

VARIOUS PACIFIC RAILROAD COMPANIES.

L E T T E R

FROM

THE SECRETARY OF THE TREASURY,

IN ANSWER TO

A resolution of the House of March 11, 1872, relative to the various Pacific Railroad Companies.

MARCH 25, 1872.—Referred to the Committee on the Pacific Railroad and ordered to be printed.

TREASURY DEPARTMENT, *March 23, 1872.*

SIR: In compliance with a resolution of the House of Representatives, dated March 11, 1872, requesting information concerning the various Pacific Railroad Companies, I have the honor to submit herewith copies of all the annual reports of said companies which are on file in this Department, as follows:

Union Pacific Railroad Company: Reports for 1865, 1866, 1867.

Union Pacific Railroad Company, (eastern division :) Reports for 1856, 1864, 1865, 1866, 1867. Changed to Kansas Pacific Railroad Company April, 1869—one report.

Central Pacific Railroad Company: Reports for 1866, 1867.

Western Pacific Railroad Company: Reports for 1866, 1867.

Sioux City and Pacific Railroad Company: Report for 1867. Other reports with Secretary of the Interior.

Denver Pacific Railroad and Telegraph Company: Report for 1870.

The annual reports which have not been furnished this Department, I understand, are filed with the Secretary of the Interior.

Very respectfully,

GEO. S. BOUTWELL, *Secretary.*

Hon. JAMES G. BLAINE,

Speaker U. S. House of Representatives, Washington, D. C.

ANNUAL REPORT OF THE CENTRAL PACIFIC RAILROAD COMPANY, OF CALIFORNIA, TO THE SECRETARY OF THE TREASURY, FOR THE YEAR ENDING DECEMBER 31, 1866.

FIRST.

Names of stockholders.	Residence.	Names of stockholders.	Residence.
Avery, Sarah E.....	Sacramento, Cal.	Dougherty, C. K.....	Sacramento, Cal.
Avery, Melissa.....	Do.	Dunn, Henry.....	Do.
Arnold, Jacob.....	Do.	Dean, Georgianna Mary.	Do.
Ames, Henry.....	Do.	Dumont, Alphonsine.....	San Francisco, Cal.
Ayres, I. I.....	San Francisco, Cal.	Doolan, William.....	Do.
Adams, William I.....	Do.	Davis, George T. M.....	New York City, N. Y.
Bates, C. D.....	Sacramento, Cal.	De Forest, Martin.....	Schenectady, N. Y.
Booth, L. A.....	Do.	Douw, Yolkert P.....	Sacramento, Cal.
Brickell, E. I.....	Illinoistown, Cal.	Douw, Mrs. Helen L.....	Do.
Brickell, B.....	Do.	Davis, I. T.....	Do.
Bradley & Trim.....	Dutch Flat, Cal.	English, W. G.....	Do.
Beans, T. E.....	Nevada, Cal.	Earl, Daniel W.....	Do.
Bithell, James.....	Sacramento, Cal.	Everett, W. L.....	Do.
Burnham, William C.....	Do.	Ebner, C. & T.....	Do.
Burt, B.....	Do.	Egl, A.....	Do.
Bronner, Joseph.....	Do.	Ester, M. M.....	Do.
Beck, Robert.....	Do.	Foye, W. K. S.....	Do.
Bell, T.....	Do.	Friend & Terry.....	Do.
Brown, R. T.....	Do.	Franklin, P.....	Do.
Brown, Daniel.....	Do.	Floberg, I. P.....	Do.
Belmer, John, & Co.....	Do.	Fitzpatrick, Michael.....	Do.
Banquier, Joseph.....	Do.	Foote, L. H.....	Do.
Barnes, C.....	Do.	Frey, Joseph M.....	Do.
Bowman, Ida.....	Do.	Foster, F.....	Do.
Bowman, W. I.....	Do.	Friend, I. S.....	Do.
Blum, E.....	Do.	Forster, Peter B.....	San Francisco, Cal.
Baker, Thomas.....	Do.	French, Walter H.....	Virginia, Nevada.
Bragg, H. W.....	Do.	Franchot, Antoinette.....	Syracuse, N. Y.
Babson, Seth.....	Do.	Franchot, Richard.....	Do.
Bassett, George A.....	Do.	Forney, I. W.....	New York.
Burke, Ethelbert.....	San Francisco, Cal.	Gillig, John.....	Virginia, Nevada.
Boruck, Marcus D.....	Do.	Gallatin, Albert.....	Dayton, Nevada.
Brannan, Samuel.....	Do.	Gardiner, Robert.....	Knight's Landing, Cal.
Barnes, George E.....	Do.	Grubler, Jacob.....	Sacramento, Cal.
Barencamp, Mrs. E.....	Do.	Greenlaw, A. S.....	Do.
Barling, H. A., and others, trustees.	Do.	Greenbaum, Gustave.....	Do.
Baxter, John A.....	Do.	Gotthold, Moses.....	Do.
Bacon, I. S.....	Do.	Gayoct, Eugene.....	Do.
Bement & Dougherty.....	Do.	Grim, Charles H.....	San Francisco, Cal.
Boyd, John.....	Do.	Grubler, Christ.....	Sacramento, Cal.
Brooks, Noah.....	Do.	Grubler, Elias.....	Do.
Bancroft, E. P., trustee.....	Boston, Mass.	Gossner, B.....	Do.
Chamberlain, O. L.....	Sutter Creek, Cal.	Gay, W. C.....	Do.
County of Sacramento.....	Sacramento County, Cal.	Glidden, Mrs. C. C.....	Boston, Mass.
County of Placer.....	Placer County, Cal.	Glidden, Mrs. E. M.....	Do.
Crocker, L. B.....	Oswego, N. Y.	Glidden & Williams.....	Do.
Crocker, Mrs. Anna E.....	Do.	Groot, Simon C.....	Schenectady, N. Y.
Campbell, D. D.....	Schenectady, N. Y.	Hopkins, Mark.....	Sacramento, Cal.
Chase, Charles M.....	San Francisco, Cal.	Huntington, C. P.....	Do.
Cole, Cornelius.....	Do.	Huntington, C. P., agent.	Do.
Culver, James H.....	Sacramento, Cal.	Hill, William H.....	Do.
Cummings, C. H.....	Do.	Hill, Jane E.....	Do.
Crocker, Charles.....	Do.	Hill, Isabella M.....	Do.
Crocker, E. B.....	Do.	Harbison, J. S.....	Do.
Crocker, H. S.....	Do.	Hepburn, George.....	Do.
Crocker, B. R.....	Do.	Hurley, Miss M. E.....	Do.
Cook, Hiram.....	Do.	Holmes, E.....	Do.
Cochran, Mrs. M. T.....	Do.	Hull & Lohman.....	Do.
Converse, Charles H.....	Do.	Hartman, G. T.....	Do.
Conrad, John.....	Do.	Hector, I.....	Do.
Conrad, Maria.....	Do.	Hinkel, William.....	Do.
Chevalier, F.....	Do.	Helsch, August.....	Do.
Clark, D. W.....	Do.	Heilbron, A.....	Do.
Cook, T. H.....	Do.	Heinrich, Charles.....	Do.
Coolot, A.....	Do.	Heppel, Jacob.....	Do.
Campbell, James.....	Do.	Hunt, Eugenie.....	Do.
Coleman, W. P.....	Do.	Herrick, Jas. H., (in trust)	Do.
Crankite, H.....	Do.	Hussey, Silas, jr.....	Do.
Drew, N. L.....	Do.	Heacock, Mrs. E. H.....	Do.
Drew, N. L., & Co.....	Do.	Hooker, C. G.....	San Francisco, Cal.
Drew, D. K.....	Do.	Hooper, S., & Co.....	Boston, Mass.
Duffy, James A.....	Do.	Hersey, John H.....	Do.
Davis, E.....	Do.	Hunt, D. K.....	Do.
Dcuglass, W. I.....	Do.	Hillhouse, John.....	Do.
Dreher, William.....	Do.	Irwin, Jared.....	Sacramento, Cal.
Domingos, I.....	Do.	Jelley, Samuel.....	Do.
		Jacobs, N. M.....	Do.

Annual report of the Central Pacific Railroad Company, &c.—Continued.

Names of stockholders.	Residence.	Names of stockholders.	Residence.
Johnson, Peter.....	Sacramento, Cal.	Rowland, George.....	Sacramento, Cal.
Jacobs, Elias.....	Do.	Robinson, John K.....	Do.
Jacobs, Enoch.....	Do.	Ratcliff, William M.....	Do.
Johnson, Joel.....	Do.	Ready, W. B. & B. F.....	Do.
Jobson, C. F.....	Do.	Ross, Frank C.....	Do.
Kendall, David.....	Do.	Robbins, S. B.....	Do.
Klink & Martsfield.....	Do.	Rancich, Martin.....	Do.
Kemble, Edward C.....	Do.	Redding, B. B.....	Do.
Kohler, H.....	Do.	Rice, H. B.....	Do.
Kraus, Edward.....	Do.	Rippon & Hill.....	Do.
Kohl, John B.....	Do.	Ripley, I. N.....	Do.
Krumbach, L.....	Do.	Robinson, Robert.....	Do.
Kadel, Tobias.....	Do.	Rice, Charles.....	Mineral Bar, Cal.
Klink, G. F.....	Do.	Rond, I. P. C.....	San Francisco, Cal.
Krebs, C. H.....	Do.	Reed, B. T.....	Boston, Mass.
Kimball, Frank Reed.....	Boston Mass.	Russell, I. D.....	Sacramento, Cal.
Kimball, Mrs. C. A.....	Do.	Stanford, Leland.....	Do.
Lombard, C. A.....	Do.	Smith, S. D.....	Do.
Lester, J. W.....	New York, N. Y.	Strong, D. W.....	Dutch Flat, Cal.
Lynch, Philip.....	Gold Hill, Nev.	Sargent, A. A.....	Nevada.
Lord, Holbrook & Co.....	Sacramento, Cal.	Stockton, Edward.....	Folsom, Cal.
Lindley, T. M.....	Do.	Smith, C. W.....	Grass Valley, Cal.
Lindsey, W. K.....	Do.	Seaman, I. A.....	Sacramento, Cal.
Littleton, M.....	Do.	Spaulding, W. H.....	Austin, Nev.
Lord, I. D.....	Do.	Strobridge, T. W.....	Sacramento, Cal.
Larkin, H. W.....	Do.	Smith, John.....	Do.
Locke & Larensen.....	Do.	Scheld, Philip.....	Do.
Loomis, E. I.....	Do.	Swineston, G. W.....	Do.
Linton, C. B.....	Do.	Scott, Mary.....	Do.
Lecompt, Michael.....	Do.	Schade, John.....	Do.
Lyon & Son.....	Do.	Strutz, Julius.....	Do.
Lytle, George I.....	Do.	Schafer, Louis.....	Do.
Lager, Christopher.....	Do.	Sutter, Charles.....	Do.
Locke, George S.....	Do.	Sellinger, Charles.....	Do.
Lambard, O. D.....	Do.	Schmeiser, George.....	Do.
Lipman & Co.....	Do.	Stanton, P.....	Do.
Marsh, Charles.....	Nevada, Cal.	Stevens, Joseph.....	Do.
Morse, John F.....	San Francisco, Cal.	Stewart, George W.....	Do.
Moore, B. F.....	Dutch Flat, Cal.	Schroer, S. H.....	Do.
Mills, D. O., & Co.....	Sacramento, Cal.	Stanley, L.....	Do.
McDonald, K. H.....	Do.	Schroeder, H.....	Do.
McGuire, James.....	Do.	Seeger, Robert.....	Do.
Mott, E. B. I.....	Do.	Stewart, Thomas K.....	Do.
Mier, F.....	Do.	Strimming, C.....	Do.
Mechlenfels, T.....	Do.	Seaton, W. H.....	Do.
Myer, C.....	Do.	Stanford, A. P.....	San Francisco, Cal.
Managan, P. F.....	Do.	Shrew, Jacob.....	Do.
Meister, John.....	Do.	Shelton, E. N.....	—, N. Y.
Moore, D. Z.....	Do.	Sherman, R. N.....	Do.
McNeil, John.....	Do.	Sturgeon, E. B.....	Do.
Myers, H.....	Do.	Sherman, C. Z.....	Do.
Miller, E. H., jr.....	Do.	Stewart, David.....	Do.
McClatchy, James.....	Do.	Turner, I. N.....	Nevada.
Melone, Drury.....	Do.	Turton, Knox & Ryan.....	Sacramento, Cal.
Martfield, William.....	Do.	Turton, William.....	Do.
McDonald, George.....	Do.	Tryon, S.....	Do.
Mahon, D. W.....	Do.	Thielbar, H.....	Do.
Mosier, Samuel.....	Do.	Teielbar, Dores.....	Do.
Nichols, N. S.....	Do.	Terry, W. B.....	Do.
Nowbaur, A.....	Do.	Upson, Lauren.....	San Francisco, Cal.
Newburg, Leonard.....	Do.	Van Hensen, Charles.....	Sacramento, Cal.
North, A. W.....	Do.	Van Hensen, E. I.....	Do.
O'Neil, James.....	Do.	Van Winkle, I. S.....	Do.
Oatman, Ira E.....	Do.	Waite, E. G.....	Nevada.
Oettl, Franz.....	Do.	Welty, D. W., (in trust).....	Sacramento, Cal.
Ogden, I. B.....	Do.	Wheeler, O. C.....	Oakland, Cal.
Ochs, George.....	Do.	Wheeler, C. T.....	Sacramento, Cal.
Pike, I. T.....	Do.	Wetzlar, Julius.....	Do.
Pond, I. S.....	Do.	Watchorst, Herman.....	Do.
Peasley, John.....	Do.	Weil, Conrad.....	Do.
Parks, John C.....	Dutch Flat, Cal.	Wetty, D. W.....	Do.
Patch, W. Y.....	San Francisco, Cal.	Whitmore, D. W.....	Do.
Paton, William.....	New York, N. Y.	Watson, W. S.....	Do.
Paton, Thomas.....	Do.	Waterhouse, C.....	Do.
Pattee, James M.....	Do.	Williams, I. C.....	Drytown, Cal.
Russell, P. H.....	Sacramento, Cal.	Williams, Mrs. E. L. M.....	Boston, Mass.
Renaud, G.....	Do.	Wason Manufacturing Company.....	Springfield, Mass.
Ross, Thomas.....	Do.	Zumalt, Daniel K.....	Sacramento, Cal.
Reeves, I. W.....	Do.	Zumalt, Jacob.....	Do.
Ryan, John.....	Do.		

SECOND.

Names and residences of the directors and other officers of the company.

Directors.—Leland Stanford, Sacramento, California; C. P. Huntington, New York, N. Y.; E. P. Crocker, Sacramento, California; Mark Hopkins, Sacramento, California; E. H. Miller, jr., Sacramento, California; Charles Marsh, Nevada; A. P. Stanford, San Francisco, California.

President.—Leland Stanford, Sacramento, California.

Vice-president.—C. P. Huntington, New York, N. Y.

Secretary.—E. H. Miller, jr., Sacramento, California.

Treasurer.—Mark Hopkins, Sacramento, California.

Acting chief engineer.—S. S. Montague, Sacramento, California.

Attorney and general agent.—E. B. Crocker, Sacramento, California.

THIRD.

Amount of stock subscribed and actually paid in.

Amount of stock subscribed for	\$8,580,600
Amount actually paid in	<u>8,504,210</u>

FOURTH.

Description of lines of road surveyed in the year 1866.

REPORT OF CHIEF ENGINEER.

ENGINEER'S OFFICE, CENTRAL PACIFIC RAILROAD, OF CAL.,
Sacramento, February 8, 1867.

Accompanying this please find a condensed description of routes explored and surveyed for the Central Pacific Railroad Company in 1866.

1. *Surveys in California.*

	<i>Miles.</i>
Resurvey and final location of line from Owl Gap (81 miles from Sacramento) to eastern boundary of State of California.....	57

2. *Surveys in Nevada and Utah.*

Preliminary survey from State line to Big Bend of Truckee.....	49
And final location survey from State line eastward.....	34

3. *Lines of explorations for railroad routes between the Big Bend of the Truckee River and Wasatch Mountains, by Mr. Ives.*

	<i>Miles.</i>
1st. From Big Bend of Truckee via Ragtown Pass, Sand Dune Pass, (of the Carson Sink Mountains,) West Gate, White Rock, Edward's Creek Valley, New Pass, and Mount Airy, to Jacobsville, in Reese River Valley	133
2d. A line deflecting to the east from the above at Ragtown Pass; thence across the Humboldt and Carson Desert to Stillwater; thence, via Mount Well's Pass, (of Carson Sink Mountains,) to center of Fairview Valley on former line.....	57
3d. A line deflecting southeast from first line at west base of Carson Sink Mountains; thence through Sand Spring Pass, and connecting with the first line in Tarriers' Valley	18
4th. A line deflecting to the east from first line at Junction House in Edward's Creek Valley; thence, via Edward's Creek Pass, Smith Creek, and Emigrants' Pass (of the Shoshone Mountains) to Jacobville.....	48
5th. A line deflecting to the southeast from the first at White Rock, thence via East Gate and O'Donnell Pass, thence northeast through Smith's Valley to Emigrants' Pass on the fourth line	56
6th. A line bearing southeast from the O'Donnell Pass to the town of Ione, thence through the Ione Pass, (Shoshone Mountains,) to Reese River, thence down Reese River Valley to Jacobsville	66

Miles.

From Jacobsville continuing first line via Telegraph Pass, (of Tonjabe Mountains,) Turner's Creek, Cape Horn, Stage Pass, (Smoky Valley Mountains,) Grubb's Wells, Swallow Cañon, (of Piñon Mountains,) Diamond Valley, Railroad Cañon, north end of Diamond Mountains, Huntington Creek, branch of South Fork of Humboldt River, and Hasting's Pass, to Fort Ruby, in south end of Ruby or Franklin Valley 136

2d. Deflecting to the east from first line at Swallow Cañon, thence across south end of Diamond Valley, through Simpson's Pass of Diamond Mountains, to Gillson's Valley 20

3d. A line deflecting northeast from first at Simpson's Park, via Grass Valley road, to Leake Pass, thence around north end of Park Mountains to Cape Horn on first line 25

4th. Deflecting to the north from Grubb's Wells, over low pass to west side of Robert's Creek Mountains, down Front Creek into Garden Valley; thence southwest through low pass into Grass Valley, through Grass Valley and Summit Springs Pass to Telegraph Pass on first line 100

5th. Deflecting to the northwest from Summit Springs on last line, across the Tonjabe Mountains via Silver Creek Pass to Reese River; thence down Reese River to its passage through the Shoshone Mountains; thence northeast via Carico Lake, McMaster's Gap, at north end of the Tonjabe Mountains, through south end of Crescent Valley and Cortez Pass into north end of Grass Valley; thence through low pass, fourth line, into Garden Valley, through Garden Valley to Piñon Mountains; thence south along west base of Piñon Mountains, up Cedar Creek, through pass between the Piñon and Robert's Creek Mountains to Swallow Cañon on first line 144

6th. Deflecting to the northwest from first line at Railroad Cañon, following Lieutenant Beckwith's trail of 1854 across the north end of Diamond Valley, and through the lowest pass in the Piñon Mountains to Garden Valley 20

7th. Deflecting to the east from first line in Diamond Valley, thence through the Chokup Pass of the Diamond Mountains to Huntington Creek, on first line... 15

Continuing first line from Fort Ruby easterly, along and near the overland stage route, across Ruby Mountains, Butte Mountains, and through the Eagan Mountains by Eagan Cañon and Schell Creek Mountains via Schell Creek Pass, thence around the south end of the Antelope Mountains and through Antelope Valley, Deep Creek Valley, and Unjabi Pass of the Ibenpah Mountains to Redding's Springs, west margin of the desert 130

2d. Passing southerly from Fort Ruby, between the Ruby and East Humboldt Mountains into Cedar Valley, thence southwest across East Humboldt Mountains to Gillson's Valley, thence around the south end of the latter mountains to Simpson's trail, thence following said trail easterly across a low range of mountains, and south end of Long Valley to the Butte Mountains, thence northerly along the Butte Mountains to the stage-road line, thence around the north end of the Butte Mountains into Butte Valley 102

3d. Deflecting south from Eagan Cañon along west base of Eagan Mountains, over a cross range south of Butte Valley to Simpson's trail again, thence on said trail to Hercules Gate, at south end of Eagan Mountains, through said Gate into Steptoe Valley, thence northerly up said valley to Schell Creek, on first line 76

4th. Deflecting to the north from the first line in Antelope Valley to Kinsley mines, on Lieutenant Beckwith's trail of 1854, thence northwest along said trail, passing low ranges, around the north end of Antelope and Schell Creek Mountains, through north end of Steptoe Valley, and around the north end of the Eagan Mountains to east point of Ruby or Franklin Valley 70

5th. From the east end of Ruby Valley easterly through the Goshute Passage to the west margin of the Desert at north end of the Ibenpah Mountains 54

Thence southerly, up valley of Deep Creek, to Deep Creek Station on first line. 25

Continuing first line from Redding's Springs easterly, across the desert, via north end of Granite Mountains, to three buttes of Cedar Mountains, across Skull Valley, and through Johnson's Pass of Onaqui Mountains, Rush Valley, Camp Floyd, to north end of Utah Lake, thence via Valley of Jordan River, to Salt Lake City 140

2d. Deflecting from first line on east side of desert, thence via south end of Cedar Mountains, Point Lookout, pass of Onaqui Mountains, to east side of Rush Valley on first line 46

From Great Salt Lake City westerly, around the south end of Great Salt Lake, north end of Cedar Mountains, across the desert, via Pilot Peak, Middle Pass of Trano Mountains, across Goshute Desert, Pesquoh Mountains, Clover Valley, north end of Ruby Valley, and through Humboldt Pass of East Humboldt Mountains, to Humboldt River 240

Miles.

2d. A line deflecting from the above at north end of Onaqui Mountains, thence across Skull Valley and through Hastings (road) Pass of the Cedar Mountains, connecting with the above line on east margin of desert.....	35
From west end of Goshute Passage, Ruby Valley, northerly through Clover Valley, to Humboldt Wells.....	54
From Humboldt Wells northeast into Thousand Spring Valley, down this valley to its northeast end, thence southeast, down the narrow valley of Hot Spring Creek, between the Trano and Goose Creek Mountains, to sink of the creek south end of Goose Creek Mountains.....	78
From west end of Thousand Spring Valley southeast into the Goshute Desert.....	56
A line from Humboldt Wells easterly across first range of mountains, east by a low pass, thence via north end of Pequoop Mountains, north pass of Trano Mountains, passing between the Goose Creek and Orne Mountains, skirting north margin of the desert to Red Dorm Pass around the north end of Great Salt Lake, and through the south pass of the Promontory Mountains, skirting the mud plains around the head of Bear River Bay to Brigham City, thence along the west base of the Wahsatch Mountains to Weber River, and up Weber River to the head of the lower cañon.....	221
2d. Deflecting from the last line at southeast point of Raft River Mountains; thence northeast through valley along the southeast base of said mountains to Pilot Springs on Old Emigrant Road; thence southeast, crossing low range of mountains to Spring Bay Valley, through Middle Pass of Promontory Mountains, connecting with above line at Blue Creek.....	106
3d. Deflecting to the north from main line at Spring Bay, via North Pass of Promontory Mountains; thence on Emigrant Road to Blue Springs, down the valley of Blue Creek to first line.....	43
From Weber River to Salt Lake City.....	35

4. *Explorations and surveys for railroad routes between Big Bend of Truckee River and Salt Lake Valley, by Mr. Eppler.*

Miles.

1st. Main line, from Big Bend of Truckee, southeasterly through Ragtown Pass; thence northeasterly across the Humboldt Desert, south of Humboldt and Carson Sink Lake to Sommer's Pass, in the Carson Sink Range; thence from said pass around the north end of the Humboldt Salt Deposit to Boundary Butte Pass through the Augusta Range; thence from said pass across Lone Hill Valley to mouth of Reese River Cañon; thence up said river through its passage through the Shoshone Range to Tumaunt's Ranch; thence northeasterly across a low summit into Carico Valley; thence through said valley via Carico Lake to McMaster's Gap; thence through said gap and in a northeasterly direction, via Cortez Mines, through Crescent Valley, to a summit near the Humboldt River; thence to the Humboldt River, ten miles above Gravelly's Ford. Total distance from Big Bend of Truckee to the above point.....	205
2d. A reconnaissance through Shoshone Pass. From a point at the north end of the Humboldt Salt Deposit, through Shoshone Pass in the Augusta Range into Edward's Creek Valley; thence across the north end of said valley into Lone Hill Valley; thence northeasterly through said valley intersecting the main line in the narrow passage connecting Lone Hill Valley with Lower Reese River Valley, distance.....	52
3d. Reconnaissance around the north side of Boundary Butte. From the same point of deflection, namely: a point at the north end of the Humboldt Salt Deposit, passing through a difficult and rocky cañon near to and north of Boundary Butte into Lone Hill Valley; thence easterly across said valley to the same point of connection as line No. 2.....	32
From the point of intersection of main line with Humboldt River, line passes down river to Skull Ranch, located on south side of river thirty-six miles below terminus of main line; thence southerly along west base of the Shoshone Mountains, and on east side of Lower Reese River Valley to mouth of Reese River Cañon; distance from Skull Ranch to mouth of said cañon.....	53
From mouth of cañon westerly along main line to a point at the north end of the Humboldt Salt Deposit; thence up Big Cottonwood Cañon through Hickman's Pass to the west base of the Carson Sink Range; thence northerly along base of said mountains to McKinney's Pass; thence continues northerly along base of mountains to Bickworth's Pass; distance from point of divergence from main line to Beckwith's Pass, via Hickman's Pass.....	40

	<i>Miles.</i>
From Beckwith's Pass southwesterly across Buena Vista Valley via Deep Well Station and Pass, through a depression in the West Humboldt Range, to Humboldt Lake; thence around south end of Lake to the Big Bend of the Truckee, via Hot Springs; distance from Beckwith's Pass, via Deep Well Station and Humboldt Lake.....	110
Reconnaissance to the north of Hot Springs and between Pyramid Lake and Humboldt River. From Big Bend of Truckee, across Truckee Desert, to the Hot Springs; thence north up Truckee Desert, across a low divide, into Indian Spring Valley; thence northeasterly across said valley to the summit of the divide between Indian Spring and Humboldt River Valleys; thence in the same direction to a point on the river northwesterly from Star Peak; distance from the Big Bend of the Truckee to the above point on Humboldt River....	98
Thence westerly along the line of reconnaissance across Indian Spring Valley to a point on Truckee River, five miles above its confluence with Pyramid Lake; thence up said river to the Big Bend, distance from Indian Spring Valley, via point on river, five miles above its mouth, to Big Bend.....	45
2d. Main line from Big Bend of Truckee River through McKinney's Pass to Skull Ranch. From the Big Bend southeasterly through Ragtown Pass, thence northeasterly across Humboldt and Carson Sink Desert, via Deep Well Station to McKinney's Pass, thence through said pass into Pleasant Valley, thence through a cañon at lower end of valley into Salt Valley, thence across north end of said valley around the point of mountain, seven miles northwest from Boundary Butte, thence northerly over Dacey's divide, thence northeasterly via extreme south point of Copper Mountain, across Lower Reese River Valley to Skull Ranch. Total distance from Big Bend.....	187
Reconnaissance to the east of Salt Lake. From Gravelly Ford due east over range of mountains into Front Creek Valley and lower part of Garden Valley, thence northeast across mountains to Humboldt River at mouth of Maggie Creek; distance from Gravelly Ford.....	24
Thence up the river to mouth of the South Fork of the Humboldt, thence up said South Fork to the base of the East Humboldt Range, thence northeasterly along west base of said range to Humboldt Wells; distance from mouth of South Fork, via its source to Humboldt Wells.....	75
Thence into lower part of Thousand Spring Valley, along the Emigrant Road, thence via Goose Creek, City of Rocks, Head of Raft River, and along Old Emigrant Road to Bear River near its confluence with Great Salt Lake; distance from lower part of Thousand Spring Valley to Bear River.....	164
From Goose Creek, 12 miles to summit of mountain, on south side of valley; down Goose Creek, 10 miles, from point where Emigrant Road leaves it going east.	
From Summit Valley north, 5 miles, to divide on Idaho road, between Valley and Snake River Plains; south in Summit Valley and across mountains to the southwest, into an arm of the Great Desert.....	15
5th. Preliminary survey of a railroad line by Mr. Buck, from the Big Bend of the Truckee River, via Say's Station, Truckee Desert, Desert Gate, Sink Humboldt, north side of Humboldt Lake, and thence following the valley of the Humboldt River to Humboldt Wells; distance from Big Bend of Truckee.....	322
From Humboldt Wells southeasterly, via Clover Valley to Goshute Desert, at eastern base of Peoquop Mountains.....	45
From Humboldt Wells, northeasterly to Thousand Spring Valley.....	25

The route adopted for the location of Central Pacific Railroad is via line referred to above, and also in report for the year 1865. Following the valley of the Truckee River from the point where the line first reaches it (near Donner Lake) to the Big Bend; thence via Truckee Desert, Humboldt Sink and Lake, and valley of Humboldt River to the Wells, near the source of the stream; thence in an easterly direction, on line surveyed by Mr. Ives, via north end of Peoquop Mountains, North Pass of Trano Mountains, passage between Goose Creek and Ormbe Mountains, skirting northern margin of the Great Desert, to north end of Great Salt Lake; thence through the South Pass of the Promontory Mountains, skirting round plains north of Bear River Bay to Brigham City; thence along the west base of the Wahsatch Mountains to Weber River, and up said stream to mouth of Weber Cañon.

Distance from eastern boundary of State of California to Weber Cañon,
588 miles.

SAM. S. MONTAGUE,
Chief Engineer C. P. R. R. of California.

E. H. MILLER, Jr., esq.,
Secretary Central Pacific Railroad Company.

Cost of the surveys of the road.

The surveys of the road made by this company, up to December 31, 1866,
have cost \$191, 120 75

5. Amount received from passengers.

The amount received from passengers on the road during the year is.. \$252, 908 71

6. Amount received for freight.

The amount received for freight carried over the road during the year is \$577, 728 33

7. Expenses of operating the road.

The expenses of operating the road for the year are \$407, 707 95

8. Indebtedness of the company.

The indebtedness of the company is as follows:

In bonds of the company	\$3, 506, 000 00
In notes of the company	798, 000 00
In personal accounts	1, 444, 288 73
In bonds, United States Government	3, 962, 000 00
Total	9, 710, 288 73

STATE OF CALIFORNIA, *County of Sacramento, ss :*

Leland Stanford being duly sworn, says that he is the president of the
Central Pacific Railroad Company, of California, and that the foregoing
report is true and correct.

LELAND STANFORD.

Subscribed and sworn to before me this 5th day of March, 1867.

[SEAL.]

SAMUEL CROSS,

Notary Public, Sacramento, California.

ANNUAL REPORT OF THE CENTRAL PACIFIC RAILROAD
COMPANY OF CALIFORNIA, TO THE SECRETARY OF THE
TREASURY OF THE UNITED STATES, FOR THE YEAR END-
ING DECEMBER 31, 1867.

FIRST.

Names of stockholders.	Residence.	Names of stockholders.	Residence.
Avery, Sarah E	Sacramento, Cal.	Aspinwall, William H. . . .	New York City, N. Y.
Avery, Melissa	Do.	Agnew, A. G.	Do.
Arnold, Jacob	Do.	Austin, Mrs. F. L.	Albany, N. Y.
Ayers, J. J.	San Francisco, Cal.	Bates, C. D.	Sacramento, Cal.
Adams, William J	Do.	Booth, L. A.	Do.
Ames, Henry	Sacramento, Cal.	Brickell, E. J.	Illinoistown, Cal.
Ah, Tony	Do.	Brickell, B.	Do.

Annual report of the Central Pacific Railroad Company, &c.—Continued.

Names of stockholders.	Residence.	Names of stockholders.	Residence.
Bradley & Trim.....	Dutch Flat, Cal.	Everett, W. L.....	Sacramento, Cal.
Beans, T. E.....	Nevada, Cal.	Ebner, C. & T.....	Do.
Bithell, James.....	Sacramento, Cal.	Egl, A.....	Do.
Burnham, W. C.....	Do.	Frye, W. R. S.....	Do.
Burt, B.....	Do.	Friend & Terry.....	Do.
Browner, Joseph.....	Do.	Franklin, P.....	Do.
Beck, Robert.....	Do.	Floberg, J. P.....	Do.
Bell, T.....	Do.	Fitzpatrick, M.....	Do.
Brown, R. T.....	Do.	Foote, L. H.....	Do.
Brown, David.....	Do.	Frey, J. M.....	Do.
Belmer, John, & Co.....	Do.	Foster, F.....	Do.
Banquier, Joseph.....	Do.	Friend, J. S.....	Do.
Barnes, C.....	Do.	Forney, J. W.....	Philadelphia, Pa.
Bowman, Ida.....	Do.	Forster, Peter B.....	San Francisco, Cal.
Bowman, W. J.....	Do.	Franchot, Antoinette.....	Syracuse, N. Y.
Blum, E.....	Do.	Gillig, John.....	Sacramento, Cal.
Burke, E.....	Do.	Gallatin, Albert.....	Do.
Baker, Thomas.....	Do.	Grahler, Jacob.....	Do.
Boruck, Marcus D.....	San Francisco, Cal.	Greenlaw, A. S.....	Do.
Bancroft, E. P., trustee.....	Boston, Mass.	Greenbaum, Moses.....	Do.
Bragg, H. W.....	Sacramento, Cal.	Gotthold, Gustave.....	Do.
Boyd, John.....	Do.	Goxort, Eugene.....	Do.
Brooks, Noah.....	Do.	Grim, Charles H.....	Do.
Brannan, Samuel.....	San Francisco, Cal.	Gruhler, Christ.....	Do.
Barnes, George F.....	Do.	Gruhler, Elias.....	Do.
Babson, Seth.....	Sacramento, Cal.	Gay, W. C.....	Do.
Barencamp, Mrs. E.....	Oakland, Cal.	Glidden, Mrs. C. C.....	Boston, Mass.
Barling, H. A. and others, trustees.	New York City, N. Y.	Glidden, Mrs. E. M.....	Do.
Baxter, John A.....	San Francisco, Cal.	Glidden & Williams.....	Do.
Bacon, J. S.....	Do.	Groot, Simon C.....	Schenectady, N. Y.
Bement & Dougherty.....	Philadelphia, Pa.	Goodman, Ira.....	Yonkers, N. Y.
Ball, Marcus.....	Troy, N. Y.	Hopkins, Mark.....	Sacramento, Cal.
Bergin, Thomas J.....	San Francisco, Cal.	Hill, William H.....	Do.
Bame, Sarah R.....	Do.	Holmes, H. T.....	Do.
Crocker, Charles.....	Sacramento, Cal.	Harbison, J. S.....	Do.
Cole, C.....	Do.	Hepburn, George.....	Do.
Culver, James H.....	Do.	Hurley, Mrs. M. E.....	Do.
Cummings, C. H.....	Do.	Holmes, E.....	Do.
Crucker, H. S.....	Do.	Hartman, G. T.....	Do.
Cook, Hiram.....	Do.	Hector, J.....	Do.
Cockrane, Mrs. M. C.....	Do.	Hersch, August.....	Do.
Converse, Charles H.....	Do.	Heilborn, A.....	Do.
Conrad, John.....	Do.	Heinrich, Charles.....	Do.
Conrad, Marie.....	Do.	Heppe, Jacob.....	Do.
Chevalier, F.....	Do.	Hunt, Mrs. Eugenie.....	Do.
Clark, D. W.....	Do.	Hill, Jane E.....	Do.
Cook, T. H.....	Do.	Hill, Isabella M.....	Do.
Coolot, A.....	Do.	Herrick, James H.....	Do.
Cocker, E. B.....	Do.	Hussy, Silas, jr.....	Do.
Crocker, B. R.....	Do.	Heacock, Mrs. E. H.....	Do.
Campbell James.....	Do.	Hill, Joseph.....	Do.
Coleman, W. P.....	Do.	Hunt, D. R.....	Do.
Cronkite, H.....	Do.	Huntington, C. P.....	New York, N. Y.
County of Sacramento.....	Do.	Hillhouse, John.....	Do.
County of Placer.....	Placer County, Cal.	Hooper, S. & Co.....	Boston, Mass.
Chamberlain, O. L.....	Sutter Creek, Cal.	Hooker, C. G.....	San Francisco, Cal.
Chase, Charles M.....	San Francisco, Cal.	Irwin, Jared.....	Sacramento, Cal.
Crocker, L. B.....	Oswego, N. Y.	Jelly, Samuel.....	Do.
Crocker, Mrs. Anna E.....	Do.	Jacobs, N. M.....	Do.
Campbell, D. D.....	Schenectady, N. Y.	Johnson, Peter.....	Do.
Cain, Nicholas.....	Do.	Jacobs, Elias.....	Do.
Drew, N. L.....	Sacramento, Cal.	Jacobs, Enoch.....	Do.
Drew, N. L., & Co.....	Do.	Johnson, Joel.....	Do.
Drew, D. H.....	Do.	Johnson, C. F.....	San Francisco, Cal.
Duffy, James A.....	Do.	Kendall, David.....	Sacramento, Cal.
Davis, E.....	Do.	Klink & Martfield.....	Do.
Douglass, W. J.....	Do.	Kimble, E. C.....	Do.
Dreher, William.....	Do.	Kohler, H.....	Do.
Domingas, J.....	Do.	Krans, Edward.....	Do.
Dougherty, C. K.....	Do.	Kohl, John B.....	Do.
Dunn, Henry.....	Do.	Krumback, L.....	Do.
Dean, Mrs. G. M.....	Do.	Kadel, Tobias.....	Do.
Davis, Mrs. S. A.....	Do.	Krebs, C. H.....	Do.
Dumant, Alphonsine.....	San Francisco, Cal.	Kimball, Frank Reed.....	Boston, Mass.
Doolan, William.....	Do.	Kemball, Mrs. Ca.....	Do.
Davis, T. T.....	New York, N. Y.	Lambord, C. A.....	Do.
De Forest, Martin.....	Schenectady, N. Y.	Lester, J. W.....	New York, N. Y.
Dauw, Volkert W.....	Do.	Lynch, Philip.....	Forest Hill, Cal.
Dauw, Mrs. H. L.....	Do.	Lindley, Mrs. Isabell V.....	Sacramento, Cal.
English, W. G.....	Sacramento, Cal.	Lindsey, W. K.....	Do.
Earl, Daniel W.....	Do.	Littleton, M.....	Do.
		Lord, J. D.....	Do.

Annual report of the Central Pacific Railroad Company, &c.—Continued.

Names of stockholders.	Residence.	Names of stockholders.	Residence.
Lord, Holbrook & Co.	Sacramento, Cal.	Rippon, William	Sacramento, Cal.
Larkin, H. W.	Do.	Rice, Charles	Mineral Bar, Cal.
Locke & Larenson	Do.	Russell, J. D.	New York, N. Y.
Loomis, E. J.	Do.	Reed, B. F.	Boston, Mass.
Linton, C. B.	Do.	Rond, J. P. C.	San Francisco, Cal.
Lindley, T. M.	Do.	Stanford, Leland	Sacramento, Cal.
Lecompt, M.	Do.	Smith, S. D.	Do.
Lyon & Son	Do.	Seaman, J. A.	Do.
Lytle, George J.	Do.	Spaulding, William H.	Do.
Lager, Christopher	Do.	Strobridge, T. W.	Do.
Locke, George S.	Do.	Smith, John	Do.
Lambard, O. D.	Do.	Scheld, Phillip	Do.
Lipman & Co.	Do.	Swineston, G. H.	Do.
Mills, D. O., & Co.	Do.	Scott, Mary	Do.
Mott, E. B. jr.	Do.	Soule, E.	Md.
Mahon, D. W.	Do.	Schade, John	Do.
Moore, George R.	Do.	Strutz, Julius	Do.
Mier, F.	Do.	Schaffer, Louis.	Do.
Muhlenfels, T.	Do.	Sutter, Charles.	Do.
Meyer, C.	Do.	Selbruger, Charles.	Do.
Managan, P. F.	Do.	Stanton, P.	Do.
Meister, John	Do.	Stevens, Joseph	Do.
Mosier, Samuel	Do.	Stewart, George W.	Do.
Moore, D. Z.	Do.	Schrover, S. H.	Do.
Myers, John	Do.	Stanley, Lee	Do.
Miller, E. H., jr.	Do.	Schroder, H.	Do.
Melone, Drury	Do.	Seeger, Robert	Do.
Mansfield, William	Do.	Stewart, Thomas K.	Do.
Michenor, W. P.	Do.	Stremming, C.	Do.
Marsh, Charles	Nevada, Cal.	Seaton, W. H.	Do.
Moore, B. F.	Dutch Flat, Cal.	Strong, D. W.	Dutch Flat, Cal.
Morris, William	Utica, N. Y.	Sargent, A. A.	Nevada, Cal.
McDonald, R. H.	Sacramento, Cal.	Stockton, Edward	Folsom, Cal.
McGuire, James	Do.	Smith, C. W.	Grass Valley, Cal.
McNeil, John G.	Do.	Stanford, A. P.	San Francisco, Cal.
McNeil, John	Do.	Shrew, Jacob	Do.
McClatchey, James	Do.	Selly, T. H.	Do.
McDonald, George.	Do.	Sherman, C. Z.	New York, N. Y.
Nichols, N. S.	Do.	Stewart, David	Do.
Neubaur, A.	Do.	Schemerhorn, B. J.	Schenectady, N. Y.
Newburg, L.	Do.	Story, A. G.	Little Falls, N. Y.
North, A. W.	Virginia, Nev.	Steele, Mrs. A. E.	Kingston, N. Y.
O'Neil, James	Sacramento, Cal.	Strahle, Jacob	San Francisco, Cal.
Oatman, Ira E.	Do.	Turton, Knox & Ryan.	Sacramento, Cal.
Ochs, George	Do.	Tarton, William	Do.
Oettl, Franz	Do.	Tryon, S.	Do.
Ogden, J. B.	New York, N. Y.	Threlbaur, H.	Do.
Osborn, D. W.	Virginia, Nev.	Threbaur, Dores.	Do.
Pike, J. T.	Sacramento, Cal.	Terry, W. F.	Do.
Pond, J. S.	Do.	Turner, J. W.	Nevada, Cal.
Peasley, John	Do.	Townsend, Theodore.	Albany, N. Y.
Peake, C. A.	Do.	Upson, Lauren.	Sacramento, Cal.
Parks, John C.	Dutch Flat, Cal.	Van Henson, Charles.	Do.
Pierce, George W.	Yolo Co., Cal.	Van Henson, E. J.	Do.
Paton, William	New York, N. Y.	Van Winkle, John N.	Do.
Paton, Thomas.	Do.	Van Renssalaer, Mrs. J.	Morris.
Phillips, R. J.	Do.	Wait, E. G.	Nevada, Cal.
Pruyn, John V. L. Y.	Albany, N. Y.	Welty, D. W., (in trust)	Sacramento, Cal.
Powell, A. C.	Syracuse, N. Y.	Wheeler, O. C.	Do.
Russell, P. H.	Sacramento, Cal.	Wheeler, C. T.	Do.
Ross, Thomas	Do.	Wetzler, Julius.	Do.
Reeves, J. W.	Do.	Walchhurst, Herman.	Do.
Ryan, John	Do.	Wul, Conrad.	Do.
Rowland, George.	Do.	Welty, D. W.	Do.
Robinson, John R.	Do.	Whitmore, D. W.	Do.
Radcliff, William M.	Do.	Watson, W. S.	Do.
Ready, W. B. & B. F.	Do.	Waterhouse, C.	Do.
Ross, Frank C.	Do.	Warring, Amos	Do.
Robbins, S. B.	Do.	Wollet, C.	Do.
Rancich, Martin	Do.	Williams, C.	Drytown, Amador Co., Cal.
Redding, B. B.	Do.	Williams, Mrs. E. L. M.	Boston, Mass.
Rice, H. B.	Do.	Zumalt, Daniel K.	Sacramento, Cal.
Rippon & Hill	Do.	Zumalt, Jacob	Do.
Ripley, J. M.	Do.		
Robinson, Robert	Do.		

SECOND.

The names and residences of the directors and all officers of the company.

Directors.—Leland Stanford, Sacramento, California; E. B. Crocker, Sacramento, California; Mark Hopkins, Sacramento, California; E. H. Miller, jr., Sacramento, California; Charles Marsh, Nevada, California; A. P. Stanford, San Francisco, California; C. P. Huntington, New York; New York.

President.—Leland Stanford, San Francisco, California.

Vice-president.—C. P. Huntington, New York, New York.

Secretary.—E. H. Miller, jr., Sacramento, California.

Treasurer.—Mark Hopkins, Sacramento, California.

Acting Chief Engineer.—S. S. Montague, Sacramento, California.

Attorney and general agent.—E. B. Crocker, Sacramento, California.

THIRD.

The amount of stock subscribed is	\$14,923,400 00
Amount thereof actually paid in	<u>13,854,540 00</u>

FOURTH.

For a description of the lines of road surveyed by this company, and the lines thereof fixed upon for the construction of the road to January 1, 1867, we would respectfully refer to the former annual reports of the company, made to the Secretary of the Treasury. In addition thereto, the following surveys have been made :

	<i>Miles.</i>
Revision of location, west of summit	6
Revised location between summit of Sierra Nevada and eastern boundary of California	25
Final location in State of Nevada	20
Preliminary survey from Humboldt Wells to eastern boundary of Nevada	67
From eastern boundary of Nevada to mouth of Weber Cañon, Salt Lake Valley	165
From Weber Cañon to mouth of Ham's Fork	142
From mouth of Ham's Fork to Big Timbers, Bear Lake Valley	105

Trial lines.

Between Humboldt Wells and Ham's Fork	76
From Big Timbers to Ogden Summit, on Bear Lake road	62
Line west of Bear Lake	18
Line down Blacksmith's Fork to Caché Valley	23
Chalk Creek line, from Weber Station to Sulphur Creek	47
From Big Timbers down Bear River to Salt Lake Valley, intersecting line from Humboldt Wells to Weber Cañon, at north end of Bear River Bay	137
From junction of Yellow Creek and Bear River up Butte Creek, over the summit of the "rim of the basin," near Medicine Butte, to a branch of the Little Muddy; thence south and west to the mouth of Sulphur Creek; thence up Bear River to Chalk Creek line	41
From Passage Creek to the summit of the Goose Creek Mountains	80
From Ogden City, by way of Ogden River, East Summit, Wahsatch Mountains, head of Lost Creek, to Weber Station, mouth of Echo Creek	98
In the Uintah Mountains south of Chalk Creek, and in Bear River	30
From Sulphur Creek, a tributary of Bear River, along the northern base of Uintah Mountains to Henry's Fork, a tributary of Green River	60
From Henry's Fork to Fort Bridger	35
From Fort Bridger across Big and Little Muddy Forks, to summit of the "rim of the basin;" thence north on the summit, to Rock Creek; thence easterly through Hodge's Pass, and down Ham's Fork to its junction with Black's Fork	112
From Ham's Fork to summit of divide west of Green River	30

Reconnaissance of the sources of Ham's Fork and [Smith's Fork, (a tributary of Bear River,) and of Salt Creek and John Day's River, (tributaries of Snake River;) thence across the mountains to Big Timbers, in Bear Lake Valley....	Miles. 130
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Triangulations.

From Big Bend of Truckee to Star Peak.....	90
From Star Peak to mouth of Reese River.....	80
Total distance traveled by transit party from time of leaving Humboldt Wells, June 28, until returning to Salt Lake, November 17, including surveys and excluding travel to and from camp.....	950
Total distance traveled by exploring party from time of leaving Humboldt Wells, June 28, till their arrival at Salt Lake City, November 17, including surveys.....	1,430

Cost of surveys.

The cost of the surveys made by this company up to December 31, 1867, is.....	\$258,639 30
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5. *Receipts from passengers.*

The amount received from passengers on the road during the year is..	\$332,150 56
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6. *Receipts from freight.*

The amount received for freight on the road during the year is	\$1,028,795 61
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7. *Expenses of the road.*

The expenses of said road and its fixtures for the year are.....	\$766,829 31
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8. *Indebtedness of the company.*

In bonds of the company.....	\$6,414,350 00
In notes of the company.....	4,125,531 20
In personal accounts.....	2,460,697 92
For bonds, (U. S. Government).....	6,074,000 00
Total.....	19,074,579 12

STATE OF CALIFORNIA, *County of Sacramento :*

Leland Stanford, being duly sworn, says that he is the president of the Central Pacific Railroad Company of California, and that the foregoing report is true and correct.

LELAND STANFORD.

Subscribed and sworn before me the 12th day of March, 1865.

EDW. CADWALADER,
Notary Public.

ANNUAL REPORT OF THE UNION PACIFIC RAILROAD COMPANY TO THE SECRETARY OF THE TREASURY OF THE UNITED STATES, FOR THE YEAR ENDING DECEMBER 31, 1865.

Name of stockholders.	Residence.	No. of shares.	Name of stockholders.	Residence.	No. of shares.
Ames, Oliver	Boston, Mass.	500	Husford, O. P.	Omaha, Nebr.	10
Andrews, S.	New York, N. Y.	200	Jordan, R. S.	New York, N. Y.	50
Ahern, S. J.	do.	200	Jones, D.	do.	200
Ashley, O. D.	do.	200	Jerome, A. G.	do.	200
Bashford, H. W.	do.	200	Jerome, L. W.	do.	200
Blair, J. J.	Blairstown, N. J.	200	Kennedy, James C.	Washington.	100
Barney, D. N.	New York, N. Y.	200	Ketchum, Morris	New York, N. Y.	200
Blatchford, R. M.	do.	200	Kountze, August	Omaha, Nebr.	50
Bathurst, J.	do.	200	Lanier, J. F. D.	New York, N. Y.	50
Belmont, August	do.	100	Lumbard, C. A.	Boston, Mass.	550
Bell, Clark	do.	600	Low, A. A.	New York, N. Y.	200
Brothead, E. C.	do.	200	Maxwell, J. D.	do.	100
Bonner, G. T. & Co.	do.	200	Merriam & Bell	do.	200
Blood, Henry	do.	200	Mead, Cornelius	do.	200
Butler, E.	do.	100	McCready, F. H.	do.	200
Bushnell, C. S.	New Haven, Conn.	1,500	McAndrews & Wann	do.	200
Butterfield, John.	Utica, N. Y.	100	McCormick, C. H.	Chicago, Ill.	50
Butler, A. L.	New York, N. Y.	100	McComb, H. S.	Wilmington, Del.	100
Burke, Milo J.	Boston, Mass.	150	McPherson, W. M.	Saint Louis, Mo.	50
Butler, J. G., trustee	New York, N. Y.	200	McCormick, John	Omaha, Nebr.	10
Cass, George W.	Pittsburgh, Pa.	50	Megeath, J. G.	do.	10
Clark, Edward	New York, N. Y.	200	Nally, R.	New York, N. Y.	200
Carver, B. F.	do.	100	Nickerson, F.	Boston, Mass.	250
Crane, J. J.	do.	50	Ogden, W. B.	Chicago, Ill.	100
Campbell, Allan	do.	50	Opdyke, George	New York, N. Y.	200
Chapman, C. S.	Boston, Mass.	250	Pratt, George W.	do.	200
Chamberlain, J. F.	New York, N. Y.	150	Price, J. M.	do.	200
Carrington, D. N.	do.	200	Pomeroy, S. C.	Atchison, Kans.	50
Cheney, A. N.	Glens Falls, N. Y.	200	Pruyn, J. V. L.	Albany, N. Y.	200
Crane, H. C.	New York, N. Y.	400	Quintard, G. M.	New York, N. Y.	200
Cisco, John J.	do.	200	Richards, T. P.	do.	200
Clark, Pickering	do.	100	Richmond, Dean	Batavia, N. Y.	200
Cobb, Ebenezer	Davenport, Iowa	400	Rickley, John	Omaha, Nebr.	100
Chittenden, S. B.	New York, N. Y.	100	Rosekrans, E. H.	Glens Falls, N. Y.	200
Corning, Erastus	Albany, N. Y.	200	Russell, C. H.	New York, N. Y.	200
Curtis, N. B.	Iowa	200	Scranton, J. H.	Scranton, Pa.	500
Duff, John	Boston, Mass.	500	Seymour, S.	New York, N. Y.	300
Dehon, Clark & Bridge	New York, N. Y.	100	Sweesey, W. J.	Omaha, Nebr.	10
Dillon, Sidney	do.	250	Sheldon, C. R.	New York, N. Y.	150
Davis, G. T. M.	do.	200	Smith, Samuel B.	do.	200
Dix, J. A.	do.	200	Smith, Frans	Omaha, Nebr.	10
Dows, David.	do.	100	Smith, George R.	do.	100
Durant, W. T.	Davenport, Iowa	200	Shipman, E. Van W.	Philadelphia, Pa.	300
Durant, W. W.	New York, N. Y.	200	Sloan, Samuel	New York, N. Y.	50
Durant, Thomas C.	do.	3,050	Tracy, John F.	Chicago, Ill.	200
Dodge, W. E.	do.	200	Train, George F.	New York, N. Y.	200
Gray, G. M.	Chicago, Ill.	100	Train, W. D.	do.	200
Gray, H. W.	New York, N. Y.	50	Travers, W. R.	do.	200
Gardner, Ransom	do.	50	Tilden, William	do.	100
Gibson, E. T. H.	do.	100	Tiffany & Co.	do.	100
Glidden, W. T.	Boston, Mass.	500	Thompson, J. E.	Philadelphia, Pa.	50
Grinnell, M. H.	New York, N. Y.	100	Thompson, G. A.	New York, N. Y.	50
Griswold, George	do.	200	Tuttle, Charles	do.	200
Gould, Charles	do.	200	Tuttle, J. F.	do.	200
Hartson, G. B.	do.	200	Ulrich, John	Philadelphia, Pa.	650
Hay, Alexander	Philadelphia, Pa.	200	VanSharick & Masset	New York, N. Y.	200
Haven, Franklin.	Peacedale, R. I.	100	Watkinson, R.	do.	100
Hazard, R. G.	do.	250	Weed, T.	Albany, N. Y.	100
Holladay, Ben	New York, N. Y.	200	Williams, N. S.	Iowa	200
Harriman & Jerome	do.	200	Williams & Guion	New York, N. Y.	50
Henry, John E.	Davenport, Iowa	400	William, J. M. S.	Boston, Mass.	700
Hodges, G. W.	New York, N. Y.	200	Winston, F. S.	New York, N. Y.	50
Hoxie, H. M.	Des Moines, Iowa.	1,750	Young, Brigham	Gt. Salt Lake City.	50

Directors.—George Opdyke, New York, New York; John A. Dix, New York, New York; Thomas C. Durant, New York, New York; C. S. Bushnell, New Haven, Connecticut; Brigham Young, Salt Lake City; C. H. McCormick, Chicago, Illinois; J. F. Tracy, Chicago, Illinois; Ebenezer Cook, Davenport, Iowa; John J. Cisco, New York, New York;

E. H. Rosekrans, Glens Falls, New York; H. S. McComb, Wilmington, Delaware; Pickering Clark, New York, New York; Charles Tuttle, New York, New York; O. A. Lambard, Boston, Massachusetts; John E. Henry, Davenport, Iowa.

President.—John A. Dix, New York, New York.

Vice-president.—Thomas C. Durant, New York, New York.

Treasurer.—John J. Cisco, New York, New York.

Secretary.—Charles Tuttle, New York, New York.

Government directors.—Springer Harbaugh, Pittsburgh, Pennsylvania; T. J. Carter, New York, New York; George Ashman, Springfield, Massachusetts; C. T. Sherman, Mansfield, Ohio; J. L. Williams, Fort Wayne, Indiana.

Amount of stock subscribed.

The total amount of stock subscribed to January 1, 1866, was twenty-eight thousand, five hundred and seventy shares, on which there has been paid from ten to twenty per cent., amounting to \$400,950.

Surveys.

1st. The line from station 150 west of Omaha to station 900 was changed from the location as filed and approved by the President of the United States, in order to reduce the maximum grades from 80 to 30 feet per mile.

2d. A located line was run from the end of the first 100 miles over the second 100 miles, to the vicinity of Fort Kearney.

3d. Experimental lines were run in both directions, obliquely across the divide between the valley of the Platte River and the valley of the Republican River, east of the 100th meridian of longitude.

4th. An experimental line was run from the west end of the second 100 miles, up the valleys of the main Platte, South Platte, and Cache la Poudre Rivers, to La Porte.

5th. The line of 1864, from La Porte up the valley of the Cache la Poudre to Antelope Pass, was re-surveyed.

6th. An experimental line was run from Camp Wallach, in the valley of Lodge Pole Creek, along the divide between the Lodge Pole and Crow Creek, to an intersection with the Cache la Poudre line on Laramie Plains.

7th. The line of 1864, around the sand-hills on the south side of Weber River, was re-surveyed, and thrown farther up on the north slope of the Wasatch Mountains.

8th. The line of 1864 was also revised at the head of Echo Creek.

9th. An experimental line was run from station 7,461 of the survey of 1864, in the valley of Black's Fork, thence up the valleys of Harris Fork, the Sandy and Pacific Creeks to the South Pass, and thence down a small stream to the valley of the Sweetwater.

10th. An experimental line was also run from station 8,201 of the survey of 1864, in the valley of Black's Fork, thence down that valley and over the divide between Black's Fork and Green River, to the mouth of Bitter Creek, and an intersection with the surveys of 1864.

11th. An experimental line was also run from Great Salt Lake City westerly across the Cedar Mountains, the Desert, and the Humboldt Mountains, to the valley of the Humboldt River, a distance of 208.8 miles.

This also embraces an instrumental examination of several routes

(between fixed points on the main line) across the Cedar and Humboldt mountains.

Cost of surveys.

Total cost of surveys to date is..... \$205,012 12

Receipts from passengers.

There has been no passenger or freight traffic on the road; consequently there were no receipts from either.

Expenses of the road.

Expenses of said road and fixtures..... \$4,811,266 83

Indebtedness of the road.

Due for construction \$2,984,835 80
 Due for loans and bills payable..... 1,323,701 52
 Total..... 4,308,537 32

JOHN A. DIX,

President Union Pacific Railroad Company.

NEW YORK, January 1, 1866.

STATE OF NEW YORK, *City and County of New York, ss :*

John A. Dix, president of the Union Pacific Railroad Company, being duly sworn, deposeth and saith, that the foregoing statements in the annual report of the said railroad company, so far as he knows of his own knowledge, are true, and so far as his information is derived from the books and employes of the company, he believes to be true.

JOHN A. DIX,

President Union Pacific Railroad Company.

Sworn and subscribed before me this 22d day of June, 1866. Witness my hand and notarial seal.

[SEAL.]

JETUR GARDINER,
Notary Public.

ANNUAL REPORT OF THE UNION PACIFIC RAILROAD COMPANY FOR THE YEAR ENDING DECEMBER 31, 1866.

FIRST.

Names of stockholders.	Residence.	Names of stockholders.	Residence.
Ames, Oliver	Boston, Mass.	Hazard, R. G.	Peacedale, R. I.
Ames, Oakes	Massachusetts.	Hazard, Rowland ..	Do.
Atkins, Elisha	Do.	Hazard, Isaac P.	Do.
Alley, J. B.	Do.	Hooper, Samuel & Co.	Massachusetts.
Baker, I. H.	Do.	Hall, Charles M.	Pennsylvania.
Barnes, Oliver W.	Pennsylvania.	Halliday, Benjamin ..	New York, N. Y.
Bardwell, Josiah	Massachusetts.	Jones, David	Do.
Bushnell, C. T.	New Haven, Conn.	King, John L.	Massachusetts.
Bates, Benjamin E.	Massachusetts.	Lambard, Charles A.	Boston, Mass.
Chapman, O. L.	Boston, Mass.	Macy, William H.	New York, N. Y.
Cisco, John J.	New York, N. Y.	Meyer, E. A.	Pennsylvania.
Crane, H. C.	Do.	McComb, H. L.	Delaware.
Clark, Pickering	Do.	McCormick, Cyrus H.	Illinois.
Dillon, Sidney	Do.	Nickerson, Frederick ..	Massachusetts.
Duff, John	Boston, Mass.	Nickerson, Thomas	Do.
Dix, John A.	New York, N. Y.	Nickerson, Joseph	Do.
Durant, W. P.	Davenport, Iowa.	Opdyke, George.	New York, N. Y.
Durant, T. C.	New York, N. Y.	Pohl, Paul, jr.	Pennsylvania.
Forbes, W. D.	Massachusetts.	Stewart, B. D.	Do.
French, L. Eugene	New York, N. Y.	Seranton, J. H.	Do.
Gliddon, W. T.	Boston, Mass.	Tuttle, Charles	New York, N. Y.
Grimes, James W.	Iowa.	Tracey, John F.	Illinois.
Gray, G. Griswold.	New York, N. Y.	Train, George Francis.	New York, N. Y.
Gilmore, E. W.	Massachusetts.	Williams, I. M. S.	Boston, Mass.
Gray, H. Winthrop.	New York, N. Y.	Waite, C. C.	Illinois.
Gilbert, H. I.	Massachusetts.	Williams & Guion	Massachusetts.
Gilbert, Horatio.	Do.		

Directors.—John A. Dix, New York, New York; Thomas C. Durant, New York, New York; C. S. Bushnell, New Haven, Connecticut; Charles Tuttle, New York, New York; John J. Cisco, New York, New York; H. S. McComb, Delaware; Charles A. Lambard, Boston, Massachusetts; Oliver Ames, Boston, Massachusetts; C. H. McCormick, Illinois; John Duff, Massachusetts; Josiah Bardwell, Massachusetts; Sidney Dillon, New York, New York; W. H. Macey, New York, New York; John F. Tracey, Illinois; Edward Cook, Iowa.

President.—John A. Dix, New York, New York.

President pro tem.—Oliver Ames, Boston, Massachusetts.

Vice-president.—Thomas C. Durant, New York, New York.

Treasurer.—John J. Cisco, New York, New York.

Secretary.—Charles Tuttle, New York, New York.

Government directors.—Springer Harbaugh, Pittsburgh, Pennsylvania; T. J. Carter, New York, New York; George Ashman, Springfield, Massachusetts; George T. Sherman, Cleveland, Ohio; J. L. Williams, Fort Wayne, Indiana.

Lines of road surveyed, and lines fixed upon, with cost of survey.

Surveys have been made up the valley of Lodge Pole Creek, Lone Tree Creek, Crow Creek, Pawnee Creek, Cut Bluff Creek, at the head of the Great Platte Valley, and over the Black Hill range of the Rocky Mountains to the Laramie River Cañon, and west of Denver City up the valley of Clear Creek and its tributaries across Bethond's Pass to the valley of Moses Creek, also over the summit of the head of Boulder Creek, all of which surveys have resulted in the adoption by the company of a located line for the construction of the road, following up the Platte Valley to the mouth of Lodge Pole Creek, thence up the valley of Lodge Pole Creek, and across the divide between Lodge Pole and

Crow Creek, to the eastern base of the Rocky Mountains, thence across Crow Creek, and following the divide between Crow Creek and Lone Tree Creek to the summit of Black Hill range of the Rocky Mountains at Evans's Pass, thence obliquely down the westerly slope of the Black Hill range to the Laramie Plains, and the crossing of the Laramie River, which western point of final location is _____ miles west of the initial point on the west bank of the Missouri River at Omaha.

Instrumental surveys have also been made from the westerly end of the surveys of 1865, to an intersection with the Central Pacific Railroad, of California, at the east line of the State of California, which, with the surveys previously made, forms an unbroken line of instrumental surveys across the continent.

The cost of the foregoing surveys is \$150,000.

The extent of line surveyed has been 2,318 miles, in addition to which marches and reconnaissances, incidental thereto, have been made, equal to 3,756 miles.

FIFTH AND SIXTH.

The road has been operated by contractors, and, therefore, nothing has been received for freight or passengers.

SEVENTH.

Expense of the road.

The entire cost for three hundred and five miles of the road, including equipment, is \$16,522,742 81.

EIGHTH.

Indebtedness of the company.

United States Government.....	\$4,320,000 00
Bills payable and loans.....	3,770,998 43
Total.....	<u>8,090,998 43</u>

OLIVER AMES,

President pro tem. Union Pacific Railroad Company.

STATE OF NEW YORK, *City and County of New York, ss :*

Oliver Ames, President *pro tem.* of the Union Pacific Railroad Company, being duly sworn, deposeth and saith that the foregoing statements in the annual report of the said railroad company, so far as he knows of his own knowledge, are true, and so far as his information is derived from the books and employés of the company, he believes to be true.

OLIVER AMES,

President pro tem. of Union Pacific Railroad Company.

Subscribed and sworn to before me this 28th day of June, 1867.

T. B. WAKEMAN,

Notary Public, New York City and County.

ANNUAL REPORT OF THE UNION PACIFIC RAILROAD COMPANY TO THE SECRETARY OF THE TREASURY, FOR THE YEAR ENDING DECEMBER 31, 1867.

FIRST.

Names of stockholders.	Residence.	Names of stockholders.	Residence.
Alley, John B.....	Lynn, Mass.	Hazard, Isaac P.....	Newport, R. I.
Ames, Oakes.....	North Easton, Mass.	Hazard, Mary P.....	Do.
Ames, Oakes, trustee.....	Do.	Hazard, Rowland.....	Do.
Ames, Oliver.....	Do.	Hazard, Rowland G.....	Peacedale, R. I.
Andrews, Frank W.....	Boston, Mass.	Hazard, Annie.....	Newport, R. I.
Atkins, Elisha.....	Do.	Hedden, Josiah.....	New York, N. Y.
Baker, Ezra H.....	Do.	Hobart, Aaron, jr.....	Boston, Mass.
Baker, Ezra H., jr.....	Do.	Halladay, Benjamin.....	New York, N. Y.
Bardwell, Josiah.....	Do.	Hooper, Samuel, & Co.....	Boston, Mass.
Bardwell, Josiah, trustee.....	Do.	Horner, Anna.....	Newport, R. I.
Barnes, Oliver W.....	Philadelphia, Pa.	Hotchkiss, Henry.....	New Haven, Conn.
Bates, Benj. E.....	Boston, Mass.	Jenks, Barton H.....	Philadelphia, Pa.
Bates, Benj. E., treasurer and contractor.....	New York, N. Y.	Johnston, James B.....	New York, N. Y.
Bates, Benj. E., trustee for Mrs. L. E. Nourse.....	Boston, Mass.	Jones, David.....	Do.
Beard, Eli.....	New Haven, Conn.	King, John L.....	Springfield, Ill.
Beard, Sylvester M.....	Do.	Lombard, Charles A.....	Boston, Mass.
Bell, Clark.....	New York, N. Y.	Lockwood, Le Grand.....	New York, N. Y.
Blood, Henry.....	Do.	Low, Abiel A.....	Do.
Boyer, B. M.....	Norristown, Pa.	Macy, William H.....	Do.
Bradford, Gamaliel.....	Boston, Mass.	McComb, Henry S.....	Wilmington, Del.
Bristol, William B.....	New Haven, Conn.	McCormick, Cyrus H.....	New York, N. Y.
Bushnell, Cornelius S.....	Do.	McNeil, Robert G. S.....	Philadelphia, Pa.
Chapman, Oliver S.....	Canton, Mass.	Moore, E. C.....	New York, N. Y.
Cisco, John J.....	New York, N. Y.	Meyer, E. Reed.....	Philadelphia, Pa.
Cook, Ebenezer.....	Davenport, Iowa.	Neilson, Charles H.....	New York, N. Y.
Clock, Clarissa C.....	Do.	Nickerson, Frederick.....	Boston, Mass.
Crane, Henry C.....	Yonkers, N. Y.	Nickerson, Joseph.....	Do.
Crane, Henry C., trustee.....	New York, N. Y.	Nickerson, Thomas.....	Do.
Credit Mobilier of America.....	Philadelphia, Pa.	Opdyke, George.....	New York, N. Y.
Cummings, William A.....	Darien, Conn.	Peck, Nathan.....	New Haven, Conn.
Davis, John M.....	New Haven, Conn.	Pigot, Joseph B.....	New York, N. Y.
Dillon, Sidney.....	New York, N. Y.	Pohl, Paul, jr.....	Philadelphia, Pa.
Dodge, Mrs. Anna.....	Council Bluffs, Iowa.	Robbins, Henry C.....	New York, N. Y.
Duff, John.....	Boston, Mass.	Robbins, Royal E.....	Boston, Mass.
Duff, John Robertson.....	Do.	Sanford, Henry.....	New Haven, Conn.
Durant, William F.....	New York, N. Y.	Scranton, Joseph H.....	Scranton, Pa.
Durant, Thomas C.....	Do.	Skinner, F. & Co.....	Boston, Mass.
Emmerson, Charles.....	Do.	Skinner, F., & Co., trustees.....	Do.
Fessenden, Sewall H.....	Boston, Mass.	Smith, J. N.....	New York, N. Y.
Forbes, W. D.....	Do.	Stetson, Thomas M.....	New Bedford, Mass.
Foster, Pierpont B.....	New Haven, Conn.	Stewart, Benedict D.....	Philadelphia, Pa.
French, L. Eugene.....	New York, N. Y.	Thatcher, Isaac.....	Boston, Mass.
Gilbert, Horation.....	Boston, Mass.	Timpson, E. F.....	New York, N. Y.
Gilbert, Horation I.....	Do.	Torrey, Lidia.....	Newport, R. I.
Gilmore, E. W.....	Do.	Tracy, John F.....	Chicago, Ill.
Glidden, William T.....	Do.	Train, Willie Davis.....	New York, N. Y.
Gray, H. Winthrop.....	New York, N. Y.	Trowbridge, Henry.....	New Haven, Conn.
Gray, G. Griswold.....	Do.	Trowbridge, Ezekiel H.....	Do.
Grimes, James W.....	Davenport, Iowa.	Tuttle, Charles.....	New York, N. Y.
Hall, Charles M.....	Philadelphia, Pa.	Vernon, Sophia.....	Newport, R. I.
Hazard, Elizabeth.....	Newport, R. I.	Waite, C. C.....	New York, N. Y.
Hazard, Elizabeth, trustee.....	Do.	White, Mrs. Emily Frances.....	New Haven, Conn.
		Williams, John M. S.....	Boston, Mass.
		Williams & Guion.....	New York, N. Y.

OFFICERS.

Directors.—John B. Alley, Boston, Massachusetts; Oliver Ames, Boston, Massachusetts; Josiah Bardwell, Boston, Massachusetts; Benjamin E. Bates, Boston, Massachusetts; C. S. Bushnell, New Haven, Connecticut; John J. Cisco, New York, New York; Henry C. Crane, New York, New York; F. Gordon Dexter, Boston, Massachusetts; Sidney Dillon, New York, New York; John Duff, Boston, Massachusetts; Thomas C. Durant, New York, New York; Charles A. Lombard, Boston, Massachusetts; William H. Macy, New York, New York; Henry S. McComb, Wilmington, Delaware; John F. Tracey, Chicago, Illinois.

- President.*—Oliver Ames, New York, New York.
Vice-president.—Thomas C. Durant, New York, New York.
Treasurer.—John J. Cisco, New York, New York.
Assistant treasurer.—Charles Tuttle, New York, New York.
Secretary.—Henry B. Hammon, New York, New York.
Chief engineer.—General G. M. Dodge, Omaha, Nebraska.
Consulting engineer.—Colonel S. Seymore, New York, New York.

THIRD.

Amount of stock subscribed and actually paid in.

Subscriptions have been received for 89,920 shares, of a par value of	\$8,992,000
Amount actually paid in	8,877,150

FOURTH.

Description of line of road surveyed, of the lines fixed upon, and the cost of such survey.

The chief engineer reports as follows :

1st. The surveys made by Mr. L. L. Hills, assistant engineer and chief of party, included the revision of located line upon the Lodge Pole, and the location of the line from Pine Bluffs to Crow Creek Crossing. Mr. Hills, after running some preliminary lines, was killed by the Indians, and his surveys were completed by Mr. Evans, and the line adopted and located by following Lodge Pole Creek Valley, to five miles west of Pine Bluffs, then ascends to divide between the Lodge Pole and Crow Creek by following one of the tributaries of that stream to its head, and then, bearing about due west, strikes Crow Creek eight miles below the present crossing, and runs up Crow Creek Valley to the crossing in latitude 41° 08', and has no grade ascending east or west to exceed 35 feet feet to the mile.

2d. The surveys of Mr. James A. Evans, division engineer, included the preliminary and located lines over the Black Hills range of the Rocky Mountains, from Crow Creek Crossing to crossing of Laramie River near Fort Sanders. Mr. Evans's line followed one of the tributaries of Crow Creek until he reached the ridge dividing the waters of the South Fork of Crow Creek and Lone Tree Creek, and followed that ridge to the summit at Evans's Pass. This pass is about ten miles south of Cheyenne Pass, and has an elevation of 8,250 feet above the sea ; then, bearing southwest, crosses Dall Creek, and clings to the western slope of Black Hills, and reaches the Laramie Plains near Willow Springs Station. The line then runs along Wilson Creek Valley, at West Bone of Black Hills, to Fort Sanders, 59 miles from Crow Creek Crossing, and in latitude 41° 16' north. The maximum grade over the Black Hills range is 90 feet to the mile.

3d. The surveys of P. T. Brown, assistant engineer and chief of party, commenced at the Laramie River Crossing, and strikes strongly northwest, following the valley of Laramie River to the crossing of Little Laramie River, near its mouth, then bears northwesterly, passing south of Cooper's Lake, crossing Dutton's, Pine, and other creeks, and strikes Rock Creek Valley near the forks of that stream, following down Rock Creek ten miles; it then crosses the divide between Rock Creek and Medicine Bow, crossing the latter stream two miles above

mouth of Rock Creek, bearing due west, and piercing the Rattlesnake Hills at Brown's Pass, eight miles north of Fort Halleck, latitude $41^{\circ} 50'$ north, and, passing the range, strikes the head-waters of Mary's Creek, and, following it, cañoning through the west range of the Rattlesnake Hills to the North Fork of Platte River, and crosses that stream five miles below mouth of Pass Creek, in latitude $41^{\circ} 46'$ north, distance from Fort Sanders 114 miles; then, striking west, follows a natural depression of the country, a system of independent basins, passing through Rawlings's Springs, Duff Peak, and Separation Creek, and reaches the divide of the continent at Doage's Summit, in latitude $41^{\circ} 44'$ north, fifty-one miles west of North Fork of Platte.

At this point Mr. Brown was killed by the Indians, and Mr. T. E. Appleton took up the line and continued it west, dropping into Red Basin, ascending its rim, descends into Bitter Creek near Laclede Station, 105 miles west of North Fork of Platte. The line then follows Bitter Creek Valley to Green River, and crosses that river near the stage-station, 166 miles west of North Fork of Platte. The maximum grade between North Fork of Platte and Green River is 65 feet to the mile.

Mr. Appleton also ran a secondary line, starting out of Brown's line at Separation Creek, and following the old Cherokee trail over the divide of the continent, eight miles north of Doage's Summit, and connecting with the main line in the Red Briar; also a line from Brown's Crossing of North Fork of Platte, northwest, up a natural depression in the mountains, to near the foot of Simenal Mountains, and connecting with Bates's line at Red Butte Springs, latitude $40^{\circ} 03'$.

4th. The surveys of Mr. J. O'Neil, assistant engineer and chief of party, included the located line from Fort Sanders to Brown's Pass, in Rattlesnake Hills. He followed the valley of the Big Laramie, crossing the latter stream near its mouth, and continuing down the Big Laramie 30 miles, crosses with a 45 feet maximum grade to valley of Rock Creek, which he follows to its mouth, crossing the Medicine Bow near mouth of Rock Creek, in latitude $41^{\circ} 54'$ north, following down valley of Medicine Bow five miles. The ascent of Rattlesnake Hill is made with a 65-foot grade, by hanging to the slopes of a small stream which heads near Brown's Summit and flows into the Medicine Bow. Distance to intersection 92 miles, maximum grade 65 feet, maximum curvature 5° .

5th. The surveys of Mr. Maxwell, assistant engineer and chief of party, including some preliminaries, run in Black Hill Range, and the running of a preliminary line through the Rattlesnake Hills, from the mouth of Rock Creek, passing the East Rattlesnake Range at an elevation 300 feet lower than the one Mr. Brown and O'Neil ran through, and crossing the North Fork of Platte near the mouth of Medicine Bow, latitude $42^{\circ} 03'$ north. Also another line running southwest, in valley of North Fork of Platte, piercing through west range of Rattlesnake Hills by the cañons made by the North Fork of the Platte River, and connecting with Brown's line near Rawlings's Springs.

Mr. Maxwell returned on his first line, and located it to the crossing of Medicine Bow.

6th. Mr. Thomas H. Bates, division engineer's surveys, included a revision of the surveys of 1864 and 1865 up the Weber River, in Utah, to the head of Echo Cañon, over the rim of the basin, up Lost Creek, a tributary of the Weber, crossing the Wahsatch north of Echo Summit, and connecting, in Bear River Valley, with Mr. Reed's survey.

He then commenced running a preliminary line from Grand River to the mouth of Big Sandy, being due east, along the 42d parallel of latitude, running to the south base of North Pilot Butte, crossing North

Bitter Creek near its head, and making the summit of the continent, about twenty-five miles southeast of South Pass; elevation, 7,350 feet above the sea; then following the broad, open, dry valley, running due east along the south base of the Sweetwater Hills, Ice Spring Gap, and Seminole Mountains, to Red Butte Spring, latitude $42^{\circ} 03'$; then runs due east, crossing the west range of the Rattlesnake Hills at the Sandy Gap Pass; elevation, 6,893 feet above tide-water; descends by Lambard's Springs to the table-lands of the North Fork of Platte, and follows a small tributary of that stream to that river, and crosses it near the mouth of Medicine Bow River; latitude $42^{\circ} 03'$, elevation 6,250 feet above the sea, and follow up the Medicine Bow River Valley, crossing it a great many times, connecting with O'Neil's located line at the mouth of Rock Creek. Between the mouth of Big Sandy and Big Butte, there is no running water, the Butte Creek Plain being a system of basins, with now and then an independent lake without outlet; distance, 215 miles; maximum grade, 85 feet to the mile.

7th. The surveys of Mr. F. S. Hodges included the surveys of the Bear River route, leaving Mr. Rudd's surveys of 1864 at mouth of Weber Cañon, and following along the margin of the Great Salt Lake, and near the foot-hills of the Wahsatch range of mountains, leaving them at Soda Spring, in latitude $42^{\circ} 39'$ north, longitude $111^{\circ} 42'$ west.

The divide for almost miles turns here to about due south, and follows valley of Bear River to Rudd's Crossing; grades, 60 feet to the mile; distance, 251 miles, being 178 miles further than the direct route by Yellow Creek; Echo Cañon, Weber River, and Great Salt Lake.

Mr. Hodges also connected this line with Rudd's line, on Black's Fork, at mouth of Ham's Fork, crossing the "rim of the basin" at Hodge's Pass, and through valley of Ham's Fork, and following it to its mouth.

He also revised the surveys near mouth of Bitter Creek, and crossing the divide between Green River and Black Fork.

After a personal examination of all these surveys, I recommended to the company the adoption and location of the following route from Fort Sanders west, which has since been mostly located and partly built:

Commencing at Fort Sanders, we adopted Mr. O'Neil's location, following up the valley of the Big Laramie thirty miles; then crossing the divide between the Laramie and Rock Creek, and following the valley of Rock Creek to the Medicine Bow, latitude $41^{\circ} 54'$ north, following down the Medicine Bow valley eight miles, then ascending one of its tributaries to Brown's Pass in the Rattlesnake Hills, latitude $41^{\circ} 50'$ north; then down Mary's Creek to North Fork of Platte River, crossing it in latitude $41^{\circ} 46'$; then to the summit of the continent by way of Rawlings's Springs, Duff's Peak, Separation Creek, and crossing the divide of the continent at Doage's Pass, latitude $41^{\circ} 44'$; then, running south of west line, ascends to Red Basin, rises to divide between it and Bitter Creek, and enters Bitter Creek Valley below Big Pond Station; follows that valley to Green River, crosses it at the Old Stage Crossing, and comes into Black's Ford; follows it to Muddy, and up Muddy to "rim of basin," over the "rim" just south of Quaking Asp Hill; enters Bear River valley near mouth of Sulphur Creek, rises to summit of Wahsatch by Yellow Creek, crosses the summit at head of Echo Cañon, follows down Echo to Weber, and down the Weber River to Great Salt Lake, distance 460 miles.

The total amount of the engineering of the company for 1867, which

apply only to the running of lines, and development of the country, and the final location, was \$185,000.

Instrumental lines.

	Miles.
Evans's party	215
Brown & Appleton's party	358
Hoage's party	472
Maxwell's party	210
Bates's party	420
Total	<u>1,675</u>

The number of miles of reconnaissance is	3,310
Number of miles traveling parties	<u>5,193</u>

FIFTH.

Receipts from passengers.

From April 1, the date the road was accepted from the contractors, to December 31, there has been received, including transportation of troops, of which half has been charged to United States interest account.....

<u>\$550,291 28</u>

SIXTH.

Receipts from freight.

During the same time there has been received, including materials transported for Government, of which one-half has been charged to United States interest account.....

<u>\$1,949,806 21</u>

SEVENTH.

Expense of road and fixtures.

There has been expended in construction, being the entire cost of 540 miles completed road, and amounts expended for engineering and grading in advance.....

<u>\$29,998,812 44</u>

EIGHTH.

Indebtedness of the road.

United States 6 per cent. 30 year bonds	\$8,160,000 00
First mortgage bonds	11,744,000 00
Unfunded debt	1,198,995 99
Total	<u>21,102,995 99</u>

THOS. C. DURANT,
Vice-President.

STATE OF NEW YORK, *City and County of New York*, ss :

On this 27th day of June, A. D. 1868, before me came personally Thomas C. Durant, to me personally known, and known to me to be the vice-president of the Union Pacific Railroad Company, and the same person who executed the foregoing instrument, and acknowledged to me that he executed the same as such vice-president, and the said

Thomas C. Durant being by me duly sworn, did depose and say that he is the vice-president of the Union Pacific Railroad Company; that the president of said company is absent, and that, during his absence, he, the said Durant, is authorized by the by-laws of said company to do and perform any and all acts which the president might do were he present, and that the above report is correct and true to the best of his knowledge and belief, as shown by the report of the chief engineer and the books of the company.

[SEAL.]

WM. SUTPHEN,
Notary Public, New York City and County.

ANNUAL REPORT OF THE UNION PACIFIC RAILWAY COMPANY, EASTERN DIVISION, TO THE SECRETARY OF THE TREASURY, FOR THE YEAR ENDING DECEMBER 31, 1866.

FIRST.

It appears from the records now in the possession of the company that in 1856 the stockholders in the organization were as follows: Jas. T. Boyle, M. P. Rively, Majors, Russell & Co., A. Macauley, Hugh Ewing, Jeremiah Clark, John A. Holderman, Sarah D. Lecompte, B. B. Taylor, A. J. Isacks, J. M. Alexander, D. A. N. Grover, Amos Rees, I. H. Day, Samuel Harsh, Wm. H. Russell, H. B. Denman, A. Beach, I. P. Nickles, Wm. Brindle.

Up to January 28, 1862, additional subscriptions were made in the name of I. C. Stone.

It appears by the books that the stock remained principally in the hands of the above-named parties until February 15, 1864, when I. C. Stone transferred to Samuel Hallett his interest, and on February 26, 1864, the list of stockholders was made up as follows:

Jas. T. Boyle, M. P. Rively, A. Macauley, Hugh Ewing, Jeremiah Clark, John A. Holderman, Saml. D. Lecompte, B. B. Taylor, J. M. Alexander, D. A. N. Grover, Amos Rees, I. H. Day, Saml. Harsh, H. B. Denman, A. Beach, I. P. Nickles, Wm. Brindle, Samuel Hallett, G. B. Reed, E. L. Berthond, Chas. A. Grover, Fred. Emory, Elijah Hughes, H. Miles Moore, I. H. McDowell, Luce & Marvin, Danl. L. Henry, James Davis, B. F. Simmons, O. B. Holman, Thos. C. Shoemaker, A. C. Swift, G. W. Hindman, Wm. H. Russell, M. I. Parrott, Thos. S. Gladding, R. P. C. Wilson, S. A. Stinson, J. C. Frémont, Saml. Denman, James C. Kennedy, I. D. Perry, J. B. Alexander, J. K. Hale, T. B. Edgar, A. C. Anderson, I. P. Devereux, R. I. Wood.

The books do not show that the company had received any pay for this stock. Samuel Hallett was the contractor of the company for building the road, and was to be paid partly in stock. If he had performed his contract, he would have paid for the stock, in whole or in part, transferred to him by I. C. Stone. In the performance of his contract he earned 1,736 shares of stock, and this, with other full-paid stock, was held on the 3d day of April, 1865, by the following-named parties, assignees of original subscribers: John D. Perry, Thomas L. Price, Carlos S. Greeley, Adolphus Meier, Giles F. Filley, Alex. C. Anderson, John P. Devereux, S. M. Egdell, Henry Bennett, Samuel T. Glover, Samuel A. Stinson.

On the 3d and 4th days of July, 1865, under and in pursuance of law, all stock of the company held by delinquent subscribers was forfeited,

and sold to the company at public auction at Wyandotte, Kansas, leaving at that time the parties named in the above list as the only stockholders in the company.

On December 31, 1865, the stockholders were the following:

Names of stockholders.	Residence.	Names of stockholders.	Residence.
John Edgar Thomson, trustee.	Philadelphia, Pa.	William H. Clement.....	Cincinnati, Ohio.
John D. Perry, trustee.....	Saint Louis, Mo.	H. I. Jewett.....	Zanesville, Ohio.
Leavenworth County.....	Kansas.	Thomas L. Price.....	Jefferson City, Mo.
John D. Perry.....	Saint Louis, Mo.	Adolphus Meier.....	Saint Louis, Mo.
John P. Usher.....	Terre Haute, Ind.	Ashbell Green.....	New York, N. Y.
Thomas A. Scott.....	Philadelphia, Pa.	John P. Devereux.....	Saint Louis, Mo.
		Samuel A. Stinson.....	Leavenworth, Kans.

On December 31, 1866, the stockholders of the company were the following:

Names of stockholders.	Residence.	Names of stockholders.	Residence.
Leavenworth County.....	Kansas.	George D. Hall.....	Saint Louis, Mo.
H. M. Northrup.....	New York, N. Y.	F. H. Jackson.....	Philadelphia, Pa.
John E. Thomson.....	Philadelphia, Pa.	Robert H. Lamborn.....	Do.
Seyfert, McManus & Co.....	Do.	Charles B. Lamborn.....	Saint Louis, Mo.
M. W. Baldwin & Co.....	Do.	J. B. Anderson.....	Philadelphia, Pa.
H. H. Houston.....	Do.	Edward Miller, trustee.....	Do.
William Thaw.....	Pittsburgh, Pa.	R. M. Shoemaker.....	Glendale, Ohio.
William T. Leech.....	Philadelphia, Pa.	Thomas L. Jewett.....	Steuensville, Ohio.
Thomas S. Clarke.....	Pittsburgh, Pa.	Alfred Gaither.....	Cincinnati, Ohio.
Thomas A. Biddle.....	Philadelphia, Pa.	H. I. Jewett.....	Zanesville, Ohio.
Edward Miller.....	Do.	J. N. Kinney.....	Cincinnati, Ohio.
William I. Palmer.....	Saint Louis, Mo.	Thomas Sherlock.....	Do.
Edward Ely.....	Philadelphia, Pa.	William Dennison.....	Columbus, Ohio.
D. S. Grey and J. Means.....	Columbus, Ohio.	William H. Clement.....	Cincinnati, Ohio.
W. A. Goodman.....	Cincinnati, Ohio.	A. H. Barney.....	New York, N. Y.
George H. Pendleton.....	Do.	Andrew Gross.....	Do.
A. L. Mowry.....	Do.	L. Devinney.....	Cincinnati, Ohio.
C. H. Kilgore.....	Do.	J. W. Kirk.....	New York, N. Y.
George W. McCook.....	Steuensville, Ohio.	Larz Anderson.....	Cincinnati, Ohio.
H. Bancroft.....	Columbus, Ohio.	P. W. Strader.....	Do.
S. Medbury.....	Do.	J. M. Davison.....	Saratoga, N. Y.
I. Lough.....	Do.	J. Harshman.....	Dayton, Ohio.
W. Falting.....	Do.	Simon Gebhart.....	Do.
C. P. Cassilly.....	Cincinnati, Ohio.	V. Winters & Son.....	Do.
Ashbell Green.....	New York, N. Y.	B. S. & W. C. Brown.....	Columbus, Ohio.
John D. Perry.....	Saint Louis, Mo.	B. E. Smith.....	Do.
C. S. Greeley.....	Do.	J. H. Rhodes.....	Cincinnati, Ohio.
Giles F. Filley.....	Do.	A. H. Lewis.....	Do.
Thomas L. Price.....	Jefferson City, Mo.	I. R. Swan.....	Columbus, Ohio.
S. M. Edgell.....	Saint Louis, Mo.	A. C. Anderson.....	Saint Louis, Mo.
Adolphus Meier.....	Do.	D. B. Gale.....	Do.
J. P. Usher.....	Terre Haute, Ind.	James Smith.....	Do.
James Archer.....	Saint Louis, Mo.	G. C. Swallow.....	Columbia, Mo.
Henry Martin.....	Cincinnati, Ohio.	D. R. Garrison.....	Saint Louis, Mo.
George Partridge.....	Saint Louis, Mo.	H. C. Creveling.....	Do.
O. D. Filley.....	Do.	William Myers.....	United States Army.
John D. Locke.....	New York, N. Y.	Thomas A. Scott.....	Philadelphia, Pa.
Horace Holton.....	Saint Louis, Mo.	Theodore Cook.....	Cincinnati, Ohio.
Robert E. Carr.....	Do.	Edward Miller, trustee, R.	Philadelphia, Pa.
Glover & Shepley.....	Do.	M. S. & Co.	

SECOND.

Names of directors and other officers.

Directors, April, 1864.—John D. Perry, Saint Louis, Missouri; J. B. Alexander, Saint Louis, Missouri; John P. Devereux, Saint Louis, Missouri; J. C. Kennedy, Saint Louis, Missouri; T. B. Edgar, Saint Louis, Missouri; R. B. Wood, Leavenworth, Kansas; A. C. Anderson, Saint Louis, Missouri; J. H. Hale, Wyandotte; S. A. Stinson, Leavenworth, Kansas.

President.—John D. Perry, Saint Louis, Missouri.

Secretary and treasurer.—John P. Devereux, Saint Louis, Missouri.

Directors, April, 1865.—John D. Perry, Saint Louis, Missouri; Adolphus Meier, Saint Louis, Missouri; G. F. Filley, Saint Louis, Missouri; C. S. Greeley, Saint Louis, Missouri; A. C. Anderson, Saint Louis, Missouri; J. P. Devereux, Saint Louis, Missouri; Thomas L. Price, Jefferson City, Missouri; S. A. Stinson, Leavenworth, Kansas; J. P. Usher, Terre Haute, Indiana.

President.—John D. Perry, Saint Louis, Missouri.

Secretary and treasurer.—John P. Devereux, Saint Louis, Missouri.

Directors, April, 1866.—John D. Perry, Saint Louis, Missouri; Adolphus Meier, Saint Louis, Missouri; John P. Devereux, Saint Louis, Missouri; Thomas L. Price, Jefferson City, Missouri; H. I. Jewett, Zanesville, Ohio; Wm. H. Clement, Cincinnati, Ohio; Thomas A. Scott, Philadelphia, Pennsylvania; John McManus, Philadelphia, Pennsylvania; George Partridge, Saint Louis, Missouri.

President.—John D. Perry, Saint Louis, Missouri.

Vice-president.—Adolphus Meier, Saint Louis, Missouri.

Secretary and treasurer.—W. I. Palmer, St. Louis, Missouri.

THIRD.

Amount of stock subscribed and amount thereof actually paid in, December 31, 1865.

Total stock subscribed	\$2,399,000 00
Total stock issued	564,800 00
Total stock earned, but not issued	615,000 00
Total stock subscribed, December 31, 1866	5,001,000 00
Total stock issued, December 31, 1866	2,401,000 00

FOURTH.

Surveys.

It is impracticable at this date to make an accurate statement of the cost of the surveys of the company up to December 31, 1866.

Preliminary surveys were made of the line as far as Fort Riley, by the company, but the lines were re-surveyed under the supervision of its contractors, and the expense of such work was a part of the cost of construction.

In 1865 preliminary surveys were run up the valley of the Republican River, and from Fort Riley to Denver, via the Smoky Hill route, the cost of which was also charged to the account of construction, and borne by the contractors, as stated in my report dated February 29, 1868.

FIFTH.

Prior to October 16, 1866, the completed portion of the road was in the hands of, and operated by, the contractors, who were in receipt of its earnings.

In 1864 the gross receipts for passengers were	\$634 58
In 1865 the gross receipts for passengers were	32,152 40
In 1866 the gross receipts for passengers were	209,523 63

SIXTH.

In 1864 the gross receipts for freight were	\$663 28
In 1865 the gross receipts for freight were	65,817 50
In 1866 the gross receipts for freight were	217,730 11
Miscellaneous earnings, 1865	2,555 99
Miscellaneous earnings, 1866	15,073 46

SEVENTH AND EIGHTH.

Contracts had been made for the construction of the entire road, which were not performed. In accordance with these contracts, considerable advances were made to the contractors, and their failure to perform their agreement subjected the company to heavy losses. These losses are all carried into the cost of the road, and embraced in the indebtedness of the company, as contained in full in my report of February 29, 1868.

I am, sir, very respectfully, your obedient servant,
JOHN D. PERRY,
President.

ANNUAL REPORT OF THE UNION PACIFIC RAILROAD
 COMPANY, EASTERN DIVISION, TO THE SECRETARY OF
 THE TREASURY, FOR THE YEAR ENDING DEC. 31, 1867.

FIRST.

Names of stockholders.	Residence.	Names of stockholders.	Residence.
James Archer.....	Saint Louis, Mo.	I. W. Kirks.....	New York, N. Y.
A. C. Anderson.....	Do.	C. H. Kilgour.....	Cincinnati, Ohio.
J. B. Anderson.....	Philadelphia, Pa.	John D. Locke.....	New York, N. Y.
Larz Anderson.....	Cincinnati, Ohio.	Leavenworth County.....	Kansas.
M. W. Baldwin & Co.....	Philadelphia, Pa.	William F. Lecch.....	Philadelphia, Pa.
Thomas A. Biddle.....	Do.	Robert H. Lamborn.....	Do.
A. H. Barney.....	New York, N. Y.	Charles B. Lamborn.....	Do.
B. S. & W. C. Brown.....	Columbus, Ohio.	A. H. Lewis.....	Cincinnati, Ohio.
H. Bancroft.....	Do.	J. Lough.....	Columbus, Ohio.
Thomas I. Bartholow.....	Saint Louis, Mo.	Adolphus Meier.....	Saint Louis, Mo.
H. B. Bissell.....	Cincinnati, Ohio.	Henry Martin.....	Cincinnati, Ohio.
George Burnham.....	Philadelphia, Pa.	William Myers.....	United States Army.
George I. Baker.....		Edward Miller.....	Philadelphia, Pa.
Robert E. Carr.....	Saint Louis, Mo.	A. L. Mowry.....	Cincinnati, Ohio.
H. C. Creveling.....	Do.	S. Medbury.....	Columbus, Ohio.
Heirs of Thomas S. Clark.....	Pittsburgh, Pa.	Edward Miller, trustee.....	Philadelphia, Pa.
W. H. Clement.....	Cincinnati, Ohio.	James Means.....	Pittsburgh, Pa.
C. P. Cassilly.....	Do.	George W. McCook.....	Steuensville, Ohio.
William Dennison.....	Columbus, Ohio.	H. M. Northrup.....	New York, N. Y.
L. Devenny.....	Cincinnati, Ohio.	John D. Perry.....	Saint Louis, Mo.
J. M. Davison.....	Saratoga, N. Y.	Thomas L. Price.....	Jefferson City, Mo.
J. H. Dickerson.....	Cincinnati, Ohio.	George Partridge.....	Saint Louis, Mo.
S. M. Edgell.....	Saint Louis, Mo.	W. I. Palmer.....	Do.
Edward Ely.....	Philadelphia, Pa.	George H. Pendleton.....	Cincinnati, Ohio.
Seth Evans.....	Cincinnati, Ohio.	J. H. Rhodes.....	Do.
Giles F. Filley.....	Saint Louis, Mo.	G. Y. Roots.....	Do.
O. D. Filley.....	Do.	James Smith.....	Saint Louis, Mo.
C. S. Greeley.....	Do.	Shoemaker, Miller & Co.....	Do.
German Savings Ins.....	Do.	Seyfert, McManus & Co.....	Philadelphia, Pa.
D. B. Gale.....	Do.	R. M. Shoemaker.....	Glendale, Ohio.
Alfred Gaither.....	Cincinnati, Ohio.	Thomas Sherlock.....	Cincinnati, Ohio.
Andrew Gross.....	New York, N. Y.	P. W. Strader.....	Do.
Simon Gebhart.....	Dayton, Ohio.	B. F. Strader.....	Do.
D. S. Gray & James Means.....	Columbus, Ohio.	B. C. Smith.....	Columbus, Ohio.
Ashell Green.....	New York, N. Y.	J. R. Swan.....	Do.
Glover & Shepley.....	Saint Louis, Mo.	Henry C. Smith.....	Baltimore, Md.
George D. Hall.....	Do.	Thomas A. Scott.....	Philadelphia, Pa.
H. H. Houston.....	Philadelphia, Pa.	Murray C. Shoemaker.....	Cincinnati, Ohio.
J. Harshman.....	Dayton, Ohio.	Daniel Spangler.....	Philadelphia, Pa.
William Hubbard.....	Saint Louis, Mo.	J. Edgar Thomson.....	Do.
Alexander W. Harvey.....	Do.	William Thaw.....	Pittsburgh, Pa.
F. H. Jackson.....	Philadelphia, Pa.	W. Tailing.....	Columbus, Ohio.
Thomas L. Jewett.....	Steuensville, Ohio.	J. P. Usher.....	Terre Haute, Ind.
H. I. Jewett.....	Zanesville, Ohio.	V. Winters & Sons.....	Dayton, Ohio.
J. E. Jacobs.....	Saint Louis, Mo.	H. W. Wissman.....	Saint Louis, Mo.
I. N. Kinney.....	Cincinnati, Ohio.	F. A. Walker.....	Philadelphia, Pa.

SECOND.

Directors.—John D. Perry, Saint Louis, Missouri; Adolphus Meier, Saint Louis, Missouri; Carlos S. Greeley, Saint Louis, Missouri; William M. McPherson, Saint Louis, Missouri; Thomas L. Price, Jefferson City, Missouri; Thomas A. Scott, Philadelphia, Pennsylvania; John McManus, Reading, Pennsylvania; William M. Clement, Cincinnati, Ohio; H. I. Jewett, Zanesville, Ohio.

President.—John D. Perry, Saint Louis, Missouri.

Vice-President.—Adolphus Meier, Saint Louis, Missouri.

Treasurer.—William I. Palmer, Saint Louis, Missouri.

Secretary.—Charles B. Lamborn, Saint Louis, Missouri.

Auditor.—S. T. Smith, Saint Louis, Missouri.

Solicitor.—J. P. Usher, Saint Louis, Missouri.

Supply and purchasing agent.—T. F. Oakes, Saint Louis, Missouri.

General superintendent.—A. Anderson, Wyandotte, Kansas.

General ticket and freight agent.—J. M. Webster, Wyandotte, Kansas.

Land commissioner.—John P. Devereux, Lawrence, Kansas.

THIRD.

Stock subscribed and paid in.

Total stock subscribed.....	\$5,001,000
Total stock issued.....	2,561,000
Total stock paid up, but not issued.....	<u>1,440,000</u>

FOURTH.

Surveys and line of definite location.

The company have definitely located the line of their road in the valleys of the Kansas and Smoky Hill Rivers to a point near the military post of Fort Wallace, Kansas, 400 miles west of Missouri River. Expense of the surveys to this point, and those made up the Republican River, and to Denver in 1865, was borne by the contractors, and is embraced in the cost of the road to the company.

During the year 1867 extended surveys have been made. The company have maintained in the field four complete corps of engineers, and the aggregate distance over which instrumental surveys have been run exceeds 3,500 miles.

Two lines have been run from Fort Wallace to Denver; two lines from Fort Wallace to Albuquerque, New Mexico; one by the valley of the Purgatory River, crossing the passes of the Raton Mountains, thence to Fort Union, and via Las Vegas to a point seven miles below Albuquerque on the Rio Grande, and one line up the valley of the Huerfano River, through Sangre de Christo Pass to Santa Fé, and thence to Albuquerque. West of the Rio Grande two lines have been surveyed to the Colorado River, one by way of Fort Craig and the 32d parallel or Gila route to Fort Yuma, the other following the general route of the 35th parallel, crossing the San Francisco range of mountains north of Prescott, Arizona, and striking the Colorado River near Fort Mohave below the head of water navigation. From Fort Mohave the survey has been continued westward, crossing the Sierra Nevada at or near the Tehachapah Pass into Tulare Valley, and thence on to San Francisco. The result of these surveys has been eminently satisfactory. A route has been found across the mountains, by what is known as the 35th parallel, which is entirely

free from obstruction by snow, and on which a railroad may be constructed at reasonable cost and with favorable grades. A large corps of engineers are still in the field, revising the work preparatory to estimating the cost of the road by the route examined.

The amount paid by the treasurer of the company on these surveys to date is.....	\$105,754 25
It is estimated that the outstanding bills for services and expenses yet to be incurred for these surveys will bring the aggregate cost to.....	<u>200,000 00</u>

FIFTH.

Gross receipts of the company for the transportation of passengers from January 1 to December 31, 1867.....	<u>\$615,909 74</u>
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SIXTH.

Gross receipts of the company for the transportation of freight from January 1 to December 31, 1867.....	<u>\$1,148,041 52</u>
Miscellaneous earnings.....	<u>\$52,506 85</u>
Gross receipts for transportation for the United States Government from January 1 to December 31, 1867, included in above statements:	
Troops.....	\$108,757 10
Freight.....	368,310 02
Mails.....	34,841 12
Total.....	<u>511,908 24</u>

Of this amount 50 per cent. is retained in Treasury of the United States, to meet interest on bonds issued in aid of this company, and to pay bonds at maturity.

Recapitulation.

Receipts from passengers from January 1 to December 31, 1867.....	\$615,909 74
Receipts from freight from January 1 to December 31, 1867.....	1,148,041 52
Receipts from miscellaneous earnings from January 1 to December 31, 1867.....	52,506 85
Total.....	<u>1,816,458 11</u>
Total operating expenses in said time.....	<u>\$1,199,534 16</u>

SEVENTH.

The expense of constructing the road, its fixtures, rolling-stock, &c., completed and to be completed, furnished and to be furnished, is at and after the rate of \$50,000 per mile, in the bonds and stock of the company.

EIGHTH.

Indebtedness of the company.

Thirty-year first mortgage bonds on 335 miles main line, \$16,000 per mile..	\$5,360,000
Thirty-year United States bonds on 335 miles main line, \$16,000 per mile..	5,360,000
Fifty-year income bonds, third mortgage on main line, second mortgage on branches, bearing seven per cent. interest, payable five years out of net earnings, \$10,000 per mile.....	3,680,000

Thirty-year first mortgage bonds, Leavenworth branch, on 31 miles of road,	
interest seven per cent. currency.....	\$600, 000
Land-grant bonds first mortgage on lands between 140'' and 240'' mile-posts,	
interest seven per cent. currency.....	360, 000
Other liabilities.....	<u>447, 173</u>

Respectfully, your obedient servant,

JOHN D. PERRY,
President.

Sworn and subscribed before me this 6th day of March, A. D. 1868.
[SEAL.] M. CALLAN,
Notary Public.

REPORT OF THE KANSAS PACIFIC RAILWAY COMPANY.

KANSAS PACIFIC RALWAY COMPANY,
Saint Louis, May 17, 1869.

SIR: I have the honor to forward herewith, for information of your Department, an official copy of the resolution passed by the board of directors of this company April 6, 1869, changing the name of this corporation from the "Union Pacific Railway Company, Eastern Division," to the "Kansas Pacific Railway Company," as authorized by joint resolution of Congress approved March 3, 1869.

I also inclose a list of the officers of the company for the current year.

Respectfully, your obedient servant,

CHAS. B. LAMBORN,
Secretary.

Hon. GEO. S. BOUTWELL,
Secretary of the Treasury, Washington, D. C.

* * * * *
Resolved, That the name of the Union Pacific Railway Company, Eastern Division, be, and it is hereby, changed to that of the "Kansas Pacific Railway Company," and the said corporation shall hereafter be known and called the "Kansas Pacific Railway Company," as authorized by the charter, and in conformity to the joint resolution of Congress, approved March 3, 1869.

I certify the above and foregoing to be a true copy of the resolution adopted by the board of directors of the Kansas Pacific Railway Company, (late Union Pacific Railway Company, Eastern Division,) at their meeting held at Lawrence, Kansas, April 6, 1869.

CHAS. B. LAMBORN,
Secretary.

List of directors and officers, April 5, 1869.

Directors:—John D. Perry, Saint Louis, Missouri; Adolphus Meier, Saint Louis, Missouri; Carlos S. Greeley, Saint Louis, Missouri; Wm. W. McPherson, Saint Louis, Missouri; S. M. Edgell, Saint Louis, Missouri; Wm. J. Palmer, Saint Louis, Missouri; Thos. L. Price, Jefferson City, Missouri; Hugh J. Jewett, Cincinnati, Ohio; Wm. H. Clement, Cincinnati, Ohio; Thomas A. Scott, Philadelphia, Pennsylvania; John McManus, Reading, Pennsylvania.

President.—John D. Perry, Saint Louis, Missouri.

Vice-President.—Adolphus Meier, Saint Louis, Missouri.

Treasurer.—Carlos S. Greeley, Saint Louis, Missouri.

Secretary.—Charles B. Lamborn, Saint Louis, Missouri.

Auditor.—S. T. Smith, Saint Louis, Missouri.

General superintendent.—Adna Anderson, Saint Louis, Missouri.

ANNUAL REPORT OF THE WESTERN PACIFIC RAILROAD COMPANY TO THE SECRETARY OF THE TREASURY, FOR THE YEAR ENDING DECEMBER 31, 1866.

FIRST.

Names of stockholders.	Residence.	Names of stockholders.	Residence.
Center, John.....	San Francisco, Cal.	McLaughlin, Mrs. K. D.	San Francisco, Cal.
Dooly, M. J.	Stockton, Cal.	Peterson, Wallace &	Do.
Fox, Charles N	San Francisco, Cal.	Stow, trustees.	
Houghton, S. O	San José, Cal.	Sanger, Charles W.....	Do.
Mann, Benjamin F.....	Do.	Slicer, Hugh S.....	Do.
Martin, John A.....	San Francisco, Cal.	Santa Clara County.	Santa Clara County
McLaughlin, Charles.....	Do.		Cal.

Directors.—Chas. N. Fox, San Francisco, California; John Center, San Francisco, California; Chas. W. Sanger, San Francisco, California; B. F. Mann, San José, California; S. O. Houghton, San José, California; M. J. Dooly, Stockton, California. One vacancy.

President.—Chas. N. Fox, San Francisco, California.

Vice-president.—S. O. Houghton, San José, California.

Secretary and land agent.—Chas. W. Sanger, San Francisco, California.

Treasurer and general superintendent.—B. F. Mann, San José, California.

Chief engineer.—M. L. Stangroom, San Francisco, California.

THIRD.

The stock subscriptions amount to 18,811 shares, of \$100 each, on which \$881,100 have been paid.

Three hundred shares of stock previously subscribed were sold at public auction, in accordance with law, for delinquent assessments, on the 24th day of December, 1866, when the same were bid in by the company, and retired for the benefit of the company.

FOURTH.

The line of road, as surveyed and fixed upon, commences at the city of San José, in the county of Santa Clara, and runs through said county and the counties of Alameda, San Joaquin, and Sacramento, to the city of Sacramento, all in the State of California.

The cost of survey is included in construction contract.

FIFTH AND SIXTH.

Nothing received from passengers or from freights. Construction of road not completed.

SEVENTH.

The expense of the road and its fixtures, to December 31, 1866, amounted to \$939,800.

EIGHTH.

Indebtedness of the company.

Due under construction and equipment contracts, on estimates allowed, \$3,647 20.

The road is mortgaged for \$1,600,000, to secure the payment of 1,600 bonds, of \$1,000 each, to be used as the necessities of the company may require.

Respectfully submitted.

C. N. FOX,
President of the Western Pacific Railroad Company.

STATE OF CALIFORNIA, *City and County of San Francisco, ss:*

On this eleventh day of February, A. D. 1867, personally appeared before me, the undersigned, a notary public in and for said city and county, the above-named Charles N. Fox, who, being by me first duly sworn, upon his oath does say, that the matters and things set forth in the above and foregoing report, by him made and signed, are true, as he verily believes.

CHAS. N. FOX.

Subscribed and sworn to before me this 11th day of February, A. D. 1867.

[SEAL.]

J. W. MCKENZIE,
Notary Public.

ANNUAL REPORT OF THE WESTERN PACIFIC RAILROAD COMPANY TO THE SECRETARY OF THE TREASURY, FOR THE YEAR ENDING DECEMBER 31, 1867.

FIRST.

Names of stockholders.	Residence.	Names of stockholders.	Residence.
C. H. Cummings	Sacramento, Cal.	Leland Stanford	Sacramento, Cal.
Charles Crocker	Do.	C. P. Stanford	Do.
T. B. Crocker	Do.	Leland Stanford & Co	Do.
Mark Hopkins	Do.	Charles W. Sanger	San Francisco, Cal.
C. P. Huntington	New York City.	Santa Clara County	California.
E. H. Miller, jr	Sacramento, Cal.		

SECOND.

Directors.—Leland Stanford, Sacramento, California; Mark Hopkins, Sacramento, California; E. B. Crocker, Sacramento, California; Charles Crocker, Sacramento, California; E. H. Miller, jr., Sacramento, California; A. P. Stanford, San Francisco, California; C. P. Huntington, New York City.

President.—Leland Stanford, Sacramento, California.

Vice-president.—C. P. Huntington, New York, New York.

Secretary.—E. H. Miller, jr., Sacramento, California.

Treasurer.—Mark Hopkins, Sacramento, California.

Acting chief engineer.—S. S. Montague, Sacramento, California.

Attorney and general agent.—E. B. Crooker, Sacramento, California.

THIRD.

The amount of stock subscribed is.....	\$881, 100
The amount actually paid in.....	881, 100
	<hr/> <hr/>

FOURTH.

For a description of the lines of road surveyed and the lines thereof fixed upon for the construction of the road to January 1, 1871, we would respectfully refer to the former annual reports of the company made to the Secretary of the Treasury. In addition thereto the following surveys have been made:

	Miles.
Preliminary survey from Brighton to Stockton.....	41
Two lines from Stockton to San Joaquin River.....	22
Surveys of different routes for crossing San Joaquin River.....	20
Preliminary line from Livermore Pass (Mt. Diablo Range) to San Joaquin River..	14
Location survey in Alameda and Siñol Valleys.....	10
	<hr/> <hr/>

FIFTH.

The amount received from passengers on the road is nothing, the road not having been in operation.

SIXTH.

The amount received for freight on the road during the year is nothing.

SEVENTH.

The expense of said road and its fixtures for the year is nothing.

EIGHTH.

Indebtedness of the company.

In bonds of the company.....	\$211, 000
In bonds of the United States Government.....	320, 000
	<hr/> <hr/>
Total.....	531, 000
	<hr/> <hr/>

STATE OF CALIFORNIA, *County of Sacramento* :

Leland Stanford, being duly sworn, says that he is the president of the Western Pacific Railroad Company, and that the foregoing report is true and correct.

LELAND STANFORD.

Subscribed and sworn to before me, this 12th day of March, 1868.

EDW. CADWALADER,
Notary Public.

REPORT OF THE DENVER CITY RAILWAY AND TELEGRAPH COMPANY.

DENVER, C. T., A. D. 1870.

SIR: I herewith submit the annual report of the Denver Pacific Railway and Telegraph Company, in accordance with the act of Congress approved July 1, 1862.

Name of stockholders.	Residence.	No. of shares.	Name of stockholders.	Residence.	No. of shares.
County of Arapahoe .	Denver, Colo.	2, 400	Robert E. Carr	Saint Louis, Mo.	1
John Evans	do	2, 600	David H. Moffat, jr., trustee.	Denver, Colo.	8, 750
David H. Moffat, jr.	do	1	R. E. Carr	Saint Louis, Mo.	8, 750
W. S. Chessman	do	1	J. E. Thomson, trustee	Philadelphia, Pa.	6, 250
W. M. Clayton	do	1	Do	do	6, 231
Joseph E. Bates	do	1	Do	do	5, 010
John Pierce	do	1			
Frank W. Cram	do	1			
W. I. Palmer	do	1			
Robert H. Lamborn	Philadelphia, Pa.	1		Total	40, 000

Directors.—John Evans, Denver, Colorado Territory; John Pierce, Denver, Colorado Territory; D. H. Moffat, jr., Denver, Colorado Territory; W. T. Palmer, Denver, Colorado Territory; W. S. Cheesman, Denver, Colorado Territory; William M. Clayton, Denver, Colorado Territory; Frank Palmer, Denver, Colorado Territory; Robert E. Carr, Saint Louis, Missouri; R. H. Lamborn, Philadelphia, Pennsylvania.

President.—John Evans, Denver, Colorado Territory.

Vice-president.—John Pierce, Denver, Colorado Territory.

Treasurer.—David H. Moffatt, jr., Denver, Colorado Territory.

Secretary.—R. R. McCormick, Denver, Colorado Territory.

Superintendent.—C. W. Fisher, Denver, Colorado Territory.

General agent.—William Wayner, Denver, Colorado Territory.

Stock subscribed.

Amount of stock subscribed and actually paid in \$4, 000, 000

Receipts from passengers.

Amount received from passengers \$45, 650 00

Receipts from freight.

Amount received from freights \$70, 055 00

Description of road.

Line of road completed from Denver, Colorado Territory, to Cheyenne, Wyoming Territory, in accordance with the plat of line filed in the office of the Secretary of the Interior, Washington City, D. C.

Construction account.

Amount of capital stock \$4, 000, 000

Amount of bonded debt 2, 500, 000

Total cost of road and fixtures 6, 500, 000

Indebtedness.

Amount of capital stock.....	\$4,000,000
Amount of first mortgage bonds.....	2,500,000
Total indebtedness.....	<u>6,500,000</u>

I, John Evans, president of the Denver Pacific Railway and Telegraph Company, do solemnly swear that the foregoing statement is true, to the best of my knowledge and belief.

JOHN EVANS,
President.

The Hon. SECRETARY OF THE TREASURY
Of the United States of America.

TERRITORY OF COLORADO, *County of Arapahoe :*

Sworn and subscribed before me, a notary public, this the 31st day of October, 1870.

[SEAL.]

JOHN C. ANDERSON,
Notary Public.

REPORT OF THE SIOUX CITY AND PACIFIC RAILROAD COMPANY.

SIOUX CITY AND PACIFIC RAILROAD COMPANY,
OFFICE OF THE PRESIDENT,
Blairstown, New Jersey, February 25, 1868.

SIR: Your letter of the 11th instant is duly received, with the accompanying resolutions of Congress, relating to returns of Union Pacific Railroad and other railroad companies named in act approved July 1, 1862.

In reply I would respectfully state that the returns called for were made to the Secretary of the Interior instead of the Secretary of the Treasury, under a misapprehension, and were filed in that Department. I now have the honor to transmit herewith the returns for the last year, applicable to this company's affairs, up to the time herein named.

Document marked A, chief engineer's report on cost of the road, &c.

B. Chief engineer's report of the commencing of the work in July last. Grading 62 miles, track laid 36 miles, line of road, progress of the road, rolling-stock on hand and contracted for.

C. President's report, verified under oath.

D. Acknowledgment of the Secretary of the Interior of the filing of the documents in his Department.

E. Directors and officers of the company, with their residences.

F. The appointment of William W. Walker, secretary, in place of James M. McKinlay, resigned.

G. Supplementary report, with affidavit of the president.

J. I. BLAIR,
President.

Hon. HUGH McCULLOCH,
Secretary of the Treasury, Washington, D. C.

DOCUMENT A.

OFFICE OF THE CHIEF ENGINEER AND GENERAL AGENT,
Cedar Rapids, Iowa, June 20, 1867.

Herewith I have the honor to submit an estimate of the cost of constructing the Sioux City branch of the Union Pacific Railroad, as now building by the Sioux City and Pacific Railroad Company.

The length of the line from Sioux City to an intersection with the Union Pacific near Fremont, in Nebraska, is one hundred miles.

The cost will be about as follows :

2,320,000 cubic yards of earth-work, at 35 cents	\$812, 000
Culverts and bridging, including Howe truss-bridges across Floyd's, Sioux, Soldier, and Elk Horn Rivers	147, 000
285,120 hardwood ties for 108 miles, including main line and sidings, at \$1	285, 120
10,800 tons rails, including freight on same	1, 296, 000
Sixty steel frogs and switch-rigging	9, 000
Track-laying, surfacing, and ballasting 108 miles	216, 000
Ten depots and four turn-tables	44, 000
Five water-stations and wood-sheds	18, 000
Three engine-houses	45, 000
Right of way and station grounds	100, 000
Fencing and trackmen's houses	150, 000
Telegraph-line	22, 500
Office and miscellaneous expenses, engineers' salaries, &c	142, 000
Missouri River bridge	1, 130, 000
Equipment :	
Twelve locomotives	200, 000
Two hundred box-cars	200, 000
Ten passenger-cars	60, 000
Six baggage, mail, and express cars	15, 000
Thirty-five flat and coal cars	35, 000
Fifteen hand-cars	3, 500
Machine-shops, tools, &c	38, 000
Total	4, 968, 120

The above amount would fully complete and equip the road in all respects sufficient for the present business. The item of \$1,130,000 for a bridge over the Missouri River, can be avoided temporarily by substituting for the first three or four years large steam ferry-boats, arranged for transporting cars. The necessary boats, dockage, and approaches would require an expenditure of \$100,000.

The foregoing estimate is based on the improved line, a map of which I forward you herewith. (The map here referred to, of a different location, was accepted and placed on file in the office of the Secretary of the Interior.)

No material change has been made in the location, yet considerable saving has been made in the gradients.

The completion of the map and estimates of the earth-work has been seriously delayed, in consequence of a fire, which destroyed the company's office last spring, and all the maps, profiles, and notes of the line, which were in the office, were burned, and additional field-work has been required to supply the losses.

Very respectfully,

W. W. WALKER,
Chief Engineer.

J. I. BLAIR, *President.*

DOCUMENT B.

SIOUX CITY AND PACIFIC RAILROAD COMPANY,
CHIEF ENGINEER'S OFFICE,
Cedar Rapids, Iowa, November 28, 1867.

Herewith I have the honor to submit the following report of the progress made in the construction of the Sioux City and Pacific Railroad.

After the contract for grading was let last November, I deemed it best to postpone work on the main line and begin the grading on the branch of the Cedar Rapids and Missouri River Railroad, which connects that line with this in a distance of six and a half miles, near the Missouri River crossing.

The early freezing of the ground last fall, and the unusually wet spring and floods in the Missouri Valley this season, so much delayed the completion of the grading, that the branch was not finished and ready for use until August last.

In July the work of grading the first sixty-eight miles from Sioux City was vigorously commenced, and I am pleased to state that sixty-two miles of the grading is now completed, and that the remaining six miles will be finished about the 5th of next month, except one cut two miles from Sioux City, which will be about the 1st of January next. Track-laying was commenced in September at the junction with the Cedar Rapids and Missouri River Railroad Branch, and at this date thirty-six miles of the track has been finished and brought into use. And it is intended to have at least fifty miles completed during December, and the remainder of the line to Sioux City in January.

The track-laying and building have been much delayed by the inability of the Chicago and Northwestern Railroad Company to deliver the materials promptly, owing to the great press of business on that line and their very limited supply of platform cars for carrying iron and timber. The track party have had repeatedly to stop laying track and wait for iron or bridge-timber. The station-house at River Sioux is not so far completed as to be occupied, and at Onawa and Sioux City the station-houses are now building.

A temporary engine-house and blacksmith-shop and storehouse have been built, and permanent water-tank at Missouri Valley Junction, and also water-tank at River Sioux and Onawa.

Houses for section-men have also been built at convenient distances along the line.

The rolling-stock of the company consists of 2 first-class locomotives, 40 box and platform cars, 4 large boarding-cars, 1 office-car, and 7 hand-cars.

The following rolling-stock is under contract, to be delivered during December, viz: 1 first-class locomotive, 2 passenger-cars, 2 baggage and express cars, and 5 box-cars.

In laying the track 2,640 ties per mile have been used, and the best quality of American iron, weighing 56 pounds per yard, with improved fish-bar splices.

After reaching a point about three miles from Sioux City, we have sixty-five continuous miles without a cut, and an average descent of only about eighteen inches per mile, and but four curves. One of the tangents is twenty-seven miles in length.

A first-class telegraph-line is also constructed by the company from Missouri Valley Junction, where it will connect with the Western Union

Telegraph line, and is now completed about thirty-eight miles from that point, and will be finished to Sioux City as soon as the railroad or before.
Respectfully submitted.

W. W. WALKER,
Chief Engineer.

J. I. BLAIR, *President.*

DOCUMENT C.

OFFICE SIOUX CITY AND PACIFIC RAILROAD COMPANY,
Cedar Rapids, Iowa, November 29, 1867.

SIR: My last annual report, stating the condition, progress, and intentions of this company, was dated November 16, 1866, and is now on file in your Department.

With that report I submitted copies of instructions to J. E. Ainsworth, chief engineer, of date of April 21, 1866, and also his report, dated November 1, 1866. I now submit a report of the operations of the company during the past year, and also the present condition of its affairs.

The accompanying report of William W. Walker, the present chief engineer of the company, shows somewhat in detail the progress that has been made in grading, bridging, track-laying, erecting buildings and telegraph-line, and also the amount of rolling-stock now on hand and contracted for.

From this report it will appear that, although work was not commenced until July last, thirty-six miles of the road are now completed and in operation, and sixty-two miles graded. Thirty-eight miles of telegraph-line have been built, and the completion of the first sixty-eight miles from Sioux City is almost a certainty during the next two months. The company will thus be able to deliver freight and Government supplies destined for the Upper Missouri Valley at Sioux City by rail before the opening of navigation in spring. The equipments of the company, which at present consist of two locomotives and forty-five cars, will be increased in December by another locomotive, and two passenger, two baggage and express cars, and five freight-cars; and such further additions will be made from time to time as may be necessary for the prompt transaction of the business which may offer.

The company has purchased over six thousand tons of the best American iron, weighing 56 pounds per yard, of the pattern and laid with the splice-bar joints recommended by Government officials. The company has collected over \$1,200,000 on the subscription to its corporate stock, which sum has already been mostly paid out in the purchase of materials and on construction.

I also inclose herewith, for filing in your Department, as required by law, a report of William W. Walker, chief engineer, dated June 20, 1867, showing the estimated cost of the road when completed.

All of which is respectfully submitted.

JOHN I. BLAIR,
President Sioux City and Pacific Railroad Company.

Hon. HUGH McCULLOCH,
Secretary of the Treasury.

STATE OF NEW JERSEY, *County of Warren :*

Sworn to and subscribed before me this 25th February, 1868.

MARSHAL HUNT,
A Master in Chancery of New Jersey.

DOCUMENT D.

DEPARTMENT OF THE INTERIOR,
Washington, D. C., December 6, 1867.

SIR: I have received your letter of the 29th ultimo, with the accompanying reports from the chief engineer of your company in regard to the progress and condition of the road, and the estimated cost of the same when equipped for business. Your letter and inclosures have been placed on file.

Very respectfully, your obedient servant,

O. H. BROWNING,
Secretary.

JOHN I. BLAIR, Esq.,
President Sioux City and Pacific Railroad Company,
Blairstown, New Jersey.

DOCUMENT E.

OFFICE SIOUX CITY AND PACIFIC RAILROAD COMPANY,
Cedar Rapids, Iowa, December 15, 1867.

SIR: I have the honor to hand you a list of the directors of this company, elected August 7, 1867, for the ensuing year, together with the officers of the company:

Directors.—John I. Blair, Blairstown, New Jersey; William B. Allison, Dubuque, Iowa; Perry H. Smith, Chicago, Illinois; Durett C. Blair, Belvidere, New Jersey; A. W. Johnson, Belfast, Maine; Oakes Ames, North Easton, Massachusetts; Platt Smith, Dubuque, Iowa; Joseph H. Scranton, Scranton, Pennsylvania; Charles A. Lambard, Boston, Massachusetts.

President.—John I. Blair, Blairstown, New Jersey.

Vice-president.—William B. Allison, Dubuque, Iowa.

Treasurer.—J. M. S. Williams, Boston, Massachusetts.

Assistant treasurer.—Platt Smith, Dubuque, Iowa.

Secretary.—J. M. McKinlay, Dubuque, Iowa.

Assistant secretary.—Charles E. Vail, Blairstown, New Jersey.

Chief engineer.—W. W. Walker, Cedar Rapids, Iowa.

Consulting engineer.—J. E. Ainsworth, Dubuque, Iowa.

Executive committee.—John I. Blair, Charles A. Lambard, Oakes Ames, D. C. Blair, and William B. Allison.

I certify that the above are the names and residences of the directors and officers of the Sioux City and Pacific Railroad Company.

JOHN I. BLAIR,
President.

Attest:

C. E. VAIL,
Assistant Secretary.

Hon. HUGH McCULLOCH,
Secretary of the Treasury, Washington, D. C.

DOCUMENT F.

At a meeting of the board of directors, February 7, 1868, the resignation of James M. McKinlay as secretary was read and accepted; and thereupon William W. Walker, esq., of Cedar Rapids, Iowa, was appointed secretary.

DOCUMENT G.

Supplementary report.

Since the date of the foregoing report, marked C, I have to report the engine, cars, and rolling-stock mentioned in the engineer's report have all been received and placed upon the company's road; that the track is laid to and within the corporate limits of Sioux City. The chief engineer also reports that fifty miles of the railroad was completed during December last and ready for business.

STATE OF NEW JERSEY, *Warren County, ss:*

John I. Blair, of full age, being duly sworn, on his oath saith that he is the president of the Sioux City and Pacific Railroad Company, and that the foregoing supplementary report is true, to the best of his knowledge and belief.

JOHN I. BLAIR.

Sworn and subscribed before me this 25th day of February, 1868.

MARSHAL HUNT,

A Master in Chancery of New Jersey.