At the request of the Regents, he has embodied the information gained, together with his conclusions, in a written report, accompanied by very finely executed maps and diagrams, showing the track of the tornado. The Board deem it a matter of sufficient interest to the people of the state to warrant the publication of said report, with the accompanying maps, in such form that it can be easily distributed, and we therefore hand you herewith all the matter relating thereto, and request your Excellency to present the matter to the Legislature in such manner as you may think best, with the view of having them provide for its publication and distribution in pamphlet form.

Respectfully submitted,

J. M. BINGHAM,

President of the Board of Regents.

Madison, October 1, 1878.

Report of the Secretary.

FINANCIAL CONDITION.

ANNUAL REPORT OF THE SECRETARY OF THE BOARD OF REGENTS.

MADISON, October 1st, 1878.

Hon. J. M. BINGHAM,

President of the Board of Regents of the University of Wisconsin:

SIR: I have the honor to report herewith the financial condition of the State University, exhibiting the amount of productive funds on hand, and the receipts and disbursements of the income of the several funds, for the year ending September 30, 1878.

UNIVERSITY FUND.

This fund consists of the proceeds of the sales of land granted by Congress for the support of the University.

RECEIPTS.

Sales of land.....	\$757 86	.....
Due on certificates.....	5,557 44	.....
Loans repaid.....	6,385 11	.....
Dane county bonds redeemed.....	1,500 00	.....
	\$14,200 41	

DISBURSEMENTS.

Loans to school districts.....	.....	\$6,925 00
	\$14,200 41	6,925 00
Balance September 30, 1877.....	1,567 62	.....
Balance September 30, 1878.....	.....	8,843 03
	\$15,768 03	\$15,768 03

Report of the Secretary.

The amounts of the productive University Fund on the 30th days of September, 1877 and 1878, were as follows:

	1877.	1878.
Due on certificates of sale	\$49,464 40	\$45,222 96
Due on loans	36,775 92	37,367 81
Certificates of indebtedness.....	111,000 00	111,000 00
Dane county bonds	16,000 00	14,500 00
Milwaukee city bonds.....	10,000 00	10,000 00
Total at interest.....	\$223,240 32	\$218,090 77
Cash on hand.....	1,567 62	8,843 03
Total.....	<u>\$224,807 94</u>	<u>\$226,933 80</u>

Increase during the year, \$2,125.86.

AGRICULTURAL COLLEGE FUND.

This fund consists of proceeds of the sales of 240,000 acres of land granted by Congress to the State for the support of an institution of learning, where shall be taught the principles of agriculture and the arts. The interest on the productive fund forms the income.

RECEIPTS.

Sales of land	\$3,707 51	.....
Due on certificates	3,768 00	.....
Loans repaid	6,387 38	.....
United States bonds sold	4,000 00	.....
	<u>\$17,862 89</u>	.....

DISBURSEMENTS.

Loans to school districts.....	.....	\$7,486 66
Refunded for overpayment.....	.....	13 00
	<u>\$17,862 89</u>	<u>\$7,499 66</u>
Balance September 30, 1877.....	1,975 70	.....
Balance September 30, 1878.....	.....	12,338 93
	<u>\$19,838 59</u>	<u>\$19,838 59</u>

Report of the Secretary.

The amounts of the productive Agricultural College Fund on the 30th days of September, 1877 and 1878, were as follows:

	1877.	1878.
Due on certificates of sale.....	\$140,832 40	\$147,204 18
Due on loans	29,859 50	30,958 78
Certificates of indebtedness	51,600 00	51,600 00
Dane county bonds.....	4,500 00	4,500 00
United States bonds.....	4,000 00	.....
Milwaukee city bonds	10,000.00	10,000 00
	<u>\$240,791 90</u>	<u>\$244,263 18</u>
Cash in hand	1,975 70	12,338 93
Total.....	<u><u>\$242,767 60</u></u>	<u><u>\$256,602 11</u></u>

Increase during the year, \$13,834.51.

SALE OF LANDS.

Sale of University lands for fiscal year ending September 30, 1878:

<i>Counties.</i>	<i>No. of Acres.</i>
Chippewa	40.00
Door	358.05
Eau Claire.....	120.00
Marathon.....	120.00
Pierce.....	360.00
St. Croix.....	40.00
Total.....	<u><u>1,038.05</u></u>

Sale of Agricultural College lands for the fiscal year ending September 30, 1878:

<i>Counties.</i>	<i>No. of Acres.</i>
Chippewa.....	200.00
Lincoln	3,276.82
Oconto.....	7,793.29
Polk.....	80.00
Shawano	880.00
Taylor	80.00
Total.....	<u><u>12,310.11</u></u>

Report of the Secretary.

UN SOLD LANDS.

The University lands remaining unsold at the close of the fiscal year amount to 3,737.15 acres, and the Agricultural College lands unsold amount to 38,481.35 acres.

The University lands are sold from \$2.00 to \$3.00 per acre, and the Agricultural College lands at \$1.25 per acre, on ten years' time, twenty-five per cent. of the purchase money being required in cash, and the balance due drawing seven per cent. interest, payable annually in advance.

The lands are located as follows:

UNIVERSITY LANDS.		<i>No. of Acres.</i>
<i>Counties.</i>		
Burnett		27.25
Chippewa.....		631.95
Clark		280.45
Crawford.....		157.42
Door		402.01
Eau Claire.....		455.16
Marathon		550.00
Pepin		157.90
Pierce.....		240.55
Portage		666.42
St. Croix.....		40.00
Trempealeau		120.00
Winnebago.....		8.04
Total.....		<u>3,737.15</u>

AGRICULTURAL COLLEGE LANDS.

<i>Counties.</i>	<i>No. of Acres.</i>
Chippewa	315.93
Clark.....	38.44
Dunn.....	40.00
Lincoln	16,973.99
Oconto	5,721.77
Polk	4,204.01
Shawano	7,356.19
Taylor	3,831.02
Total.....	<u>38,481.05</u>

Report of the Secretary.

LEWIS MEDAL FUND.

This fund consists of a donation of \$200, made to the University by ex-Gov. James T. Lewis, in the year 1866, for the purpose of distributing medals to such meritorious students as should become entitled thereto, in accordance with the standard of merit to be prescribed by the Regents and faculty. As the fund was hardly sufficient to accomplish the object of the donor, it remained at interest, by direction of the Regents, until June 17, 1873, when, by resolution of the Board, the Treasurer was instructed to invest the principal and interest, amounting to \$300, in such interest-bearing securities as should seem to him most desirable. In accordance with his instructions, the Treasurer purchased United States bonds, bearing six per cent. gold interest, due in January and July, which he now holds as a special fund, the income therefrom to be used for prizes.

At the annual meeting in June, 1874 (with the consent of ex-Gov. Lewis), the Regents resolved "to give a prize of \$20 each year, at such time and under such regulations as the faculty shall determine, to the under-graduate student who shall produce the best written essay; that the name of the prize shall be the 'Lewis Prize,' and that the name of the successful competitor of each year shall be published in the next issued catalogue of the University."

JOHNSON ENDOWMENT FUND.

This fund was created by the liberality of Hon. John A. Johnson, of Madison, Wisconsin.

In a communication addressed to the President of the University, dated February 12, 1876, Mr. Johnson donated the sum of five thousand dollars (one-half to be paid to the Treasurer of the University January 1, 1877, and one-half January 1, 1878), as a perpetual fund, "the annual income from which shall be devoted to aiding needy students at the University of Wisconsin, who have, previously to entering the University, attended the common school in the United States at least one year in the aggregate before fifteen years of age, and have attended the University at least one term; or, if

Report of the Secretary.

they have not attended the common school as aforesaid, they must have attended the University at least one year."

"Until the year 1900, such students only as either read or speak (or both) any of the Scandinavian languages (Norse, Swedish, Danish or Icelandic) reasonably well, shall receive aid from this fund."

"No student shall receive more than fifty dollars in one year, nor shall more than two hundred dollars in the aggregate be given to any one student."

"The President, or acting President of the University, together with two of the professors that the President may designate, shall constitute a committee to distribute the aid to the students under the provisions of this bequest."

"All applications for aid must be made to said committee, who are hereby authorized to make such rules in relation thereto as they deem proper."

"No distinction in sex shall be made by the committee in giving aid."

"It should be impressed upon the students who may apply for such aid, the duty of paying back to the fund, as soon as they may be fairly and reasonably able to do so, the full amount they may have received from it; the money thus paid back to be added to and treated as a part of the original fund."

In accordance with the terms of this donation, Mr. Johnson has turned over to the University, securities amounting to \$5,000, drawing ten per cent. interest, payable annually, which are now on deposit with the State Treasurer.

Report of the Secretary.

THE RECEIPTS AND DISBURSEMENTS

For the fiscal year ending September 30, 1878, were as follows:

RECEIPTS.		
Income from productive University Fund	\$15,179 85	.....
Income from productive Agricultural College Fund	17,208 49	.....
State tax, chapter 117, General Laws of 1876..	42,359 62	.....
From sale of Soldiers' Orphans' Home.....	1,840 00	.....
From students, for tuition, heat, light and rent	2,821 00	.....
From students, for Laboratory expenses	335 81	.....
From students, for diplomas	129 00	.....
From students, for damages.....	4 74	.....
From students, for conscience money.....	1 25	.....
From Experimental Farm, for sale of products	904 84	.....
From Experimental Farm, interest on lots sold	30 00	.....
From Experimental Farm, rent of Brick House	167 00	.....
For interest on Lewis Medal Fund.....	10 40	.....
For interest on Johnson Endowment Fund ...	250 00	.....
From sale of old mattresses.....	60 00	.....
Freight refunded.....	4 60	.....
	\$81,306 60	.....
DISBURSEMENTS.		
For salaries of instructional force.....		\$33,895 73
For expenses of Regents		331 00
For insurance.....		9 00
For repairs		2,148 20
For incidental expenses		6,395 29
For fuel and light.....		3,786 44
For printing and advertising.		840 70
For Library.....		1,580 24
For furniture		1,605 68
For Cabinet.....		307 21
For Laboratory supplies.....		911 64
For improvements... ..		4,847 05
For apparatus.....		676 76
For Experimental Farm.....		3,898 46
For Science Hall.....		250 00
For Lewis Prize		20 00
Johnson Endowment Fund Income, to needy students		250 00
Total receipts and disbursements.....	\$81,306 60	\$61,753 40
Balance September 30, 1877	12,357 20	.....
Balance September 30, 1878		31,910 40
	\$93,663 80	\$93,663 80

Report of the Secretary.

THE ACCOUNTS AUDITED AND PAID

During the fiscal year ending September 30, 1878, are summarized as follows:

SALARIES.		
John Bascom, president.....	\$3,500 00	
J. W. Sterling, vice president....	2,200 00	
Wm. F. Allen, professor.....	2,000 00	
S. H. Carpenter, professor.....	2,000 00	
Alexander Kerr, professor.....	2,000 00	
J. B. Feuling, professor.....	1,000 00	
W. J. L. Nicodemus, professor.....	2,000 00	
J. B. Parkinson, professor.....	2,000 00	
John E. Davies, professor.....	2,000 00	
W. W. Daniells, professor.....	2,000 00	
R. D. Irving, professor.....	2,000 00	
R. B. Anderson, professor.....	1,500 00	
D. B. Frankenberger, professor.....	210 52	
Law Faculty appropriation.....	3,000 00	
John M. Olin, instructor.....	1,200 00	
E. A. Birge, instructor.....	1,275 00	
Edward T. Owen, instructor.....	725 00	
S. W. Tullock, instructor.....	450 00	
S. W. Trousdale, instructor.....	450 00	
C. E. Buell, instructor.....	75 00	
F. B. Robinson, instructor.....	75 00	
C. R. Vanhise, instructor.....	106 25	
G. Mühlhauser, instructor.....	105 27	
E. J. Nichols, instructor.....	63 16	
H. J. Taylor, instructor.....	63 16	
W. E. Morgan, instructor.....	15 79	
F. A. Parker, instructor.....	168 42	
C. P. Etten, instructor.....	50 00	
Mrs. D. E. Carson, preceptress.....	750 00	
Miss S. A. Carver, instructor.....	850 00	
Miss Alice J. Craig, instructor.....	63 16	
		\$33,895 73
EXPENSES OF REGENTS.		
Wm. E. Carter, expenses attending meetings, etc..	\$44 50	
T. D. Steele, expenses attending meetings, etc....	45 25	
T. B. Chynoweth, expenses attending meetings, etc.	90 00	
J. M. Bingham, attending meetings, etc.....	21 00	
Conrad Krez, expenses attending meetings, etc....	42 00	
M. Keenan, expenses attending meetings, etc.....	15 35	
J. B. Cassody, expenses attending meetings, etc...	21 45	
Geo. Koepfen, expenses attending meetings, etc....	29 95	
A. Kentzler, livery for Regents.....	21 50	
		331 00
INSURANCE.		
Main & Spooner, agents, for premium.....		9 00

Report of the Secretary.

REPAIRS.		
M. Behmer, blacksmith work	\$1 25	.....
Isaiah Prescott, carpenter work	780 00	.....
Joseph Schwogler, carpenter work	50 00	.....
Samuel Binks, gas-fitting	59 19	.....
Crane Bros. Manuf'g Co., castings, brass and copper	39 69	.....
Haak & Haven, repairing pumps	3 50	.....
Western Electric Manuf'g Co., insulated wire.....	18 00	.....
Vroman, Frank & Ramsay, merchandise.....	74 99	.....
J. S. Dean, Sec'y, contingent expenses paid.....	6 75	.....
C. W. Heyl, copper strainer.....	20 00	.....
Madison Manuf'g Co., castings and labor.....	62 44	.....
J. S. Webster, painting barn.....	70 00	.....
T. A. Nelson, painting gymnasium, etc.....	165 75	.....
W. W. Pollard, painting ladies' hall.....	285 00	.....
Murray & Richemann, calcimining, etc.....	82 96	.....
Sorenson, Frederickson & Fish, lumber.....	147 98	.....
Alex. Gill, repairing water pipes.....	280 70	.....
		\$2,148 20
INCIDENTAL EXPENSES.		
Chas. I. King, salary as machinist.....	\$1,000 00	.....
Patrick K. Walsh, janitor services.....	600 00	.....
James M. Ashby, janitor services.....	600 00	.....
J. H. Rider, janitor services.....	540 00	.....
Michael Farrell, janitor services.....	480 00	.....
Dunning & Sumner, merchandise.....	98 31	.....
A. A. Pardee & Bro., merchandise.....	6 00	.....
Hollister & Whitman, merchandise.....	5 50	.....
Moseley & Brother, merchandise.....	37 25	.....
Vroman, Frank & Ramsay, merchandise.....	204 12	.....
R. D. Irving, freight paid and traveling expenses..	16 40	.....
Duncan C. Reed, inspecting boilers.....	25 00	.....
N. B. Van Slyke, expenses paid.....	9 02	.....
D. R. Jones, plans and traveling expenses.....	74 00	.....
Geo. W. Hersee, tuning pianos.....	30 00	.....
Nicholson File Co., files.....	20 36	.....
Crane Bros. Manuf'g Co., felting.....	32 83	.....
S. P. Simmons, covering water pipe.....	10 00	.....
M. Swenson, services at gymnasium.....	60 80	.....
John S. Dean, salary as secretary.....	1,200 00	.....
Park Savings Bank, rent of office.....	240 00	.....
Jansen, McClurg & Co., crayons.....	18 00	.....
Magnus Swenson, blacksmith work.....	16 25	.....
A. Kentzler, livery.....	36 00	.....
S. D. Childs, Jr., & Co., seal.....	5 00	.....
John S. Dean, Sec'y, bills paid by him.....	362 53	.....
C. P. Etten, tuning pianos.....	4 00	.....
John Bascom, contingent expenses.....	109 72	.....
H. L. Richardson, services at gymnasium.....	24 00	.....
Capital City Band, music at commencement.....	60 00	.....
B. F. Cram, clerical services.....	5 00	.....
Dyke and Lewis, police services.....	5 00	.....
J. R. McKnight & Co., copy books.....	4 40	.....
Cook Bros., sheep pelts.....	4 70	.....
M. M. Dorn & Co., carriages for funeral.....	20 00	.....

Report of the Secretary.

INCIDENTAL EXPENSES — continued.		
Riley & Co., carriages for funeral	\$10 00	
C. I. King, expenses to Ann Arbor and Chicago ..	50 25	
John Matthews, cleaning well	6 00	
H. H. Rand, weighing coal	34 50	
Geo. W. Eastman, expenses as visitor	26 00	
E. C. Browne, expenses as visitor	21 25	
M. P. Wing, expenses as visitor	18 20	
J. A. Kellogg, expenses as visitor	35 90	
Winfield Smith, expenses as visitor	18 25	
A. C. Fish, expenses as visitor	23 00	
S. S. Rockwood, expenses as visitor	29 85	
D. M. Kelley, expenses as visitor	20 00	
Hannah Ryan, cleaning halls	26 00	
Mary Benson, cleaning halls	21 00	
Sarah Cavanaugh, cleaning halls	19 00	
Sarah Burke, cleaning halls	18 00	
Elizabeth Gleason, cleaning halls	16 00	
Ann Ward, cleaning halls	15 00	
Dora Gates, cleaning halls	11 50	
P. K. Walsh, soap and rags	11 40	
		\$6,395 29
FUEL AND LIGHT.		
Conklin & Gray, coal and screenings	\$32 00	
Hiram G. Dodge, coal	2,257 29	
Ambrose Cox, wood	595 00	
Madison City G. L. & C. Co., gas bills	902 15	
		3,786 44
PRINTING AND ADVERTISING.		
David Atwood, printing	\$605 48	
M. J. Cantwell, printing	47 80	
University Press Co., advertising	100 00	
Wisconsin Journal of Education, advertising	43 34	
Scientific Publishing Co., advertising	25 00	
George Knapp & Co., advertising	4 88	
E. Steiger, advertising	4 20	
Chicago Evening Journal, advertising	10 00	
		840 70
LIBRARY.		
B. Westerman & Co., periodicals	\$6 17	
E. Steiger, periodicals	4 18	
W. J. Park & Co., periodicals	66 53	
F. W. Christern, periodicals	118 08	
G. P. Putnam's Sons, books	455 54	
Jansen, McClurg & Co., books	112 96	
Moseley & Bro.	16 20	
G. Grimm, binding books	11 00	
J. S. Dean, Sec., freight paid on books	1 70	
Soule, Thomas & Wentworth, law books	551 93	
William Gould & Son, law books	111 00	
Callaghan & Co., law books	41 75	
Banks Brothers, law books	61 00	
E. B. Myers, law books	7 20	
Snyder, Van Vechten & Co., atlas	15 00	
		1,580 24

Report of the Secretary.

FURNITURE.		
Moseley & Bro., curtains and fixtures.....	\$181 40	.....
Klauber & Adler, carpets.....	76 88	.....
Taylor & Bros., thermometers.....	18 20	.....
Madison Gas Co., gas stove.....	15 58	.....
Sorenson, Frederickson & Fish, cases, tables, etc..	529 72	.....
Field, Leiter & Co., mattresses and matting.....	527 80	.....
Sterling School Furniture Co., settees.....	234 00	.....
Sheboygan Manufacturing Co., settees.....	12 35	.....
Henry Schultz, paper boxes for minerals.....	25 00	.....
James E. Fisher, furniture.....	13 75	.....
Allen & Dana, renovating pillows.....	21 00	.....
		\$1,605 68
CABINET.		
R. Fuess, minerals.....	\$11 83	.....
E. T. Sweet, minerals.....	100 00	.....
F. Krumlein, work in cabinet.....	66 80	.....
A. E. Foote, mineral dresser.....	26 75	.....
A. A. Julien, thin sections of rocks.....	66 73	.....
F. A. Krumlein, bird specimens.....	35 00	.....
		307 21
LABORATORY SUPPLIES.		
Shepard & Dudley, dissecting tools.....	\$49 69	.....
W. J. Rohrbeck, chemicals.....	120 27	.....
Vroman, Frank & Ramsay, merchandise.....	25 19	.....
J. H. D. Baker, merchandise.....	3 00	.....
Dunning & Sumner, chemicals.....	62 37	.....
Hollister & Whitman, chemicals.....	17 58	.....
B. H. Van Vleck, fish specimens.....	27 00	.....
A. E. Foote, mineral specimens.....	4 75	.....
L. Stadtmuller, mineral specimens.....	21 80	.....
E. B. Benjamin, chemicals, etc.....	482 74	.....
Whitall, Tatum & Co., glass ware.....	30 25	.....
Madison Gas Co., gas for blow pipe use.....	67 00	.....
		911 64
IMPROVEMENTS.		
H. B. French, building fence.....	\$189 35	.....
Madison Gas Co., fire brick for furnaces.....	78 35	.....
Davenport & Co., brick and mason work.....	224 50	.....
Madison Manufacturing Co., castings and labor...	377 61	.....
Sorenson, Frederickson & Fish, lumber.....	26 90	.....
Bunker & Vroman, lumber.....	246 43	.....
T. A. Nelson, painting.....	230 46	.....
J. S. Webster, painting.....	29 50	.....
K. C. Mackay, labor and material on furnaces.....	452 90	.....
Eureka Blast Co., blast for boilers.....	100 00	.....
E. Morden, pumps for cisterns.....	20 00	.....
William Larkin, lots purchased.....	1,600 00	.....
Abijah Abbott, soap stone.....	5 38	.....
Klauber & Adler, duck to cover pipe.....	5 79	.....
J. S. Dean, Sec'y, paid for nuts for furnaces.....	1 20	.....
Crane Bros. Manufacturing Co., castings.....	79 31	.....

Report of the Secretary.

IMPROVEMENTS — continued.	
Alex. Gill and John Fay, enlarging pump well ...	\$240 00
John Fay, extra work on pump well.....	35 70
H. Steensland, maple trees.....	7 00
Moulton & Chase, carpenter work.....	22 54
Lucius Lawrence, carpenter work.....	660 63
Joseph Schwogler, carpenter work.....	54 00
Tim. Purcell, work on roads.....	89 00
T. Harrington, work on roads.....	51 00
Frank Myers, work on roads.....	19 50
	\$4,847 05
APPARATUS.	
J. Andrews & Son, circular saws.....	\$12 78
Pratt, Whitney & Co., taps and dies.....	7 63
H. S. Manning & Co., taps and dies.....	45 72
Jones & Laughlins, shafting.....	21 13
Wm. Sellers & Co., pulleys.....	72 59
O. L. Packard, twist drill.....	1 26
Northampton Emery Wheel Co., wheels.....	2 57
B. Kreischer & Son, muffle furnace.....	117 25
G. W. Huntley, merchandise.....	2 51
Vroman, Frank & Ramsay, merchandise.....	70 72
Slater & Ball, castings.....	10 96
Williams Bros., castings.....	1 30
N. H. Edgerton, models.....	48 55
J. D. Rundle, machine specimens.....	20 65
L. Prang & Co., drawing book.....	2 17
W. H. Bulloch, syringe and repairing objective.....	27 00
G. Grimm, hanging maps.....	59 10
R. Fuess, microscope.....	104 62
L. Stadtmuller, mineral specimens.....	48 25
	676 76
EXPERIMENTAL FARM.	
E. G. Hayden, salary as Farm Superintendent.....	\$600 00
E. G. Hayden, for boarding hands.....	599 06
E. G. Hayden, for pay rolls of employees.....	1,552 14
E. G. Hayden, for cows purchased by him.....	65 00
F. W. Wright, Holstein cow and calf.....	535 73
M. Boehmer, blacksmithing.....	60 73
Ramsdale & Brahany, shoeing horses.....	39 40
John J. Fuller, repairing harnesses.....	14 93
H. Bodenstein, covered bit.....	75
T. Chynoweth, harness.....	21 00
Klauber & Adler, fly blankets.....	8 80
Mapes Formula Co., fertilizers.....	10 43
Davis Bros. & Co., land plaster and bags.....	14 00
Chicago, Mil. & St. Paul R'y Co., freight.....	14 31
A. Kentzler, manure.....	25 00
John Fuller, doct ring horse.....	2 00
P. & M. Young, salt.....	3 50
G. W. Huntley, merchandise.....	7 88
Dunning & Sumner, merchandise.....	4 00
Vroman, Frank & Ramsay, merchandise.....	21 55

Report of the Secretary.

EXPERIMENTAL FARM—continued.		
Moseley & Bro., merchandise.....	\$1 50	.....
Elisha Hale, plum trees	2 50	.....
J. H. D. Baker, seeds, etc.....	19 45	.....
B. K. Bliss & Sons, seeds, etc	8 75	.....
Robbins & Thornton, bran.....	15 70	.....
M. Burger, feed.....	20 35	.....
Stickney & Baumbach, shrubs.....	10 00	.....
H. W. Austin & Co., lawn mower.....	112 50	.....
J. I. Case & Co., gearing.	3 00	.....
S. L. Sheldon, machinery	75 50	.....
L. F. Allen, herd books.....	29 00	.....
		\$3,898 46
SCIENCE HALL.		
David Stephens, extra allowance.....		250 00
LEWIS MEDAL FUND INCOME.		
Charles L. Dudley, Lewis prize		20 00
JOHNSON ENDOWMENT FUND INCOME.		
Disbursed to needy students		250 00
Total disbursements		\$61,753 40

Respectfully submitted,

JOHN S. DEAN,
Secretary.

Report of the Treasurer.

ANNUAL REPORT OF THE TREASURER OF THE BOARD
OF REGENTS.STATE OF WISCONSIN, TREASURER'S OFFICE,
MADISON, October 1, 1878.

HON. J. M. BINGHAM:

President Board of Regents of University of Wisconsin:

DEAR SIR: I have the honor to submit herewith my annual report as Treasurer of the Board of Regents of the University of Wisconsin, of the receipts and disbursements of said institution for the fiscal year ending September 30, 1878.

Very respectfully, your obedient servant,

RICHARD GUENTHER,
State Treasurer.

Report of the Treasurer.

REPORT of the Treasurer of the Board of Regents of the University of Wisconsin for the year ending Sept. 30, 1878.

1877.		RECEIPTS.	
Oct. 1	To Balance	\$12,357 20	.....
Dec. 31	Transfer University Fund Income	884 59	.....
Dec. 31	Transfer Ag. Coll. Fund Income	653 48	.....
1878.			
Jan. 5	Transfer University Fund Income	637 68	.....
Jan. 5	Transfer Ag. Coll. Fund Income	393 54	.....
Mch 30	Transfer University Fund Income	45,450 91	.....
Mch 30	Transfer Ag. Coll. Fund Income	2,246 20	.....
June 29	Transfer University Fund Income	12,103 01	.....
June 29	Transfer Ag. Coll. Fund Income	11,692 77	.....
Sept. 30	Transfer University Fund Income	5,021 92	.....
Sept. 30	Transfer Ag. Coll. Fund Income	2,222 50	.....
			<u>\$93,663 80</u>
		DISBURSEMENTS.	
.....	Salaries of Instructional force	\$33,895 73	.....
.....	Expenses of Regents	331 00	.....
.....	Insurance	9 06	.....
.....	Repairs	2,148 20	.....
.....	Incidental expenses	6,395 29	.....
.....	Fuel and light	3,786 44	.....
.....	Printing and advertising	840 70	.....
.....	Library	1,580 24	.....
.....	Furniture	1,605 68	.....
.....	Cabinet	307 21	.....
.....	Laboratory supplies	911 64	.....
.....	Improvements	4,847 05	.....
.....	Apparatus	676 76	.....
.....	Experimental Farm	3,898 46	.....
.....	Science Hall	250 00	.....
.....	Lewis Prize	20 00	.....
.....	Johnson Endowment Fund Income	250 00	.....
.....	Balance on hand Sept. 30, 1878	81,910 40	.....
			<u>\$93,663 80</u>
	Oct 1st, 1878, to cash balance on hand		\$31,910 40

Report of the Treasurer.

LEWIS MEDAL FUND.

REPORT of the Treasurer of the Board of Regents of the University of Wisconsin, for the fiscal year ending September 30, A. D. 1878.

RECEIPTS.			
1877.			
Oct. 1	To cash on hand.....	\$104 00	.....
1878.			
Jan. 4	To interest on U. S. bonds.....	6 15	.....
Aug. 3	To interest and premium on U. S. bond sold.....	6 40	.....
Aug. 3	To U. S. bond sold.....	100 00	.....
			\$216 55
DISBURSEMENTS.			
1878.			
Jan. 4	By transfer to University Fund Income..	\$6 15	.....
Jan. 5	By transfer to University Fund Income..	4 00	.....
Aug. 3	By transfer to University Fund Income..	6 40	.....
Sept. 30	By cash on hand.....	200 00	.....
			\$216 55
Sept. 30	Currency on hand..		\$200 00
Sept. 30	U. S. bond.....		100 00

The cash on hand, \$200, is proceeds from the U. S. bonds.

All of which is respectfully submitted,

RICHARD GUENTHER,

Treas. of the Board of Regents of the University of Wis.

MADISON, Oct. 1, 1878.

University Colleges.

UNIVERSITY COLLEGES.

REPORT OF THE PRESIDENT OF THE UNIVERSITY TO THE BOARD OF REGENTS.

To the Regents of the University of Wisconsin:

The year that closed with September 30, 1878, was marked by general industry on the part of the students, and by courteous and manly behavior. The sentiment among the students of the University is wholesome; somewhat beyond the habit of like institutions. We are hopeful that it may remain so, or change only for farther improvement.

The instruction of the last year suffered from sickness in the Faculty, and from the want of a sufficient instructional force. We have been compelled constantly to overpass the numbers that can be profitably heard in a single recitation. It is not justice to our students to allow, especially in languages and mathematics, crowded rooms.

Our courses of instruction have been somewhat modified in two respects; first, in making the peculiar features of each course more prominent; second, in providing for a freer option between studies, and an easy substitution of studies in the terms of graduation. We can not go as far as we would wish in this direction without an increase in our instructional force.

In external features indicating progress and preparing the way for it, we have been favored during the past year. The Astronomical Observatory is nearly completed, and will soon receive a superior outfit. It has also been placed in the hands of Professor James C. Watson, whose experience and skill will give it at once a

University Colleges.

prominent position, and cause it, we have no doubt, in its service to science to fulfill the hopes which led to its erection. Ex-Governor Washburn will heartily concur with the efforts of Professor Watson, by providing the best of instruments.

Another great want, long felt, is in the way of being supplied. An Assembly Hall and Library are in the process of erection. The unity of the University and its intellectual activity will be greatly aided by them. We expect great advantages from both rooms, and, together, they will make full the circle of desire as regards buildings. Though our library has been greatly increased in value in the last few years, the limited accommodations of our library-room have led us to ask a less appropriation for this object than we should otherwise have sought. With the new building, we shall hope to see a rapid growth of this most needful adjunct of extended instruction.

A literary institution in vigorous life will rarely fail to have important wants. The great need to which we now direct attention is one for which all other supplies are a preparation. It is the need of more adequate instruction. (1) We would displace as far as possible the work of tutors by that of experienced professors. (2) We would so far subdivide the branches of instruction that each professor should have the opportunity to thoroughly master his topic. It is in vain to look for superior instruction without an extended subdivision of labor. (3) We would materially increase our corps of instructors; first, for the sake of this larger subdivision of labor; second, that the divisions of the classes may be smaller; third, that our optional studies may be extended; fourth, that we may favor thorough scholarship and large attainments on the part of our professors. We must nurse talent in our instructors or we can not nurse it in our students. Our system should be such as to develop the powers of our professors. We have not hitherto been able to do in this direction what can now justly be expected from us. Much of our instruction has been given by inexperienced teachers; the divisions of our classes have been much too large; and our professors have been compelled to do so much work, and work so varied, as to be straitened in the development of any one

University Colleges.

line of labor. I shall expect to indicate to the Board, in a more specific way, at their January meeting, the needful enlargements in the instructional corps. I hope this suggestion will meet with a favorable reception, and that the funds of the institution will be carefully directed to this central provision for farther growth.

There is a subject of considerable difficulty to which the attention of the officers of the University has long been directed — the removal of the Sub-Freshman courses. Whether we retain them or remove them we are met with serious difficulties. If we retain them, (1) it is undesirable to unite, as closely as we must, the Sub-Freshman and collegiate classes. The same discipline is not adapted to both. (2) The work of the high schools — more especially that of the High School at Madison — is unfavorably interfered with. This we must greatly regret. (3) So large a body of students, in strictly primary work, cannot fail somewhat to affect our character as an institution, and to prevent the needed concentration of interest and influence on our collegiate courses.

On the other hand, if we dismiss our Sub-Freshman classes, (1) so little instruction is given in the high schools in Latin and Greek, that our classical courses would be seriously crippled. There is not made, in the public schools of the state, sufficient provision for these branches; and we may well be reluctant, by the removal of our Preparatory courses, to still further reduce it. (2) There are many localities in the state without high schools, and students from these regions would experience serious difficulties in reaching the University, if we refused them preparatory instruction.

Of the sixty-two students in our Ancient Classical Course, thirty-two have been fitted in whole or in part by us. Of the sixty-seven students in our Modern Classical Course, forty-one have been fitted in whole or in part at the University. Of the seventy-two students in our Scientific Course, twenty-seven have been so prepared. Out of two hundred and one students included in our regular collegiate courses, one-half have been fitted for the University by the University. While this ratio remains, we can hardly cut off the source of so large a portion of our supply. There are one hundred and twenty-two students in our Sub-Freshmen classes; twenty-five in the Ancient Classical Course; sixty-six in the Modern Classical,

University Colleges.

thirty-one in the Scientific. Eight of these, from abroad, could do at home in the high schools of the state the same work they are doing with us. Twenty-one more, from Madison, are directly withdrawn from its High School, with which we are put in unfortunate competition. It would seem, therefore — with the very marked exception of the High School in this city — that there is little ground of complaint, that we are taking students who should be in the intermediate schools. This branch of our public instruction is as yet very incomplete, and must be allowed more time for development before we can rely on it exclusively — a result greatly to be desired.

We believe that the ultimate solution of this problem will be, and should be, so decided an enlargement and improvement of the High School of Madison, that it shall be able to do all our preparatory work. But it can never achieve this growth, if we do what we can in the mean time to cripple it. We ought, then, plainly to exclude from our Preparatory Department those students who belong in the High School of this city; and by favoring in every way the development of that school, to bring it forward speedily to a position in which it can do easily and do well, this intermediate work, so wholly within its scope.

In our collegiate classes, one-fourth of our students are young women. Adding to the collegiate the special students, who properly belong with them, we have two hundred and eighty students in a university grade. The record of health, kept through the year, shows, especially in the upper classes, less interruption in work by ill-health among the young women than among the young men. In the last Senior Class the young women were one-fourth of the whole number. Their absences from sickness were one-tenth. In the Junior Class, the first ratio was one-fourth, the second one-sixth. In the Sophomore Class, the first was one-fourth, the second one-eleventh. We certainly see no proof that the health of the young women suffers with us from their work. There are clear indications to the contrary.

JOHN BASCOM.

Annual Examinations.

ANNUAL EXAMINATIONS.

REPORT OF THE BOARD OF VISITORS TO THE BOARD OF REGENTS.

To the Honorable Board of Regents of the University of Wisconsin:

The undersigned, members of the Board of Visitors, called upon to attend the annual examination of the University, respectfully report that they have, so far as was permissible to them in the pressure of other duties, been present at those examinations during the month of June, 1878, and they desire to make certain suggestions respecting matters which have come under their observations.

From the best information obtained by us, corroborated by what we have seen, we have been convinced that in some instances the number of those reciting together in one class, or in one division of a class, is too large for obtaining the best results. It appears to us that in the time in which recitations must necessarily be limited, those in attendance should have the opportunity to be always heard, and we are constrained to urge, as a measure of necessity, that in some branches there should be additional teachers in order that there may be thorough instruction and thorough recitation every day. It seems to us impossible that the work of education can be satisfactorily performed when recitations take place every day, without opportunity given to each pupil to be heard.

We have in the examinations observed a fault, which, as we attribute it to the best of motives, we should hesitate to criticise, except that we have seen by the report of the last Board of Visitors that it has not now been noticed for the first time. The natural

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desire of teachers to finish the examination of each class in the brief time allotted to it has led naturally to the method of occupying that time in such wise as to cover the widest field. To accomplish this, instructors have fallen into the way of answering their own questions rather than wait for the slow and often hesitating answers of pupils. We have been impressed at some of the recitations with the learning of the professors rather than with the progress of the scholars, and we would suggest that it is more satisfactory to the examiners that the scholar should be left unaided to pass or to fail, as the case may be, rather than to derive instruction in the hours devoted to examination. We repeat the objection made by our predecessors to putting to the scholars leading questions, requiring from them merely affirmative or negative answers, or otherwise suggesting to them proper responses. The topical method of examination is not, in our judgment, sufficiently pursued.

In connection with this subject we may also refer to the lack of vocal power or vocal energy on the part of the pupils. There were some pleasing exceptions, but it was too generally the case that the answers of the scholars — particularly, but not alone, of the ladies, were so feeble and indistinct as made it painful to attempt to understand them. We would suggest that it is not only important to those attending examinations, but it is most desirable to the scholars as mere matter of education, that they should acquire the habit of distinct utterance, with sufficient power to be plainly heard by all whom it is intended their voices should reach. It appears to us that instruction by way of exercise in the way of vocal gymnastics or otherwise should be inculcated and insisted upon. This deficiency was combined with the one least noticed, and to some extent seemed to be the excuse for it. We can appreciate the difficulties in the way of the improvement we desire, but none the less do we think it important that each scholar should be trained to state what he knows on a given subject, or at least confess his ignorance, in a distinct and audible tone. If the frequent lack of energy results from a low tone of the physical system, it is so much

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the more a thing to be noticed and remedied by curing the evil which causes it.

A university being devoted to the general training and improvement of the physical as well as the mental powers, it would be perhaps akin to the subject last mentioned to suggest instruction and practice in music, at least to such extent as would develop and strengthen the vocal muscles and give sweetness, softness and power to speech, and aid to overcome the bad habit of nasal, flat and mouthing utterances which are too common characteristics of the American youth. On this subject we refer to the report of the visitors of 1877, and commend what they have said to the earnest attention of the Regents. We have observed with pleasure the robust appearance of many of the students, and although we were deprived of the opportunity of witnessing the military drill, by reason of a change in the order of the exercises which was not seasonably made known to us, we thought we perceived the beneficial results of that exercise. We do not concur in the criticisms made by some upon the system of co-education, and we are on the whole not ill-pleased with the evidence of physical strength on the part of the ladies, but we think there is much yet to desire in that respect. There should be provision for regular and vigorous exercise for the female pupils, and for systematic cultivation of their health and strength.

There is nothing that we observed for their use corresponding to the young men's gymnasium and the military drill, although there can be no sufficient reason for the omission of calisthenics. Unremitting care should be taken to secure for them a bodily development and strengthening, which in these days are recognized to be necessary requisites of any complete education. It is probably more difficult to secure regular and thorough physical exercises and discipline for young women than for young men, but to our minds that is only a reason why greater effort should be made in that direction and to be persevered in until successful.

In as much as it is rarely possible for all of the visitors to give attendance during the entire period of the examinations, and as several classes are examined simultaneously, it seems to us that

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provision should be made, if possible, for the increase of the number, either by doubling the number appointed, or by adding Regents to the Board of Visitors. Several of the classes are examined without the presence of any visitor, and many of the examinations are attended by visitors only for a short time. An improvement in this regard within the last few years is visible, but manifestly more should yet be done. It is desirable that one or more visitors should hear every examination. For that purpose we would suggest to the Faculty, or those to whom is intrusted the making of the annual programme, that the plans of examinations prescribed should always be rigidly adhered to and fully carried out.

We have been sincerely gratified with much that we have seen in our brief visit to the University, and we should not do justice to ourselves, having criticised a few deficiencies, if we should fail to express our sense of the zeal, learning and efficiency of the instructors whose examinations we attended. Very much has been already accomplished; the University has attained a standing as a means of education, greatly to the credit of the State, and we note improvement from year to year. Some drawbacks have come to our notice which we hope may be remedied as soon as your Board shall have pecuniary means. Some of the recitation-rooms in University hall, and the halls furnishing access to them, are so small as to be insufficient for the many who daily occupy or pass through them. If some alteration could be made affording more space in these rooms and in the passages leading to them, it should be done.

The space assigned to the library is, in our judgment, entirely inadequate and should be enlarged at the first practicable opportunity. We concur entirely in the recommendation of the visitors of last year in favor of the erection of a building which should contain a hall large enough for a daily meeting of the whole body of students. Possibly accommodations for indoor physical exercises for the young women might be provided in that or in a smaller hall. In such a building the library and some recitation rooms should also be placed. When this want of the University shall be supplied, we think your honorable body may be justified in

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believing that for a considerable period of time no further expenditure of University funds would be required for the erection of new buildings. But until such halls and ample library rooms shall be provided, there must be an oppressive sense of incompleteness, and the palpable deficiency in the means of instruction which the University of Wisconsin may fairly be expected to furnish to the youth of this State.

D. M. KELLY, of Green Bay.

M. P. WING, of La Crosse.

A. C. FISH, of Racine.

WINFIELD SMITH, of Milwaukee.

J. ALLEN BARBER, of Lancaster,

As per his letter of August 12, 1878.

Concurred in by

GEO. W. EASTMAN, of Platteville,

Except as to that which may be construed as criticising last year's report in regard to co-education; has not changed his mind since making that report.

Experimental Farm.

EXPERIMENTAL FARM.

REPORT OF THE PROFESSOR OF AGRICULTURE AND CHEMISTRY TO THE BOARD OF REGENTS.

To the Hon. J. M. BINGHAM,

President of the Board of Regents of the University of Wis.:

SIR:— I submit herewith a report of experiments conducted upon the University experimental farm, for the year ending September 30, 1878, together with a copy of meteorological observations taken at the University under my direction.

Very respectfully,

W. W. DANIELLS,

Prof. of Chemistry and Agriculture.

WINTER WHEAT.

The following varieties were sown September 8, 1877, broadcast by hand, on clay loam land. This land has been cropped with cereals for eight years continuously. Twelve wagon loads of well rotted stable manure were spread upon each acre before plowing. The land was rolled after sowing, and again in the spring when the frost was well out of the ground. One and one-half measured bushels of seed were sown on each acre.

Fultz— Weight of seed per bushel, 63½ lbs. Harvested July 10, 1878. Weight of straw and grain per acre, 10,260 lbs. Weight of grain, 3,153 lbs. Weight of one measured bushel, 61 lbs. Yield per acre, 52.5 bushels. Percentage of grain to weight of straw and grain, 30.7.

Experimental Farm.

This variety has now been in cultivation upon the University farm for seven years, with the following results:

	Bushels.
Yield per acre in 1872.....	38
Yield per acre in 1873.....	20
Yield per acre in 1874.....	35
Yield per acre in 1875.....	17.5
Winter-killed in 1876	00
Yield per acre in 1877.....	47.4
Yield per acre in 1878... ..	52.5
Average yield for seven years	<u>29.3</u>

The largest average yield of any variety of spring wheat for the same years is 18 bushels per acre, yielded by the Red Mammoth spring wheat. This indicates very plainly that upon the land of the University farm the Fultz is a much more profitable variety of wheat, than any common variety of spring wheat. It is also true that upon other farms in this vicinity, the Fultz has been more profitable to raise than spring wheat. It gives a larger yield, and brings a greater price in market.

Clawson — Weight of seed per bushel, 60 lbs. Harvested July 13. Weight of straw and grain per acre, 11,870 lbs. Weight of grain, 3,307 lbs. Yield per acre, 55 bushels. Weight per bushel, 58 lbs. Percentage of grain to weight of straw and grain, 27.8. This variety, which has grown so rapidly in favor within the past two years, promises well in this vicinity. The yield in 1876 was 17.6 bushels per acre, and in 1877, 42.6 bushels. Further trial will be necessary, however, before it can safely be called as valuable a variety for this locality as is the Fultz.

Prussian — Weight of seed per bushel, 59.5 lbs. Harvested July 17. Weight of straw and grain per acre, 10,820 lbs. Weight of grain, 2,719 lbs. Weight per measured bushel, 57½ lbs. Yield per acre, 45.3 bushels. Percentage of grain to weight of straw and grain, 25.1.

This wheat has now been in cultivation by us for four years, yielding in 1875, 12.6 bushels; in 1876, 13.6 bu.; in 1877, 33.3 bu. Average for the four years, 26.2 bushels.

Experimental Farm.

The following new varieties were received from the Department of Agriculture, at Washington, too late to be sown with the other varieties.

Silver Chaff — One peck of the seed weighed $14\frac{1}{2}$ lbs. Sown September 29, on one-fourth acre of ground. Harvested July 15. Weight of straw and grain, 1,950 lbs. Weight of grain, 753 lbs. Yield per acre, 50.4 bushels. One measured bushel weighed 61 lbs. Percentage of grain to weight of straw and grain, 39.1. Notwithstanding the very mild winter, this wheat winter-killed very perceptibly.

Golden Straw — One peck of seed, weighing $15\frac{1}{4}$ lbs., was sown upon one-fourth acre of land September 29. Harvested July 18. Weight of straw and grain, 2,290 lbs. Weight of grain, 791 lbs. Yield per acre, 52.7 bushels. One measured bushel weighed 60 lbs. Percentage of grain to weight of straw and grain, 34.5.

WHITE WINTER RYE.

Sown September 29. Weight of seed per bushel, $58\frac{1}{2}$ lbs. Two bushels of seed sown to the acre. Harvested July 9. Weight of straw and grain per acre, 9,600 lbs. Weight of grain, 1,743 lbs. Yield per acre, $62\frac{1}{4}$ bushels. One bushel weighed 56 lbs. Percentage of grain to weight of straw and grain, 18.2.

SPRING WHEAT.

The following varieties were sown March 23d, broadcast by hand, with one and one-half bushels of seed per acre. The soil was a light clay loam, upon which cereals have been grown for several years in succession. The land was fall-plowed and cultivated in the spring before sowing. Twelve large loads of well-rotted stable manure were spread upon the land before plowing.

Red Mammoth — Weight of seed per bushel, 59 lbs. Harvested July 24. Weight of straw and grain per acre, 6,040 lbs. Weight of grain, 1,494 lbs. Yield per acre, 24.9 bushels. One measured bushel weighed 55 lbs. Percentage of grain to weight of straw and

Experimental Farm.

grain, 24.9. This variety has now been in cultivation by us nine years, with an average yield of 18.2 bushels per acre. It yields the best of all the varieties with which it has been compared for a series of years.

White Michigan — Weight of seed per bushel, 58 lbs. Harvested July 23. Weight of straw and grain per acre, 6,560 lbs. Weight of grain, 1,592 lbs. Yield per acre, 26.5 bushels. Percentage of grain to weight of straw and grain, 24.2.

Odessa — Weight of seed per bushel, 61½ lbs. Harvested July 29. Weight of straw and grain per acre, 5,720 lbs. Weight of grain, 1,060 lbs. Yield per acre, 17.6 bushels. Weight of one bushel, 50 lbs. Percentage of grain to weight of straw and grain, 18.5.

Arnantka — Weight of seed per bushel, 58½ lbs. Harvested July 23. Weight of straw and grain per acre, 9,340 lbs. Weight of grain, 1,300 lbs. Yield per acre, 21.6 bushels. One measured bushel weighed 50 lbs. Percentage of grain to weight of straw and grain, 13.9.

Oseca — Weight of seed per bushel, 59.5 lbs. Harvested July 20. Weight of straw and grain per acre, 5,040 lbs. Weight of grain, 1,024 lbs. One measured bushel weighs 49 lbs. Yield per acre, 17 bushels. Percentage of grain to weight of straw and grain, 20.3.

Touzelle — Weight of seed per bushel, 59 lbs. Harvested July 19. Weight of straw and grain per acre, 5,200 lbs. Weight of grain, 1,160 lbs. Yield per acre, 19.3 bushels. One bushel weighs 50 lbs. Percentage of grain to weight of straw and grain, 22.3.

Oran — Weight of seed per bushel, 56½ lbs. Harvested July 22. Weight of straw and grain per acre, 4,094 lbs. Weight of grain, 656 lbs. Yield per acre, 10.9 bushels. One measured bushel weighs 48 lbs. Percentage of grain to weight of straw and grain, 13.5.

Experimental Farm.

These varieties have given the following yields since being in cultivation:

VARIETY.	BUSHEL PER ACRE IN								Av.
	1871	1872	1873	1874	1875	1876	1877	1878	
Red Mammoth..	26.2	13.5	26.4	6.7	22.9	7.5	28.0	24.9	19.5
Odessa			15.7	4.8	18.8	11.3	31.8	17.6	16.6
White Michigan					19.8	8.8	28.6	26.5	20.2
Arnantka					21.3	9.7	30.2	21.6	20.7
Oran					13.1	3.8	21.0	10.9	12.2
Oseca						10.0	26.5	17.0	17.8
Touzelle							17.9	19.3	18.6

In 1878, excessively hot weather, just as spring wheat was in the "milk," dried up the plants so that the berry never filled out as it would otherwise have done. Two weeks before harvest there was every indication of an unusually large yield throughout the state. Many thousands of acres were entirely ruined, and all wheat was very seriously injured.

Three pounds of each of two new varieties, "Champlain" and "Defiance" were sown to enable us to ascertain, by experiment, if they will prove valuable varieties for cultivation in Wisconsin. Enough of each variety was obtained to make a trial of them next year.

Champlain is said to have been obtained by crossing the Black Sea and Golden Drop varieties, the Defiance by crossing Club wheat with a California white wheat.

BARLEY.

Five varieties of barley were sown March 23d, broadcast by hand. The land was cultivated and manured the same as that for spring wheat. Two measured bushels of seed were sown to the acre.

Manshury—Weight of seed per bushel, 48½ lbs. Harvested July 13. Weight of straw and grain per acre, 6,800 lbs. Weight

Experimental Farm.

of grain, 3,208 lbs. Yield per acre, 66.8 bushels. One measured bushel weighs 46½ lbs. Percentage of grain to weight of straw and grain, 47.2.

Chevalier — Weight of seed per bushel, 47 lbs. Weight of straw and grain per acre, 6,680 lbs. Weight of grain, 2,790 lbs. Yield per acre, 58.1 bushels. One measured bushel weighs 46¾ lbs. Percentage of grain to weight of straw and grain, 41.7.

Common Scotch — Weight of seed per bushel, 46½ lbs. Harvested July 15. Weight of straw and grain per acre, 6,520 lbs. Weight of grain, 2,630 lbs. Yield per acre, 54.8 bushels. One measured bushel weighs 45 lbs. Percentage of grain to weight of straw and grain, 40.3.

Saxonian — Weight of seed per bushel, 47½ lbs. Harvested July 16. Weight of straw and grain per acre, 6,740 lbs. Weight of grain, 2,092 lbs. Yield per acre, 43.6 bushels. Percentage of grain to weight of straw and grain, 31.

Probstier — Weight of one bushel of seed, 49 lbs. Harvested July 16. Weight of straw and grain, 6,700 lbs. Weight of grain, 2,774 lbs. Yield per acre, 57.7 bushels. One bushel weighs 47.5 lbs. Percentage of grain to weight of straw and grain, 41.4.

The yield per acre of each of these varieties of barley since they have been in cultivation upon the University Farm is given in the table below:

VARIETY.	YIELD IN BUSHELS OF 48 POUNDS EACH IN THE YEAR.								Average.
	1871	1872	1873	1874	1875	1876	1877	1878	
Manshury.....	.....	32.7	48.0	20.3	60.0	49.6	65.0	66.8	48.9
Chevalier.....	43.5	16.4	.....	10.2	.....	9.2	44.3	58.1	29.8
Common Scotch.....	.....	20.6	34.4	13.4	44.0	29.6	51.7	54.8	35.5
Saxonian.....	45.9	22.2	26.5	26.5	45.0	19.6	52.5	43.6	35.2
Probstier.....	51.4	23.2	.....	.....	.....	.....	57.6	41.4	43.4

Experimental Farm.

OATS.

The following varieties were sown March 30th, upon land cultivated and manured like that sown to spring wheat. 2.5 bushels of seed were sown broadcast by hand on each acre. The grain was all so badly lodged as to necessitate its being cut with a scythe, which accounts for the light grain.

White Schonen — Weight of seed per bushel, $38\frac{1}{4}$ lbs. Harvested July 29. Weight of straw and grain per acre, 7,580 lbs. Weight of grain, 2,408 lbs. Yield per acre, $75\frac{1}{4}$ bushels. One bushel weighs 32 lbs. Percentage of grain to weight of straw and grain, 31.7.

White Waterloo — Weight of seed per bushel, $38\frac{3}{4}$ lbs. Harvested July 26. Weight of straw and grain per acre, 8,000 lbs. Weight of grain, 2,240 lbs. Yield per acre, 70 bushels. One bushel weighs 32 lbs. Percentage of grain to weight of straw and grain, 28.

Houghton — Weight of seed per bushel, 31.5 lbs. Harvested July 31. Weight of straw and grain per acre, 7,164 lbs. Weight of grain, 1,746 lbs. Yield per acre, 54.5 bushels. One bushel weighs 31 lbs. Percentage of grain to weight of straw and grain, 24.3.

Somerset — Weight of seed per bushel, 37.5 lbs.; harvested July 26; weight of straw and grain per acre, 8,380 lbs.; weight of grain, 2,140 lbs.; yield per acre, 67 bushels; one bushel weighs 29.5 lbs.; percentage of grain to weight of straw and grain, 25.5.

Black Norway — Weight of seed per bushel, 32 lbs.; harvested August 1; weight of seed and grain per acre, 9,000 lbs.; weight of grain, 1,870; yield per acre, 58.4 bushels; one bushel weighs 30.5 lbs.; percentage of grain to weight of straw and grain, 20.9.

Canada — Weight of seed per bushel, 37.5 lbs.; harvested July 25; weight of straw and grain per acre, 7,300 lbs.; weight of grain, 2,540 lbs.; yield per acre, 79.4 bushels; one bushel weighs 35 lbs.; percentage of grain to weight of straw and grain, 34.8.

White Dutch — Weight of seed per bushel, 35 lbs.; harvested July 29; weight of straw and grain per acre, 5,040 lbs.; weight of

Experimental Farm.

grain, 1,452 lbs.; yield per acre, 45.4 bushels; one bushel weighs 28 lbs.; percentage of grain to weight of straw and grain, 28.8.

In the following table will be found the yield per acre of each of the above varieties of oats since they have been in cultivation upon the University farm:

VARIETY.	Yield per acre, in bushels of 32 pounds, in —								Average.
	1871.	1872.	1873.	1874.	1875.	1876.	1877.	1878.	
White Schonen.	79.7	27.2	34.2	23.0	95.0	46.5	89.5	75.2	58.8
White Waterloo.	.....	.....	.....	.....	.....	.....	86.0	70.0	.....
Houghton	.....	.....	.....	.....	67.0	21.0	59.5	54.5	50.5
Somerset	.....	.....	.....	.....	71.0	26.9	84.3	67.0	62.3
Black Norway..	65.2	18.6	30.0	26.1	.....	.....	86.6	58.4	47.3
Canada	.....	.....	.....	.....	58.3	24.8	89.2	79.4	62.9
White Dutch	.....	.....	.....	.....	.....	.....	.....	45.4	.....
Early Fellow...	.....	.....	.....	.....	44.1	24.2	71.2	.....	.....

CORN.

The following varieties were planted May 18, on clay loam land, which was fall-plowed, and again plowed in the spring; twelve loads of well-rotted stable manure were spread upon each acre before plowing in the fall, and six loads in the spring. The first three varieties were planted in hills 4x4 feet apart. The White Australian, being a smaller variety, was planted 4x3½ feet. It was intended to have four stalks in a hill.

Yellow Dent — Ripe Sept. 20. Yield per acre in lbs. of ears, 8,515 lbs.; in bushels of ears of 75 lbs. each, 112.2.

Lysaght's. — A large yellow variety, obtained of Wm. Lysaght, of Belleville. Ripe Sept. 14. Yield of ears per acre, 6,442 lbs. Bushels of ears of 75 lbs. each, 85.9.

Cherokee — Ripe Sept. 20. Yield of ears per acre, 8,032 lbs.; in bushels of 75 lbs. each, 107.

White Australian — Ripe Sept. 14. Yield of ears per acre, 8,072 lbs.; in bushels of 75 lbs. each, 107.6.

Experimental Farm.

The yield per acre of these varieties since they have been in cultivation by us, is given in the table below:

VARIETY.	YIELD PER ACRE IN BUSHELS OF 75 LBS. EACH IN THE YEAR.								Average.
	1871	1872	1873	1874	1875	1876	1877	1878	
Yellow Dent			49.4	58.4	54.3	73.1	72.4	112.2	70.00
Cherokee.....	56.6	51.9	52.7	63.1	51.0	77.0	68.2	107.0	65.90
White Austral'n	72.5	60.7	63.2	59.2*	60.3	64.1*	80.5	107.6	71.00
Lysaght's							67.2	85.9	76.50

POTATOES.

The following varieties were planted May 17, in rows $3\frac{1}{2}$ feet apart, hills 18 inches apart in row. One-third of a medium sized potato was planted in each hill:

VARIETY.	Time of ripening.	Bushels per acre.
Ruby	Aug. 19	280
Improved Peach Blow.....	Aug. 30	218
Superior	Aug. 20	141
Centennial	Aug. 4	35
Early Rose	Aug. 2	167
Extra Early Vermont.....	Aug. 2	101
Snow Flake	Aug. 10	252
Brownell's Beauty	Aug. 10	95
Compton's Surprise	Aug. 15	164

The first four of the above varieties have never been tried by us before.

Three new varieties have been in cultivation, viz.: Bliss's Triumph, Manhattan, and Trophy. Enough seed of each of these has been obtained for a field trial another year.

* Badly injured by chinch-bugs.

Experimental Farm.

EXPERIMENTS WITH FERTILIZERS.

To test the value of different fertilizers upon the soil of the University Farm, the following experiment has been begun: Seventeen adjacent plats of land, each containing one-tenth of an acre, were brought into cultivation in 1876. In 1877 all were planted to corn. No fertilizer was used upon any plat, in order that we might obtain as nearly as possible the relative productiveness of each. In 1878 all were again planted to corn, and cultivated the same in all respects except as stated below. Four unfertilized plats were left as a basis of comparison. A space of three feet was left between adjacent plats, that the fertilizer placed upon one might not affect the growth upon those adjoining. The following table gives the results of the trials of 1877 and of 1878:

No. of plat.	Fertilizer used.	lbs yield in			
		1877.		1878.	
		<i>Ears.</i>	<i>Stalks.</i>	<i>Ears.</i>	<i>Stalks.</i>
1	5,740 lbs (2 loads) well-rotted stable manure	332	290	776	574
2	20 lbs nitrate of soda, 95 per ct. nitrate.....	352	326	714	460
3	32 lb Peruvian guano — { 11.5 per ct. ammonia..... } { 17.1 per ct. phosphoric acid..... } { 2.3 per ct. potash..... }	380	365	774	386
4	Nothing.....	420	392	690	414
5	175 lbs wood ashes, from the Sugar Maple..	420	406	672	430
6	32 lbs muriate of potash—50 per ct. potash.	442	415	686	490
7	Nothing.....	437	475	648	396
8	20 lbs superphosphate — 15 per ct. available phosphoric acid.....	422	416	684	398
9	3,976 lbs (1 load) well-rotted stable manure	414	401	748	408
10	20 lbs sulphate ammonia, 25 per ct. ammonia	454	394	790	530
11	Nothing.....	460	416	694	416
12	The same as No. 5.....	456	424	742	436
13	25 lbs gypsum.....	460	419	674	426
14	{ 16 lbs Peruvian guano..... } { 3,150 lbs stable manure..... }	470	420	776	518
15	Nothing.....	480	443	642	428
16	{ 10 lbs nitrate soda..... } { 50 lbs wood ashes..... } { 10 lbs superphosphate..... }	464	374	686	478
17	6,036 lbs (2 loads) stable manure.....	436	370	726	516

Experimental Farm.

As these experiments are to be repeated for several years, it is hardly worth the while to discuss one year's trial. Attention is called, however, to two facts, viz.: the much greater yield of those plats upon which no fertilizer was used, in 1878 than in 1877, and also that the average yield of the four unfertilized plats in 1878, was 668 lbs. of ears, while that of the manured plats is 727 lbs. This would make a difference of nearly ten bushels of ears per acre, which may be considered a very slight increase in yield for so highly fertilized land. Little, however, can be told from a single year's trial. The results of succeeding years will be awaited with interest.

Charles Bingham, of Lock Haven, Pennsylvania, sent to the University a package of "The Vitative Compound, or Seed and Plant Invigorator," requesting that it be tried according to directions. Two plats of corn each 56 feet square were treated, the one with a solution of the "Vitative Compound," the other with water without the compound, with the following results: With the compound, the yield was 2,464 lbs.; with water, the yield was 2,439 lbs.

My thanks are due E. G. Hayden, Esq., Superintendent of the University Farm, for his care and attention in carrying out the details of the above experiments.

METEOROLOGY.

The Meteorological observations which have been taken under my charge since January 1869, were discontinued upon the establishment of a U. S. Signal Service Station in Madison, Oct. 1, 1878. I am indebted to Observing Sergeant F. M. M. Beall for a copy of his observations for October, to complete the year's observations.

The altitude heretofore reported is too high. Those marked as 1,088 feet should be 987 feet. The altitude of the observations given below is 967 feet.

Latitude 43°, 4', 33.1".

Longitude, 12°, 20', 58.5".

Maximum observed temperature for the year, - - - 86.3°

Minimum observed temperature for the year, - - - -9.0°

Range of temperature, - - - - - 95.3°

Mean temperature, - - - - - 50.6°

Meteorological Observations.

NOVEMBER, 1877.

DAY OF MONTH.	THERMOMETER IN THE OPEN AIR.				RAIN AND SNOW.			
	6:45 A. M.	2 P. M.	9 P. M.	Mean.	Time of beginning of rain or snow.	Time of ending of rain or snow.	Amount of rain and melted snow in gauge in inches.	Depth of snow in inches.
1	33.0	36.5	35.0	34.8	1 P. M.			
2	35.0	40.0	33.0	36.0		12 M.	.30	
3	30.5	39.0	33.0	34.2				
4	32.0	32.0	30.0	31.3	7 A. M.	Night.	.60	6
5	23.0	27.0	24.0	24.7				
6	15.0	32.0	23.0	23.3				
7	19.0	37.0	33.0	29.7	7 P. M.	Night.	.10	1
8	34.0	35.0	36.0	35.0	12 M.	9:30 P. M.	.08	
9	27.0	30.0	23.0	26.7				
10	17.0	32.0	27.0	25.3				
11	23.0	41.0	36.0	33.3				
12	32.0	44.5	38.0	38.2				
13	35.0	49.0	49.0	44.3				
14	47.0	48.0	47.0	47.3	6:45 A. M.	Night.	.28.0	
15	45.0	48.0	45.0	46.0				
16	38.5	49.0	43.0	43.5				
17	38.0	41.0	34.0	37.7				
18	27.0	35.5	36.0	32.8				
19	34.0	37.5	37.0	36.5				
20	35.0	47.5	45.0	42.5	9 P. M.			
21	43.0	48.0	41.0	44.0		2 P. M.	.57	
22	37.0	39.0	36.0	37.3				
23	39.0	42.5	42.5	41.3				
24	40.0	42.5	42.5	41.7				
25	39.0	44.0	41.0	41.3	9:45 P. M.			
26	40.0	39.0	39.0	39.3				
27	34.0	33.5	28.0	31.8		9 P. M.	.78	1.5
28	25.0	21.0	17.0	21.0	7 A. M.			
29	10.0	12.0	12.0	11.3		8 P. M.	.10	1
30	22.0	38.0	24.0	28.0				
S'm							2.81	9.5
M'n				34.7				

Meteorological Observations.

NOVEMBER, 1877.

DATE.	BAROMETER.				HUMIDITY, DEW POINT, etc.			
	6:45 A. M.	2 P. M.	9 P. M.		6:45 A. M.	2 P. M.	9 P. M.	
Nov., 1877.	Pressure corrected and reduced.	Pressure corrected and reduced.	Pressure corrected and reduced.	Daily mean.	Relative humidity.	Relative humidity.	Relative humidity.	Daily mean humidity.
1	28.661	28.527	28.369	28.522	80	90	90	86.7
2	28.297	28.365	28.595	28.399	80	56	70	68.7
3	28.723	28.767	28.865	28.785	67	46	60	57.7
4	28.823	28.739	28.719	28.760	79	100	100	93.0
5	28.837	28.944	29.046	28.942	86	63	86	81.7
6	29.104	29.039	28.984	29.042	100	53	86	81.3
7	28.864	28.732	28.670	28.755	100	62	89	83.7
8	28.643	28.490	28.650	28.594	89	90	90	89.7
9	28.804	28.973	29.060	28.946	63	56	86	68.3
10	28.984	29.003	29.005	28.997	83	79	75	79.0
11	28.962	28.893	28.886	28.914	86	49	71	68.7
12	28.851	28.804	28.771	28.809	79	49	72	66.7
13	28.746	28.658	28.676	28.693	70	71	71	70.7
14	28.686	28.625	28.629	28.647	77	85	85	82.3
15	28.691	28.680	28.734	28.702	92	70	68	76.7
16	28.679	28.668	28.616	28.651	86	78	87	83.7
17	28.655	28.766	28.953	28.795	81	41	79	67.0
18	29.106	29.126	29.069	29.100	75	65	71	70.3
19	29.037	28.992	28.978	29.002	79	76	71	75.3
20	28.933	28.840	28.795	28.856	70	66	68	68.0
21	28.625	28.573	28.675	28.624	100	85	65	83.3
22	28.835	28.870	28.897	28.867	71	73	80	74.7
23	28.867	28.772	28.730	28.790	82	71	79	77.3
24	28.662	28.591	28.567	28.607	82	54	83	76.3
25	28.499	28.402	28.360	28.420	82	76	91	83.0
26	28.243	28.179	28.157	28.193	91	91	82	88.0
27	28.201	28.266	28.432	28.300	79	84	88	83.7
28	28.532	28.596	28.631	28.586	87	85	83	85.0
29	28.683	28.639	28.664	28.662	100	80	80	86.7
30	28.724	28.764	28.826	28.771	71	63	73	69.0
S'm	.....	.....	.....	.....	.....	.....	.....	.....
M'n	.....	.....	.....	28.724	.....	.....	.....	77.5

Frosts mornings of 1, 3, 7, 11, 12, 13, 16, 17, 18, 20.

Snow, 4, 7.

Percentage of winds: S., 6; S. W., 25; W., 17; N. W., 21; N., 18; N. E., 8; S. E., 5.

Meteorological Observations.

DECEMBER, 1877.

THERMOMETER IN THE OPEN AIR.				RAIN AND SNOW.				DAY OF MONTH.
6:45 A. M.	2 P. M.	9 P. M.	Mean.	Time of beginning of rain or snow.	Time of ending of rain or snow.	Amount of rain and melted snow in gauge in inches.	Depth of snow in inches.	
23.0	27.0	18.0	22.7					1
16.0	32.0	30.0	26.0					2
27.0	37.0	35.0	33.0	8 P. M.				3
36.0	38.5	40.0	38.2		Night.	.46		4
33.0	34.5	32.0	33.2	3 P. M.	Night.	.05	.5	5
32.0	22.0	15.0	23.0					6
22.0	36.0	30.0	29.3					7
21.0	27.0	20.0	22.7					8
19.0	33.5	36.0	30.2					9
35.0	42.5	40.0	39.2					10
38.0	44.0	40.0	40.7					11
36.0	50.0	38.0	41.3					12
36.0	42.5	36.0	38.2					13
31.0	43.0	40.0	38.0					14
39.0	49.5	41.0	43.2					15
37.0	51.0	43.0	43.7					16
42.5	46.0	38.5	42.3	Night.	7 A. M.	.36		17
40.0	47.5	55.0	47.5					18
48.0	50.0	48.5	48.8	8:15 P. M.	Night.	.28		19
55.0	62.0	53.0	56.7					20
45.0	58.5	47.0	50.2					21
48.0	49.5	51.0	49.5	10:45 A.M.	Night.	.18		22
54.0	58.0	51.0	54.3					23
51.0	51.0	49.0	50.3	Night.				24
46.0	44.0	42.0	44.0		8 A. M.	.62		25
38.0	36.5	38.0	37.5					26
35.0	37.0	37.0	36.3	Night.				27
36.0	39.0	38.5	37.8					28
36.0	36.5	37.0	36.5		Night.	.06		29
32.0	37.0	37.0	35.3					30
30.0	31.5	28.0	29.8					31
			38.7			2.01	.5	S'm
							.5	M'n

Meteorological Observations.

DECEMBER, 1877.

DAY OF MONTH.	LOWER CLOUDS.						WINDS.					
	9:45 A. M.		2 P. M.		9 P. M.		6:45 P. M.		2 P. M.		9 P. M.	
	Kind and amount.	Direction moving from.	Kind and amount.	Direction moving from.	Kind and amount.	Direction moving from.	Direction.	Force.	Direction.	Force.	Direction.	Force.
1	Cu.	7	Cu.	9	0	0	N. W.	1	N. W.	2	0	0
2	0	0	C. Cu.	6	0	0	S. W.	3	S.	3	S.	3
3	0	0	B. Cu.	5	N.	10	S. W.	2	S. W.	2	S. W.	1
4	N.	10	N.	10	N.	10	S.	2	S.	1	S. W.	2
5	N.	10	N.	10	N.	19	S. W.	3	S. W.	2	N.	2
6	N.	10	Cu.	8	0	0	N.	2	N. W.	2	S. W.	1
7	S.	1	0	0	N.	10	S. W.	1	S. W.	3	S. W.	2
8	C. S.	3	Cu.	1	0	0	W.	1	N. W.	3	0	0
9	C. S.	3	C. Cu.	4	C. Cu.	5	S. W.	1	S.	3	S.	2
10	C. S.	2	C. Cu.	8	C. S.	7	S. W.	2	S. W.	2	S. W.	3
11	C. Cu.	7	C. Cu.	6	0	0	S. W.	0	S. W.	1	S. W.	1
12	N.	10	Cu.	9	C. Cu.	3	S. W.	1	S. W.	2	S. E.	2
13	0	0	0	0	0	0	N. W.	1	N. W.	2	0	0
14	0	0	C. Cu.	3	N.	8	S. W.	2	S. W.	3	S. W.	2
15	C. Cu.	4	0	0	0	0	S. W.	3	S.	2	S.	1
16	0	0	C. Cu.	6	0	0	0	0	S. W.	1	0	0
17	N.	10	Cu.	10	Cu.	9	0	0	0	0	N. E.	1
18	N.	10	N.	10	N.	10	S. E.	1	S. E.	1	S.	2
19	N.	10	N.	10	N.	10	S. W.	1	0	0	0	0
20	N.	10	0	0	0	0	S.	1	S.	1	0	0
21	Foggy.	....	0	0	0	0	0	0	S. E.	1	S. E.	1
22	N.	10	N.	10	N.	10	E.	2	E.	3	E.	2
23	N.	10	N.	8	N.	7	S. E.	2	S.	2	0	0
24	N.	10	N.	10	N.	10	0	0	0	0	0	0
25	N.	10	N.	10	N.	10	N.	2	N.	3	N.	2
26	N.	10	N.	10	N.	10	N. E.	4	N. E.	2	N. E.	3
27	N.	10	N.	10	N.	10	N. E.	2	N. E.	1	N. E.	1
28	N.	10	N.	10	N.	10	N. E.	1	0	0	0	0
29	N.	10	N.	10	N.	10	N. E.	3	N. E.	4	N. E.	3
30	N.	10	0	0	0	0	N.	4	N.	3	N. W.	3
31	N.	10	S.	10	0	0	N. W.	3	N. W.	1	0	0
S.	.....		.....		.....		.....		.....		.....
M.	.....	6.9	.....	6.5	.....	5.5	.....		.....		.....
	.....		.....	6.3	.....		.....		.....		.....

Meteorological Observations.

DECEMBER, 1877.

DATE.	BAROMETER.				HUMIDITY, DEW POINT, etc.			
	6:45 A. M.	2 P. M.	9 P. M.		6:45 A. M.	2 P. M.	9 P. M.	
Dec., 1877.	Pressure corrected and reduced.	Pressure corrected and reduced.	Pressure corrected and reduced.	Daily mean.	Relative humidity.	Relative humidity.	Relative humidity.	Daily mean humidity.
1	28.894	28.916	28.940	28.917	86	63	85	78
2	28.898	28.775	28.730	28.801	83	79	78	80
3	28.736	28.681	28.645	28.687	75	71	80	75
4	28.401	28.254	28.229	28.295	90	95	83	89
5	28.262	28.274	28.476	28.337	89	84	58	77
6	28.738	28.815	28.810	28.788	79	86	82	82
7	28.727	28.794	28.767	28.763	86	61	89	79
8	28.785	28.847	29.016	28.883	85	63	85	78
9	28.966	28.719	28.611	28.765	84	65	61	70
10	28.659	28.725	28.658	28.681	70	62	64	65
11	28.733	28.812	28.842	28.796	72	68	73	71
12	28.709	28.602	28.701	28.671	90	78	81	83
13	28.885	29.012	29.085	28.994	71	54	71	65
14	29.023	28.854	28.731	28.869	68	51	64	61
15	28.603	28.541	28.711	28.619	82	82	74	79
16	28.802	28.769	28.793	28.788	81	59	83	74
17	28.843	28.876	28.920	28.880	96	77	77	83
18	28.798	28.710	28.691	28.733	91	96	94	94
19	28.772	28.759	28.764	28.765	92	93	89	91
20	28.834	28.844	28.879	28.852	94	69	93	85
21	28.905	28.829	28.879	28.871	92	73	92	86
22	28.817	28.755	28.741	28.771	85	89	93	89
23	28.767	28.805	28.817	28.796	90	78	89	77
24	28.811	28.739	28.731	28.760	93	93	89	92
25	28.711	28.718	28.736	28.722	92	92	83	89
26	28.739	28.696	28.698	28.711	72	85	63	73
27	28.694	28.711	28.735	28.713	90	85	90	88
28	28.789	28.793	28.799	28.794	90	91	86	88
29	28.793	28.741	28.719	28.751	90	85	76	84
30	28.721	28.720	28.745	28.729	89	62	62	80
31	28.742	28.742	28.700	28.728	94	74	88	85
S'm	.....	.....	.....	.....	.....	.....	.....	.....
M'n	.....	.....	.....	28.750	.....	.....	.....	80

Percentage of winds: S., 16; S. W., 32; W., 1; N. W., 12; N., 12; N. E., 17; E., 5; S. E., 5.

Meteorological Observations.

JANUARY, 1878.

DAY OF MONTH.	THERMOMETER IN THE OPEN AIR.				RAIN AND SNOW.			
	6:45 A. M.	2 P. M.	9 P. M.	Mean.	Time of beginning of rain or snow.	Time of ending of rain or snow.	Amount of rain and melted snow in gauge in inches.	Depth of snow in inches.
1	26.0	25.0	27.0	26.0	5:50 P. M.	Night.	.03	.3
2	15.0	19.0	13.0	15.7	.....	.....	.....	.....
3	18.0	27.0	27.0	24.0	.....	.....	.....	.....
4	25.0	8.0	.0	10.7	.....	.....	.....	.....
5	3.0	13.0	5.0	7.0	.....	.....	.....	.....
6	4.0	4.0	.0	2.7	.....	.....	.....	.....
7	9.0	8.0	14.0	4.3	.....	.....	.....	.....
8	25.0	35.0	32.0	30.7	.....	.....	.....	.....
9	30.0	34.0	35.0	33.0	9 P. M.	Night.	.15	1.5
10	33.0	35.0	35.0	34.3	.....	.....	.....	.....
11	32.0	37.0	29.0	32.7	.....	.....	.....	.....
12	27.0	37.0	29.0	31.0	.....	.....	.....	.....
13	32.0	32.0	33.0	32.3	.....	.....	.....	.....
14	32.0	36.0	26.0	31.3	.....	.....	.....	.....
15	20.0	24.0	27.0	23.7	.....	.....	.....	.....
16	27.0	28.0	28.0	27.7	.....	.....	.....	.....
17	28.0	32.0	35.0	31.7	.....	.....	.....	.....
18	30.0	34.0	32.0	32.0	.....	.....	.....	.....
19	25.0	45.0	40.0	36.7	.....	.....	.....	.....
20	32.0	36.0	33.0	33.7	.....	.....	.....	.....
21	32.0	33.5	29.0	31.5	.....	.....	.....	.....
22	30.0	30.0	14.0	24.7	.....	.....	.....	.....
23	5.0	21.0	23.0	16.3	.....	.....	.....	.....
24	25.0	40.0	37.0	34.0	.....	.....	.....	.....
25	31.0	30.0	27.0	29.3	7 A. M.	6 P. M.	.23	2.2
26	28.0	33.0	27.0	29.3	.....	.....	.....	.....
27	16.0	31.0	23.0	23.3	.....	.....	.....	.....
28	5.0	18.0	13.0	12.0	.....	.....	.....	.....
29	19.0	28.0	21.0	22.7	.....	.....	.....	.....
30	20.0	34.0	23.0	25.7	.....	.....	.....	.....
31	27.0	30.5	30.0	29.2	.....	.....	.....	.....
S'm	.....	.....	.....	.....	.....	.....	.40	4.0
M'n	.....	.....	.....	25.1	.....	.....	.....	.....

Meteorological Observations.

JANUARY, 1878.

DATE.	BAROMETER.				HUMIDITY, DEW POINT, etc.			
	6:45 A. M.	2 P. M.	9 P. M.	Daily mean.	6:45 A. M.	2 P. M.	9 P. M.	Daily mean humidity.
Jan., 1878.	Pressure corrected and reduced.	Pressure corrected and reduced.	Pressure corrected and reduced.		Relative humidity.	Relative humidity.	Relative humidity.	
1	28.621	28.621	28.615	28.619	87	93	93	89
2	28.858	28.867	28.848	28.859	91	60	100	84
3	28.720	28.577	28.507	28.601	100	88	88	92
4	28.560	28.636	28.877	28.708	87	100	100	96
5	28.698	28.677	28.853	28.743	100	100	100	100
6	28.911	29.037	29.114	29.021	100	100	100	100
7	29.184	29.050	28.884	29.039	100	100	100	100
8	29.185	28.738	28.759	28.891	100	80	89	87
9	28.660	28.512	28.443	28.538	78	79	80	77
10	28.469	28.472	28.549	28.497	89	80	90	86
11	28.671	28.694	28.718	28.694	89	71	88	83
12	28.792	28.769	28.776	28.779	88	81	83	86
13	28.740	28.652	28.644	28.679	89	89	89	89
14	28.663	28.644	28.663	28.656	89	80	87	85
15	28.753	28.782	28.841	28.792	100	100	88	96
16	28.849	28.772	28.670	28.764	88	88	88	88
17	28.592	28.608	28.712	28.637	88	79	80	83
18	28.792	28.787	28.713	28.764	78	89	89	85
19	28.759	28.667	28.644	28.690	100	68	82	83
20	28.633	28.631	28.682	28.649	89	90	89	89
21	28.684	28.646	28.648	28.659	89	84	88	87
22	28.633	28.663	28.949	28.749	89	89	100	93
23	29.070	28.991	28.996	29.020	100	100	100	100
24	28.578	28.541	28.585	28.568	100	64	71	78
25	28.614	28.614	28.663	28.640	89	100	100	96
26	28.748	28.723	28.743	28.738	100	70	88	86
27	28.629	28.591	28.721	28.647	100	78	100	93
28	28.878	28.850	28.861	28.863	100	100	100	100
29	28.907	28.904	28.623	28.911	100	53	100	84
30	28.913	28.820	28.743	28.829	100	61	100	87
31	28.598	28.564	28.606	28.589	100	84	100	95
S'm	.....	.....	.....	.....	.....	.....	.....	.....
M'n	.....	.....	.....	28.736	.....	.....	.....	90

Lakes Mendota and Monona closed January 6.

Percentage of winds; S. 16; S. W. 11; W. 1; N. W. 28; N. 24; N. E. 24; E. 3; S. E. 3.

Meteorological Observations.

FEBRUARY, 1878.

THERMOMETER IN THE OPEN AIR.				RAIN AND SNOW.				DAY OF MONTH.
6:45 A. M.	2 P. M.	9 P. M.	Mean.	Time of beginning of rain or snow.	Time of ending of rain or snow.	Amount of rain and melted snow in gauge in inches.	Depth of snow in inches.	
27.0	31.0	30.0	28.3	.....	.....	.....	.....	1
21.0	32.0	27.0	26.7	.....	.....	.....	.....	2
18.0	34.0	28.0	26.7	.....	.....	.....	.....	3
21.0	37.0	31.0	29.7	.....	.....	.....	.....	4
30.0	45.0	38.0	37.7	.....	.....	.....	.....	5
38.0	51.0	45.0	44.7	.....	.....	.....	.....	6
40.0	47.0	38.0	41.7	.....	.....	.....	.....	7
33.0	28.0	28.0	29.7	.....	.....	.....	.....	8
22.0	22.0	20.0	21.7	11 A. M.	Night.	.25	2.5	9
16.0	25.5	23.0	21.5	.....	.....	.....	.....	10
13.0	31.0	28.0	24.0	Night.	.....	.....	.....	11
27.0	33.0	29.0	29.7	.....	7 A. M.	.2	2.0	12
23.0	37.0	28.0	29.3	.....	.....	.....	.....	13
30.0	36.0	32.0	32.7	.....	.....	.....	.....	14
29.0	37.5	37.0	34.5	.....	.....	.....	.....	15
34.0	39.0	37.0	36.7	7 P. M.	Night.	.04	.....	16
31.0	30.0	29.0	30.0	.....	.....	.....	.....	17
27.0	35.5	32.0	31.5	.....	.....	.....	.....	18
33.0	42.0	37.0	37.3	.....	.....	.....	.....	19
33.0	48.0	41.0	40.7	.....	.....	.....	.....	20
35.0	36.5	35.0	35.5	7:30 A. M.	.....	.....	.....	21
35.0	35.0	35.0	35.0	.....	3:00 P. M.	.60	.....	22
34.0	37.0	35.0	35.3	Night.	.....	.....	.....	23
30.0	34.0	31.0	31.7	.....	10:30 A. M.	.10	1.0	24
25.0	31.0	31.0	29.0	.....	.....	.....	.....	25
27.0	41.0	35.0	34.3	.....	.....	.....	.....	26
28.0	45.0	38.0	37.0	.....	.....	.....	.....	27
35.0	53.0	43.0	43.7	.....	.....	.....	.....	28
.....	.....	.....	.....	.....	.....	1.19	5.5	S'm
.....	.....	.....	32.8	.....	.....	.....	.....	M'n

Meteorological Observations.

FEBRUARY, 1878.

DAY OF MONTH.	LOWER CLOUDS.						WINDS.					
	6:45 A. M.		2:00 P. M.		9:00 P. M.		6:45 P. M.		2:00 P. M.		9:00 P. M.	
	Kind and amount.	Direction moving from.	Kind and amount.	Direction moving from.	Kind and amount.	Direction moving from.	Direction.	Force.	Direction.	Force.	Direction.	Force.
1	N.	10	N.	10	N.	10	10	3	N.	2	N.	2
2	C. Cu.	2	C.	1	0	0	N.	2	N. E.	2	N.	1
3	0	0	C. Cu.	3	0	0	N.	1	N.	1	0	0
4	Cu.	1	0	0	0	0	S. W.	2	S. W.	2	S. W.	2
5	Cu.	6	C. Cu.	8	0	0	S. E.	1	S. E.	3	S.	3
6	C. Cu.	2	0	0	0	3	S.	3	S.	3	S.	3
7	Cu.	9	C. Cu.	8	Cu. S.	7	S. W.	2	S. W.	1	N.	1
8	Cu.	10	Cu.	10	Cu.	10	N.	3	N.	4	N.	4
9	Cu.	10	N.	10	N.	10	N.	3	N. E.	3	N. E.	4
10	Cu. S.	9	C. Cu.	5	C.	4	N.	2	N.	2	0	0
11	S.	1	C. Cu.	3	N.	10	S. W.	1	S. W.	3	S.	3
12	N.	5	Cu.	2	Cu.	9	S.	1	S.	1	0	0
13	C. Cu.	5	C. Cu.	8	Cu.	9	N.	1	E.	2	N. E.	2
14	N.	10	Cu.	10	N.	10	E.	1	E.	1	N. E.	1
15	N.	10	N.	10	N.	10	E.	1	N. E.	1	S. W.	1
16	N.	10	N.	10	N.	10	S. W.	1	S. W.	1	S. E.	1
17	N.	10	N.	10	N.	10	N.	2	N.	2	N.	1
18	N.	9	Cu.	10	C. Cu.	2	0	0	S. W.	1	S.	2
19	N.	10	C. Cu.	4	0	2	S. E.	3	S.	3	S.	1
20	Cu.	2	C. Cu.	5	N.	10	N.	1	0	0	N.	1
21	N.	10	N.	10	N.	10	N.	3	N.	4	N.	4
22	N.	10	N.	10	N.	0	N.	4	N.	3	N.	1
23	C. S.	9	S.	10	N.	10	N. W.	2	N. W.	1	0	0
24	N.	10	N.	10	N.	4	N. E.	2	N.	1	0	0
25	C. S.	1	0	0	0	0	N.	3	0	0	0	0
26	0	0	0	0	0	0	N. W.	1	N. W.	1	S. W.	1
27	0	0	0	0	0	0	N.	1	S. W.	2	S. W.	1
28	Cu.	5	C. Cu.	2	0	0	S. W.	1	S.	2	W.	2
S'm	.....		.....		.....		.....		.....		.....
M'n	5.3		6.1		5.4		.....		.....		.....
	.....		5.6		.....		.....		.....		.....

Meteorological Observations.

FEBRUARY, 1876.

BAROMETER.				HUMIDITY, DEW POINT, etc.				DATE.
6:45 A. M.	2:00 P. M.	9:00 P. M.	Daily mean.	6:45 A. M.	2 P. M.	9 P.M.	Daily mean humidity.	
Pressure corrected and reduced.	Pressure corrected and reduced.	Pressure corrected and reduced.		Relative humidity.	Relative humidity.	Relative humidity.		
28.692	28.771	28.868	28.777	100	68	89	86	1
28.987	29.011	29.018	29.005	100	58	100	86	2
29.024	28.943	28.858	28.942	100	61	88	83	3
28.769	28.666	28.630	28.688	100	62	78	80	4
28.603	28.544	28.546	28.564	89	61	81	77	5
28.567	28.541	28.559	28.556	81	59	68	69	6
28.552	28.516	28.523	28.530	73	70	72	72	7
28.456	28.454	28.516	28.475	89	88	88	88	8
28.534	28.504	28.534	28.524	100	100	100	100	9
28.575	28.594	28.666	28.578	100	100	100	100	10
29.716	28.654	28.566	28.645	100	57	88	96	11
28.380	28.473	28.576	28.476	100	80	77	86	12
28.642	28.627	28.630	28.633	100	53	76	76	13
28.600	28.591	28.628	28.606	89	71	100	87	14
28.650	28.655	28.681	28.662	88	76	90	85	15
28.660	28.590	28.578	28.609	89	82	100	90	16
28.702	28.776	28.850	28.776	89	89	88	89	17
28.895	28.901	28.795	28.864	100	85	79	88	18
28.568	28.312	28.300	28.393	89	66	81	79	19
28.365	28.409	28.408	28.394	89	85	87	87	20
28.368	28.238	28.194	28.267	90	90	80	87	21
28.221	28.314	28.485	28.340	80	84	74	79	22
28.601	28.628	28.644	28.624	79	71	89	80	23
28.673	28.713	28.792	28.726	100	61	84	82	24
28.888	28.988	29.051	28.976	67	47	89	68	25
29.145	29.094	29.024	29.088	75	49	80	68	26
28.960	28.835	28.784	28.867	88	46	81	72	27
28.747	28.749	28.788	28.761	70	54	75	66	28
.....	.....	.....	28.655	.....	.....	.....	82	S'm M'n

* Percentage of winds: S., 17; S. W., 15; W., 2; N. W., 3; N., 43; N. E., 11; E., 3; S. E.,

Meteorological Observations.

MARCH, 1878.

DAY OF MONTH.	THERMOMETER IN THE OPEN AIR.				RAIN AND SNOW.			
	6:45 A. M.	2 P. M.	9 P. M.	Mean.	Time of beginning of rain or snow.	Time of ending of rain or snow.	Amount of rain and melted snow in gauge in inches.	Depth of snow in inches.
1	34.0	52.0	43.0	43.0	11 P. M.			
2	42.0	44.0	35.0	40.3		Night.	.38	
3	37.0	37.0	33.0	35.7				
4	28.0	42.0	37.0	35.7				
5	38.0	52.0	49.0	46.3				
6	41.0	55.0	46.0	47.3				
7	41.0	48.0	46.0	45.0	Night.			
8	45.0	57.0	57.0	53.0		9 A. M.	.42	
9	55.0	65.0	61.0	60.3				
10	56.0	58.0	51.0	55.0	7 A. M.	1 P. M.	.48	
11	42.0	56.0	50.0	69.3				
12	43.0	55.0	43.0	47.0				
13	39.0	41.0	37.0	39.0	12 M.	5 P. M.	.43	
14	36.0	52.0	49.0	45.7				
15	43.0	60.0	51.0	51.3	5 P. M.	6:30 P. M.	.08	
16	42.5	45.0	42.0	43.2				
17	34.0	39.0	37.0	36.7				
18	33.5	48.0	43.0	41.5				
19	42.0	57.0	49.0	49.3				
20	34.0	49.0	43.0	42.0	Night.			
21	38.0	47.5	46.5	44.0		10 A. M.	.22	
22	36.0	56.0	51.0	47.7				
23	44.0	69.0	43.5	52.2				
24	30.0	34.0	31.0	31.7				
25	27.0	42.0	39.5	36.2	Night.	Night.	.01	
26	41.0	58.0	55.0	51.3				
27	44.0	44.0	39.0	42.3	10:40 A. M.	Night.	.23	
28	30.0	40.0	37.0	35.7				
29	32.5	43.5	36.5	37.5				
30	38.5	34.5	35.0	36.0	12:10 P. M.	Night.	.18	
31	37.5	48.0	44.0	43.2				
S'm							2.43	
M'n				44.0				

Meteorological Observations.

MARCH, 1878.

DATE.	BAROMETER.				HUMIDITY, DEW POINT, etc.			
	6:45 A. M.	2 P. M.	9 P. M.		6:45 A. M.	2 P. M.	9 P. M.	
March, 1878.	Pressure corrected and reduced.	Pressure corrected and reduced.	Pressure corrected and reduced.	Daily mean.	Relative humidity.	Relative humidity.	Relative humidity.	Daily mean humidity.
1	28.861	28.766	28.574	28.734	89	60	75	75
2	28.291	28.155	28.209	28.218	100	100	100	100
3	28.313	28.437	28.614	28.455	90	71	81	80
4	28.699	28.658	28.643	28.667	88	52	81	74
5	28.489	28.403	28.477	28.456	63	53	71	62
6	28.542	28.444	28.467	28.484	82	56	77	72
7	28.648	28.682	28.676	28.668	82	49	77	69
8	28.648	28.629	28.643	28.640	100	87	87	91
9	28.677	28.670	28.663	28.670	87	63	71	74
10	28.629	28.429	28.503	28.520	81	88	79	83
11	28.612	28.632	28.635	28.626	74	59	78	70
12	28.600	28.535	28.479	28.538	67	74	92	78
13	28.489	28.506	28.559	28.518	91	100	100	97
14	28.730	28.743	28.801	28.765	90	66	85	80
15	28.834	28.638	82.577	28.700	83	44	79	69
16	28.546	28.572	28.669	28.596	71	67	83	72
17	28.833	28.771	28.914	28.839	61	63	81	72
18	28.937	28.858	28.816	28.870	94	78	92	88
19	28.804	28.786	28.899	28.830	83	58	57	66
20	28.982	28.932	28.783	28.899	79	64	92	78
21	28.771	28.761	28.871	28.801	81	81	81	81
22	28.905	28.818	28.721	28.815	100	63	72	78
23	28.523	28.345	28.363	28.410	84	61	79	75
24	28.526	28.576	28.637	28.580	45	33	51	43
25	28.683	28.635	28.604	28.641	63	45	60	56
26	28.423	28.141	28.131	28.232	74	47	74	66
27	28.221	28.278	28.326	28.275	84	73	73	77
28	28.523	28.629	28.689	28.615	67	39	62	56
29	28.846	28.839	28.798	28.828	74	40	57	57
30	28.633	28.482	28.489	28.536	59	89	79	76
31	28.575	28.635	28.645	28.618	67	43	55	55
S'm	.....	.....	.....	.....	.....	.....	.....	.....
M'n	.....	.....	.....	28.614	.....	.....	.....	73.2

Lakes Mendota and Monona opened March 9th.

Robins came March 1st; bluebirds, March 4th.

March 8th, a thunder-storm from S. E.

Percentage of winds: S., 12; S. W., 17; W., 4; N. W., 16; N., 19; N. E., 7; E., 11; S. E., 14

Meteorological Observations.

APRIL, 1878.

THERMOMETER IN THE OPEN AIR.				RAIN AND SNOW.				DAY OF MONTH.
6:45 A. M.	2 P. M.	9 P. M.	Mean.	Time of beginning of rain or snow.	Time of ending of rain or snow.	Amount of rain and melted snow in gauge in inches.	Depth of snow in inches.	
41.5	52.0	47.0	46.8					1
39.0	51.0	46.0	45.3					2
40.0	47.0	45.0	44.0					3
36.0	56.0	52.0	48.0	Night.	Night.	.06		4
44.0	53.5	47.0	48.2					5
39.0	52.0	48.0	46.3					6
41.0	53.0	45.0	46.3	5 P. M.	Night.	.08		7
45.0	54.0	52.0	50.3	6 P. M.				8
52.0	56.0	52.0	53.3		5:30 P. M.	.46		9
42.0	47.0	40.0	43.0	12 M.	Night.	.03		10
42.5	58.5	48.5	49.8					11
50.0	60.0	51.0	53.7					12
43.0	55.0	50.0	49.3	10:20 P.M				13
44.0	43.0	43.0	43.3		Night.	.85		14
42.0	51.0	46.0	46.3					15
43.0	55.0	52.0	50.0	8 A. M.	10:30 A.M.	.08		19
50.0	65.0	54.0	56.3					17
51.5	71.0	64.0	62.2					18
61.0	73.0	60.0	64.7					19
53.0	65.0	60.0	59.3					20
52.0	53.0	53.0	52.7	8:30 A. M.				21
53.0	65.0	62.0	60.0	Night.	10:30 A.M.	.80		22
53.0	63.0	60.0	58.7		1 P. M.	.46		23
51.0	58.0	52.0	53.7	5 P. M.				24
52.0	56.0	51.0	53.0		11 A. M.	.12		25
40.0	56.0	56.0	50.7	9 P. M.	Night.	.03		26
47.0	52.0	55.0	51.3					27
55.0	63.0	59.0	59.7					28
55.0	69.0	63.0	62.3					29
61.0	67.0	57.0	61.7					30
.....	.....	.....	52.3	.....	.....	2.97	.....	S'm M'n

Meteorological Observations.

APRIL, 1878.

BAROMETER.				HUMIDITY, DEW POINT, etc.				DATE.
6: 45 A. M.	2 P. M.	9 P. M.	Daily mean.	6: 45 A. M.	2 P. M.	9 P. M.	Daily mean humidity.	
Pressure corrected and reduced.	Pressure corrected and reduced.	Pressure corrected and reduced.		Relative humidity.	Relative humidity.	Relative humidity.		
28.669	28.637	28.619	28.642	70	41	48	53	1
28.608	28.596	28.592	28.597	68	46	62	59	2
28.571	28.565	28.556	28.564	68	35	48	50	3
28.579	28.529	28.464	28.524	54	57	47	53	4
28.313	28.289	28.339	28.314	76	64	41	60	5
28.463	28.484	28.531	28.493	63	60	43	55	6
28.623	28.571	28.573	28.589	74	42	28	48	7
28.420	28.352	28.276	28.349	76	74	79	76	8
28.174	28.041	28.033	28.083	86	94	66	82	9
28.085	28.122	28.197	28.101	66	48	73	62	10
28.209	28.223	28.286	28.239	62	40	60	54	11
28.395	28.395	28.459	28.416	58	44	46	49	12
28.573	28.557	28.577	28.569	59	44	51	51	13
28.571	28.543	28.578	28.564	92	100	100	97	14
28.647	28.656	28.708	28.670	91	59	69	73	15
27.749	28.765	28.809	28.774	75	68	66	70	16
28.803	28.734	28.628	28.722	65	58	61	61	17
28.523	28.490	28.496	28.503	83	49	57	63	18
28.553	28.440	28.421	28.471	94	59	76	76	19
28.470	28.495	28.550	28.505	73	53	76	67	20
28.617	28.601	28.497	28.572	86	93	80	86	21
28.372	28.366	28.356	28.365	93	84	88	88	22
28.249	28.238	28.290	28.259	100	77	71	83	23
28.223	28.176	28.235	28.211	72	53	86	70	24
28.271	28.301	28.364	28.312	73	69	68	70	25
28.485	28.520	28.585	28.530	82	81	100	88	26
28.635	28.669	28.711	28.672	77	80	87	81	27
28.638	28.726	28.714	28.699	81	52	70	68	28
28.672	28.575	28.537	28.595	81	47	57	62	29
28.626	28.518	28.603	28.549	55	55	58	56	30
.....	.....	.....	28.482	.....	.....	.....	67	S'm M'n

Percentage of winds: S., 8; S. W., 22; W., 6; N. W., 20; N., 11; N. E., 16; E., 3; S. E., 14.

Meteorological Observations.

MAY, 1878.

LOWER CLOUDS.						WINDS.						DAY OF MONTH.
6:45 A. M.		2 P. M.		9 P. M.		6:45 P. M.		2 P. M.		9 P. M.		
Kind and amount.	Direction moving from.	Kind and amount.	Direction moving from.	Kind and amount.	Direction moving from.	Direction.	Force.	Direction.	Force.	Direction.	Force.	
N.	9	N.	10	N.	10	0	0	S. E.	1	S. E.	2	1
N.	10	N.	10	0	0	S. E.	1	N. W.	3	0	0	2
C. Cu.	1	Cu.	6	S.	10	N. W.	4	N. W.	3	W.	4	3
C. Cu.	2	Cu.	10	N.	9	S. W.	2	S. W.	3	N. W.	2	4
Cu.	3	Cu.	9	0	0	W.	1	N. W.	2	W.	2	5
N.	10	N.	10	C. Cu.	2	S. W.	2	S. E.	3	S. E.	2	6
C. Cu.	9	C. Cu.	9	N.	10	N.	2	0	0	S. E.	1	7
N.	7	Cu.	1	0	0	S. W.	1	N. W.	3	S. W.	2	8
0	0	Cu.	9	Cu.	5	S. W.	3	W.	3	N. W.	1	9
Cu.	1	Cu.	8	Cu.	9	N. W.	3	N. W.	3	N. W.	3	10
Cu.	10	Cu.	10	Cu.	2	N. W.	3	N. W.	2	0	0	11
0	0	Cu.	6	0	0	N.	2	N. W.	2	N. W.	2	12
0	0	0	0	N.	10	N. W.	1	0	0	N. W.	2	13
C. Cu.	9	Cu.	9	N.	10	S.	2	0	0	S. E.	2	14
0	0	Cu.	9	N.	5	0	0	S. E.	2	0	0	15
C. Cu.	6	N.	8	N.	9	0	0	S. E.	2	S.	1	16
0	0	C. Cu.	10	N.	10	S.	1	S.	2	N. E.	2	17
N.	10	N.	10	N.	10	E.	1	S. E.	3	E.	2	18
N.	10	Cu.	5	N.	10	E.	1	S. W.	2	S.	1	19
Cu.	9	Cu.	5	Cu.	5	S. W.	3	S. W.	3	N. W.	3	20
Cu.	2	Cu.	10	0	0	N. W.	3	N. W.	2	N. W.	1	21
Cu.	1	C. Cu.	9	N.	8	S. E.	1	S. E.	3	S. E.	3	22
N.	10	N.	10	0	0	S. E.	3	S.	3	S. W.	2	23
0	0	Cu.	1	N.	2	W.	3	S. W.	4	S.	1	24
0	0	Cu.	1	0	0	W.	3	S. W.	2	S. W.	2	25
C. C.	1	N.	6	N.	2	W.	2	N. W.	2	W.	1	26
N.	4	N.	5	N.	2	N. W.	1	W.	1	N. W.	1	27
C. Cu.	5	Cu.	10	N.	10	S. W.	1	S. W.	2	S. E.	3	28
N.	10	N.	10	Cu.	1	N. E.	2	N. E.	3	N. E.	1	29
0	0	0	0	0	0	N. E.	2	N. E.	3	S. E.	2	30
N.	9	C. Cu.	10	N.	2	S. W.	2	S. E.	3	S. E.	1	31
.....	4.8	.....	7.3	.....	5.3	.....	.....	.....	.....	.....	.....	Sm
.....	.....	.....	5.8	.....	.....	.....	.....	.....	.....	.....	.....	Mn

Meteorological Observations.

MAY, 1878.

DATE.	BAROMETER.				HUMIDITY, DEW POINT, etc.			
	6:45 A. M.	2 P. M.	9 P. M.	Daily mean.	6:45 A. M.	2 P. M.	9 P. M.	Daily mean humidity.
May, 1878.	Pressure corrected and reduced.	Pressure corrected and reduced.	Pressure corrected and reduced.		Relative humidity.	Relative humidity.	Relative humidity.	
1	28.564	28.637	28.508	28.570	80	73	85	83.00
2	28.245	28.213	28.284	28.247	93	74	86	84.33
3	28.361	28.373	28.472	28.402	54	43	50	49.00
4	28.481	28.457	28.415	28.451	82	84	85	83.66
5	28.478	28.475	28.506	28.486	77	76	67	73.33
6	28.528	28.413	28.310	28.417	73	55	77	68.33
7	28.465	28.511	28.477	28.484	74	62	71	69.00
8	28.484	28.506	28.576	28.322	78	67	80	75.00
9	28.636	28.667	28.735	28.679	76	48	63	62.33
10	28.755	28.769	28.752	28.759	67	20	76	54.33
11	28.812	28.749	28.795	28.785	74	71	70	75.00
12	28.850	28.777	28.775	28.801	59	36	55	50.00
13	28.830	28.987	28.771	28.863	70	38	59	55.66
14	28.788	28.719	28.714	28.740	76	54	65	65.00
15	28.733	28.693	28.659	28.695	65	67	63	65.00
16	28.638	28.619	28.649	28.635	74	64	66	68.00
17	28.743	28.710	28.731	28.728	72	57	68	65.66
18	28.696	28.565	28.495	28.585	85	81	87	84.33
19	28.359	28.343	28.366	28.356	94	75	89	85.66
20	28.393	28.521	28.674	28.529	81	68	69	72.66
21	28.833	28.896	28.923	28.884	78	63	79	73.33
22	28.889	28.805	28.730	28.808	73	44	76	66.00
23	28.590	28.476	28.432	28.499	94	89	60	81.00
24	28.599	28.564	28.574	28.579	62	53	58	57.66
25	28.582	28.514	28.497	28.531	61	57	75	64.33
26	28.484	28.482	28.488	28.485	65	56	77	66.00
27	28.565	28.596	28.636	28.599	77	62	68	69.00
28	28.749	28.732	28.717	28.733	69	67	76	70.66
29	28.669	28.668	28.732	28.690	86	93	85	88.00
30	28.799	28.831	28.825	28.818	71	55	76	67.33
31	28.864	28.794	28.758	28.805	87	55	82	74.66
S'm	.....	.....	.....	.....	.....	.....	.....	2167.4
M'n	.....	.....	.....	28.610	.....	.....	.....	69.91

Hail May 4th and 23d.

Frosts mornings of May 12 and 13.

Evaporation, 2.65 inches.

Percentage of winds: S., 6; S. W., 20; W., 11; N. W., 30; N., 2; N. E., 7; E., 2; S. E., 22

Meteorological Observations.

JUNE, 1878.

THERMOMETER IN THE OPEN AIR.				RAIN AND SNOW.				DAY OF MONTH.
6:45 A. M.	2 P. M.	9 P. M.	Mean.	Time of beginning of rain or snow.	Time of ending of rain or snow.	Amount of rain and melted snow in gauge in inches.	Depth of snow in inches.	
62.0	67.0	64.0	64.3	9:10 A. M.				1
65.0	76.0	73.0	71.3	.....	5:30 A. M.	2.26		2
68.0	70.0	64.0	67.3	.....				3
57.0	66.5	60.0	61.1	.....				4
58.0	71.0	61.0	63.3	.....				5
60.0	61.5	60.0	60.5	1:00 P. M.				6
58.0	52.0	52.0	54.0	.....	4 P. M.	.96		7
48.0	53.0	53.0	51.3	.....				8
55.0	63.0	56.0	58.0	.....				9
55.0	64.0	54.0	57.6	.....				10
55.5	64.0	62.0	60.5	.....				11
60.0	67.0	58.0	61.6	.....				12
58.0	72.0	62.0	64.0	.....				13
63.0	75.0	68.0	68.6	.....				14
65.5	77.5	68.0	70.3	.....				15
67.0	74.0	69.0	70.0	.....				16
63.0	72.0	60.0	65.0	.....				17
63.0	73.0	58.0	64.6	.....				18
64.0	74.0	70.0	69.3	Night.	Night.	.55		19
66.0	67.0	58.0	63.6	10:40 A. M.	7:45 P. M.	.16		20
52.0	66.0	60.0	59.3	.....				21
52.0	67.0	64.5	61.1	.....				22
60.5	73.5	68.0	64.0	.....				23
69.0	79.5	74.5	74.3	.....				24
72.0	81.5	68.5	74.0	6:15 P. M.	7:30 P. M.	.22		25
68.0	73.5	70.5	70.6	.....				26
69.0	78.0	74.0	73.6	.....				27
71.0	86.5	77.5	78.3	.....				28
76.0	81.5	73.0	76.8	9:15 P. M.	Night.	.05		29
77.0	78.0	74.0	76.3	.....				30
.....	.....	.....	.....	.....	.....	4.20	.....	S'm
.....	.....	.....	65.8	.....	.....	.....	.....	M'n

Meteorological Observations.

JUNE, 1878.

BAROMETER.				HUMIDITY, DEW POINT, etc.				DATE.
6:45 A. M.	2 P. M.	9 P. M.	Daily mean.	6:45 A. M.	2 P. M.	9 P. M.	Daily mean humid-ity.	
Pressure cor-rected and re-duced.	Pressure cor-rected and re-duced.	Pressure cor-rected and re-duced.		Relative hu-midity.	Relative hu-midity.	Relative hu-midity.		
28.743	28.678	28.646	28.689	77	84	100	87	1
28.364	28.374	28.336	28.358	84	68	95	82	2
28.396	28.407	28.508	28.437	65	61	73	66	3
28.690	28.734	28.789	28.738	69	52	65	62	4
28.847	28.826	28.820	28.831	64	57	71	64	5
28.761	28.669	28.613	28.681	76	80	94	83	6
28.541	28.546	28.513	28.533	94	93	79	88	7
28.483	28.493	28.503	28.493	92	80	80	84	8
28.507	28.498	28.540	28.515	68	72	63	67	9
28.563	28.564	28.613	28.943	68	73	74	71	10
28.665	28.669	28.689	28.674	71	53	66	63	11
28.757	28.753	28.840	28.783	71	50	76	65	12
28.933	28.895	28.892	28.906	70	50	66	62	13
28.868	28.802	28.760	28.810	67	48	85	67	14
28.644	28.537	28.539	28.573	81	63	69	71	15
28.571	28.584	28.645	28.600	61	51	70	61	16
28.750	28.646	28.757	28.717	62	54	76	64	17
28.792	28.766	28.726	28.761	67	50	76	64	18
28.716	28.642	28.502	28.620	77	59	83	73	19
28.417	28.376	28.412	28.401	89	79	78	82	20
28.464	28.490	28.574	28.509	79	40	54	58	21
28.648	28.642	28.613	28.644	66	37	51	51	22
28.679	28.668	28.667	28.671	63	42	67	57	23
28.681	28.686	28.682	28.683	67	57	65	63	24
28.638	28.573	28.508	28.579	66	45	92	68	25
28.522	28.599	28.655	28.592	75	61	73	70	26
28.736	28.739	28.736	28.737	77	58	70	68	27
28.75	28.738	28.726	28.738	76	53	75	68	28
28.722	28.651	28.638	28.670	81	61	77	73	29
28.616	28.555	28.615	28.605	82	65	81	76	30
.....	.....	.....	28.650	.....	.....	.....	69.3	S'm M'n

Evaporation, 4.62 inches.

Percentage of winds; S. 15; S. W. 12; W. 10; N. W. 10; N. 16; N. E 16; E. 6; S. E. 15.

Meteorological Observations.

JULY, 1878.

DAY OF MONTH.	THERMOMETER IN THE OPEN AIR.				RAIN AND SNOW.			
	6:45 A. M.	2 P. M.	9 P. M.	Mean.	Time of beginning of rain or snow.	Time of ending of rain or snow.	Amount of rain and melted snow in gauge in inches	Depth of snow in inches.
1	66.0	63.5	64.0	64.5	7 A. M.	1:40 P. M.	.61	.....
2	61.5	71.5	65.5	66.2	.....	.....	.....	.....
3	61.9	74.0	69.0	68.0	.....	.....	.....	.....
4	64.5	78.5	74.0	72.3	.....	.....	.....	.....
5	70.5	81.0	77.0	76.2	.....	.....	.....	.....
6	75.0	86.0	77.0	79.3	.....	.....	.....	.....
7	75.0	89.0	76.5	80.2	.....	.....	.....	.....
8	75.0	81.0	78.0	78.0	1 A. M.	Night.	.26	.....
9	74.0	84.0	65.0	74.0	4:40 P. M.	5:20 P. M.	.28	.....
10	64.0	79.0	72.0	71.7	6:35 P. M.	.....	.....	.....
11	67.5	72.5	72.0	70.7	.....	Night.	3.83	.....
12	72.0	84.0	77.5	77.8	.....	.....	.....	.....
13	70.0	84.5	79.5	78.0	.....	.....	.....	.....
14	80.0	91.0	79.0	83.3	7:25 P. M.	6:20 A. M.	.40	.....
15	74.0	89.0	83.5	82.2	.....	.....	.....	.....
16	82.0	92.0	85.0	86.3	Night.	Night.	.06	.....
17	81.0	89.0	80.0	83.3	2:10 P. M.	2:20 P. M.	.06	.....
18	69.0	82.0	79.5	76.8	.....	.....	.....	.....
19	75.0	70.0	74.0	73.0	12:45 P. M.	3:00 P. M.	.82	.....
20	73.0	84.0	79.0	78.7	3:40 P. M.	3:50 P. M.	.26	.....
21	66.5	75.0	72.9	71.2	.....	.....	.....	.....
22	67.0	75.5	70.9	70.8	.....	.....	.....	.....
23	67.6	78.5	72.5	72.8	.....	.....	.....	.....
24	68.5	78.5	71.0	72.7	.....	.....	.....	.....
25	71.0	76.5	71.5	73.0	7:00 P. M.	Night.	.33	.....
26	68.0	72.0	71.0	70.3	.....	.....	.....	.....
27	68.5	79.0	71.5	73.0	.....	.....	.....	.....
28	66.5	81.5	73.0	73.7	.....	.....	.....	.....
29	69.0	79.5	71.5	73.3	.....	.....	.....	.....
30	68.0	77.5	75.0	73.5	7:30 P. M.	9:45 P. M.	.66	.....
31	73.0	81.0	75.0	76.3	.....	.....	.....	.....
S'm	.....	.....	.....	.....	.....	.....	7.56	.....
M'n	.....	.....	.....	74.9	.....	.....	.....	.....

Meteorological Observations.

JULY, 1878.

DATE.	BAROMETER.				HUMIDITY, DEW POINT, etc.			
	6:45 A. M.	2:00 P. M.	9:00 P. M.		6:45 A. M.	2 P. M.	9 P. M.	
July, 1878.	Pressure corrected and reduced.	Pressure corrected and reduced.	Pressure corrected and reduced.	Daily mean.	Relative humidity.	Relative humidity.	Relative humidity.	Daily mean humidity.
1	28.696	28.764	28.799	28.753	78	81	83	81
2	28.844	28.836	28.823	28.834	74	52	66	64
3	28.859	28.806	28.832	28.832	80	59	70	70
4	28.867	28.852	28.815	28.845	75	67	77	73
5	28.848	28.806	28.779	28.811	78	62	77	72
6	28.793	28.728	28.695	28.739	77	58	73	69
7	28.688	28.580	28.574	28.614	75	56	71	67
8	28.577	28.596	28.633	28.602	81	62	64	69
9	28.674	28.633	28.664	28.657	73	58	89	73
10	28.771	28.786	28.763	28.773	94	62	83	80
11	28.771	28.696	28.710	28.726	95	93	90	93
12	28.710	28.690	28.710	28.703	95	75	93	88
13	28.785	28.780	28.759	28.775	95	70	85	83
14	28.755	28.708	28.683	28.715	83	67	91	80
15	28.666	28.594	28.582	28.614	88	66	81	78
16	28.593	28.567	28.561	28.574	75	64	72	70
17	28.582	28.535	28.547	28.555	79	66	83	76
18	28.648	28.669	28.665	28.661	90	63	72	75
19	28.687	28.711	28.683	28.694	86	95	86	89
20	28.683	28.670	28.658	28.670	88	70	74	77
21	28.748	28.744	28.771	28.754	71	56	72	66
22	28.848	28.833	28.826	28.569	61	50	53	55
23	28.866	28.848	28.823	28.846	82	48	61	64
24	28.716	28.743	28.627	28.695	72	56	76	68
25	28.532	28.458	28.398	28.463	66	71	76	71
26	28.336	28.403	28.485	28.408	90	76	71	79
27	28.642	28.682	28.708	28.677	77	47	74	66
28	28.769	28.736	28.731	28.745	82	54	72	69
29	28.671	28.598	28.590	28.620	72	53	78	68
30	28.612	28.597	28.588	28.599	90	75	77	81
31	28.583	28.590	28.565	28.579	81	56	68	68
Sm	.....	.....	.....	.....	.....	.....	.....	73.6
M.	.....	.....	.....	28.681	.....	.....	.....	.....

July 16, 9 P. M., Diffuse lightning seen in northwest.

Evaporation, 5.46 inches.

Percentage of winds: S., 18; S. W., 10; W., 2; N. W., 18; N., 19; N. E., 11; E., 1; S. E., 22.

Meteorological Observations.

AUGUST, 1878.

DATE OF MONTH.	LOWER CLOUDS.						WINDS.					
	6:45 A. M.		2 P. M.		9 P. M.		6:45 P. M.		2 P. M.		9 P. M.	
	Kind and amount.	Direction moving from.	Kind and amount.	Direction moving from.	Kind and amount.	Direction moving from.	Direction.	Force.	Direction.	Force.	Direction.	Force.
1	C.	1	C. Cu.	1	0	0	N. W.	2	N. W.	3	N. W.	2
2	C. Cu.	1	C. Cu.	3	0	0	0	0	N. W.	2	N. W.	2
3	C.	2	C. Cu.	1	N & Cu	2	N. W.	1	0	0	S. W.	2
4	C.	2	Cu.	3	C. & Cu.	2	W.	1	0	0	0	0
5	C.	2	0	0	Cu.	1	W.	1	S. W.	2	S. W.	1
6	0	0	C. Cu.	2	0	0	N. W.	2	N. W.	1	N. W.	1
7	C.	2	Cu. S.	6	0	0	S.	1	S. W.	2	S.	2
8	C.	3	N.	3	C.	2	S.	2	S. W.	3	S. W.	4
9	C.	9	C. S.	2	C.	9	N. W.	3	N. W.	1	N. W.	3
10	C.	7	N.	10	0	0	N. W.	2	N. W.	2	N. W.	3
11	0	0	C. Cu.	7	C.	3	N. W.	2	N. W.	1	0	0
12	0	0	S.	5	C.	4	S. W.	1	S. W.	1	S. W.	1
13	0	0	N. & Cu	4	N.	10	S. W.	2	S. W.	2	S. E.	3
14	C.	1	C. Cu.	4	C.	2	S. W.	2	S. W.	3	S. W.	2
15	C. & N	8	S.	6	0	0	S. W.	1	N. W.	3	N. W.	2
16	0	0	S.	5	0	0	0	0	0	0	N. W.	1
17	C.	1	C. Cu.	7	N.	10	0	0	0	0	0	0
18	N.	10	N.	10	N.	10	S. E.	2	S. E.	1	0	0
19	N.	10	N.	10	N.	10	N. W.	1	0	0	0	0
20	N.	9	S.	2	0	0	E.	2	E.	1	E.	3
21	N.	9	C. S.	4	0	0	N. E.	1	S. W.	2	S. E.	2
22	C.	2	C.	3	N.	10	S. E.	1	S. E.	1	S. E.	2
23	N.	9	C. Cu.	7	N. & Cu.	8	S. E.	1	S.	3	0	0
24	N.	10	C. Cu.	4	N.	10	N. W.	3	N. W.	1	N.	6
25	0	0	0	4	0	0	N.	5	0	0	0	0
26	C. Cu.	4	C. S.	3	0	0	S. W.	1	S. W.	2	S. W.	1
27	C.	4	C. Cu.	5	N.	6	S. W.	1	S. W.	3	0	0
28	N.	10	Cu. S.	7	0	0	N. W.	3	N.	2	N.	2
29	0	0	S.	2	0	0	N. W.	1	0	0	0	0
30	0	0	0	0	0	0	0	0	N. E.	1	0	0
31	0	0	C. S.	1	0	0	0	0	0	0	0	0
S'm	.....		.....		.....		.....		.....		.....
M'n	3.77		4.48		3.38		.....		.....		.....
	.....		3.9		.....		.....		.....		.....

Meteorological Observations.

AUGUST, 1878.

BAROMETER.				HUMIDITY, DEW POINT, etc.				DATE.
6:45 A. M.	2 P. M.	9 P. M.	Daily mean.	6:45 A. M.	2 P. M.	9 P. M.	Daily mean humidity.	
Pressure corrected and reduced.	Pressure corrected and reduced.	Pressure corrected and reduced.		Relative humidity.	Relative humidity.	Relative humidity.		
28.566	28.578	28.590	28.578	76	53	64	64	1
28.605	28.578	28.552	28.578	74	58	68	67	2
28.571	28.559	28.548	28.559	75	54	73	67	3
28.538	28.533	28.533	28.535	81	63	75	73	4
28.558	28.516	28.466	28.513	76	50	73	66	5
28.554	28.554	28.601	28.570	85	51	60	65	6
28.618	28.581	28.562	28.587	70	58	77	68	7
28.546	28.450	28.430	28.475	85	73	76	78	8
28.416	28.510	28.532	28.486	65	63	65	64	9
28.569	28.563	28.600	28.577	78	54	64	65	10
28.785	28.669	28.683	28.712	77	55	71	68	11
28.700	28.634	28.595	28.643	77	52	66	65	12
28.500	28.468	28.482	28.483	76	63	94	78	13
28.673	28.457	28.484	28.538	84	52	72	69	14
28.555	28.571	28.670	28.599	77	61	61	66	15
28.755	28.724	28.748	28.742	76	57	63	65	16
28.763	28.712	28.691	28.722	88	61	78	76	17
28.625	28.619	28.623	28.622	92	83	90	88	18
28.629	28.582	28.595	28.602	95	76	90	87	19
28.613	28.563	28.650	28.609	85	64	76	75	20
28.695	28.679	28.704	28.693	88	64	71	74	21
28.741	28.688	28.680	28.703	91	58	77	75	22
28.658	28.576	28.558	28.597	88	72	95	85	23
28.587	28.550	28.645	28.594	90	60	66	72	24
28.757	28.754	28.693	28.735	70	51	63	61	25
28.685	28.582	28.584	28.617	73	54	69	65	26
28.555	28.521	28.478	28.518	75	65	84	75	27
28.567	28.625	28.726	28.639	88	66	69	74	28
28.783	28.757	28.782	28.774	88	62	69	73	29
28.799	28.725	28.688	28.737	81	56	65	67	30
28.679	28.625	28.633	28.646	84	55	66	68	31
.....	.....	.....	28.612	.....	.....	.....	71	S'm
.....	.....	.....	.....	.....	.....	.....	.....	M'n

August 8, a strong gale commenced at 11 A. M., lasting about twenty minutes. Evaporation, 3.91 inches.

Percentage of winds: S., 6; S. W., 29; W., 1.5; N. W., 34; N., 13.5; N. E., 1.5; E., 4.5; S. E., 10.

Meteorological Observations.

SEPTEMBER, 1878.

DAY OF MONTH.	THERMOMETER IN THE OPEN AIR.				RAIN AND SNOW.			
	6:45 A. M.	2 P. M.	9 P. M.	Mean.	Time of beginning of rain or snow.	Time of ending of rain or snow.	Amount of rain and melted snow in gauge in inches.	Depth of snow in inches.
1	67.0	85.0	74.0	77.7				
2	64.0	75.5	70.0	69.8				
3	62.0	77.5	65.5	68.3				
4	60.5	74.0	68.5	67.7				
5	64.0	85.0	76.0	75.0				
6	69.0	85.0	73.5	75.8				
7	66.5	82.5	75.0	74.7				
8	70.0	85.0	69.0	74.7	7:55 P. M.			
9	71.0	70.0	61.0	67.3		8 A. M.	1.56	
10	52.0	62.5	53.0	55.8				
11	47.5	55.5	53.0	52.0				
12	47.5	58.0	55.5	52.7				
13	47.0	61.0	55.0	54.3				
14	50.5	67.0	58.0	58.5				
15	52.0	74.0	67.0	61.0				
16	64.5	77.5	63.5	63.5				
17	63.5	75.0	60.5	68.0				
18	60.5	76.5	68.0	68.3				
19	70.5	67.0	67.0	68.2	9 A. M.			
20	63.0	52.0	48.0	54.3		7:30 A. M.	3.34	
21	43.0	55.5	52.2	50.2				
22	50.0	67.0	60.0	55.6				
23	55.0	67.0	54.5	58.8	3 P. M.	6:15 P. M.	.09	
24	49.0	61.5	57.5	56.0	Night.			
25	69.0	65.5	53.0	62.5		10 A. M.	.68	
26	46.5	52.5	48.0	49.0				
27	42.5	53.5	49.0	50.0				
28	50.0	59.5	60.0	56.5				
29	60.5	63.0	67.0	63.5	11 A. M.	7:45 P. M.	.87	
30	69.5	76.0	74.0	73.2				
S'm.							6.54	
Mns.				62.93				

Meteorological Observations.

SEPTEMBER, 1878.

DATE.	BAROMETER.				HUMIDITY, DEW POINT, etc.			
	6:45 A. M.	2 P. M.	9 P. M.		6:45 A. M.	2 P. M.	9 P. M.	
SEPT., 1878.	Pressure corrected and reduced.	Pressure corrected and reduced.	Pressure corrected and reduced.	Daily mean.	Relative humidity.	Relative humidity.	Relative humidity.	Daily mean humidity.
1	28.647	28.618	28.623	28.629	79	50	73	67
2	28.659	28.630	28.662	28.650	73	58	75	69
3	28.743	28.710	28.742	28.732	88	89	75	84
4	28.775	28.728	28.722	28.742	91	63	72	75
5	28.734	28.712	28.728	28.725	83	57	71	70
6	28.761	28.731	28.730	28.741	85	55	79	73
7	28.775	28.677	28.692	28.715	87	48	64	66
8	28.707	28.663	28.654	28.675	75	49	90	71
9	28.563	28.603	28.682	28.649	90	70	77	79
10	28.800	28.811	28.896	28.836	73	44	67	61
11	28.949	28.944	28.955	28.949	74	48	60	61
12	28.955	28.864	28.825	28.881	85	47	53	62
13	28.787	28.703	28.712	28.761	70	45	62	59
14	28.804	28.809	28.835	28.816	62	46	64	57
15	28.869	28.762	28.711	28.781	73	59	77	70
16	28.659	28.646	28.659	28.655	75	55	81	70
17	28.648	28.639	28.696	28.661	70	58	75	68
18	28.766	28.707	28.640	28.704	88	59	79	75
19	28.528	28.531	28.394	28.484	83	95	89	89
20	28.244	28.493	28.666	28.468	88	66	70	75
21	28.764	28.786	28.807	28.786	75	42	60	59
22	28.810	28.739	28.730	28.760	78	46	57	60
23	28.735	28.646	28.679	28.687	65	64	90	73
24	28.813	28.810	28.711	28.778	85	58	61	68
25	28.446	28.414	28.752	28.537	85	71	60	72
26	28.998	29.057	29.097	29.051	77	53	78	69
27	29.112	29.005	28.935	29.017	87	51	78	72
28	28.856	28.743	28.718	28.772	78	62	71	70
29	28.702	28.651	28.509	28.612	91	94	84	93
30	28.427	28.374	28.374	28.405	83	73	73	76
S'm	.....	.....	.....	.....	.....	.....	.....	.....
M'n	.....	.....	.....	28.722	.....	.....	.....	70

Evaporation, 3.94 inches.

Percentage of winds: S., 27; S. W., 14; W., 7; N. W., 27; N., 6; N. E., 0; E., 1; S. E., 18.

Meteorological Observations.

OCTOBER, 1877.

BAROMETER.				HUMIDITY, DEW POINT, etc.				DATE.
6:45 A. M.	2 P. M.	9 P. M.	Daily mean.	6:45 A. M.	2 P. M.	9 P. M.	Daily mean humidity.	
Pressure corrected and reduced.	Pressure corrected and reduced.	Pressure corrected and reduced.		Relative humidity.	Relative humidity.	Relative humidity.		March, 1878.
28.622	28.514	28.722	28.619	90	89	81	87	1
28.865	28.857	28.943	28.888	86	37	55	44	2
29.046	29.057	29.103	29.069	72	47	73	64	3
29.168	29.166	29.152	29.162	71	46	57	58	4
29.187	29.164	29.141	29.147	72	43	50	55	5
29.140	29.022	28.971	29.044	71	41	58	57	6
28.872	28.945	29.000	28.943	86	44	63	64	7
28.877	28.713	28.575	28.722	61	64	84	70	8
28.942	29.073	29.134	29.050	78	49	79	69	9
29.074	28.906	28.752	28.911	86	69	82	79	10
28.983	29.050	29.107	29.047	69	39	60	56	11
29.117	29.040	28.997	29.051	64	45	58	56	12
28.885	28.815	28.855	28.852	79	67	81	76	13
28.802	28.642	28.619	28.688	87	72	80	80	14
28.846	28.799	28.604	28.750	88	93	89	90	15
28.487	28.456	28.658	28.534	84	70	56	70	16
28.735	28.782	28.887	28.801	74	50	73	66	17
29.069	29.149	29.176	29.131	71	58	65	65	18
29.183	29.034	28.926	29.043	81	60	63	68	19
28.773	28.668	28.730	28.724	62	47	64	58	20
28.775	28.739	28.933	28.816	78	65	92	78	21
29.000	28.968	28.995	28.988	79	45	51	58	22
28.899	28.875	28.961	28.912	65	56	48	56	23
29.122	29.160	29.237	29.173	57	54	83	65	24
29.188	29.202	29.324	29.238	91	68	73	77	25
29.392	29.318	29.301	29.337	70	71	89	77	26
29.268	29.268	29.311	29.282	78	69	69	72	27
29.164	28.934	28.898	28.999	79	71	74	75	28
28.836	28.802	28.748	28.795	65	63	76	68	29
28.641	28.773	29.012	28.809	91	80	78	79	30
29.235	29.220	29.141	29.199	56	69	69	65	31
.....	.....	.....	28.959	.....	.....	.....	67.8	S'm
.....	.....	.....	.....	.....	.....	.....	.....	M'n

Percentage of winds: S., 24; S. W., 17; W., 19; N. W., 27; N., 3; N. E., 3; E., 1; S. E., 6.

SUMMARY FOR THE YEAR ENDING OCTOBER 31, 1878.

MONTHS.	THERMOMETER IN THE OPEN AIR.				BAROMETER, HEIGHT REDUCED TO 32°.				RAIN AND SNOW.	
	Max.	Min.	Mean.	Variation.	Max.	Min.	Mean.	Fluctua- tion.	Inches of rain and melted snow.	Inches of snow.
November ..	47.3	11.3	34.7	36.0	29.100	28.193	28.724	.907	2.81	9.5
December ..	56.7	22.7	38.7	34.0	28.994	28.295	28.750	.699	2.01	.5
January	36.7	— 9.0	25.1	34.0	29.039	28.497	28.736	.542	.40	4.0
February ...	44.7	21.5	32.8	23.2	29.088	28.267	28.655	.821	1.19	5.5
March	60.3	31.7	44.0	29.6	28.899	28.218	28.614	.681	2.43	.....
April	64.7	43.0	52.3	21.7	28.774	28.083	28.482	.691	2.97	.....
May	68.3	39.2	54.6	29.1	28.884	28.247	28.610	.637	4.64	.....
June	78.3	51.3	65.8	27.0	28.943	28.358	28.650	.585	4.20	.....
July	86.3	64.5	74.9	21.8	28.846	28.408	28.681	.438	7.56	.....
August	78.0	64.8	72.2	13.2	28.774	28.475	28.612	.299	4.28	.....
September..	77.7	49.0	62.9	28.7	29.051	28.405	28.722	.646	6.54	.....
October	67.7	28.2	49.6	39.5	29.337	28.534	28.959	.803	3.78	3.9
Sums .....	.....	.....	.....	.....	.....	.....	.....	.....	42.81	23.4
Means..	63.9	34.8	50.6	.....	.....	.....	28.683	.....	.....	.....

Meteorological Observations.

Summary for the year ending October 31, 1878 — continued.

MONTHS.	Inches of evaporation from an open air vessel.	Amount of cloudiness.	FORCE OR PRESSURE OF VAPOR IN INCHES.			PERCENTAGE OF SATURATION.			PERCENTAGE OF WINDS.							
			Max.	Min.	Mean.	Max.	Min.	Mean.	S.	S. W.	W.	N. W.	N.	N. E.	E.	S. E.
November.....	6.53	.269	.063	.164	93	57.7	77.5	6	25	17	21	18	8	.....	5	5
December.....	6.3	.385	.093	.201	94	61	80	16	32	1	12	12	17	.....	3	3
January.....	6.4	.214	.049	.127	100	77	90	16	11	1	28	14	24	3	3	3
February.....	5.6	.224	.108	.152	100	66	82	17	15	2	3	43	11	3	3	6
March.....	5.36	.349	.076	.217	100	43	73.2	12	17	4	16	19	7	11	14	14
April.....	5.5	.461	.149	.281	97	48	67	8	22	6	20	11	16	3	14	14
May.....	2.65	.463	.123	.311	88	49	69.9	6	20	11	30	2	7	2	22	22
June.....	4.62	.688	.266	.446	88	51	69.3	15	12	10	10	16	16	6	15	15
July.....	5.46	.904	.405	.650	89	55	73.6	18	10	2	18	19	11	1	22	22
August.....	3.91	.756	.373	.531	88	61	71	6	29	1.5	34	13.5	1.5	4.5	10	10
September.....	3.94	.635	.232	.421	93	57	70	27	14	7	27	6	.....	1	18	18
October.....	3.85	.....	.....	.....	90	55	67.8	24	17	19	27	3	3	1	6	6
Sums.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Means.....	5.22	.....	.....	.....	.....	.....	74.3	14	19	7	20	15	10	3	12	12

Meteorological Observations.



THE WISCONSIN TORNADES

OF MAY 23, 1878,

BY W. W. DANIELLS,

Professor in the University of Wisconsin.

Wisconsin Tornadoes.

NARRATIVE.

The storm which swept over central Iowa, northern Illinois, and southern Wisconsin, the afternoon of May 23, 1878, was accompanied by a tornado extending nearly across Wisconsin, which for extent and violence, surpassed any storm before recorded in the history of the state.

The tornado first struck the ground on the farm of Jefferson Rewey, near the south line of the southwest quarter of the northwest quarter of section 8, town 4 north, range 1 east, two and one-half miles nearly northeast of the southwest corner of Iowa county. At this point an old straw stack was scattered and fences were torn down. The storm's path for the first three miles was nearly east, over the center of section 9, passing just north of the residence of E. E. Williams, whose house and barn were slightly injured. On section 10, the storm began curving to the north, and was soon going north 70° east, a course which it maintained for five miles.

Near the centre of the east side of the southwest quarter of the northeast quarter of section 10, were four small dwellings, locally known as Owensville. Three of these houses occupied respectively by J. M. Owens, F. Owens, and Mrs. Hannah Jones, standing on the west side of the road and about ten rods apart, were utterly demolished. The occupants of two of these houses were absent when the storm came. At the house of J. M. Owens were seven persons. Mr. Owens said the storm appeared to strike the house upon all sides at the same instant, imparting to the whole structure a tremulous, shuddering motion. The windows on the north and south sides were immediately broken inwards, and in an instant, the sides of the house appeared to be coming together, when the whole structure was swept clean to the floor. The inmates, except Mr. Owens, were carried southeast, the farthest going about ten yards. Mrs. F. Owens received a blow upon the head

Wisconsin Tornadoes.

which knocked her senseless, although producing no permanent injury. The others were scarcely bruised. Mr. Owens was carried directly east about twenty feet, thrown upon the ground, and when he first realized his position, the stove was lying upon one arm and a portion of one side of the house was lying over him. He was badly bruised, and had two ribs broken.

The fourth of the dwellings mentioned, stood across the road about fifteen rods farther east, and was occupied by an old lady by the name of Phillips. The roof was taken from the house and the structure, a rather weak one, was badly racked but not torn down. Mrs. Phillips, who was in her garden at the time, received several severe wounds from flying debris. In its onward course, the storm leveled all fences, and next struck the farm dwellings of Stephen Thomas, near the north line of the southeast quarter of the northwest quarter of section 11. The house and stables were demolished, and a large amount of hay carried away. Sixty rods farther on, the stables of John Lewis were blown down, and about twenty tons of hay were carried off. At this point the north side of the storm was upon a bluff seventy-five feet in height, while the south side was upon the low land constituting the valley of the West Pecatonica river. Mr. Lewis' house was doubtless saved from destruction by its being situated at the foot of this bluff. After crossing the valley of the Pecatonica, the storm destroyed a portion of the outbuildings on the farm of J. T. Phillips, near the northwest corner of section 12, and unroofed the house of Thomas Collins, in the southwest corner of section 2. Mr. Collins, in attempting to hold the door closed, was thrown violently across the room, receiving slight injuries, and at the same time a loaded gun was shaken down from the hooks upon which it hung, and discharged, the contents entering a log near Mr. Collins' head. The storm then passed over the farm of D. R. Davies, on section 1, destroying his outbuildings and a large portion of his machinery. His buggy was carried sixty rods and left a total wreck. The house was slightly injured.

The stone house of David Thomas, near the west line of section 6, town 4 north, range 2 east, was unroofed, and the walls badly

Wisconsin Tornadoes.

injured. With the exception of scattering fences, little other damage was done on the premises. A little farther east another farmer lost several stacks of hay. In crossing a branch of the Pecatonica, near the east line of section 6, a timber truss bridge of about 24' span, was carried away. One of the stringers 8" x 10" was broken short off, and carried twelve rods nearly southwest. Fifteen rods northwest of this bridge, and just at the north border of the storm, shingles were torn off the east side of the roof of Mrs. McCormick's house. Half a mile east, a house belonging to John Miller, occupied by a tenant, was unroofed, and a portion of the body carried away. The family escaped injury by fleeing to the cellar. Still farther east, the house occupied by Mr. Miller's family, was partially moved from its foundation and badly racked. No one was injured.

The last house struck in this township, was that of Joseph Howe, near the center of the north line of section 4. This house was torn to fragments, the inmates were carried several rods and deposited with the debris. Mrs. Howe was fatally injured. Mr. Howe was holding a young infant at the time, and although blown about in a frightful manner among the flying pieces, saved the babe and was not himself seriously hurt. An older child escaped without injury, although it had the appearance of having been rolled in the mud. The father of Mr. Howe, an old man, was badly bruised.

The storm entered town 5 north, range 2 east, near the southeast corner of section 32, and near the west line of section 33, destroyed the stables of J. F. Brown. Half a mile east of Brown's a house occupied by Henry Downey, with all its outbuildings, was completely destroyed. The family escaped by going to the cellar. One horse was killed, a reaper broken to pieces, and considerable other farm machinery ruined. At this point, the storm veered slightly to the south, entering section 34, on a course north 84° east, leading directly towards the city of Mineral Point, three miles distant. On the northwest quarter of the southwest quarter of section 35, Thos. Kealey's house and stables were demolished, the family again seeking safety in the cellar. Hugh Phillip's barn, in the northwest quarter of the southwest quarter of section 36, was

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entirely destroyed, and several head of cattle killed. This barn stood in the upper end of a ravine which opened eastward into the valley of Spensley's Branch, and was just within the north line of the storm, the timber upon the north bank of the ravine not being at all broken. The ruins of this barn were carried west.

Passing onward across the valley, the storm struck the bluff upon the east side, at a point where it has a nearly perpendicular height of about eighty feet, with a bearing northeast and southwest. The storm followed the line of this bluff about one hundred rods before gaining its summit, when it resumed its course, having been moved to the north just the width of its path, about eighty rods. The height and contour of the bluff, where the tornado struck it west of the city, saved Mineral Point from a fate many times worse than that which befell it, the contemplation of which chills one's blood with horror.

In passing along the valley at the base of the bluff as above described, the storm struck the spelter furnace of James Spensley, on the southwest quarter of the northwest quarter of section 36, unroofing and otherwise damaging it. To the northeast of this furnace about fifty rods, and near the top of the bluff, the house of John Coleman was swept to the foundation. Four persons in the house were more or less injured, but none of them seriously. About one-fourth of a mile farther on, the residence of John Spensley was destroyed. Twelve persons were in the house, all but one of whom were in the cellar. Mrs. Waller, who remained to find a child she supposed had not gone to the basement with the family, was instantly killed. No one in the cellar was injured. The house, a large new frame house, with all its contents, was torn to fragments and swept away, some portions having been found a mile distant. Ten days after, no fragment had been found of a piano taken from the house. Mr. Spensley's barn and carriage house were also completely demolished, and his carriages and sleighs broken past repairing, yet a horse standing in the barn escaped without injury. Another house, belonging to Mr. Spensley, occupied by Geo. Leonard, was destroyed, and Mrs. Leonard instantly killed.

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Besides Mr. Spensley's, there were in Mineral Point seven houses and five barns utterly destroyed, and four houses and a large brewery unroofed and otherwise injured. At the house of Mr. Gillmann there were twelve persons. Upon the approach of the storm they went to the cellar, and all escaped uninjured except Miss Alice Zimmer, who received injuries from which she died two days later. Mrs. Solomon Myers and Mrs. F. Bohan were killed, as their respective residences were destroyed, and several others received serious injuries. Three horses and some other stock were killed within the city limits. Appalling as was this loss of life, and serious as was the destruction of property, one cannot but feel grateful that it was no worse. Had the storm continued the course it was on, half a mile west of the city, it would have passed for three-fourths of a mile over a part of the town very largely occupied with residences. In such case the loss of life would have been very great, and the suffering and destruction of property many times greater than it now is. The relief committee of Mineral Point estimate the loss of property within the city to be over \$37,000. On the northeast of the city, the German Catholic cemetery, lying just within the north border of the storm, was badly damaged. The fences were mostly destroyed, many of the monuments and headstones were broken, and quite a large number of evergreens uprooted.

As the storm passed on in its course, north $80\frac{1}{2}^{\circ}$ east, it struck in the northwest corner of section 33, the farm buildings of John Beardsley. These buildings were protected upon the west by a belt of timber which partially broke the force of the wind. Notwithstanding this protection, a hop house was totally destroyed, one wing of a large barn wrenched and twisted past repairing, and the house was very seriously damaged. Windows were broken in, the ceilings bespattered with mud and muddy water, the walls in the corners of some rooms torn apart several inches, and the whole structure showed the effect of having been subjected to a very violent strain.

Forty rods farther east, the house and outbuildings of W. Cocking were entirely carried away. Mr. C. and wife were considerably

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injured. A short distance farther along, a school house containing fifteen children and the teacher was destroyed, everything above the floor being carried away. The teacher was carried about fifteen rods, but not materially injured. Two children, Oliver and Eliza Beardsley, were killed, one boy was quite seriously cut about the head; the remaining children escaped without injury. The school record was found next day near the village of Marshall, Dane county, over sixty miles distant. For the next mile and a half of its course, the storm passed over standing timber most of the way, destroying nearly everything in its track.

Near the southeast corner of the northwest quarter of section 27, the house and outbuildings of Martin O'Dowd were torn to fragments, and scattered over the adjoining fields. Mr. O'Dowd was slightly injured, the rest of the family escaping unharmed. On the southwest quarter of section 25, the house of Wm. Salmon was unroofed, a portion of his household goods carried away, and his barn completely destroyed. One-fourth of a mile farther east, the barn and blacksmith shop of Stephen Terrell were razed to the foundation. A wagon, a threshing machine, and many farm implements were broken past the possibility of being repaired. A sulky corn cultivator was carried twenty-five rods, and completely demolished. Mr. Terrell's house, near the centre of the storm's path and in a very exposed position, was scarcely injured. Seeing the storm coming some distance across the prairie, Mr. T. hurried his family into an embankment cellar, remaining outside himself until it was but a short distance away. He described the cloud as reaching to the ground, the lower part so black and opaque that nothing could be seen within it, while at a height of two to three hundred feet, the air appeared to be filled with trees, rails, boards, hay, leaves and other debris, all rapidly whirling, and shooting upward and downward in terrible commotion.

In its onward course, the storm again passed over woodland for three-fourths of a mile, entering the township of Waldwick (T. 5 N., R. 4 E.) on section 30. With the exception of scattering all the fences in its course, no damage was done for three miles. Here, a little north of the southeast corner of section 22, a small barn belonging

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to E. Gerardin was demolished, and one-fourth of a mile farther east, on section 23, an old and nearly valueless school house was destroyed. The next dwelling struck was that of Thomas Kreamer, near the centre of the northwest quarter of the southwest quarter of section 24. Mrs. K. saw the storm approaching, and with her children, went to the cellar, requesting her husband and Wm. Ooley, who had sought shelter with them from the storm, to follow. The men at first thought there was no danger, but when the storm came started for the cellar. Before they reached the door the house was swept away and completely ruined. Mr. Ooley was killed, and Mr. Kreamer had a leg broken. Those in the cellar escaped uninjured. The storm here made a slight curve to the north, its path for the next three miles being north 75° east.

Two miles from Mr. Kreamer's, in the northeast corner of section 19, township of Moscow (T. 5 N., R. 4 E.), the buildings of Torgus Torguson were next struck. The house consisted of a log and a frame part joined together. Both were completely carried away. Mrs. T., Miss Campbell and several children were in the house at the time. Miss Campbell was found about eight rods northeast from the house, a large log lying across her body. She never recovered consciousness. Mrs. Torguson was carried a less distance and very seriously injured. The children escaped unhurt. The storm at this point seems to have been peculiarly severe. Before striking the house, it had crossed an open valley. As it passed over the rising ground, extending eastward for about one-fourth of a mile, upon which slope the house stood, the storm appears to have expended its utmost fury, destroying everything in its path. East of the house, and farther up the hill, was timber land, from which the scattering large trees had been nearly all removed, and there remained a thick undergrowth of white oak "grubs," from ten to twenty feet in height. Where the storm first entered this timber, the trees were entirely denuded of leaves for a width of thirty rods, the bark was beaten off and limbs broken on the windward side by flying debris, and the entire mass of this thick growth gave evidence of having been subjected to such a furious tearing and twisting as only white oak grubs can withstand.

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In its onward course, after crossing this timbered ridge, the tornado passed down into the valley of the West Blue Mounds branch of the Pecatonica. Near the west side of section 16, the log house of Mrs. Massey was unroofed, and her stables destroyed. A short distance farther east, the house of J. Powers was carried away, and Alexander McKenzie had five cows killed by flying fragments. A short distance south of the centre of section 16, the house of David Powers was demolished. Mr. and Mrs. Powers took refuge in an out-of-doors cellar, constructed partly above the ground of logs covered with earth. The flying timbers penetrated this covering, severely injuring both of them. Upon examining the place where they lay, one could but marvel that they escaped with their lives.

The next house struck was that of Ole Swenson, forty rods east of the centre of section 15. This was a new frame house 20'x30', and was literally torn to fragments. Mr. and Mrs. Swenson with four children were in the house. The parents were instantly killed. One child had its thigh broken, and another was very badly cut and bruised. Mrs. S. was holding an infant child when the house was taken. When found she was dead and begrimed with mud past recognition, while the babe was lying upon her breast entirely uninjured.

A slight bending in the tornado's course began on section 16, and continued half-way across section 15, when a straight course was again resumed, bearing north 85° east. After leaving Swenson's the storm passed over a timbered ridge, crossed the valley of the East Blue Mounds Branch of the Pecatonica, and on the southwest $\frac{1}{4}$ of the northwest $\frac{1}{4}$ of section 14, demolished the log house of Geo. Paulson. Mr. P., at work some distance from the house, saw his nine-years-old son running toward him, and told the son to hurry back home and escape a wetting from the threatening rain. As the boy started back, the father saw the storm approaching, and called to him to return, at the same time running to meet him. He caught the boy, seized hold of a small tree, and although thrown about with some violence was able to cling sufficiently close to prevent being blown away. He was near the northern border

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of the storm, and said the wind lasted but a moment. Upon going to the house to see if all was well, he found his buildings entirely destroyed. Three children at home were unhurt. His wife lay among the debris not seriously injured, but held down by a log lying across her body, while a boy eight years old was endeavoring with a stick to lift the log and rescue his mother. Half a mile farther east, the house of E. Peterson was unroofed and partially blown down, his barn was entirely destroyed, and five cows were killed.

The storm then entered Dane county, with its southern border on the quarter line between the north and the south halves of section 18, township of Perry (T. 5 N., R. 6 E.). On the southwest $\frac{1}{4}$ of this section L. Olson's barn was destroyed, and his house slightly moved on the foundation. One mile farther east, the log house of H. Hoibg was totally swept away. Mr. H., his wife and a large family of children were in the house at the time and none of them were hurt. A short distance northeast of Hoibg's, Mrs. M. Daly and her daughter lived in a small log house. When the storm struck the house Mrs. D. told her daughter to hold the door closed. She endeavored to do so, and immediately she found herself lying upon the ground about twenty feet east of the house, the door with its casings attached lying upon her. Of what occurred between the time of her taking hold of the door, and that of finding herself in the position above described, she has no definite knowledge. When the storm had passed Mrs. D. was standing outside of the east wall of the house, which was then but two logs high, but could not tell how she got there. She was uninjured, although the logs had fallen all about her.

The parsonage of the Norwegian Lutheran church of Perry, in the southeast corner of the northwest quarter of section 18, was occupied by Mr. Jacobson. When the storm struck the house Mr. and Mrs. Jacobson, and Charles Anderson were in a wood-house attached to the north side of the main building. This wood-house was torn to pieces and the debris with the three persons in it carried south of west about ten rods. Anderson was killed, Mr. Jacobson severely, and Mrs. J. slightly injured. About one-third

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of the east side of the roof of the house was carried away. The barn a few rods to the northeast was torn to pieces, the fragments being carried southwest.

A few rods west of the centre of the northwest quarter of section 17 stands a large stone church. The roof of this building slopes north and south. The windows upon the sides were broken inwards. The ceiling, which was of wood, was lifted several feet towards the roof, and the west end of the north side of the roof was raised off the walls. The walls of the building were also injured to some extent. This church and the parsonage were near the north border of the storm.

About thirty rods east of south from the church the stone house of G. Jenswald was unroofed and partially torn down. The debris was carried to the northeast, and the walls of the north end were injured much more than the south. A girl, twelve years old, was buried in the falling stones nearly to her shoulders, yet was scarcely hurt. One-fourth of a mile east of the church a house occupied by Dr. McFarland was destroyed. The house seems to have been moved bodily to the southwest about fifty feet and then torn to pieces. A portion of the fragments were carried thirty-five rods farther southwest. Dr. McFarland, Andrew Olson and two other men were in the house at the time. Olson was killed; his body was thrown about twenty rods nearly west of where the house stood. Dr. McFarland was slightly injured. B. Christianson was carried several rods southwest, but not seriously injured. The fourth man was unhurt. Three-fourths of a mile farther east the north limit of the storm crosses the point where sections 8, 9, 16 and 17 join, and from this point its course is due east for three and one-half miles.

The house and outbuildings of T. Bower, forty rods south of the northwest corner of section 16, were next destroyed. These buildings were near the centre of the storm's track, and were situated upon the east side and about twenty feet above a north and south valley, and at the mouth of a more shallow valley entering from the east. As the wind struck the house it took it bodily from the foundation, and immediately tore it to fragments, which were

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mostly carried up the valley directly east. Mrs. B. and daughter were in the house at the time. Mrs. B. was carried about 100 feet and thrown upon a large pile of stove wood, while the daughter was carried but a few feet, thrown upon the ground where a portion of one-side of the house, clapboards, studding and plastering, all intact, fell upon her. With the exception of a few bruises, neither was hurt. Great damage was done to standing timber, across section 16, the larger and more valuable trees being nearly all broken off, torn up by the roots, or so badly twisted as to kill them.

Sixty rods south of the northwest corner of section 15, the barn of A. Gobel was blown over to the northeast. This barn was a large, new and very strong one. The ruins looked as if the building had been destroyed by an irresistible crushing force moving from the southwest downwards, and were but partially carried from the foundation. The tops of several haystacks, partially protected by standing timber, were here blown off to the north. Mr. Gobel's house, ten rods farther south, was untouched, it being without the limits of the storm. For a mile and a fourth east, the storm passed over timber again, coming out upon high, rolling prairie upon section 14. Sixty rods south of the centre of the north line of this section a small house occupied by L. H. Lewis was blown away. Mrs. Lewis was seriously injured. Near the northeast corner of the same section, an unoccupied house was destroyed. One-half mile farther east, the storm bent very slightly to the north, its course from this point being north 85° east.

In the northeast corner of section 13, the barn and house of L. Bowar were unroofed, several rafters and flying boards from the barn passing through the walls of the house, which was southeast of the barn, the direction in which the debris was mostly thrown.

West of the barn is a valley running north and south, about fifty feet deep and one hundred yards wide. Near the west side of this valley, quite close to the bank, was a blacksmith shop. The side of the valley west of the shop is covered with a thick growth of timber about forty feet in height, extending westward from the

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shop about twelve rods, entirely up onto the high land. The roof of this blacksmith shop was lifted bodily, carried westward over these trees and dropped upon the high prairie twenty rods westward from its starting point. It could have been carried to this point only by being raised nearly perpendicularly to the height of about one hundred feet before being carried westward, or by being carried north and upward more gradually, then westward when above the trees, and back to the southward again, thus describing in its course the arc of a circle. The shop stood about six rods south of the north limit of the tornado's path, which here was sixty-five rods wide.

The storm passed into the township of Primrose (T. 5 N., R. 7 E.) on both sides of the line separating sections 7 and 18. In the southwest corner of section 18, the house and outbuildings of M. Obermbt were swept away. The house was torn to pieces and scattered to the south and southeast. Mr. O. and seven children were in the house at the time, and were thrown into the yard with the flying fragments of the house. One boy, fifteen years of age, was carried about fifteen rods nearly south into a ravine. Although the ground was so thickly strewn with the ruins as to be literally covered for one hundred yards to the south and southeast, no one of these eight persons was seriously injured. The farm wagon before the storm stood six rods east of the house. After the storm it was in ruins twelve rods west of the house. Fifty rods south of Obermbt's, where a granary was being built, a wagon loaded with lumber was broken to pieces. One wheel was carried one-fourth of a mile directly east, and another one and one-fourth miles in the same direction.

Nearly half a mile east of Obermbt's the house and outbuildings of J. Osmonson were destroyed. Mr. Osmonson seeing that a severe storm was approaching, left the field where he was at work, that he might not get wet. Becoming somewhat alarmed at the roaring, the continuous lightning and thunder, and the very threatening aspect of the sky, he waited at the stable only long enough to unharness one horse, hurried into the house and told his wife they must hasten to the cellar. A boy of fourteen years and a girl

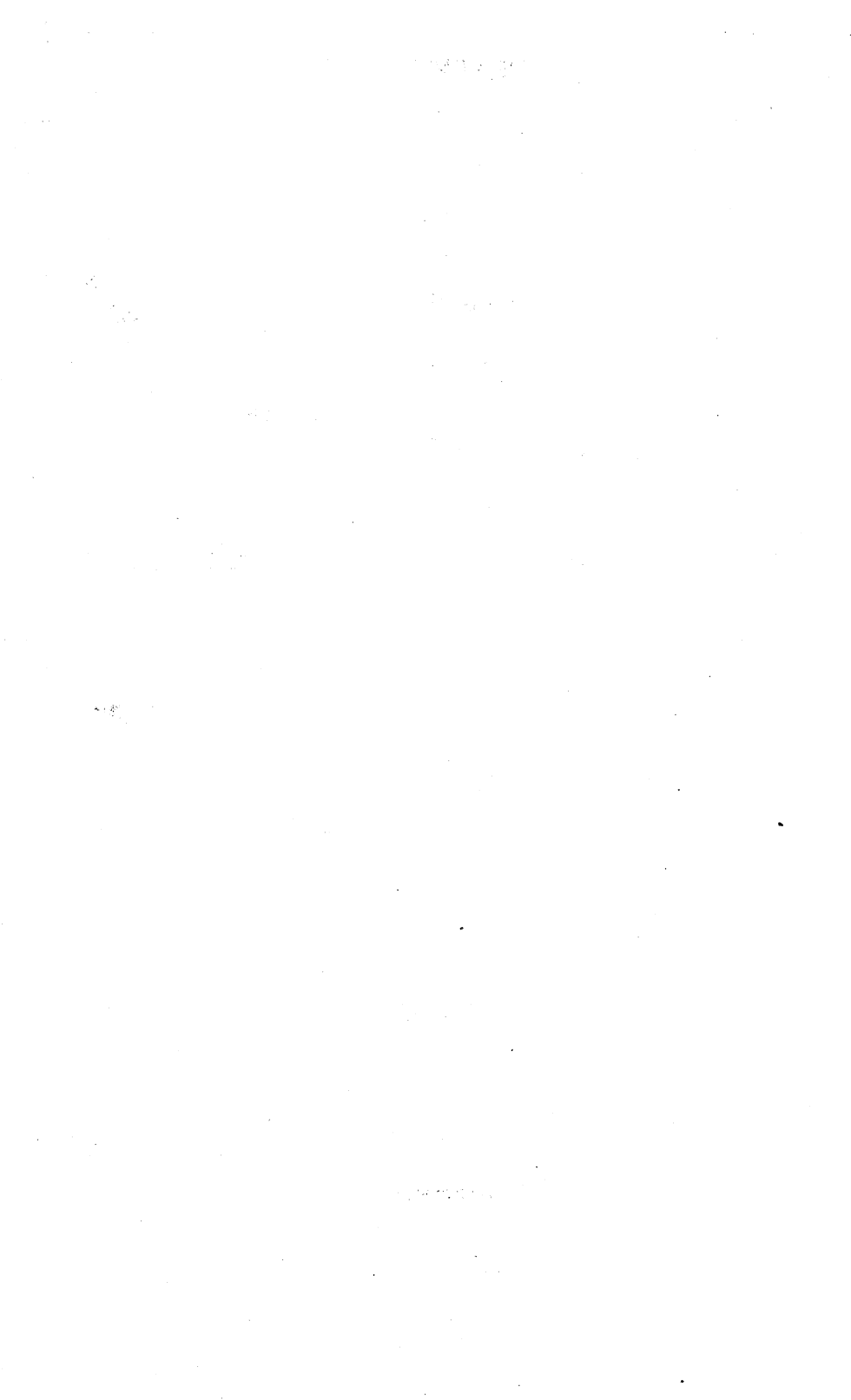


PLATE I.

N.



Sec. 8.

Road

*Portion of roof.

North border of tornado

*Ruins

Mrs. Ketchum's house

Place where wheel and axle of Osmonson's wagon fell

Fragment of stove

*Stove

Place where Osmonson and two children fell

*Ruins of house

*Horse found here

Wagon found

South border of woods

Place where girl fell

Osmonson's house

Well

Stable

Section line

Place where fanning-mill fell

Sec. 17.

South border of tornado

Primrose

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of eight got into the cellar, and Mrs. O., with an infant three months old, were partly down when the house was taken bodily. At this time Mr. O., with a child in each hand, aged respectively four and six, stood at the cellar door waiting for the mother and her babe to get fully down. Besides these, there was in the house a girl twelve years old. This girl was found thirty yards distant north of east, senseless, nearly buried in mud, with two severe scalp-wounds, and her right arm broken three times between the shoulder and elbow. About four rods north of the house was the border of a large field of second growth oak and poplar timber, from twenty to forty feet in height. The house was carried over the timber, with Mr. O. and the two children whom he still held firmly in his grasp. While in the air over this timber the house "went to pieces," the larger portion of it falling sixteen rods directly north of its starting point. (See plate I.) One portion of the roof was twenty-five rods distant in a direction north thirty degrees west, and another portion sixty rods distant north twenty-five degrees east. The stove was mainly found seven rods directly north of the principal ruins of the house; some parts, however, were carried several rods farther in the same direction.

Mr. Osmonson and the two children fell about twenty feet north of the main ruins of the house. Mr. O. had his face scratched and one rib broken in falling through the top of a tree. The children were entirely unhurt, the youngest one did not even cry. Large hail was falling at the time, and the children were laid under the ruins of the house while the father hastened to find the other members of the family. The children in the cellar were not hurt. Mrs. O. was injured in the back, probably by something striking her as the house moved off. The stable in which the horses had been put was eight rods southwest of the house. One of the horses was blown into the cellar, and lay there upon his back when found, while the other was in the standing timber, twenty-two rods distant, north thirty-eight degrees east from the stable, with his hind feet resting upon the ground, while his fore feet were hanging upon a bent over sapling. The position of the horse, and the thick growth of timber rendered it impossible for him to get there only

Wisconsin Tornadoes.

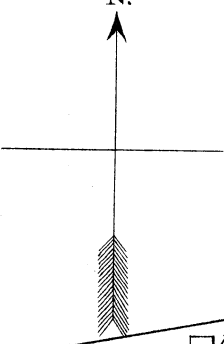
by being carried above the tops of the trees and dropped down. He was uninjured. An iron pump with forty-six feet of zinc pipe was taken from a well, and carried north fifteen degrees west, a distance of fifteen rods. A lumber wagon was broken entirely to pieces. One wheel and an axle were carried north sixty-five degrees east, seventy-five rods, while the larger proportion of the remainder went northeast sixteen rods. One wheel was entirely broken to pieces and the tire left hanging on a tree ten feet from the ground. This tire one-half inch thick, one and one-half inches wide, and very slightly worn, was broken twice in two and bent in such a manner as to show that it had been acted upon by a force of great power.

Eighty rods northeast of Osmonson's stood a house belonging to Mrs. Ketchum. This house was on the south side of a hill. It was taken bodily from the foundation, up the hill north, and left in a little niche in the woods northwest from its starting point fifteen rods. (Plate I.) The family escaped by going to the cellar.

The storm bent to the north at this point. Its northern border struck the house of G. Gulickson, situated at the centre of section 9. This house was partially protected by standing timber, and was only slightly injured. A shed, rather slightly built, was torn away and carried directly west. Fifty rods south of the centre of the west line of section 10, the house of N. Byrge was totally destroyed. (See plate II.) Byrge and his son were instantly killed. Their bodies when found lay in a ravine about fifteen rods northeast of the house. The stove and the larger part of the ruins of the house were found near them. A barrel was carried directly east half a mile. Mrs. B. was injured to some extent. One man escaped by jumping into the cellar. Very nearly directly north from Byrge's, and one hundred rods distant, the barn, granary and hay stacks of Mr. Hobbes were blown down, the debris falling directly south. (See plate II.) Between Byrge's and Hobbes', a marsh some forty rods in width fairly bristled with pieces of boards, timber and other debris that had come from the house on the south, and from the barn on the north.

PLATE II.

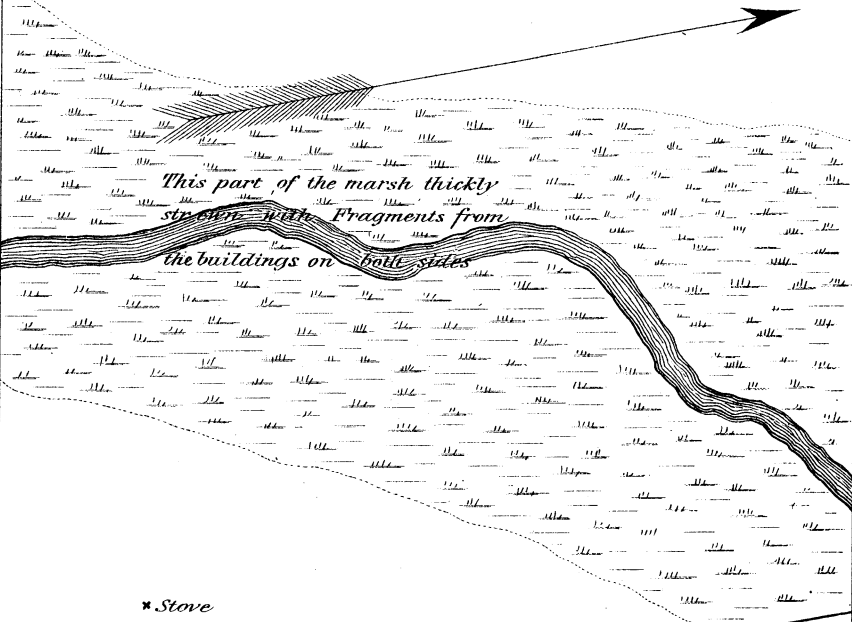
N.



North border of tornado

- Barn
- Hobbe's house
- Granary
- * Ruins of barn and Granary

Sec.10.



This part of the marsh thickly strewn with fragments from the buildings on both sides

Sec.9

Road

- * Stove
- * * Bodies of Byrge and son
- * Ruins of house

□ Byrge's house

South border of tornado

Barrel from Byrge's house *

Primrose

Section line

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Three-fourths of a mile farther east, J. T. Chandler had upon one side of the road a house and three barns, and upon the other side stood a house and two barns belonging to R. B. Chandler. These buildings were utterly destroyed. It would be difficult to imagine a picture of greater desolation than was to be seen here after the storm. It was not over thirty rods from one extreme of this group of buildings to the other. The ruins were consequently strewn over a comparatively small space, and were correspondingly thick. The broken foundation walls, the debris of the buildings, fragments of tables, bedsteads, bureaus and chairs, shreds of bedding and clothing hanging upon bushes and trees, or lying upon the ground in a state which rendered it difficult to distinguish the garment from the mud, gave to the scene an indescribably saddening air of ruin and desolation.

The debris of these buildings was thrown east and northeast. One piece of timber, eight inches square and six feet long, was carried east one-fourth of a mile. The sills of one barn were twelve inches square. One of these was broken four times in two, and others twice. Very few whole timbers were left. The deed of J. T. Chandler's farm was found next day nearly ten miles distant, directly east. A portion of an organ from R. B. Chandler's house was found four and one-fourth miles directly north, while the boiler and some cooking utensils were carried east one mile. The family of J. T. Chandler escaped injury by going to the cellar. W. Osborne and family were living in R. B. Chandler's house. Mr. O. was slightly injured. Mrs. O. had one leg broken twice, the knee of the other seriously injured, and was bruised all over by the hail. A daughter was so severely injured as not to be able to walk for three months. Seventeen pans of milk in the cellar were not disturbed by the storm.

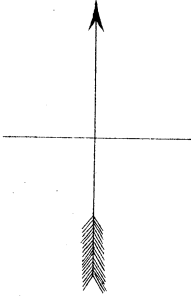
One mile east of Mr. Chandler's, on the bank of Sugar river, R. Shepard's granary and log house were destroyed. The stove, a part of the furniture and some of the logs of the house were blown into the river. A lady school teacher, boarding at the house, was saved from the same fate by a log's falling upon her and holding her down. Mrs. Shepard was somewhat hurt by

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falling hail. This house was on the northern border of the storm. One hundred rods directly south, upon the southern border, the house of O. S. Olson was unroofed. Chandler's buildings were in the centre of the tornado's path which there was only eighty rods in width. It had consequently widened about twenty rods, and curved slightly to the south between Chandler's and Shepard's. Near the centre of the southwest quarter of section 12, a log house was blown down, and Mrs. Galena killed by falling timber. With the exception of the destruction of timber and the blowing down of fences, little damage was done for the next four and a half miles, where the buildings of A. F. Clark, on section 10, Montrose (T. 5 N, R. 8 E.), situated one-fourth mile south of the village of Paoli, were struck. Clark's house was a stone structure, 35'x40', about five rods within the northern limit of the storm. The roof of the house—a square hipped roof—was taken off. The one-fourth portion of the roof sloping to the south struck the ground twelve rods distant in a southwesterly direction, then took a circular course to the eastward, and was found fifty rods nearly south from the house, a little beyond the centre of the storm's path, lodged among trees, against which it had been blown from the west. (See plate III.) The course of this portion of the wreck was easily traced by the furrows made in a field of oats, which showed by their depth and extent the great force that was impelling it forward. The cupola was found thirty-five rods from the house, south by east. Other portions of the roof were found three-fourths of a mile away, in a southeasterly direction. About one hundred bricks from a chimney were scattered over the area described by the course of the quarter of the roof above given, and a line connecting the point where the fragment was found and the house. Windows upon the east side of the house were broken inwards by the storm. Some of those upon the north side were broken by flying debris. A young child was sleeping in its crib in a room having a north window. When found, after the storm, the window was shattered to fragments and a limb of a poplar tree, three inches in diameter and six feet in length, was lying across the crib, above the child. Trees, a few rods northwest of the

PLATE III.

N.



North border of tornado

Trees prostrated to the south

A. P. Clark's house

Tree into which a man was carried from the barn

Barn

Tract of $\frac{1}{2}$ of roof

About 100 bricks fell within this space

Buggy found

Beam from barn 19' x 6" x 8"

Rafters from barn

Cupola found. The greater portion of debris of barn fell in this vicinity



* Center of Sec. 10.
Montrose

Road

Cemetery

South border of tornado

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house, were broken over to the south. Mr. Clark's barn, fifteen rods southeast of the house, was carried away to the foundation stones. The debris was thrown southwest, south and southeast. One beam, nineteen feet long 6"x 8", was carried fifteen rods south and four rods west. A buggy, taken from the barn, was carried fifteen rods southwest and broken beyond the possibility of repair. A man, standing in the west barn door watching the storm, was carried directly west across the road, five rods, and lodged in a small tree. A sitting turkey was almost entirely deplumed and so injured, apparently without anything having struck her, that she died.

One-fourth of a mile east of Clark's, V. S. Parkhurst's granary was torn to pieces, and his large frame house moved off its foundation. The northeast corner of the house was moved three feet southeast, and the west end moved around this corner as a pivot, eight feet from the original position. Half a mile farther on, the log house and cattle sheds of J. Berg were blown down, the logs being carried northeast. In the southwest corner of section one, the house of M. Warner was torn to pieces, and everything above the foundation walls carried away. The debris was mostly carried southeast, some portions northeast, and one timber from the foundation went north. One child was carried eight rods, south of east; when found, a carpet was wrapped around her and around a tree, and portions of the side of the house were resting against the tree. The carpet prevented the child from being blown away, while the tree prevented her from being crushed.

Warner's granary, fifteen rods northeast of the house, was moved eighteen inches southeast. This granary was upon the north border of the storm. Eighty rods southeast, near the southern border of the storm, the granary of R. W. Salisbury was carried off its foundation to the northeast. The barn of R. Taylor, sixty rods south of the northeast corner of section 12, was partially destroyed. Taylor's house, situated farther within the storm, was uninjured. The storm widened in the western part of the township of Oregon. Up to this point the width has been quite uniformly from seventy to one hundred rods in width; on section 5, Oregon, it is

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fully one-half mile wide. The first damage of any importance in this township was a little east of the center of the south line of section 6, where the dwelling of M. McCarthy was demolished. The house was carried northeast and north. Mrs. M. and eight children were in the house, all of whom were slightly injured, the mother quite seriously. She was thrown ten rods, directly north. One sill, 9" x 9", fifteen feet long, was carried eight rods north, and another of the same dimensions fifteen rods northeast. Many chickens were killed, but not plumed. J. Lavin's house, a little farther east, was unroofed, and in the southwest corner of section 5, the farm buildings of S. Cowdle were struck. One barn, 25' x 53', had its east end moved 4' north, the west end 1' in the same direction. Another barn, 26' x 16', had a wagon shed upon one side and a stable upon the other, each 13' wide. The stable and wagon shed were torn to pieces. The barn was moved its length (26') to the north, and turned slightly to the northwest. A thick grove of timber stood close to the latter barn on both the south and the southwest sides, which must have furnished a great degree of protection, and without which doubtless all the buildings would have been totally destroyed. Some of the debris of the barns was carried half a mile, a little east of north.

In the southeast corner of the southwest quarter of section 5 the house of J. G. Fleming was unroofed, and his log stables destroyed. In the southwest corner of the northeast quarter of the same section, J. G. Pierce's house was moved on its foundation, being carried fifteen inches to the southeast. The north and south fence in front of the house was blown to the west. A barrel and a tub, both full of water before the storm, were carried ten rods, directly west, while other vessels standing near these were taken east. These two houses, of Fleming's and Pierce's, stood respectively at the southern and northern limits of the storm, which consequently must have been at this point one-half a mile in width. Sixty rods east of Fleming's, another large barn, belonging to S. Cowdle, lost the south half and the west portion of the north half of its roof. The west end and a portion of the south side were blown in.

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One hundred and fifty yards south of the centre of section 4, a barn belonging to G. W. Montanye was unroofed, the debris being carried east, northeast and north. A little less than one-fourth of a mile, directly north of this barn, the house and barn of J. Pierce were destroyed. The first gust of wind that struck the house blew a door open. A grown son of Mr. Pierce started to close the door, when immediately he was taken out of the house and carried over two fences, about thirty rods south of east. He was unable to tell how he got into the field. He remembered starting to shut the door, and was conscious of trying at two or three different times to regain his feet and an upright position, but farther than that he seemed not to know what happened or how he was transported. When the storm had passed and he had regained his feet, the house and barn were gone. The house was moved off its foundation to the east, then turned over to the north, and was literally torn to pieces. Mrs. Pierce was thrown upon the stove, and held down so that she could not extricate herself. She died from her injuries two weeks later. Mr. Pierce was so badly injured that five months after he could scarcely walk with the assistance of crutches. The debris of both house and barn was mainly carried northeasterly. A pine plate of the barn, 9"×10", 36' long, was carried eight rods directly north. One of the barn doors was taken northwest at least forty rods. The east and west fences, on both the north and south lines of the farm, were blown down. The south fence was carried north, and the north fence south. At George Pierce's, forty rods farther north and on the north limit of the storm, a white oak tree, about 16' in diameter, was blown over to the northwest. Two large limbs of another white oak were broken off, and carried thirty paces to the northwest.

East of Pierce's, the log houses of H. Underwood and of J. Underwood were unroofed, and the bedding, clothing, etc., from the chambers were carried away. On the southwest quarter of the northeast quarter of section 3, the outbuildings of H. Palmer were destroyed. Of 500 bushels of grain in his granaries, but about 30 bushels were ever found. Cattle and pigs were carried from one field to another. A horse was carried eighty rods, striking two or

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three times in the distance, and when found a few minutes later, was feeding as quietly as though nothing had happened. One man had a leg broken and one horse was killed. Mr. Palmer's house, situated about eight rods south of his stables, and within the track of the storm, was not materially injured. The chimneys were blown down and the upper half of a window upon the south side of the house was carried outward, the curtain of which was found one quarter of a mile away northeasterly, the direction in which most of the ruins was carried. Mr. Rice's house fifteen rods southeast of Palmer's, was moved off its foundation, turned over and then torn in pieces. The joists were 2"×8". A section of joists and floor 12'×15', was carried ninety rods east. A part of the flooring was found at the cemetery one and one-half miles distant north of east, while blue base-boards, similar to those in this house, were picked up near First Lake, eight miles distant north of east. Mr. and Mrs. Rice were on the piazza watching the storm, and were carried very unceremoniously five rods northeasterly, and left in a clump of bushes, covered with mud but not injured. The entire contents of the house were destroyed. The storm entered section 2 on the farm of J. C. Kiser, passing north of his buildings. Perhaps no better illustration of the terribleness and the mighty force of the storm was to be seen in the whole course, than upon Mr. Kiser's premises. No adequate description can be given of the fury and destructive power, the effects of which were here visible. The storm's course was partly over a piece of second growth oak timber, and partly through a timber pasture which was bare of undergrowth, but in which the large timber was still standing. This timber was torn up by the roots and broken in an indescribable manner. One green black oak ten inches in diameter, was torn out by the roots and carried bodily twenty-five rods east. Another, two feet in diameter, was broken off and carried four rods southwest. Upon the very northern limit of the storm, an oak tree two feet in diameter, was carried over to the west. Granite boulders, a foot in diameter, were rolled out of their beds. Scarcely a square foot of sward could be found upon which the soil had not been torn up by some flying fragment, while the whole

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surface of the ground looked as if a rapid current of water a foot in depth had swept over it, washing along its course straw, twigs, stubble, and other light material, and which, after the storm, were lying against trees and brush in such a way as to indicate the subsidence of a flood. As the storm emerged from the timber into open fields, all fences were torn down, and posts left standing were coated with mud two inches thick, which, although heavy rains had since fallen, still remained on them a week after. On the farm of G. H. Fox next east, two horses were carried from an adjoining field, and thrown against the railroad embankment with such force as to kill them. The high board fence on both sides of the railroad was blown away, and the fragments scattered over fields for three-fourths of a mile in an easterly direction. Straws were blown against the dry cedar telegraph posts with such force as to cause them to penetrate the wood. At the cemetery, a little farther east, several monuments were blown over, and a large number were broken off by boards, rails and other flying fragments.

The north border of the tornado entered the town of Fitchburgh, town 6 north, range 9 east, one and three-fourths miles west of the southeast corner of the town. The southern limit entered the town but a few rods before reaching the east line. The only buildings struck in this town, were those of E. Bement, situated seventy rods north of the southeast corner of section 36. The house was partially unroofed, the barns and outbuildings destroyed, and many fine evergreens broken over and uprooted. Near the southwest corner of section 30, township of Dunn, town 6 north, range 10 east, the house and stables of G. Geary were badly damaged, and Mr. Geary severely injured by a falling timber. From this point onward, the storm widens out, and is much less severe in its effects, still, however, remaining most severe in its central portion.

Near the line between Fitchburg and Dunn, the storm makes quite a sharp bend in its course, going to the more northward than at any previous point. On the west line of section 29, the house of J. A. Nesbitt was unroofed, his cattle-sheds blown down, and his orchard partially destroyed. Half a mile northeast of Nesbitt's, a

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log house was unroofed, and one-fourth of a mile farther east, J. Keeley's house was unroofed. The buildings of R. Henry, one-fourth mile west of the center of section 22, were very near the middle of the storm's path, but were not injured, although several apple trees were torn up by the roots. The next house within the path of the tornado was that of C. Thompson, on the southeast quarter of section 14, which was unroofed. The tobacco barn of R. Everson, eighty rods east of Thompson's, was demolished, and his granary moved southeast two feet. The standing timber across the Catfish river, north of Thompson's and Everson's, was quite badly twisted and torn, but no further injury was done in this township.

In the township of Pleasant Springs, town 6 north, range 11 east, the first house injured was that of J. Ingebretson, on section 7, which was partially unroofed. Near the northeast corner of section 8, the house of J. Melos lost a roof, and across the road east, on section 9, G. Kittleson's tobacco shed was blown over and his barn unroofed. On the line between sections 7 and 8, the greatest width of the storm was not over eighty rods and the effects are not very severe. Near the center of the east half of the southeast quarter of section 4, the house of L. Michelet was unroofed, his wind-mill broken, and his barn badly damaged. A portion of the debris was carried sixty rods in the line of the storm. On the western part of section 3, the storm passed through a piece of standing timber. Passing down the east side of a hill, the timber was very badly prostrated, showing that at this point the storm was more severe than at any other place east of Geary's on the west side of the township of Dunn. When the storm had reached the east side of section 3, it was only a severe wind, blowing down a few trees and scattering fences, and after climbing liberty-mound one-fourth the distance across section 2, left the earth entirely.

On the east part of section 32, in the township of Christiana, town 6 north, range 12 east, another wind storm moving in a direction north 75° east struck the earth, blowing down trees and fences, but doing little damage for the first three miles. The wind seems to have been increasing in force during this time, and when it reached the

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house of C. Helleckson, sixty rods north of the center of section 26, it had assumed the characteristics of a tornado. This house, a small frame structure, was literally torn to pieces, the fragments being principally deposited from four to eight rods northeast. The stove was carried fifteen rods in the same direction. One window sash was carried twenty rods, east of north. Pictures were carried several miles nearly east, and a bed-quilt was found three-fourths of a mile distant north of east. The storm was thirty-five rods wide at this point, and was not severe enough to materially injure standing timber. As it crossed the valley of Koshkonong Creek, it widened and increased in violence. Across the southwest quarter of section 24, the timber was badly twisted and torn for a width of seventy-five rods.

The tornado entered Jefferson county near the southwest corner of section 19, Oakland (T. 6 N., R. 13 E.), on the land of J. N. Stewart, whose buildings were very slightly injured. In passing over Cedar Lake, the storm raised a large body of water to a height of one hundred feet or more, carrying in its onward course a portion of this column some distance, onto the land. Across the farms of E. A. Hart and A. R. Warne on the east side of the lake, fences were all leveled before the wind, and considerable damage was done to timber, but, fortunately, the path of the storm lay between the buildings of these two farms, which were consequently uninjured. Half a mile farther east, on the northeast quarter of section 21, Wm. Ward's buildings were directly in the path of the storm. The barn, a new one 36' x 54', was entirely destroyed. It was carried to the south, but instead of having been lifted and torn to pieces, the ruins had the appearance of having been acted upon by a force coming downward from the north, which pushed the building over and crushed it at the same time. Two horses were killed by the falling timbers. Directly east of the barn and but a few feet distant, a small granary was not disturbed, except that a few shingles were blown off the north side of the roof. Adjoining the granary on the east, a stone hog-pen was unroofed. About four rods northeast of the hog-pen, and on the west side of a board fence, was a plank water tank, thirteen feet

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long, four and one-half feet wide and two feet high. This trough was imbedded in the earth to a depth of two inches. It had been filled with water the afternoon of the storm, and was known to have been at least two-thirds full when the storm occurred. After the storm the tank lay thirty yards southeast of its former position empty and broken. The wind-mill standing near was also carried southeast. The house was directly east of the water-tank about six rods, yet was not injured except by flying fragments, while a hickory tree ten inches in diameter, standing a few feet northeast of the house, was for a yard in length twisted into mere shreds, and thrown to the southeast. After examination of the place, one was quite as much surprised at what the wind had left undone as at the destruction it had wrought. Mr. Ward's apple orchard was nearly ruined; a loss much less easy to restore than that of the buildings.

Just east of Ward's stands the hamlet called Oakland Centre, directly over which the storm passed. Here a brick church two stories in height, the upper story being occupied as a dwelling by Mrs. Hall and daughter, was unroofed, and the most of the upper half of the walls torn down. Mrs. Hall was severely injured. The house near by, occupied as a parsonage, and stables adjoining were badly damaged, but left standing. A few rods farther east a brick school house was destroyed, and a short distance farther the German Moravian church was completely demolished. Near the centre of the northwest quarter of section 22, the barn of G. W. Champney was unroofed, and his other farm buildings very severely injured. The storm before reaching Oakland Centre very gradually changed its course to the southward. On the line between sections 22 and 23 it was moving directly east. It, however, continued its bending until half-way across section 23, when its course was south eighty degrees east.

On the southwest quarter of section 23, the south half of the roof of S. Chapman's barn was carried away. This barn was near the south limit of the storm. Ten rods west of the barn a wind-mill 40' high, having a 10' wheel, was uninjured, except that the frame was slightly raised upon the west side. Mr. Chapman's

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orchard was nearly ruined, and that portion of his wood lot over which the storm passed was greatly damaged. A part of the north and south fences near the north side of the storm were blown to the west. The width of the storm on Mr. Chapman's land was 112 rods. Upon the next farm east of Chapman's a small barn was unroofed, and one-fourth of a mile farther east a large barn, a hop house and a wind-mill belonging to J. Daniels were all destroyed. A little farther east the barn of Richard Hawk was destroyed, and his house seriously injured. Five persons were in the barn when the storm struck it. Charles Schmidt was instantly killed. No others were seriously injured. A horse and a cow in the basement of the barn were killed. The debris of this barn was carried east; one board 1' wide and 8' long was found a mile away. A short distance east of the centre of section 24, Mrs. Witchie's small house and granary were demolished. Mrs. W. was thrown eight rods in a southeast direction and seriously injured. No other buildings were injured until the storm passed into the township of Jefferson (T. 6 N., R. 14 E.). On the southwest quarter of section 19, of this township, a large barn and a tenant house belonging to E. Ward were destroyed. Several persons were in the house at the time, one of whom had a leg broken. Geo. Ward lost a barn and several tons of hay on the southeast quarter of the same section. The general width of the storm for the remainder of its course is about sixty rods, growing somewhat less as it approaches the eastern terminus. From the east line of section 19, the path of the storm was nearly east for four and one-half miles, from which point it is due east. A short distance west of the northeast corner of section 29, the barn of J. Gross, 32' x 50', two granaries, a smoke house, and a wind-mill, were entirely demolished, and scattered over the adjoining fields to the eastward. The house was entirely moved off the foundation in the same direction. The storm here appears to have been unusually severe. Mr. Gross's buildings were a little south of the centre of its path, and hence were subjected to its extreme violence. One and one-half miles east of Mr. Gross's, near the northeast corner of the northwest quarter of section 27, a barn belonging to F. Musehl was destroyed,

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and another small barn near by was unroofed. On the east side of the same section, Geo. Hake's barn was unroofed. The storm crossed Rock River on the line between sections 26 and 27, and across the farm of Rev. E. Hake (the south half of the northeast quarter of section 26) and did great damage. Mr. Hake had a valuable piece of hard timber, (maple, oak, ash, elm and basswood), through which the tornado literally mowed a swath sixty rods wide and as many long. Oak trees from two to three feet in diameter were broken off like pipe stems, and as many, even of the larger trees, were broken or twisted off from 10' to 20' above the ground as were turned up by the roots. As the storm passed eastward into the open fields every thing movable was swept before it. A field of hops which had just been poled, was ruined past redemption, and of a large bearing orchard fifty trees were torn up by the roots, and others so broken as to be worthless. The first building struck upon these premises was a hop house 14'x36', the next a barn 43'x53', and near this a granary 14'x16', all of which were utterly demolished. From the foundation of the hop house a granite boulder 15'' square and over 6'' in thickness was carried fifteen rods. Taking the specific gravity of granite as 2.65, this fragment must have weighed at least 130 lbs.

D. A. Hake, on section 25, lost a barn 30'x40'. Seventy large apple trees were torn out by the roots, and many others destroyed. A stone wall nearly 3' in thickness, made of large boulders laid in mortar, was carried from under his wagon house for a distance of 20 feet. Just east of Hake's a small granary was moved off its foundation. On section 30 (T. 6, R. 15 E.), considerable damage was done to standing timber, and fifty rods south of the centre of the northwest quarter of this section a small barn was slightly injured. The storm here was only 25 rods in width. Soon after entering section 29, it entered an open marsh and was dissipated.

Another tornado began its ravages on the premises of J. Medic, on the northwest quarter of the northeast quarter of section 16, of the same township, two and one-fourth miles north and a mile east of the place showing the last visible evidences of the former one. A small amount of standing timber was destroyed on sec-

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tions 15 and 16, the storm going due east on the north line of the sections. In the southwest corner of section 11, J. Gamm's barn was slightly injured. In the northeast corner of the northwest quarter of section 14, the roof of Andrew Hoffman's barn was blown off. Within one-fourth of a mile east from Hoffman's, the barns of John Glassell, Christina Glassell, and J. C. Glassell were unroofed. The two former upon the north side of the road, on section 11, the latter on section 14. A large number of apple trees were destroyed in the orchards of these farmers. A few rods east of J. C. Glassell's, Carl Zahn's hop house, and one side of his barn were unroofed. In the northwest corner of section 13, a brick school house was partially unroofed. Within a distance of a mile eight buildings lost a part or the whole of their roofs. On section 18, township of Sullivan (T. 6 N., R. 16 E.), a mile and a fourth east of the school house, the roof of Geo. Kauber's barn was taken off. Nothing farther was heard of this storm. On the southwest quarter of section 3, three and one-half miles nearly northeast of Kauber's, some damage was done by wind, but it certainly could not have been the result of this storm, whose path was directly east for its entire length, four miles.

No farther damage was done, so far as could be learned, west of the city of Waukesha, directly over which a hard wind-storm passed about 6 P. M., reaching Milwaukee at 6:42 P. M., and which expended its force upon Lake Michigan.

ORIGIN OF THE STORM.

It has been impossible to obtain data upon this point leading to any definite conclusion. It is certain that the storm first struck the earth at the point given on the accompanying map, but there is no reason to suppose that the atmospheric conditions giving rise to the storm originated there. Indeed it is more probable that the tornado was in existence some time before reaching the earth, and that the account here given is only that portion of its history during the time when it was a terrestrial storm. Prof. Hinrichs, of Iowa, is quoted in the *Monthly Weather Review* of the U. S. Signal service for May, as reporting a "tornado cloud observed during P.

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M. of 23 in Jones county, Iowa, probably the same which a few hours later came down to the earth's surface near Mineral Point, Wis." I am inclined to think Prof. Hinrichs is mistaken in regard to the identity of the two storms, first, because with the prevailing direction of the wind the storm cloud over Jones county, Iowa, was too far south to have struck the earth in Iowa county, Wis.; and, secondly, had it done so, it must have passed somewhere near Dubuque, and although entirely above the earth, it would still have greatly influenced the barometer at that point, and to some extent would probably have affected the velocity of the wind at the earth's surface. The barometer at Dubuque on May 23, as observed by the U. S. Signal officer at that station, fell quite uniformly from 6.40 A. M. to 9:00 P. M. At 11:05 A. M. its height was 29,982, at 2:00 P. M. 29,925, at 3:40 P. M. 29,898. The storm would have passed Dubuque about 2:00 P. M. These observations show that there was no rapid change in the barometer near that hour, such as a violent wind-storm in the vicinity would almost certainly have produced. The highest velocity of the wind at Dubuque between 12:00 M. and 3:00 P. M. was at 3:00 P. M., when its quarterly hourly velocity was three miles. The highest velocity for the day was at 4:15 P. M., fifteen miles per hour. These facts have led me to believe that the observed Iowa storm-cloud was not identical with that here described. About 6:00 P. M. of the same day a tornado from a southwesterly direction struck the earth near Barrington, on the north line of Cook county, Ill., passing over Highland Park half an hour later. The same evening at 6:30 o'clock a tornado occurred northeast of Quincy, Ill., in Adams and Brown counties. The occurrence of these several tornadoes, together with the fact that heavy rains fell throughout eastern Iowa, northern Illinois and southern Wisconsin on that afternoon, shows that the Wisconsin tornadoes were not entirely the result of local conditions, but that some cause producing unusual atmospheric disturbance was widespread. The weather chart accompanying the *Monthly Weather Review* of the U. S. Signal service, indicates an area of low barometer for May 23, extending over the entire Lake region.

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It was a matter of great difficulty to get an intelligent account of the approach of the storm, from those who were near and saw it all. Sometime before the tornado came to the ground, there had been brilliant lightning, accompanied by heavy rolling thunder, both of which increased in frequency and severity until the storm struck the earth. Some carpenters working near said "there was a great boiling in the clouds in that direction, for a long time before the storm came." An intelligent Welshman in describing it, said, "I allowed that we had the lightning right down here with us." Many saw clouds from the north come in contact with clouds from the south, producing the tornado. But this phenomenon was witnessed by observers along the entire line of the storm. I can account for this appearance only by supposing that the same whirling motion in the clouds was seen even before the storm struck the earth, which others farther east saw as the storm approached them.

APPEARANCE OF THE STORM-CLOUD.

The appearance of the storm-cloud while moving along over the surface of the earth, as given by different individuals, differs greatly. Mr. W. T. Henry, of Mineral Point, saw it when several miles distant coming directly toward him, and described it as being much narrower at the base than above, or somewhat tunnel-shaped, composed of very dark, heavy looking clouds. No other person spoke of its tunnel-shaped appearance. Mr. S. Terrell, of the township of Mineral Point, watched the storm as it was approaching his place, and described it as a column of black cloud reaching to the ground, shooting up and down, and whirling in indescribable confusion, filled with leaves, hay, straw, limbs of trees, and other debris.

Mr. Osborne, of Primrose, described it as a low, black cloud with bands or strips of cloud hanging to its under surface, and coming to the ground. Mr. Rice, of Oregon, saw it coming half a mile distant. The south part of the upper side of the cloud looked like a blaze of fire, the north portion was dark. Near the ground it was dense and dark, and the whole mass appeared as if rolling to the north. The dark color, and opacity of the cloud near the earth

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were to a great extent due to the sand and mud with which the air was filled. Fences were covered with mud, often several inches in thickness, which was packed on so firmly, that in some cases it was still to be seen four months afterward. The eyes, skin, and wearing apparel of those exposed to the storm were filled with mud and sand, and the faces of the dead were frequently so masked with mud as to make them unrecognizable.

The appearance of the cloud was certainly very unusual, as is shown by the large number of persons who saw it approaching, and, fearing danger, sought places of safety for themselves and families. It has been a matter of surprise that so few who saw the storm, both of those who were in it and those who saw it passing by, could give an adequate description of it. Lightning and thunder seem to have begun about an hour before the advent of the tornado, and to have grown more frequent and violent until its approach, when they were almost continuous.

Very little rain fell with the tornado. But soon after it had passed, variously estimated from five to thirty minutes, rain fell in torrents, continuing for an hour. The amount of rain which fell directly in the line of the storm was recorded nowhere except at Milwaukee, where it was 1.13 inches. But as the wind, lightning and thunder were much less violent for forty miles before reaching Milwaukee, the storm as a whole was doubtless being dissipated throughout that distance, and the rainfall was consequently less than farther west. At Madison, nine miles north of the path of the storm where it crossed the cemetery in Oregon, 1.48 inches of rain fell, from 4:10 to 5:45 p. m. Probably the amount in the vicinity of the storm was considerably greater. The appearance in the track of the tornado was that of a region which had been inundated.

In the western part of its course a few small hail stones fell, immediately after the tornado had passed. The size of the stones, as the storm passed eastward, gradually increased until, in the township of Primrose, they reached their maximum dimensions. I found no well authenticated weight or measurement of these hail stones. The size was variously given as "the size of a man's fist,"

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“as large as a goose egg,” “as large as a good-sized apple,” “as large as a big snow ball,” etc. After the most careful inquiries, I have no doubt all the above statements are within the truth. The hail were few in number, and diminished in size eastward from Primrose. Dr. G. H. Fox, of Oregon, measured hail stones in the township of Dunn that were four inches in circumference. All that he saw were somewhat pyramidal in form. They were everywhere described as being irregular in outline, with a rough, jagged surface, having upon the outside the appearance of frozen snow, within being transparent like ice. The hail was not confined to the track of the storm, but extended several miles both sides, some falling as far north as Madison. The tornado was accompanied by a continuous roaring, which, by those near, was described as a “fearful, deafening roar.” This noise was so loud as to be distinctly heard for some time before the approach of the storm. At Madison, the sound was like that of a train of cars passing over a covered bridge, and was distinctly heard for one-fourth of an hour. A man, painting in the house of N. B. Van Slyke, called Mr. Van Slyke’s attention to it by saying, “It takes a long time for that train to pass over the bridge,” and still afterward the noise was distinctly heard for several minutes.

CHARACTER OF THE TORNADO.

This tornado was a whirlwind of unusual proportions, having its motion of revolution in a direction opposite to that of the sun, or from the east to the north, west, south, to the east again. This fact was very evident to one following its path even for a short distance, and it is believed the following observations will substantiate the point beyond question.

The opportunity for ascertaining the motion of the wind by the direction in which the trees were prostrated, was not relied upon to a great extent, on account of the peculiar nature of the timber which, with one exception to be mentioned later, was oak timber, much of it of “second growth,” and consequently small, very tough, and the trees so close together that the wind could neither turn them over nor twist them off. However, in many places there

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were clumps of black oaks, interspersed with poplar. In such places frequently nothing would be left standing, and the wind's motion could be well studied. No observations with a compass of the direction in which trees had fallen, and of the angles at which they had crossed each other, were taken. All trees south of the axis of the tornado fell eastward. Most of them fell north of east, and the angle to the north gradually increased from the southern limit of the storm northward, somewhat beyond the axis, where they generally lay north or nearly north. A few trees in the south half of the path of the storm fell with their tops pointing south of east. These trees, when crossing those pointing northeast, were invariably uppermost, showing that they were last in falling. On the north side of the track, extending about two-fifths its width inward from the northern limit, there was much less uniformity in the direction in which these trees were prostrated than upon the south. Quite a large number of trees fell to the northwest, others directly west, a few to the southwest and a still greater number to the southeast. The bodies of trees very frequently lay across each other, in this portion of the storm's track. The order in which they very generally crossed each other is well illustrated by a group of three black oaks which fell on the land of J. S. Frary, near the east line of section 3, Oregon. The angles are as nearly correct as could be estimated by reference to a north and south fence near by. The tree at the bottom pointed north 45° west, the middle tree south 50° west, the upper tree south 40° east, the last two lying at right angles to each other. These trees were seventy paces south of the north boundary of the tornado. Throughout the whole course of the storm, within the limits mentioned, trees crossed each other in the same order. Beginning at the bottom with their tops to the north, and lying above as the tops lay more to the westward, around to the south and to the southeast, where they were uppermost. But few trees were prostrated directly west, and these were very near the north side of the track. On the northwest quarter of section 2, Oregon, an oak tree two feet in diameter fell directly west. An apple tree, on the farm of R. Henry, section 22, Dunn, was torn out by the roots, and carried twenty-five rods, making a

Wisconsin Tornadoes.

complete revolution, describing in its path an epicycloidal curve. On the east line of section 4, Pleasant Springs, a wild black-cherry tree, eighteen inches in diameter, growing in the open field, was turned over by the roots, falling a little south of west.

On the land of E. Hake, section 26, township of Jefferson, the tornado passed for sixty rods through a piece of timber, consisting of oak, elm, white ash, maple and bass wood. Nearly every tree was thrown down for the entire width of the storm — sixty rods — and an excellent opportunity was here given to ascertain the direction of the wind within the tornado, by the direction in which the trees were prostrated. The same results were observable here, as to the direction in which the timber fell, angle of crossing, etc., in different parts of the track, as were noticed on a smaller scale in other places, and which have been noted above.

Another proof that the storm was a whirlwind is found in the direction in which fences were thrown down. North and south fences in the south two-thirds of the path were always thrown east. In the north one-third, they were generally thrown east, but frequently were thrown west. East and west fences south of the center of the storm's track, were carried north. I learned of no exception to this rule. Near the north limit of the storm, they were perhaps most frequently thrown north, but were very often prostrated to the south. On J. Underwood's premises, section 3, Oregon, nearly all of the fence which was prostrated near the north side of the storm was thrown south; many of the boards were carried south twenty rods.

Debris, south of the centre of the storm's path, was universally thrown northeast, east, or southeast, usually north of east, the angle to the north increasing as the object stood farther from the south limit. Within the north one-third or two-fifths of the track, the direction in which the ruins were thrown was much less uniform. They were perhaps most generally carried southeast, but were frequently carried north, northwest, west, southwest and south. Particular attention is called to the cases in which debris was carried westward, and to those phenomena which show that the wind was blowing in a direction opposite to the progressive motion of the storm, the account of which has already been given.

Wisconsin Tornadoes.

On the farm of A. F. Clark, near Paoli, upon three acres of land lying near the north border of the storm, the timber had been removed, and the brush piled for burning. These brush were entirely cleared off the piece by the storm, being carried directly to the west. At Perry P. O., the store of O. B. Daley stood just without the north limit of the storm. The chimney of this store was blown off to the west. In the township of Oakland, a son of E. A. Hart, while in the field, and near the north side of the track, was overtaken by the storm. The wind came upon him from the east, with such force as to throw him prostrate upon the earth, his hat was blown over his eyes, and he experienced the feeling that had it not been for his hat, his eyes would have been torn from their sockets. Still another indication of the storm's rotatory motion was the fact that while there were very few well authenticated instances of debris having been thrown south of the path of the storm, and no instance of fragments being thrown far to the south, a very large tract of country, in places fourteen miles wide, upon the north side of the storm's path was thickly strewn with leaves, straw, cornstalks, laths, shingles, papers, fragments of clothing, and other light materials. The northern limit to which such debris was thrown, so far as I have been able to gain positive information, is a line connecting Blue Mounds, Pine Bluff, Middleton Station, Mendota, passing three miles north of Sun Prairie village to Waterloo. This would include an area in Dane county alone of over four hundred square miles. The only explanation known for this peculiar method of scattering fragments, is the rotation of the storm in a direction opposite to that of the hands of a watch, while the wind without the tornado was blowing from a direction west southwest, or nearly parallel with the track of the tornado.

The fence on the west side of the cemetery, on section 1, Oregon, was of boards nailed on horizontally. In front of each post, a board cap was nailed on perpendicularly over the horizontal boards. The mud was driven under these caps from the south, and filled the angles made by their south edges and the horizontal boards. Two weeks after this tornado, this mud was still there, although very heavy rains had fallen during the interval. In the corresponding

Wisconsin Tornadoes.

angles upon the north side of the caps, no mud was to be seen, although the entire front of the fence was badly spattered. There can be no doubt that the mud struck the fence from a southwesterly direction. The north side of this cemetery was very nearly in the centre of the course of the storm.

The only observed fact which does not corroborate the theory of revolution, as above given, is that the larger number of trees which were broken over by twisting, were, after the storm, twisted in the opposite direction. Whether the wind could twist these trees in one direction so tightly that the tension of the fibres would generally cause them to untwist and twist in an opposite direction, is somewhat doubtful. Still, I am unable to offer any more probable explanation of the fact.

RATE OF THE FORWARD MOVEMENT OF THE STORM.

In collecting the data relating to this point, such conflicting statements were received as to make the settlement of the question a matter of some difficulty. According to the most reliable information, the storm struck the earth about 3:00 P. M., and passed the city of Mineral Point about 3:30 P. M. Stephen Terrell, on section 25, township of Mineral Point, said that by a watch which had been set with a jeweler's time but a few days previous, the storm passed his house at 3:45 P. M. Mr. Osborn says it passed his house (section 10, Primrose) from 4:20 to 4:30. The village of Oregon was passed about 5:00 P. M. At R. Henry's (section 22, Dunn), by the clock, the time was 5:15 P. M. Hon. Isaac Adams, living just north of the storm on the east line of section 4, Pleasant Springs, says it passed his house "about 5:30 P. M., possibly a little later." The time at Oregon was given me by four different individuals as 4:30, 4:45, 5:00, and 5:20 P. M. 5:00 o'clock is very nearly the mean of the four estimates, and is quite consistent with the time as given at other places.

The distance from Rewey's where the storm first struck, to Adams' in Pleasant Springs, is sixty-four miles. This distance was passed over between 3:00 and 5:30 P. M. which would be at the rate of 25:6 miles per hour.

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The second tornado passed the house of Mr. J. H. Carpenter, in the southwest corner of section 27, Christiana, about 4:55 P. M. At Oakland Centre, Rev. O. H. True's clock was stopped by the winds moving the house. He knew the difference between the clock, the day before the storm, and a jeweler's time at Jefferson. The clock stopped at 5:25 P. M., Jefferson time. Rev. E. Hake, on section 26, township of Jefferson, says the storm passed his house about 5:30 P. M. This gives 35 minutes time between Carpenter's and Hake's, a distance of $15\frac{1}{2}$ miles, making the forward movement to be at the rate of $26\frac{1}{2}$ miles an hour. The third tornado occurred between 5:15 and 5:30 P. M.

According to the observations of the United States Signal Service officer at that place, the storm reached Milwaukee at 6:42 P. M., which is 3 7-10 hours after it first struck the earth in Iowa county. The distance, in a straight line, is 128 miles. Hence, the storm-cloud must have moved forward in the air at the rate of 34.6 miles an hour. The velocity of the wind as recorded by the anemometer, at Milwaukee, was 48 miles per hour. The close agreement between the forward movement of the first and second tornadoes, as obtained from the data above given, shows conclusively that they are quite nearly correct, and that the forward movement of both may safely be taken as 26 miles per hour. As the storm passed to Milwaukee with a velocity of 34.6 miles an hour, the difference between these hourly rates of progress, 8.6 miles, must be the amount of hourly retardation of velocity of the tornadoes over that of the entire storm. If, however, the velocity of the wind at Milwaukee as recorded by the anemometer, viz., 48 miles per hour, is taken as representing the velocity of the unretarded wind, the total retardation of the tornadoes is 22 miles per hour, and that of the storm, exclusive of the tornadoes, 13.4 miles. This is an exceedingly interesting point in relation to the movement of storms, and one which I do not remember of having seen noticed heretofore. That the tornado moved over the earth much slower than the currents of air above, is proved by the following fact: Before any rain had fallen at Madison (the remark applies also to the entire region from West Middleton to Marshall), and while the at-

Wisconsin Tornadoes.

mosphere was yet perfectly quiet, many observers noticed, at a height of several hundred feet, a cloud of peculiar appearance, and, a few minutes later, leaves, twigs, straw, lath, and other light debris, fell in considerable quantities upon the earth. Rain is recorded, by the meteorological observer at the University, as beginning to fall at 4:10 P. M., at which time the tornado must have been 12 miles south, and about 20 miles west of Madison, in the vicinity of Perry P. O. That this light material was brought from a great distance, is inferred from the fact that on the northeast quarter of section 28, township of Middleton, Dane Co., a check fell that was taken from the house of John Spensley, Mineral Point. Another check fell on section 29, township of Bristol, three miles north, and a receipt three miles south of Sun Prairie village, both of which were also taken from Spensley's house. The school record, from the school house that was destroyed a short distance east of Mineral Point, was found near the village of Marshall, Dane Co. These papers and the book would not have been carried far in the rain, and without doubt were among the light material that fell before the rain, which began at Madison at 4:10 P. M., when the tornado, as above stated, was between twenty and twenty-five miles distant. Mineral Point is fifty-two miles from Madison. Hence, the material was transported by the higher atmospheric currents with a velocity nearly twice as great as the forward movement of the tornado over the earth's surface. These figures agree very nearly with the calculated velocity of the tornado, and that of the wind as registered by the anemometer at Milwaukee, 26 and 48 miles per hour, respectively.

TIME OF DURATION OF THE TORNADO.

Taking the velocity of the progressive movement of the tornado to be twenty-six miles per hour, and its average width to be eighty rods, the time required for it to pass over a point in the axis of the storm would be thirty-six seconds. The time of duration would of course diminish from the axis toward either border of the track.

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VELOCITY OF THE WIND WITHIN THE TORNADO.

Any conclusions upon this point must be reached by methods so indirect as hardly to render them approximations. The wind's rotatory velocity south of the axis would be increased, while north of the axis it would be diminished by the progressive movement of the storm. The amount of increase or diminution would, however, differ greatly in different parts of the whirl. It is also doubtless true that the velocity of the motion of revolution increased from the outer edge toward the centre. This would be indicated by the fact that buildings near the centre "exploded" or "went to pieces," and were reduced to the dimensions of kindling wood, in a way which never occurred near the borders of the track. Hence the horizontal velocity of each particular volume of air was continually changing as it occupied different positions relative to the axis, and to the centre of the whirl. Again, the wind had an upward motion, the perpendicular component of which acted upon bodies to hold them in suspension. The velocity of this upward motion also increased toward the centre of the whirl, and was probably comparatively slight near its limits. The actual velocity of the wind at any point would be the resultant of the horizontal and perpendicular velocities at that point.

In the movement of buildings from their foundations the horizontal force required must have been much less than would have been necessary had there been no perpendicular force acting to lift the structures and thus diminish the amount of friction. So that the moving of buildings on their foundations gives no reliable data for the solution of the problem. Upon the northern limit of the whirl, the velocity with which the wind blew to the west, must have represented the true velocity of the whirl in that portion of the storm, minus the progressive motion of the tornado, twenty-six miles per hour. There are numerous instances of trees having been prostrated directly, or nearly west. Whatever force may have been necessary to prostrate these trees, must have been due to the horizontal velocity of the wind. Such data, however, are too uncertain to allow of numerical expression that could safely be called probable. The distance to which bodies were carried

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north from the storm, gives another indication of the rapidity of revolution within the whirlwind. A window blind fell in Lake Mendota, and a board four feet long, and nearly a foot wide fell in the market place in Madison, both being over nine miles north of the track of the storm. Part of Mr. Osborne's organ was carried four and one-fourth miles directly north. Although these examples will not enable one to determine the precise velocity of the wind, they show that it must have been very great.

The perpendicular velocity can be approximated by the lifting force exerted upon bodies while holding them in suspension. At Osmonson's a horse weighing about 1,100 lbs. was carried over twenty rods. A horse of about the same weight on the premises of H. Palmer, Oregon, was carried eighty rods. A horse of this size would not expose a lifting surface to the wind of over fourteen square feet. To lift such an animal would require then an upward pressure of the air of $1\frac{1}{4}^0 = 78.5$ lbs. per square foot. This pressure is produced by wind moving with a velocity of 124.6 miles per hour. At R. B. Chandler's a piece of pine 8" x 8" and 6' long was carried one-fourth mile. This timber could not expose a greater surface to the wind than $5\frac{1}{2}$ square feet. Mahan gives the specific gravity of pine as two-thirds that of water. This fragment would accordingly weigh 111 pounds, and would require an upward pressure per square foot of $\frac{1}{3}\frac{1}{3} = 20$ lbs., and an upward velocity of the wind of 63.2 miles per hour. At McCarthy's, in the western part of Oregon, an oak sill 9" x 9" x 20' was carried fifteen rods. This would expose a surface of about 20 square feet, and would weigh 600 lbs. The force necessary to lift the weight, 30 lbs. per square foot, would require a perpendicular velocity of the wind of 77.4 miles per hour. The granite boulder carried fifteen rods on the premises of E. Hake, township of Jefferson, 15" square, and more than 6" in thickness, must have weighed more than 130 lbs. To hold this rock in suspension would require a lifting force of 83.2 lbs. per square foot of surface. This force would be exerted by wind moving with an upward velocity of 129 miles per hour. A large number of similar examples might be given; these, however, are considered sufficient to show the very great velocity with which the wind moves in such a storm.

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THREE SEPARATE TORNADOES.

By referring to the accompanying map, it will be seen that there were three distinct storm-paths west of Rome, Jefferson county, which is as far as my personal observations extend. It was impossible to trace any connection upon the surface of the earth between the different storms, although the ground between them was all passed over and most diligent inquiries made. The direction in which each was moving where the last evidences of it were visible, when taken in connection with the point where the next one began, and the direction of its forward motion, would also tend to prove their being entirely separate. Prof. G. Hinrichs, of Iowa University, has suggested that possibly the second one, beginning in Christiana, might have become separated from the first one near the line between Oregon and Dunn, where the latter makes a sharp bend to the north. There is no sufficient reason, however, for regarding it as a portion of the first tornado. In traveling over the intervening space, no evidence could be found of a tornado having come to the earth between these points, and the direction of the storm through Oregon, if continued, would have carried it three miles farther north than the point where the second one began in Christiana. The evidence gathered in regard to the time of occurrence of these different tornadoes, already given on another page, shows, conclusively, not only that they were distinct but also that the second and third were contemporaneous with the eastern portion of the first one, and also that the three were dissipated very nearly at the same time.

PLACES OF INTERRUPTED VIOLENCE.

It has often been noticed that the severity and destructive violence of tornadoes, was much greater in some portions of their path than in others. This peculiarity was frequently observed in the storm under discussion. There were frequently places where a few trees were left standing, while all about them the timber was entirely blown down. Such a place may be seen where the tornado climbed the bluff southeast of James Spensley's furnace, near Mineral Point. There are two little islands of standing timber in

Wisconsin Tornadoes.

Primrose, east of Osmonson's, while all about them the timber is prostrated. The same peculiarity was noticeable in regard to buildings. In the township of Mineral Point, Stephen Terrell's house was very near the centre of the track, but was not injured, although his barn fifteen rods west was torn to fragments.

In the township of Oregon, the residence of H. Palmer was not injured, while his stables and granary ten rods northeast of his house were swept away, and Rice's house across the road south, was entirely demolished. The escape of the granary and house of Wm. Ward, in the township of Oakland, is another example of buildings remaining uninjured, while strong ones near by were destroyed. In many places where there was continuous timber, there would be strips from ten to thirty rods long in a direction parallel to the axis of the storm, where nearly every tree was prostrated, then an interval where little damage was done, and again another piece where all were down. Very frequently these plats so completely prostrated, were on ground descending to the east, or just at the bottom of such a slope. A very marked example of this character is to be seen near the west line of section 3, Pleasant Springs, on the land of T. Kittleson. Tracts of interrupted violence frequently reached entirely across the track of the tornado, but they usually extended only partly across. I am of the opinion that they were more frequent north of the axis than south, although no absolute proof of this can be given.

LOSS OF PROPERTY.

In passing over the track of these tornadoes, great pains was taken to obtain as accurately as possible, the amount of damage to property they occasioned. In many cases, as in the injury done to standing timber, a statement of loss can necessarily be only an approximation. In most cases where it was practicable to obtain it, the owner's estimate of his own damage has been taken. In a few instances, the estimate was exceedingly high, but these cases were very exceptional, and it is confidently believed the amount here given is below rather than above the actual loss. The amount of damage in the the city of Mineral Point is taken from the esti-

Wisconsin Tornadoes.

mate of the Citizens' Relief Committee, as reported in the Iowa County *Democrat* of May 31st.

The loss by counties is as follows:

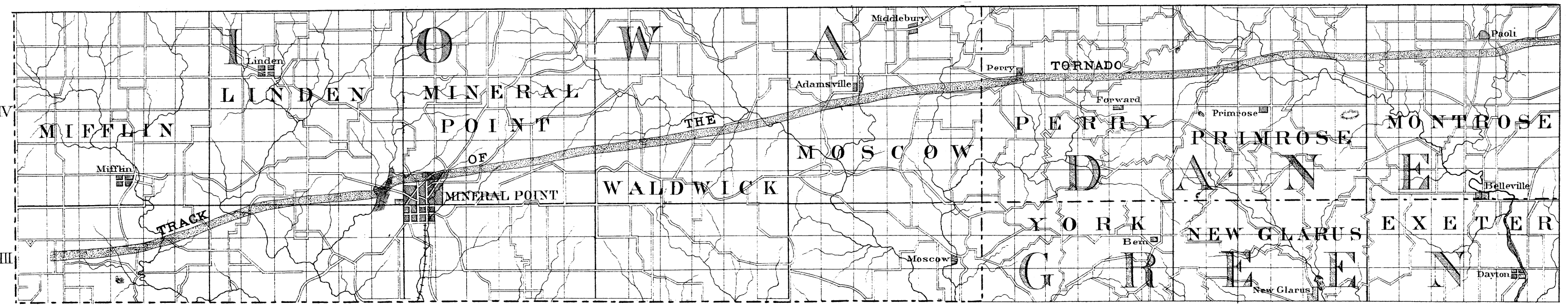
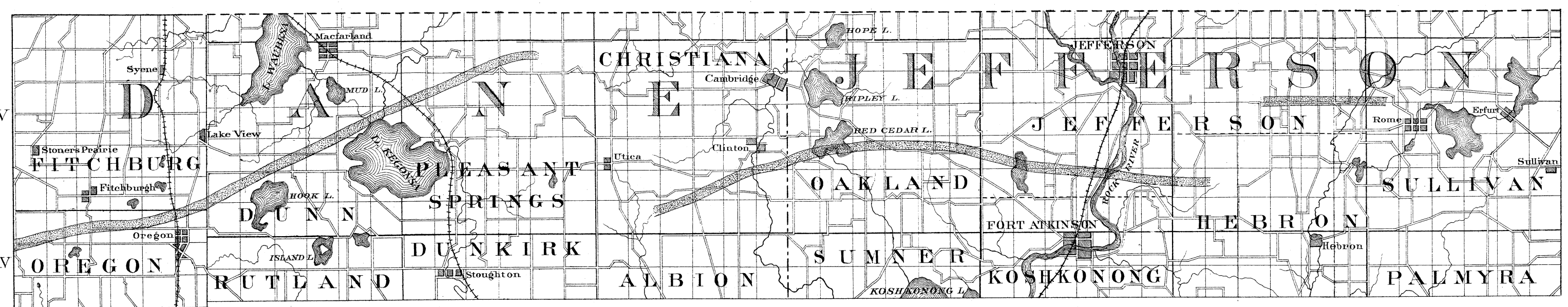
Iowa—		
Mineral Point.....	\$39,045 00	
Remainder of County.....	24,945 00	
		\$63,990 00
Dane	43,455 00	
Jefferson.....	23,535 00	
Total.....	\$130,980 00	<u><u> </u></u>

The largest individual losses were those of Mr. Gillman and John Spensley, respectively \$20,000 and \$11,000, both in the city of Mineral Point. The greatest loss reported by any farmer was \$4,000. This amount was given in two instances, one in Dane county and one in Jefferson. In many cases where the only damage done was in the destruction of fences, no account was taken of the loss.

I would express my thanks for the valuable assistance received from all of whom aid has been sought in collecting the facts here given. I am especially indebted to Gen. A. J. Myer, Chief of the U. S. Signal Service; to Sergeant S. W. Rhodes, observing officer at Milwaukee; to the editor of the Iowa County *Democrat*, and to W. D. Hoard, editor of the Jefferson County *Union*, for favors received; and to F. T. Bernhard, of the Engineering Department of the University, for drawing the maps and plates.

TRACKS OF THE TORNADOES OF MAY 23rd 1878.

By W. W. Daniells.



NINETEENTH ANNUAL REPORT
OF THE
BOARD OF TRUSTEES
OF THE
WISCONSIN
STATE HOSPITAL FOR THE INSANE,
FOR THE
FISCAL YEAR ENDING SEPTEMBER 30, 1878.

MADISON, WIS.:
DAVID ATWOOD, PRINTER AND STEREOTYPED.
1878.

TRUSTEES AND OFFICERS.

BOARD OF TRUSTEES.

R. E. DAVIS, - - MIDDLETON, - - Term expires April 1, 1879.
ANDREW PROUDFIT, MADISON, - - - Term expires April 1, 1880.
DAVID ATWOOD, - MADISON, - - - Term expires April 1, 1881.
JOHN A. JOHNSON, MADISON, - - - Term expires April 1, 1882.
H. N. DAVIS, - - - BELOIT, - - - Term expires April 1, 1883.

OFFICERS OF THE BOARD.

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DAVID ATWOOD, OF MADISON.

VICE PRESIDENT,

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LEVI ALDEN, OF MADISON.

Executive Committee—DAVID ATWOOD, ANDREW PROUDFIT.

Building Committee—ANDREW PROUDFIT, JOHN A. JOHNSON.

Auditing Committee—H. N. DAVIS, ANDREW PROUDFIT, JOHN A. JOHNSON.

Farming Committee—H. N. DAVIS, R. E. DAVIS.

Chairman Visiting Committee—DR. L. J. BARROWS, Janesville.

RESIDENT OFFICERS OF THE HOSPITAL.

SUPERINTENDENT,

D. F. BOUGHTON, M. D.

FIRST ASSISTANT PHYSICIAN,

CLARK GAPEN, M. D.

SECOND ASSISTANT PHYSICIAN.

J. W. FISHER, M. D.

MATRON,

Mrs. MARY C. HALLIDAY.

STEWARD,

GEORGE E. McDILL.

Trustees' Report.

TRUSTEES' REPORT.

MADISON, September 30, 1878.

To His Excellency, WILLIAM E. SMITH,
Governor of Wisconsin.

In submitting to you the nineteenth annual report of the Wisconsin State Hospital for the Insane, the board takes pleasure in the fact, that the management of the hospital during the past year, has been attended with uninterrupted success, and its results have proved eminently satisfactory to the board, and useful to that unfortunate class of people coming under hospital treatment.

We condense from the statistics furnished, a few figures that cannot fail to be of interest to the people of the state.

The hospital was opened for the reception of patients in July, 1860. The total number of admissions to its benefits since that time, have been thirteen hundred and seventy-seven males, and twelve hundred and sixty-four females —making a total of twenty-six hundred and forty-one. Of this number there have been discharged *recovered*, three hundred and eighty-three males, and three hundred and sixty-eight females, making a total of seven hundred and fifty-one; and discharged *improved*, three hundred and twelve males and two hundred and fifty-three females, making a total of five hundred and sixty-five. The number discharged *unimproved*, has been two hundred and ninety-four males and two hundred and eighty-eight females, making a total of five hundred and eighty-two. The number that have died has been one hundred and eighty-nine males, and one hundred and fifty-seven females, making a total of three hundred and forty-six. An analysis of these figures shows that about *one-half* of all the patients that have come under treatment in the hospital, have been discharged, either recovered or improved, and considerably over *one quarter* of the whole number have been discharged, fully *recovered*, while but a

Trustees' Report.

little over *one-fifth* of the number have been discharged *unimproved*. The latter number, though their mental condition was not improved, received much better care than would have been possible outside of the hospital, which goes to make up the total of its benefits.

The figures relating to the operations of the year ending September 30, 1878, may prove of interest. On the first of October, 1877, there were in the Hospital one hundred and eighty-eight males and one hundred and ninety-four females, making a total of three hundred and eighty-two. There have been admitted during the year ninety males and fifty-eight females, making a total of one hundred and forty-eight, and showing the whole number that have been treated to have been five hundred and thirty. The number remaining in the hospital at the end of the fiscal year was three hundred and ninety-three. The daily average number under treatment during the past year has been a fraction less than three hundred and eighty.

Accompanying the superintendent's report will be found several statistical tables, showing the number of admissions; years of age at time of admission, nativity of patients, residence when admitted; civil condition when admitted; duration of insanity when admitted; age when attacked, and number recovered of each age; number died; age at death; cause of insanity of those admitted, etc. These tables will be examined with special interest by many of the people of the state.

The financial wants of the Hospital for the ensuing year, based upon careful estimates, are as follows:

To meet current expenses from March 1, 1879, to March 1, 1880..	\$98,800 00
For new boiler and heating apparatus.	12,000 00
For new pump, and setting same.....	2,500 00
For railway track from depot to coal house... ..	2,000 00
For modification of chapel.....	3,000 00
For completing water closets, etc.....	800 00
For new washing machine and wringer.....	800 00
For storm sash.	500 00
For medical books and instruments.....	500 00
Total.....	\$120,900 00
Deduct amount received from counties, etc	87,152 13
Amount to be appropriated.....	\$33,747 87

Trustees' Report.

The item for current expenses is based on an average population of 400, at \$4.75 per week, each, and needs no explanation.

The second item for new boiler and heating apparatus is an absolute necessity, as is clearly shown in the report of the superintendent. Never, since the extreme wings were erected, has it been possible to keep these wings, in the coldest weather, as warm as they should be kept for the comfort and health of the patients. To remedy the difficulty has required a large amount of extra clothing, and been attended with much extra labor and considerably extra expense. Various means have been resorted to in order to remedy the evil, — all in the right direction, — but not sufficient to effect the desired result. When the rear building was erected, the difficulty was increased, as it arose from an actual incapacity in the heating apparatus to perform the work required of it. Increased facilities are absolutely required, and the amount asked for will be necessary to accomplish the change, and render entirely comfortable to the patients in the extreme wings.

The new pump is rendered a necessity in order to the safe workings of the hospital. The gradual failure of the water in the well that formerly supplied the institution, necessitated a connection with the lake that has been effected. It was supposed there would be water sufficient in the old well, to supply for any brief time that might be required for repairing the pump that draws from the lake, but such is not the case. The water in the old well has wholly failed, and in case the pump is out of order, there is no supply, and with the large amount required for daily use, this state of things cannot safely exist for a single day. Thus the necessity of two pumps in connection with the lake supply, is made clear that there may be no failure of a constant supply of pure water. The pump now in use, is considerably worn, needing frequent repairs; but it will answer for some time, as a second pump, but is entirely inadequate for doing the whole work.

The railway track, for which \$2,000 is called for, is not only a matter of great convenience, but one of economy. The depot is three-fourths of a mile from the coal house. The actual cost of transporting coal and other supplies for the Hospital in wagons is

Trustees' Report.

not less than \$900 per year; to say nothing of the waste in coal, which is considerable. This would be saved by having the railway track contemplated. With what the railroad company will do in the matter, the cost to the state will not exceed \$2,000; and the saving will not be less than \$1,000 per year. The propriety of this expenditure cannot be even doubted.

The item for the modification of the Chapel is to convert that room into apartments for the accommodation of patients; and use the present amusement room for chapel purposes as well as amusements. This will be attended with some inconvenience, which the authorities are willing to be subjected to, in order to make room for some twenty to thirty more patients. The necessity for room is so great that this change is recommended as one that will do much good at small expense.

The other special items commend themselves. The completion of the water closets must be done; the new washing materials will more than save their cost in a year; the storm sash will do the same in keeping the building warm; and the item for books should be expended annually, in order to keep properly supplied with late medical works and improved instruments.

In considering the special appropriations, it must be remembered that the main hospital and fixtures were erected nearly twenty years ago, and extensive repairs are a necessary consequence; and further, since it was built, great improvements have been introduced into hospital use, that must be brought into this one, or it will fall behind the age, a thing every citizen of the state must desire to avoid. To keep up these repairs, and to introduce the obviously necessary improvements, will require, what may be deemed at first thought, large special appropriations for several years. It is the policy of the board in bringing into use new articles, to procure the best, and in all changes, work in the direction of substituting the latest improvements.

The reports from the several officers of the hospital, and committees of the board, will show quite fully the operations during the past year, and they are referred to with a reasonable pride by

Trustees' Report.

the board, as presenting a condition of affairs highly creditable to the management of the institution.

The farm continues to prove a source of comfort as well as profit. The appropriation of last winter for the purchase of cows, has been expended in the manner proposed, and the result proves, beyond question, that the expenditure was a judicious one. The farm is admirably adapted to stock raising, and there are now a sufficient number of cows upon the place to supply all the milk needed for use, as well as to supply also the butter and cheese that will be needed in the institution; and the increase of stock will be ample for all future supply; and the grade of the stock is greatly improved. This is found profitable, as well as immensely convenient. Every good cow yields a dividend twice a day in milk, and the payment is not only prompt, but in material that is fully equal to coin. There is no failure in the production of milk, but there may be in the ordinary crops. There has been reasonable success on this farm in the raising of crops. The only failure the present year was that of potatoes. That useful crop was not a success.

The new barn erected during the past season is a very superior one, and furnishes the necessary facilities for the accommodation of the increased stock, and for the housing of the hay necessary for their consumption, as well as room for root crops in large quantities. The expenditure for the barn has been judicious and well directed.

The extension of the water-pipes into the lake to the distance of 1,850 feet, has been completed, and everything connected with the water supply, works to admiration. The depth of the water in the lake where the supply is received into the pipes is twenty-six feet, and cannot fail to be entirely pure. This arrangement for receiving a supply of water for the hospital use ranks among the best improvements that have been made about the institution.

The coal gas works, for which an appropriation was made at the last session of the legislature, have been completed, and give perfect satisfaction, furnishing the necessary light at small cost.

Many valuable improvements about the buildings and grounds have been made during the last year—all that the means at com-

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mand would permit. For full particulars in regard to these improvements, reference is made to the reports of the superintendent and committees.

The farm statistics published herewith, will be examined with interest by many, and they show good management, with satisfactory results. There is also some improvement noticeable in the stock upon the farm.

Dr. J. N. DeHart resigned the position of assistant physician during the past year, and has been succeeded by Dr. J. W. Fisher, a physician of ability, who enters upon the work with much energy, giving promise of great usefulness. Archibald Tredway has resigned the position of steward, and Geo. E. McDill has been appointed to that place, who discharges the duties with energy and fidelity to the interests of the hospital. No other changes in the officers of the institution have taken place during the past year. The board would express its entire confidence in the ability of those in charge of the hospital management, and its satisfaction in the energy and efficiency with which each official has discharged his duty during the year just closed. That the inmates of this hospital are made as comfortable as their unfortunate conditions will permit, is a matter upon which the board entertains no doubt. Through liberality of the state in making provision for its support, it is hoped the institution will increase in usefulness from year to year, and that the time will soon come when every insane person within the bounds of the state will be amply provided with excellent hospital accommodations. Till this result is reached, the efforts for increased facilities for caring for the unfortunate insane of the state should not relax in the least degree.

All of which is respectfully submitted.

LEVI ALDEN, *Secretary.*

DAVID ATWOOD,
President.

Superintendent's Report.

SUPERINTENDENT'S REPORT.

To the Board of Trustees of the Wisconsin State Hospital for the Insane:

GENTLEMEN—I herewith submit the annual report of the operations of the Hospital for the year ending September 30, 1878.

A good degree of success seems to have attended the operations of the Institution during the year just closed. No serious accident has occurred, and the percentage of recoveries and improvements is fully up to that of previous years. The improvements begun last year, but unfinished at the time of making our last report, are now all finished, and the work for which appropriations were made by the last Legislature is nearly all completed. A careful scrutiny has been exercised over the expenditures of the past year, and I cannot now see where any other important savings could have been made.

An unprecedented high average of population has been maintained, reaching to within a fraction of 380 as the daily average for the year.

This has seemed to be necessary on account of the large number seeking admission, but has really been at the expense of the best care and comfort of the whole.

As was the case last year, several patients have been brought here in a dying condition, surviving only a few days after their admission to the Hospital. It would seem as though the local physicians would advise against removal, which sometimes involves long journeys in the night, when death is so certainly to be expected, and any improvement a very apparent impossibility.

It seems to be necessary to constantly reiterate the importance of early hospital treatment in cases of insanity. A very considerable

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percentage of the cases brought to us during the past year were already hopeless, because of the chronic character of the disease, no proper treatment whatever having been made while there was possibility of cure.

The appropriation for coal gas works has been used in erecting well-planned, commodious but compact works, consisting of two benches of three retorts each, the retorts being 12 inches by 20 inches, by eight feet, four purifiers three and one-half feet square, and a holder twelve by thirty-six feet, holding over 12,000 feet of gas. The contract was awarded to Kerr Murray, of Ft. Wayne, Indiana, and has been filled to our complete satisfaction.

The water pipe was laid in the lake on the 20th day of August. The whole 1,350 feet of 10 inch pipe, weighing 48 lbs. per foot, was put together with lead joints, floated out and laid in place, in about eight hours, without accident or mishap; the work being done entirely within ourselves. Our pipe now reaches nearly a third of a mile into the lake, the termination being in about 26 feet of water, drawing the supply through a perpendicular perforated end standing about six feet above the bottom of the lake.

Before purchasing cows for the dairy from the appropriation made for that purpose, a careful consideration of the matter seemed to show that, so far as labor was concerned, it would cost no more to take care of double that number, so we decided to purchase 30 head more, which was done during the months of May and June. The results seem to justify that course. From that time up to the 30th of September we have made 6,886 lbs. very choice butter, 3,000 lbs excellent Cheddar cheese, supplied the house with milk, and raised 24 fine heifer calves, to say nothing of the dairy refuse for the hogs. Previous to May the dairy produced 8,400 gallons of milk, from which was obtained 2,685 lbs. of butter, making the total milk product 36,608 gallons, and the total of butter 9,571 lbs. for the year. The cash value of all this is at least \$3,000.

This again led to the necessity of a larger barn than we had contemplated. Considerations of safety also seemed to point to the necessity of erecting an independent building at a safe fire distance from the other barn buildings. This was accordingly done, and

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we now have a new barn, with a capacity for 108 cattle, 8 horses and the necessary carriages and wagons, 200 tons of hay, 1,000 bushels of grain or feed, and 8,000 bushels of roots, and a commodious room for cutting feed and roots, mixing, etc.

The engine, which we reported last year as under contract, was finished and put in place in November last, and has met all our expectations. The daily consumption of fuel, as compared with the old engine, is about 450 to 500 pounds soft coal, against 700 pounds for a half day's work, while at least double the power is developed. The engine is a high pressure horizontal, 12 by 36 inches, and was built by E. P. Allis, of Milwaukee.

The appropriation for furniture has all been expended, and our wards made much more comfortable. Another appropriation for this purpose is needed.

The appropriation for fire apparatus has been used in laying pipe, placing hydrants and purchasing hose, so as to give us convenient and effectual supplies of water at all points that are necessary in case of fire in any part of the buildings. In this regard we are exceptionally well provided for.

The work of modifying the old water closets, bath and clothes rooms, is nearly completed, and the funds all expended. The work has been carried out on the same plan as that adopted last year, and which is already giving us great satisfaction. This improvement has done much for the cause of convenience and decency. All our closets and bath rooms now have retired private entrances, instead of opening upon the main hall. Last year, in endeavoring to make our estimate very close, we made it too small. In fact, it is a difficult matter to make close estimates, when it involves the tearing out and remodeling of old work, for one can hardly tell, except as the work progresses, what you are to meet with or just what will be required. It is now evident that it will require \$800 more to complete this work.

In the laundry, we need another machine for extracting water from clothing; also another washing machine. With these additional appliances, it would only be necessary to run the engine on

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alternate days, instead of every week day, as is now necessary. These will cost \$800, including freight, setting, etc.

The pumping engine now used for supplying the institution with water, and upon which we must rely in case of fire, has become worn and loose on its foundations. This is the natural result of unremitting service for the last two years, having raised during that time about one and a half million barrels of water. The daily supply of water required makes it impossible to stop it for more than one day for repairs. It is now becoming so worn as to need repairs quite often, beside this, its efficiency as a fire pump is much impaired, making it unreliable for fire purposes. We should have a new pump set independently from this, then one can do the work while the other is undergoing repairs, and an accident or breakage would not cut off our water supply, as would be the case now. Another reason for this unlooked for necessity is that, when the new water works were put in operation two years ago, the well, which up to that time had, though rapidly failing, supplied us with water, was left in good connection with the main pipe, so that it could be used temporarily to supply water when the new pump should need repairs. Since then the well has utterly failed and would not give us water for one day, so we are unexpectedly left with no source of water save the lake. This improvement will cost \$2,500.

At present all the coal used by the Hospital is hauled on wagons from the depot to the coal house, a distance of three-fourths of a mile, and at a cost of about three shillings per ton, or \$700 to \$900 per year for coal alone, to say nothing of lumber and other merchandise which comes in car lots. The railroad company have offered to iron a spur track from the depot to the coal house if we will grade and tie it. It will cost \$2,000, and the amount of saving will be nearly \$1,000 annually.

I would recommend that the large room now used as a chapel be divided up into rooms for patients, which can be so done as to accommodate about 30. We can then hold the ordinary chapel service in the amusement room, which will answer every purpose. This change can be effected at a cost of \$3,000, or \$100 per capita for

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the number of patients accommodated, and will very much relieve the hospital from its crowded condition.

A further appropriation will be needed for medical and surgical instruments and books.

Ever since the erection of this Hospital, much difficulty has been experienced in heating the extreme wings of the building. In very cold weather with wind, it is, and always has been, utterly impossible to properly heat the rooms in the extreme wings of the building. Oftentimes we cannot use water to cleanse the floors, as it freezes the moment it touches them. These are the rooms where the filthy, noisy and often feeble patients have to be kept, and their condition renders it impossible to transfer them to any more comfortable part of the house. Many attempts have been made in past years to remedy this defect, none of which have been effectual. Two small extra boilers were put in, the steam main was changed from a five-inch to a six-inch pipe, and storm sash were placed on some of the windows. These were all attempts in the right direction, but were on too small a scale. Following these was the erection of a rear building three years ago, which put a new and severe tax upon the already deficient heating apparatus, and more than neutralized all the attempts at increasing its efficiency, leaving us worse off than ever before. Now the difficulty lies in three things, viz.: inadequate boiler capacity, a steam main four times too small, and insufficient radiating surface. We should have a new large boiler, a larger steam main, and greater radiating surface. I would recommend applying these in this way: Let this new apparatus heat one wing of the building and put the old apparatus to heating merely the other wing and the center and rear building.

This much can be done for \$12,000. The fact is, that our present consumption of fuel is very large and the results very poor, and the Hospital is undoubtedly sustaining a yearly loss of at least two thousand dollars from defective heating apparatus.

There should also be provided a quantity of storm sash, in addition to what we now have, for protection of windows in the more exposed parts of the building. We have used them to some extent for several years past, and find them a great saver of fuel, besides

Superintendent's Report.

enabling us to warm rooms that could not be made comfortable without them. We should have for this purpose at least \$500.

I estimate the expenses for the ensuing year as follows, basing current expense upon an average population of 400 patients, at a cost of \$4.75 per capita per week:

For current expense	\$98,800
To complete modifications of closets and bath rooms	800
Washing and wringing machines for laundry	800
Storm sash	500
New pumping engine — excavation and setting.....	2,500
Spur track to coal house	2,000
Modification of old chapel to accommodate 30 patients.....	3,000
Medical instruments and library.	500
New boiler and heating apparatus	12,000

From the item for current expense should be subtracted \$37,152.13, received from counties and other sources, leaving to be appropriated for current expense, \$61,647.87, to which is to be added for special purposes, \$22,100, making a total to be appropriated, \$83,747.87.

During the time our appropriation bills were pending last year, much general discussion was had as to the cost of maintaining institutions for the insane. One important factor was generally lacking in these discussions, viz.: the facts shown by statistics. It would naturally seem as if this important class of facts would be the first thing sought for by those who propose to discuss the cost of hospitals for the insane. The whole matter simply resolves itself into a question of *facts*. There is no chance for theory any more than there is in the question of how much it costs to run a saw mill or a grist mill or a cotton factory of given capacity, when there are scores of them that are running and demonstrating that question every day. It may be said that these hospitals cost more than they should. This may be true of isolated cases, but to say that it is generally the case would seem to require a good degree of confidence of judgment or a lack of information, to enable one thus to pronounce inefficient all the means the various states are employing to keep the cost of these hospitals within proper limits. One part of this general question which concerns us particularly is, whether increasing the number of patients in a given hospital diminishes the per capita

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cost of maintaining them. That the larger the population within certain limits, the smaller the per capita cost will be, is clearly shown by the following comparison of different hospitals which I prepared early in the present year.

A few of these institutions have issued a later report than the one from which these figures are taken, but as there has also been some change in prices during the past year, I deem that the showing will be more nearly upon the same basis, and of more value, not to change the figures for those of a later date. This also covers more nearly the same period of time as between the various hospitals. These figures give a practical solution as to the comparative cost of large and small hospitals. I do not for this reason advocate the principle of organizing large hospitals, but I do claim that if cost is to be the criterion by which to settle the question, then the question has long ago been settled, by showing the large hospitals to be the cheaper. That a smaller hospital may give better and more effective treatment to its patients I have no doubt, but we must at the same time be willing to provide for larger proportionate expenses.

I have compiled from our file of reports a tabulated statement of the cost of all the hospitals in the northern states whose reports give the requisite data for getting at the cost on the same basis as the reports of the Wisconsin State Hospital. Southern hospitals have been omitted because of their light expenses for fuel, and also their employment of colored service as well as their care of colored patients. New and unfinished hospitals have been omitted, because of the unusually high cost of the first few years required to organize, furnish, equip, and get started. These figures are in all cases obtained from the last report sent us, and are, for the most part, for the fiscal year just closed. Two or three of the list only report once in two years, so that in one case we have had to go back to 1875. I have not selected such as suit my purpose, rejecting those that may show against us, but have taken all that give the requisite statement of average population and current expenses. In two cases the average population not being given, was obtained by taking figures half way between the population at the beginning

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and end of the year. It will be seen that we are unable to find a hospital in the north of less than 300 patients that shows a cost of less than \$6.00 per capita per week; nor one of less than 500 patients that even approaches \$4.00 per week, while several, with a population ranging from 424 to 615, cost upward of \$5.00 and \$6.00 per week. Strangely enough, I only find one other hospital besides our own, whose population lies between 300 and 400, which one is at Danville, Pennsylvania, where coal is close at hand, and labor far cheaper than in Wisconsin. The difference in these two items alone makes more than the difference in the cost of the two hospitals. Two things are, I think, clearly proved by this showing. First, the cost per capita of a hospital decreases as the population increases. Second, considering our population and the unavoidable cost of fuel and labor, we have no reason to feel ashamed in comparing costs with other hospitals.

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The following is the comparative table referred to in the above remarks.

NAME OF INSTITUTION.	Population.	Cost per capita per week.
<i>Population less than two hundred —</i>		
Butler Hospital for Insane, Providence, R. I.	159	\$7 63
Bloomingtondale Asylum, New York city	186	13 28
Pennsylvania Hospital for Insane, Philadelphia, male department	202	9 20
Pennsylvania Hospital for Insane, Philadelphia, female department	214	8 42
New Hampshire Asylum for Insane	270	6 00
<i>Population between three hundred and four hundred —</i>		
State Hospital for Insane, Danville, Pennsylvania	312	4 47
Wisconsin State Hospital for Insane, Madison	370	4 92
<i>Population between four hundred and five hundred —</i>		
Michigan Asylum for Insane, Kalamazoo (1875)	424	5 13
Michigan Asylum for Insane, Kalamazoo (1876 and 1877) ..	569	4 87
Michigan Asylum for Insane, Kalamazoo (estimates for 1878 and 1879)	650	4 68
State Hospital, Harrisburg, Pennsylvania	433	5 31
Northern Illinois Hospital for Insane, Elgin	460	4 84
Connecticut Hospital for Insane	470	4 50
New Jersey State Lunatic Asylum	490	5 65
Western Pennsylvania Hospital for Insane, Dixmont	500	4 66
<i>Population between five hundred and six hundred —</i>		
Iowa State Hospital for Insane, Mt. Pleasant	505	4 11
Massachusetts Hospital for Insane, Worcester	506	3 90
Dayton State Hospital for Insane, Ohio	596	3 71
Indiana State Hospital for Insane, Indianapolis	600	4 50
State Hospital for Insane, Utica, New York	615	6 27
State Hospital for Insane, Longview, Ohio	613	3 26
State Hospital for Insane, Athens, Ohio	646	3 44
<i>Population over six hundred —</i>		
State Hospital for Insane, Taunton, Massachusetts	727	3 75
Government Hospital for Insane, Washington	735	4 33
Asylum for Chronic Insane, Willard, New York	1,227	3 24

Now as to the reason why hospitals with larger populations may be conducted on a smaller ratio of cost per capita: There are many items of expense that would not at all be increased by raising the number of patients from say 350 to 550 or 600; that is to say, there

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are in all hospitals, having a population within given limits, certain expenses that are fixed, and do not vary with any variation in the population, such as salaries of certain officers, the heads of the various departments of work, as the head farmer, gardener, engineer, head cook, baker, supervisors, night watches, etc. Also care and improvement of grounds, outhouses, etc.

The cost of the following items is taken from our last report, and would scarcely be changed if our population were increased to 500 or 600 patients:

Salaries of officers	\$5,614
Wages of engineers, fireman and blacksmith	2,333
Wages of carpenters	1,888
Wages of head cook	780
Wages of head laundress	540
Wages of baker	470
Wages of night watches	576
Wages of butcher	337
Wages of two porters	586
Cost of conducting farm and garden	5,034
Wages of domestics	747
Maintenance of persons mentioned above — 25 at \$3 per week	3,900
Amusements	495
Tools and machinery	324
Managers' expenses	814
Light, heat, and repairs to center and rear center building	3,000
Papers, magazines and library expenses	878
Repairs of outbuildings, grounds, etc	500
Chaplain	258
Medical and surgical instruments, etc	300
Total	<u>\$29,374</u>

The figures do not represent all, but most of the main items, for everyone knows that the same principle enters more or less into nearly all the departments of expense. But taking these figures, which have been obtained from our last report, and which are moderate estimates of the usual cost of these items, and divide first by 350, the full and proper capacity of the State Hospital, and then by 550, the capacity it was intended to have when the building should have been completed according to the original plan, and the difference per capita per year is shown, which, dividing by 52, gives the same per week, thus:

The cost per year of these items for 350 patients per capita is	\$83 92
“ “ “ “ 550 “ “ “ “	53 40
Difference in favor of 550 per capita per year	30 52
“ “ “ “ per week	<u>58</u>

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Were we to carry this showing into all the details of expense, the difference could be easily shown to be still greater.

To care for this greater population would necessitate a slightly increased expenditure in one direction — another medical assistant would be required, but this would not affect the result by more than a cent or two. It would seem that if no agreement can be reached as to the enlargement of the State Hospital to the originally intended capacity, no difficulty ought to be experienced in obtaining appropriations to meet the increased proportionate expense because of our smaller population, since this is an obstacle not in our power to remove.

The farm and garden have as usual afforded healthful occupation to a large number of our patients, an average of about 60 men being thus employed for the greater part of the year.

The regular outdoor exercise of all the patients has been carefully attended to, the women as a rule walking three miles a day except in the hot weather, when they spend most of the day in the grove. Their exercise has been equally divided between the fore and after part of the day.

Excursions upon the lake have been more frequent and more largely participated in than last year; from 60 to 100 patients going regularly once or twice a week during the entire summer season. This has for the most part been provided for by the friends of the patients, and therefore but little expense to the Hospital. Most of the excursions have been upon the barge "Uncle Sam," and have been enlivened with music and dancing, forming the most profitable and enjoyable entertainment ever offered to our patients. One who has never witnessed it can scarcely imagine the real zest with which our patients have entered into these dancing excursions on our beautiful lake.

I hand you herewith the report of the farmer and gardener, of the operation and results of the land under their respective charge. In both cases the utmost has been made of the means at hand, and the results speak well for the successful management of the farm and garden.

We have during the past year consumed as largely as possible

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the vegetables, fruits, etc., produced in this way, and to the increased consumption of vegetables is largely owing the fact of the reduction by several thousand dollars of the cost of subsistence of our household.

While we have more than doubled our stock of cattle, less feed has been purchased, in proportion to the amount consumed, than ever before; showing the largely increased productiveness of the farm.

The grain purchased has been chiefly for working teams, and most of it is on hand for next year's consumption.

The total amount of farm and garden products this year far exceeds that of any previous year.

ACKNOWLEDGMENTS.

We are indebted to Mr. L. Scott, of Norwalk, Ohio, for the present of a melodeon, which was placed in the convalescent male ward, and has been a source of pleasure to many.

To the Jennie Hight troupe, for a gratuitous entertainment in the chapel, which was keenly enjoyed and appreciated by more than 200 of our patients, as well as the employes and officers. An hour of more hearty, healthy laughter was never heard, I think, in such an institution.

To Faust's band, of Madison, for gratuitous music during an excursion and dance on the barge Uncle Sam.

To Capt. Freeman, for a gratuitous excursion by moonlight, on the steamer Mendota, given to the employes of the hospital.

Appended is a list of local state papers furnished gratuitously, which have been a means of great pleasure and enjoyment in bringing to each the much sought for home and neighborhood news, beside much useful and entertaining reading, as well as the general current news of the day. We earnestly solicit their continuance.

The following ladies and gentlemen of Madison gave us a delightful vocal and instrumental musical entertainment, which was keenly enjoyed by our patients and all present:

Miss Genevieve Mills.

Miss Fannie Delaplaine.

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Mrs. F. F. Ford.
Mrs. Burr Jones.
Rev. C. H. Richards.
Mr. Howard Morris.

We acknowledge our obligation to the editors and managers of the following papers, which have been gratuitously placed in the hands of our patients, and whose leisure hours have been thus happily beguiled:

Appleton Crescent.
Appleton Volksfreund (G.).
Alma Express.
Badger State Banner.
Brandon Times.
Black Earth Advertiser.
Buffalo County Republican (G.).
Beobachter Am Winnebago (G.).
Beloit Free Press.
Beaver Dam Argus.
Concordia (G.), Green Bay.
Central Wisconsin.
Columbia (G.), Milwaukee.
Dodgeville Chronicle (Iowa county).
Dodge County Democrat.
De Pere News.
Durand Times.
Evansville Review.
Fond du Lac Saturday Reporter.
Faedrelandet (Norwegian).
Germania (G.), Milwaukee.
Geneva Lake Herald.
Janesville Gazette.
Juneau County Argus.
Jefferson County Union.
Kenosha Telegraph.
La Crosse Republican and Leader.

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Lodi Valley News.
Manitowoc Chronicle.
Marinette and Peshtigo]Eagle.
Monroe Sentinel.
Mineral Point Tribune.
Mauston Star.
Milwaukee Banner und Volksfreund (G.).
Nordwesten (G.), Manitowoc.
Osceola, Polk County, Press.
Prairie Farmer, Chicago.
Pierce County Herald.
Pepin County Courier, Durand.
Rock County Recorder, Janesville.
Ripon Free Press.
Reedsburg Free Press.
River Falls Press.
Sheboygan Tribune (G.).
Skandinaven (N.).
Waukesha Freeman.
Waterloo Journal.
Washington Republican.
Watertown Weltburger (G.).
Wisconsin Telegraph (G.), Oshkosh.
Waupaca County Republican.

The labors of the past year have been unusually severe and exacting; a larger number of patients have been cared for than ever before. The crowded condition of the wards has made the labor of caring for them unusually great. The large amount of outside work going on has taken much of my own time; yet I am glad to be able to state that the work of the Hospital has been thoroughly and well done. To my assistant officers, and to our employes generally, I am greatly indebted for unflagging interest and faithful and efficient labor under oftentimes discouraging circumstances.

To Dr. Barrows, the visiting physician for the past year, I owe much for wise counsel and kindly sympathy and encouragement.

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To you, gentlemen of the Board of Trustees, the institution is under the deepest obligations for careful and constant attention to all its interests; while my own labors have been lightened by your unremitting interest in all matters placed before you, and for your sympathy and encouragement, and also your appreciation of what has so far been accomplished in promoting the interests of the hospital.

The tables showing the reports of all the various branches of our work follow in their proper place.

Respectfully submitted,

D. F. BOUGHTON,

Superintendent.

MENDOTA, Wis., September 30, 1878.

Statistical Tables.

STATISTICAL TABLES.

Table No. 1.

Movement of Population.

	Male.	Female.	Total.
Remaining September 30, 1877.....	188	194	382
Admitted during the year	90	58	148
Whole number treated	278	252	530
Discharged recovered	14	21	35
Discharged improved	19	17	36
Discharged unimproved.....	24	12	36
Died	18	12	30
Not insane			
Whole number discharged	76	61	137
Remaining September 30, 1878.....	191	202	393
Daily average under treatment.....	192.126	187.156	379.282

Table No. 2.

Admissions and Discharges from beginning of Hospital.

	Male.	Female.	Total.
Admitted.....	1,077	1,264	2,641
Discharged recovered.....	383	368	751
Discharged improved.....	312	253	565
Discharged unimproved	294	288	582
Died	189	157	346
Not insane	1	.....	1

*Statistical Tables.***Table No. 3.***Number at each age in the year.*

AGE.	WHEN ADMITTED.			WHEN ATTACKED.		
	Male.	Fem.	Total.	Male.	Fem.	Total.
Less than 15 years.....		1	1	.....	1	1
Between 15 and 20 years.....	3	2	5	11	3	14
Between 20 and 30 years.....	28	11	39	22	16	38
Between 30 and 40 years.....	18	17	35	19	14	33
Between 40 and 50 years.....	21	15	36	20	16	36
Between 50 and 60 years.....	12	7	19	11	6	17
Over 60 years.....	8	5	13	7	2	9
Total.....	90	58	148	90	58	148

Table No. 4.*Number at each age from beginning of Hospital.*

AGE.	WHEN ADMITTED.			WHEN ATTACKED.		
	Male.	Fem.	Total.	Male.	Fem.	Total.
Less than 15 years.....	7	10	17	25	22	47
Between 15 and 20 years.....	72	64	136	110	96	206
Between 20 and 30 years.....	433	389	822	405	425	830
Between 30 and 40 years.....	304	350	654	282	325	607
Between 40 and 50 years.....	297	238	535	265	208	473
Between 50 and 60 years.....	157	130	287	129	96	225
Between 60 years.....	103	79	182	66	49	115
Unknown.....	4	4	8	95	53	148
Total.....	1,377	1,264	2,641	1,377	1,264	2,641

Statistical Tables.

Table No. 5.

Nativity of Patients Admitted.

NATIVITY.	Within the year.	From the beginning	NATIVITY.	Within the year.	From the beginning
Austria.....		2	Indiana.....	3	21
Bavaria.....		10	Iowa.....		1
Belgium.....		1	Kentucky.....	1	6
Bohemia.....		28	Maine.....	2	46
Canada.....	6	67	Massachusetts.....	3	48
Cuba.....		2	Maryland.....		3
Denmark.....	1	18	Michigan.....		17
England.....	10	135	Missouri.....		3
France.....		5	Minnesota.....	1	1
Germany.....	22	447	New Hampshire.....	2	41
Holland.....		1	New Jersey.....		11
Ireland.....	10	300	New York.....	16	427
Isle of Man.....		2	North Carolina.....		2
Isle of Wight.....	1	1	Ohio.....	2	84
New Brunswick.....		7	Pennsylvania.....	9	84
Norway.....	18	178	Rhode Island.....		5
Nova Scotia.....		11	South Carolina.....	1	3
Poland.....		9	Tennessee.....	1	2
Sweden.....	1	25	Vermont.....	3	66
Switzerland.....	3	35	Virginia.....	1	7
Scotland.....	1	33	Wisconsin.....	19	247
Wales.....	5	37	On Ocean.....		2
Alabama.....		1	United States.....		3
Connecticut.....	2	40	Unknown.....	2	94
Illinois.....	2	22			
			Total.....	148	2,641

Statistical Tables.

Table No. 6.

Residence of Patients Admitted.

RESIDENCE.	Whole No. admitted.	Remaining.	RESIDENCE.	Whole No. admitted.	Remaining.
Adams	11	3	Marathon	3	.....
Ashland .....	.....	.....	Marquette	12	.....
Barron	4	2	Milwaukee	223	2
Bayfield .....	.....	.....	Minnesota	1	1
Brown	25	.....	Monroe	24	9
Buffalo	21	4	Oconto	14	.....
Burnett	6	3	Outagamie	20	.....
Calumet	12	.....	Ozaukee	22	.....
Chippewa	22	7	Pepin	10	5
Clark	6	.....	Pierce	30	13
Columbia	118	22	Polk	21	8
Crawford	41	13	Portage	16	.....
Dane	268	47	Racine	69	.....
Dodge	75	.....	Richland	38	11
Door	4	.....	Rock	155	27
Douglas	1	1	St. Croix	31	10
Dunn	34	13	Sauk	89	16
Eau Claire	40	17	Shawano	3	.....
Fond du Lac	84	.....	Sheboygan	35	1
Grant	124	26	Trempealeau	29	10
Green	82	18	Vernon	33	13
Green Lake	19	.....	Walworth	101	17
Iowa	92	20	Washington	32	.....
Jackson	17	8	Waukesha	97	.....
Jefferson	70	.....	Waupaca	19	.....
Juneau	35	7	Waushara	8	.....
Kenosha	37	.....	Winnebago	47	.....
Kewaunee	3	.....	Wood	4	.....
La Crosse	70	22	State at large	34	.....
La Fayette	64	17			
Manitowoc	36	.....	Total	2,641	393

*Statistical Tables.***Table No. 7.***Civil Condition of those Admitted.*

CONDITION.	IN THE YEAR.			FROM BEGINNING.		
	Male.	Fem.	Total.	Male.	Female.	Total.
Single.....	42	10	52	701	347	1,048
Married	45	40	85	583	771	1,354
Widows		8	8	44	120	120
Widowers	1		1			44
Divorced	2		2	4	10	14
Unknown.....				45	16	61
Total	90	58	148	1,377	1,264	2,641

Table No. 8.*Duration of Insanity before entrance of those Admitted.*

DURATION.	IN THE YEAR.			FROM THE BEGINNING.		
	Male.	Fem.	Total.	Male.	Female.	Total.
Less than 3 months.....	39	14	53	431	332	763
Between 3 and 6 months.....	10	5	15	158	175	333
Between 6 and 12 months....	4	11	15	146	179	325
Between 1 and 2 years	10	5	15	155	137	292
Between 2 and 3 years.....	7	6	13	85	82	167
Between 3 and 5 years.....	2	1	3	79	86	165
Between 5 and 10 years.....	6	9	15	69	90	159
Between 10 and 20 years....	3	3	6	37	45	82
Between 20 and 30 years				11	10	21
Over 30 years					3	3
Unknown.....	9	4	13	206	125	231
Total	90	58	148	1,377	1,267	2,641

*Statistical Tables.***Table No. 9.***Recovered of those attacked at the several ages from the beginning.*

AGE WHEN ATTACKED.	Number admitted.			Number recovered.			Per cent. recovered.		
	Male.	Fem.	Total.	Male.	Fem.	Total.	Male.	Fem.	Total.
Less than 15 y's.	7	10	17	2	5	7	28.57	50.00	39.28
Bet. 15 & 20 y's.	80	64	144	45	33	78	56.25	51.56	54.16
Bet. 20 & 30 y's.	427	389	816	123	139	262	28.80	35.73	32.10
Bet. 30 & 40 y's.	305	350	655	85	83	168	27.86	23.71	25.69
Bet. 40 & 50 y's.	296	238	534	69	60	129	23.31	25.21	24.15
Bet. 50 & 60 y's.	156	130	286	32	17	49	20.51	13.07	17.13
Over 60 years...	102	79	181	24	18	42	23.52	22.78	23.20
Unknown.....	4	4	8	2	4	6	50.00	100.00	75.00
Total	1,377	1,264	2,641	382	359	741	27.74	28.40	28.05

Table No. 10.*Recovered after various durations of disease before treatment from beginning.*

Duration of disease before admission.	Number admitted.			Number recovered.			Per cent. recovered.		
	Male.	Fem.	Total.	Male.	Fem.	Total.	Male.	Fem.	Total.
Less than 3 m's.	431	332	763	191	158	349	44.31	47.59	45.74
Bet. 3 & 6 m's..	158	175	333	67	68	135	42.40	38.85	40.54
Bet. 6 & 12 m's.	146	179	325	32	47	79	21.91	26.25	24.30
Bet. 1 & 2 years.	155	137	292	18	21	39	11.61	15.32	13.35
Bet. 2 & 3 years.	85	82	167	11	11	22	12.94	13.41	13.17
Bet. 3 & 5 years.	79	86	165	6	16	22	7.59	18.60	13.33
Bet. 5 & 10 y's..	69	90	159	4	5	9	5.79	5.55	5.66
Bet. 10 & 20 y's.	37	45	82	2	1	3	5.40	2.22	3.65
Bet. 20 & 30 y's.	11	10	21	.....	.....	.....	.....	.....	.....
Over 30 years..	.....	3	3	.....	.....	.....	.....	.....	.....
Unknown	206	125	331	51	32	83	24.75	25.60	25.07
Total	1,377	1,264	2,641	382	359	741	27.74	28.40	28.05

Statistical Tables.

Table No. 11.

Duration of treatment of those recovered, from the beginning.

DURATION OF TREATMENT.	NUMBER RECOVERED.		
	Male.	Female.	Total.
Less than 3 months.....	112	66	178
Between 3 and 6 months.....	118	118	236
Between 6 and 12 months.....	101	116	217
Between 1 and 2 years.....	39	49	88
Between 2 and 3 years.....	7	14	21
Between 3 and 5 years.....	3	5	8
Between 5 and 10 years.....	2	1	3
Between 10 and 20 years.....			
Between 20 and 30 years.....			
Total	382	369	751
Average duration of treatment	6.87	8.47	7.65

Table No. 12.

Whole duration of disease of those recovered, from beginning.

DURATION OF DISEASE.	NUMBER RECOVERED.		
	Male.	Female.	Total.
Less than 3 months.....	34	14	48
Between 3 and 6 months.....	78	62	140
Between 6 and 12 months.....	110	117	227
Between 1 and 2 years.....	67	85	152
Between 2 and 3 years.....	19	26	45
Between 3 and 5 years.....	12	18	30
Between 5 and 10 years.....	8	13	21
Between 10 and 20 years.....	2	1	3
Between 20 and 30 years.....	1	1	2
Over 30 years.....			
Unknown.....	51	32	83
Total	382	369	751
Average duration of disease	14.26	18.29	16.27

Statistical Tables.

Table No. 13.

Number of Deaths from the beginning, and the causes.

CAUSES.	IN THE YEAR.			FROM THE BEGINNING.		
	Male.	Fem.	Total.	Male.	Fem.	Total.
Apoplexy.....	1	.....	1	5	4	9
Bony tumor of brain .....	.....	.....	.....	.....	1	1
Cerebro spinal meningitis .....	.....	.....	.....	.....	1	1
Chlorosis .....	.....	.....	.....	.....	5	5
Chronic diarrhoea.....	.....	.....	.....	2	1	3
Cystitis.....	.....	.....	.....	2	.....	2
Cynancho maligna .....	.....	.....	.....	1	.....	1
Cancer .....	.....	.....	.....	1	1	2
Cancer of larynx	1	.....	1	1	.....	1
Chronic pleurisy.....	.....	.....	.....	1	.....	1
Dysentery .....	.....	.....	.....	5	3	8
Dropsy .....	.....	.....	.....	1	.....	1
Exhaustion from chronic mania .....	.....	7	7	31	47	78
Exhaustion from acute mania.....	4	.....	4	23	13	36
Exhaustion from melancholia	1	1	2	5	4	9
Exhaustion, senile .....	.....	.....	.....	6	3	9
Exh'n of feeble and worn out cases.	4	1	5	11	9	20
Epilepsy.....	.....	.....	.....	12	8	20
Fracture of skull.....	.....	.....	.....	1	.....	1
Gastritis.....	.....	.....	.....	.....	1	1
Gastro-euteritis .....	.....	.....	.....	1	1	2
Gangrene of lung .....	.....	.....	.....	.....	1	1
General paresis	3	.....	3	26	1	27
Inanition .....	.....	.....	.....	1	2	3
Intemperance.....	.....	.....	.....	.....	1	1
Marasmus .....	.....	.....	.....	2	4	6
Organic disease of brain.....	.....	.....	.....	6	2	8
Osteo-sarcoma of scapula	1	.....	1	1	.....	1
Phthisis pulmonalis .....	.....	.....	.....	10	30	40
Purpura hemorrhagica.....	.....	.....	.....	2	.....	2
Puerperal mania.....	.....	.....	.....	.....	1	1
Phlegmonous erysipelas.....	.....	.....	.....	1	.....	1
Pneumonia	2	.....	2	2	2	4
Peritonitis.....	.....	.....	.....	2	1	3
Suicide.....	.....	.....	.....	6	4	10
Typhoid fever	1	3	4	3	6	9
Typhomania.....	.....	.....	.....	3	2	5
Valvular disease of heart .....	.....	.....	.....	2	.....	2
Total	18	12	30	177	159	336

*Statistical Tables.***Table No. 14.***Age at Death.*

AGES.	IN THE YEAR.			FROM BEGINNING.		
	Male.	Fem.	Total.	Male.	Fem.	Total.
Between 15 and 20 years	3	1	4	6	3	9
Between 20 and 30 years	5	3	8	38	37	75
Between 30 and 40 years	1	1	2	38	35	73
Between 40 and 50 years	4	2	6	45	28	73
Between 50 and 60 years	3	3	6	33	25	58
Between 60 and 70 years	2	.....	2	21	18	39
Over 70 years .....	.....	2	2	9	10	19
Total	18	12	30	190	156	346

Table No. 15.*Ratio of Deaths from the beginning.*

RATIO OF DEATHS.	Male.	Female.	Total.
Per cent. of admissions.....	13.79	12.34	13.10

Statistical Tables.

Table No. 16.

Attributed cause of Insanity in 473 cases (1876 to 1878, inclusive).

ATTRIBUTED CAUSE OF INSANITY.	Male.	Fem.	Total.
Child birth		19	19
Change of life		7	7
Chorea		1	1
Cerebral hemorrhage.....	2		2
Cerebral softening	1		1
Cerebral congestion.....	1		1
Congenital	1		1
Debility.....	1	6	7
Domestic trouble	5	17	22
Epilepsy	7	2	9
Fever	1	2	3
Fever, typhoid.....		1	1
Fright.....	2		2
Grief.....	3	8	11
Heredity	74	63	137
Heredity with child birth		2	2
Heredity with typhoid fever.....	1		1
Heredity with change of life		1	1
Heredity with old age		1	1
Heredity with poverty	1		1
Heredity with uterine disease		2	2
Heredity with intemperance.....	4	2	6
Hepatic disease.....	1		1
Intemperance.....	28	2	30
Injury of head.....	2	2	4
Injury.....	3	3	6
Infantile cerebral disease.....		1	1
Masturbation	23	2	25
Masturbation derangement.....		3	3
Meningitis	2		2
Over work	4	4	8
Old age	2	2	4
Pecuniary embarrassment.....	5	1	6
Prostration, nervous		2	2
Religious excitement	9	9	18
Rheumatism	1		1
Sexual excess.....	1	2	3
Struck by lightning.....	1		1
Sun-struck	2	1	3
Suppressed auricular discharge.....	1		1
Syphilis.....	1	1	2
Uterine disease		10	10
Unknown	60	44	104
Total.....	250	223	473

Statistical Tables.

Table No. 17.

Form of Insanity in 473 cases (1876 to 1878, inclusive).

FORM OF INSANITY.	Male.	Female.	Total.
Aphasia.....	1	.....	1
Dementia.....	26	19	25
Dementia, acute.....	.....	2	2
Dementia, partial.....	.....	1	1
Dementia, senile.....	.....	2	2
Dipsomania.....	5	.....	5
Erolomania.....	.....	5	5
General paresis.....	3	.....	3
Hysteria.....	.....	7	7
Idiocy.....	1	.....	1
Kleptomania.....	2	.....	2
Locowator alaxia.....	.....	1	1
Mania.....	117	93	210
Mania, chronic.....	4	9	13
Mania, epileptic.....	5	2	8
Mania, puerperal.....	.....	14	14
Mania, recurrent.....	4	5	9
Melancholia.....	80	60	140
Melancholia, recurrent.....	1	2	3
Melancholia, chronic.....	.....	1	1
Total.....	250	223	473

Table No. 18.

Showing the statistics of the Hospital from July 14, 1860, to September 30, 1878 (Hospital year ending September 30), for each year.

WHOLE NUMBER.	1860	1861	1862	1863	1864	1865	1866	1867	1868	1869	1870	1871	1872	1873	1874	1875	1876	1877	1878	Total.
Admitted.....	45	106	89	123	112	87	95	114	175	209	168	154	166	212	143	160	181	144	148	2,641
Discharged.....	4	44	61	66	130	80	92	114	109	91	172	169	148	271	110	132	199	116	137	2,245
Recovered.....	1	19	25	37	56	33	42	49	55	51	53	54	60	39	31	32	34	45	35	746
Improved.....	1	8	8	16	21	25	30	33	32	14	41	52	26	76	32	53	40	21	36	565
Unimproved.....	1	7	7	4	36	9	13	22	7	13	46	34	37	134	23	27	105	21	36	582
Died.....	1	10	21	9	17	13	7	10	15	13	32	29	25	22	24	20	20	28	30	346
Treated.....	45	47	192	254	300	257	272	294	355	455	532	524	521	585	457	507	557	498	530	.....
Remaining at end of year.....	41	103	131	188	170	177	180	180	246	364	360	355	373	314	347	375	355	352	393	.....
Males admitted.....	23	50	49	62	59	44	57	57	95	109	82	81	92	115	73	82	99	61	90	1,311
Females admitted.....	22	56	40	61	53	43	38	59	80	100	86	93	74	89	70	78	82	83	58	1,264
Males discharged.....	...	23	33	44	64	34	50	61	51	58	92	83	83	148	44	70	98	62	76	1,183
Females discharged.....	4	21	28	22	66	46	42	53	58	33	80	86	65	123	66	62	101	54	61	1,077
Males died.....	...	3	14	8	9	7	6	7	7	8	18	14	11	9	12	11	10	17	18	190
Females died.....	1	7	7	1	8	6	1	3	8	5	14	15	14	13	12	9	10	11	12	156
Males recovered.....	...	13	12	24	23	16	19	30	25	31	31	23	33	21	11	16	19	21	14	382
Females recovered.....	1	6	13	13	33	17	23	19	30	21	22	31	27	18	20	16	15	24	21	369
Daily average each year.....	....	90	117	162	187	179	181	185	203	310	362	359	365	329	337	364	334	370	379	.....

Statistical Tables.

Current Expenses.

CURRENT EXPENSES.

ATTENDANTS.

Male	\$5,586 69
Female	3,865 18
	\$9,451 87

MEDICAL DISPENSARY.

Drugs, medicines and surgical instruments	\$868 47
Whisky (Bourbon), 183 gals.	369 05
Whisky (Rye), 134½ gals.	375 54
Alcohol, 44½ gals.	95 19
Wine, Port, 32 gals.	80 00
Wine, Sherry, 21 gals.	59 50
	\$1,847 75

AMUSEMENTS.

Music	\$169 00
Sundries	326 25
	\$495 25
Chaplain	\$258 00
Carriage driver	\$300 00

BOILERS AND ENGINES.

Engineer's wages	\$1,350 00
Firemen and blacksmith	983 23
Lubricating oil	119 41
	\$2,452 64

Current Expenses.

FUEL.

Coal, 1,786 $\frac{1}{10}$ tons.....	\$10,415 22
Coke, 620 bush.....	101 40
Charcoal, 840 bush.....	89 40
Wood and chopping.....	888 01
Hauling coal and wood.....	500 00
	<hr/>
	\$11,994 03

HOUSE FURNISHING.

Blankets, quilts and spreads.....	\$745 80
Sheeting, 3,004 $\frac{1}{4}$ yds.....	283 05
Ticking, 982 $\frac{3}{4}$ yds.....	144 37
Straw, 88 $\frac{7}{10}$ tons.....	353 38
Towels, 123.....	25 78
Crash, 1,328 yds.....	164 63
Hair for pillows, 323 lbs..	138 89
Furniture.....	608 42
Carpets and oil cloth.....	490 15
Cuspadores and urinals.....	164 20
Table linen.....	38 14
Combs, hair brushes, etc.....	74 91
Miscellaneous.....	196 61
	<hr/>
	\$3,428 33

FARM AND GARDEN.

Farmer and laborers.....	\$1,032 13
Gardeners' wages.....	893 18
Teamsters.....	763 48
Herders.....	430 69
Live stock.....	2,072 60
Feed, etc.....	2,430 43
Threshing.....	111 53
Machinery and tools.....	435 44
Repairs of same.....	339 32
Seeds, pots and plants.....	372 00
Miscellaneous.....	226 00
	<hr/>
	\$9,106 79
Live stock on hand.....	\$2,072 60
Feed on hand.....	2,000 00
	<hr/>
	4,072 60
	<hr/>
	\$5,034 19

Current Expenses.

KITCHEN.

Cook and assistants.....	\$1,534 95
Baker.....	470 96
Kitchen ware.....	157 93
	<u>\$2,163 84</u>

DAIRY.

Dairy maid.....	\$236 66
Milk coolers, tin pails, etc.....	304 30
	<u>\$540 96</u>

LAUNDRY.

Wages.....	\$1,542 40
Soap stock.....	145 84
Starch.....	30 48
Indigo.....	15 70
Machinery.....	122 20
Wash tubs, etc.....	15 50
	<u>\$1,872 12</u>

LIBRARY.

Librarian.....	\$90 00
Books.....	445 96
Papers and magazines.....	190 03
Binding, etc.....	152 45
	<u>\$878 44</u>

LIGHT.

Gasoline, 202 bbls.....	\$2,542 10
Candles and oil.....	157 97
Tapers and fuses.....	73 55
Gas fixtures, lanterns, etc.....	138 19
	<u>\$2,911 81</u>

MEATS, GROCERIES AND PROVISIONS.

Flour, 588½ bbls.....	\$3,102 25
Graham, 22 bbls.....	105 00
Buckwheat, 15 bbls.....	75 00
Corn meal, 5 bbls.....	13 85
Cracked wheat, 100 lbs.....	4 00

Current Expenses.

Oat meal, 966 lbs.....	\$30 74
Crackers, 1,284½ lbs.....	96 45
Hominy, 550 lbs.....	19 50
Rice, 3,382 lbs.....	258 08
Beef, live weight, 133,129 lbs.....	5,147 12
Mutton, 2,166 lbs.....	81 64
Lambs, 68.....	166 75
Pork, 1 bbl.....	14 00
Veal, 4.....	20 07
Venison, 2.....	10 00
Codfish, 483¼ lbs.....	35 10
Fresh fish, 19,096½ lbs.....	1,014 59
Mackerel, 10 kits.....	30 50
White fish, 9½ bbls.....	39 75
Trout, 9½ bbls.....	29 25
Sardines, 3 doz.....	9 80
Oysters, 13 doz.....	61 80
Chickens, 44 10-12 doz.....	88 27
Turkeys, 24 10-12 doz.....	206 06
Ducks, 68½ doz.....	180 72
Salt, 44 bbls.....	80 30
Baking powder stock.....	80 50
Corn starch, 200 lbs.....	20 70
Extracts.....	26 79
Farina, 305 lbs.....	24 13
Ginger, 105 lbs.....	21 60
Mustard, 86 lbs.....	27 50
Pearl barley, 500 lbs.....	20 63
Pepper, 195 lbs.....	64 80
Saleratus, 120 lbs.....	9 30
Tapioca, 90 lbs.....	9 10
Sago, 463½ lbs.....	43 53
Sugar (brown), 1,077 lbs.....	105 01
Sugar (coffee), 2,798 lbs.....	291 67
Sugar (granulated), 13,703 lbs.....	1,381 36
Sugar (powdered), 335 lbs.....	35 94
Tea (black), 68 lbs.....	51 10
Tea (Japan), 1,485 lbs.....	652 91
Coffee (Rio), 3,864 lbs.....	813 31
Coffee (Java), 218 lbs.....	62 43
Coffee (Mocha), 42 lbs.....	12 60
Coffee essence, 6 gro.....	11 70

Current Expenses.

Syrup, 626½ gal.....	\$336 69
Vinegar, 627 gal.....	110 07
Beans, 67½ bu.....	97 54
Potatoes, 241 1-6 bu.....	80 46
Potatoes (sweet), 2½ bbls.....	10 75
Apples, green, 63½ bbls.....	191 75
Apples, dried, 3,599 lbs.....	270 06
Lemons, 82½ doz.....	37 45
Prunes, 5,129 lbs.....	462 70
Peaches, dried, 634 lbs.....	31 70
Butter, 9,644¼ lbs.....	1,484 16
Cheese, 911½ lbs.....	98 95
Honey, 103½ lbs.....	18 11
Eggs, 12,707½ doz.....	1,125 47
Miscellaneous groceries.....	242 86
	<hr/>
	\$19,285 72
Postage.....	316 66
Stationery.....	263 25
	<hr/>
	\$579 91

 REPAIRS.

Carpenters.....	\$1,888 35
Painters.....	764 25
Registers and mason work.....	451 69
Pipe, hardware, etc.....	919 16
Tools and machinery.....	324 70
Lumber.....	2,078 64
Paint, oil, glass, putty, etc.....	1,057 64
	<hr/>
	\$7,484 43
	<hr/>
Freights, telegrams and express.....	\$1,213 77
Returning elopers and expenses home.....	187 65
	<hr/>
	\$1,401 42

 STORE ROOM.

Brooms, brushes, mops, etc.....	\$174 93
Hard and tin ware.....	244 67
Wooden ware.....	18 50
Crockery and glass ware.....	286 71
Tobacco.....	696 14
	<hr/>
	\$1,420 95

Current Expenses.

SALARIES AND MISCELLANEOUS WAGES.

Officers	\$5,614 72
Butcher.....	337 68
House maids.....	747 32
Seamstresses	441 60
Depot agent	137 50
Porters	586 82
Night watches	567 00
Bell boy.....	75 66
	<hr/>
	\$8,508 30
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CLOTHING.

Dry goods	\$1,340 12
Hats and caps	89 98
Ready made clothing	4,350 69
Boots, shoes and slippers.....	1,415 45
	<hr/>
	\$7,196 24
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Board of Trustees and Visiting Committee.....	\$814 50
Interest and exchange.....	236 91
Rent of ground and taxes.....	344 42
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	\$1,395 83
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PERMANENT IMPROVEMENTS.

Steam traps.....	\$375 00
Wood house	75 00
Miscellaneous	1,178 67
Miscellaneous	708 30
	<hr/>
Total current expenditures	\$97,311 60
Less sales from above items.....	973 01
	<hr/>
Actual current expense.....	\$96,338 59
	<hr/> <hr/>

Report of the Farm and Garden.

REPORT OF FARM AND GARDEN.

FARM.

200	tons hay.
20	tons corn stalks.
12,435	bush. ruta bagas.
3,872	bush. magnold wurtzels.
147	bush. flat turnips.
472	bush. corn.
300	bush. oats.
1,436	bush. potatoes, Peach Blows.
15,450	lbs. pork, live weight.
3	veals.
2,392	lbs. beef, live weight.
9,571	lbs. butter.
3,000	lbs. cheese.
	Milk and cream for the house <i>ad libitum</i> .
24	heifer calves.
	The year's increase in growth on 30 young heifers.

GARDEN.

32	bush. spinach.
69	bush. lettuce.
18	bush. radishes.
77	bush. turnips.
27	bush. rhubarb.
57	bush. strawberries.
11	bush. raspberries.
1	bush. gooseberries.
7	bush. currants.
40	bush. summer squash.
454	bush. onions.
644	bush. beets.
50	bush. green peas.
309	bush. carrots.

Report of the Farm and Garden.

95	bush.	small selected cucumbers for pickles.
684	heads	cauliflowers.
5,950	heads	cabbage.
900	roots	horse radish.
62	bush.	string beans.
212	bush.	sweet corn.
632	bush.	tomatoes — canned for winter' use.
66	bush.	apples.
357	bush.	early potatoes, Snow Flake.
259	bush.	late potatoes, Brownell's Superior
1,948	water	melons.
4,169	musk	melons.
2	tons	Hulbard squash.
78	lbs.	grapes.
500	bunches	sweet herbs.
9	bush.	parsley.
600	bush.	magnold wurtzels.
160	bush.	parsnips.
25	bush.	chicory.
1,000	roots	leeks.
1,800	roots	celery.
1,000	roots	turnip rooted celery.

Treasurer's Report.

TREASURER'S REPORT.

To the Trustees of the Wisconsin State Hospital for the Insane.

I herewith submit the annual report of the treasurer, for the fiscal year ending September 30, 1878:

I received from Simeon Mills, late treasurer, the balance in the treasury, September 30, 1877.....	\$7,977 64
Amount received from the state treasurer during the fiscal year ending September 30, 1878.....	109,689 11
Amount received from the steward of the hospital.....	4,000 00
Amount received from D. R. Wood & Co.....	69 79
Amount received from Menomonee River Lumber Co.....	19 26
	\$121,755 80
	\$121,755 80
Amount paid out on the orders of the secretary....	\$114,443 92
Balance	7,311 88
	\$121,755 80
Leaving balance in the treasury.....	\$7,311 88

Respectfully submitted,

ANDREW PROUDFIT,

Treasurer.

Secretary's Report.

SECRETARY'S ANNUAL REPORT.

To the Board of Trustees of the Wisconsin State Hospital for the Insane:

The following is a statement of the financial condition of the Hospital for the year ending September 30, 1878:

1877		RECEIPTS.	
Oct. 1	Balance in Treasurer's hands.....		\$7,977 64
Oct. 1	Cash from State Treasurer.....		5,518 20
Oct. 1	D. B. Wood.....		69 79
Oct. 1	D. F. Boughton.....		2,000 00
Oct. 6	State Treasurer.....		5,518 20
Nov. 2	State Treasurer.....		5,518 20
Dec. 1	D. F. Boughton.....		1,000 00
Dec. 3	State Treasurer.....		15,000 00
1878			
Jan. 16	State Treasurer.....		20,003 75
Feb. 16	State Treasurer.....		11,865 61
April 1	State Treasurer.....		20,400 00
April 13	D. F. Boughton.....		1,000 00
April 13	State Treasurer.....		5,865 15
April 29	State Treasurer.....		5,000 00
May 31	State Treasurer.....		5,000 00
July 2	State Treasurer.....		5,000 00
July 26	State Treasurer.....		5,000 00
Aug. 30	Cash rebate of Oconto Lumber Co. on lumber.....		19 26
Total			\$121,755 80
EXPENDITURES.			
Secretary's orders drawn on Treasurer during the year, Nos. 1 to 224 inclusive, amounting to			114,443 92
Balance in hands of Treasurer October 1, 1878.....			\$7,311 88
Balance appropriation in hands State Treasurer September 30, 1878.....			31,241 24

LEVI ALDEN, *Secretary.*

Annexed is a detailed statement of the orders drawn on the Treasurer for the year ending September 30, 1878:

Secretary's Detailed Statement.

DETAILED STATEMENT.

Date.	To whom and for what.	No.	Amount.
1877.			
Oct...	John McCarthy, beef.....	1	\$309 87
Oct...	Steward, current expenses.....	2	1,000 00
Oct...	Green & Button, groceries.....	3	352 71
Oct...	H. Witbeck Co, lumber.....	4	254 00
Oct...	John M. Sumner, hardware.....	5	154 55
Oct...	Robbins & Thornton, flour, etc.....	6	319 50
Oct...	Klauber & Adler, dry goods.....	7	278 83
Oct...	Vroman, Frank & Ramsay, hardware.....	8	191 92
Oct...	Dunning & Sumner, groceries.....	9	106 15
Oct...	Pardee & Bro., gasoline and groceries.....	10	997 14
Oct...	Steward, current expenses.....	11	1,000 00
Oct...	Ball & Goodrich, groceries.....	12	514 10
Oct...	H. Friend & Bros., clothing.....	13	1,049 50
Oct...	D. Robertson, beef.....	14	642 97
Oct...	Steward, current expenses.....	15	1,000 00
Oct...	Charles Hudson, butter and eggs.....	16	164 23
Oct...	Steward, current expenses.....	17	1,000 00
Oct...	H. Witbeck Co., lumber.....	18	310 39
Oct...	G. Mallinckrodt & Co., soap material.....	19	85 99
Oct...	Steward, current expenses.....	20	1,000 00
Oct...	Goodyear Rubber Co., hose and coupling.....	21	1,033 00
Oct...	Pay roll, October.....	22	2,541 01
Oct...	B. Salisbury, beef.....	23	127 50
Nov...	Steward, current expenses.....	24	1,000 00
Nov...	Levi Alden, salary.....	25	100 00
Nov...	Robert Caldwell, beef cattle.....	26	398 44
Nov...	W. J. & F. Ellsworth, groceries.....	27	41 24
Nov...	Seifert, Gugler & Co., lithographing.....	28	30 00
Nov...	McDill Bro., lumber.....	29	88 85
Nov...	Jansen, McClurg & Co, books.....	30	71 56
Nov...	R. H. Strong, mill feed.....	31	108 30
Nov...	Crane Bros. Manufacturing Co., paper, etc.....	32	141 08
Nov...	A. A. Pardee & Bro., gasoline, etc.....	33	629 04
Nov...	Robbins & Thornton, flour.....	34	362 00
Nov...	Singer & Talcott, stone.....	35	232 85
Nov...	Sorenson, Frederickson & Co., lumber.....	36	36 60
Nov...	Jennings Bros., findings closets.....	37	42 20
Nov...	Wm. Farrell, wagon work.....	38	133 00
Nov...	H. L. Eisen & Co., under clothing.....	39	604 70
Nov...	Ball & Goodrich, groceries.....	40	425 20
Nov...	Blair & Persons, crockery.....	41	129 43
Nov...	J. E. Fisher, furniture.....	42	67 85
Nov...	Curwin, Stoddart & Bro., bedding.....	43	78 70
Nov...	F. A. Stoltze, boots and shoes.....	44	72 00
Nov...	Geo. F. Taylor, boots and shoes.....	45	146 40
Nov...	Isaac Klauber, groceries.....	46	87 78
Nov...	Chas. H. Townsend, clothing.....	47	882 95
Nov...	E. P. Allis & Co., engine and fixtures.....	48	1,595 79
Nov...	M. Tooker & Co., apples.....	49	176 50
Nov...	A. L. Jones, steam traps.....	50	375 00
Nov...	Steward, current expenses.....	51	1,000 00
Nov...	Wm. Jones, work on wood shed.....	52	75 00
Nov...	Gardner & Co., furniture.....	53	108 23

Secretary's Detailed Statement.

Date.	To whom and for what.	No.	Amount.
1877			
Nov..	Curwin, Stoddart & Co., dry goods.....	54	\$138 18
Nov..	Darwin Clark, furniture.....	55	82 00
Nov..	H. Friend & Bros., clothing.....	56	755 75
Nov..	Geo. F. Taylor, shoes.....	57	97 20
Nov..	Green & Button, liquors.....	58	96 35
Nov..	Klauber & Adler, clothing.....	59	184 51
Nov..	M. W. Lynch, harness work.....	60	165 05
Nov..	Vroman, Frank & Ramsay, hardware.....	61	108 67
Nov..	Robbins & Thornton, flour and meal.....	62	369 00
Nov..	John N. Jones, hardware.....	63	219 49
Nov..	Chas. G. Storm & Co., dry goods.....	64	74 85
Nov..	Geo. W. Huntley, groceries.....	65	121 06
Nov..	Ball & Goodrich, groceries.....	66	747 43
Nov..	Phillips, Nimick & Co., iron.....	67	83 01
Nov..	Morris, Tasker & Co., soil hoppers.....	68	83 08
Nov..	John M. Sumner, hardware.....	69	445 09
Nov..	Pay roll, November.....	70	2,463 98
Nov..	Steward, current expenses.....	71	1,000 00
Nov..	James Livesey, water closets.....	72	185 40
Nov..	Madison Woolen Mills, blankets.....	73	503 53
Nov..	M. M. Dorn, livery.....	74	6 00
Nov..	A. A. Pardee & Bro, drugs, etc.....	75	742 95
Nov..	Isaac Klauber, groceries.....	76	136 88
Nov..	Klauber & Adler, dry goods.....	77	159 35
Nov..	Klauber & Adler, dry goods.....	78	134 49
Nov..	F. A. Stoltze, boots and shoes.....	79	228 75
Nov..	W. J. & F. Ellsworth, groceries.....	80	152 80
Nov..	E. R. Squibb, drugs and medicines.....	81	79 13
Nov..	Jansen, McClurg & Co., books.....	82	187 09
Dec..	Pay roll for December.....	83	2,489 00
Dec..	Riley & Co., livery.....	84	41 50
Dec..	Robt. Caldwell, beef cattle.....	85	395 60
Dec..	Steward, current expenses.....	86	1,000 00
1878			
Jan..	Packham Bros., feed.....	87	193 03
Jan..	Moseley Bros., books and stationery.....	88	75 90
Jan..	E. P. Allis & Co., work on engine.....	89	117 61
Jan..	Mich. School Furniture Co., lumber.....	90	425 37
Jan..	Robbins and Thornton, flour.....	91	330 00
Jan..	Kellogg & Harris, flour and charcoal.....	92	96 40
Jan..	Darwin Clark, furniture.....	93	78 00
Jan..	Sorenson, Frederickson & Fish, lumber.....	94	147 01
Jan..	Hoffman, Billings & Co., brass oil drips.....	95	67 55
Jan..	Morris, Tasker & Co., bath tubs, etc.....	96	105 90
Jan..	Steward, incidentals.....	97	1,000 00
Jan..	Thomas Williamson, oats.....	98	185 57
Jan..	Robbins & Thornton, flour.....	99	210 60
Jan..	Ball & Goodrich, groceries.....	100	258 20
Jan..	John Black, whisky.....	101	99 25
Feb..	H. G. Dodge, salt, lime, cement, etc.....	102	188 15
Feb..	Smith, Roundy & Co., groceries.....	103	337 67
Feb..	Klauber & Adler, dry goods.....	104	126 77
Feb..	Vroman, Frank & Ramsey, hardware.....	105	110 08
Feb..	Pay roll for January.....	106	2,462 20
Feb..	Steward, current expenses.....	107	1,000 00

Secretary's Detailed Statement.

Date.	To whom and for what.	No.	Amount.
1878.			
Feb..	Hospital Steward, incidentals	108	\$1,000 00
Feb..	W. A. Wood, mower.....	109	75 00
Feb..	A. A. Pardee & Bro., drugs, etc	110	830 99
Feb..	Mich. School Furnishing Co., flooring.....	111	303 04
Feb..	G. W. Huntley, groceries.....	112	66 37
Feb..	J. M. Sumner, hardware.....	113	67 34
Feb..	Peter Henderson & Co., seeds and shrubs.....	114	178 43
Feb..	John N. Jones, hardware.....	115	210 79
Feb..	Robbins & Thornton, flour and feed.....	116	243 50
Mar..	Steward, current expenses	117	1,000 00
Mar..	Pay roll, February.....	118	2,472 26
Mar..	L. J. Farwell, rent of farm.....	119	300 00
Mar..	Hospital steward, incidentals.....	120	1,000 00
Mar..	Rouudy, Packham & Co., groceries	121	863 18
Mar..	Conklin & Gray, coal and cement.....	122	9,954 82
Mar..	H. L. Eisen, clothing	123	278 71
Mar..	H. Witbeck Co., lumber	124	94 65
Mar..	First National Bank, interest and exchange	125	203 91
Mar..	Pay roll for March.....	126	2,511 19
Mar..	Steward, current expenses.....	127	1,000 00
April	Steward, current expenses.....	128	1,000 00
April	Madison Gas Light & Coke Co., coke and tar.....	129	128 88
April	E. P. Allis, rubber belt, etc	130	50 63
April	Holden & Pendleton, maple flooring.....	131	330 00
April	Kellogg & Harris, butter and eggs.....	132	168 24
April	Baeder, Adamson & Co., sundries.....	133	138 89
April	Moseley Bros., books and stationery.....	134	93 46
April	Field, Leiter & Co., carpets.....	135	225 96
April	Robbins & Thornton, flour and feed.....	136	257 40
April	Ball & Goodrich, groceries.....	137	203 94
April	George F. Taylor, boots and shoes	138	580 50
April	F. A. Stoltze, boots and shoes.....	139	116 95
April	Klauber & Adler, dry goods.....	140	128 03
April	A. H. Van Norstrand, posts, etc.....	141	330 00
April	Steward, current expenses.....	142	1,000 00
April	A. Proudfit, services.....	143	184 75
April	John A. Johnson, services	144	10 00
April	Levi Alden, salary	145	100 00
April	Steward, current expenses.....	146	1,000 00
April	H. N. Davis, 20 cows.....	147	856 00
April	F. A. Brewer, 7 cows.....	148	275 00
April	Jennings Bros., rubber goods.....	149	62 50
April	Menomonee River Lumber Company, lumber.....	150	1,565 57
April	A. A. Pardee & Bro., drugs	151	1,005 90
April	Robbins & Thornton, flour and meal.....	152	267 30
April	Crane Bros. Manufacturing Company, fixtures.....	153	204 34
April	Hatch, Holbrook & Co., maple lumber.....	154	210 24
April	Menomonee River Lumber Co., lumber.....	155	174 15
April	T. S. & A. J. Kirkwood, lathes, etc.....	156	117 81
April	Klauber & Adler, dry goods.....	157	131 86
April	John M. Sumner, hardware, etc.....	158	193 33
April	George W. Huntley, groceries	159	59 25
April	Jansen, McClurg & Co., books, etc.....	160	329 07
April	Steward, current expenses.....	161	1,000 00
April	Pay roll for April.....	162	2,483 70

Secretary's Detailed Statement.

Date.	To whom and for what.	No.	Amount.
1878.			
April	Sharp & Smith, surgical instruments.....	163	\$208 44
April	Steward, current expenses.....	164	1,000 00
April	Wm. Woodward, beef cattle.....	165	378 56
April	Crane Bros., galvanized pipe.....	166	207 26
April	Bristol & Foley, nozzles and corks.....	167	154 00
April	Dunning & Sumner, medicines.....	168	57 16
April	Hannah, Lay & Co., maple lumber.....	169	264 35
April	Blair & Persons, crockery, etc.....	170	289 65
April	Roundy, Peckham & Co., groceries.....	171	632 29
April	Slater & Ball, castings for beds.....	172	66 35
April	Ball & Goodrich, groceries.....	173	172 13
April	John N. Jones, hardware.....	174	277 72
April	H. G. Dodge, coal, lime and salt.....	175	124 98
April	John H. Clark, paints, glass, etc.....	176	62 60
April	Robbins & Thornton, flour and feed.....	177	293 75
April	Klauber & Adler, dry goods.....	178	85 09
May.	Pay roll for May.....	179	2,667 23
May.	Steward, current expenses.....	180	1,000 00
May.	Dennis, Long & Co., iron pipe.....	181	1,024 22
May.	Darwin Clark, furniture.....	182	61 79
May.	Wm. Woodard, beef.....	183	339 20
May.	Steward, current expenses.....	184	1,000 00
June.	C. H. Townsend, rubber blankets.....	185	71 52
June.	Klauber & Adler, dry goods.....	186	92 12
June.	Vroman & Frank, hardware.....	187	82 88
June.	A. A. Pardee & Bro., drugs, medicines, paints.....	188	584 13
June.	Singer & Talcott, stone for bath rooms.....	180	398 81
June.	J. M. Sumner, hardware.....	190	90 90
June.	Menomonee Lumber Co., lumber.....	191	158 27
June.	Tobey Furniture Co., chairs.....	192	118 00
June.	H. Friend & Bro., clothing.....	193	324 13
June.	H. L. Eisen & Co., clothing.....	194	638 60
June.	Crane Bros. Manufacturing Co., valves, etc.....	195	147 17
June.	E. W. Blatchford & Co., pig lead.....	196	100 16
June.	Gardner & Co. veneered furniture.....	197	513 57
June.	Green & Button, whisky.....	198	209 90
June.	Robbins & Thornton, flour.....	199	144 75
June.	Robbins & Baltzell, flour and feed.....	200	143 00
June.	Steward, current expenses.....	201	1,000 00
June.	Pay roll for June.....	202	2,776 41
June.	Dudley & Zehnter, dry goods.....	203	108 23
June.	Wm Woodard, beef.....	204	397 76
June.	Roundy, Peckham & Co., groceries.....	205	184 52
June.	Ball & Goodrich, groceries.....	206	718 37
June.	Green, Button & Co., old bourbon.....	207	86 30
June.	Menomonee River Lumber Co., lumber.....	208	202 87
June.	Edward R. Squibb, medicines.....	209	58 31
June.	James Clayton, fire pump.....	210	56 00
June.	Geo. W. Huntley, groceries.....	211	60 02
June.	Dunning & Sumner, drugs and groceries.....	212	83 86
June.	F. A. Stoltze, shoes.....	213	97 55
June.	Isaac Klauber, groceries.....	214	46 96
June.	Robbins & Baltzell, flour.....	215	193 50
June.	Klauber & Adler, dry goods.....	216	180 18
Aug..	Steward, current expenses.....	217	1,000 00

Secretary's Detailed Statement.

Date.	To whom and for what.	No.	Amount.
1878.			
Aug.	Pay roll for July	218	\$2,815 64
Aug.	Wm. Woodard, beef	219	419 85
Aug.	Steward, current expenses	220	1,000 00
Sept..	Pay roll for August	221	2,756 92
Sept..	Clarence Shepard & Co., blacksmith tools	222	195 84
Sept..	Wm. Woodard, beef	223	348 31
Sept.	Pay roll for September	224	2,887 53
			<u>\$114,443 92</u>

Report of the Executive Committee.

REPORT OF THE EXECUTIVE COMMITTEE.

To the Board of Trustees of the Wisconsin State Hospital for the Insane;

Your Executive Committee, take pleasure in reporting to the Board that the past Hospital year, has been one of general prosperity. The management of the Institution has been highly satisfactory to the Committee; and the results must meet the just expectations of the people of the State.

The Committee has taken general oversight of the affairs of the Institution, and would bring to the notice of the Board briefly, the various improvements that have been made during the fiscal year just closed.

Several special appropriations were made by the last Legislature and they have been expended for the purposes designated, and in a manner that will prove highly advantageous to the successful running of the Hospital.

The new coal gas works have been constructed, and are now in successful operation. The construction seems to have been well done, and the works are ample for the uses of the Hospital. A better light will be furnished, and it is hoped at a smaller cost than has heretofore been paid for a much inferior article.

The extension of the water pipes into the lake 1,350 feet, to a point where the water is twenty-six feet deep, has been completed. This extension cannot fail to reach the purest water, and hereafter the difficulty resulting from a want of an adequate supply, will be entirely removed. This is not only a matter of vast importance in

Report of the Executive Committee.

securing comforts about the hospital, but, also, in protecting the buildings in case of fire. The hose and other apparatus, having in view this protection, have been properly arranged, and are now in excellent condition.

The additional cows for which an appropriation was made, have been purchased, with much care; and the results from the increased number of cows, has fully met the expectations of the board.

The addition to the stock, necessitated additional barn room; and a large new barn has been erected, with a capacity to accommodate 108 cattle; eight horses, with all the carriages and wagons necessary; 200 tons of hay; 1,000 bushels of grain; 8,000 bushels of roots, etc., etc. No better barn can be found in the state. There is now barn room on the premises, to contain all the hay necessary to feed the stock.

The modification of the water-closets is not wholly completed; but the work done shows that when the whole is finished, it will be found a vast improvement. It will require a small extra appropriation to pay the expenses of this work. It was very difficult to make an estimate of what would be its cost, as it involved tearing away walls that were so covered as not to expose all the labor required. It is now estimated that eight hundred dollars will be sufficient to complete the work and put these closets in excellent condition.

The new roofing and new floors have been provided, and the expense has been kept within the amount appropriated.

The estimate for special appropriations for the year, have been examined by your committee, with care, and all of them seem necessary for the well being of the Institution, and the appropriations asked for are urged upon the legislature; and it is hoped they will be made. The improvements sought to be made will not only add greatly to the comfort and convenience of the Hospital, but they will also prove economical as well.

In making changes in any of the machinery or apparatus, it is highly essential that the best of modern improvements be brought into use in the Hospital.

The Board and the people of the State are to be congratulated

Report of the Executive Committee.

upon the excellent condition of all matters pertaining to the State Hospital for the Insane.

Respectfully submitted,

DAVID ATWOOD,
ANDREW PROUDFIT,

Executive Committee.

MADISON, *Sept.* 30, 1878.

Report of Building Committee.

REPORT OF BUILDING COMMITTEE.

To the Trustees of the Wisconsin State Hospital for the Insane:

Since your last annual meeting, a large amount of building and repairing has been going on, and all that has been commenced is very nearly completed. The new coal gas works have been completed in a satisfactory manner, and for much less than the appropriation. They are supplied with everything necessary, including a station meter. The gas is of a superior quality, and will undoubtedly prove to be cheaper and safer than the light we have been using, as well as much more reliable. The material for the new floors is on hand, and has been seasoning for a long time. This work will be completed in November. The work on the water closets has progressed steadily through the season, but there remains quite an amount of work yet to be done on them before they will be completed. The expense of this work was under-estimated. We did not properly estimate for the taking down of the old work and for the inconvenient and pent-up manner of putting in the new work. We had to handle the heavy Joliet stone used at a disadvantage. An additional appropriation will have to be asked for to complete this work. The work of roofing the wings is well under way. The shingles are all on hand, and soaked in oil, ready for use, and will all be in the work complete within a very short time. The barn and stables are very nearly finished, and are well adapted to the purposes for which they were constructed. They are built of good material, and in a substantial and thorough manner.

Respectfully submitted,

ANDREW PROUDFIT.

JOHN A. JOHNSON.

MADISON, October 1, 1878.

Report of the Visiting Committee.

REPORT OF THE VISITING COMMITTEE.

To the Board of Trustees of the Wisconsin State Hospital for the Insane:

GENTLEMEN: In the report of your visiting committee, bearing date January 19, 1876, your attention respectfully called to the defective manner of heating the lower male wards and extreme transverse wing. Again, under date of April 23, 1878, your committee report as follows: "In the extreme wings of the Hospital there seems to be some derangement or lack of heating flues, which demands attention."

Your committee regret to report that there still exists a great deficiency of the heating arrangement of the wings.

We feel that we cannot too urgently call your attention to the necessity of more adequate heating apparatus for these extreme sections of the Hospital. If the incoming season should prove as severe as the average of our winters have, it will be almost impossible, in our crowded condition, to prevent suffering among the patients. Your superintendent fully realizes this necessity — has been long endeavoring to devise some practical, economical plan of relief, and I have no doubt will earnestly solicit your prompt cooperation. In connection with this matter of heating: Would it not be economy to provide storm sash for those windows in the more exposed parts of the building not already protected?

Your committee are advised that the pumping engine has been in continued use since 1868. Such constant service must have impaired its efficiency and rendered it liable to frequent repairs. With an abundant supply of water, we cannot afford for a single hour to be deprived of its use, and thereby placed in a position that would render our fire protection unavailable.

Report of the Visiting Committee.

During the past six months the Hospital has continued crowded with patients. We have, however, universally found the wards and dormitories in a fine condition, and the routine of Hospital life moving on with wonderful method and freedom from friction. To the intelligent and well disciplined corps of attendants is due very much of this success. We hope the board will not fail to sustain the superintendent in his practical efforts to secure and retain only the best and most available assistants.

The various improvements commenced last spring are rapidly approaching completion. The stock barn is ready for occupation. The gas works are finished, and provide a safe and abundant light.

We witnessed, August 20th, the successful carrying out and depositing upon the bed of the lake the last 1,400 feet of the water supply pipe.

The monthly visits of your committee have been regularly made, and every facility courteously extended for a thorough inspection of Hospital affairs. Respectfully, LYMAN J. BARROWS.

MADISON, Wis., Oct. 15, 1878.

Report of Auditing Committee.

REPORT OF AUDITING COMMITTEE.

To the Trustees of the Wisconsin State Hospital for the Insane:

The auditing committee have made a careful examination of the vouchers and books of the secretary and treasurer, and have found all the accounts for the current year correct.

We have also examined the purchases of the hospital steward, and the bills and vouchers for the same, and find the prices paid reasonable and satisfactory. The books kept by the steward have been examined by your committee and we take pleasure in saying they are kept in a correct and satisfactory manner.

Respectfully, etc.,

H. N. DAVIS,
ANDREW PROUDFIT.

SIXTH
ANNUAL REPORT
OF THE
NORTHERN HOSPITAL FOR THE INSANE
OF THE
STATE OF WISCONSIN,
FOR THE
FISCAL YEAR ENDING SEPTEMBER 30, 1878.

MADISON, WIS.:
DAVID ATWOOD, PRINTER AND STEREOTYPER.
1878.

TRUSTEES AND OFFICERS.

BOARD OF TRUSTEES.

THOS. D. GRIMMER, - OSHKOSH, - Term expires November, 1878.
D. W. MAXON, - CEDAR CREEK, - Term expires November, 1879.
PETER RUPP, - - FOND DU LAC, - Term expires November, 1880.
W. P. ROUNDS, - - MENASHA, - - Term expires November, 1881.
N. A. GRAY, M. D., - MILWAUKEE, - - Term expires November, 1882.

OFFICERS OF THE BOARD:

PRESIDENT:

D. W. MAXON.

SECRETARY:

N. A. GRAY, M. D.

TREASURER:

THOMAS D. GRIMMER.

RESIDENT OFFICERS.

WALTER KEMPSTER, M. D.:

Medical Superintendent.

WM. H. HANCKER, M. D., *First Assistant Physician.*

JOHN W. GOE, M. D., *Second Assistant Physician.*

JOHN R. THOMSON, M. D., *Third Assistant Physician.*

JOSEPH BUTLER, *Steward.*

MRS. L. A. BUTLER, *Matron.*

ANNUAL REPORT

OF THE

NORTHERN HOSPITAL FOR THE INSANE.

OFFICE OF TRUSTEES,
Northern Hospital for the Insane,
 OSHKOSH, WIS., October 16, 1878.

His Excellency, WILLIAM E. SMITH,
Governor of Wisconsin:

SIR:— In compliance with chapter 176 of the laws of 1872, the trustees of the Northern Hospital for the Insane have the honor to present their sixth annual report.

Since the last annual report there has been no change in the resident officers of the hospital.

A brief statement of the results accomplished with the means used during the year just ended will show whether or not the hospital has been well managed:

The number of patients under treatment on the thirtieth day of September, 1877, was	537
Admitted during the year.....	190
Total.....	727
Average under treatment daily.....	542
There have been discharged	
recovered.....	55
improved.....	38
unimproved.....	37
not insane.....	1
died.....	37
Total discharged.....	168
Remaining under treatment, Sept. 30, 1878.....	559

Trustees' Report.

In compliance with law, the wards of the hospital have been carefully inspected each month by competent physicians in company with one of the trustees. Reports of these visits are herewith transmitted. They were made by eminent physicians from different parts of the state, and they give information relative to the condition of the hospital, the care and treatment of the patients by the officers and attendants, besides showing the necessity for more room to meet the constant pressure for the admission of patients, all of which is indorsed by the board of trustees. The large number of patients discharged cured, the small number of deaths, the freedom from epidemic or accident during the year, afford evidence of a well constructed hospital, under a wise and careful management.

Since the opening of the hospital on the 21st day of April, 1873, there has been a constant pressure for the admission of patients. The want of more room for the care of the insane has uniformly been made a prominent feature of the annual reports of this institution. In the last annual report it was estimated that nearly 400 insane were without suitable accommodations, most of whom were confined in poor houses and county jails. To provide for these insane a plan and estimate was submitted to construct four wings adjoining this hospital, at a cost not exceeding \$190,000, which would give sufficient room for all such insane in the state. Believing this to be the best, most economical and speedy plan for providing homes for all of this unfortunate class, it is again submitted for your consideration.

The appropriation for subsistence and improvements this year has been found ample. There will be no deficiency on the first of March, 1879, but on the contrary, there will be a surplus of \$237.00 on that date.

The improvements for which appropriations were made are nearly completed. Instead of repairing the old gas works, new works have been commenced and nearly finished.

Rooms have been constructed adjoining the south side of the connecting corridor with a capacity sufficient to accommodate twenty employes, besides furnishing more room for storage. A new barn has been built. Sixty acres of land cleared, and a large amount of grad-

Trustees' Report.

ing done in front of the hospital building. A large portion of this work was done by the ordinary employes of the hospital.

The products of the farm and garden are good, and, with the exception of potatoes, will exceed that of any former year. Our barns and root cellars are full, and it will be necessary to ask for an appropriation to increase their capacity.

The farm is rapidly becoming an important factor in furnishing supplies for the hospital. More land is needed, especially for pasturage, and an appropriation is respectfully asked for that purpose.

The fuel used for the institution forms a large item of current expense account. It consists chiefly of coal, delivered in the coal house by cars. There is no adequate means for weighing it at the time of delivery. We therefore ask for an appropriation to purchase a scale of a capacity to weigh by car-load.

An appropriation is also asked to increase the capacity of the laundry, and also for clearing twenty acres of land, and improving the grounds in front of the hospital.

With special appropriations made for the purposes above enumerated, we hope to reduce the *per capita* cost of maintenance to \$4.25 per week.

The annual reports of the secretary and treasurer, showing the financial condition of the hospital, and the reports of committees are herewith transmitted.

There is a balance on hand, and in the state treasury, October 1, 1878.....	\$66,451 28
Of this sum there will be required for the support of 550 patients for 21 4-7 weeks, @ \$4.50 per week.....	55,389 28
To pay off indebtedness; to pay for work under contract, and to carry out the purposes for which special appropriations were made.....	12,825 00
Which will leave a balance on hand, March 1, 1879.....	237 00
There will be required for the support of 550 patients for one year, @ \$4.25 per week.....	\$121,884 00
Balance on hand from this year.....	\$237 00
Due from counties.....	47,389 40
To be received from the steward.....	2,000 00
Appropriation required for current expenses.....	72,257 60
Total.....	<u>\$121,884 00</u>

Trustees' Report.

The following is an estimate for current expenses and appropriations needed for the year commencing March 1, 1879:

For current expenses.....	\$72,257 60
For building barn and root cellar.....	1,800 00
For the purchase of land.....	6,000 00
For purchasing and putting in weigh scales.....	1,500 00
For clearing land and improving grounds in front of hospital..	1,500 00
For enlarging laundry.....	2,000 00
Total appropriation required.....	<u>\$85,057 60</u>

Accompanying this report are the reports of the medical superintendent, steward and matron, giving detailed accounts of all moneys received and disbursed by them.

The report of the medical superintendent, Dr. Walter Kempster, is full of instruction. It speaks for itself. He needs no eulogy from the board of trustees, for his success as superintendent is demonstrated by the high rank this hospital holds among other similar institutions. Reports of his scientific investigations instituted in the laboratory of this hospital are not confined to the limits of this country. They have been made the subject of discussion by the International Medical Congress, and their utility conceded by men holding the highest rank in the medical profession.

We cheerfully testify to the valuable services of Doctors W. H. Hancker, John W. Goe and J. R. Thomson, assistant physicians.

The reports of the steward, Mr. Joseph Butler, and matron, Mrs. Butler, show that the work in their respective departments has been well done.

In conclusion, permit us to say, that the doors and books of the hospital are at all times open to inspection by the constituted authority, and we cordially invite an examination of its affairs and its management.

Respectfully submitted in behalf of the Board of Trustees,

D. W. MAXON,

President.

N. A. GRAY,

Secretary.

Superintendent's Report.

SUPERINTENDENT'S REPORT.

To the Board of Trustees of the Northern Hospital for the Insane.

GENTLEMEN:—In accordance with the law organizing the hospital, I have the honor herewith to present the sixth annual report. The movement of the population has been as follows:

	M.	F.	Total
Remaining under treatment Sept. 30th, 1877.....	266	271	537
Admitted during the year.....	96	94	190
Total number under treatment.....	362	365	727
Average number under treatment daily.....			543
Discharged recovered.....	29	26	55
Discharged improved.....	11	24	35
Discharged unimproved.....	23	14	37
Discharged sober*.....	2	1	3
Discharged not insane.....	1		1
Died.....	16	21	37
	82	86	168
Remaining under treatment Sept. 30th, 1878.....	280	279	559

*These were cases of mania a potu—their violence being mistaken for insanity.

Once more it affords me pleasure to state that no serious accident of any kind has befallen a member of the household during the year, and that the healthy condition heretofore reported has continued. There has been no epidemic of any kind, and cases of acute disease have been rare and of a mild type.

Superintendent's Report.

Of the one hundred and ninety admissions, thirty were cases of acute mania, and forty-one were cases of melancholia ; all the rest have forms of insanity which are more or less of a chronic type, and about whose recovery there are grave doubts, which indeed is true of those who have melancholia, a form of disease more liable to become chronic and less amenable to treatment than those denominated acute mania.

Seventeen of the one hundred and ninety were second admissions ; of these seventeen, ten had been removed by friends in accordance with law, before they had recovered, upon the presumption that they could be properly cared for at home, but relapsing into violent states, were returned. Seven were cases of second attacks. The others were all admitted for the first time.

The change mentioned in the last report, removing a quiet chronic case to make room for a violent chronic case, has continued, and the demand for room has been as great as before.

We are constantly requested and petitioned to re-admit chronic cases, ordered away to make room for the more acute, and many cases about whose chronicity there were no reasonable doubts, we have been obliged to refuse admittance, because of the crowded state of the hospital.

The highest number in the hospital at one time, was September 24th, when there were five hundred and sixty. The lowest number, January 3d, when there were five hundred and twenty-four.

I would again respectfully call attention to the fact, that more room is needed for the care of the insane of the state, many of whom are in a most deplorable condition in the several jails and poor-houses.

There were fifty-five discharged recovered, twenty-nine men and twenty-six women, of these, two men had been in the institution previously, and were discharged recovered, this being the second attack.

Reference to the appropriate table (No. 17) in the appendix, shows that of those discharged recovered, twenty had been insane but one month, and nine but three months previous to admission, the balance had been insane for periods of time ranging from six

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months to eleven years. Facts of this character are far more potent than any argument for the necessity of early treatment; the table referred to shows a rapid diminution in the number of recoveries, in those insane over six months. Of those admitted, only seventy-four had been insane for six months or under; the balance, one hundred and sixteen, had been insane for periods of time ranging from six months to forty years.

Of the one hundred and ninety admissions, twenty-two had attempted suicide; two had attempted suicide and homicide, ten had attempted homicide; two had attempted homicide and threatened suicide; altogether sixty-two, twenty-nine men and thirty-three women had attempted or threatened homicide or suicide; of these, nineteen had inherited a predisposition to insanity, or insanity was traced in some branch of the family, and twenty nine inherited some form of disease independent of insanity. Last year, there were fifty out of a total of two hundred and one admissions, who had exhibited violent characteristics prior to admission, twelve less than this year, showing a larger percentage of violent cases this year than there was last. There were fifty-seven out of the one hundred and ninety admissions who inherited insanity, or had insane relatives; last year, the proportion was thirty-eight in two hundred and one, and there were sixty-six of the one hundred and ninety admitted this year who inherited forms of disease independent of insanity, of a character indicating family deterioration.

These tables displaying hereditary predisposition of one form or the other, I regard as important, indicating as they do, not only that the disease is hereditary, but also that deterioration is active in other directions, in collateral branches. In the straight line of descent there were ten who had an insane mother, nine an insane father, and three an insane father and mother; the appropriate table shows also, that several had insane grand parents, uncles, aunts and other collateral branches more or less remote.

Another fact is apparent, which is, that a large percentage of those admitted, inherited directly or through collateral branches, bodily deterioration of different kinds principally consumption or some other form of scrofulous degeneration; more than thir-

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ty-four per cent of the admissions for the year, showed a family inheritance of some form of disease independent of insanity; taking both insanity and disease of some other kind given in the tables, we find this year that there are eighty-three who show deterioration of some kind, being more than forty-three per cent. of the whole number admitted. Table eleven gives the form of disease inherited, the majority being consumption. If it is a fair assumption that where the two forms of disease are combined, deterioration must be more rapid, and the final break down more certain, hereditary influences cannot be ignored; nor is it well to shut our eyes to the fact that this predisposition plays a very important part in the downfall of mankind. The facts should be published, and efforts made to guard against the evil consequences of extending disease by marriage with those who are similarly affected. Statistics seem to indicate that the mother exerts more influence for good or for evil in this direction than the father, that is, the mother is more apt to transmit her physical infirmity to the child than the father is, also, that where the father and mother inherit mental disease, the offspring are almost certain to become insane, sooner or later; not only is this true of insanity, it is also true of other forms of disease; and further, where the vice of intemperance exists in both parents, even if only to a moderate degree, some form of mental deterioration is very liable to befall the children.

Dr. Howe found, that out of three hundred idiot children, one hundred and forty-five were the offspring of intemperate parents, and this is only the maximum of the evil; the minor defects eventuating more remotely in "weak minds," and the thousand other ills springing from like causes ranging all the way from irritability and eccentricity to confirmed insanity, are not apparent, but doubtless they do exist and are the direct results of such cause.

Taking into consideration the poverty, distress, grief, anxiety and other evils growing out of the habit of intoxication, not only so far as it affects the individual, but also as it affects his family and children, and which from the nature of the facts cannot be gathered up in any statistical method employed, it is no unfair presumption to assume that the evils springing from the intemperate

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use of intoxicants are the cause of more insanity than any other one thing. Twenty-six of the admissions of the year were acknowledged to be excessive drinkers, and their insanity was more or less directly connected with the habit.

Table (No. 18) shows the cause of death in those who died during the year. Fourteen died of consumption, six died of epilepsy, four of general paresis, two of cancer of the stomach, two of apoplexy, four of effusion within the skull, and one each of abscess, aneurism, hemorrhage from lungs, atrophy of brain, and one from the gradual enfeeblement of all the powers, resulting from old age. The percentage of deaths on the whole number under treatment for the year, was a fraction over five per cent; on the daily average under treatment, a fraction over six per cent., a lower average than those usually reported in similar institutions of the same size. The average mortality is about nine per cent. in this country, while in the English asylums, the average mortality as given in the Blue Book for 1876 — the last at hand — on the daily average number resident for the last eighteen years, has been a fraction above ten per cent, and on the whole number treated a fraction over seven per cent.

Thirty-eight per cent. of the number of deaths were from consumption, and not one of the whole number died of an acute form of disease. The high health rate is note-worthy and is evidence of the healthfulness of the locality.

During the summer, it has been no unusual occurrence to find most of the wards entirely empty during the greater part of the day, the patients being in the grove about the building, or on the lake shore. There has been a great deal written and said recently about the larger liberty enjoyed by patients in English asylums, as compared with the American; that they were permitted more out of door exercise, etc., etc. During the summer months, our custom has been from the first, to have all patients who are physically able to leave their respective wards, out of doors by 8:30 A. M., and not a few take short walks before breakfast; they return to the house for dinner at 12 M; out again by 1:30 to remain for the afternoon, some going out again for a walk after tea. What

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are known as airing courts (inclosures with high board fences around them) are unknown here, we have never had them.

Those who are able and willing to assist in any of the departments, farm, garden, kitchen, laundry, etc., are permitted to do so, care being taken that only a limited amount of work is permitted.

There are, on an average, more than sixty male patients who come in and go out as they choose, without being accompanied by attendants, and as many more who are permitted to go in and out a part of each day without attendants accompanying them. The grounds about the institution, especially along the lake shore, are admirably adapted for purposes of recreation, and the advantages thus enjoyed by the patients are fully appreciated. Nearly all summer long, the woods on the premises are filled with wild flowers, and the wards, dining room tables, and sick rooms contain ample evidences of floral beauties, gathered by our patients in their daily rambles. Much taste is often displayed in the decoration of the walls with the autumn leaves, variegated grasses and ferns, abounding hereabout, furnishing tasteful and agreeable employment for many hands that would otherwise be idle, perhaps destructive. In the autumn and winter months, the humble structures, which have been dignified with the name of green houses, have afforded great enjoyment to a majority of the household. The most disturbed among them enjoy a visit to the "greenhouse," and rarely have they even touched a flower. One of the structures furnishes lettuce, etc., in the winter for those who are unable to leave their beds, and the daily visit of the gardener with the relishes supplied and a flowering plant for a sick room, are hailed with delight by many who hardly express an emotion at any other time. All these things, though they may be considered trifles, add vastly to the comfort of the sick and distressed, many of whom are first attracted from gloomy impressions or disjointed thoughts by some such trifle, and they are certainly great aids in making the rooms and wards attractive and cheerful; it will be my endeavor, should it meet your approval, to extend the advantages already enjoyed in this direction as rapidly as we can do so.

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FINANCIAL STATEMENT.

The steward's books and report indicate the financial condition of the hospital, the balance is sufficient to carry the institution through the year without deficiency of any kind and with no unpaid bills to carry over. A certain sum, about twelve thousand dollars, now on hand will be required to pay the persons who have supplied material for gas works and other improvements, after their contracts shall have been completed; this will leave nearly three hundred dollars to the credit of the hospital on the last day of the financial year, unforeseen circumstances excepted.

The hospital is rapidly securing all those appliances, which are essential to its greatest usefulness, and these have been provided largely from a surplus, saved from the current expense fund, appropriated for the running expenses of the hospital. There are other articles yet to be provided which may be added from time to time.

After a careful computation of the actual cost of running the institution, providing everything essential to the welfare and comfort of the patients and keeping up the repairs of the house in all respects, so that it may not deteriorate from year to year, I think we may safely lower the estimates heretofore made for *per capita* cost from \$4.50 per week to \$4.25 per week, making a difference in the total amount required of more than \$7,000 per annum. This I think may be safely done without incurring a risk of deficiency at the end of the year; providing the price of provisions, labor, etc., remain about the same as they are at present. If however there should be a material rise in either or both, it might result in our balance being on the wrong side of the ledger at the end of the ensuing year; a result I should regret exceedingly, as it would be the first time in the history of the institution. This amount would be for all purposes except permanent improvements, many of which have been hitherto made from the current expense fund without special appropriation. Just here it occurs to me to call attention to a fact which is not generally understood by those who have not had occasion to look up statistics for themselves. I allude to the different methods employed of computing cost of maintenance in

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different places. In the New York state institutions, some of which present a very low maintenance account, the method of computing cost of maintenance differs from ours; thus, the cost of clothing, salaries of officers, and cost of repairs, both for material and labor are not added to what is called the maintenance account.

The cost of clothing is charged directly to the several counties and is paid from the county directly into the treasury of the hospital, in addition to the cost of maintenance. The salaries of officers and cost of repairs, both material and labor are appropriated directly from the state treasury for such purposes, all of these items being deducted from the cost of maintenance. To compare therefore the cost of maintenance of our state hospitals with those of New York, the amounts for salaries, clothing, repairs, furniture, etc., must be deducted from the gross amount, together with all special appropriations, which will make a material difference in the figures, the result being in no way disadvantageous to the hospitals of Wisconsin. A computation prepared from the reports of thirty-six institutions in different parts of the United States, some being in the far south and including all the western states, shows that the average weekly *per capita* cost for the year 1877, was \$5.88 which is \$1.63 per week more than we ask for, to maintain this hospital for the ensuing year. Taking from the list those institutions in the far south where the item of fuel is but small, the difference would be still greater; but the reports were taken just as they came to hand.

In the report of the steward of the amount of money expended during the year, there are some special appropriations included, which were made by the legislature of 1877 for engine, boiler, heating apparatus, etc., which were not paid until within the present financial year, because the work contracted for had not been completed by the contractors and the money was not paid until the work was done.

The permanent improvements this year have been quite extensive. The work of properly grading and draining the grounds about the hospital which has required so much time and labor to perfect, begins to be apparent in the improved appearance of drives and lawns in the immediate front of the building. Considerable

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labor has been expended in subduing the ground, grubbing out stumps and stones, clearing undergrowth, transplanting shade and ornamental trees, leveling and preparing the ground for future beauty and utility.

The system of surface and underground drainage adopted now permits the escape of all the surface water which hitherto was not easily removed, owing to the conformation of the surface and the nature of the subsoil. The slope of the ground being towards the lake and a fall of more than sixteen feet between the building and the lake, gives ample opportunity to dispose of the water. The past year we have devoted much time and labor to draining the farm and garden.

We have cleared up nearly twenty acres of the timber land consisting mostly of small trees that were neither useful nor ornamental, adding that much more to our cleared land which is not yet sufficient for all purposes. We have now in the neighborhood of one hundred and fifty acres of land cleared of timber, but not of stumps.

The barn room, being insufficient to store our crops and properly shelter our stock, has been added to by the erection of a barn one hundred and eight feet long, forty feet wide and eighteen feet high; this building is now filled to its utmost capacity and yet we lack room for some of our farm produce. It will be necessary² in order to properly provide for all, to add more room as soon as it can consistently be done.

The vegetable cellar is found inadequate to store all our garden produce in, and I fear that part of our crop will suffer because of insufficient room in which to store it.

The sleeping accommodations for employees having always been insufficient, new rooms have been constructed along the south side of the connecting corridor by simply building one wall, extending from the center to the rear buildings and inserting cross walls at proper distances to make rooms, this gives us fourteen more rooms by simply building one outside wall and the cross walls, and will materially relieve the great crowding to which many of the employees have been subjected. It also gives us additional storage room in the basement for flour, groceries, etc., being a material improve-

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ment, at the very moderate cost of \$2,500. Last year the legislature made an appropriation of fifteen hundred dollars to enlarge our gas holder, which has been too small for the institution; not only has the holder been too small but in the winter season the whole apparatus is inadequate to give us a sufficient quantity of gas. In consequence of this deficiency, new gas works have been constructed with a capacity of six times the present. The brick building is already constructed, the tank dug and walled, and the holder nearly completed. Within three weeks the entire works will be ready for the manufacture of gas, and when completed we shall be free from the annoyance hitherto experienced, such as want of light, impure gas, etc., resulting from an attempt to compel the small works to manufacture twice the quantity of gas they had the capacity to do. While the undertaking has been a considerable one and the cost far in excess of the appropriation for the enlarged holder, it will not be necessary to ask for any money to pay for the same, as our finances are in condition to bear the increased outlay without incurring a deficiency.

The heating apparatus which you directed to be placed under the center building, so as to correspond to the north and south wings is now completed, and we have the same system under the entire institution. The every day use of the apparatus bears out every statement made for it, and its efficiency and economy are self evident.

The light pressure of steam required to run the engine and warm the building made it necessary to readjust our pump, so that it could be run with the same low steam pressure; this has all been done in our own shops, except the castings, which were procured elsewhere, and boring out the cylinder, which required a larger lathe than we possess. The pump is now completed far enough to admit a test, and it is found to work properly.

An appropriation was made by the last legislature for putting in a water supply pipe for fire purposes through the north wing; this has been done, and we now have facilities for turning on two streams of water in all wards except numbers thirteen and fourteen, and they have each, one hose connection and supply pipe. We re-

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quire some more hose to make our complement complete, and we shall then be as well prepared as possible with internal protection against fire.

The extremely warm weather of the past summer demonstrated that our meat room was not proof against such continued heat; consequently, it became necessary to prepare a room arranged purposely to preserve fresh meat, butter, etc., and this was done. The cold room is now in successful operation.

I desire to call your attention to the necessity that exists for a change in our washroom and laundry, during the past summer, the heat in our ironing rooms has been unendurable and a change is an imperative necessity, both for the welfare of patients who do some work there, and the women employed. The room is altogether too small for the number who work in it. The suggestion that I would respectfully offer for your consideration is, that the room be extended toward the north a distance of thirty feet, maintaining the present width; this could be done at an expense of \$2,000. The importance of the matter compels me to urge this upon you, and I trust that it may receive your serious consideration, and that you may consider it expedient to ask for the necessary appropriation to make the change.

In order to carry on the work of clearing up the the farm land and making other improvements about the premises, a small appropriation will be necessary, also to enlarge the horse stable which is too small for present purposes.

FARM AND GARDEN.

The steward's tables of farm and garden produce show gratifying results. An abundance of fresh vegetables throughout the year contributes in no small degree to the health of the household, and is an important element in maintaining a good hygienic condition.

There is not yet sufficient cleared land connected with the institution, and it will be necessary to remove some more of the smaller timber; this is a slow process however, and does not admit of an immediate attainment of the best results. Sixty to eighty acres more of clear land would be of immense advantage to the hospital, and

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would enable us to obtain results which we can not hope to reach for some years by the present method, and every stick of timber now removed takes from the hospital grounds a part of the beauty which cannot easily be restored. A small part of the timber, from ten to twenty acres, may without detriment be cleared off, but beyond that it would despoil a lasting beauty to remove the grove along the lake shore. We have only about eighty acres of clear land free from stumps; all the rest is covered thickly with large hard wood stumps, which are not only unsightly and prevent good tillage, but are dangerous barriers in the way of seeders, mowers, reapers, and the like, lending no charm to agricultural pursuits, and adding yearly to the cost of farming by breakage of implements.

The garden is now nearly free from stumps, and underdraining has been carried out as far as our means would permit.

There are about twenty acres in the garden, and the yield therefrom has been highly satisfactory as the appropriate table will show.

Work in the Laboratory has been carried on as opportunity offered during the year. Its results are such as to stimulate further investigation into the causation of the disease. Although recent research has done a great deal towards explaining some of the lesions found in the disease, there is yet a wide field for scientific investigation in this department of medical science.

There has been no change in the staff of officers since the last report.

The attention of the staff to the several duties assigned, and the interest manifested in the welfare of the institution merits and I have no doubt will receive your commendation. It affords me pleasure to thus recommend them to your continued confidence and support.

There have been some changes in the corps of attendants, and this must be expected every year. In the main, our attendants have been cheerful, willing and prompt in their really arduous positions oftentimes rendered extremely disagreeable from the nature of the duties they are called upon to perform. Promptitude, tact and an even temper are necessary qualities in those called upon to administer to the wants of the insane; they are qualities not always found

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in the same person, but I take pleasure in saying in behalf of our employees that their conduct has been such as to deserve that measure of praise due to those who have tried to do well. As a whole, our attendants have done well, and I hereby express my grateful acknowledgments to them for their efforts which have been fully appreciated. Some of course have failed, but the instances are few, which is the more gratifying.

We are still under obligations to the proprietors of the following papers for favors, and in behalf of the household, we tender thanks for their continued kindness.

Green Bay Advocate.
 State Gazette (Green Bay).
 Oshkosh Times.
 Oshkosh Weekly Northwestern.
 Oshkosh Wisconsin Telegraph (German).
 Appleton Post.
 Appleton Crescent.
 Fond du Lac Saturday Reporter.
 Fond du Lac Commonwealth.
 Ripon Commonwealth.
 Ripon Free Press.
 Brandon Times.
 Marinette and Peshtigo Eagle.
 Der Banner and Volksfreund (German).
 Germania (German).
 Der Herold (German).
 Der Nord Western (German).
 Kenosha Telegraph.
 Racine Advocate.
 New London Times.
 Stevens Point Journal.
 Union Grove Enterprise.
 Palmyra Enterprise.
 Der Stimme die Wahrheit, Detroit (German).

Our thanks are due and are hereby extended to the following persons :

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To the Rev. Father Ahn, of Oshkosh, who celebrated mass in our chapel.

To the Rev. Fathers O'Malley, Buschle and Ventura, for the celebration of mass and for ministerial offices performed to members of their church. To the Casino Orchestra for a very pleasant instrumental concert, and to Mr. C. M. Bell for a vocal and instrumental entertainment. We were also the recipients of a delightful concert given by Miss B. Fowle, Miss Nash, Mrs. Eaton, Mrs. Wilson, Miss Murdock, Mr. W. Felker and Dr. Eddy.

To Master Willie McKoy, for illustrated papers and magazines. To a "friend" for a second contribution, this time of \$20.00 "for books for the library."

To Mr. Schnathorst, for a cultivator.

To Miss Sadie C. Goe, for books, illustrated papers and magazines. To Miss Hill, who, with the scholars of the Normal School, favored the institution with an exceedingly pleasant evening's entertainment we are under special obligations. To Mrs. A. M. Aldrich for books and pamphlets. To Rev. M. F. Sargent, who regularly conducted services in the chapel during the summer months. To the employees who have largely contributed to amuse and entertain in the theatricals, dances and various other pastimes. To all, we return thanks for their offices of kindness.

Appended to this report are the usual tables.

WHAT CAUSES INSANITY.

A question of no little importance so far as it concerns both the community and the individual, is that which relates to the causation of insanity, and what may be done to prevent its spread, or outbreak among those who unfortunately have it for an inheritance.

It would on reflection, be natural to suppose that almost every individual who in any way considers his own material prosperity a matter of importance, would seriously contemplate this question, not only as far as it relates to continued mental integrity, but also as far as it relates to disease of all kinds; but unfortunately, the majority of mankind take no thought for the morrow, so far as

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mental disease is concerned, and pay no heed to the experience of others, until they are brought face to face with the dreadful reality that their own homes are invaded, and then alas, it is too often the case that the onward progress of the disease cannot be interrupted. This is not only true of nervous diseases, and especially of insanity, but is also true of diseases of an epidemic character, which are in a great measure attributable to causes lying wholly within the power of the individual to remove. It is useless to accept the consequences in either case as a matter of fate; it is much more often a matter of utter indifference or heedlessness to well established laws, or of gross ignorance of a subject upon which there should be no ignorance, that is, a knowledge of the simplest laws of health. Notwithstanding all that has been written and said relative to the subject, mankind pays no heed to it, perhaps because the contemplation of it is repulsive, and disregarding alike the voice of warning and of common sense, go onward to a certain doom.

The human mind is so constituted that it dislikes to tolerate an unpleasant reflection while it is at ease and basks in sunshine; in health it rarely contemplates its own sickness or overthrow, and the natural man, always desirous of avoiding unpalatable reflections, does not often give aid and comfort to such an intolerable enemy of his peace of mind, as the contemplation of his own insanity, or as to what may conduce to its propagation, or what may determine its avoidance.

Notwithstanding this, it is doubtless true that it does lay within the power and province of many a person, to either accelerate or prevent the occurrence of insanity, especially so in so far as it relates to those who inherit either directly or indirectly a tendency to this disease.

In looking over the tables of causation of insanity in nearly all reports, it will be seen upon very brief reflection, that there are therein enumerated many causes which fall within the power of each individual to control to a great extent, but the causes given in these printed tables are in the main gross, that is to say they do not express the multitude of minor disturbances of health which

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combine to make up that prominent condition which is dignified with the name of cause, but which nevertheless, are each sapping the vitality at some point and altogether determine the breakdown of health.

It is customary when a case of insanity presents itself, to look at once for some tangible event which is to be regarded as a sufficient factor in the production of the mental disturbance; it is in this way that multitude of factors are overlooked, and not without reason, for who is so well able to state the more obscure underlying exciting causes, as the very individual who is now estopped from ability to give expression to the minor details by the disease itself, which, had he properly heeded at the outset, might have landed him far away from the state so much to be dreaded.

Mankind does not like to contemplate his own weaknesses, he would rather unfold some neighbor's weakness and speculate upon the probable chances his neighbor has of getting through the world unscathed. The same time spent in regarding his own opportunities for or against unfavorable results, would unquestionably save hours of anguish, and untold material wealth.

To fully comprehend and understand the nature of the causes which lead to an outbreak of insanity in an individual, it is necessary to acquaint ourselves with a variety of facts, not only so far as they relate to the individual in question, but to his ancestry, their predisposition to diseases of various kinds, their mental cast, their emotional states; in short, all those conditions, mental, moral and physical, which go to make up the life of the man. Then the environment of the individual in early life is to be considered, what his training and education have been, what circumstances have affected his mental and physical constitution, to what diseases he has been liable, what his habit of thought has been, what circumstances affect his mental health most profoundly; all these and many other things must be understood in order that the full fledged disease may be most effectually brought within the reach of treatment.

It is certainly within the comprehension of every one, that however trifling a circumstance may appear, yet, under certain conditions, it may set in operation a train of thought, painful and everyway

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uncomfortable, yet beyond our power to stop. If this is the case when all the organs and functions of the body are in harmonious and healthful operation, how much more so will they be, both in operation and results when the organ of mind is the subject of disease, and then less under the control of the individual; hence the importance of a contemplation of our liability to infirmity, while we are in health, that we may be the better prepared to resist the encroachments of the approach of disease. It is only as he can contemplate the approach of the underlying causes of mental disturbance, that mankind can be best forewarned and forearmed; and it is only as we can understand the individuality of the person that we can best combat the disease.

It is not enough that the last preceding circumstance prior to the insane demonstration, should be given as the cause; beyond all this, back in the far away distance, little things have transpired to set in operation a train of circumstances, which, step by step, have slowly added to the sum, which eventually prostrates the intellect and leaves the individual insane. Now a knowledge of those causes, however trifling, which will enable the individual to remove perhaps but one, and so trim and shape his daily life as to avoid the circumstances, which, taken together, lead to disorder and disease.

Insanity, like other diseases, is an evidence of degeneracy; whether or not it is a price mankind has to pay for civilization does not now concern us.

He is surrounded by circumstances which are somewhat under his control, if he would but seek the information (readily accessible) which places him in a position to understand the relation of cause and effect, so far as to enable him to understand that disease of an organ impairs the usefulness of the organ, and unless removed, eventually destroys it; that if the disease is removed, the usefulness of the organ is restored.

Between the perfect ideal man, mentally and morally, and the drivelling idiot there, are gradations of diseased conditions innumerable. Just where and when degeneracy begins, it may be impossible to determine, but the first departure of any kind whatever

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from perfect health is an indication that the process of degeneracy has begun, and that somewhere, either with or without the individual's consent, a law has been transgressed.

It is not to be assumed of course, that all transgressions from a healthy standard will inevitably end in insanity, nor can it be assumed that they will not. The encroachments of disease are subtle, and the processes by which it selects this or that organ are so obscure that no one can determine with precision whether disease will end in one or other directions, hence the necessity of guarding against all.

It is not alone departures from a normal physical state that induces disease, for the moral nature of the individual plays a most important part in prolonging, extending, or curtailing degeneracy; indeed it must be regarded as one of the great factors in the causation of mental disease, and not only in the causation, but in its removal. The moral nature has far more to do with the causation and removal of disease, than it is generally credited with. It is through obliquity of the moral nature that degeneracy often begins; this principle is recognized by society, on every hand and in all countries where civilization exists. It is to prevent this obliquity of the morals, that civilization has been urged forward, with a vigor that in some instances may have overstepped the mark. It is to prevent moral and consequent physical degeneracy, that schools, churches, art, literature and science, and all the complex mechanism of modern civilization have been endowed, the theory being that the more thoroughly a knowledge of the laws, which govern the universe are diffused and made to become a part of man's intellectual fibre, the higher will be the standard, and the more perfect the individual. To a certain extent, the force of this must be admitted, yet from some cause, a principle operates to pull down that which civilization seeks to build up, and this cause is found to exist in the individual. To take an extreme case, we may be permitted to quote a statement made by Maudsley and others, to the effect that "crime is a disease," that the vast majority of confirmed criminals are impelled to their criminality by a power over which they have no control, in other words, that men become criminals as they become insane, because of disease.

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The enunciation of such doctrines by such persons is calculated to do great harm, and cannot be admitted without more thorough knowledge upon the subject than we have at present. There are but few persons I think who will be prepared to admit the assertion, that crime is disease.

There is however a germ of truth in the statement, which is, that crime is a perversion from a moral life, and unless checked, unless the moral nature is braced up by education, it may eventually become so perverted as to induce degeneration of body, and consequent mental impairment; there can be but little doubt of this, and as an extreme case, it can be used as an illustration of the idea that moral obliquity begets physical degeneration.

Those races of people who are healthiest are those who maintain the highest moral tone, and they are also longest lived, freest from disease, and most successful in the ordinary affairs of everyday life. So thoroughly is this principle understood, that every effort is made to inculcate high moral principles among all classes, but it is principally because it is believed to be right, that it is done, and here it is permitted to end.

This however is but half the lesson, and I am not sure but that the other half is the most important, which is that departures from a high moral standard, in whatever way effected, will not only impair the standing of the individual in the community, but it will insure disease.

The penalty is fixed and sure, and from it there is no escape. To make knowledge of this kind effectual, it must be incorporated with the growth of the race; men will admit its truth, but neglect to put it into practice; to accomplish any good, it must be made a prominent feature in the studies of childhood, when the very tissues are ready to take up and assimilate a knowledge of the laws affecting their own action, and the consequent effect, upon growth of body and development of mind. This statement is not mere conjecture, it is continually being operated upon. An instance occurs to me, in the case of a family history which has become almost universally known. I refer to the so-called "Juke family," which has been so prolific of criminals. In the history of the ca-

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reer of some of the descendants, it is stated that their children were taken away from their environment, and placed under proper hygienic and educational regimen, and they became upright men and women.

So far as the subject of insanity is concerned, it is frequently the case that the germs of the disease are laid in the very early career of childhood, when the foundation of character are being formed when surrounding influences have a powerful effect upon the individual. It is more than probable also that in the vast majority of cases, more than one cause is at work undermining the health of the person, causes inherited and causes extrinsic, combining to influence the formation of character which if left untrained will lead to degeneracy. It is at this time that guidance, well ordered instruction, with proper mental and moral discipline, will do much toward forming those habits and individual characteristics, which determine so often the future career of the man.

I know that it is held that men are inheritors of a destiny which dominates the individual will, and from which there is no escape; but if we admit this doctrine and adopt its conclusions we must admit fatalism in its fullest scope, and resign our destinies into the hands of fate, to be blown whithersoever the current of life about us may direct.

This is a monstrosity which but few will tolerate; there are but very few conditions which cannot be materially affected for good or evil, for health or disease by proper training, and by individual effort.

It is but knowledge that is wanted to enable one to so shape his course as to arrive at the best results, and this he may and can obtain, so far as avoidance of disease is concerned to a very great extent.

It is not to be expected that disease can be entirely avoided by such means, but it may be made less liable to recur, by avoiding all those influences which are well known as disturbers of healthful states, whether moral, or physical, or both.

To enumerate individual instances would hardly be within the scope of a report of this character, yet the criticism is often made,

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that no suggestions emanate from these institutions relative to the prevention of such disorders, as are here met with. The criticism is not well founded, for as a rule line upon line has been multiplied upon the subject. The fault is elsewhere. Year after year statistics prepared with care, intended to convey just this information are entirely disregarded by the mass of mankind, and for the reasons above given; viz.: the disrelish of mankind to contemplate his own infirmities.

The processes of degeneration are numerous they are to be found on every hand, some of course more potent for harm, but each, if left unchecked, tending toward the same end, the overthrow of mind and body; and the rapidity with which this end is accomplished, depends largely upon the powers of resistance possessed by each individual to the encroachments of the unfavorable influences. It is true that the end *may* not be reached in one generation, but it is by no means positive that it *will* not; all this depends upon a variety of circumstances not necessary to enumerate here.

It is to be expected that those influences which operate directly and powerfully upon the nervous system will hasten degeneracy and precipitate disease and insanity; thus continual intoxication, depressing mental emotions, an overworked brain, the irritation produced by continually worrying about the ills of life, and perhaps above all, want of that nourishment which alone is capable of supporting a healthy function of the organs of the body; these cover perhaps some of the grosser forms of causation, forms which are more immediately palpable, but by no means more potent in the production of disease than the finer, more minute circumstances attending a downfall; there may be and unquestionably there are a number of minor circumstances, each operating to produce a condition which becomes palpable only under the common name given to either of the above mentioned causes. Take for instance the influences which go to make up so fruitful a source of causation as that described in the tables as ill health from grief, anxiety, overwork, privation, loss of sleep, vicious habits, etc., comprising as it does so large a proportion of the admissions, and analyze the conditions which have led up to any one of the states

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mentioned and it will generally be found that a number of minute circumstances have contributed to bring about a gross condition set down under the one or other head as a cause—circumstances, which, if taken at the beginning would have easily been controlled by the individual, but unchecked have kept on increasing day by day, until they have passed beyond the possibilities of individual effort and there is no longer capacity for resistance to the encroachments of disease. Again, violent anger frequently indulged, unlicensed emotional disturbances, whether for good or for evil, unbridled passions, inordinate appetites pandered to, hatred, jealousy, and the petty bickerings and trivial quarrels to which there are some who give sway, all have a tendency to affect the moral nature unfavorably, and remove the barriers between health and disease. Either of the above conditions coupled with a faulty organization, hereditary taint or a vicious education will hasten the result, and degeneracy will be more certain and rapid.

Many of the emotional states can best be trained during childhood, and to those who are known to inherit some form of nervous disorder training and education become of paramount importance; a little caution exercised then in giving cast to the formative stages of the child's character, may be of immense value in later years, may enable the individual to so order life as to shun those mental perturbations which are known to have an unfavorable influence upon the emotions.

Great harm sometimes comes to people who inherit nervous disorders, because of a mistaken kindness on the part of parents and friends in keeping from them the facts of their inheritance, neglecting to give them an opportunity during earlier years to form stable characteristics, to curb temper, to control emotions and prepare themselves in every way to prevent recurrence of the family trouble.

This should not be neglected either by the parents who have the training to do, nor by the individual when years of discretion shall fit him for the performance of those offices which will protect him from harm.

In the matter of the education of those who inherit a tendency

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to brain disorder there is much to be said, indeed the whole subject of education as at present conducted is in the estimation of some, lamentably injurious. The present school system utterly ignores the capabilities of children, no matter what strength the mental organization may possess; in the attempt to develop the mental powers, too much is undertaken even for those of sound organization, while the weak must succumb. It is a matter of common observation, that the mind of a sickly child is preternaturally active for its years. Bright witty speeches, smart exclamations and repartee, while they may amuse for the moment indicate to the thoughtful a precocity which nature never intended, and which is frequently an evidence of early degeneracy. The flow of spirits, instead of being encouraged, which it nearly always is, should be diverted into other channels, to the development of muscle by exercise.

To crowd the mind of such a child with a mass of information, which cannot be understood until later years, is positively injurious. Year after year patients are admitted to this and other hospitals, whose mental disturbance has clearly been attributable to overwork at school or college; persons whom we have every reason to believe would not have failed but for the labor put upon them in early youth. The demands made are too great to be borne, even by the strong, much less to be tolerated by the weak.

This is not the place to discuss the subject of education, further than as it affects those persons who have become diseased because of its misapplication, but the idea here mentioned, that is, that the whole system of education, as at present conducted, is injurious to the mental organization of all, is urged by men eminent in this branch of the profession.

Insanity is not infrequently caused by indulgence in violent emotional states; a distinguished, writer Dr. Connolly, in speaking of this subject, regards it as detrimental to the human understanding. The highly emotional nature, if not brought into subjection, tends not only to perpetuate itself, but to increase in its expressions of violence until disease follows. The individual who is at first only irritable, but yields without resistance to the irritability, finds that

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after each outburst, the condition is more difficult to control, that slighter circumstances induce the paroxysm, and the irritable brain eventually takes on a disorder, which, by successive gradations, ends at last in mental derangement. This being true of those persons possessed of strong physical and intellectual organization, how much more readily will those who inherit physical or mental infirmity yield to this depressive emotion?

An even temper, a disposition schooled to meet with all the annoyances of life unruffled, a mental organization trained to withstand the irritation met with in all the departments of life, will do very much to maintain an even flow of health, although there may be an inherited tendency to disease. On the contrary, violent passions or emotions, to which loose rein is given, will as certainly undermine the health, if there were no other unpleasant features connected with it. If we stop for one moment to consider what takes place within the organism, whenever a violent outburst of passion is indulged in, this will not appear peculiar. The excited state of the circulation, the rapid action of the heart, the quivering muscles, blanched cheek and rapid flow of ideas, all show that the organism is undergoing a strain, which, to say the least, does it no good in any case, and there is abundant evidence to show that it does harm, frequently to the individual and not infrequently to the community.

Disturbed circulation of blood within the brain, from whatever source, is a most frequent causation of insanity; hardly a case of insanity of any description occurs, but that there is, sooner or later, and generally preceding the attack for some considerable time, a disturbance of the cerebral circulation — hence the importance of maintaining a healthy flow of blood, both as to quantity and quality in this delicate organ.

A highly emotional, irritable nature, which every adverse circumstance upsets, interfering directly with blood supply to the brain, through which, a dozen times a day, the blood is sent double quick, distending the delicate vessels of the organ of the mind, requiring a considerable period of time to overcome the evil effects of the outburst, cannot fail, eventually, to induce a condition ad-

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verse to good health, if it does not carry the possessor beyond the boundaries of a choleric temperament into actual insanity.

There is abundant evidence, to show that anger, which indeed has been described as a short madness, does materially affect the circulation in the brain; increasing the supply of blood in that organ, so much, that at times during a fit of anger, a vessel bursts, producing either paralysis or death, or else from spasm of the vessels, a decrease occurs in the blood supply and death follows by fainting. The circulation of the brain cannot be interfered with, either from causes inside or out, without injuriously affecting the organ itself. Those irritable people, not unfrequently met in these latter days, who appear to be in a constant state of fret, which without doubt could be controlled, are subjecting themselves to an influence for evil, not only so far as their own health and enjoyment is concerned, but also impairing the health and happiness of their offspring. It is not so much the steady work of life that impairs the mental health, for while this is pursued vigorously in a uniform manner, with an even flow of spirits, it tends to longevity, but when constant worry usurp the place of even temper, when irritation and fretfulness control mental operations, then it is that the wear exceeds repair, and consequent deterioration inevitably follows. So long as Sir Walter Scott pursued his work in an even manner, laboring constantly with his brain, so long did he enjoy almost perfect health, but when adversity came upon him, and constant worry disturbed the processes of nutrition, then began the rapid downfall of that brilliant intellect. His case is but the type of thousands who find their way into hospitals for the insane, brought there by worry of brain (induced by adversity of some kind), which may be, and ought to be controlled; so many of these cases are admitted yearly where we find that the beginning of the mental decline is clearly traceable to worrying over some circumstance within the power of the individual to control, bringing in its wake, loss of sleep, loss of appetite, loss of flesh, and finally disease of the brain with symptoms of a melancholic type. This condition of affairs not infrequently has its origin in idle gossip and tattle of "the knowing ones" who are not slow to acquiesce

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in an opinion concerning what they are pleased to consider a flaw in somebody's character or dealing, at all times ready with advice to confirm an adverse opinion, quick to detect and transform a trifling incident into a monstrous departure from uprightness, but rarely ready to speak a kind word or extend a charitable hand to the luckless person who forms the target for the time, and whose mental health is slowly broken down by the process.

Quite a large proportion of cases are admitted annually, who are broken down in health, apparently because nourishment has not been sufficient for the purposes of healthy action, or it has not been of a proper kind. It is no unusual event to find that a certain number of persons recover annually, by supplying them with proper diet, and securing sound sleep. These persons generally come from a class of industrious people, who have sought a home in our land, but eager to acquire wealth, deny to themselves sufficient proper food to maintain health, and succumb to the effects of inanition. This evil is a great one, for not only does it induce immediate ill health, but it lays a foundation broad and deep for incurable disorders.

If for one moment we cut off the supply of blood from the brain, immediate unconsciousness follows. If the quality of blood is reduced beyond a certain standard, the same result follows, while the action of the heart is accelerated in order to supply the demands of the brain for more nourishment. In order to maintain a healthy state of the blood, sufficient good nourishment must be consumed, and if from any cause this is withdrawn, just so much nourishment is withdrawn from the brain, and it suffers in consequence, and in the end will deteriorate so far as to fail in the performance of its functions. Not only is the brain affected, but other disorders follow, consumption being among the most frequent, although this disease may occur of course, where abundance of nutrition is obtained, resulting from other causes. Vitiating blood, from whatever source the impurity comes, impairs the normal functions of the brain. So well known is this principle to all physiologists, that it is frequently made use of in experiments upon animals, to determine the effects of certain drugs, etc., upon the brain. The source from which the

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contamination comes, however, makes no difference, whether the impurity comes from within the body, from some diseased organ, or whether introduced from without directly into the blood, or through the medium of the digestive apparatus, the resultant effects are the same.

It is in this manner that the continued use of opium, tobacco, whisky and other stimulants and narcotics act deleteriously upon the brain. The injudicious use of tobacco, now a national habit, will, unless checked, prove a national calamity.

Year after year, nervous disorders of all kinds appear to increase in number and severity, many being clearly attributable to the excessive use of tobacco, either smoking or chewing. The habit begun in early youth, and continued by increasing the quantity consumed during middle life, induces directly certain diseased states of the nervous system, which are highly injurious to physical and mental health. From personal observation, I am convinced that insanity is sometimes induced by excessive use of tobacco, and I believe further, that used in the enormous quantities now consumed by certain classes of our people, it will deteriorate not only the individual who thus uses it, but it will also deteriorate the race. "Nervousness" is a growing malady, and part of it is attributable to the excessive use of tobacco and stimulants, both being evils which are wholly within the power of each individual to check.

Without entering further into the discussion of causation, it will be seen that many of the causes are within the power of the individual to check; that man possesses a certain amount of control over himself, which he may exert for his own good, failing to exert it, the results are bad, and he not only suffers a penalty himself, but gives an impetus in the wrong direction to those who are unfortunate enough to be his descendants. While mankind may not be able to control the progress of the disease, when once it is securely seated, they do nevertheless possess a positive control over their method of life, over appetite, passion, etc., which if, exerted in a proper direction cannot fail to do good, both to themselves and to others.

In closing this, my sixth annual report, I desire to express my

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thanks to you for your continued support. Your expressions of confidence are fully appreciated, while the aid and advice you have rendered from time to time, materially lighten the responsibilities connected with the management of the institution.

Respectfully submitted.

WALTER KEMPSTER, M. D.

NORTHERN HOSPITAL FOR THE INSANE.

WINNEBAGO, Wis., October 16, 1878.

Statistical Information.

STATISTICAL INFORMATION.

TABLE NO. I,

Showing movement of household for fiscal year ending September 30, 1878.

	Male.	Fem.	Total.
Remaining under treatment Sept. 30, 1877.....	266	271	537
Admitted during the year.....	96	94	190
Total number under treatment.....	362	365	727
Average under treatment daily			543
Discharged recovered.	29	26	55
Discharged improved	11	24	35
Discharged unimproved.....	23	14	37
Discharged sober	2	1	3
Discharged not insane	1	.....	1
Died	16	21	37
Total discharged.....	82	86	168
Remaining under treatment Sept. 30, 1878.....	280	479	559

TABLE NO. II,

Showing the form of insanity in those admitted.

	Male.	Fem.	Total.
Chronic mania	24	21	45
Melancholia	15	26	41
Dementia	25	13	38
Acute mania	13	17	30
Subacute mania	5	7	12
Paroxysmal mania.....	4	7	11
Epileptic mania	6	2	8
General Paresis.....	3	.....	3
Mania a potu.....	1	.....	1
Senile dementia .....	.....	1	1
Total.....	96	94	190

Statistical Information.

TABLE No. III,

Showing probable exciting causes in those admitted.

	Male.	Fem.	Total.
Acute meningitis.....	1	.....	1
Subacute meningitis.....	10	5	15
Chronic meningitis.....	1	1	2
Subacute meningitis, seq. rheumatism.....	2	.....	2
Periencephalitis.....	3	.....	3
Cerebro spinal sclerosis.....	1	1	2
Anæmia.....	1	6	7
Cerebral hyperæmia.....	2	.....	2
Chronic cerebral atrophy.....	3	3	6
Phthisis pulmonalis.....	2	3	5
Uterine disease.....	.....	1	1
Menstrual irregularities.....	.....	2	2
First climacteric.....	.....	1	1
Second climacteric.....	.....	1	1
Puerperal.....	.....	7	7
Post puerperal.....	.....	3	3
Sun stroke.....	3	.....	3
Nostalgia.....	.....	1	1
Epilepsy.....	10	2	12
Scrofulosis.....	10	13	23
Heredity.....	4	1	5
Heredity and syphilitic infection.....	1	.....	1
Heredity and intemperance.....	1	.....	1
Intemperance and syphilitic infection.....	1	2	3
Intemperance and excesses.....	6	.....	6
Intemperance.....	5	.....	5
Masturbation.....	4	.....	4
Injury to head.....	1	.....	1
Ill health, seq. fevers.....	3	4	7
Ill health, seq. grief, anxiety, fright, etc.....	5	9	14
Ill health, seq. over-work, privation, loss of sleep, etc.....	2	6	8
Unknown.....	14	22	36
	96	94	190

Statistical Information.

TABLE. NO. IV,
Showing duration of insanity previous to admission.

	Male.	Fem.	Total.
Four days.....		2	2
One week.....	1	1	2
Ten days.....	1		1
Twelve days.....		1	1
Two weeks.....	5	2	7
Seventeen days.....		2	2
Eighteen days.....		1	1
Three weeks.....	4	2	6
Twenty-seven days.....	1	1	2
One month.....	5	8	13
Five weeks.....		1	1
Six weeks.....	3	5	8
Two months.....	1	1	2
Two and half months.....	1		1
Three months.....	5	5	10
Three and a half months.....	1		1
Four months.....	1	5	6
Five months.....		3	3
Five and a half months.....	1		1
Six months.....	1	3	4
Six and a half months.....		1	1
Eight months.....	1	1	2
Nine months.....	1	1	2
Eleven months.....		1	1
One year.....	7	4	11
Fifteen months.....		1	1
Eighteen months.....	3	2	5
Twenty months.....		2	2
Twenty-two months.....	1		1
Two years.....	6	4	10
Two and a half years.....	1	1	2
Three years.....	4	5	9
Four years.....	5	2	7
Five years.....	3	1	4
Six years.....	3	1	4
Seven years.....	3	4	7
Eight years.....		1	1
Nine years.....	2	1	3
Ten years.....	3	2	5
Eleven years.....	1	1	2
Twelve years.....	1		1
Thirteen years.....	1		1
Fifteen years.....		1	1
Sixteen years.....		2	2
Nineteen years.....	1		1
Twenty-three years.....		1	1
Forty years.....		1	1
Several years.....	3		3
Unknown.....	15	10	25
	96	94	190

Statistical Information.

TABLE NO. V,
Showing age of those admitted.

	Male.	Fem.	Total.
Fifteen to twenty years.....	7	7	14
Twenty to twenty-five years.....	14	15	29
Twenty-five to thirty years.....	15	13	28
Thirty to thirty-five years.....	8	14	22
Thirty-five to forty years.....	11	8	19
Forty to forty-five years.....	10	7	17
Forty-five to fifty years.....	7	11	18
Fifty to fifty-five years.....	8	7	15
Fifty-five to sixty years.....	9	2	11
Sixty to sixty-five years.....	2	2	4
Sixty-five to seventy years.....	2	1	3
Seventy to seventy-five years.....	2	2	4
Seventy-five to eighty years.....	.....	1	1
Unknown.....	1	4	5
	96	94	190

Statistical Information.

TABLE NO. VI,
Showing occupation of those admitted.

	Male.	Fem.	Total.
Housekeepers		64	64
Farmers.....	37		37
Laborers	15		15
Farm-hands	7		7
Teachers	2	6	8
Servants		8	8
Seamstresses.....		5	5
Tinsmiths	3		3
Shoemakers.....	2		2
Merchants.....	2		2
Lumbermen	2		2
Dentist.....	1		1
Hotelkeeper	1		1
Carpenter	1		1
Miller	1		1
Butcher	1		1
Veterinary Surgeon.....	1		1
Soap Maker	1		1
Sailor	1		1
Musician	1		1
Furniture Maker	1		1
Brick Maker	1		1
Cooper	1		1
Railroad Fireman.....	1		1
Baker	1		1
Cigar Maker.....	1		1
Student	1		1
Clerk	1		1
Book-keeper	1		1
Mason	1		1
Boilermaker.....	1		1
Blacksmith.....	1		1
Mechanic	1		1
Saloon keeper	1		1
No occupation	1	7	8
Unknown	2	4	6
	96	94	190

Statistical Information.

TABLE No. VII,
Showing nativity of those admitted.

	Male.	Fem.	Total.
Germany.....	26	22	48
Wisconsin.....	21	18	39
New York.....	12	6	18
Ireland.....	8	9	17
Norway.....	2	7	9
England.....	3	3	6
Canada.....	2	3	5
Vermont.....	1	4	5
Maine.....	3		3
Pennsylvania.....	1	2	3
Austria.....	1	2	3
Belgium.....	1	2	3
Denmark.....	2	1	3
Bohemia.....		2	2
New Hampshire.....		2	2
Massachusetts.....	1	1	2
Illinois.....	1	1	2
Ohio.....	2		2
Holland.....	1	1	2
Wales.....	1	1	2
Kentucky.....	1		1
New Jersey.....		1	1
Michigan.....		1	1
Poland.....		1	1
Sweden.....	1		1
Unknown.....	5	4	9
	96	94	190

TABLE No. VIII,
Showing the degree of education in those admitted.

	Male.	Fem.	Total.
Academic.....	1	2	3
Collegiate.....	1	1	2
Common school.....	70	61	131
Read and write.....	16	12	28
Read.....	2	2	4
No education.....	3	10	13
Unknown.....	3	6	9
	96	94	190

Statistical Information.

TABLE No. IX,
Showing civil condition of those admitted.

	Male.	Fem.	Total.
Married.....	43	51	94
Single.....	47	28	75
Widowed.....	4	11	15
Divorced.....	1	2	3
Unknown.....	1	2	3
	96	94	190

TABLE No. X,
Showing hereditary transmission in fifty-seven patients admitted
and their insane relatives.

	M.	F.	Total.
Father insane.....	3	3	6
Mother insane.....	1	7	8
Brother insane.....	3	3	6
Sister insane.....	2	4	6
Two sisters insane.....		1	1
Aunt insane.....	2	2	4
Uncle insane.....	2	1	3
Cousin insane.....	2	3	5
Grandparents insane.....	1	1	2
Father and mother insane.....	1		1
Father, mother and brother insane.....		1	1
Father, mother and sister insane.....	1		1
Father and brother insane.....	1		1
Father, brother and nephew insane.....		1	1
Father and paternal uncle insane.....	1		1
Father and maternal uncle insane.....	1		1
Father and two cousins insane.....	1		1
Father, two sisters and brother insane.....	1		1
Grandmother, two mat. uncles and brother insane.....	1		1
Grandmother and three maternal uncles insane.....	1		1
Grandmother's aunt insane.....	1		1
Brother and uncle insane.....	1		1
Brother and cousin insane.....		1	1
Brother, sister and two maternal uncles insane.....	1		1
Sister and aunt insane.....		1	1
	28	29	57

Statistical Information.

TABLE No. XI,

Showing form of disease inherited, independent of insanity.

PREDISPOSITION.	Patients.		Parents and Gr. parents.		Brothers.	Sisters.	Uncles.	Aunts.	Cousins.	Consanguinity	Total.
	M.	F.	M.	F.							
Phthisis.....	7	10	4	7	4	6	4	8	1	...	34
Phthisis and dropsy	3	...	2	2	...	3	...	...	...	...	7
Phthisis and epilepsy.....	2	...	2	...	...	...	...	...	3	...	5
Phthisis and cancer.....	1	1	1	...	2	...	1	...	...	...	4
Phthisis and apoplexy	1	...	...	...	...	...	...	2	...	...	2
Phthisis and heart disease.....	...	1	...	...	2	1	...	...	...	...	3
Cancer	8	1	3	...	...	1	...	...	...	...	4
Dropsy.....	...	2	1	1	...	...	...	...	...	...	2
Apoplexy .....	...	1	1	...	...	...	...	...	...	...	1
Consanguinity.....	2	2	...	...	...	...	...	...	...	4	4
	19	18	...	...	...	...	...	...	...	...	66

TABLE No. XII,

Showing those who have attempted or threatened homicide, suicide or infanticide:

	M.	F.	Total.
Attempted suicide	11	11	22
Attempted suicide and homicide.....	2	...	2
Attempted suicide, threatened homicide.....	1	...	1
Threatened suicide	1	8	9
Threatened suicide and homicide.....	4	1	5
Threatened suicide and infanticide .....	...	1	1
Attempted homicide.....	3	6	9
Attempted homicide, threatened suicide	1	1	2
Threatened homicide	6	4	10
Attempted infanticide.....	...	1	1
	29	33	62

Statistical Information.

TABLE NO. XIV,

Showing hereditary predisposition to disease in those who attempted or threatened homicide, suicide, etc.:

PREDISPOSITION.	Patients.		Parents and Grand Parents.		Brothers.	Sisters.	Uncles.	Aunts.	Cousins.	Consanguinity.	Unknown.	Total.
	M.	F.		F.								
Phthisis.....	2	4	2	3	2	1	3	5	1			17
Phthisis and Cancer.	1	.....	.....	1	.....	.....	1	.....	.....	.....	.....	2
Phthisis and Dropsy.	2	.....	2	1	.....	1	.....	.....	.....	.....	.....	4
Phthis. and Epilepsy	1	.....	1	1	.....	.....	.....	.....	.....	.....	.....	3
Cancer.....	1	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Dropsy.....	.....	1	.....	.....	.....	.....	.....	2	.....	.....	.....	2
Consanguinity.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
	8	5	.....	.....	.....	.....	.....	.....	.....	.....	.....	29

TABLE NO. XV,

Showing the cause of insanity in those who recovered.

	Male.	Fem.	Total.
Ill health seq. fevers, rubeola, etc.....	3	1	4
Ill health seq. overwork, privation, etc.....	2	4	6
Ill health seq. grief, anxiety, etc.....	1	3	4
Anæmia.....	3	1	4
Scrofulosis.....	2	1	3
Sub acute meningitis.....	5	3	8
Injury to head.....	1	.....	1
Gunshot wound.....	1	.....	1
Heredity.....	2	.....	2
Masturbation.....	3	.....	3
Intemperance.....	6	.....	6
Puerperal.....	.....	8	8
First climacteric.....	.....	2	2
Second climacteric.....	.....	1	1
Menstrual irregularity.....	.....	1	1
Unascertained.....	.....	1	1
	29	26	55

Statistical Information.

TALE No. XVI,

Showing form of insanity in those who recovered.

	Male.	Fem.	Total.
Acute mania.....	10	13	23
Subacute mania.....	4	2	6
Chronic mania.....	.....	3	3
Paroxysmal mania.....	3	.....	3
Melancholia.....	8	6	14
Dementia.....	4	2	6
	29	26	55

TABLE No. XVII,

Showing duration of insanity before admission and time under treatment in those recovered.

DURATION BEFORE ADMISSION.	TIME UNDER TREATMENT.													Total.					
	3 months.		6 months.		9 months.		1 year.		15 months.		18 months.	2 years.			2½ years.	4 years.		5 years.	
	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	F.	M.	F.		M.	M.	F.	F.	
One week or less.....	.....	.....	1	.....	.....	1	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	4
One month.....	1	.....	3	2	3	5	.....	.....	1	.....	1	.....	2	1	.....	.....	.....	.....	20
Three months.....	.....	1	1	1	.....	.....	1	2	1	1	.....	1	.....	.....	.....	.....	.....	.....	9
Six Months.....	2	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	4
One year.....	1	.....	.....	.....	1	.....	.....	.....	.....	.....	1	.....	2	.....	.....	.....	.....	.....	5
Two years.....	.....	.....	2	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	4
Three years.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Four years.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	2
Six years.....	.....	.....	1	.....	1	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	3
Ten years.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Eleven years.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Several years.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
	4	2	8	5	7	6	2	2	4	2	2	2	6	1	1	1	1	.....	55

Statistical Information.

TABLE XIX.

Showing the cause of death and the age of those who died:

AGE AT DEATH.	CAUSE OF DEATH.																	
	Phthisis.		Epilepsy.		Intra-cranial serous effusion.		General Paresis.		Cancer of Stomach.		Apoplexy.		Dorsal Abscess.	Abdominal Aneurism.	Haemoptysis.	Chronic Cerebral Atrophy.	Old age — inanition.	Total.
	M	F	M	F	M	F	M	F	M	F	M	F	M	M	F	F	F	
Fifteen to twenty years		1				1												2
Twenty to twenty-five years	1	2	1	1														6
Twenty-five to thirty years	1																	1
Thirty to thirty-five years		4		1										1				6
Thirty-five to forty years		2	3					1										6
Forty to forty-five years		1			1		1		1	1								3
Forty-five to fifty years																		3
Fifty to fifty-five years						1						1						2
Fifty-five to sixty years		1																1
Sixty to sixty-five years					1						1	1						3
Sixty-five to seventy years							1											1
Seventy to seventy-five years															1			1
Seventy-five to eighty years	1															1		2
	3	11	4	2	3	1	2	2	1	1	1	1	1	1	1	1	1	137

Statistical Information.

TABLE No. XX.

Showing duration of disease in those who died:

	M.	F.	Total.
Under three months.....		3	3
Between three and six months.....	2	2	4
Between six and nine months.....	1	1	2
Between nine and twelve months.....	1	1	2
Between one and two years.....	2	1	3
Between two and three years.....	3	2	5
Between three and four years.....	1	1	2
Between four and five years.....		1	1
Between five and six years.....	1	1	2
Between six and seven years.....	2	2	4
Between seven and eight years.....		1	1
Between ten and eleven years.....		2	2
Between eleven and twelve years.....		2	2
Between fifteen and sixteen years... ..	1	.....	1
Between eighteen and nineteen years	1	.....	1
Between twenty-three and twenty-four years .....	.....	1	1
Unknown	1	.....	1
	16	21	37

TABLE No. XXI.

Showing the general statistics of the Hospital from its opening,
May 11th, 1873, to September 30th, 1878:

	M.	F.	Total	M.	F.	Total.
Total number admitted				568	567	1,135
Total number discharged recovered.....	82	81	163			
Total number discharged improved.....	61	76	137			
Total number discharged unimproved.....	68	45	113			
Total number discharged sober*.....	2	1	3			
Total number discharged not insane.....	2	3	5			
Total number died.....	73	82	155			
Total number discharged.....				288	288	576
Remaining in hospital Sept. 30th, 1878				280	279	559

* Had mania a portu when admitted.

Statistical Information.

TABLE NO. XXII.

Showing number of patients in the hospital from each county,
and the number to which each is entitled:

COUNTIES.	Number to which entitled.	Whole number admitted.	Remaining in hospital Sept. 30th, 1878.
Ashland.....	2		
Bayfield.....	2		
Brown.....	27	61	27
Calumet.....	12	26	13
Clark.....	6	7	4
Dodge.....	37	63	38
Door.....	6	13	7
Fond du Lac.....	39	111	40
Green Lake.....	12	20	10
Jefferson.....	27	67	25
Kenosha.....	10	17	11
Kewaunee.....	11	12	8
Lincoln.....	2	2	1
Manitowoc.....	30	58	30
Marathon.....	8	10	4
Marquette.....	6	11	6
Milwaukee.....	95	177	99
Outagamie.....	20	55	21
Ozaukee.....	13	19	12
Oconto.....	11	29	11
Portage.....	11	18	8
Racine.....	22	34	23
Shawano.....	5	8	5
Sheboygan.....	26	68	26
Taylor.....	2	3	2
Washington.....	19	36	19
Waukesha.....	23	40	26
Waupaca.....	15	27	16
Waushara.....	9	14	8
Winnebago.....	35	102	40
Wood.....	5	8	7
Columbia.....		1	
State at large.....		18	12
Total.....		1,185	559

Statistical Information.

TABLE No. XXIII.

Indicating the pathological state of the brain in those admitted.

	Male.	Fem.	Total.
Hyperæmia of brain.....	34	18	52
Hyperæmia from syphilitic infection.....	1	2	3
Hyperæmia with atrophy.....	2	1	3
Anæmia with atrophy.....	.....	4	4
Anæmia of brain.....	12	34	46
Acute meningitis.....	1	.....	1
Subacute meningitis.....	1	2	3
Subacute meningitis with hyperæmia of brain.....	14	4	18
Chronic meningitis.....	1	2	3
Chronic pachymeningitis.....	1	.....	1
Periencephalitis.....	3	.....	3
Cerebro spinal sclerosis.....	1	1	2
Chronic cerebral atrophy.....	5	4	9
Undetermined.....	20	22	42
Total.....	96	94	190

TABLE No. XXIV.

Showing number of admissions to the hospital of those admitted during the year.

	Male.	Fem.	Total.
Admitted for the first time.....	90	83	173
Admitted for the second time.....	6	11	17
Total.....	96	94	190

TABLE No. XXV.

Showing the number recovered from previous insanity in those recovered during the year.

	Male.	Fem.	Total.
Recovered from second attack.....	2	.....	2

Steward's Accounts.

STEWARD'S ACCOUNTS.

The following is the Steward's list of vouchers for all expenditures made during the year ending September 30, 1878:*

SUMMARY OF EXPENDITURES.

For the fiscal year ending September 30, 1878.

ARTICLES.	Quantity.	At.	Amount.	Total.
<i>Amusements and Instruction—</i>				
Books			\$354 38	
Tickets to fair, etc.			170 61	
				\$524 99
<i>Clothing—</i>				
Boots	129 pairs.	\$2 83	\$366 09	
Shoes	159 pairs.	1 49	237 78	
Slippers	757 pairs..	79	604 63	
Hats and caps	24 dozen		199 40	
Flannels	404¾ yds..	14	57 06	
Shirting	540¼ yds..	14	77 57	
Calicos	5,303¾ yds..	08	469 25	
Collars, ties, etc.			199 72	
Hose and socks	209 dozen ..	1 81	379 30	
Suspenders	60 dozen		179 03	
Mittens	14 dozen ..	5 80	81 00	
Marking ink			23 50	
Buttons, thread, etc.			197 41	
Suits	238			
Coats	83			
Pants	205		\$1,804 35	
Jackets	80			
Underclothing			837 25	
				5,712 34
<i>Drugs and medical supplies—</i>				
Medicines			\$1,995 49	
Alcohol	42½ gals ..	2 10	89 50	
Whisky	141 gals ..	4 50	635 03	
Wine	183½ gals ..	4 12	548 97	
Surgical appliances			106 20	
				3,375 19
<i>Farm and Garden—</i>				
Cows	14			
Bull	1			
Horses	3		1,276 50	
Tools and machinery			517 56	
Fertilizers			18 73	
Feed	100½ tons.	12 40	1,246 16	

* A detailed list of steward's vouchers has been omitted from printed report in accordance with chapter 32, laws of 1874.

Steward's Accounts.

ARTICLE.	Quantity.	At.	Amount.	Total.
<i>Farm and Garden — con. —</i>				
Blacksmithing			\$186 22	
Vehicles and repairs			713 28	
Harness, halt's, blank's, etc			289 25	
Seeds			173 65	
Plants			186 09	
				\$4,607 44
<i>Fuel and Lights —</i>				
Coal, hard	12 tons	\$5 25		
Coal, soft	1665½ tons.	4 30	\$7,225 45	
Chopping wood	908½ cords.	75	704 38	
Candles, oil and matches			121 77	
				8,051 60
Elopers				44 91
Expenses for patients' burial, and car fare home				226 47
Expressage				150 90
<i>Furnishing and General Household Supplies —</i>				
Blankets	520		\$1,293 30	
Curtains	100		13 00	
Table linen	413 yds.	41	170 62	
Table linen	8 dozen		20 50	
Mattresses	6		25 00	
Cotton	4769¾ yds.	08	398 25	
Straw for bedding	33½ tons.	5 00	164 60	
Sheeting	832½ yds.	17	144 11	
Pictures			18 88	
Toweling	1347 yds. }		206 20	
Towels	4 dozen. }			
Ticking	112½ yds.	13	14 51	
Rubber blankets	45¼ yds. }		176 80	
Rubber blankets	100. }			
Carpeting	183 yds.		292 00	
Bed spreads	67		91 00	
Furniture			2,495 40	
Nightwatch electric clock and dials			1,291 26	
Tin ware			462 85	
Wooden ware			54 40	
Hardware			502 14	
Crockery and glass ware			700 16	
Cutlery			21 00	
Brooms			113 30	
Mops			14 25	
Small groceries			23 25	
Laundry starch	1057 lbs.	06	67 48	
Soap, hard	5113 lbs.	06	349 72	
Soap, soft	14920 lbs.	02 }	2,678 50	
Soap, soft	1089½ bbls.	2 13 }		
Brushes			74 10	
Baskets			26 85	
Matting			115 10	

Steward's Accounts.

Article.	Quantity	At	Amount.	Total.
<i>Furnishings, etc. — con.</i>				
Oil cloth.....			\$71 79	
Sal soda, etc.....			129 61	
Bath brick, indigo, etc.....			66 10	
Flour bags.....			15 00	
Combs, hair brushes, etc.....			72 80	
Restraints, etc.....			92 63	
				\$12,467 56
<i>Additions, repairs and improvements on farm—</i>				
Farm, garden and roads.....			\$2,693 85	
Additions and repairs.....			2,835 68	
Paints and oil.....			463 47	
Glass.....			215 92	
Pipe and fixtures.....			1,396 96	
Lumber.....			4,555 15	
Sand.....	389 yds.		451 95	
Brick.....	216 M.		1,118 56	
Lime and cement.....			431 06	
Gas fixtures.....			245 07	
Gas works.....			858 04	
Stone.....			72 00	
Fire apparatus.....			494 67	
Heating apparatus.....			2,252 89	
Machinery.....			3,265 43	
Engine.....			5,298 58	
Boiler.....			6,058 22	
				32,707 50
Printing.....				256 58
Stationery.....				421 12
Petty cash.....				76 19
Laboratory.....				243 50
Postage.....				266 45
Freight.....				1,986 75
Telegraphing.....				182 41
Livery.....				6 00
<i>Managers and committees — salaries and expenses —</i>				
Architect.....			\$200 00	
Visiting physicians.....			34 70	
Trustees.....			558 13	
Traveling expenses.....			200 14	
Building committee.....			204 40	
				1,197 37
<i>Salaries and wages —</i>				
Officers' pay rolls.....			\$7,225 00	
Employees' pay rolls.....			29,160 07	
				36,385 07

Steward's Accounts.

Articles.	Quantity.	At.	Amount.	Total.
<i>Provisions—</i>				
Salt	50 bbl....	\$1 61	\$80 82	.....
Baking powder, etc.....			67 00	.....
Cinnamon	27 lb.....	45	12 30	.....
Cloves	10 lb.....	53	5 35	.....
Corn starch	1,000 lb.....	09	97 63	.....
Extracts			61 55	.....
Ginger	30 lb.....	24	7 20	.....
Mustard	192 lb.....	33	64 00	.....
Nutmegs	4 lb.....	96	3 85	.....
Pepper	136 lb.....	22	30 50	.....
Chocolate, Coconut, etc..			72 07	.....
Sundry spices.....			23 91	.....
Tapioca and Sago			9 73	.....
Tea	4,243 lb.....	39	1,675 12	.....
Coffee	8,612 lb.....	21	1,831 52	.....
Sugar	38,351 lb.....	09	3,636 49	.....
Syrup	968 gal....	51	498 95	.....
Molasses	135½ gal..	45	61 10	.....
Vinegar	821 gal..	18	154 50	.....
Vegetables.....			18 97	.....
Beans	92 bush..	1 91	175 74	.....
Potatoes	1,396 bnsh..	34	485 75	.....
Apples	313 bbl....	3 46	1,083 70	.....
Dried peaches.....	4,003 lb.....	07	289 14	.....
Cranberries.....	10 bbl....	7 78	77 83	.....
Currents	6½ bush..	1 90	12 30	.....
Dried Currents.....	537 lb.....	06	32 37	.....
Tobacco	542 lb.....	40	220 33	.....
Lemons and oranges			91 65	.....
Prunes	5,520 lb.....	09	505 57	.....
Grapes			46 92	.....
Peaches			40 10	.....
Dried apples.....	3,102 lb.....	06	200 67	.....
Raisins	30½ boxes		56 50	.....
Strawberries	819 qts. .	10	83 54	.....
Raspberries	1,866 qts. .	08	151 07	.....
Canned fruit			251 45	.....
Confectionery.....			64 25	.....
Sundry fruit.....			60 94	.....
Butter	36,910 lb.....	18	6,785 31	.....
Cheese.....	246¾ lb..	13	32 45	.....
Eggs	4,100 dozen	14	559 89	.....
Flour	854¾ bbl..	4 88	4,169 61	.....
Flour	4 bbl....	4 86	19 45	.....
Crackers.....	1,460½ lb..	06	92 36	.....
Meal	666 bbl....	09	6 02	.....
Hominy	14 bbl....	3 42	47 90	.....
Rice	5,959 lb.....	07	426 58	.....
Oat meal	17 bbl....	6 22	85 75	.....
Peas	3,033 lb.....	03	101 40	.....
Barley	800 lb.....	03	28 32	.....
Venison	105 lb.....	06	6 30	.....

Steward's Accounts.

Articles.	Quantity.	At.	Amount.	Total.
<i>Provisions — continued —</i>				
Poultry.....	2,182 lbs..	11	\$247 19	.....
Ham and sausage.....	1,838 lbs..	10	183 95	.....
Beef, dressed.....	2,214 lbs..	4	109 74	.....
Beef, on foot.....	328,375 lbs..	3 $\frac{3}{4}$	11,588 91	.....
Mutton.....	823 lbs..	9	78 86	.....
Lard.....	4,093 lbs..	8	334 98	.....
Fresh fish.....	6,655 lbs..	6	411 91	.....
Cod fish.....	1,600 lbs..	4	75 90	.....
Mackerel.....	1 $\frac{1}{2}$ bls..	.....	22 20	.....
Oysters and can fish.....	.....	.....	109 30	.....
White fish.....	.....	.....	12 00	.....
				\$37,923 66
Total.....				\$146,819 00

PRODUCTS OF THE FARM AND GARDEN.

Name.	Quantity.	Name.	Quantity.
Beets.....	2,551 bu.	Milk.....	108,930 qts.
Beets, green.....	107 bu.	Onions, green.....	3,727 bunch.
Beans, green.....	94 bu.	Onions, dry.....	515 bu.
Beans, dry.....	5 bu.	Oats.....	1,350 bu.
Beans, Lima.....	10 bu.	Parsley.....	1,300 bunch.
Corn, in ear.....	750 bu.	Parsnips.....	185 bu.
Corn, sweet green ..	339 bu.	Potatoes.....	1,100 bu.
Corn, sowed.....	190 tons.	Peas, green.....	192 bu.
Corn stalks.....	35 tons.	Pork, slaughtered..	17,839 lb.
Carrots.....	1,921 bu.	Peppers.....	18 doz.
Cucumbers.....	157 bu.	Rhubarb.....	82 bushes.
Cabbage, early.....	1,482 heads.	Squash, summer... ..	1,442
Cabbage, late.....	3,200 heads.	Squash, winter....	12 tons.
Cauliflower.....	312 heads.	Salsify.....	55 bunch.
Celery.....	1,788 heads.	Straw.....	45 tons.
Egg plant.....	3 doz.	Sage.....	460 bunch.
Eggs.....	404 doz.	Tomatoes.....	297 bu.
Hay.....	165 tons.	Thyme.....	350 bunch.
Horse radish.....	290 roots.	Turnips.....	20 bu.
Lettuce.....	261 bu.		

Steward's Accounts.

 INVENTORY OF FARMING UTENSILS, ETC.

No.	Name of article.	No.	Name of article.
6	Axes.	1	Ox cart.
1	Mower and reaper.	2	Ox yokes.
4	Bush hooks.	2	Ox chains.
6	Cultivators.	1	Omnibus.
1	Cart.	6	Plows.
1	Cart harness.	1	Plow (hand).
1	Cutter.	4	Pickaxes.
12	Corn hooks.	1	Rake (horse).
1	Coal wheelbarrow.	20	Rakes (hand).
1	Cultivator (hand).	18	Rakes (garden).
2	Carriages (double).	1	Tread mill.
1	Carriage (single).	15	Shovels.
2	Feed cutters.	10	Spades.
24	Forks.	3	Sleighs (lumber).
4	Harrows.	1	Sleigh (market).
30	Hoes.	8	Scythes and snaths.
6	Harness (double).	2	Scrapers.
2	Harness (single).	1	Seeder.
3	Iron bars.	5	Wagons (lumber).
....	Ice tools.	2	Wagons (market).
3	Wheelbarrows.		

INVENTORY OF STOCK.

Cows.....	47
Calves	10
Yearling Heifers.....	4
Horses	8
Oxen.....	4
Bulls.....	4
Hogs	100
Pigs.....	160
Caickens and other fowl.....	296

Matron's Report.

MATRON'S REPORT.

ARTICLES MADE IN SEWING ROOM,

in addition to the mending.

Article.	No.	Article.	No.
Aprons.....	664	Night dresses	156
Bedspreads	72	Pillow cases	528
Bedticks.....	112	Pillow ticks	40
Bureau spreads.....	92	Polonaise	7
Caps.....	17	Sacques.....	61
Capes.....	3	Sheets.....	528
Chemise	232	Shirts.....	200
Collars	22	Skirts	262
Cuffs, pairs	17	Socks, pairs.....	11
Curtains	208	Strong waists	20
Drawers, pairs	343	Straight suits	14
Dress skirts.....	20	Sun bonnets	126
Dress waists	6	Table cloths	107
Dresses	666	Towels	1,388
Handkerchiefs	216	Under waists	20
Holder	170	Wrappers	111
Hose, pairs	35	Horse blankets.....	8
Jackets	35	Carriage cover	1
Napkins.....	48	Overalls, pairs.....	10

Secretary's Report.

SECRETARY'S REPORT.

OCTOBER 1, 1878.

To the Board of Trustees of the Northern Hospital For the Insane:

GENTLEMEN: The Secretary herewith respectfully presents his annual report for the year ending September 30, 1878:

RECEIPTS.

Balance on hand October 1, 1877.....	\$64,554 05
Received from State Treasurer.....	119,443 27
Received from Hospital steward.....	2,556 77
Total.....	<u>\$186,554 09</u>

DISBURSEMENTS.

As per Secretary's orders from No. 1 to No. 66 inclusive*.....	\$146,671 54
Balance on hand.....	39,882 55
Total.....	<u>\$186,554 09</u>

N. A. GRAY, *Secretary.*

* List of secretary's orders omitted from printed report in accordance with chapter 32, Laws of 1874.

Treasurer's Report.

TREASURER'S REPORT.

OSHKOSH, Oct. 1st., 1878.

To the Board of Trustees of the Northern Hospital for the Insane.

GENTLEMEN: — I have the honor herewith to present a statement of the finances of the Hospital for the year ending Sept. 30th 1878.

Balance Oct. 1st 1877.....	\$64,554 05
Received from State.....	119,443 27
Received from Joseph Butler.....	2,556 77
	\$186,554 09
I have paid secretarys orders 1 to 66 inclusive, amounting to* ..	\$146,671 54
Balance on hand.....	39,882 55
	\$186,554 09

Respectfully submitted,

THOS. D. GRIMMER,

Treasurer.

* List of Treasurer's orders omitted from printed report in accordance with chapter 32, laws of 1874.

Reports of Committees.

REPORTS OF COMMITTEES.

REPORT OF THE AUDITING COMMITTEE.

To the Board of Trustees of the Northern Hospital for the Insane:—

The Auditing Committee, to whom were referred the reports of the Secretary and Treasurer of the Hospital, after having made a careful examination of the books and vouchers of the Treasurer, and the financial books of the Secretary and Steward, and the financial transactions of the Executive Committee, including all accounts audited by said committee, ask leave to report that all matters pertaining to the financial management of said Hospital, together with the books and vouchers, are found to be correct.

D. W. MAXON,

PETER RUPP,

Auditing Committee.

WINNEBAGO, Wis., Oct. 13, 1878.

REPORT OF THE EXECUTIVE COMMITTEE.

To the Board of Trustees, Northern Hospital for Insane:—

GENTLEMEN—Your Committee have made frequent visits and inspections of the Hospital during the past year, and desire to express their approval of its management.

The permanent improvements have been satisfactorily and economically made.

We have carefully examined all accounts of the Hospital, and find them correct. Several improvements are needed during the coming year. We would especially urge the enlargement of Barn,

Reports of Committees.

Root House, Laundry and out-building for storage of implements and protection of horses, etc., and further improvement of farm lands and grounds in the immediate vicinity of the Hospital.

W. P. ROUNDS,
P. RUPP,
Committee.

NORTHERN HOSPITAL FOR THE INSANE,
WINNEBAGO, Wis., Oct. 16, 1878.

REPORT OF BUILDING COMMITTEE.

To the Board of Trustees of the Northern Hoipital for the Insane:—

GENTLEMEN—The Building Committee respectfully submit the following report:

Since the last report of the Committee, the new engine contracted for has been put up and tested, and found to perform fully all it was required to do under the contract.

The room for employees being insufficient, we have, under your direction, ordered the construction of a wall along the south side of the connecting corridor, with cross walls, so as to divide the building into sleeping rooms, giving space for twenty persons, and relieving the crowded state of the sleeping apartments of employes, besides affording much needed store rooms in the basement.

We have also constructed the new gas works, which are now nearly completed; this became a necessity, owing to the small size of the old apparatus.

We have also constructed a barn one hundred and eight feet long and forty feet wide; this is now completed, but we still lack barn room, the crops of the year having more than filled the increased space.

The heating apparatus has been completed under the building, and is working in a satisfactory manner.

A large proportion of the above mentioned work has been performed by the help regularly employed, assisted in some instances

Reports of Committees.

by the labor of those of the inmates who were considered able to perform such work, thus materially lessening the cost of the work done, and at the same time benefiting the health of the inmates by furnishing light employment for body and mind.

All of which is respectfully submitted.

THOS. D. GRIMMER,

W. P. ROUNDS,

Building Committee.

WINNEBAGO, Wis., Oct. 16, 1878.

REPORT OF VISITING COMMITTEES.

NORTHERN HOSPITAL FOR THE INSANE,

WINNEBAGO, Wis., Oct. 30, 1878.

Through the courtesy of the Hon. Peter Rupp, and in company with him and Dr. Kempster, the Superintendent, I have this day visited in detail the several wards of the Hospital, also the culinary department of the institution, and I am happy to state that I find the whole to be the model of neatness, the wards being scrupulously clean and the ventilation as perfect as can well be attained in an institution of its character and extent.

The appearance of the inmates showed conclusively that all their wants were carefully attended to, and in short the whole of the detail of the establishment gave evidence that it was presided over by a man thoroughly versed in the important work he has in charge, and whose every energy and zeal enters into the discharge of his arduous duty, and also that he is aided by a very efficient corps of assistants.

T. F. MAYHAM, M. D.

I fully concur in the above report.

PETER RUPP,

Trustee.

Reports of Committees.

NORTHERN HOSPITAL FOR THE INSANE.

WINNEBAGO, WIS., Dec. 28th, 1877.

By invitation of Hon. Peter Rupp, I have, to-day, made a detailed examination of this hospital. I find the institution conducted upon the most systematic and economical principles. The ventilation is perfect, and the supply of light, heat and water is all that could be desired. The utmost neatness and order prevail in all departments. The general health and the contentment of the inmates show that the whole management of the hospital is such as to fully sustain Dr. Kempster and his able corps of assistants. Beyond doubt, the capacity of the hospital should be increased to accommodate the numerous insane who cannot now be admitted.

E. B. BEESON, M. D.

I fully concur in the above report.

PETER RUPP, *Trustee.*

NORTHERN HOSPITAL FOR THE INSANE.

February 1, 1878.

Having been invited by the Hon. T. D. Grimmer to look over this institution, I have this day, in company with Superintendent Kempster, visited its several apartments, and most heartily indorse its management.

It was my privilege to be in several of the wards during the dinner hour of the patients, and the general good order manifest, together with the quality and quantity of the edibles, goes far to commend the institution as a public charity.

Frugality and prudence were also noticeable. The cleanliness of all departments is worthy of special notice, and I cannot refrain from a word of commendation to the efficiency of the superintendent and his able corps of his assistants.

W. H. SANDERS, M. D.

THOS. D. GRIMMER, *Trustee.*

Reports of Committees.

NORTHERN HOSPITAL FOR THE INSANE.

WINNEBAGO, WIS., Feb. 28th, 1878.

To the Board of Trustees of the Northern Hospital for the Insane:

GENTLEMEN:— Having this day officially visited the Northern Hospital by the appointment and through the courtesy of Hon. T. D. Grimmer and D. W. Maxon, and in company with Dr. Daniel Mc. L. Miller, we have the pleasure of reporting to you, that after a most careful and thorough examination of said hospital, we find no room for improvement in the way of cleanliness, ventilation and order. The water supply, heating apparatus and sewerage, are admirable, and all that could be desired, and although some of the wards are crowded much beyond the intended capacity, yet we were pleased with the contented, cleanly and comfortable appearance of the inmates, being ample proof of the kind treatment, care and attention bestowed upon them. We also feel it our duty to bear testimony to the judicious, constant and watchful supervision of the superintendent and his assistants in the medical and moral treatment of the inmates, sparing no effort which long experience, a cultivated mind, and a deep sense of moral obligation can suggest for the cure or amelioration of those whom misfortune has brought under their charge. We would suggest, however, the propriety of an appropriation for the purpose of supplying more means of amusement for the convalescent patients, especially a piano for the female ward.

In conclusion, we desire to express the hope, that the state will hereafter as heretofore deal with the institution in the same liberal and generous manner, feeling that the money thus appropriated has been spent in a very necessary and useful work, a credit to the state and to humanity.

JOHN A. RICE, M. D.

Merton, Wis.

D. McL. MILLER, M. D.

Oconomowoc, Wis.

Reports of Committees.

NORTHERN HOSPITAL FOR THE INSANE.

WINNEBAGO, WIS., March 26th, 1878.

I have again visited this institution under the guidance and in company with Dr. Hancker, and can only add to my former statement, that everything seems in perfect keeping with an institution of this kind, and it affords me great pleasure to note the order, neatness and uniformity everywhere to be observed.

The crowded condition of some of the sleeping apartments is much to be regretted, and if possible, arrangements should be made for the accommodation of these poor unfortunates in this regard.

I have no further recommendations to make or suggestions to offer.

W. H. SANDERS, M. D.

NORTHERN HOSPITAL FOR THE INSANE.

WINNEBAGO, WIS., April 18, 1878.

To the Board of Trustees of the Northern Hospital for the Insane:

GENTLEMEN:— I have yesterday and to-day, made a thorough inspection of the Northern Hospital for the Insane.

It gives me pleasure to report that I find everywhere, order, cleanliness and quietude. I find the superintendent a gentleman of high culture and marked ability, and I have every reason to believe, of strict integrity. He is industrious and watchful, and always ready to attend to the wants of the patients and their friends.

The medical assistants are likewise intelligent, educated and gentlemanly, and apparently worthy of the positions they hold. The attendants and all others employed in the institution seem to work in perfect harmony for the welfare of the household.

I have no adverse criticism to make upon any branch of the management, nor even a suggestion for improvement. The overcrowded condition of the hospital is, however, a patent evil which should be promptly removed by some provision of the legislature.

LEWIS SHERMAN, M. D.

Concurred in,

D. W. MAXON, *Committee.*

Reports of Committees.

NORTHERN HOSPITAL FOR THE INSANE,
WINNEBAGO, Wis., May 30, 1878.

By invitation of the Hon. D. W. Maxon, and in company with him, I have to-day visited this hospital for the purpose of general inspection. By the kindness of Drs. Hancker, Goe and Thomson, I have been shown through the several wards, dining rooms, kitchen, laundry, bakery, and in fact every part of the building, and I am happy to say that the utmost order and neatness appeared throughout every part. The kind attention of the physicians to the patients is especially to be commended.

The only thing that would offer an opportunity for a suggestion is the seeming lack of material for amusement in the female wards.

DARIUS MASON, M. D.

Concurred in.

D. W. MAXON,

Committee.

NORTHERN HOSPITAL FOR THE INSANE,
WINNEBAGO, Wis., June 23, 1878.

I have this day by the invitation of Hon. D. W. Maxon, and in company with him and Dr. Kempster, visited the different wards and grounds of this institution.

As regards hygiene and ventilation it could not be surpassed. I was very much pleased with the cleanliness of the different wards and rooms, and one thing in particular I wish to mention is the perfect manner in which the water closets are ventilated, there being less odor arising therefrom than in any of the first-class hotels of the country.

I am pleased to state that in a very great measure the horrors of an insane asylum have been removed by this visit.

I have nothing I can suggest that would add to the health or comfort of the patients of this institution.

S. F. JONES, M. D.

Concurred in.

D. W. MAXON,

Committee.

Reports of Committees.

NORTHERN HOSPITAL FOR THE INSANE,
WINNEBAGO, Wis., Aug. 29, 1878.

To the Board of Trustees of the Northern Hospital for the Insane:

GENTLEMEN—By invitation of Dr. N. A. Gray, and accompanied by him, I have this day made as thorough an examination of the hospital and grounds as time would permit.

In the management of the Hospital, as far as I could learn from one visit, I have only words of praise, I was particularly pleased with the cleanliness of the wards, and the entire absence of those revolting scenes that have formed the bugbear of so many minds in connection with insane hospitals in general.

Of the quiet, cheerful and homelike atmosphere which pervades the whole building we speak in warm commendation.

The cleanly and comfortable appearance of the inmates gives ample proof of the kind treatment and care bestowed upon them. Kind words and gentle treatment are the rule. The substantial and nutritious food with which the patients are regularly supplied, and the sanitary arrangement of the building, viz: water supply, heating, ventilation and sewerage, I find to be admirable. The farm is also in a very prosperous condition.

I have only this suggestion to make, viz: That more amusements be furnished in the departments devoted to the convalescent patients, and the addition of a few more books and periodicals, for I was impressed with the fact that both the male and female patients in the convalescent wards did not have amusement enough to occupy their whole time, and were thus left too much to their own thoughts.

Hoping that I may be able to visit this magnificent institution at some future time, when I can devote more time to it, I will close my report by thanking the superintendent for the kind treatment received. I also feel obliged to Dr. N. A. Gray for inviting me to visit the institution.

M. R. HEWITT, M. D.

Reports of Committees.

NORTHERN HOSPITAL FOR THE INSANE.

WINNEBAGO, Wis., Sept. 30, 1878.

By the invitation of Dr. N. A. Gray, of Milwaukee, and accompanied by himself and Dr. Walter Kempster, the superintendent, I have this day finished a very complete and thorough inspection of this institution, including its grounds, buildings, drainage, ventilation, heating and lighting apparatus, and water supply, and beg leave to report that I find them all in a high state of efficiency and apparently perfectly adapted to their object. After visiting each ward in detail, and inspecting the various water closets, bath rooms and dining rooms, and spending many hours in personal inspection of the patients, their mental, moral and physical condition, I am impelled to speak in highest praise of the efficiency of management of this model institution.

The food is wholesome, the beds clean, the rooms scrupulously neat and well ventilated, the attendants dignified and orderly, and manage the most difficult and violent cases, without injury to the patient, or losing their own self-control.

The wise and humane system of government in force reflects very favorably upon the able superintendent and his efficient corps of assistant physicians, and I regret very much to see their efforts and untiring industry in a great measure thwarted of its good results by the over-crowded condition of many of the wards and dormitories. I found in comparatively small rooms from six to nine beds each, and not a few rooms containing as many as twelve. The mere statement of this fact ought to be sufficient to call forth a remedy.

For the courteous invitation of your secretary, N. A. Gray, M. D., for the hospitable entertainment and aid so cheerfully and politely afforded by your efficient superintendent, Walter Kempster, M. D., and for the many courtesies of his able assistants, Drs. Hancker, Goe and Thomson, I am under many obligations.

Respectfully yours,

LOUIS GRASMUCK, M. D.

To the Board of Trustees of the Northern Hospital for the Insane.

TWENTY-NINTH ANNUAL REPORT

OF THE

BOARD OF TRUSTEES

OF THE

WISCONSIN INSTITUTION

FOR THE

EDUCATION OF THE BLIND

FOR THE

FISCAL YEAR ENDING SEPTEMBER 30, 1878.

LOCATED AT JANESVILLE.

MADISON, WIS.:
DAVID ATWOOD, PRINTER AND STEREOTYPER.
1878.

BOARD OF TRUSTEES.

Terms expire April 3, 1879.

E. BOWEN.

CYRUS MINER.

Term expires April 3, 1880.

B. R. HINCKLEY.

Terms expire April 3, 1881.

H. S. HOGOBOOM.

W. T. VANKIRK.

OFFICERS OF THE BOARD.

B. R. HINCKLEY,
PRESIDENT.

C. MINER,
TREASURER.

H. S. HOGOBOOM,
SECRETARY.

Officers of the Board.

OFFICERS OF THE INSTITUTION.

SUPERINTENDENT,

Mrs. SARAH F. C. LITTLE, A. M.

TEACHERS,

MISS S. A. WATSON, MISS A. I. HOBART,
MISS HELEN F. BLINN.

TEACHERS OF MUSIC,

JOHN S. VAN CLEVE, MISS M. L. BLINN.

MATRON,

Mrs. MARIA H. WHITING.

FOREMAN OF SHOP,

WILLIAM B. HARVEY.

Trustees' Report.

TRUSTEES' REPORT.

To His Excellency, WILLIAM E. SMITH,
Governor of the State of Wisconsin:

The board of trustees of the Wisconsin Institution for the Education of the Blind, respectfully submit herewith their twenty-ninth annual report. The institution has been favored with another year of prosperity. More than the usual number of pupils have been in attendance, and the work of their education, under the superintendency of Mrs. Sarah F. C. Little, and the teachers associated with her, has, we think, been carried forward with a good degree of success. The accompanying report of the superintendent will give more fully the present condition of the educational work of the institution. The finances have been managed with the best economy we could command, keeping in mind the objects for which the institution was founded and is carried on. The reports of the treasurer and secretary accompany this report, and we respectfully refer to them as showing the financial condition of the institution. During the year, the grounds have been regraded to conform to the new building, making a great improvement in the appearance of the premises. We are glad to report that the new building meets fully the expectations of the board, being substantially built, and well adapted to all the requirements of the institution. The interior walls of the halls of the building have never been finished, it having been thought best to leave them until thoroughly dried. We think it very desirable that this work be done during the next year, and we have included in the table of estimates, under the head of permanent improvements, the amount thought necessary for the purpose. We desire in this public manner, to thank the officers of the Chicago and Northwestern Railway Co., and the Chicago, Milwaukee and St. Paul Railway Co., for furnishing free passes to the pupils to and from their homes during the annual vacation.

Trustees' Report.

The following is a statement of the receipts and disbursements during the year:

RECEIPTS.

Balance on hand, current fund, Nov. 1, 1877.....		\$4,401 74
Appropriation of 1877 and 1878		4,250 00
Appropriation of 1878 and 1879		10,955 00
For sales in girls' work department	\$130 95	.....
clothing furnished pupils	61 24	.....
apparatus and books	15 72	.....
old steam pump.....	75 00	.....
swine	81 78	.....
horse.....	75 00	.....
old iron and brass.....	63 41	.....
sundries	14 31	.....
		<hr/> 517 41
Appropriation for house furnishing		455 00
Appropriation for improvement of grounds... ..		500 00
		<hr/> \$21,079 15

EXPENDITURES.

Apparatus and means of instruction.....		\$508 90
Clothing for pupils		157 54
Farm and barn expenses.....		413 72
<i>Fuel—</i>		
Coal, 325 tons.....	\$2,010 75	.....
Wood, 14½ cords	60 71	.....
		<hr/> 2,071 46
House furnishing.....		421 08
Improvement of grounds, special fund		465 78
Laundry and cleanliness.....		274 04
Light.....		364 59
Manufacturing departments.		199 19
Medical attendance and medicines.....		151 65
Miscellaneous purposes		1,222 02
Permanent improvements		642 06
Repairs		566 52
Salaries and wages.....		6,565 33

Trustees' Report.

Subsistence—

Bread, 19,303 lbs.....	\$655 92	.....
Crackers, 481 lbs.....	28 56	.....
Flour, family.....	83 40	.....
Flour, graham and buckwheat.....	18 65	.....
Meal, corn.....	7 25	.....
Meal, oat.....	2 50	.....
Rusks and cookies.....	14 32	.....
Butter, 3,245 lbs.....	605 58	.....
Coffee, 349 lbs	90 64	.....
Eggs, 481 doz.....	57 23	.....
Fruit.....	194 65	.....
Lard, 714 lbs.....	65 61	.....
<i>Meats—</i>		
Beef, fresh, 14,963 lbs.....	978 60	.....
Beef, dried	1 31	.....
Fish	107 72	.....
Hams, 462 lbs.....	43 84	.....
Mutton and lamb, 429 lbs.....	40 35	.....
Pork, 605 lbs	31 77	.....
Poultry.....	74 12	.....
Sausage, 146 lbs.....	14 60	.....
Tongues.....	8 35	.....
Veal, 1,233 lbs	85 02	.....
Rice	12 50	.....
Sugar, 4,066 lbs.....	421 86	.....
Sugar, maple, 228 lbs.....	29 57	.....
Syrup	50 28	.....
Tea, 109 lbs... ..	41 92	.....
Vegetables	156 89	.....
Miscellaneous articles of subsistence.....	117 01	.....
Total subsistence	—————	\$4,040 02
Total expenditures.....	.....	<u>\$18,058 90</u>

Trustees' Report.

ESTIMATES.

The estimates for the expenses of the institution for the ensuing year are as follows:

Apparatus and means of instruction	\$707 00
Clothing for pupils not repaid.....	100 00
Executive expenses.....	455 00
Farm and barn expenses	550 00
Fuel— coal and wood	2,725 00
House furnishing	420 00
Laundry and cleanliness.....	450 00
Light.....	400 00
Medical attendance and medicines..	175 00
Repairs and tools	400 00
Salaries and wages.....	6,588 00
Subsistence	4,300 00
Work departments.....	175 00
Miscellaneous	555 00
Permanent improvements	1,000 00
Total.....	\$19,000 00

Owing to the extremely low price at which we are able to purchase many of the supplies of the institution, we are in hopes of closing the year with a surplus of about five hundred dollars, and therefore ask that the sum of eighteen thousand and five hundred dollars be appropriated for current expenses for the coming year.

Very respectfully,

H. S. HOGOBOOM,
Secretary.

B. R. HINCKLEY,
President.

JANESVILLE, Nov. 6, 1878.

Treasurer's Report.

TREASURER'S REPORT.

To the Board of Trustees of the Wisconsin Institution for the Education of the Blind:

GENTLEMEN: I have the honor to submit the following report, showing the financial transactions of your Board for the year ending November 1, 1878:

CURRENT EXPENSE FUND ACCOUNT.

RECEIPTS.

Balance on hand Nov. 1, 1877.....	\$4,401 74	.....
From State Treasurer, balance of appropriation for 1877-1878.....	4,250 00	.....
From State Treasurer from appropriation for 1878-1879.....	10,955 00	.....
From Superintendent.....	509 25	.....
From Secretary.....	8 16	.....
	<u> </u>	\$20,124 15

DISBURSEMENTS.

Paid orders 1570 to 1712, inclusive.....	\$9,228 06	.....
Paid orders 1 to 110, inclusive, new series.....	8,240 26	.....
Balance on hand.....	2,655 83	.....
	<u> </u>	\$20,124 15

BUILDING FUND ACCOUNT.

RECEIPTS.

Balance on hand Nov. 1, 1877.....	\$1,778 96	.....
	<u> </u>	\$1,778 96

DISBURSEMENTS.

Paid orders 223 to 230, inclusive... ..	\$1,777 26	.....
Balance on hand.....	1 70	.....
	<u> </u>	\$1,778 96

Treasurer's Report.

MISCELLANEOUS FUND ACCOUNT.

RECEIPTS.

Balance on hand Nov. 1, 1878.....	\$114 81	.....
	<u> </u>	\$114 81

DISBURSEMENTS.

Paid orders 25 to 27, inclusive.....	\$114 81	.....
	<u> </u>	<u> </u>
		\$114 81

HOUSE FURNISHING FUND ACCOUNT.

RECEIPTS.

April 20, 1878. Amount from state treasurer	\$455 00	... ..
	<u> </u>	\$455 00

DISBURSEMENTS.

Paid orders 1 to 41, inclusive.....	\$124 80	.....
Balance on hand.....	330 20	.....
	<u> </u>	<u> </u>
		\$455 00

IMPROVEMENT FUND ACCOUNT.

RECEIPTS.

April 21, 1878. Amount from state treasurer	\$500 00	.....
	<u> </u>	\$500 00

DISBURSEMENTS.

Paid orders 1 to 26, inclusive.....	\$465 78	.....
Balance on hand.....	34 22	.....
	<u> </u>	<u> </u>
		\$500 00

Respectfully submitted,

C. MINER,
Treasurer.

JANESVILLE, Nov. 1, 1878.

Secretary's Report.

SECRETARY'S REPORT. .

To the Board of Trustees of the Wisconsin Institution for the Education of the Blind:

GENTLEMEN: I submit herewith a detailed statement* of the orders drawn on your treasurer since November 1, 1877:

Orders on the current fund are numbered from 1,570 to 1,712 inclusive, old series, and from 1 to 110 inclusive, new series.

Orders on the building fund are numbered from 223 to 230 inclusive.

Orders on the improvement fund are numbered from 1 to 26 inclusive.

Orders on the house furnishing fund are numbered from 1 to 4 inclusive.

Orders on the miscellaneous fund are numbered from 25 to 27 inclusive.

Very respectfully,

H. S. HOGOBOOM,

Secretary.

November 6, 1878.

* Omitted in accordance with chap. 32, Laws of 1874.

Superintendent's Report.

SUPERINTENDENT'S REPORT.

To the Board of Trustees of the Wisconsin Institution for the Education of the Blind:

GENTLEMEN:— During the past year, the work of educating the blind youth gathered in this Institution has gone steadily forward. In some previous terms, the lack of sufficient accommodations has been a hindrance to the work, which has been overcome so far as possible by the patience and efforts of officers and pupils. The beginning of the year, whose history I now record, found the school in the commodious building erected to replace the one destroyed by fire in 1874, and the experience of the year has demonstrated its adaptation to the purpose for which it was designed. The plan of the house renders it convenient, the rooms are large and airy, the heating apparatus and water supply are sufficient, and the accommodations ample for the number of pupils now in attendance.

Ninety persons, forty-three males and forty-seven females, have received instruction during the year. Nine have entered the school since the date of the last report. Applications have been received for the admission of several others. Nine have completed their course of instruction here. One, Augusta Zimmerman, who left school last spring on account of ill-health, died in September, at her home in Jefferson county. The average number present during the term is seventy-seven.

Instruction has been given, as heretofore, in three departments, literary, musical and industrial. During the last term, the number of pupils having instruction or practice in the several branches was as follows: In reading, 55; spelling, 58; arithmetic, 72; geography, 51; grammar, 26; physiology, 21; English literature, 13; kindergarten, 13; vocal music in classes, 65; orchestra, 13; piano playing, 35; organ, 16; violin, 11; theory of music, 14; broom-making, 26; caning chair-seats, 33; beadwork, 36; hand-knitting, 23; ma-

Superintendent's Report.

chine-knitting, 4; hand-sewing, 23; machine-sewing, 10; crocheting and other fancy work, 18.

This term we have classes in reading, spelling, arithmetic, geography, grammar, writing (with card and pencil, and also by the New York point system), mensuration, natural philosophy, and natural history. The class in mensuration will soon take up geometry. The kindergarten is continued for one hour daily, and affords an opportunity for much training required by the younger pupils, not readily obtained elsewhere. Three choirs seem still to be a necessity. Two classes in theory of music are still maintained.

The broom-shop continues to afford to the older boys opportunity for regular exercise, for acquiring mechanical skill, some knowledge of practical things and a habit of useful industry, as well as a knowledge of a trade which may afford to some of them a means of future support. A little has been done at weaving carpets, and we hope to accomplish more in this branch of industry the coming year. Both boys and girls learn cane-seating. Sewing and knitting by hand and with machines, and a variety of fancy work, are taught to the girls. Some of them obtain a good degree of taste and skill, and all have their capacity for usefulness enlarged.

The peculiar condition of the pupils in this school, demands special training of a variety of kinds, in order that they may be as far as possible qualified to do their share of the world's work, and bear their portion of the world's responsibilities.

A child blind from infancy has a poorer chance for the acquisition and use of practical knowledge than any other child of equal mental capacity. He is shut out from a large part of the occupations and amusements which serve to induce vigor in children who see. His knowledge of material objects is meager and likely to be inaccurate. Of a large and important class of ideas, he can form only a vague conception. His ear conveys to him the spoken words of his companions, and he may learn to use language fluently, without after all having a correct apprehension of many of the objects and operations that he talks about. He may even have exceptional endowments in certain respects, and still his mental condition be abnormal, because of his lack of extensive and accurate

Superintendent's Report.

knowledge of the material world. The more his imaginative faculty is developed, the less likely he is to be careful to gain exact ideas of externals, and the less imagination he has, the more difficult it is for him to obtain any clear conception from a description or from models.

A proper system of education will do much toward supplying the lack of the knowledge that comes through vision. The hearing must be made to do all it can. Touch must be called upon to render its invaluable aid. Its range is limited. It can not go out of the reach of the hands. It can tell little of motion and nothing of light, shade or color. But it can lay the foundations of knowledge by giving the mind some things known, from which it can proceed to form conceptions of things unknown. With a model in his hand to convey an idea of the outline, the words of the teacher can assist the imagination in forming a mental picture of the machine or animal in motion or in different positions. I may be allowed to quote here a passage from the fourteenth report of this Institution:

“The education of blind children in regard to the external world, differs exceedingly from that of seeing children. The child that sees, is always engaged in an examination of the objects by which he is surrounded. Without instruction from others, and almost without being aware of it himself, he is constantly acquiring information in regard to their size, forms, positions, etc., etc. The blind child acquires the same knowledge (so far as he does acquire it) by slow and laborious processes. He must inquire and feel. What a glance of the eye tells to one, the other learns by careful handling or by verbal explanations that are often very inadequate to convey correct impressions to his mind. As a seeing child walks the street, he observes in an instant a multitude of things that can not be described to a blind child in hours, perhaps not at all. Moreover, the former refreshes and improves his knowledge every time he passes that way, while the latter, very likely, has to be contented with a single description. In the field, an unusual plant, animal or mineral, catches the eye of the attentive, seeing child, and he stops to inspect it; the blind child passes by

Superintendent's Report.

unaware of its existence. The motions of animals and the action of machinery are evident to the seeing, from the blind they are mainly concealed. The results of this difference often strike one very strangely. It is impossible to tell, when a blind child enters the Institution, upon what subjects or to what extent he has correct information, because no one can tell what things have been explained to him. He may be ignorant of some of the simplest and commonest things. That a horse's foot differs from a dog's, he knows by the sound of their steps; but that it differs from a cow's, it may happen that he has not been told. He dips his hand in water, or he waves it in the air, and perhaps he has never learned that one is visible and the other is not. A few words will set him right in such cases as these; but there are innumerable other cases where words will not suffice, and only an examination of the object or of a model will enable him to understand it."

All recognize the value to seeing youth of pictures and models of various kinds, specimens of shells, minerals, etc., and apparatus for illustrating natural philosophy and other sciences. Is it not evident that to the blind youth, the value of apparatus suited to his touch is still greater? Gradually, as the finances of the Institution and of the state will permit, I deem it highly desirable that the requirements of our school in this respect should be supplied.

Blindness is a hindrance to physical vigor and development, which is not always realized. The steps taken always in the dark are likely to be few, slow and unsteady. The inducements to and opportunities for active exercise in the open air are much less than for seeing children. This often results in enfeebled constitutions, ungainly movements and a lack of enterprise and self-reliance.

It is our duty in seeking to prepare our pupils for the duties of life, to train their sluggish muscles, to awaken in their minds an interest in the active pursuits of men and women, to stimulate self-respect, and to develop and encourage self-reliance.

In these respects there is a great difference in blind children when they first come to school. This arises in part from difference in natural characteristics and in part from circumstances (some having a degree of vision, and some having become blind after

Superintendent's Report.

their early childhood was passed), but much depends upon the training of the child at home.

Many a mother, from very love of her child and anxiety for his safety, keeps him closely by her side, does for him many things which the seeing children of the family do for themselves and for others, constantly repress or fail to encourage his desire for activity and participation in the sports or work of the other children, and thus render the helplessness of infancy perpetual. The muscles become enfeebled and the hands nerveless and idle, except, perhaps, when engaged in some automatic motion. The mental and moral effects of such a life are no less disastrous. The mind becomes sometimes dull and inactive, and sometimes precociously reflective or imaginative. The child comes to have little or no notion or desire of being helpful to others. His whole thought and interest centers on himself. If parents realized how much they were crippling the future happiness and usefulness of their children by such a lack of training, I am sure they would make earlier and greater efforts than many now do, to train them to activity and endurance.

There are many things which a blind child can learn at home just as well as at the Institution, the knowledge of which would enable him to enter upon his pupilage here in a condition to advance rapidly and easily, as, for example, to prepare his toilet, to tie a knot, to handle a knife and fork properly, and in many ways to use his hands readily; to count, to add and subtract small numbers, the points of the compass, the name of the state and town in which he lives. Opportunity should be given him to examine, by handling, as large a number of objects as possible. If there are other children in the family, the blind one might well accompany them to the district school. He can take part in many of the exercises, and get real profit from them, and also from the association with sighted children.

The memory should early be cultivated by committing passages of prose or poetry. Especially should pains be taken to prevent the child's forming any bad habits of posture or rhythmic motions. Such habits are very easy to acquire, and very difficult to be rid of.

Superintendent's Report.

Abundant occupation for the hands and activity of body are probably the best preventives as they are the best remedies.

It would, in my judgment, be well to add somewhat to the inducements now offered to our scholars to take active exercise, or make such use of their physical powers as should give them skill and strength. Our boys would enjoy and use parallel bars and other gymnastic apparatus. Some tools, not too choice to be handled by the smaller boys, would be desirable, and also small wagons or carts which both boys and girls might use during play hours. An additional swing for the use of the girls is quite a necessity.

During the term, four lectures were given in the assembly room, at which all members of the school and family were present. I desire to express the thanks of the entire household to the following gentlemen for the pleasure and profit thus afforded:

Rev. George Schorb; subject, Temperance.

Horace McElroy, Esq.; subject, The City of the Kings.

Rev. J. L. Jones; subject, The Cost of an Idea.

Mr. J. W. Silsbee; subject, Constitution of Man.

The general managers of the Chicago, Milwaukee & St. Paul, and of the Chicago & Northwestern Railways, have continued their liberality to the pupils of the Institution, by again furnishing them with free transportation to and from their homes for the summer vacation. Thanks are hereby tendered for the favor.

Acknowledgment is made of the receipt of the following newspapers, and the publishers are requested to continue to send them to the Institution:

Burlington Standard.

Wisconsin Chief, Fort Atkinson.

Monroe Sentinel.

Kenosha Telegraph.

Brandon Times.

Palmyra Enterprise.

Goodson Gazette, Staunton, Va.

The Tablet, Romney, W. Va.

Mute's Companion, Faribault, Minn.

Superintendent's Report.

In August last, a regular meeting of the American Association of Instructors of the Blind was held at the Institution in Columbus, Ohio. Twenty-five Institutions in the United States, one in Canada, and one in London, England, were represented at the meeting by one or more delegates. Several interesting and instructive papers were read, and valuable reports were presented by committees previously appointed. There were also discussions on various topics relating to the education and welfare of the blind. The merits of different systems of point writing and musical notation were discussed earnestly. It is to be hoped that the future will bring more unanimity on this subject than now prevails among educators of the blind. It seems best that this Institution should continue to use the New York point system, which has given excellent satisfaction here. "Employments for the Blind" was the theme of some suggestive remarks by different members of the convention. The value of piano tuning, as a business for blind persons, is becoming increasingly evident from the experience of the graduates of those Institutions that have paid special attention to teaching tuning. I hope it may be practicable at an early day, to give systematic instruction in this branch of industry to some of our pupils.

Probably the mutual exchange of views and experiences in a social way, by members of the Association, is of quite as great value as the more formal deliberations of the convention. The stimulus to thought, the increase of interest in our work, and the help to a proper appreciation of the magnitude and worth of it, will long be felt by those who had the privilege of being present. The next meeting of the Association is appointed to be held in August, 1880, at Louisville, Ky.

In closing, I wish to express the hope that the measure of success which has hitherto attended our efforts to ameliorate the condition of the blind of Wisconsin, may be continued and increased, and to this end may we labor unitedly, and rely upon Him by whose aid alone any good work can be accomplished.

Respectfully,

SARAH F. C. LITTLE.

Catalogue of Pupils.

 CATALOGUE OF PUPILS.

<i>Names.</i>	<i>Residence, County.</i>
Wilhelmina Mesenberg, - - -	Dodge.
Julia Gorham, - - -	Shawano.
Kate Page, - - -	Walworth.
Sophonra Johnson, - - -	Dane.
Adam Zepp, - - -	Washington.
Emma Henderson, - - -	Rock.
Elizabeth I. Noonan, - - -	Rock.
Frederick Tranton, - - -	Marathon.
Fred. D. Parker, - - -	Rock.
William F. Pautz, - - -	Milwaukee.
Jennie C. Cummings, - - -	Rock.
Catharine Sullivan, - - -	Rock.
Levi G. McCulloch, - - -	Crawford.
Edwin Bates, - - -	Outagamie.
Amanda A. McCloskey, - - -	Crawford.
Margaret T. Fohey, - - -	Milwaukee.
Charles P. R. Krakofsky, - - -	Racine.
George Stuempfig, - - -	Columbia.
Thirza L. VanDuzee, - - -	Vernon.
Jonas Hedburg, - - -	Pierce.
Caroline Hedburg, - - -	Pierce.
Selby Rich, - - -	Dodge.
Margaret Lapine, - - -	Fond du Lac.
Josephine Lapine, - - -	Fond du Lac.
Julia A. Patch, - - -	Ozaukee.
Sarah Murphy, - - -	Rock.
Charles E. Flick, - - -	Dane.

Catalogue of Pupils.

<i>Names.</i>	<i>Residence, County.</i>
Augusta Zimmerman, - - -	Jefferson.
Libbie D. Wood, - - -	Fond du Lac.
John F. Amerhine, - - -	Milwaukee.
Clarissa Moon, - - -	Grant.
Silas Waters, - - -	Green.
Frederick A. Klemp, - - -	Dodge.
Kate Youngman, - - -	Jefferson.
John Oleson, - - -	Juneau.
Henry J. Heyden, - - -	Jefferson.
Mary A. Shannahan, - - -	La Fayette.
Ari May Lyon, - - -	Walworth.
Anna Carter, - - -	Crawford.
Nellie A. Garner, - - -	Grant.
Georgine M. Sensiba, - - -	Brown.
John H. Wilson, - - -	Grant.
Ida M. Flick, - - -	Dane.
Clyde A. Whitney, - - -	Rock.
Cora B. Cook, - - -	Rock.
Carrie R. Streeter, - - -	Columbia.
Laura Engleson, - - -	Rock.
Electa H. Pomeroy, - - -	Dodge.
Amelia W. Nix, - - -	Waukesha.
Kate M. Bann, - - -	Richland.
Francis Harmon, - - -	Walworth.
Gustave Quandt, - - -	Waupaca.
Dennis Murphy, - - -	Fond du Lac.
Lillie Rodgers, - - -	Jefferson.
Ida Rodgers, - - -	Jefferson.
Edward Sweeney, - - -	Rock.
M. Angelo McGalloway, - - -	Fond du Lac.
Katie E. Killeen, - - -	Fond du Lac.
Sherman O. Bitney, - - -	Dane.
Maggie D. Foley, - - -	Richland.
Laura A. Trentlage, - - -	Fond du Lac.
Jennie A. Connor, - - -	Dodge.

Catalogue of Pupils.

<i>Names.</i>				<i>Residence, County.</i>
Mary I. Hedburg, -	-	-	-	Pierce.
Honora Dorsey, -	-	-	-	Rock.
Andrew M. Sorenson, -	-	-	-	Brown.
Frank Finisterbach, -	-	-	-	Pierce.
Ellen M. Dustrued, -	-	-	-	Rock.
Charles Davis, -	-	-	-	Fond du Lac.
William B. Stickney, -	-	-	-	Juneau.
Christopher Ehlenz, -	-	-	-	La Crosse.
Rosa Grimm, -	-	-	-	Fond du Lac.
Otillie Wertz, -	-	-	-	Calumet.
Willie Fauerbach, -	-	-	-	Dane.
Jacob Mueller, -	-	-	-	Washington.
Annie L. Sylvester, -	-	-	-	Milwaukee.
Mary L. Shimcusky, -	-	-	-	Pepin.
Joseph O. Preston, -	-	-	-	Rock.
Cora A. Briggs, -	-	-	-	Outagamie.
W. Ulmer Parks, -	-	-	-	Outagamie.
Hugh O'Neil, -	-	-	-	Dane.
John B. Thomas, -	-	-	-	Pierce.
E. N. Armeson, -	-	-	-	Adams.
Olaf Oleson, -	-	-	-	La Crosse.
Edna E. Haskell, -	-	-	-	Monroe.
Edward A. Shattuck, -	-	-	-	Rock.
Frank Simmons, -	-	-	-	Green.
George C. Brooks, -	-	-	-	Rock.
Willie Belau, -	-	-	-	Dodge.
Matthew Krolovets,	-	-	-	Kewaunee.

Admission of Pupils.

ADMISSION OF PUPILS.

The object of this Institution is to furnish the blind children of the state a good education specially adapted to their condition, thereby fitting them to take an intelligent and useful part in the affairs of life.

Instruction is given in those subjects usually taught in our best public schools, and also in music, both vocal and instrumental, and in various kinds of work.

The Institution is supported by the state, and no charge is made for board or tuition, but a small sum should be deposited with the Superintendent for occasional expenses.

From ten to fourteen is the most favorable age for entering the Institution, provided the pupils have had judicious care and training at home, prior to that age. But as this is not always the case, and as there are many who lose their sight after that age; or, having lost it earlier, do not find an opportunity of going to school at the proper time, the regulations of the Institution allow of the admission of all proper subjects who are not under eight or above twenty-one years of age.

It must be borne in mind, however, by the friends of blind children, that though they have the privilege of sending them to the Institution at a later period than the one mentioned as the best, yet it is of the highest importance that they should be sent within said period; for, as they grow older, their neglected powers lose their susceptibility of cultivation, rendering the training more and more difficult, until they become wholly incapacitated for receiving such an education as will fit them for a life of usefulness, independence and happiness. It is not uncommon to witness results of this kind, arising out of the morbid tenderness with which a blind child is frequently regarded by his friends, rendering them unwilling to entrust him, at the proper age, to the care of strangers, lest some harm should befall him. Indeed, every year's experience but serves to indicate more clearly the lamentable prevalence of this unjust neglect; as there are constantly applying for admission into the Institution, those whose melancholy lot is to lead a life of hopeless ignorance and dependence, but who might, with proper train-

Admission of Pupils.

ing in early youth, have become happy and useful members of society, maintaining themselves comfortably and respectably.

The term of instruction is not limited to any definite number of years, but is determined in each individual case, by the acquirements of the pupil and consequent fitness for graduating. The length of each one's term will of course depend upon his aptness to learn, and the extent of the course to be pursued.

The session of the Institution commences on the second Wednesday of September in each year, and closes on the next to the last Wednesday in June following; leaving a vacation of more than two months, during which time the pupils will have an opportunity of visiting their homes and replenishing their clothing.

It is important that new pupils should enter upon their term of instruction at the commencement of a session; and it is expected of all others that they will be present at the opening of the school and remain until it closes, on the last day of the session, unless prevented from doing so by sickness or other emergency. It is also expected that timely arrangements will be made for the departure of every pupil from the Institution within a few days after the close of each session.

All are expected to come provided with an adequate supply of good, comfortable clothing, which must be replenished from time to time, as it becomes necessary.

The stock of clothing should embrace suitable articles for both summer and winter, and a sufficient number of each kind to admit of the necessary changes for washing and repairing.

All clothing must be sent in good condition, not only upon the first entrance of the pupil, but also at each subsequent return from home, after the vacation.

Each article should also be distinctly marked with the owner's name or initials, in order to prevent confusion or loss.

All letters or express packages for pupils should be addressed to the care of the Institution, in order to secure their prompt reception.

For the purposes of education, all children are regarded as practically blind whose vision is so defective as to prevent them from receiving the benefit of common schools.

Any person wishing to make application for the admission of a

Admission of Pupils.

pupil into the Institution, must address the Superintendent, giving definite and truthful answers to the following questions, viz.:

1st. What are the names and post-office address of the parents or guardians of the person for whom application is made?

2d. Are such parents or guardians legal residents of the state of Wisconsin?

3d. What is the name and age of the person for whom application is made?

4th. At what age did he or she become blind, and from what cause?

5th. Is his or her blindness total or partial? If partial, what is the degree of blindness?

6th. Is he or she of sound mind, and susceptible of intellectual culture?

7th. Is he or she free from bodily deformity and all infectious diseases?

8th. What are his or her personal habits and moral character?

If any useful vision exists, the certificate of some physician or teacher should be furnished, stating that the child cannot receive the advantages of common schools for want of sight.

Upon the receipt of such application by the Superintendent, the applicant will be notified as to whether or not the person in question will be admitted, and no one must be sent to the Institution until such notification shall have been received.

No person of imbecile or unsound mind, or of confirmed immoral character will be knowingly received into the Institution; and in case any person shall, after a fair trial, prove incompetent for useful instruction, or disobedient to the wholesome regulations of the Institution, such pupil will be thereupon discharged.

It is believed that a considerable number of blind children are growing up in ignorance, in the state, and the attention of ministers, doctors, teachers and other persons of extensive acquaintance with the young, is specially invited to the matter, in the hope that they will use their influence to have such children sent to school before it is too late.

Parents of blind children are cordially invited to visit the Institution, that they may decide from their own observation whether it is best to send them here.

All persons are requested to send the names and addresses of blind children of their acquaintance to the Superintendent,

MRS. THOMAS H. LITTLE,
Institution for the Blind, Janesville, Wis.

TWENTY-SEVENTH ANNUAL REPORT

OF THE

BOARD OF TRUSTEES

OF THE

WISCONSIN INSTITUTE

FOR THE

Education of the Deaf and Dumb

FOR THE

FISCAL YEAR ENDING SEPTEMBER 30, 1878.

LOCATED AT DELAVAN.

MADISON, WIS.:

DAVID ATWOOD, PRINTER AND STEREOTYPER.

1878.

To His Excellency, Wm. E. SMITH,

Governor of the State of Wisconsin:

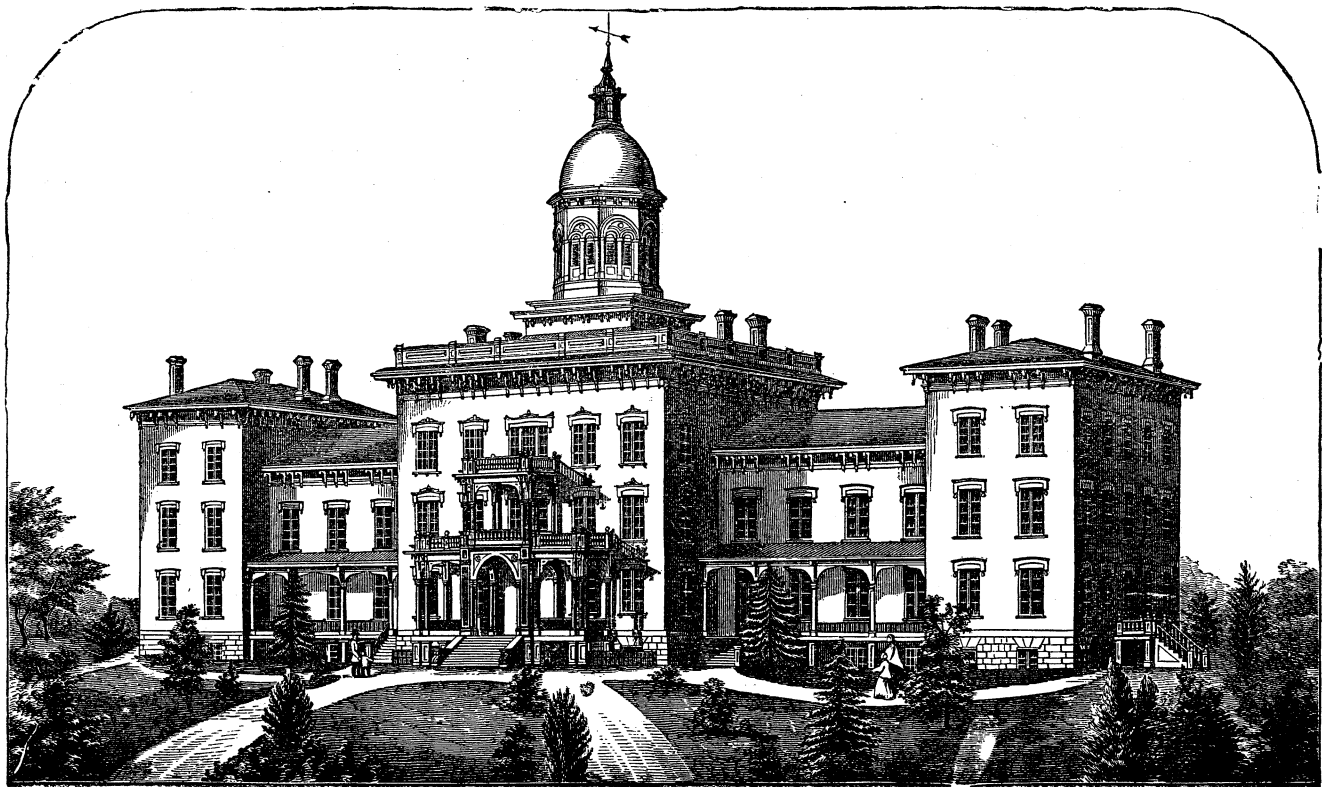
I have the honor of presenting you herewith the twenty-seventh annual report of the Board of Trustees of the Wisconsin Institute for the Education of the Deaf and Dumb.

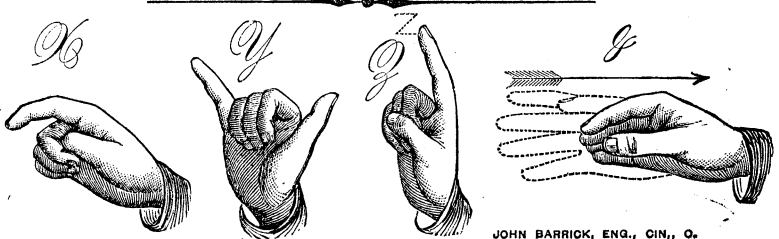
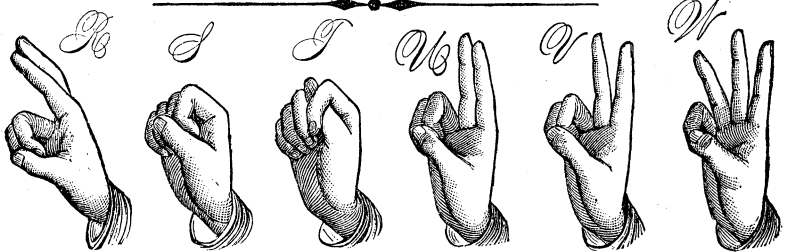
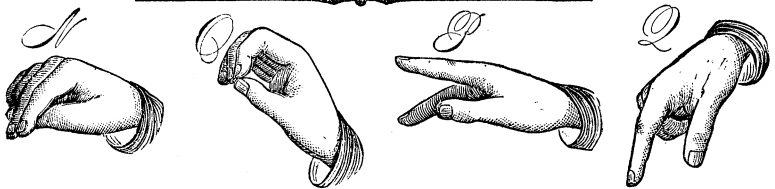
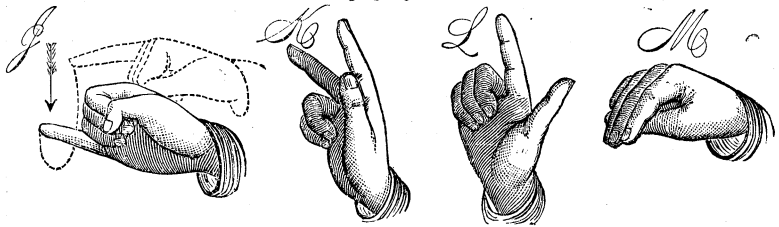
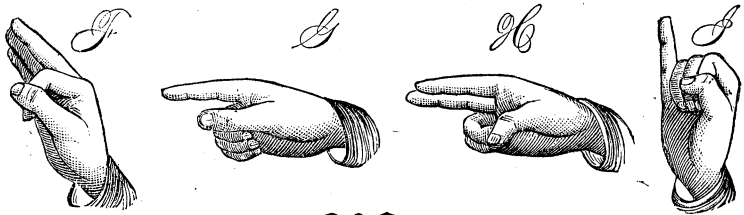
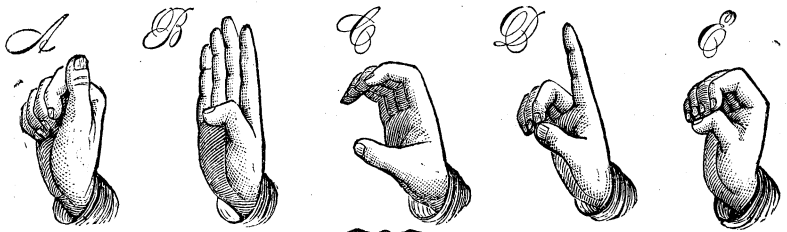
Very respectfully yours,

S. R. LA BAR,

Secretary.

DEHAVAN, *November 1, 1878.*





BOARD OF TRUSTEES.

Term expires April, 1879.

AARON L. CHAPIN, - - - Beloit, - - - Rock County.
S. REES LA BAR, - - - Delavan, - - - Walworth County.

Term expires April 1880.

HOLLIS LATHAM, - - - Elkhorn, - - - Walworth County.

Term expires April, 1881.

E. D. HOLTON, - - - Milwaukee, - - - Milwaukee County.
D. G. CHEEVER, - - - Clinton, - - - Rock County.

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SECRETARY,

S. REESE LA BAR.

TREASURER,

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S. REES LA BAR, D. G. CHEEVER.

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INSTRUCTORS,

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WILLIAM A. COCHRANE, A. M.,	ELEANOR McCOY,
ZACHARIAH G. McCOY,	IMOGEN L. TILDEN,
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MRS. A. BROADRUP.

PHYSICIAN,

H. D. BULLARD, M. D.

Trustees' Report.

TRUSTEES' REPORT.

To His Excellency, WILLIAM E. SMITH,
Governor of Wisconsin.

SIR:— The Board of Trustees of the Wisconsin Institute for the Education of the Deaf and Dumb respectfully submit the following report for the 26th year of the institution, ending September 30th, 1878.

By favor of Divine Providence, the inmates of the institute have enjoyed almost uninterrupted health, and the work of instruction and discipline has been efficiently and successfully carried on through the year. The superintendent, instructors and officers have been faithful in their duties, and the pupils have been cheerful and happy in their associations and studies, maintaining order and fidelity in willing subjection to the kind, paternal government exercised over them. Special efforts have been made to raise the standard of scholarship, with encouraging success.

The reports of superintendent and other officers, herewith submitted, present details of the internal administration of the school, which has been characterized by harmony and good feeling on the part of all concerned. The number of pupils enrolled during the year was 180, about the same as that reported for the previous year. At the close of the school year, the connection of Mr. Hiram Phillips, Miss Cora E. Carver, and Miss Isabella Kimball with the institute as teachers, terminated. Two new teachers, Mr. W. J. Fuller and Miss Rosetta C. Ritscher have been appointed, and unless the number of pupils shall be increased beyond what now seems probable, it is believed that a redistribution of the classes will enable the corps of teachers, as now constituted, to meet the exigencies of the year to come.

With a view to more of unity and efficiency in the executive ad-

Trustees' Report.

ministration of the institution, the distinct office of steward has been abolished, and the duties of that office are devolved upon the superintendent, with the assistance of a clerk.

The amount of funds expended for the institution during the last year was \$29,522.45, distributed as follows:

EXPENDITURES.

Means of instruction and amusement.....		\$460 57
Clothing and expenses of indigent pupils, less \$49.41 repaid...		502 85
Drugs and medicines.....		42 60
Farm and barn.....		362 03
Fuel—coal and wood, less \$1,853.08, on coal for next year.....		2,294 51
House furnishing.....		999 47
Laundry.....		180 03
Lights, less \$38.50 received for barrels and residuum.....		554 50
Live stock, less \$172.26 received for pork sold.....		167 74
Manufacturing, cabinet shop, less \$5.03, receipts.....	\$71 08	
Shoe shop, less \$1,110.64, receipts.....	145 13	
Printing.....	63 00	
		279 21
Managers' and trustees' expenses.....		614 91
Miscellaneous purposes.....		609 13
Permanent improvements.....		500 88
Repairs, less \$44.85, for items sold, and \$75.00, rent.....		1,092 10
Subsistence, less \$21 received for board.....		7,436 03
Salaries and wages, department of instruction.....	\$7,198 29	
Domestic department.....	3,445 61	
Heating department.....	1,024 00	
Shops ..	1,287 51	
		12,955 41
Library.....		101 98
Printing stock.....		368 51
		<hr/>
		\$29,522 45
		<hr/>

A careful consideration of the members of the institution, made in conference with the State Board of Charities, leads to the following estimate of probable expenses for the year to come:

Trustees' Report.

APPROPRIATIONS APPLIED FOR.

Means of instruction and amusement.....		\$500 00
Clothing and expenses of indigent pupils.....		550 00
Drugs and medicines.....		75 00
Farm and barn.....		300 00
Fuel		2,200 00
House furnishing.....		1,100 00
Laundry.....		250 00
Lights.....		600 00
Live stock.....		200 00
Manufacturing.....		500 00
Managers and trustees.....		300 00
Miscellaneous items.....		800 00
Repairs, ordinary.....		1,000 00
Subsistence.....		7,800 00
Salaries and wages, department of instruction.....	\$7,000 00	
Domestic department.....	3,400 00	
Shops	1,250 00	
Heating.....	1,050 00	
		12,700 00
Library.....		125 00
Painting outside of building		600 00
New steam pump.....		400 00
		<u>\$30,000 00</u>

This estimate has been made with careful regard to the most economical provisions for actual necessities. This Board desire therefore, through your Excellency, respectfully to ask of the legislature an appropriation of \$30,000 for the current expenses of the coming year.

Early in the year, the attention of this Board was called to certain charges made by a former instructor against the trustees, the superintendent, the steward, teachers, and other employees of the institute. Most of these charges were known to be absolutely false, and all were believed to be without foundation, prompted only by the malice of the accuser. But having been thrown before the public in a way to impair confidence in the character of the institution, they seemed to demand some investigation. Agreeably to

Trustees' Report.

your Excellency's order, at the request of this Board, an investigation of these charges was made by the State Board of Charities and Reform, representatives of this Board being present to render assistance as occasion might require. The result in the form of a full report has been already laid before you and published.

The accuser, on the witness stand, retracted most of the gravest of his charges. The only one which was in any degree sustained by evidence had respect to the conduct of Mr. A. J. Woodbury, the steward, towards some of the female pupils, six years ago; and he was pronounced to have been, at that time, guilty of a serious offense. This judgment was, however, qualified by the accompanying affirmation that, with that exception, his life had been exemplary, and his duties as steward of the institution had been discharged with fidelity. The report of the investigation was not made until after the dispersion of the pupils at the close of the school year. This Board, however, at once took action designed to terminate Mr. Woodbury's connection with the institute before the opening of the school for another year.

By inference, from some expressions of his own on the witness stand, the investigating Board found occasion to say of the superintendent that, in their opinion, he had allowed himself in some indiscreet familiarity with female teachers. This Board were led thereby to make very careful inquiry respecting the acts referred to, and became fully satisfied that there was nothing in them which could affect unfavorably either the character of the superintendent or his influence in the institution.

The report of the investigation clearly shows that the reckless malice of the accuser was the spring and source of these charges. Against such assaults, duty to their trust requires of this Board that they stand for the defense of superintendent and teachers unjustly maligned, as well as to guard the moral purity of the children gathered under their tuition. With respect to these unpleasant matters, they have acted according to their best judgment for the accomplishment of both these ends and for the general interests of the institution.

And now, to assure the confidence of parents and friends of the

Trustees' Report.

deaf and of all interested in their welfare, this Board do, as men of truth and integrity, affirm from their own knowledge, gained by years of careful oversight and insight of its affairs, that children sent to this institution are brought under influences most favorable to their intellectual growth and to the development in them of a pure and noble manhood and womanhood, by which their peculiar calamity is relieved, and they are fitted to become useful and happy members of society and citizens of the state.

The general education of this class of our children and youth can be properly provided for only by gathering them into such a public institution where are combined the influences of both home and school. This institute should be considered, therefore, not as a means of public charity, but as a department of that educational system through which the state endeavors to secure the advancement of all its citizens in intelligence and virtue. As such, it is again commended to the generous regard and fostering support of the governor and legislature of our commonwealth, and to the intelligent sympathy and interest of all patriots and philanthropists.

In behalf of the Board, respectfully submitted,

A. L. CHAPIN,
President.

Superintendent's Report.

SUPERINTENDENT'S REPORT.

To the Trustees of the Wisconsin Institute for the Education of the Deaf and Dumb:

GENTLEMEN: In compliance with the law, I have the honor to present to you a statement of the operations of the institute during the year, closing Sept. 30th 1878, and of its present condition.

In doing so we gratefully acknowledge the care of an overruling Providence, perfect in wisdom and goodness toward his children; the generosity of a state, liberal in its provision for the wants of the unfortunate, and commendable zeal and industry on the part of all trustees, officers and teachers, who have aided in the work of securing the good results of the year.

The usual good health and exemption from contagious diseases and serious accidents have prevailed.

ATTENDANCE.

One hundred and eighty pupils have been registered during the year. The average attendance has been one hundred and forty. Of these, thirty-six are new pupils; a number considerably in advance of that of any previous year, except 1876, when it was thirty-five. This is in part a result of our efforts in looking up those entitled to admission, and in interesting parents and guardians in their education. There are now on file, accepted applications of eighteen others, most of whom will no doubt soon enter. Besides these, there is doubtless a large number still unknown to us. We have used diligence in giving publicity to the information, that the state here provides liberally for the education of every child within her borders, who, by reason of defective hearing, cannot receive instruction in the common schools; and have urged that in case of absence, while the child suffers an irreparable loss, the state also loses in the fact that the appropriated means do not reach the one for whom

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they were appropriated; and still more seriously, in the fact that there are those among its inhabitants growing into maturity, without the qualifications which will make them good and useful citizens.

For the present, and until the number demanding admission is very greatly increased, the state needs to center all her interest in one institute, with a view to securing such an attendance as will give opportunity for advantageous and economical grading and classification of pupils, and general maintenance. This can be done without incurring any of the evils which some allege are incident to large institutions—an allegation, you will allow me to say, unsupported by facts; since it is well known that the largest institutions—those numbering from three hundred to five hundred, are the best. But if any one entertains an honest fear of a large institute, he may safely dismiss that fear, so far as Wisconsin is concerned. Had we to-day in the institute, every suitable child within the state, we should not have a large school. Certainly, for the present, to divide interest, can tend only to embarrass the efforts of the state, by weakening the hands of those who have it in charge, and increasing the cost of maintenance. It is plain to any one, that an addition to the number supported must diminish the cost per capita, and add weight and importance to the institution.

THE SCHOOL.

The classification of the pupils, and the arrangement of their studies and exercises, vary very slightly from year to year. The lowest grade is composed, in the main, of those who have just entered. During the year they learn some hundreds of words—nouns, verbs, adjectives, prepositions and pronouns; and to combine them into simple sentences, descriptive of objects and actions presented. They also learn to count, to add and subtract small numbers, and to write a fair hand. In the second grade, the learning of language is continued to the construction of complex sentence, and connected composition. with exercises in arithmetic, and object lessons. In the third grade, the study of language and arithmetic is continued, with the addition of geography. In the fourth grade, the com-

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mon school text books are taken up, and thenceforward the exercises of the school room, and the methods of instruction, are very similar to those in other schools. As far as practicable, all recitations are conducted in written language, and the pupil is constantly required to give and take ideas by means of words. In this way a pupil of ordinary capacity will acquire in the course of seven years, creditable proficiency in arithmetic, geography, grammar, history elements of physics, astronomy, botany, physiology, geology, rhetoric, literature, and in cases of those of best capacity, algebra, political economy, mental and moral science.

I think it well to repeat what was said in the 25th report: "The institute is in the most complete sense, educational in its design and operations; an integral part of the state system of public instruction; peculiar only so far as the misfortune of its beneficiaries creates a necessity;" and to add that we recognize these peculiarities, as a part of their misfortune. We feel it to be our duty to remove them as rapidly and completely as possible. Singularity, and consequent isolation and privation constitute in a great measure the burden of deafness. That condition which renders the child unable to receive oral communication from others, also deprives him of the power to acquire the means of communicating his own thoughts to them, and acts practically as a bar to all ordinary educational efforts and social intercourse. His own crude natural signs, however skillfully used by him, are scarcely comprehended by his few most intimate associates, and rarely, if ever, becomes a satisfactory means of communication.

We recognize the fact, that whatever tends to remove this bar, and make the interchange of thought practicable, tends to lessen this singularity, and to introduce the deaf mute to social equality, with those more favored, in the possession of all their senses. Hence the acquisition of verbal language, articulate or written, is the great purpose of their education; the object to be had in view throughout the whole course. To attain this, the natural language or gesture, which is in reality a foreign language; not only not advantageous, but decidedly harmful in the efforts to acquire word language, must be abandoned; and the pupil must be made to think

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and to express his thoughts in words. A more difficult task, can scarcely be conceived. It is seldom completely effected. We work toward perfection, by constantly requiring words to be substituted for signs. This is done, as I have said above, either by articulation or writing.

ARTICULATION.

Late reports from the institutions in the United States show that this method of instruction and communication is receiving increased attention. During the year, almost one fourth of our pupils have received instruction in articulation and lip-reading. Many of them have made very satisfactory improvement. I respectfully suggest that another teacher be assigned to this department.

INDUSTRIAL DEPARTMENT.

The following programme, giving the time of the various occupations of the day, will show the amount devoted to labor. It applies to every pupil, and is strictly carried out. Its effect in preserving order, and inducing habits of regularity and industry is marked.

A. M.	P. M.
5:45 — Rise.	12:00 to 1:00 — Dinner and recreation.
6:30 — Breakfast.	1:00 to 3:00 — School.
7, to 8:30 — Work.	3:15 to 5:30 — Work.
9, to 12:00 — School.	5:30 to 7:00 — Supper and recreation.
	7:00 to 9:00 — Study.

Young pupils retire at 8:00; older ones at 9 o'clock.

On Saturday, 7:15 A. M., to 10:30, work; remainder of the day, holiday.

On Sunday, 9:00 A. M., lecture; 2:30 to 4:00, class instruction; 7:00 P. M., lecture and reading.

Breakfast, 6:30; Dinner, 12:00; supper, 6:00.

During the year, fifteen boys have been instructed in the use of wood-working tools; learning to perform a variety of work in the line of cabinet making and carpentry.

In the shoe-shop, twenty-seven boys have been employed. All the work made has met with ready sale at fair prices. Both these

Superintendent's Report.

shops have been repaired, refitted and somewhat enlarged, so as to extend the opportunities of learning a trade to a greater number of boys.

Eight pupils — three girls and five boys, have received instruction in the art of type-setting. We have recently purchased two small presses, and have every reason to expect good results from the introduction of this branch of industry.

As the education of the hand and eye, in the direction of securing means of support hereafter, and the cultivation of habits of industry are our objects, we use no machinery in our shops; believing, that these results will be more satisfactorily secured in the skillful use of the ordinary hand tools.

The smaller boys are employed in keeping the school-rooms, walks, and yard in order, and in preparing wood, etc.

The reports of the masters of the shops, accompanying this, will give you statements of their condition.

The work performed by the female pupils, while equally important, and faithfully performed, cannot be so readily represented in dollars and cents. They have taken care of their own and the boys' dormitories, and performed much of the work in the dining-room and laundry. In the sewing room, where all varieties of sewing are taught, the following items of work have been completed by them:

ARTICLES MADE IN THE SEWING-ROOM.

15 pairs of pillow cases.	86 pillow cases.
19 long sleeved aprons.	33 dish aprons.
4 floor mats.	22 dresses.
125 slate wipers.	88 iron holders.
58 pairs mittens.	6 shirts.
28 cotton beds.	16 calico aprons.
23 flannel waists.	5 tablecloths.
14 pairs working-sleeves.	1 oilcloth apron.
10 white aprons.	2 pairs drawers.
72 dish towels.	12 roller-towels.
111 bathing towels.	18 shop-aprons
8 sheets.	15 ruffles.

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36 napkins.

26 window curtains.

24 towels.

8 table covers.

48 handkerchiefs.

Mending for pupils estimated at \$36.00.

In all work done by pupils, the prime object is their instruction. Hence there is always present a competent person to teach and direct.

It is a hopeful sign, that in all our institutions, the subject of industrial training is receiving increased attention.

THE LIBRARY.

The amount—\$100—appropriated for the library, has been expended for the purchase of books. Also a neat case has been made for the teachers' library, and a more commodious and convenient one arranged for the pupils. It is earnestly requested that another, and if possible, larger appropriation be made for the coming year.

VISIT OF THE GOVERNOR.

During the closing exercises last June, the institute was honored by the presence of his Excellency, Gov. William E. Smith, and his lady. The visit, though unexpected, was none the less gratifying and enjoyable to all present, and we have good reason to think, satisfactory to them. It will long be remembered as the first such visit, within the school life of many of our pupils.

VISIT OF THE STATE SUPERINTENDENT OF PUBLIC INSTRUCTION.

In February, Hon. W. C. Whitford made an official visit and inspection of the institute. I am glad to be able to give you his impressions, in his own language, as printed in the *Wisconsin Journal of Education*, March, 1878 (Editorial).

“Every opportunity which could be desired was given for the inspection of the grounds and buildings. Neatness, good order, and industry were exhibited everywhere. The location on the bluff, just outside the village, and near Turtle Creek, is a very beautiful one; and the plat of ground in front of the main building is ornamented tastefully with evergreens and shrubbery. The barns,

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work-shops, gymnasium, laundry, kitchen, engine-house, cellars, recitation and study-rooms, dormitory rooms, office, dining-room and parlors were all examined.

"We became greatly interested in the pupils and the classwork. These number one hundred and forty-three, about two-thirds boys. They, in the main, appear active, intelligent and healthy, with inquisitive eyes and contented faces, and respectful in deportment. For the first two years, they are taught chiefly words, phrases, and simple sentences. We witnessed the recitations of young men and young ladies, who have been in the institution five and six years; and their exercises in history, arithmetic, grammar, rhetoric and elementary physics would do credit to speaking pupils of the same age in our high schools.

"The teaching is necessarily very peculiar and laborious. It is, in many respects, unlike any instruction which we find in our schools. The majority of the teachers show very plainly the exhaustive nature of their work.

"A small number of the mutes form a class in articulation. As far as we could judge, they were exceedingly well in learning to converse with their teacher, and with strangers. A few boys and girls are learning type-setting. This trade has but lately been introduced, and proves specially adapted to the deaf and dumb."

ACKNOWLEDGMENTS.

The following newspapers and magazines have been sent to the Institute gratuitously or at reduced rates, for which the proprietors will please accept thanks. We respectfully solicit a continuance of their favors, and extend a like invitation to all within the state to do a *great kindness* at a *trifling* expense.

Harper's Bazar.
Harper's Monthly.
Harper's Weekly.
Gazette, Janesville, Wis.
Free Press, Beloit, Wis.
News, Chicago, Ill.
Standard, Burlington, Wis.

Superintendent's Report.

Republican, Delavan, Wis.
 Telegraph, Kenosha, Wis.
 Independent, Elkhorn, Wis.
 Der Herold, Milwaukee, Wis.
 Acker und Gartenbaun Zeitung, Milwaukee, Wis.
 Journal of Chemistry, Boston, Mass.
 Wisconsin Chief, Ft. Atkinson, Wis.
 Valley News, Lodi, Wis.
 Times, Brandon, Wis.
 Deaf Mute Chronicle, Ohio Institute.
 Daily News, American Asylum, Hartford.
 Deaf Mute Advance, Illinois Institute.
 Tablet, West Va. Institute.
 Deaf Mute, Kentucky Institute.
 Ranger, Texas Institute.
 Mute Journal, Nebraska Institute.
 Deaf Mute Index, Colorado Institute.
 Star, Kansas Institute.
 The Educator, New York Institute.
 Deaf Mute Journal, Mexico, N. Y.
 Mirror, Michigan Institute.
 Goodson Gazette, Virginia Institute.
 Companion, Minnesota Institute.

We also acknowledge the favor of reduced fare to pupils coming to and going from school, on the Northwestern, Western Union and Milwaukee & St. Paul railroads.

I have the honor, gentlemen, to submit the foregoing.

Respectfully.

W. H. DE MOTTE,

Superintendent.

DEHAVAN, Wis., October 1, 1878.

Physician's Report.

PHYSICIAN'S REPORT.

To the Trustees of the Wisconsin Institute for the Education of the Deaf and Dumb:

GENTLEMEN: The sickness among the pupils of the institute from October 1, 1877, to July 1, 1878, was of mild character, yielding readily to remedial treatment, which I conceive to be the strongest proof of good sanitary rules and regulations, and highly commendable of those having the same in charge.

Respectfully submitted, J. B. HEMMINWAY, M. D.

To the Board of Trustees of the Wisconsin Institute for the Deaf and Dumb:

GENTLEMEN: I hereby have the honor to report upon the sanitary condition of the Deaf and Dumb Institute for the quarter ending October 1, 1878, during which time I have been physician in charge. The months of July and August occurring during the annual vacation, no cases were treated. For the month of September, there were treated as follows:

Stomatitis ulceration.....	1
Tonsillitis... ..	1
Spinal irritation.....	1
Pustular eruptions.....	1
Febris intermitteus.	2
Catarrhus simp.....	4
Ivy poisoning (?).	2

All have been mild cases and yielded readily to treatment. The sanitary condition of the Institute could not well be better. Cases of slight sickness receive immediate attention and the best possible care from the matron and her assistants, which does much to prevent serious illness.

Respectfully submitted,

H. D. BULLARD, M. D.,
Physician in Charge.

Treasurer's Report.

TREASURER'S REPORT.

To the Board of Trustees of the Wisconsin Institute for the Education of the Deaf and Dumb.

GENTLEMEN.—I herewith submit to you the annual report of the financial condition of the Institution for the year ending Sept. 30, 1878.

	Dr.	
1877.	To balance, cash on hand at settlement	\$8,166 42
Oct. 1	Received from state treasurer	7,875 00
Dec. 6		
1878.	Received from state treasurer	7,500 00
Mch. 6	Received from state treasurer	2,500 00
June 26	Received from state treasurer	2,000 00
July 16	Received from state treasurer	3,000 00
Aug. 16	Received from state treasurer	2,500 00
Sep. 14	Received from state treasurer	1,516 69
Sep. 30	Received from shops and miscellaneous sources	
	Total receipts.....	\$35,058 11
	Cr.	
.....	To paid orders Nos. from 1 to 539 inclusive, herewith returned	\$32,892 22
	Balance on hand Sept. 30.....	\$2,165 89
.....	There is still in the State Treasury, balance of appropriation for 1878	\$12,500 00

All of which is respectfully submitted,

HOLLIS LATHAM, *Treasurer.*

October 16, 1878.

Boot and Shoe Shop.

CABINET SHOP.

W. H. DE MOTTE, *Superintendent:*

I herewith hand you a statement of the condition of the cabinet shop for the year ending September 30, 1878:

To stock and material on hand last report.....	\$435 08	.....
To salary of foreman.....	687 51	.....
To lumber and tools.....	65 80	.....
By cash sales.....		\$5 03
By work done for Institute.....		932 35
By stock and material on hand.....		283 82
Balance	32 81	.....
	<u>\$1,221 20</u>	<u>\$1,221 20</u>
Balance in favor of shop		\$32 81

E. YOUNG, *Foreman.*

SHOE SHOP.

W. H. DE MOTTE, *Superintendent:*

I herewith hand you a statement of the condition of the shoe shop for the year ending September 30, 1878:

To stock and material on hand last report.....	\$765 95	.....
To leather and tools during the year.....	1,255 77	.....
To salary of foreman.....	600 00	.....
By cash sales.....		\$1,110 64
By indigent pupils.....		241 55
By stock and material now on hand.....		604 09
By work and stock for Institute.....		7 25
Balance		658 19
	<u>\$2,621 72</u>	<u>\$2,621 72</u>
To balance against the shop.....		\$658 19

R. S. MINER, *Foreman.*

List of Pupils in School, etc.

LIST OF PUPILS IN SCHOOL.

During the year ending September 30, 1878.

MALES.

Andrews, William B.....	Jefferson	Jefferson.
Angelroth, Oscar	Milwaukee	Milwaukee.
Beeman, Geo. F.....	Argyle	La Fayette.
Beeman, Albert M.....	Chilton	Calumet.
Bellman, John	Jefferson	Jefferson.
Bevins, George	La Valle	Sauk.
Birk, Gustav	Glen Haven	Grant.
Blonde, Mike.....	New Franken	Brown.
Boyea, Joseph.....	West Depere.....	Brown.
Boyea, George.....	West Depere	Brown.
Brown, William E.....	Beetown	Grant.
Bruns, John.....	Fond du Lac.....	Fond du Lac.
Burton, Geo. E	Shopiere	Rock.
Byrne, James E.....	Juda	Green.
Calkins, William A.....	Baraboo.....	Sauk.
Campbell, Loring P.....	Depere.....	Brown.
Carney, Simon.....	Wilmot	Kenosha.
Clark, Myron.....	Fairchild	Eau Claire.
Coke, Fred. E.....	Brookfield	Waukesha.
Coke, William.....	Brookfield.....	Waukesha.
Conard, Fabier	Robinsonville	Brown.
Cordes, George	Baraboo.....	Sauk.
Cullen, James F.....	Janesville	Rock.
Cullen, William G.....	Black River Falls.....	Jackson.
Dahl, John.....	Pigeon Falls.....	Trempealeau.
Deubel, Edmund.....	Watertown.....	Jefferson.
Dill, Johan.....	Newtonburg... ..	Manitowoc.
Donneau, Oliver.....	Oconto	Oconto.

List of Pupils in School — continued.

MALES — continued.

Dorn, Leonard.....	Milwaukee	Milwaukee.
Downey, Eugene T.....	Milwaukee	Milwaukee.
Drinkwine, Joseph.....	Fond du Lac ..	Fond du Lac.
Eldredge, Charles E.....	West Eau Claire.....	Eau Claire.
Englert, Leonard.....	New Franken.....	Brown.
Eernisse, Abram.....	Gibbsville ..	Sheboygan.
Falk, Edwin J.....	Stettin	Marathon.
Ferries, Francis.....	Tomah	Monroe.
Florey, Elmer L.....	Lyndon	Sheboygan.
Foy, Thomas.....	Madison.....	Dane.
Girth, Albert F.....	New Chester.....	Adams.
Gorey, Dennis.....	Magnolia..	Rock.
Grenwis, Albert.....	Merton	Waukesha.
Gunderson, Gunder M.....	Waterford	Racine.
Hagerty, Thomas.....	Maple Grove	Manitowoc.
Haraldson, Hartwig.....	Kilbourn City.....	Columbia.
Heberd, Geo. A.....	Waupaca	Waupaca.
Helgeson, Henry.....	Angelica	Shawano.
Henry, Geo. A.....	Glen Haven.....	Grant.
Henry, Adron T.....	Delavan	Walworth.
Heintz, John.....	Sturgeon Bay.....	Door.
Hirte, Emil.....	Fond du Lac	Fond du Lac.
Hollenstein, John J.....	Hartford	Washington.
Hubner, Albert.....	Hubbleton.....	Jefferson.
Hulburt, Arthur D.....	Loganville.....	Sauk.
Johnson, Herbert L.....	Milwaukee	Milwaukee.
Karberg, Gustav	Mazomanie.....	Dane.
Karges, Theodore.....	Burlington	Racine.
Kelley, George.....	Menasha	Winnebago.
Kirchenlohr, Louis.....	Appleton	Outagamie.
Kirk, John J	Sharon	Walworth.
Knoblock, Henry G.....	Oshkosh	Winnebago.
Kolbeck, John.....	Cato	Manitowoc.

List of Pupils in School, etc. — continued.

MALES — continued.

Lamp, William F.....	McFarland	Dane.
Larson, Charles M.....	Mt. Morris.....	Waushara.
Lindmann, Walter	Milwaukee	Milwaukee.
Larson, Christian	Rio	Columbia.
Lissac, John	Keil	Manitowoc.
Lonergan, Michael.....	Eden	Fond du Lac.
Miller, Jacob.....	Dorchester	Clark.
Morrissey, Frank	Appleton	Outagamie.
Myers, Karl	Kilbourn City	Columbia.
Marburger, Christian	Norwalk	Monroe.
Noeldner, Ernst W.	Mayville	Dodge.
Peplenski, Egnitz.....	Milwaukee	Milwaukee.
Popki, Josef.....	Milwaukee	Milwaukee.
Prochnow, Bernhard F. M	Paynesville.....	Milwaukee.
Prehn, Adam	Newton	Manitowoc.
Padden, Pat	Erin	St. Croix.
Riggs, Austin W.....	Delavan	Walworth.
Riley, John.....	Montello	Marquette.
Riley, Francis, W.....	Milwaukee	Milwaukee.
Robinson, Warren	Mineral Point	Iowa.
Round, Bennie.....	Jeddo	Marquette.
Ryan, Michael.....	Portage City.....	Columbia.
Sampson, Erick L	Norway Grove....	Dane.
Sass, Stanislaus.....	Stevens Point.....	Portage.
Schlachter, Michael.....	Sheboygan	Sheboygan.
Scott, Charles W.....	Brothertown.....	Calumet.
Sonnenburg, Augustus F.....	Newtonburg	Manitowoc.
Sprendiano, August.....	Pewaukee	Waukesha.
Stickles, Fred.....	Delavan	Walworth.
Taylor, Elmer	Pedee	Green.
Taylor, Samuel J	Montford.....	Grant.
Truax, Charles.	Jenny.....	Lincoln.
Udall, Ralph.....	Lyons.....	Walworth.

List of Pupils in School, etc. — continued.

MALES — continued

Wakefield, Claude	Kenosha	Kenosha.
Wakeman, Henry E.....	Marshall	Dane.
Webb, Charles S.....	Sylvan	Richland.
Weller, Americus E.....	Sheboygan	Sheboygan.
White, James.....	Mazomanie.....	Dane.
White, John.....	Mazomanie.....	Dane.
Winters, Charles H	Highland	Iowa.
Worden, Geo. F.....	Oshkosh	Winnebago.
Wood, Walter J.....	Durand	Pepin.
Williams, Robert T.....	Darlington	La Fayette.
Zahn, John.....	Iron Ridge	Dodge.

FEMALES.

Althaus, Emily.....	West Bend	Washington.
Althaus, Anna.....	West Bend	Washington.
• Andress, Susan	Auroraville.....	Waushara.
Andrews, Dora E.....	Keshena.....	Shawano.
Bacon, Lottie.....	White Creek.....	Adams.
Bailey, Bellè.....	Trimbelle	Pierce.
Bailey, Kate.....	Trimbelle	Pierce.
Bandow, Wilhelmina	Stevens Point.....	Portage.
Bartlett, Eneretta C	Chippewa Falls.....	Chippewa.
Blum, Eugenie.....	Princeton	Green Lake.
Bœttscher, Anna.....	Milwaukee.....	Milwaukee.
Coke, Ella	Brookfield.....	Waukesha.
Coughlin, Catharine	Milwaukee	Milwaukee.
Cowham, Ellen Lillian.....	Nekama.....	Winnebago.
Curnaye, Mary.....	Two Rivers.....	Manitowoc.
Dachalet, Josephine	Green Bay.....	Brown.
Derby, Nancy E.....	Whitewater	Walworth.
Dewaezeger, Ellene.....	Brussels.....	Door.
Dickson, Ellen M.....	Elk Mound.....	Dunn.
Dudley, Ella C	Neillisville	Clark.
Dumke, Louisa.....	Neenah	Winnebago.

List of Pupils in School, etc. — continued.

FEMALES— continued.

Eberhardt, Mary A.	Leroy	Monroe.
English, Gertrude	Davis Corners	Adams.
Erdmann, Hannah.....	Milwaukee.....	Milwaukee.
Gabel, Margaret	Darlington	La Fayette.
Gratz, Catharine.....	Racine	Racine.
Gutzmen, Auguste	Concord.....	Jefferson.
Gutzmen, Wilhelmine.....	Concord.....	Jefferson.
Hackett, Mary.....	Platteville.....	Grant.
Hagerty, Mary	Maple Grove.....	Manitowoc.
Hanley, Hester	Milwaukee	Milwaukee.
Haraldson, Kirten	Kilbourn City	Columbia.
Haraldson, Inger M.....	Kilbourn City.....	Columbia.
Harrington, Emily	Two Rivers.....	Manitowoc.
Hollingsworth, Mary.....	Green Bay.....	Brown.
Hubbard, Eva L.....	Hyde's Mills ..	Iowa.
Hibbard, Lillie A. S.....	Stetsonville...	Taylor.
Hibbard, Violet A. C.....	Stetsonville.....	Taylor.
Koster, Etta M.	Ripon.....	Fond du Lac.
Krippenberg, Cristine.....	Janesville	Rock.
Kruger, Lena.....	Waterloo ..	Jefferson.
Laabs, Bertha.....	Milwaukee	Milwaukee.
Lafler, Mary A.	Wyocena ..	Columbia.
Marburger, Ida.....	Norwalk.....	Monroe.
Martzki, Anna M.....	Ripon.....	Fond du Lac.
Mead, Mary Eva.....	Lone Rock	Richland.
Miller, Sarah.....	Cadez	Green.
Miller, Elizabeth	Dorchester	Clark.
Minert, Frances	Albany.....	Green.
Munsch, Emma.....	Weyauwega	Waupaca.
Neitzke, Therese	Rest	Vernon.
Overton, Bella.....	Wilmot	Kenosha.
Pearson, Amanda.....	Plymouth.	She boygan.
Pellet, Winifred	Koshkonong	Rock.
Prohaska, Rosa.....	Milwaukee	Milwaukee.

List of Pupils in School, etc. — continued.

FEMALES — continued.

Rinder, Celinda.....	East Troy	Walworth.
Ringrose, Evaline M.....	Humbird.....	Clark.
Rossmann, Emma A.....	Whitewater.....	Walworth.
Sass, Antonia.....	Stevens Point.....	Portage.
Schiller, Emma.....	Milwaukee	Milwaukee.
Sell, Laura.....	Milwaukee	Milwaukee.
Stenzel, Anna.....	Milwaukee	Milwaukee.
Sylvester, Helen V.....	Arkansaw.....	Pepin.
Thibone, Clara	Brussels	Door.
Togerson, Tomena.....	Ontario	Vernon.
Tonn, Caroline	Mecan	Marquette.
White, Elizabeth.....	Mazomanie	Dane.
White, Jennie.....	Racine.....	Racine.
Wilhelmi, Mary	Racine.....	Racine.
Williams, Cynthia L.....	Ontario	Vernon.
Williams, Lydia.....	Le Roy.....	Rock.
Wright, Ruth.....	Beloit	Dodge.
Wrin, Kate.....	Hartford	Washington.
Zastro, Amelia.....	Concord.....	Jefferson.
Zimmer, Mary.....	Stevens Point.....	Portage.

	Male.	Fem.	Total.	Male.	Fem.	Total.
Present Oct. 1, 1877.....				87	51	141
Admitted during year				13	23	36
Re-admitted during year.....				4	2	3
Total registered.....	9			104	76	180
Dismissed on expiration of time....	2	1	10			
Removed from state.....		2	4	11	3	14
Leaving on rolls.....				93	73	166
Present Oct. 1, 1878.....				77	61	138
Absent				16	12	28

Admission of Pupils.

ADMISSION OF PUPILS.

The Wisconsin Institute for the Education of the Deaf and Dumb is located at Delavan, Walworth County, on the Western Union Railroad.

It is a *school* for the education of the children and youth of the State, who, on account of *deafness*, cannot be instructed in the common school.

The law provides that all deaf and dumb residents of this state, of the age of ten years, and under twenty-five years, of suitable capacity to receive instruction, shall be received and taught free of charge. The only time in the year for admission is the beginning of the term, on the first Wednesday of September. The term closes in June. There is no winter vacation.

No person of imbecile or unsound mind will knowingly be admitted; and such, if received, will be discharged on discovery that he can not be instructed by means of the methods here employed.

All applicants must be free from immoralities of conduct, and from offensive or contagious diseases.

There is no charge for children of the state for board or tuition, but their friends are expected to pay traveling and incidental expenses, and to supply clothing—a sufficient supply of which should be furnished at the beginning of the school year, or be sent by express as needed. Ordinary mending is done at the institute, but the making of garments is no part of its work. Every garment should be distinctly marked with the owner's name. A sum of money, not less than five dollars, should be deposited with the superintendent, at the beginning of the school year, for incidental expenses.

Admission of Pupils.

All letters respecting applicants should be addressed to the superintendent, to whom money should be sent by draft or post-office order.

All letters and express packages for pupils should be marked "Institute for the Deaf and dumb." Express matter should be prepaid.

Any person knowing of deaf-mute children or youth, not in school, may confer a great blessing upon them, by sending their names and the address of their parents, to the superintendent of the Institute for the Deaf and Dumb, Delavan, Wisconsin.

FORM OF APPLICATION.

1. Full name of deaf-mute.
2. Date of birth.
3. Place of birth.
4. Names of parents.
 - Father.
 - Mother.
5. Residence of parents.
 - Town.
 - County.
 - Post-office.
 - Nearest railroad station.
6. Occupation of father or mother.
7. Nationality of parents.
8. Was the child born deaf?
 - Or, what was the cause of deafness?
 - At what age?
9. Is deafness total, or partial?
10. What is the general health?
11. Is there any imbecility or idiocy?
12. Has it had the Small pox?
 - Mumps?
 - Measles?
 - Whooping cough?
13. Are any of the family connections deaf?

Admission of Pupils.

14. Were the parents related before marriage.
15. Names of all the children in the order of age.
Signature of parent or other person making application.
Post-office address.

This form, when filled and signed, should be sent to

W. H. DE MOTTE.

Superintendent, Institute for Deaf and Dumb,
Delavan, Walworth County Wisconsin.

By-Laws.

BY-LAWS.

TRUSTEES.

The regular meeting of the board of trustees shall be held at the Institute, as follows:

1. The annual meeting on the first Wednesday of May, at which time they shall elect by ballot, a president, an executive committee of two, and a treasurer, from their own number, also a secretary, who may or may not be of their own number.

2. A meeting at the close of the school term in June, for the appointment of officers and the fixing of salaries; for determining the repairs and improvements during vacation, and for the consideration of such other matters as demand attention for the ensuing year.

3. A meeting on the third Wednesday of October, at which they shall examine the accounts for the fiscal year ended, make estimates for the legislative appropriations, and prepare to report to the governor of the state the condition and wants of the Institute.

The president or two members of the board may call special meetings. A majority of the trustees shall constitute a quorum, and have power, in case of a vacancy, to elect any officer of the Institute.

THE EXECUTIVE COMMITTEE.

The executive committee shall have the general oversight of the Institute, in accordance with the regulations of the board, during the intervals of its meeting, convene monthly for the auditing of accounts, examination of the premises, estimating expenses, and conference with the principal concerning the welfare of the Institute.

By-Laws.

THE TREASURER.

The treasurer shall give bonds yearly, to be approved by the Board of Trustees, for the faithful discharge of his duties, in such sum as they may determine. He shall draw from the state treasurer, on warrant signed by the president and secretary of the board, all moneys appropriated for the Institute. From funds in his keeping, he shall pay orders issued by the secretary and countersigned by one member of the executive committee, keeping a record thereof. At the board meeting in October, and at other times when required, he shall present a full statement of his accounts with the Institute.

THE SECRETARY.

The secretary shall make a full and accurate record of the proceedings of the board, notify its members of regular and of special meetings, sign orders on the state treasurer, making a minute of the same on the records of the board, and present to the governor the annual report of the trustees. He shall also act as secretary of the executive committee, recording their actions for examination by the board, and keeping a list of all bills audited by the committee.

SUPERINTENDENT.

The superintendent shall reside in the institute, and be the chief executive in all its departments, carrying out the regulations of the board of trustees.

Subject to the approval of the board, he may make such rules as he may deem best for the general good; assign to the teachers pupils for instruction or supervision, and define the duties of each pertaining to the school room, study or chapel; he shall prescribe the course and method of instruction, the text-books and apparatus to be employed in teaching, and the kind and degree of discipline to be enforced. He shall direct the matron in domestic or supervisory duties. He shall seek the improvement—physical, mental and moral—of the pupils, inculcating religious truth and right principles, yet avoiding the expression of denominational preference.

By-Laws.

He shall employ such persons, not specified as officers of the Institute, as are necessary for its efficient, yet economical management in each department, fix their wages and dismiss them for good cause.

He shall keep full records of the administration of the Institute, its members, teachers, and pupils, in a form to exhibit its condition and to indicate the steps of its developing history and its accomplished results.

He shall oversee and direct in making the necessary ordinary purchases, and see that a definite account of the same be presented monthly to the executive committee, referring all extraordinary items to the trustees for their approval before purchasing.

He shall be prepared to state to the board, at any meeting, the condition of the Institute, and at the meeting in October, present a written report.

Between the meetings of the board he shall advise with the executive committee.

TEACHERS.

The teachers shall be appointed by the board of trustees, on consultation with the superintendent. They shall instruct the pupils under the direction of the superintendent, and perform such other duties connected with the other departments of instruction and supervision as he may from time to time require.

They shall attend the daily devotions, and take such part in the religious instruction of the pupils as may be assigned them by the superintendent.

MATRON.

The matron shall be appointed by the board, on consultation with the superintendent, and shall have charge of the female pupils out of the school hours, and a general superintendence of the domestic affairs of the Institute, under direction of the superintendent.

PHYSICIAN.

The physician shall be elected annually by the board. He shall visit the institute when notified; shall prescribe for the sick; shall

By-Laws.

look carefully to the sanitary condition of the institute and its surroundings; and faithfully perform all the duties in the line of his profession. He shall report the condition of his department at each regular meeting of the trustees, and at such other times as he may deem necessary, or the board may require.

MASTER MECHANICS.

The master mechanics shall be appointed by the board, on consultation with the superintendent, and shall have charge of the shops, and the supervision and instruction of the pupils assigned to them, in their respective trades, and perform such labor in the line of their occupation as may be required of them, and report to the superintendent the condition of their shops, when he shall require.

PUPILS.

Pupils shall be received and dismissed only by the superintendent, with the sanction of the executive committee.

Every pupil who has not been vaccinated, before being received into the institute shall be vaccinated without delay.

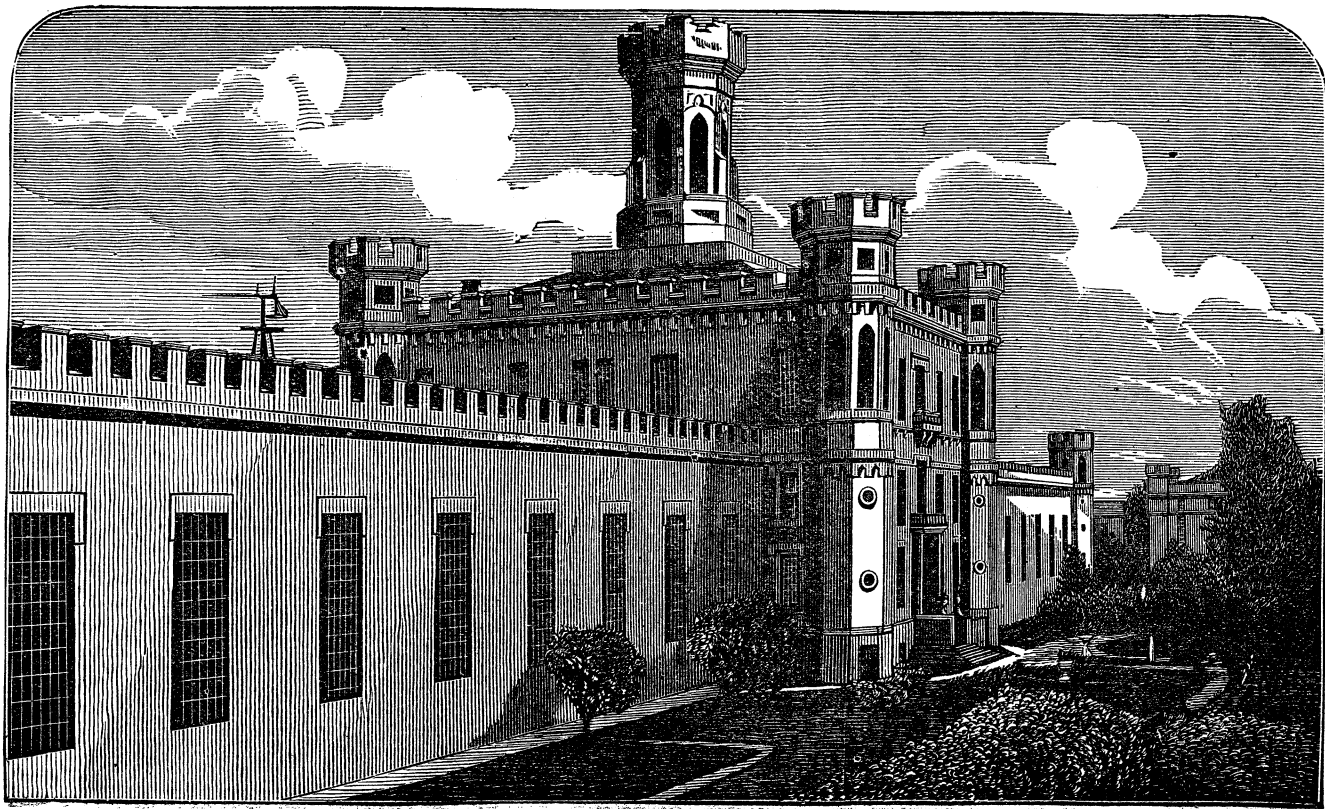
Pupils honorably dismissed from the institute shall receive a certificate signed by the president and secretary.

Pupils shall not be allowed to retain any pocket money, but on admission shall deliver the same to the superintendent, who shall cause it to be credited on his books, and returned in such sums as he may deem advisable, the object for which it is furnished being specified.



ANNUAL REPORTS
OF THE
DIRECTORS AND WARDEN
OF THE
WISCONSIN STATE PRISON,
WITH THE
REPORTS OF THE PHYSICIAN AND CHAPLAINS,
FOR THE
FISCAL YEAR ENDING SEPTEMBER 30, 1878.

MADISON, WIS.:
DAVID ATWOOD, PRINTER AND STEREOTYPER.
1878.



WISCONSIN STATE PRISON.

DIRECTORS' REPORT.

WAUPUN, Oct. 1, 1878.

To His Excellency, WILLIAM E. SMITH,

Governor of Wisconsin:

SIR — Transmitting herewith the annual reports of the Warden, Physician and Chaplains of the Wisconsin State Prison, we have the honor to report to your Excellency concerning the prison and the several matters specified in the law, as follows:

OFFICERS.

Nelson Dewey.....	Director	Term expires Dec. 31, 1879, salary.*
Geo. W. Burchard ..	Director.....	Term expires Dec. 31, 1881, salary.
Howard M. Kutchin.	Director	Term expires Dec. 31, 1883, salary.
		<i>Salary.</i>
Horatio N. Smith...	Warden.....	\$2,000 00 per annum.
Alexander White ...	Deputy Warden.....	1,000 00 per annum.
Jacob Fuss.....	Clerk	1,000 00 per annum.
Rev. E. Tasker	Chaplain, Protestant.....	800 00 per annum.
Rev. Jos. Smith	Chaplain, Catholic.....	200 00 per annum.
H. L. Butterfield....	Physician.	400 00 per annum.
Henry Brooks	Turnkey	60 00 per month.
A. Bogar	Foreman wagon shop.....	60 00 per month.
D. C. Reynolds	Keeper shoe shop.	45 00 per month.
David Harris.....	Keeper shoe shop	45 00 per month.
Silas Warren	Keeper shoe shop	45 00 per month.
S. S. Ormsbee	Keeper shoe shop.....	45 00 per month.
J. L. Sargent	Keeper shoe shop.....	45 00 per month.
C. S. Gilman.....	Overseer prisoners' kitchen	45 00 per month.

* The salary of the directors is three dollars per day for actual service and necessary traveling expenses.

Directors' Report.

OFFICERS — continued.		Salary.
W. H. Clay.....	Night guard cell room.....	45 00 per month.
T. Colvin.....	Night guard cell room.....	45 00 per month.
W. Yokee	Night guard shops	45 00 per month.
W. H. Ferris.....	Night guard office.....	45 00 per month.
J. McDonald	Day guard office.....	30 00 per month.
Jos. Carrol	Day guard office.....	30 00 per month.
J. H. Heath	Guard on wall	30 00 per month.
E. M. Spear	Guard on wall.....	30 00 per month.
Cornelius Holland..	Guard on wall.....	30 00 per month.
Julius Gudden	Guard on wall.....	30 00 per month.
John Irving	Keeper front gate.....	30 00 per month.
Matt. White	Farmer	30 00 per month.
W. Houghtaling....	Overseer N. cell room	30 00 per month.
Miss E. Moran	Overseer officers' kitchen	20 00 per month.
Miss Chittenden....	Matron female department.....	20 00 per month.

CONVICTS.

The whole number of convicts

	<i>Males.</i>	<i>Fem.</i>	<i>Total</i>
Confined September 30th, 1877.....	280	10	290
Received during the year	211	2	213
Totals.....	491	12	503
Discharged and died during the year.....	151	6	157
In confinement at this date.....	340	6	346

In confinement —

September 30th, 1877.....	290
September 30th, 1876.....	266
September 30th, 1875.....	248
September 30th, 1874.....	230
September 30th, 1873.....	180

Average number confined for the year ending

September 30th, 1878.....	337
September 30th, 1877.....	290
September 30th, 1876.....	261
September 30th, 1875.....	240
September 30th, 1874.....	203

Directors' Report.

Of the convicts received during the year, there were of

First convictions.....	189
Second convictions.....	16
Third convictions.....	6
Fourth convictions.....	2
	<u>213</u>
Strictly temperate.....	53
Intemperate.....	79
Occasional or moderate drinkers.....	81
	<u>213</u>
Could neither read nor write.....	30
Could read but not write.....	16
Could read and write.....	167
	<u>213</u>

Terms of Sentences.

During life.....	3
Fourteen years.....	1
Eight years.....	2
Six years.....	4
Five years.....	12
Four years and ten months.....	1
Four years and six months.....	2
Four years.....	11
Three years and six months.....	1
Three years.....	17
Two years and six months.....	3
Two years and four months.....	1
Two years and one month.....	1
Two years.....	56
One year and six months.....	8
One year.....	68
Nine months.....	3
Eight months.....	4
Six months.....	15
	<u>213</u>

Directors' Report.

The present prison population was received in the several years as follows:

1857.....	1	1867.....	2	1873.....	1
1860.....	1	1868.....	5	1874.....	11
1862.....	1	1869.....	3	1875.....	14
1863.....	2	1870.....	2	1876.....	45
1865.....	3	1871.....	5	1877.....	119
1866.....	1	1872.....	7	1878.....	123
					<u>346</u>

Physical Characteristics.

Insane, violent.....	4
Insane, mild.....	7
Superannuated.....	5
Partially disabled.....	11
Diseased.....	20
Able bodied.....	293
Females.....	6
	<u>346</u>

Employment.

Under contract.....	252
Wagon, blacksmith, and general repair shops.....	22
Wash-house.....	5
Tailor and mending shops.....	9
Kitchens.....	10
Farm and yard.....	11
Cheremen.....	7
Miscellaneous.....	4
Not employed, insane, old, sick and in cells.....	20
Females.....	6
	<u>346</u>

Record.

First convictions.....	305	Under 20 years of age.....	47
Second.....	26	From 20 to 30.....	143
Third.....	11	30 to 40.....	82
Fourth.....	3	40 to 60.....	57
Eighth.....	1	Over 60.....	17
	<u>346</u>		<u>346</u>

*Directors' Report.**Comparative Prison Populations.*

STATES.	Population in 1870.	Sentences in 1877.	Average number in con- finement
Alabama	966,992	285	.....
California	560,247	622	1,145
Connecticut	537,454	119	265
Georgia	1,184,109	1,006	1,000
Illinois	2,539,891	1,104	1,687
Iowa, Fort Madison.....	1,194,020	218	372
Anamosa.....	.....	129	163
Kansas.....	364,399	227	435
Kentucky	1,321,011	1,087	925
Maine.....	626,915	74	160
Massachusetts	1,457,351	186	779
Michigan	1,184,059	320	871
Minnesota.....	439,706	120	198
Mississippi.....	827,922	623	†1,012
New Hampshire.....	318,300	63	.....
New York, Sing Sing.....	4,382,759	.....	†1,641
Auburn .....	.....	493	1,400
Dannemora.....	.....	214	605
New Jersey	906,096	424	816
North Carolina.....	1,071,361	592	902
Oregon.....	90,923	83	115
Rhode Island.....	217,352	57	86
Virginia	1,225,163	1,212	.....
West Virginia.....	442,014	134	234
Wisconsin.....	1,054,670	176	290

MANUFACTURES.

Reference is made to the Warden's report for detailed information under this head. From October 1, 1877, to January 1, 1878, the manufacture of chairs was carried on with all possible vigor, in order to work up as much of the "piece stuff" and material on hand as possible. For similar reasons a few of the convicts have been kept at work on wagons throughout the year. Others have been employed at finishing off the north cell-room—a work rendered indispensable by reason of the increased number of prisoners.

Of the total number of days spent in productive labor during the year, there is charged to

† In prison December 1, 1877.

‡ In prison September 30, 1877.

Directors' Report.

Chair shop.....	10,874 days.
Wagon and blacksmith shop.....	3,920 days.
General repairs.....	1,550 days.
Choremén.....	1,143 days.
Contractors.....	56,612 days.
	74,099 days.

Under the provisions of Sec. 5, Chapter 288, Laws of 1876, we have allowed compensation to various prisoners as follows: Frank Wallace, forty days diminution of time; Casper Felber, thirty days diminution of time; Nathan T. Hanson, thirty days diminution of time; Thomas F. Coffin, the sum of \$15.00.

VISITORS.

The Directors concur in the views of the Warden, as expressed in his report, relating to visitors to the prison, and believe it will become necessary, in order to preserve proper discipline among the convicts, to adopt some rule to curtail the indiscriminate admission of visitors to the prison work shops.

ASSETS.

The inventories of prison property for September 30, 1877, and September 30, 1878, show the following summaries:

	1877.	1878.
Cash on hand.....	\$46 23	\$11,654 45
Bills receivable and accounts.....	22,750 54	15,692 30
Due from United States.....	1,209 88	510 62
Due from Blind Asylum.....	123 42	123 42
Due from Corn Exchange Bank.....	9,631 07	.....
Goods and materials for sale and use.....	62,106 62	30,698 03
Machinery and tools.....	28,206 48	25,999 55
Furniture and miscellaneous goods in use.....	13,215 12	13,565 90
Land in Dakota, taken in settlement of account.....	.....	600 00
	\$137,289 36	\$98,844 27
Liabilities.....	6,412 75	706 68
Net available assets.....	\$130,876 61	\$98,137 59
Transferred to suspense account, being claim against Corn Exchange Bank and other matters in bankruptcy, and all accounts believed to be doubtful.....	.....	13,277 33
Decrease in net assets.....	.....	19,461 69
	\$130,876 61	\$130,876 61

Directors' Report.

Adding to the decrease in net assets as given above.....	\$19,461 69
The amount received from the State, being balance of appropriation made in 1877.....	6,000 00
	<hr/>
We obtain the net cost of the prison to the state for the last fiscal year, which is.....	<u>\$25,461 69</u>

Extraordinary expenditures have contributed to this expense, and the prison has permanent improvements to show therefor, as follows:

Finishing north cell room (not complete).....	\$3,803 15
Water closets in main building	499 58
Steam heating coils in shops.....	298 87
Arbitrary reduction in invoice of machinery and tools.....	2,374 52
Leaving a balance to current expense account of.....	\$18,485 57
	<hr/>
	<u>\$25,461 69</u>

The fact that appropriations were not asked for in our last annual report seems to have given rise to the impression that this prison has become self-supporting. That such is not the case is very clearly shown by the figures above given.

COMPARATIVE STATEMENTS

For the fiscal years ending September 30, 1877 and 1878.

	1877.	1878.
Total cost to feed, warm, clothe, guard, instruct and superintend the prisoners, exclusive of expense connected with manufacturing.....	\$39,841 68	\$42,229 86
Average cost per year per man.....	137 05	125 21
Average cost per week	2 63 ¹ / ₂	2 41
Total number of days of confinement.....	105,823	123,078
Total number of days spent in productive labor.	60,649	74,099
Amount of earnings per day of productive labor, necessary to render the prison self-supporting.	63 ² / ₃	57

Directors' Report.

RECEIPTS AND DISBURSEMENTS.

The receipts from all sources during the fiscal year have been as follows:

From balance Oct. 1st, 1877	\$46 23
From state.....	6,000 00
From convict labor.....	22,888 38
From collections and sales	44,378 62
From miscellaneous sources.....	3,429 87
	<u>\$76,743 10</u>

THE DISBURSEMENTS.

For additions to library, newspapers, stationery, advertising	\$561 20	.....
For drugs and medicines.....	263 93	.....
For live stock and forage	591 28	.....
For fuel and lights.....	4,119 05	.....
For house and cell furnishing.....	1,107 75	.....
For manufacturing material.....	6,577 01	.....
For tailor and shoe shops.....	2,869 62	.....
For tobacco	288 91	.....
For repairs and north cellroom.....	4,135 88	.....
For agents' expenses.....	1,799 89	.....
For convicts discharged.....	777 00	.....
For salaries and wages.....	16,537 05	.....
For subsistence.....	17,141 28	.....
For indebtedness	6,364 73	.....
For miscellaneous	1,954 07	.....
	<u>\$65,088 65</u>	
Balance Oct. 1, 1878.....	\$11,654 45	
	<u><u>\$76,743 10</u></u>	

PRISON LIBRARY.

That portion of the accompanying report of the Chaplain in relation to the prison library, shows that important aid to the reformation, education and entertainment of the convicts to be in much better condition than at any previous period in the history of the prison. Considerable additions have been made to the list of volumes upon the shelves; but more in the character of the works

Directors' Report.

selected, than in the number, the little library has been greatly improved, and its capacity for benefiting those for whom it is intended correspondingly extended. That this has been accomplished is to no slight extent due to the thoughtfulness and liberality of M. D. Wells & Co., the contractors, who generously made a donation of \$100 for that purpose. The same sum could have been in no other way so advantageously employed to permanently improve and benefit the objects of their bounty. The report of the chaplain shows the number of volumes now in the library to be 740. Exclusive of the sum donated, the Directors expended \$215.43 for new books. This does not include the cost of making the purchase.

THE CONVICT LABOR CONTRACT.

We are gratified to report, that our most sanguine anticipations in relation to the results of the experiment of leasing the convict labor have been fully realized, if not exceeded. The system has been found to very much simplify the management of the institution; has obviated the necessary risks attending manufacturing conducted by the state, and has enabled us to rely with certainty upon an assured income. The advantages springing from these conditions are obvious. The relations between the prison authorities and the contractors have been uniformly pleasant and harmonious, and we believe we are justified in declaring that the experiment has been mutually satisfactory. With this result, under the most embarrassing and perplexing period of the contract, an encouraging prospect of increased success and satisfaction for the future is afforded.

RECOMMENDATIONS.

The inequality of sentences, the folly of discharging prisoners, who are morally certain to return to criminal practices, the impossibility of determining at the trial—and particularly in cases where there is a plea of guilty—all the details and circumstances of the crime, and the previous character and habits of the criminal,—these and other considerations, which may be more appropriately urged

Directors' Report.

before a committee of the legislature, than in a report for general circulation, seem to us to demand a modification of existing laws in regard to the terms of sentences.

GOOD TIME LAW.

The propriety of enlarging the scope of the good time law, so that there may be cumulative rewards to long term convicts for continued good conduct, seems to us so manifest and axiomatic that argument therefor is unnecessary. Not the least of the purposes to be subserved by imprisonment is the acquisition of habits of industry and self control, and no motive appeals more persuasively to a prisoner than the hope of earning a diminution of the term of his prospective confinement. Five days per month is ample for the first and second years, but for longer terms the rewards for good conduct might very profitably be largely increased.

DISCHARGED PRISONERS.

We most gladly welcome the advent of the Wisconsin Prisoners' Aid Association, and fully approving all that the warden says in this behalf in his report, we renew our recommendation of last year, that the warden, at his discretion, and as necessity may require, may furnish, in addition to the clothing and money now provided for, transportation to any place within the state.

NELSON DEWEY,
GEO. W. BURCHARD,
HOWARD M. KUTCHIN,

Directors.

Warden's Report.

WARDEN'S REPORT.

OFFICE OF WISCONSIN STATE PRISON,
WAUPUN, October 1, 1878.

TO NELSON DEWEY, G. W. BURCHARD and H. M. KUTCHIN, *Directors of Wisconsin State Prison.*

MY FIFTH ANNUAL REPORT

Is herewith respectfully submitted:

In my last report, I expressed the opinion that no appropriation would be required for the then ensuing year, as follows: "With reasonable success in making sales and collections, no appropriation will be required for the year ending September 30, 1878, and it is probable that none will be required for the year ending September 30, 1879." This opinion being concurred in by you, no appropriation was made during the year ending September 30, 1878. The result of the last year's business has proved the correctness of that conclusion, the prison now being out of debt, with a balance of \$11,654.45 in cash on hand. This amount, together with the earnings and other resources, as will be stated in detail, are deemed sufficient for all the current expenses and ordinary repairs for the year ending September 30, 1879.

THE STATISTICAL REPORT

of our efficient clerk, Jacob Fuss, will show as follows:

- Table No. 1, Number of prisoners received and discharged during the year.
 2, Whole number of days spent in prison.
 3, Summary of prisoners received during the year.
 4, Prisoners discharged.
 5, Prison population.
 6, Life members in prison.
 7, Number discharged from January 1st, 1866, to September 30th, 1878, including per cent. of pardons.
 8, Characteristics of prisoners received since the organization of the prison.
 9, Statistics of crime, showing sentences to state prison during the year.
 10, Comparative prison population of other states.

Warden's Report.

THE RECEIPTS AND DISBURSEMENTS

 Have been as follows, as per detailed statement "A.":

RECEIPTS.		
Balance on hand October 1, 1877.....		\$46 23
Amount received from the state, being unexpended balance of appropriation made during the year ending September 30, 1877.....		6,000 00
Received of M. D. Wells & Co., contractors for labor of convicts.....	\$22,879 58	
Donation to library.....	100 00	
		22,979 58
Received from United States for care of United States convicts.....	\$2,356 69	
Received from visitors.....	574 12	
Received for boarding of officers' families.....	160 75	
		3,091 56
Received on account of sales from —		
Chairshop.....	\$35,672 33	
Wagonshop.....	6,424 17	
Broomshop.....	621 53	
Tailorshop.....	59 76	
Shoeshop.....	39 65	
Stone shop.....	73 94	
Blacksmith shop.....	137 46	
Barn and yard.....	325 20	
		43,354 04
Received from lumber and wagon stock sold.....		1,024 58
Received for interest.....	\$54 49	
Received for coupons on bonds.....	60 00	
		114 49
All other receipts —		
Convict labor.....	\$8 80	
Library.....	6 35	
Freight refunded.....	11 65	
Pipe and fixtures.....	105 82	
		132 62
Total receipts.....		\$76,743 10
DISBURSEMENTS.		
Religion and means of instruction, including 246 volumes for library.....		\$345 45
Newspapers.....	\$109 90	
Advertising and printing.....	94 95	
Stationery.....	10 90	
		215 75
Drugs and medicine.....		263 93
Live stock.....	\$110 35	
Forage.....	280 89	
Buggy.....	125 00	
Tools, seeds and plants for farm and garden.....	75 04	
		591 28

Warden's Report.

DISBURSEMENTS — continued.		
Fuel	\$3,606 95	.....
Lights	512 10	.....
Laundry	130 67	.....
		<hr/>
Housekeeping, incl. kitchen and cellroom		\$4,249 72
Lumber, balance on contract made prior to Oct 1, 1877		1,107 75
Hardware		1,860 02
Machinery and tools		153 90
Paints and oils		167 59
Chairshop and engine room, incl. cane, glue, sand-paper, etc.		665 69
Tailorshop		1,825 12
Shoeshop	\$2,328 11	.....
	541 51	.....
		<hr/>
Wagon and blacksmith shop		2,869 62
Tobacco		1,905 29
General repairs, incl. north cell room		288 91
Miscellaneous expenditures		4,135 88
Directors' expenses		141 31
Traveling expenses	\$492 45	.....
Agent's expenses	16 45	.....
	1,799 89	.....
		<hr/>
Freight	\$530 05	.....
Dispatches	30 49	.....
Express	104 40	.....
Postage	296 63	.....
		<hr/>
Convicts discharged	\$777 00	.....
Convicts escaped	158 84	.....
		<hr/>
Salaries and wages		935 84
Subsistence		16,537 05
Purchase of U. S. 4 per cent. bonds \$6,000, being premium and accrued interest		17,141 28
Indebtedness prior to Oct. 1, 1877, as reported and paid during the year:		52 78
Accounts for purchases	\$3,901 56	.....
Accounts for purchases payable in trade.	242 61	.....
Convicts deposits	280 00	.....
Acceptances	1,300 00	.....
		<hr/>
		5,724 17
Indebtedness prior to Oct. 1, 1877, not reported and paid during the year:		
Accounts for purchases	\$264 33	.....
Interest on accounts prior to October 1, 1877. .	124 63	.....
Checks taken up, remaining unpaid, caused by failure of Corn Exchange Bank	251 60	.....
		<hr/>
		640 56
Cash on hand, September 30, 1878		11,654 45
		<hr/>
Total		\$76,743 10

Warden's Report.

THE CASH ON HAND, BILLS RECEIVABLE AND BILLS
PAYABLE AND ACCOUNTS PAYABLE,

As per detailed statement "B," are as follows:

ASSETS AS PER LEDGER.		
Cash on hand.....		\$11,654 45
Accounts outstanding.....		8,787 53
Bills receivable, notes.....		6,904 77
Due from United States.....		510 62
Due from Blind Asylum.....		123 42
Total.....		\$27,980 79
LIABILITIES.		
Accounts for purchases, payable in cash.....	\$5 73	.....
Accounts for purchases, payable in trade.....	308 43	.....
Convicts' deposits.....	392 52	.....
Total.....		\$706 68
Amount of assets over liabilities.....		\$27,274 11

Warden's Report.

The following is a

SUMMARY OF PRISON PROPERTY,

as per detailed statement "C."

STOCK.		
In chair shop.....	\$4,245 75	.....
Lumber.....	3,975 45	.....
Wood.....	2,963 60	.....
Paints and oils.....	473 33	.....
Wagon and blacksmith shop.....	13,490 12	.....
Stone shop.....	900 02	.....
Miscellaneous goods, not in use.....	873 02	.....
Bedding and clothing, not in use.....	1,691 13	.....
Forage.....	55 45	.....
Live stock.....	1,158 00	.....
Subsistence.....	736 18	.....
Tobacco.....	105 98	.....
Drugs.....	30 00	.....
		\$30,698 03
MACHINERY AND TOOLS.		
In use in the shops.....	\$24,468 58	.....
Tobacco room.....	39 95	.....
Store room, not in use.....	222 47	.....
Wash house.....	51 30	.....
Barn and yard.....	1,217 25	.....
		25,999 55
FURNITURE AND CHATTELS.		
Cell room.....	\$4,981 73	.....
Library.....	941 60	.....
Officers and guard room.....	1,248 10	.....
Armory.....	551 00	.....
Officers' and warden's dining rooms, officers' and prisoners' kitchen.....	1,118 83	.....
Officers, guest and family rooms.....	2,715 84	.....
Chapel.....	525 64	.....
Hospital.....	160 82	.....
Deputy warden and matron's residence.....	1,075 12	.....
Female prison.....	247 22	.....
		13,565 90
160 acres of land in Sioux Falls, taken in payment for wagons.....		600 00
Total.....		\$70,863 48

Warden's Report.

STATEMENT OF SALES FROM CHAIR SHOP,

Which will be found in detailed statement "D."

			Av. price per doz.
<i>Doz.</i>			
476.6	Common spindle	\$1,667 68	\$3 50
48.10	Fancy spindle	196 78	4 03
88.6	Paddy backs	320 75	3 66
1,010.9	Double backs	3,677 26	3 64
701.4	Bowbacks, fancy	3,177 56	4 54
800.9	Bowbacks, No. 1	3,258 41	4 07
1,584.9	Bowbacks, No. 2 and square ...	6,419 05	4 06
29.7	Dining chairs	226 00	7 64
76.9	Office chairs ..	750 32	9 77
84.2	Boston rockers	1,056 18	12 51
26.3	Wood nurse rockers	276 01	10 51
5.8	Misses' Boston rockers	54 66	9 07
178.3	Child's high	846 90	4 76
22	Child's hole	121 05	5 51
6.5	Child's low	34 25	5 49
58.8	Child's rockers	276 80	4 76
155.5	Half Grecians	1,108 04	7 13
.10	Grecians	6 92	8 30
14	Three spindle	105 75	7 56
15.10	English cottage	145 00	9 16
168.7	English cottage B. A.	1,858 47	11 07
92.9	Scroll arm rockers	2,082 86	22 46
41.3	Brace arm rockers	772 97	18 37
15.7	Cane nurse rockers	237 27	15 25
9.6	Misses' nurse rockers	127 58	13 42
13.6	Misses' scroll arm rockers	212 34	15 73
.....	Miscellaneous from chair shop	30 81	.....
5,726.5	Total	\$29,047 67	.....

ALL OTHER SALES

During the year were as follows, as per detailed statement "E."

Sales from wagon shop, including lumber and spokes	\$10,557 40
Furniture, etc.	259 74
From stone shop	55 94
From tailor shop	102 41
From shoe shop	40 75
From barn and yard	463 86
Material and work furnished to contractors	890 08
Total	<u>\$12,370 18</u>

Warden's Report.

THE GENERAL REPAIRS AND IMPROVEMENTS

During the year, not including the finishing of the North Cell-room, are as follows:

REPAIRING ROOFS.		
Paint for engine house roof.....		\$2 00
6 days convict labor.....	\$0 40	2 40
4 days convict labor main building	40	1 60
4 days officer's labor	2 50	10 00
2 days officer's labor, roofing tank	2 50	5 00
12 days convct labor	40	4 80
560 feet lumber	12 00	6 72
Paper and pitch		15 00
		\$47 52
CLEARING AND WHITEWASH'G SHOPS FOR CONTRACTORS.		
94 days of convict labor.....	40	37 60
REPAIRS IN FEMALE PRISON.		
3 days officer's labor, floor in kitchen. ...	2 50	7 50
5 days convict labor, floor in kitchen.....	40	2 00
2 barrels pitch for roof	3 50	7 00
98 lbs felt for roof.....	2 $\frac{1}{2}$	2 45
25 days convict labor.....	40	10 00
		28 95
BUILDING ENCLOSURE, FEMALE PRISON YARD.		
2,832 feet lumber.....	10 00	\$28 32
300 feet scantling	12 00	3 60
360 feet elm.....	12 00	4 32
60 lbs nails	3	1 80
24 days convict labor.....	40	9 60
		47 64
REPAIRING FIRE PLACE IN FRONT OFFICE.		
1 day officer's labor		\$2 50
2 days convict labor.....	40	80
		3 30
REPAIRS IN MAIN BUILDING.		
Plastering and work in front kitchen and partition in No. 12—		
600 feet basswood.....	\$12 00	\$7 20
Lath.....		6 00
Lime and sand.....		4 50
Nails		1 20
1,063 lbs sashweights for windows.....		19 83
17 bdls. sash cord	30	5 10
Enameled glass in doors in Warden's and Guests rooms		8 05
Paint for stairs and halls		17 50
18 days convict labor		7 20
		76 58

Warden's Report.

REPAIRS AND IMPROVEMENTS — continued		
WATER CLOSETS IN MAIN BUILDING.		
Material, as per acc't of J. C. Stevens.....		\$302 09
Work done by J. C. Stevens.....		87 50
1 water-tank, 407 lbs.....		45 00
420 feet basswood.....	\$12 00	5 04
Lath, \$4; Mortar, \$3 50.....		7 50
Glass, \$1; Locks, \$4.....		5 00
Pulleys, cords and hinges.....		1 25
Paint.....		8 00
58 days' convict labor.....	40	23 20
Freight.....		15 00
		\$499 58
WORK IN FEMALE CELLROOM.		
2,320 feet basswood.....	12 00	\$27 84
30 lbs. nails.....	3	90
52 days' convict labor.....	40	20 80
		49 54
STEAM COILS IN SHOPS.		
600 feet 1 inch pipe.....	12	\$72 00
180 feet 3 inch pipe.....	27	52 92
2 rolls building paper for enclosing steam pipes.....		4 62
3 registers.....		13 06
28 days' work by Alex White.....	4 50	126 00
60 days' convict labor.....	40	24 00
Freight.....		6 27
		298 87
SUNDRY IMPROVEMENTS.		
Work on boilers.....		\$13 06
Work on walks in back yard; 150 days' convict labor.....	40	60 00
Work on doors between shop Nos. 1 and 2; 5 days' convict labor.....	40	2 00
Repairing pumps; 3 days' convict labor..	40	1 20
Making bin in barn; 3 days' convict labor	40	1 20
100 feet of lumber.....	12 00	1 20
Taking down pipes in shops; 2 days' con- vict labor.....	40	80
		79 46
Total.....		\$1,169 04

Warden's Report.

THE PRODUCTS FROM PRISON FARM,

Of twelve acres and hog-pen, shows a net income of \$1,417.48, as will be seen by the following table:

715 bushels potatoes.....	\$ 50	\$357 50	.....
129 bushels onions.....	40	51 60	.....
32 bushels peas, green.....	1 00	32 00	.....
85 bushels beans.....	1 25	106 25	.....
68 bushels beets.....	37½	25 50	.....
155 bushels sweet corn, ears.....	37½	58 13	.....
75 bushels tomatoes.....	75	56 25	.....
9 bushels cucumbers.....	75	6 75	.....
90 bushels turnips.....	25	22 50	.....
8 bushels melons.....	1 00	8 00	.....
80 bushels carrots.....	37½	30 00	.....
50 bushels parsnips.....	37½	18 75	.....
50 bushels potatoes, sweet.....	1 00	50 00	.....
2500 heads cabbage.....	5	125 00	.....
1 load squashes.....	5 00	5 00	.....
1 load pumpkins.....	1 50	1 50	.....
			\$954 73
LIVE STOCK.			
39 hogs.....	15 00	\$585 00	.....
26 shoats.....	5 00	130 00	.....
9 pigs.....	2 00	18 00	.....
			733 00
HOGS KILLED.			
1877.			
Nov. 6. 2,351 lbs.....	7	\$164 57	.....
Nov. 30. 3,348 lbs.....	6	200 88	.....
Dec. 6. 9,704 lbs.....	6	582 24	.....
1878.			
Mar. 14. 3,308 lbs.....	4	132 32	.....
			1,080 01
Total.....			\$2,767 74
LESS.			
Hogs on hand Oct. 1, 1877.....		1,056 00	.....
Cost of pigs.....		26 00	.....
Cost of boar.....		14 35	.....
22,510 pounds bran @ 40 cts. per 100.....		90 04	.....
8,676 pounds shorts @ \$1.25 per 100.....		108 47	.....
120 bushel seed potatoes.....		30 00	.....
Seeds and plants.....		10 00	.....
Paris Green.....		15 40	.....
			\$1,350 26
Total.....			\$1,417 48

Warden's Report.

ESTIMATE FOR THE ENSUING YEAR.

I estimate the current expenses for the ensuing year as follows:

Means of instruction, and library.....	\$150 00
Newspapers	75 00
Printing and advertising	50 00
Stationery	25 00
Drugs and medicine	350 00
Forage, and filling of beds for convicts.....	350 00
Fuel	3,000 00
Lights.....	650 00
Laundry.....	100 00
House furnishing, and cell room	1,000 00
Traveling expenses	350 00
Dispatches	30 00
Express	50 00
Tobacco	350 00
Salaries and wages.....	16,500 00
Clothing	2,350 00
Shoe shop	550 00
Subsistence.....	17,500 00
Freight	300 00
Postage	300 00
Directors' expenses.....	700 00
General repairs	1,000 00
Miscellaneous expenditures.....	150 00
Convicts discharged.....	850 00
Farming tools, seeds, plants, etc	125 00
New roof under iron roof in shops	300 00
New ticks, sheets, blankets, buckets, pails, lamps, etc., for 100 cells in north wing.....	750 00
Razors, soap and brushes for barber.....	30 00
Total.....	<u>\$47,935 00</u>

I estimate the reliable resources as follows:

Cash on hand.....	\$11,654 45
Three-fourths of \$15,692.30, being bills due the prison..	11,769 21
Earnings under contract.....	32,000 00
Total.....	<u>\$55,423 66</u>

Thus it would appear that no appropriation from the state would be required for the current expenses and ordinary repairs during the year ending September 30, 1879.

Warden's Report.

NORTH WING OF THE PRISON.

About the middle of June last, the number of convicts had reached 366, and as we have but 280 cells, it became evident that the north wing of the prison must be finished at the earliest day possible. With your approval, I proceeded to contract for the stone flagging, which required nearly 7,000 feet, and for the iron, which required over 82,000 lbs., also for sand, lime, and other material. The following table will show the amount expended for that purpose:

LABOR.		
21 days' plastering by W. Chisholm.	\$3 00	\$63 00
13 days' work on iron by N. Kraemer.....	2 25	29 25
97 days' officers labor	1 50	145 50
895 days' convict labor	40	358 00
54 days' convict labor for digging, ditching and laying pipe.....	40	21 60
LUMBER.		
6,637 feet flooring for ceiling		147 87
1,000 feet lumber for staging.....		12 00
9,000 feet Maple	13 00	117 00
1,200 feet Elm	12 00	14 40
680 feet Basswood.....	12 00	8 16
972 feet timber for stairs.....	18 00	17 49
IRON.		
81,657 lbs. iron cut to length and punched for doors, de- livered at prison.....		1,923 87
420 lbs. iron bar.....	2	8 40
600 lbs. iron old.....	1	6 00
36 $\frac{1}{4}$ feet 6 inch pipe and fittings		54 11
259 $\frac{1}{4}$ feet 2 inch pipe and fittings.....		54 65
130 feet 2 inch pipe and fittings.....	15	19 50
96 feet 1 $\frac{1}{2}$ inch pipe and fittings	10	9 60
1 cast plate, 635 lbs.....		28 05
38 lbs. steel	15	5 70
STONE.		
6 $\frac{1}{2}$ cords stone.....	2 50	16 25
6 moulded steps, 21 feet.....	50	10 50
38 feet cut stone.....	25	9 50
Paid J. S. Gee, on acc't of flagging.....		400 00

Warden's Report.

MATERIALS AND TOOLS.		
3,000 bushels sand		121 00
530 bushels lime	20	106 00
21 bbls. cement		26 75
2 bbls. cement, Rosendale		4 00
2 doz. files		5 00
4½ kegs nails	2 89	13 00
1 box glass		4 90
2 shovels		2 80
4 trowels, masons		5 00
3 hoes		1 80
Wire screen		50
Freight		32 00
Total		\$3,803 15

This amount is just so much taken out of the prison funds, and is in no sense chargeable to the cost of running the prison. But for this extraordinary expenditure in providing nearly double the accommodation for the prisoners, the cash balance on hand would have been \$15,457.60, instead of \$11,654.45. I estimate that the amount required to finish the north wing, including the hospital division, will be equal to the amount already expended, viz., \$3,803.15; making the whole \$7,606.30, all of which must come out of the current expense account, unless a special appropriation shall be made for that purpose.

DISCHARGED CONVICTS.

In my first report for the half year ending Sept. 30, 1874, I referred to what I consider the unwise provision of the law, which provides, that not exceeding \$5.00 shall be paid to a convict on his discharge from the prison, and have several times referred to it in subsequent reports. At that time I quoted the words of a discharged convict on that subject, as found in a manuscript after he left. That being a clear statement of the conclusions of one of the more intelligent convicts of the evils resulting from this mistaken economy of the state, I requote it:

“There is another stumbling block with which convicts are forced to come in contact, when liberated, which, as long as it remains unmoved, will furnish occupants to your jails and state prisons, as well as fees and occupations for your constables, jailers,

Warden's Report.

sheriffs, justices of the peace, judges, prosecuting attorneys, clerks, jurors, etc., expenses for transporting the culprits, feeding, washing, doctoring, christianizing and endless miscellaneous expenditures from the people's purse and national honor, which could be immensely lessened if more attention was paid to a question frequently agitated and as often put aside or ad infinitum adjourned, as a tedious topic to converse upon.

"This question is the complete destitution with which convicts are sent back to society. I have satisfactorily ascertained the fact, that many convicts serving a second, third and fourth term, have first tried to be honest. It would be well to keep in sight, that men sentenced and brought to state prison, with but few exceptions, belong to the poorest element of society, and if exceptions exist, they would be found in capital cases, where money and influential protection have failed to secure an acquittal, the crime being too prominent to be kept from public interest, and justice in such cases has to be done, until time, with its reactive power, acts upon public unstable minds with sufficient efficiency to allow the chief executive to absolve them by the right of his pardoning power.

"Poverty is evidently the greatest wrong that ignorant criminals (for ignorance brings criminals to punishment, and learning serves to make them avoid it) suffer for. Thus it can not be expected, that being released under such unfavorable auspices, provided only with the one shirt displayed on their backs, and the sum of five dollars, that they can pay their fare and put a courteous distance between them and the prison, and have enough left to pay their board until a chance occurs to make an honest penny.

"It may be easily imagined, that when a liberated convict has not enough of his five dollars to pay his fare to go back where he came from, he can not feel very religiously inclined, most especially during the inclement season, which embraces a very respectable portion of the year.

"I ask the reader, What would you do in his place? Not go to the poorhouse alive, assuredly; before the county commissioners come to the conclusion to send you there, you have time enough to die, oftener than is the rule, by exposure or inanition.

"Get drunk and go to jail is far the most brutish, but the more

Warden's Report.

honest alternative; but you have to recommence, at your liberation, and this time you have no money to get drunk with.

“Select your living out of slops, and sleep in the open field? Then you are liable to be imprisoned for vagrancy. Die by cold or starvation? Then your memory will be insulted by the very persons you would not consent to rob.

“The only possible way to live and have a chance to retain your liberty is to be found in crime; a criminal you must become again, and a very desperate one, I must infer, for hunger and cold are very powerful agents.”

In my last report I recommended that the Warden be authorized to furnish transportation to their homes, in addition to the \$5.00; this recommendation was indorsed by you, but I am not aware that any attention was paid to it by the law-making power.

An interest has been awakened in the community (principally through the efforts of our chaplain, Rev. E. Tasker) to the importance of this subject, and a society has been formed and incorporated under the general laws of this state, having for its object the amelioration of the condition of discharged convicts, by encouraging them to make honest efforts to obtain a living, and by providing places where they can obtain employment to enable them to do so. This is certainly a commendable and worthy object, and will no doubt accomplish some good; but I have little faith in the result of such an organization, unless it makes it the duty of some one of its officers to devote his whole and entire time to this object. He should know the history of every convict, before his discharge, and his capabilities and desires.

I have recently read a history of the Massachusetts State Prison, by Gideon Haynes, who was warden from 1858 to 1869, with comments on prison discipline and the good results of the prisoner's aid society, through the efforts of its agent, who was paid by the state, from which I quote:

“The first week succeeding a convict's discharge is the most critical period in his life — everything depending upon the reception and treatment he may receive from those in whose society he falls. It matters not that he has formed good resolutions and quits the prison with a determination to carry them into effect; if coldly re-

Warden's Report.

ceived or repulsed, they will vanish like mist before the rays of the sun; he sinks again into crime, stilling his conscience with the reflection that he is not to be blamed; that he made an effort in good faith to reform; was willing to labor, but could find no employment; and upon the community, in his opinion, rests the responsibility. And so it does in a great measure."

Of the state agency, he says:

"This agency I think one of the most important of our state charities. To receive those outcasts with kindness, fan into a flame, if possible, the slightest spark of humanity remaining with them; advise, encourage and improve them, mentally and physically; give all a good trade; satisfy them that it is for their interest, if nothing more, to behave well; strive in every way possible to elevate and restore them as useful members of society again — is the Massachusetts system of to-day. Its success has exceeded the anticipations of its most ardent supporters, and such as those not familiar with the facts, would hardly credit."

I concur fully with all that I have quoted on this subject, and believing that with proper effort, many can be saved from a further course of crime, and that it would also be a matter of economy to the state, I would recommend that some officer of the Prisoners' Aid Society be made a state agent, to be paid by the state a salary equal to that now paid to the secretary of the State Board of Charities and Reform.

VISITORS.

The propriety of admitting visitors indiscriminately to the workshops is becoming a serious question. I am informed that some of the prisons have prohibited all visiting. It would, however, seem proper and right that our citizens who feel an interest in the prison, and desire to know how the convicts are treated, should have an opportunity to do so; but from observation and experience, I am of the opinion that ninety per cent. of all the persons who visit the prison do so from the same motive that induces them to patronize a circus or the negro minstrels, without a thought of the condition or welfare of the convicts. It has become a popular resort for excursions and bridal parties. A large num-

Warden's Report.

ber of the visitors are ladies, who evidently are not aware of the extent of the attention that their presence attracts from 300 or 400 male convicts, while some, who call themselves ladies, evidently are aware of it, and come here for the purpose of attracting the attention of these men. Just what ought to be done in this matter, I am not now prepared to say, but I am satisfied that we shall soon be obliged to limit, in a large degree, the practice of conducting visitors through the shops.

ESCAPES.

Two escapes have occurred during the year. First, Charles T. Phelps, on the evening of February 2d, who is still at large, no trace having been found. He was convicted April 6, 1877, before the circuit court for Sheboygan county, of burglary, and sentenced for five years. Second, George Wilson, a life member, on the morning of September 3d, and recaptured on the evening of September 5th. We are therefore only one prisoner short during the time of this administration, four and a half years.

SENTENCES.

The evil of unequal sentences still exists. I quote from my last report as follows: "The unequal terms for which convicts are sentenced for the same crime is one of the most prolific causes of discontent among the convicts in the prison. When a man is compelled to serve two years, while the man he works with serves only six months for the same offense, he feels that he is unjustly punished for eighteen months. So with the man who is sentenced for twelve years for horse stealing, while another (both being first offenses) is sentenced for two years. The twelve year man feels that he is unjustly deprived of his liberty for ten years. No system of reasoning can satisfy him or myself of the justice of the laws so administered."

"It is often the case, too, that sentences, with the assent of the district attorney, are given entirely inadequate to the crime. Men are often arrested when the proof is so positive that they know it would be useless to stand a trial, therefore they will go before the

Warden's Report.

county court, plead guilty, and in most cases receive the lowest sentence allowed by law."

INSANE CONVICTS.

The insane remain in the same deplorable condition which has existed since the beginning of my administration, and I am informed for many years previous. I now enter my annual protest by quoting from my last report:

"In my reports of 1874, 1875 and 1876 I have called attention to chapter 75 of the General Laws of 1858, which provides for the removal of the criminal insane from the state prison; also to their deplorable condition while confined in their cells; also to the disastrous effects their presence has on the prison discipline; but as no attention is paid to the matter, I consider it useless to make any further reference or to express any opinion on the subject. I will only state the law and practice in relation to insane convicts in the state of Illinois, quoting from a letter received from R. W. McClaughry, the present efficient warden of the state prison, at Joliet:

"I inclose you a copy of the section of our statutes relating to insane convicts. Our practice is to send them to the insane hospital, whenever the prison physician decides that they are insane, and they are admitted on his certificate."

The following is the section referred to:

"42. Insane Convict. Sec. 42. If any case of insanity shall occur in said penitentiary, such insane person shall at once be removed to the insane hospital, at Jacksonville, or other similar hospital under the control of the state, at the expense of the state; and should said patient recover before his or her time of imprisonment shall expire, he or she shall be returned to said penitentiary; and it is hereby made the duty of the superintendent of said hospital for the insane to receive into said hospital and treat all such insane convicts as in other cases of insanity" (2d L., 1867, p. 36, sec. 46).

Warden's Report.

LABOR CONTRACT.

On the first day of January, the contract with M. D. Wells & Co. went into full force. All able-bodied convicts were then transferred to their work, except what was required for the ordinary prison work and the completion of the wagons which were then under way. The earnings for nine months ending September 30, 1878, from the leased labor, were \$22,879.58. This, together with the improvement of the discipline, and the general good behavior of the convicts, has demonstrated the wisdom of leasing the labor, instead of manufacturing by the state. The condition and treatment of the convicts has in no sense been made worse by the change. The law and the contract provides that the entire control of the convicts shall remain in the hands of the Warden, and that all employees of the contractors are subject to and governed by the rules and regulations of the prison, the same as the officers of the prison are, and subject to be discharged by the Warden for any violation of the rules. The change in the system of labor has relieved the Warden and Deputy of the care of manufacturing, except as to the wagon department, but it does not relieve us of the care and anxiety of the convicts in their relations to the officers and employees. On the contrary, our duties in that respect have been largely increased.

The number of the contractors' employees is equal or greater than the prison employees, all of whom come in daily contact with the convicts; thus, with double the number of the employees, with two interests existing, the causes or pretexts for complaints are double, and the care and anxiety of the Warden and Deputy increased to the same extent in watching and guarding against little irritations, and thereby preventing larger ones. And to this constant care and watching may be attributed the good behavior and good discipline of the convicts. I cannot close this reference to the contract system without expressing the opinion that the state and the convicts are remarkably fortunate in having M. D. Wells & Co. for the contractors. They are gentlemen of large business experience, always ready to take a liberal view of all questions that arise, consequently

Warden's Report.

all issues are settled as they come up, leaving no cause for ill feeling behind. They are also disposed to contribute for the instruction and improvement of the convicts, having already donated \$100 towards increasing the prison library.

On the 8th day of April last, a change of Deputy Warden took place. Mr. Joel Rich, who for nearly three years had by his activity and energy rendered me great service in conducting the affairs of the prison, resigned his office. At the same time Mr. Alexander White, of Fond du Lac, accepted the position, and has so far performed the duties with credit to himself, and through his mechanical abilities has in many ways contributed to the interest of the state and the success of this institution.

Our present worthy chaplain, the Rev. E. Tasker, again accepted the appointment for six months, ending March 31st, 1879. His report, and the report of Father Jos. Smith, the Roman Catholic chaplain, upon the moral and religious condition of the convicts for the past year, together with the report of Dr. Butterfield, prison physician, in relation to the sanitary condition of the prison, are herewith submitted.

H. N. SMITH,
Warden.

STATE OF WISCONSIN, *County of Dodge*.—

H. N. Smith, Warden of the Wisconsin State Prison, being duly sworn, says, that the contents of the foregoing report by him subscribed are just and true, according to the best of his knowledge and belief.

H. N. SMITH,
Warden.

Subscribed and sworn to before me this first day of October, 1878

[Seal.]

JACOB FUSS,
Notary Public, Dodge Co.

Physician's Report.

PHYSICIAN'S REPORT.

WAUPUN, October 1, 1878.

To the Directors of Wisconsin State Prison:

I transmit for your consideration the condition of the medical department of this institution, and would refer you to the very carefully prepared statistical tables, which will give a clear view of the general characteristics of the prison population:

No. of prisoners	October 1, 1877.....	290
	received during year.....	213
	discharged	157
	October, 1878.....	340

The past year has been one of prosperity. The prisoners, generally, have conducted themselves with propriety, manifesting a willingness to conform to the rules and regulations of the prison.

The sanitary condition has been materially improved, by drainage and other hygienic measures, which, if it has not entirely prevented disease, has tended very much to reduce it, and add to the comfort and health of the inmates.

There has been but little sickness and but few hospital patients, and a comparatively small number of accidents, and none of a serious character.

The prisoners have been well supplied with good and wholesome food and proper clothing. Cleanliness has been strictly enforced, and the sick have at all times been properly cared for.

But two deaths have occurred since our last report.

Christopher Brady, with a sentence for twelve years, had been in prison eight, and for the last five years had been insane and re-

Physician's Report.

quired to be kept in close confinement, died of dropsy Sept. 4th; age 34 years.

Joseph Eichinger, also insane, had been in confinement eighteen years, died of paralysis Sept. 28; age 63 years.

The number of insane are increasing yearly. Some are comparatively harmless and do some light manual labor; others, for the personal security of life and the welfare of the institution, it is found necessary to keep in close confinement. We hope the time is not far distant when there will be some suitable provisions made by our wise legislators, whereby this unfortunate class can be provided for, and by judicious moral treatment and such remedial measures as may restore many to sanity and health.

The report of the warden will exhibit a satisfactory state of prison discipline, without the difficulties expected from the character of many of the prisoners received, showing, as it does, that a humane government will apply to the most hardened and desperate with a success that always attends its general administration; and it surely becomes an intelligent and humane community to regard the moral and physical health of the prisoner as secondary alone in importance to a just maintenance of wholesome laws, and so administered that the offender in expiating his offense shall not go forth to the world ruined in health or brought to an untimely grave.

H. L. BUTTERFIELD,
Prison Physician.

Chaplain's Report.

CHAPLAIN'S REPORT.

The past year has been one of more than usual care and anxiety. But having the assurance that my labors were contributing to the welfare of the unfortunate, increasing labor and responsibility brought with them increasing joy.

With regard to our chapel services, I may say they have been attended with increasing interest, and, I believe, with permanent benefit.

In an institution of this character, it is difficult to make any accurate estimate as to the amount of good accomplished. But we do know that some of the seed sown falls into good ground, and bears fruit to the glory of God. There may be fruit, although not always seen by us.

A public spirited lady said recently: "The Wisconsin State Prison was the best managed of any in the United States, and hence it ought to send out into society the largest proportionate number of better men."

While we have not the means of knowing how our discharged convicts will compare with those discharged from other prisons, we do know that some leave us and become honored and useful citizens, and, we believe, many more might be saved to society if they could have the help and encouragement which *all need* when discharged from prison.

In the hope of preventing some of these unfortunate ones from relapsing into a life of crime, the

WISCONSIN PRISONERS' AID ASSOCIATION

has been recently organized and incorporated. Through its agency we hope to mitigate much of the suffering endured by discharged convicts, and prevent much of the crime which some necessarily

Chaplain's Report.

commit when released. I have reason to believe that men have left the prison with pure intentions, and have struggled manfully against opposing influences, and yet *per force of circumstances*, resorted to crime to save themselves from starvation.

Perhaps none, unless connected with the prison, and but *few* even of those, have the remotest idea of the difficulties which a discharged convict has to meet, nor can detailed circumstances or facts be presented in this report.

The Prisoners' Aid Association contemplates furnishing to such of these men as have homes transportation thither, and procuring for all who desire to reform places to work, where they can earn an honest livelihood, protecting them from the merciless attacks of unkind and evil designing persons, and encouraging them in their efforts to reform.

For this purpose, it contemplates the appointment of committees of correspondence in every county throughout the state, persons of large sympathies and warm hearts, who will aid in promoting the objects of the association.

I am satisfied, no more worthy cause was ever presented to the people of Wisconsin, nor one fraught with so much benefit, as an alleviator of suffering and *preventive of crime*.

I have embraced every opportunity possible, without neglecting other duties, to bring before the public by lectures or addresses this philanthropic and worthy cause, and committees have been appointed in several places. But to make the organization effective, it ought to receive the entire time and attention of at least one effective agent, who should know where every man goes, what company he keeps, and try by every laudable means to encourage and save him.

In previous reports, I have called attention to the necessity of replenishing the

PRISON LIBRARY.

I am thankful to say this felt want has been supplied during the past year.

We have now 740 volumes for the use of convicts. These books have been selected with great care, some of them are choice works

Chaplain's Report.

of recent issue from the press, the careful perusal of which cannot but be profitable.

A good prison library is of incalculable benefit to the inmates, for some of them accumulate valuable stores of useful information, and it enables all to pass time profitably which otherwise would be worse than wasted. Mental culture is what is specially needed in a state prison, and anything which will develop man's intellect and spiritual nature is a powerful auxiliary in effecting his reformation.

Since I assumed the chaplaincy, there has never been such a manifest anxiety to attend

THE PRISON SCHOOL

as during the past year, nor has there ever been a more decided and marked improvement in the pupils.

It is truly encouraging to see the eagerness which some of the men exhibit to acquire merely the rudiments of the common branches of education, and also the joy manifested when they can read a sentence correctly, or write their own name, or a brief letter to their friends. Notwithstanding the disadvantages under which we labor, good is being accomplished by the school, and those in attendance are better fitted to go out again into society.

PERSONAL.

In conclusion, I desire to acknowledge my obligations to the officers of the prison, whose uniform kindness and courtesy have contributed to my comfort and encouragement in the performance of duty, and especially to the warden, Hon. H. N. Smith, and his excellent and efficient deputy, Alex. White, who have ever been ready by word and deed to aid in any enterprise tending to benefit these unfortunate persons. From my intercourse with the men, I am warranted in saying there has never been a time since Mr. Smith took his responsible position, when the prisoners felt more kindly towards the officer or expressed more universal satisfaction with their treatment, than at the present.

Respectfully submitted,

E. TASKER,

Chaplain.

Waupun, Wis., September 30, 1878.

Roman Catholic Chaplain's Report.

ROMAN CATHOLIC CHAPLAIN'S REPORT.

Hon. H. N. Smith, warden, and deputy have afforded me every facility in the discharge of my duties as chaplain. Every convict has the full and free exercise of his religious convictions, the most essential and precious boon guaranteed to every citizen of this glorious republic. Catholic service is held on the last Sunday of every month from eight to half past ten, at which all the convicts, with many outsiders, attend, with very becoming decorum. Besides the Sunday school provided for by the state, over which Mr. Tasker presides, there is a catechical school for those young Catholic convicts who have forgotten the Christian instruction learned in their youth. The prison discipline is administered with great kindness and commiseration, which accounts in a great measure for the good order prevailing through every department of the institution. Warden, deputy and subordinate officers, I am sure, have the good wishes of the convicts. I am grateful for the courtesy extended to me on all occasions.

Respectfully submitted,

JOSEPH SMITH,
Catholic Chaplain.

STATISTICAL REPORT.

FOR THE YEAR ENDING SEPTEMBER 30, 1878.

- TABLE NO.**
1. Number received and discharged during the year.
 2. Whole number of days spent in prison.
 3. Summary of prisoners received during the year.
 4. Prisoners discharged.
 5. Prison population.
 6. Life members in prison.
 7. Number discharged from January 1, 1866, to September 30, 1878, including per cent. of pardons.
 8. Characteristics of prisoners received since organization of the prison.
 9. Statistics of crime, showing sentences to state prison during the year.
 10. Comparative prison population of other states.

Statistical Report.

STATISTICAL REPORT.

FOR THE YEAR ENDING SEPTEMBER 30, 1878.

No. 1.

Number of convicts confined Oct. 1, 1877:		
Males.....	280	
Females.....	10	
		290
Received during the year:		
Males.....	211	
Females.....	2	
		213
		503
Discharged during the year:		
Males.....	149	
Females.....	6	
Died during the year.....	2	
		157
Number confined September 30, 1878:		
Males.....	340	
Females.....	6	
Total.....		346
Total number confined October 1, 1877.....		290
Total number confined October 1, 1876.....		266
Total number confined October 1, 1875.....		248
Total number confined October 1, 1874.....		230
Average number for the year ending September 30, 1878.....		337
Average number for the year ending September 30, 1877.....		290
Average number for the year ending September 30, 1876.....		261
Average number for the year ending September 30, 1875.....		240
Average number for the year ending September 30, 1874.....		203

Statistical Report

No. 2.

Showing the whole number of days spent in Prison, the number of days lost time, and the number of days given to productive and unproductive labor.

<i>Whole number of days during the year —</i>			
Males	120,570	.....	.....
Females	2,508	.....	.....
			123,078
FROM OCT. 1, 1877, TO DEC. 31, 1877, BEFORE COMMENCEMENT OF PRESENT CONTRACT.			
<i>Lost time —</i>			
Sundays	4,354	.....	.....
Solitary, as per sentence	77	.....	.....
Solitary, as per punishment	115	.....	.....
Dark cell as per punishment	42	.....	.....
Sick or disabled	480	.....	.....
Insane or idiotic	897	.....	.....
Old age	324	.....	.....
Locked up for punishment	112	.....	.....
Locked up for no work	113	.....	.....
		6,514	.....
<i>Indispensable labor, but not directly productive —</i>			
Shipping clerk	130	.....	.....
Hospital steward	78	.....	.....
Tier tenders, barber, and office boy	621	.....	.....
Kitchen	798	.....	.....
Teamster	85	.....	.....
Washhouse	423	.....	.....
Choremen	107	.....	.....
Cutting wood and in yard	600	.....	.....
Tailor and shoeshop	399	.....	.....
Menders and female prisoners	1,113	.....	.....
Tobacco shop	77	.....	.....
All other work	146	.....	.....
100 men in shoe factory during November and December, for instruction, without pay, as a condition of the five-year contract, commencing January 1, 1878, which will account, in part, for the large per cent. of non-productive labor	5,200	.....	.....
		9,777	.....
<i>Productive labor —</i>			
Employed in shoe factory, above the regular number allow'd for instruction	611	.....	.....
Chairshop	10,874	.....	.....
Wagon and blacksmith shop	980	.....	.....
General repairs	437	.....	.....
		12,902	.....
Total days from Oct. 1, '77, to Dec. 31, '77			29,193

Statistical Report.

Number of Days spent in Prison — continued.¹

FROM JAN. 1, 1878, TO SEPT. 30, 1878.			
<i>Lost time —</i>			
Sundays.....	13,061		
Solitary, as per sentence.....	232		
Solitary, as per punishment.....	344		
Dark cell, as per punishment.....	128		
Sick or disabled.....	1,439		
Insane and idiotic.....	2,690		
Old age.....	974		
Locked up for punishment.....	423		
		19,291	
<i>Indispensable labor, but not productive —</i>			
Shipping clerk.....	129		
Hospital steward.....	235		
Tier tenders, barber and office boy.....	1,861		
Kitchen.....	2,396		
Teamster.....	254		
Wash-house.....	1,269		
Garden and farm.....	976		
Cutting wood, and in yard.....	880		
Tailor and shoe shop.....	1,200		
Menders and female prisoners.....	3,337		
Tobacco shop.....	271		
All other work.....	488		
Choremen.....	151		
		13,397	
<i>Productive time —</i>			
Contractors of shoe factory.....	56,001		
Choremen.....	1,143		
Wagon and blacksmith shop.....	2,940		
General repairs.....	1,113		
		61,197	
Total days from January 1, 1878, to September 30, 1878.....		93,885	
Whole number of days during year.....			123,078
<i>Lost time —</i>			
First three months.....		6,514	22.32
Last nine months.....		19,291	20.55
Total.....		25,805	20.96
<i>Indispensable labor —</i>			
First three months.....		9,777	23.45
Last nine months.....		13,397	14.27
Total.....		23,174	18.83
<i>Productive labor —</i>			
First three months.....		12,902	44.23
Last nine months.....		61,197	65.18
Total.....		74,099	60.27

Statistical Report.

No. 3.

Summary of Receipts from Oct. 1, 1877, to Sept. 30, 1878.

COUNTIES WHERE FROM.

Adams.....	2	Manitowoc.....	1
Ashland.....	1	Milwaukee.....	3
Barron.....	1	Monroe.....	16
Brown.....	3	Outagamie.....	1
Buffalo.....	2	Pierce.....	2
Chippewa.....	7	Portage.....	1
Clark.....	3	Racine.....	7
Columbia.....	14	Rock.....	19
Crawford.....	2	St. Croix.....	4
Dane.....	16	Sauk.....	4
Dodge.....	2	Sheboygan.....	5
Dunn.....	1	Taylor.....	1
Eau Claire.....	3	Trempealeau.....	3
Fond du Lac.....	10	Vernon.....	4
Grant.....	16	Walworth.....	8
Green.....	3	Washington.....	1
Green Lake.....	1	Waukesha.....	3
Iowa.....	3	Waupaca.....	1
Jefferson.....	11	Waushara.....	3
Juneau.....	2	Winnebago.....	5
Kenosha.....	1	Wood.....	1
La Crosse.....	11	United States courts.....	4
La Fayette.....	1		
Total.....			<u>213</u>

RELIGIOUS INSTRUCTION.

Baptist.....	12	Protestant.....	6
Catholic.....	69	United Brethren.....	4
Congregational.....	6	Universalist.....	2
Episcopal.....	10	Unitarian.....	1
Lutheran.....	14	Wesleyan.....	1
Methodist.....	56	No religion.....	19
Presbyterian.....	13		
Total.....			<u>213</u>

TERMS OF SENTENCES.

During life.....	3	Two years and six months.....	3
Fourteen years.....	1	Two years and four months.....	1
Eight years.....	2	Two years and one month.....	1
Six years.....	4	Two years.....	56
Five years.....	12	One year and six months.....	8
Four years and ten months.....	1	One year.....	68
Four years and six months.....	2	Nine months.....	3
Four years.....	11	Eight months.....	4
Three years and six months.....	1	Six months.....	15
Three years.....	17		
Total.....			<u>213</u>

Statistical Report.

CRIME.

Arson	5
Assault with intent to kill	11
Assault with intent to ravish	7
Assault with intent to rob	3
Assault with intent to do bodily harm	9
Accessory to the the crime of felony before the fact	1
Burglary	45
Burglary and larceny	13
Bigamy	1
Crime against nature	1
Embezzlement	1
Forgery	8
Horse stealing	19
Incest	3
Indictment under sec. 5421, U. S. stat.	1
Larceny	58
Murder, first degree	2
Murder, second degree	1
Murder, third degree	1
Manslaughter, second degree	1
Manslaughter, third degree	1
Manslaughter, fourth degree	3
Obtaining money on false pretenses	5
Passing counterfeit money	3
Robbing mail	1
Robbery	8
Uttering and passing forged orders	1
Total	<u>213</u>

HABITS.

Intemperate	79	Temperate	53
Moderate	81		
Total			<u>213</u>

SEX.

Male	211	Female	2
Total			<u>213</u>

CONJUGAL RELATIONS.

Married	64	Widowers	8
Single	139	Divorced	2
Total			<u>213</u>

HOW OFTEN SENTENCED.

First time	189	Third time	6
Second time	6	Fourth time	2
Total			<u>213</u>

Statistical Report.

OCCUPATION.

Broom maker	2	Moulders	3
Blacksmith	5	Machinist	1
Butcher	3	Printers	2
Baker	3	Plasterer	1
Brakemen	4	Physicians	2
Brewer	1	Painters	4
Bookkeeper	1	Puddler	1
Barber	5	Porter	1
Clerks	3	R. R. ticket agent	1
Cooks	3	Raftsmen	1
Carpenters	12	Stone cutter	1
Coachman	1	School teacher	1
Coopers	3	Saloon keepers	2
Confectioner	1	Showcase maker	1
Cigar makers	2	Shoemakers	4
Engineers	3	Steward	1
Engraver	1	Sailors	8
Farmers	40	Shingle packer	1
Fireman	1	Soldier	1
Housekeeper	1	Teamsters	5
Hostlers	4	Tobacconists	2
Harnessmakers	2	Tinsmith	1
Hatter	1	Trav. agent	1
Laborers	54	Tracklayer	1
Lumberman	1	Tanner	1
Masons	2	Waiters	2
Marble cutter	1	No trade	1
Miners	2		
Total			<u>213</u>

EDUCATIONAL RELATION.

Read and write English	156	Read and write Polish	1
Read and write German	6	Read but not write	16
Read and write both	3	Neither	30
Read and write Danish	1		
Total			<u>213</u>

COLOR.

White	206	Mulatto	3
Black	2	Half-breed Indian	2
Total			<u>213</u>

AGES.

From 14 to 20 years	33	From 50 to 60 years	14
From 20 to 30 years	123	From 60 to 70 years	4
From 30 to 40 years	37	From 80 to 90 years	1
From 40 to 50 years	11		
Total			<u>213</u>

Statistical Report.

NATIVITY.

Connecticut.....	1	Canada	10
Illinois.....	11	Denmark	2
Indiana	7	France	1
Iowa	3	Germany	16
Louisiana	1	Hungaria.....	1
Maine	4	Ireland	11
Maryland	1	Norway	2
Massachusetts	2	New Brunswick	1
Michigan.....	8	Poland	1
Mississippi	1	Scotland.....	1
New Jersey.....	1		<u>46</u>
New York.....	44	Foreign.....	46
Ohio	11		
Pennsylvania	8		
Rhode Island.....	1		
South Carolina	1		
Vermont	4		
Virginia.....	1		
Wisconsin	57		
	<u>167</u>		
Native.....	167		

No. 4.

Prisoners discharged.

Reduction of time.....	87
Reduction of time, including pardon to restore to citizenship.....	47
Governor's pardon	15
President's pardon.....	4
Commutation of sentence	1
Order of supreme court	1
Escaped	1
Died	2
	<u>157</u>
Total.....	<u>157</u>

Statistical Report.

No. 5.

Prison Population.

COUNTIES WHERE FROM.

Ashland.....	1	Monroe	11
Adams.....	4	Outagamie	2
Barron.....	1	Oconto.....	2
Buffalo.....	2	Pierce.....	2
Brown.....	6	Portage.....	5
Calumet.....	4	Racine.....	10
Chippewa.....	7	Rock.....	28
Clark.....	2	St. Croix.....	4
Columbia.....	17	Shawano.....	3
Crawford.....	4	Sauk.....	4
Dane.....	24	Sheboygan.....	6
Dodge.....	9	Taylor.....	2
Dunn.....	7	Trempealeau.....	6
Eau Claire.....	3	Vernon.....	6
Fond du Lac.....	15	Washington.....	1
Grant.....	21	Walworth.....	17
Green.....	5	Waukesha.....	4
Green Lake.....	5	Waupaca.....	2
Iowa.....	3	Waushara.....	10
Juneau.....	4	Winnebago.....	11
Jefferson.....	15	Wood.....	3
Kenosha.....	4	United States Courts.....	8
La Crosse.....	16		
Milwaukee.....	17	Total.....	<u>346</u>
Manitowoc.....	3		<u><u>346</u></u>

NATIVITY.

American.....	340	Foreign.....	114
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SEX.

Males.....	232	Females.....	6
Total.....			<u>346</u>
			<u><u>346</u></u>

COLOR.

White.....	331	Mulatto.....	2
Black.....	8	Indian.....	6
Total.....			<u>346</u>
			<u><u>346</u></u>

Statistical Report.

HOW OFTEN SENTENCED.

First time	305	Fourth time.....	3
Second time	26	Eighth time.....	1
Third time	11		
Total			<u>346</u>

AGES.

From 16 to 20.....	47	From 50 to 60.....	20
20 to 30.....	143	60 to 70.....	13
30 to 40.....	82	70 to 80.....	2
40 to 50.....	37	80 to 90.....	2
Total			<u>346</u>

The present prison population was received in the several years as follows:

1857.....	1	1870	2
1860.....	1	1871	5
1862.....	1	1872	7
1863.....	2	1873	1
1865	3	1874	11
1866.....	1	1875	14
1867	2	1876	45
1868.....	5	1877	119
1869.....	3	1878	123
Total.....			<u>346</u>

EXHIBIT OF UNITED STATES PRISONERS.

No. on reg'r.	Where convicted.	Term of sentence.	When sentenced.	Crime.
2,012	Madison	5 years..	June 9, 1875.	Pass. counterfeit money.
2,013	Madison	5 years..	June 9, 1875.	Counterfeiting.
2,014	Madison	7 years..	June 9, 1875.	Counterfeiting.
2,168	Madison	3 years..	June 8, 1876.	Counterfeiting.
2,169	Madison	5 years..	June 8, 1876.	Counterfeiting.
2,443	Milwaukee	1 year...	Dec. 5, 1877.	Passing counterfeit coin
2,500	Madison	1 year...	Mar. 15, 1878.	Robbing the mail.
2,501	Milwaukee	1 year...	Mar. 19, 1878.	Indictment under sec. 5421, U. S. statutes.

Statistical Report.

No. 6.

Life members in prison.

Number confined Oct. 1, 1877.....	42
Number received during the year.....	3
Number confined Oct. 1, 1878.....	45
	<u>45</u>

COUNTIES WHERE FROM.

Brown.....	1	Manitowoc.....	3
Calumet.....	3	La Crosse.....	1
Chippewa.....	1	Oconto.....	2
Columbia.....	2	Portage.....	1
Dodge.....	3	Rock.....	3
Dane.....	1	Racine.....	1
Fond du Lac.....	2	St. Croix.....	1
Green Lake.....	2	Shawano.....	1
Grant.....	3	Waukesha.....	1
Jefferson.....	4	Walworth.....	1
Milwaukee.....	5	Winnebago.....	1
Monroe.....	2		
Total.....			45
			<u>45</u>

CONJUGAL RELATIONS.

Married.....	18	Widowers.....	11
Single.....	14	Widows.....	2
Total.....			45
			<u>45</u>

AGES.

From 20 to 30.....	15	From 50 to 60.....	5
From 30 to 40.....	12	From 60 to 70.....	1
From 40 to 50.....	11	From 70 to 80.....	1
Total.....			45
			<u>45</u>

SEX.

Male.....	42
Female.....	3
Total.....	45

COLOR.

White.....	41
Black.....	3
Indian.....	1
Total.....	45

Statistical Report.

NATIVITY.

Georgia.....	1	Canada.....	1
Indiana.....	1	Ireland.....	9
Illinois.....	1	Germany.....	9
Kentucky.....	1	Holland.....	1
New York.....	4	Bohemia.....	1
New Hampshire.....	1	England.....	2
Ohio.....	1	Switzerland.....	2
Pennsylvania.....	3	Sweden.....	1
Tennessee.....	2		
Wisconsin.....	4	Foreign.....	<u>26</u>
			<u><u> </u></u>
Native.....	<u>19</u>		
	<u><u> </u></u>		

No. 7.

Showing the number and how discharged from October 1, 1866, to October 1, 1878; also the per cent. of Pardons.

HOW DISCHARGED.	1866.	1867.	1868.	1869.	1870.	1871.	Oct. 1872.	Oct. 1873.	Oct. 1874.	Oct. 1875.	Oct. 1876.	Oct. 1877.	Oct. 1878.
Commutation and reduction of time.....	53	96	101	79	77	76	60	65	57	86	109	117	134
Expiration of sentence.....	4	.....	4	4	1	.....	2	6	2	.....	3	2	.....
Governor's pardon.....	8	16	8	11	4	13	31	14	15	17	20	24	15
President's pardon.....	1	1	.....	1	.....	.....	2	.....	3	2	2	3	4
Death.....	1	1	.....	2	.....	1	2	1	1	2	1	2	2
Order of supreme and circuit courts.....	3	.....	2	3	1	.....	1	1	.....	2	.....	1	1
Order of United States court commissioner.....	.....	.....	.....	.....	.....	.....	2	.....	.....	.....	1	.....	1
Escaped.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Removed to insane asylum.....	.....	.....	2	.....	.....	1	.....	.....	.....	.....	.....	.....	.....
Suicide.....	1	.....	.....	.....	.....	1	.....	.....	.....	.....	1	2	.....
Order of Secretary of War.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Removed to State Industrial School.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....
Order of Board of Directors.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1	.....
Total.....	72	114	117	100	83	93	100	87	78	109	138	152	157
Average number of population.....	128	194	203	186	198	203	200 $\frac{1}{2}$	180 $\frac{1}{2}$	203 $\frac{1}{2}$	240 $\frac{1}{2}$	261	289	337
Per cent. of pardons to average population.....	7.03	8.76	3.94	6.98	2.00	5.94	15.50	7.77	7.37	7.07	8.42	8.30	5.64
Per cent. of pardons to number discharged.....	12.50	14.91	6.84	13.00	4.82	16.44	32.00	16.09	19.49	13.76	15.98	15.79	12.10

Statistical Report.

Statistical Report.

No. 8.

Showing the whole number and various characteristics and relations of prisoners received since organization of the prison, statistics dating back to reception of each prisoner.

COUNTIES WHERE FROM.

Ashland.....	1	Manitowoc.....	29
Adams.....	14	Marathon.....	6
Brown.....	60	Marquette.....	12
Buffalo.....	7	Milwaukee.....	539
Barron.....	1	Monroe.....	58
Bayfield.....	3	Oconto.....	9
Calumet.....	9	Outagamie.....	22
Chippewa.....	26	Ozaukee.....	9
Clark.....	6	Pepin.....	6
Columbia.....	99	Pierce.....	13
Crawford.....	32	Polk.....	5
Dane.....	176	Portage.....	29
Dodge.....	80	Racine.....	91
Douglas.....	1	Richland.....	8
Dunn.....	27	Rock.....	173
Door.....	4	Sauk.....	26
Eau Claire.....	32	Shawano.....	6
Fond du Lac.....	79	Sheboygan.....	25
Grant.....	90	St. Croix.....	20
Green.....	29	Taylor.....	3
Green Lake.....	15	Trempealeau.....	15
Iowa.....	25	Vernon.....	29
Jackson.....	18	Walworth.....	76
Jefferson.....	86	Washington.....	10
Juneau.....	31	Waukesha.....	54
Kenosha.....	43	Waupaca.....	23
Kewaunee.....	2	Wauhara.....	17
La Crosse.....	126	Winnebago.....	58
La Fayette.....	26	Wood.....	7
		United States.....	23

COLOR.

White.....	2,520	Indian.....	8
Black.....	62	Mulatto.....	9

SEX.

Male.....	2,482	Female.....	117
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Statistical Report.

AGES.

Under 12 years.....	3	From 50 to 60.....	134
From 12 to 20.....	489	From 60 to 70.....	30
From 20 to 30.....	1,182	From 70 to 80.....	9
From 30 to 40.....	526	From 80 to 90.....	2
From 40 to 50.....	224		===

NATIVITY.

<i>American.</i>		<i>Foreign.</i>	
Alabama.....	3	Atlantic Ocean.....	4
Arkansas.....	4	Bavaria.....	2
Connecticut.....	19	Belgium.....	2
Florida.....	2	Bohemia.....	14
Georgia.....	3	Canada.....	119
Illinois.....	75	Denmark.....	19
Indiana.....	29	England.....	88
Iowa.....	22	France.....	13
Kentucky.....	18	Germany.....	395
Louisiana.....	6	Holland.....	12
Maine.....	39	Hungary.....	4
Maryland.....	7	Isle of Man.....	2
Massachusetts.....	55	Ireland.....	282
Michigan.....	33	Luxemburg.....	1
Minnesota.....	4	Jamaica.....	1
Mississippi.....	8	Mexico.....	2
Missouri.....	17	New Foundland.....	1
New Hampshire.....	17	New Brunswick.....	3
New Jersey.....	13	Norway.....	49
New York.....	557	Nova Scotia.....	7
North Carolina.....	8	Poland.....	4
Ohio.....	135	Russia.....	1
Pennsylvania.....	113	Sandwich Islands.....	1
Rhode Island.....	5	Scotland.....	22
South Carolina.....	4	Sweden.....	8
Tennessee.....	8	Switzerland.....	18
Texas.....	2	Wales.....	10
Vermont.....	60		===
Virginia.....	27		
Wisconsin.....	213		

RECAPITULATION.

American.....	1,515	per cent.....	58.29
Foreign.....	1,084	per cent.....	41.71
	<u>2,599</u>		<u>100.00</u>

Statistical Report.

Crimes.

Abortion	2
Accessory before the fact to the crime of rape.....	1
Accessory before the fact to the crime of arson	1
Accessory to the crime of felony before the fact	1
Adultery	26
Aiding prisoners to escape.....	4
Altering and forging U. S. treasury notes.....	3
Arson	64
Administering poison with attempt to kill	1
Assault with intent to kill.....	113
Assault with intent to commit manslaughter.....	1
Assault on an officer of state prison.....	1
Assault with intent to maim.....	14
Assault with intent to rape.....	50
Assault with intent to steal.....	20
Bigamy	4
Breaking church	1
Burglary	372
Burglary and larceny	64
Burglary with arms.....	5
Burning haystacks.....	1
Conspiracy under section 54, revised statutes U. S.....	1
Claiming and opening letters.....	3
Carrying concealed weapons.....	1
Counterfeiting	60
Desertion	1
Embezzlement	24
Forgery	65
Fraud	1
Horse stealing	37
Illegal voting.....	3
Incest	18
Keeping house of ill-fame	27
Larceny of different grades.....	1,212
Making false returns as an officer.....	1
Manslaughter, first degree.....	17
Manslaughter, second degree	24
Manslaughter, third degree	36
Manslaughter, fourth degree.....	16
Mayhem.....	2

Statistical Report.

Murder, first degree	84
Murder, second degree	13
Murder, third degree.....	5
Obtaining money on false pretenses.....	27
Passing counterfeit money.....	7
Passing forged order.....	1
Perjury.....	7
Placing obstruction on railroad track.....	8
Poisoning well.....	1
Polygamy	22
Prison breaking.....	30
Rape	13
Receiving stolen goods.....	8
Robbery.....	60
Seduction	4
Sodomy	6
Uttering false order for money.....	2
Violating condition of pardon	1
Violation of U. S. Statutes.....	2

PER CENT. OF

Crimes against person.....	80.61
Crimes against property.....	19.39

Statistical Report.

OCCUPATIONS.

Agents	5	Fishermen.....	7
Artists	4	Gambler.....	1
Bakers	23	Gardeners	6
Broom makers	2	Gas fitter	1
Baker	1	Glove maker.....	1
Barbers.....	24	Grain buyer.....	1
Barkeepers	7	Groom	1
Basket maker.....	1	Gaspiper maker.....	1
Blacksmiths	67	Gunsmiths.....	2
Boatmen	2	Hack driver	1
Boiler makers.....	3	Harness makers.....	22
Book binders	4	Horse farrier.....	1
Bookkeepers	13	Horse shoer.....	1
Boot and shoe fitters.....	2	Horse dealer.....	1
Box maker	1	Hostlers	18
Brakemen	11	Hotel keepers.....	3
Brewers.....	12	Housekeepers	67
Brick layers	5	Indian chief	1
Brick makers.....	9	Iron forger.....	1
Brush makers.....	7	Jewelers	5
Butchers	35	Laborers	472
Cabin boy	1	Lawyers	4
Cabinet makers	21	Law student	1
Civil engineer	1	Letter carrier	1
Chair makers	2	Lecturer	1
Carpenters	51	Livery stable keeper.....	1
Cigar makers	82	Lithographer	1
Circus performer.....	1	Lock maker	1
Clergymen.....	5	Lumbermen	41
Clerks	52	Machinists.....	23
Clock makers.....	2	Manuf'r of musical instruments	1
Clothiers	2	Matress maker	1
Currier	1	Masons	22
Confectioner	2	Merchants	4
Cooks	38	Millers	13
Coopers	22	Milliners	2
Coppersmith.....	1	Millwrights.....	2
Daguerrean case maker.....	1	Miners	12
Daguerrean artist.....	1	Moulders	11
Dance performer.....	1	Newsboys	4
Dentist	1	None	34
Detective	1	Painters	57
Distillers	2	Paper folder.....	1
Draughtsman	1	Paper maker.....	1
Draymen	3	Peddlers.....	8
Dress makers	4	Puddler	1
Druggist	1	Physicians.....	21
Editor	1	Photographers	5
Engineers	24	Plasterers.....	3
Engraver	1	Pottery maker	1
Farmers	625	Porters	7
Finishers	5	Printers	17
Firemen	9	Produce dealer.....	1

Statistical Report.

OCCUPATIONS — continued.

Publishers	2	Stone cutters	24
Raftsmen	9	Stone masons	3
Railroaders	4	Store keepers	5
Railroad contractor	1	Tanners	4
Railroad overseer	1	Tailors	17
Railway post-office clerk	1	Tailoress	1
Real estate dealers	2	Tobacconist	1
Revenue officers	2	Tavern keepers	6
Reporter	1	Teachers	6
River boatmen	9	Teamsters	42
River pilot	1	Telegraph operators	3
Sailors	115	Ticket agent	1
Sail maker	1	Trapper	1
Saloon keepers	9	Trunk maker	1
Sash and blind maker	1	Tinsmiths	7
Sawyers	6	Tool maker	1
Seamstresses	12	Traveling agents	2
Servants	36	Turner	1
Shingle maker	1	Typeist	1
Ship carpenter	7	Upholsterer	1
Sail maker	1	Vagrant	1
Shoemakers	66	Wagon makers	9
Showmen	4	Washerwomen	2
Silk manufacturer	1	Waiters	3
Silversmiths	3	Watch makers	8
Slaters	3	Weaver	1
Soap maker	1	Well digger	1
Soldiers	11	Wheat buyer	1
Stage drivers	5	Wheelwright	1
Steamboatman	1	Woolen mill operative	1
Steam fitter	1		

Statistical Report.

SENTENCES.

During life.....	92	2 years and 1 month.....	1
20 years.....	2	2 years and 10 days.....	1
15 years.....	3	2 years and 5 days.....	3
14 years.....	4	2 years and 3 days.....	2
13 years.....	4	2 years and 1 day.....	4
12 years.....	15	2 years.....	591
11 years.....	2	1 year and 11 months.....	1
10 years and 6 months.....	1	1 year and 10 months, 10 days.....	1
10 years.....	40	1 year and 10 months, 5 days.....	1
9 years and 6 months.....	1	1 year and 10 months.....	2
9 years.....	2	1 year and 9 months.....	3
8 years and 2 months.....	2	1 year and 8 months.....	4
8 years.....	15	1 year 7 month and 15 days.....	1
7 years and 5 days.....	1	1 year, 6 months and 5 days.....	1
7 years.....	33	1 year and 6 months.....	108
6 years and 6 months.....	1	1 year and 5 months.....	2
6 years.....	19	1 year and 4 months.....	7
5 years and 6 months.....	1	1 year and 3 months.....	15
5 years.....	109	1 year and 2 months.....	3
4 years and 10 months.....	1	1 year, 1 month and 7 days.....	1
4 years and 8 months.....	1	1 year and 1 month.....	1
4 years and 6 months.....	5	1 year and 10 days.....	7
4 years.....	95	1 year and 3 days.....	2
3 years and 6 months.....	11	1 year and 1 day.....	8
3 years and 4 months.....	3	1 year.....	804
3 years and 1 day.....	1	10 months.....	7
3 years.....	227	9 months.....	40
2 years and 11 months.....	1	8 months and 10 days.....	1
2 years and 9 months.....	4	8 months.....	29
2 years and 8 months.....	3	7 months.....	4
2 years and 6 months, 10 days.....	1	6 months and 3 days.....	2
2 years and 6 months.....	48	6 months and 1 day.....	2
2 years and 4 months.....	3	6 months.....	176
2 years and 3 months.....	9	5 months.....	1
2 years and 2 months.....	1	Remainder of term.....	1

Statistical Report.

No. 9.

STATISTICS OF CRIME.

Showing the sentences to State Prison from October 1, 1877 to September 30, 1878.

CRIME.	No. of convictions.	Highest sentence.	Lowest sentence.	Average sentence.
CRIME AGAINST PERSON.				
Assault with intent to kill	11	5 yrs.	1 yr.	2 yrs. 10 mo. 17 da.
Assault with intent to ravish..	7	8 yrs.	1 yr.	3 yrs. 3 mo. 13 days.
Assault with intent to rob....	3	3 yrs.	3 yrs.	3 years.
Assault with intent to do bodily harm.....	9	3 yrs.	6 mo.	1 year 1 month.
Murder, first degree.....	2	.....	.....	Life.
Murder, second degree	1	.....	.....	Life.
Murder, third degree.....	1	.....	.....	14 years.
Manslaughter, second degree..	1	.....	.....	4 years 6 months.
Manslaughter third degree....	1	.....	.....	4 years.
Manslaughter, fourth degree ..	3	2 yrs.	6 mo.	1 year 6 months.
Total *.....	39	.....	.....	.....

CRIME AGAINST PROPERTY.

Arson	5	5 yrs.	4 yrs.	4 yrs. 4 mo. 24 days.
Accessory to the crime of felony before the fact	1	.....	.....	8 months.
Burglary	49	5 yrs.	6 mo.	2 years 6 days.
Burglary and larceny.....	14	3 yrs.	1 yr.	1 yr. 11 mo. 2 days.
Embezzlement	1	.....	.....	1 year.
Horse stealing	19	5 yrs.	2 yrs.	2 yrs. 6 mo. 11 days.
Larceny	60	3 yrs.	6 mo.	1 year 18 days
Obtaining money on false pretenses	5	1 yr.	1 yr.	1 year.
Robbing mail	1	.....	.....	1 year.
Kobbery	8	8 yrs.	1 yr.	3 yrs. 4 mo. 15 days.
Total	163	Average . . . . .	.....	1 year 13 days.

* Average term sentence, 2 years 9 months and 20 days.

No. 9 — *Statistical Report* — *continued.*

CRIME.	No. of convictions.	Highest sentence.	Lowest sentence.	Average sentence.
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FORGERY AND COUNTERFEITING.

Forgery	8	3 yrs.	1 yr.	1 yr. 9 mo. 21 days.
Passing counterfeit money ...	5	1½ yr.	6 mo.	1 yr. 1 mo. 20 days.
Indict. under Sec. 5421, U. S. S.	1	.....	.....	1 year.
Uttering and passing forged orders	1	.....	.....	1 year.
Total	15	Average .....	.....	1 yr. 8 mo. 14 days.

CRIME AGAINST JUSTICE AND MORALITY.

Bigamy	1	.....	.....	3 years.
Crime against nature	1	.....	.....	2 years.
Incest	3	5 yrs.	5 yrs.	5 years.
Total	5	Average .....	.....	4 years.
Total average of all term sentences .....	.....	.....	.....	1 year 9 m. 5 days.

NOTE.— Three prisoners received, were sentenced on three separate convictions, and three on two separate convictions, making the total sentences 222 or 9 more than the number of prisoners received.

Statistical Report.

No. 10.

Comparative Prison Populations.

STATES.	Population in 1870	Sentences during the year 1877.	Average number confined during the year 1877.
Alabama	966,992	285	.....
California	560,247	622	1,145
Connecticut	537,454	119	265
Georgia ¹	1,184,109	1,006	1,000
Illinois	2,539,891	1,110	1,687
Iowa, Fort Madison	1,194,020	218	372
Anamosa .....	.....	129	163
Kansas	364,399	227	435
Kentucky ²	1,321,011	1,087	925
Maine	626,915	74	160
Massachusetts	1,457,351	186	779
Michigan	1,184,059	320	871
Minnesota	439,706	120	198
Mississippi ³	827,922	623	1,012
New Hampshire ⁴	318,300	63	160
New York, Sing Sing ⁵	4,382,759	1,522	1,641
Auburn .....	.....	493	1,400
Dannemora .....	.....	214	605
New Jersey	906,096	424	816
North Carolina	1,071,361	592	902
Oregon	90,923	83	115
Rhode Island	217,352	57	86
Virginia ⁶	1,225,163	1,212	.....
West Virginia	442,014	134	234
Wisconsin	1,054,670	176	290

¹ None within walls; all leased under special contract.² Includes all sentences for 1876 and 1877.³ Number confined December 1, 1877.⁴ Number confined May 1, 1877.⁵ Number confined September 30, 1877.⁶ Third conviction, for life.

NINETEENTH ANNUAL REPORT
OF THE
MANAGERS
OF THE
WISCONSIN
INDUSTRIAL SCHOOL FOR BOYS
FOR THE
FISCAL YEAR ENDING SEPTEMBER 30, 1878.

MADISON, WIS.:
DAVID ATWOOD, PRINTER AND STEREOTYPER.
1878.

MANAGERS.

Terms expire April 3, 1881.

ANDREW E. ELMORE,	Fort Howard,
JOHN MATHER,	La Crosse.

Terms expire April 3, 1879.

WM. BLAIR,	Waukesha.
EDWARD O'NEILL,	Milwaukee.

Term expires April 3, 1880.

CHAS. R. GIBBS,	Whitewater.
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OFFICERS OF THE BOARD.

WM. BLAIR,

PRESIDENT.

JOHN MATHER,

VICE PRESIDENT.

ANDREW E. ELMORE,

TREASURER.

CHAS. R. GIBBS.

SECRETARY.

Regular meetings of the Board on the second Wednesday in January,
April, July and October.

OFFICERS OF THE SCHOOL.

SUPERINTENDENT,

S. J. M. PUTNAM.

ASSISTANT SUPERINTENDENT,

MATRON,

MRS. J. M. PUTNAM.

WISCONSIN INDUSTRIAL SCHOOL FOR BOYS.

Is situated about three-fourths of a mile west of the railroad depot, in the village of Waukesha, the county seat of Waukesha county, Wisconsin. It was organized as a House of Refuge, and opened in 1860. The name was afterwards changed to State Reform School, and again to Wisconsin Industrial School for Boys, its present title. The buildings are located on the southern bank of Fox river, in view of the trains as they pass to and from Milwaukee and Madison, presenting an attractive front to the traveling public, and furnishing the best evidence of the parental care of the state authorities for the juvenile delinquents within our borders. The buildings include a main central building three stories high, used for the residence of the Superintendent's family, chapel, school rooms, office, dining and lodging rooms for officers, teachers, and employees, furnace room, cellar and kitchen. On the east of the main central building are three family buildings, three stories high, each with dining hall, play-room, bath-room, dressing-room, hospital room, officers' room, dormitory and store-room. On the west of the main central building are three family buildings like those on the east, in all respects. The family buildings were intended to accommodate 30 to 36 boys each. The main central and family buildings here spoken of are built of stone, with slate roofs, and are intended to be substantially fire-proof. They are provided with hard and soft water force-pumps, hose and extinguishers. In addition to these buildings, and in the rear of them, are two stone-shop buildings, three stories high, with slate roofs, which embrace laundry, steam drying-room, tank-room, store, cellar, correction house, shoe-shops, tailor-shop, carpenter-shop, paint-shop, broom-shop, and store-rooms. Of wooden buildings there is a convenient barn, with sheds for cattle and cellar for roots. A first-class piggery, with stone basement and storage above for corn, etc., a poul-

Wisconsin Industrial School for Boys.

try-house, ice-house, slaughter-house and tool-house. There is also a wooden building with stone basement, formerly used for shops, now used for bakery, boys' kitchen, and bath-room in the basement, and for a family of boys in the two upper stories. There is another wooden building formerly used for girls, since removed, stone basement added, and intended to accommodate 30 to 36 boys. This building is two stories high above basement. We have erected during the year 1877, a correction house, intended for a family of 40 of the most refractory boys. It is three stories high, 44x80 feet, built of stone, with slate roof. It contains all that the other family buildings are provided with, and in addition, a school-room, work shop, with lodging-room for such help as are unprovided for elsewhere, band-room, etc., etc. There is on the farm a comfortable house and barn for the use of the farmer and his family, and a stone carriage and horse barn 40x72 feet, two stories high, built in the most substantial manner, of the best material, furnishing convenient storage for the vehicles used on the farm, and comfortable quarters for the stock, with ample room for their necessary food. The farm consists of about 233 acres of land, the most of it under good cultivation.

Managers' Report.

MANAGERS' REPORT.

To His Excellency, WILLIAM E. SMITH,

Governor of the State of Wisconsin:

The Board of Managers of the Wisconsin Industrial School for Boys, in accordance with the law, present herewith the nineteenth annual report "of the performance of their duty" in the management of the school, for the fiscal year ending September 30th, 1878:

The number in school at the beginning of the year was.....	364
The number received during the year was	151
The number returned from out on ticket was.....	11
The number of escapes was	1
Whole number in school during the year.....	<u>527</u>
Whole number in school since July, 1860.....	<u>1,576</u>
Returned home on ticket of leave	89
Sent out to place.....	11
Returned to magistrate; illegally committed.....	4
Lost by death....	3
Lost by escape.....	1
On record September 30th, 1878.....	419
Total as above	<u>527</u>

Managers' Report.

The expenditures for the year according to the bills examined, audited and allowed, amounted to the sum of \$48,721.45, which may be classified as follows :

1. Amusements	\$122 09
2. Means of instruction.....	473 04
3. Clothing and tailor shop and sewing room.....	5,257 19
4. Drugs and medicines and medical services.....	230 90
5. Farm and barn expenses	2,839 21
6. Fuel	2,995 82
7. Lights	642 99
8. House furnishing.....	1,023 65
9. Laundry and cleanliness.....	451 47
10. Freight	724 95
11. Broom shop	1,014 15
12. Stone shop.....	131 41
13. Knitting shop.....	3,323 78
14. Ordinary repairs	934 04
15. Permanent improvements	746 24
16. Miscellaneous	537 18
17. Subsistence	10,675 95
18. Salaries.....	14,835 16
19. Wages	952 67
20. Telegraph	55 81
21. Postage	275 85
22. Express	72 90
23. Managers' expenses.....	405 00
	<hr/>
	\$48,721 45
	<hr/>

It will be seen by our treasurer's report that there remains of the building fund appropriated in 1877 to build a correction house, the sum of \$3,201.74, all of which sum was earned by our boys' labor in the preparation of the ground, hauling and dressing stone, and in erecting and finishing the building. The amount thus saved is larger than we estimated at the date of our last report. The last legislature appropriated \$1,000 to purchase stone for building purposes, to be prepared for use in the erection of such buildings as should be needed hereafter, and also to furnish work for some of our older boys during the winter. The stone has been bargained

Managers' Report.

for and will soon be hauled, and work commenced thereon. The appropriation for house furnishing and permanent improvements of \$2,600, though in a separate item in the bill, is credited to current expenses, as has heretofore been the case when the improvements, as now, were for farm fencing and the like, and therefore the amount of our credit to current expenses from the last appropriation was \$35,000. Notwithstanding the large increase in our numbers beyond our expectation, and greater than in any former year, and the necessity for expending more the coming than in the last year for permanent improvements, we ask for \$1,000 less money for current expenses for the coming year, and shall try to keep our expenditures within the amount asked for; but we must have additional room for our boys.

We are compelled to lodge fifty boys in dormitories originally intended for thirty-six only. To do this, we must not only place them one above another, but locate them so near the windows as to render ventilation difficult if not unsafe. We must have more room for the boys now here to accommodate them with anything like comfort or convenience; and the rate of increase makes it absolutely necessary to provide, as soon as it can be done, two additional family buildings, for fifty boys each. We are compelled to send away from the school boys who have no suitable homes, and soon they relapse in their behavior, to the injury of the school and themselves. We dare not put more in the dormitories. In view of their crowded condition, we wonder they are as healthy as they are. We fear some epidemic may break out and thus do serious harm. We estimate the cost of building and furnishing two family buildings, larger than the present family buildings, and sufficient for fifty boys each, to be built of stone with slate roofs, in the style of the correction house, at twenty-two thousand dollars. We have on hand, as before stated, for stone and building purposes, a little over four thousand dollars; an appropriation of eighteen thousand dollars by the legislature will enable us to erect and furnish two buildings as above set forth. They are needed, and it will be economy for the State to build them now.

We do not fail to recognize the necessity for the strictest econ-

Managers' Report.

omy in regulating the expenses of the institution under our charge. We do not think, however, that a just estimate of the value of the school to the State can be made by only considering the outlay and income in dollars and cents. This school was not established to make or to waste money, but to disburse it wisely in reformatory work. All its industries are only subordinate helps to the primary work of reformation. They are operated by and on account of the State because we regard this plan better for the improvement of boys than the contract system. We think that when we receive a boy, committed to our charge because he is so uncontrollable or vicious as to render him unfit to be at large, and after educating him, morally, intellectually, and physically, restore him to his friends and the State "clothed and in his right mind," prepared to discharge properly the duties of a good citizen, it would be a narrow and sordid calculator who would attempt to estimate the value of such a change in dollars and cents. This change has been and is being wrought continually in this school. It is the habit of some to measure everything by a gold, silver, or greenback standard; such persons have not read or thought much on the subject of reformatory discipline; certainly they disagree widely with those who have. We deem it necessary to say some things in this report which would remain unsaid if it was only intended for the eye of the Governor.

It is gratifying to know that the present occupant of the executive chair has been long and familiarly conversant with this school, and has always shown a friendly interest in its welfare both as a public officer and private citizen. It will not, therefore, be supposed that we expect to enlighten him when we speak of matters connected with our work which are familiar to all who have visited the school or sought in any way to learn its means and ends. The Industrial School is regarded by many as a prison, pure and simple, where boys are sent for confinement and punishment. To correct this misapprehension, we take occasion to say that in our educational department proper we have now more than 400 boys in regular daily attendance, giving careful attention to and making good progress in, their studies. If these boys were not here they would be

Managers' Report.

almost all of them truants, and many of them something worse; they would count in the census and in the distribution of the public school money, but others would receive the benefit of it. This school, then, to some extent, supplies the want of a truancy law. Mr. and Mrs. G. W. Howard, who have had charge of the educational department since January, 1877, left us this fall. They left the school in excellent condition. We regretted that they were compelled to leave.

This department of our school is justly entitled to recognition by the educators of the state as a valuable auxiliary in the great work to which they are devoting themselves and also by all the friends of our public school system. It has not been thus recognized to the extent of its merits. It has been and will continue to be of inestimable value in the work of the institution. We regard the mental and moral culture of our pupils in the educational department as among the greatest helps to their ultimate reform. It aids in every effort to develop their moral sense and self respect. Labor in the field or workshop is calculated to train and discipline them physically, and thus they are qualified to a certain extent to pursue some useful calling when they shall be regarded as fit to leave the Industrial School. We seek to teach them that the officers and all connected with the school are their friends, who desire their welfare above everything else, and not their enemies who wish to tyrannize over and oppress them; that the rules by which they are governed are necessary and proper in all institutions like ours. By these and kindred means we seek to develop just those qualities which have been hidden, neglected or educated out of many of the boys sent here. The result is, that in a majority of the cases the boys who in the outset only yield an enforced obedience to rules, and are especially averse to work and study, after a longer or shorter period yield a cheerful and voluntary obedience to the rules, labor faithfully, and no more attentive or proficient pupils can be found in any school of the same grade. Corporal punishment is only permitted as a last resort; it is regarded with very great disapprobation by the managers and superintendent.

The Correction House, completed since the date of our last report,

Managers' Report.

we regard as one of the most valuable of our improvements. It furnishes the means of indoor employment, and necessary restraint for such of the inmates as are disposed to be restive or insubordinate, and justifies all that has been urged in its favor by the managers in former reports and elsewhere. The boot and shoe factory has continued to deserve what was said in its commendation in our last report, and has come to be regarded as our leading industry in its pecuniary results, and we are confident of its future, as of its past benefits. The farm and garden, as will be seen by reference to the tables appended, have yielded bountifully, when the extreme drouth in this vicinity is considered. We regard farm labor as of the highest value to the boys, and deem the amount of land attached to the school as much too small for its needs. The knitting department has grown into a leading position among our industries, both as to the number of boys engaged and the amount and value of its products. The articles sent out from the knitting shop are equal to the best, if not the best, and find ready sale to good customers. We need more room to carry on the business as it should be done, on account of the boys as well as the work. The broom shop in connection with the correction house has done a large amount of good work, but the market is not such as to encourage the hope of much profit, although it furnishes employment for some boys who need indoor work.

The health of the school has been exceptionally good. Physicians' bills moderate, cases of fatal sickness few, and in no case attributable to causes arising here. The sanitary condition of the buildings, grounds and sewers has received the most careful attention and supervision, as the result proves. Our crowded buildings, especially the sleeping apartments, have excited and continue to excite the greatest anxiety. The fact that we have suffered so little on the score of health, while it is cause for congratulation, certainly will not justify a voluntary continuation of the risk. We suppose that regular habits in sleeping, eating, work and play, personal neatness, plain food, well cooked and plenty of it, have done much to preserve the health of the boys.

Managers' Report.

The estimates for the year 1879, and for what purposes needed, appear in the following statement:

1 Amusements and means of instruction	\$600 00
2 Clothing and tailor shop	5,000 00
3 Drugs, medicine and medical service.....	300 00
4 Farm and barn expenses	3,000 00
5 Fuel and lights	4,000 00
6 House furnishing	1,000 00
7 Laundry and cleanliness.....	500 00
8 Miscellaneous expenses	519 25
9 Permanent improvements and ordinary repairs	1,500 00
10 Subsistence.....	11,000 00
11 Salaries and wages.....	16,000 00
12 Freight and expenses.....	800 00
13 Postage, printing and telegraphing.....	400 00
14 Managers' expenses	500 00
Total	\$45,119 25
Deduct amount due from counties	11,119 25
Balance to be appropriated.....	<u>\$34,000 00</u>

We publish the laws relating to the school as the best means of informing the public generally, and magistrates particularly, as to their rights and duties under the law. All of which is respectfully submitted.

WAUKESHA, October, 1878.

WILLIAM BLAIR,
 JOHN MATHER,
 ANDREW E. ELMORE,
 EDWARD O'NEILL,
 CHAS. R. GIBBS,
Managers.

Treasurer's Report.

TREASURER'S REPORT.

WISCONSIN INDUSTRIAL SCHOOL FOR BOYS,

CR.

Current Expense Account:

By balance as per last report	\$18,193 35	
By received from counties.....	10,194 50	
Appropriated by the legislature.....	35,000 00	
By socks, brooms, hides, etc., sold.....	5,165 86	
		\$68,553 71

DR.

To paid bills first quarter, 1878.....	\$13,112 05	
second quarter, 1878.....	13,246 50	
third quarter, 1878.....	9,599 12	
fourth quarter, 1878	12,763 78	
		\$48,721 45
Leaves balance to Cr.....		\$19,832 26

Building Account, Cr.

By balance last report.....	\$3,820 00	
To paid to complete contracts	618 26	
Leaves balance to Cr.....		\$3,201 74

Stone Account, Cr.

By legislative appropriation.....	\$1,000 00	\$1,000 00
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Boot and Shoe Factory.

All the capital furnished by the state, and in addition six thousand dollars loaned by me from the building stone and current expense fund, is invested in boots and shoes on hand, leather and findings, and in bills receivable.

ANDREW E. ELMORE,
Treasurer.

Superintendent's Report.

SUPERINTENDENT'S REPORT.

OFFICE OF THE SUP'T OF THE WISCONSIN
INDUSTRIAL SCHOOL FOR BOYS.
WAUKESHA, October 10, 1878.

To the Board of Managers:

GENTLEMEN — I respectfully submit to you for consideration my second annual report, which constitutes the nineteenth annual report of the affairs of this institution. We commenced the year with 364 boys, and closed with 419; making an increase of 55, which is 9 greater than the increase of 1877. The number received in 1878 was 151; which is 17 more than were admitted in 1877, and 37 more than were ever before received in any one year. This rapid increase has compelled us to put about 50 boys in each one of the family buildings, which were constructed to accommodate only 36. This shows that we greatly need another family building at once to accommodate the boys now here, and it is fair to assume that the increase of the ensuing year will call for still another building, or we shall be compelled to return boys to their homes before they shall have remained here long enough to reap any practical benefit from the school.

The school being established for the benefit of the boys, as well as for the people in whose midst they are to live after their return home, provision should be made to keep them until the object for which they were sent here shall be, if possible, accomplished.

Notwithstanding that all parts of our building have been crowded to overflowing, the general health of the inmates has been usually good, and as good as ever in the history of the school. This has resulted from the free use of disinfectants in and about all parts of our buildings, the frequent flooding and cleaning of the sewers, and the daily removal of the deposits from the dry earth closets,

Superintendent's Report.

the free use of vegetables and other wholesome food only at regular meal times, and a plenty of open air exercise to aid digestion, and the matron's early attention to every case where a boy has been reported ailing, followed by the careful nursing of the family woman in charge.

No physician is connected with the school, but one is sent for when needed, and is paid a stipulated sum for each visit. Yet with an average of 380 boys during the year, and a whole number of 527, our physicians' bills only amount to the sum of \$121.75, and during the heated season from June 15 to August 10, no physician was called to visit a boy. We have lost three boys by death, two of whom might have been living to-day had it not been for their own persistent indiscretions. The other lacked sufficient vitality to withstand an attack of almost any disease. The mumps and whooping cough each had their run through the school. Had it not been for this fact, the sickness would hardly have been worthy of mention. The gravel road leading to the farm, referred to in my report of last year, has been completed and proves to be of great benefit. The currant and raspberry bushes have all been removed from the front grounds, the grounds seeded, and the drives running through the same nearly completed.

The piggery has been considerably repaired, and good and substantial grain bins put in the second story. The barns and stables have also been repaired and additional room provided for stock. Over 350 rods of post and board fence have been built on the farm and more is needed. Two portable corn cribs have also been built near the barn. The yard of family building number seven has been enlarged, and a new open fence built across the east end of the same. New fences have been built across the east and west sides of yard number three; on the south side of yard number five; on the east end and a part of the south side of the main yard. New dry earth closets have been built for the accommodation of families numbers three, four and five. New floors have been put in the wash and play rooms of family three, in the dining room of number eight, also in the kitchen of the farm house. The bakery and boys' kitchen has been enlarged and improved, and the cellar under the

Superintendent's Report.

same has been furnished with a new cement bottom. The tailor shop has been repaired and newly ceiled overhead.

The bank between the railroad track and school grounds has been graded down and the dirt used to fill the low places north of the river, and several good building lots have thereby been made, and I would suggest the propriety of building two or three good, snug tenements thereon for the use of the employees of the school. Many other improvements and repairs have been made which I do not deem necessary to mention in detail.

We have a Sunday School each Sunday forenoon, commencing at half past ten o'clock and closing at twelve. In the afternoon the clergymen of the different denominations alternately preach for us, without cost to the State. These meetings are usually held in the chapel, except in warm weather; then in the grove, where a platform has been erected and seats provided for the accommodation of our own people, as well as for such visitors as may favor us with their presence during these services.

In addition to the labors of our local clergymen, we have been, during the past summer, frequently addressed by distinguished speakers from abroad, among whom were Rev. Mr. Rowlands, Rev. Mr. Martin and Dr. Storrs, of New York, Rev. Father Spillard, of Texas, Dr. Sumner, of Alabama, and Dr. Irwin, of St. Louis. The latter gentleman, while stopping at our springs, was a frequent caller at the school, and took a deep interest in its workings, as will appear from the following extract from a letter written by him, and published, on the 28th of August, in the Herald and Presbyter. He says: "The Wisconsin Industrial School for Boys, located at Waukesha, is a monument to the intelligence and enterprise of the State. It is a model reform school. Money has not been spared in ornamenting the grounds, erecting the buildings, and improving the farm. It is conducted upon the family principle, the boys being separated into families of forty or fifty each. There are at present 396 boys in the school. The entire expenses are borne by the State, except such returns as may be secured from the labor of the boys. No one is admitted except by order of the court. The

Superintendent's Report.

boy then becomes amenable to the institution until he is twenty-one years of age.

“I preached to the boys, and, upon both Sabbaths, a more attentive and a more deeply affected audience I never addressed. It would be well for other states to follow the good example of Wisconsin and exercise parental care over the juvenile delinquents within their borders. Prisons are needful at one end of the road, but not at the beginning. For the boys who cannot be controlled at home, there should be these reform schools, wisely and humanely conducted, then prisons would be less demanded. Persons interested in the welfare of boys should not fail, when opportunity is presented, to visit this model institution.”

Many other visitors from the south expressed themselves in a like manner, and returned home with a determination to urge upon the people of their section to establish similar institutions.

Several lectures have been given to the boys during the year, a very interesting one by Rev. Mr. Applebee, of Chicago, upon the “Character and Characters of Dickens.” The Hyers Sisters and the Hutchison Family each gave us a concert, all of which were greatly enjoyed by the boys. The inmates frequently get up entertainments of their own, which are both entertaining and instructive.

We assemble during the week-day evenings as often as we think we can make such meetings beneficial, but owing to the crowded state of our chapel when we are all in it, I am inclined to think it best to continue our present practice of visiting the boys in their respective family buildings, and there engaging in social conversation, recitations and readings, singing and such other exercises as shall seem best adapted to our mutual benefit.

But one boy has escaped during the year, and with a few exceptions good order has been maintained in all departments. In justice to all concerned I deem it not inappropriate to insert the following card of Mr. and Mrs. Howard, published in “The Freeman” of the 29th of August last:

“Mr. EDITOR — As Mrs. Howard and myself have decided to sever our connection with the institution in which we are teaching,

Superintendent's Report.

we wish to express our regrets at leaving so many well-tried friends, and at the same time allude to the excellent condition of this school as a whole. It requires no close observation to discover the improvements in outside matters connected with the school. In the shops, the managers assure us, the discipline is much more easily maintained, and the stock or material is not wasted or injured in the making.

“In the school department, no one can fail to see a marked improvement within the last eighteen months; not only in deportment, but in carefulness and thoroughness of work, and in the interest manifested by the pupils. While all enjoy greater freedom, a better discipline is maintained.

“We are induced to leave our situations, where we have worked so harmoniously for nearly two years, only by the hope of benefit from the change of climate.

Yours respectfully,

“GEO. W. HOWARD,

“M. E. HOWARD.”

I herewith submit the report of the principal teacher and librarian.

I also submit seventeen statistical tables, to which I call your particular attention.

S. J. M. PUTNAM,

Superintendent.

Teachers' Report.

TEACHERS' REPORT.

To the Superintendent and Board of Managers:

GENTLEMEN: The report of the school department of this Institution for the year ending September 30, 1878, is herewith respectfully submitted:

Number under instruction at the commencement of the year.....	364
Number newly committed during the year	151
Number returned during the year.....	12
Number under instruction during the year	527
Number left the school during the year	108
Number in present attendance.....	419
Of the 151 received, could not write.....	66
Commenced reading from chart	45
Commenced reading from first reader.....	24
Commenced reading from second reader	56
Commenced reading from third reader	15
Commenced reading from fourth reader.....	10
Commenced reading from fifth reader.....	1
	151
Commenced numbers in primary	116
Commenced mental and written arithmetic.....	29
Commenced complete arithmetic	6
Commenced manual of geography	29
Commenced complete geography	6
Of the 151 received, entered one of the primary departments.....	116
Entered one of the intermediate departments	29
Entered senior department.....	6
	151

Teachers' Report.

For convenience the school is divided into two sessions which alternate with each other in working and attending school.

Attending school first session, and working second session.....	161
Attending school second session, and working first session.....	218
Number in the correction house	40
	419
	419

The first session is divided into three departments.

PRIMARY, BY MISS K. A. BENNETT.

Present attendance.....	55
Reading from chart.....	4
Reading from first reader.....	17
Reading from second reader.....	35
Instructed in numbers.....	55
Spelling, oral and written	55
Writing on slates	55
	55

Qualifications for promotion to intermediate department: Read and spell the words in the first half of second reader; and arithmetic to division.

INTERMEDIATE BY J. H. WHITCHER.

Present attendance.....	51
Reading in second reader.....	51
Combination arithmetic.....	51
Manual of geography.....	51
Spelling, oral and written	51
Writing	51
	51

Qualifications for promotion to grammar school: Finish first half of third reader, arithmetic through fractions, and manual of geography to South America.

Teachers' Report.

GRAMMAR SCHOOL, BY MISS A. C. MALONEY.

Number in attendance	56
third reader	18
fourth reader	14
fifth reader	24
combination arithmetic...	32
complete arithmetic	24
manual geography	32
complete geography	24
writing and spelling	56

SECOND SESSION.

SECOND PRIMARY, BY MISS K. A. BENNETT.

Number in attendance	59
chart class	8
first reader	18
second reader	33
instructed in numbers	59
writing on slates	59
spelling, oral and written	59

Qualifications for promotion to first primary: Commencing second reader, and arithmetic to multiplication.

FIRST PRIMARY, BY J. GOEWY.

Number in attendance	36
second reader	36
combination arithmetic	36
manual of geography	36
spelling, oral and written	36
writing	36

Teachers' Report.

Qualifications for promotion to second intermediate: Through second reader first time, through fundamental operations in arithmetic, and manual of geography to United States.

SECOND INTERMEDIATE, BY J. H. WHITCHER.

Number in attendance	51
second reader	51
combination arithmetic.....	51
manual of geography.....	51
spelling, oral and written.....	51
writing.....	51
	==

Qualifications for promotion to first intermediate: Finish common fractions, first half of third reader, and geography to South America.

FIRST INTERMEDIATE, BY MISS ALICE MALONEY.

Number in attendance	27
third reader	27
combination arithmetic	27
manual of geography	26
writing.....	27
spelling	27
	==

For promotion to senior department: Finish third reader, manual of geography, and be prepared to commence complete arithmetic.

SENIOR DEPARTMENT, BY W. H. HURLBUT.

Number in attendance	44
third reader	6
fourth reader	10
fifth reader	28
complete arithmetic.....	44
complete geography.....	44
U. S. history.....	44
grammar, language lessons	44
spelling, oral and written.	44
writing.....	44
	==

Teachers' Report.

Promoted to intermediate, 1st session	53
grammar school, 1st session.....	34
1st primary	36
2d intermediate	37
1st intermediate	22
senior department	12
	=

First department in Correction House is taught by W. H. Hurlbut.
 The second department in Correction House is taught by Miss
 H. L. Witcher.

Our aim in all departments is to do thorough work and to give
 the boys the best practical education possible.

WM. H. HURLBUT,
Principal.

Librarian's Report.

LIBRARIAN'S REPORT.

To the Honorable Board of Managers and Superintendent:

During the past year the library has been renovated and a number of [worn out, worthless books discarded. The Waverly Novels and the works of Charles Dickens are the only additions, making the number of volumes 850. The books have been read and reread until the boys have become conversant with them, and a new supply is necessary to keep alive their interest. We have no newspapers with the exception of the "Brandon Times" and "Kenosha Telegraph," which are gratuitous contributions. The reading-room contains about 300 volumes. A large number of magazines, consisting of Appleton's Journal, Putnam's, Continental and Atlantic Monthlies, The Galaxy and The Country Gentleman, which were purchased and bound, and Duyckinck's Cyclopædia of American Literature, constitute this year's addition to this room.

Hon. A. M. Carter, of Johnstown, donated twenty volumes to the library, which were very thankfully received.

Sept. 30, 1878.

I. M. PUTNAM,
Librarian.

Statistical Tables.

STATISTICAL TABLES.

TABLE No. 1

Shows the number of inmates received and discharged during the year.

Number in school October 1, 1877.....	364		
Number committed during the year	151		
Number returned from out on ticket	11		
Number of returned escapes.....	1		
Total	<u>527</u>		
Number returned to parents or guardians on ticket of leave.....	92		
Number out to place on ticket of leave.....	8		
Number returned illegally committed.....	4		
Number of deaths.....	3		
Number of escapes.....	1		
Number on record October 1, 1878.....	419		
Total	<u>527</u>		
		1876.	1877.
Largest number at any one time	318	366	419
Least number at any one time	286	316	357
Average number.....	<u>299</u>	<u>341</u>	<u>390</u>

Statistical Tables.

TABLE No. 2

Shows number of inmates each year since school opened.

YEAR.	No. committed each year.	Boys.	Girls.	Whole number at close of year.	Whole number during year.
January 1, 1861	39	32	7	39	39
October 10, 1861	28	35	5	40	81
October 10, 1862	41	51	4	55	80
October 10, 1863	42	59	13	72	98
October 10, 1864	83	117	20	137	155
October 10, 1865	107	134	21	155	245
October 10, 1866	47	118	16	134	209
October 10, 1867	66	143	12	155	317
October 10, 1868	53	149	14	163	227
October 10, 1869	63	163	13	173	233
October 10, 1870	114	204	2	206	293
October 10, 1871	74	237	2	239	288
October 10, 1872	107	278	.....	278	347
October 10, 1873	80	281	.....	281	362
October 10, 1874	113	301	.....	301	402
October 10, 1875	101	300	.....	300	412
October 10, 1876	107	318	.....	318	415
October 10, 1877	134	.....	.....	364	471
October 10, 1878	151	.....	.....	419	527

TABLE No. 3

Shows the offenses for which they were committed.

Vagrancy	14
Larceny	56
Incorrigibility	72
Burglary	4
Sodomy	1
Assault and battery	2
Destruction of property	2
Total	151

Statistical Tables.

TABLE No. 4

Shows their ages at the date of this report.

AGES.	Previous years.	Past year.	Total.	AGES.	Previous years.	Past year.	Total.
Ten		14	14	Seventeen	41		41
Eleven	13	17	30	Eighteen	19		19
Twelve	20	21	41	Nineteen	10		10
Thirteen	25	28	53	Twenty	5		5
Fourteen	30	30	60	Twenty one			
Fifteen	35	41	76				
Sixteen	70		70				
Average age				14½			

TABLE No. 5

Shows the counties from which they were committed.

COUNTIES.	Past year.	COUNTIES.	Past year.
Brown	8	Manitowoc	2
Calumet	2	Monroe	2
Chippewa	1	Milwaukee	27
Columbia	4	Oconto	7
Crawford	2	Outagamie	7
Dane	7	Portage	2
Dodge	1	Racine	7
Dunn	2	Rock	7
Eau Claire	2	Richland	1
Fond du Lac	15	Sauk	2
Green	2	Sheboygan	2
Green Lake	2	Vernon	2
Grant	3	Waupaca	5
Iowa	2	Walworth	1
Jackson	1	Winnebago	3
Jefferson	6	Wood	3
Juneau	1	Waukesha	2
Kenosha	3	Waushara	2
La Crosse	3		
		Total	151

Statistical Tables.

TABLE NO. 6

*Shows amounts charged to the several counties for the support of
vagrants and incorrigible inmates.*

COUNTIES.	Amounts.	COUNTIES.	Amounts.
Adams.....	\$52 00	Manitowoc.....	\$178 00
Brown.....	1,228 25	Monroe.....	89 00
Calumet.....	202 50	Oconto.....	247 75
Crawford.....	160 00	Outagamie.....	694 50
Columbia.....	166 75	Ozaukee.....	52 00
Dane.....	294 50	Pierce.....	52 00
Dodge.....	83 00	Polk.....	52 00
Door.....	52 00	Portage.....	93 25
Dunn.....	110 50	Racine.....	544 75
Eau Claire.....	294 75	Rock.....	423 00
Fond du Lac.....	1,072 25	Richland.....	45 00
Grant.....	426 25	St. Croix.....	52 00
Green.....	183 00	Sauk.....	68 75
Green Lake.....	186 75	Sheboygan.....	112 00
Iowa.....	187 75	Waukesha.....	138 50
Juneau.....	88 00	Walworth.....	251 75
Jefferson.....	286 00	Waushara.....	54 50
Kenosha.....	79 00	Winnebago.....	611 00
La Crosse.....	564 00	Waupaca.....	146 25
La Fayette.....	83 00	Wood.....	96 75
Milwaukee.....	1,321 25		
		Total.....	\$11,119 25

Statistical Tables.

TABLE No. 7

Shows birthplace of inmates.

STATES.	No.	COUNTRIES.	No.
Wisconsin	93	Germany	12
New York	8	Belgium	1
Illinois	7	Canada	2
Michigan	1	England	3
Pennsylvania	2	Bohemia	1
Ohio	3	Ireland	2
Iowa	3	Norway	2
New Jersey	1	Total foreign	23
Minnesota	4	Unknown	4
Missouri	1	Total	151
Connecticut	1		
Total native	124		

TABLE No. 8

Shows the nationality of parents.

Nationality.	No.	Nationality.	No.
American	27	Indian	1
German	51	Bohemian	6
Irish	26	Belgian	1
English	18	Danish	1
Canadian	3	Norwegian	5
French	6	Welsh	1
Scotch	2	Colored	3

TABLE No. 9

Shows social and domestic relations.

<i>Have</i>		<i>Have</i>	
No parents	17	Father and stepmother	11
Mother only	16	Mother and stepfather	10
Father only	8	Mother insane	1
Parents separated	16	Both parents living	72

Statistical Tables.

TABLE No. 10

Shows number of deaths in the last ten years.

YEAR.	Total No. of boys in school.	Number of deaths.	Death rate per thousand.	Typhoid fever.	Typhoid erysipelas.	Inflammatory rheumatism.	Gastric fever.	Nervous fever.	Consumption.	Congestive chills.	Scrofula.	Typhoid pneumonia.	Dropsy.	Congestion of the lungs.	Brain fever.	Scarlet fever.	Paralysis of the brain.
1868.....	227	2	8.8	..	1	1	..	..	..	..	..	..	..	..	..	..	..
1869.....	233	1	3.8	..	..	..	1	..	..	..	..	..	..	..	..	..	..
1870.....	293	4	13.6	2	..	..	..	1	1	..	..	..	..	..	..	..	..
1871.....	288	3	10.4	3	..	..	..	..	..	..	..	..	..	..	..	..	..
1872.....	347	1	3	..	..	..	..	..	1	..	..	..	..	..	..	..	..
1873.....	362	3	8.3	..	..	..	..	..	..	..	3	..	..	..	..	..	..
1874.....	402	7	17.4	1	..	..	..	..	2	..	..	2	..	1	1	..	..
1875.....	412	4	9.7	1	..	..	..	..	..	1	..	..	..	1	1	..	..
1876.....	415	3	7.2	1	..	..	..	..	..	1	..	..	..	..	1	..	..
1877.....	471	5	10.5	..	..	..	..	..	1	..	..	..	1	..	..	2	1
1878.....	527	3	5.7	2	..	..	..	..	..	..	..	1	..	..	..	..	..
.....	36	.....	10	1	1	1	1	1	5	2	3	3	1	2	3	2	1

Statistical Tables.

TABLE No. 11

Shows work done in knitting shop.

<i>Articles.</i>	<i>Made.</i>
Pairs socks, machine-knit.....	27,480
Pairs socks, hand-knit.....	324
Pairs mittens, hand-knit, double.....	532
Pairs suspenders, knit.....	236
Pairs suspenders, strapped... }	
Pairs suspenders, repaired... }	
Balls covered.....	<u>251</u>

TABLE No. 12

Shows live stock.

NEAT CATTLE.	HORSES.
Milch cows..... 26	Team horses..... 7
Dry cow..... 1	Dray horse..... 1
Fattening oxen..... 2	
Bulls..... 2	HOGS.
Two-year olds..... 4	Fattening..... 53
Yearlings..... 4	Breeding..... 10
Calves..... 6	Stock..... 1
CHICKENS..... 75	Pigs..... <u>82</u>

TABLE No. 13

Shows products of the garden.

125 bu. sugar beets, @ 25 cts. \$31 25	10 bu. summer squash..... \$5 00
504 bu. onions, @ 40 cts. 201 60	700 winter squash..... 35 00
25 bu. tomatoes, @ 40 cts. ... 10 00	500 head cabbage..... 20 00
200 bu. green corn, @ 40 cts. 80 00	6 bu. cucumbers..... 3 00
5 bu. green peas, @ \$1 5 00	26 bu. carrots, @ 25 cts ... 6 50

Statistical Tables.

TABLE NO. 14

Shows products of the farm.

1,400 bushels oats, @ 20c.....	\$280 00
130 bushels barley, @ 75c.....	97 50
4 bushels rye, @ 50c	2 00
4,432 bushels corn, @ 20c	886 40
40 bushels beans, @ \$1.50.....	60 00
300 bushels potatoes, @ 50c.....	150 00
800 bushels wurtzells, @ 20c.....	160 00
50 bushels turnips, @ 25c.....	12 50
13 loads pumpkins, @ \$1.....	13 00
30 tons straw, @ \$3	90 00
50 tons cornstalks, @ \$3.50.....	175 00
4 acres drill corn, @ \$15.....	60 00
130 tons hay, @ \$7	910 00
53 beeves, 28,987 lbs, @ 6c.....	1,739 22
8 veals, 692 lbs, @ 6c.....	41 52
49 hogs, 14,339 lbs, @ 5c.....	716 95
18 mutton sheep, 930 lbs, @ 7c.....	65 10
53 beef hides, 4,143 lbs.....	84 58
7 veal skins, 85 lbs.....	5 95
1,300 lbs tallow, @ 6c.....	78 00
18 sheep pelts.....	18 00
30 turkeys, 305 lbs, @ 8c.....	24 40
63 chickens, 226 lbs, @ 7c	15 82
125 dozen eggs, @ 12½c.....	15 75
16,103 gallons milk, @ 7c	1,127 21
31 lambs, 563 lbs, @ 7c.....	39 41
31 lambs' pelts, @ 25c.....	7 75
Total.....	<u>\$6,876 06</u>

TABLE NO. 15

Shows some of the items of subsistence.

Flour	968 bbls.
Beef.....	31,442 lbs.
Butter	7,263 lbs.
Cheese	663 lbs.
Eggs	3,031 doz.
Sugar	10,840 lbs.
Syrup	1,453 gals.

Statistical Tables.

TABLE NO. 16

Shows cost of support of inmates per capita.

[This includes the total expenditures less amount of permanent improvements, cost of material for sock factory, and sale of clothing to employees, amounting to \$5,202.23. See expenditures in managers' report.]

SUBSISTENCE.			CLOTHING.		
Whole amount.	Per capita annually.	Per capita daily.	Whole amount.	Per capita annually.	Per capita daily.
\$10,675 95	\$28 09½	7 ⁷ / ₁₀ cents.	\$4,677 19	\$12 30 ⁸ / ₁₀	3 ³ / ₁₀ cents.
SALARIES.			FUEL AND LIGHT.		
Whole amount.	Per capita annually.	Per capita daily.	Whole amount.	Per capita annually.	Per capita daily.
\$14,835 16	\$39 04	10 ⁷ / ₁₀ cents.	\$3,638 81	\$9 57½	2 ⁷ / ₁₀ cents.
ALL OTHER EXPENSES NOT INCLUDED IN THE ABOVE.			TOTAL EXPENSES.		
Whole amount.	Per capita annually.	Per capita daily.	Whole amount.	Per capita annually.	Per capita daily.
\$9,692 11	\$25 50½	7 cents.	\$43,519 22	\$114 52½	31 ¹ / ₃ cents.

Statistical Tables.

TABLE No. 17

Shows numbers and family officers.

Family.	No. in each.	Family Men.	Family Women.
One.....	43	W. H. Sleep.....	Mrs. H. A. Sleep.
Two.....	45	E. Wood.....	Mrs. L. Wood.
Three.....	45	A. B. McCumber.....	Mrs. A. B. Vroom.
Four.....	45	J. H. Witcher.....	Mrs. H. Witcher.
Five.....	45	H. Jones.....	Mrs. J. R. Sperry.
Six.....	44	F. N. James.....	Mrs. C. M. Thuston.
Seven.....	44	S. W. Baker.....	Mrs. A. C. Smith.
Eight.....	43	W. H. Hurlbut.....	Mrs. E. M. Godfrey.
Correction House...	10	R. W. Smith.....	Mrs. A. G. Smith.

Law Relating to the School.

LAW RELATING TO THE SCHOOL.

Chapter 203, Revised Statutes.

SECTION 4961. The Wisconsin Industrial School for Boys, at Waukesha, shall be the place of confinement and instruction of all male children, between the ages of ten and sixteen years, who shall be legally committed to the said Wisconsin Industrial School for Boys, as vagrants, or on the conviction of any criminal offense, or for incorrigible or vicious conduct, by any court having competent authority to make said commitment.

SECTION 4962. The managers of said school are hereby clothed with the sole authority to discharge any child or children from said Industrial School, who shall have been legally committed thereto; and such power shall rest solely with said board of managers, subject to the power of the executive to grant pardons, and they shall have power to return to the court, justice or other authorities ordering or directing said child to be committed, when in the judgment of said managers they may deem said child an improper subject for their care and management, or who shall be found incorrigible, or whose continuance in the school they may deem prejudicial to the management and discipline thereof, or who, in their judgment, ought to be removed from the school for any cause; and in such case said court, police justice or other authority, shall have power, and are hereby required to proceed as they might have done had they not ordered the commitment to such school.

SECTION 4963. The Superintendent of said school shall charge to each of the several counties in this State, in a book provided by him for that purpose, the sum of one dollar per week for the care and maintenance of each person in said school, who has been committed thereto as a vagrant, or by reason of incorrigible or vicious

Law Relating to the School.

conduct, from each of such counties respectively; and the costs of the original commitment of all persons to said school shall be chargeable to the county from which the person committed to said school is sent; and the Superintendent of said school shall procure the arrest and return of any person therefrom; and any justice of the peace, marshal or constable, upon information of such escape, shall arrest and return any such fugitive as above mentioned.

SECTION 4964. The Superintendent of said school shall keep an accurate account of the amount due from each county for the support of persons therefrom, and shall annually, on or before the tenth day of October in each year, report to the Secretary of State the amount which may then be due from each county for the year ending on the first day of October preceding; which report shall state the name of each person for whom such account is rendered, the number of weeks which such person has been in said school during said year, and the amount charged for each of said persons, respectively; and such report shall be verified by the oath of said Superintendent as to its correctness. The Secretary of State shall add the amount due from any county in this State, for the support of such persons, to the state tax apportioned to said county, and such amount shall be collected and paid into the State treasury for the use of said school.

SECTION 4965. The Board of Managers shall consist of five members, who shall be appointed by the Governor, and who shall hold their offices for three years; said board shall be divided into three classes, and so divided that the term of one class shall expire each year, on the first Tuesday of March, and shall receive for their compensation two dollars and fifty cents per day for every day actually employed, and ten cents per mile for every mile actually traveled, and shall verify their account by their oath or affirmation.

SECTION 4966. Such managers shall have the power to make rules, regulations, ordinances and by-laws for the government, discipline and management of said school, and the inmates thereof, as to them may seem just and proper; and such rules and by-laws shall be in accordance with the constitution of this State and the constitution of the United States; and they shall place the children

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committed to their care, during the minority of said children, at such employments, and cause them to be instructed in such branches of useful knowledge, as shall be suited to their years and capacities; and they shall, in their discretion, bind out said children, with their consent or the consent of their parents or guardians, if they have any, as apprentices or servants, during their minority, to such persons, and at such places, to learn such proper trades and employments as in their judgment will be most for their reformation and amendment, and the future benefit of such children; but the religious opinions of the inmates shall not be interfered with.

SECTION 4967. The said managers shall appoint a superintendent of said school and such officers as they may deem necessary for the interest of the institution, with a view to the accomplishment of the object of its establishment and economy of its management; and they shall make out a detailed report to the Governor of the performance of their duty, on or before the tenth day of October in each year, which report shall contain a statement of the number of persons in the school at the commencement of the year, the number received during the year, and in the institution at the commencement of the year, together with all such facts and statements as they may deem necessary to communicate; which report shall be laid before the legislature by the Governor.

SECTION 4968. The courts and several magistrates in any county in the state may, at their discretion, sentence to the school any such male child who may be convicted of any petit larceny or misdemeanor, and the several courts may, in their discretion, send to the said school any such male child who shall be convicted before them of any offense which, under existing laws, would be punishable by imprisonment in the state prison, and the county judge and judges of municipal courts in any county in this state may, in their discretion, commit to the said school any male child having a legal residence in said county, and being between the ages of ten and sixteen years, which, upon complaint and due proof, is found to be a vagrant, or so incorrigible and vicious that a due regard for the morals and welfare of such child manifestly requires that he shall be committed to said school; but, in all cases, the terms of commitment shall not be less than to the age of twenty-one years.

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SECTION 4969. The managers of the said school shall have power, in their discretion, to restore any person duly committed to said school to the care of his parents or guardian before the expiration of his minority, if, in their judgment, it would be most for the future benefit and advantage of such person.

SECTION 4970. The court sentencing any child to be confined in said school shall, together with a copy of the record or certificate of the sentence, transmit to the Superintendent of said school a copy of all the evidence, or a statement of the facts proved in the case.