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ANNUAL REPORT

OF THE

BOARD OF DIRECTORS

OF THE

CENTRAL PACIFIC RAILROAD CO.

TO THE

STOCKHOLDERS.

For the Year Ending December 31st,

❖ 1880. ❖

SAN FRANCISCO:

H. S. CROCKER & CO., STEAM BOOK AND JOB PRINTERS,

215, 217, & 219 BORN STREET, ABOVE SANSONE STREET.

1881.

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GIFT OF



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1881.

REPORT.

OFFICE CENTRAL PACIFIC RAILROAD CO.

SAN FRANCISCO, August 9th, 1881.

The Directors herewith submit to the Annual Meeting of the Stockholders of the Central Pacific Railroad Company such reports of subordinate officers as will give a general résumé of the operations of the road for the year 1880, and a particular account of the condition of the Company's property and financial condition on December 31st of the same year.

Your careful attention to these reports is invited.

The capital stock authorized is	\$100,000,000 00
The capital stock subscribed is	62,608,800 00
The capital stock paid in is	59,275,500 00
Of the amount subscribed there is held in trust for the Company	3,333,300 00

INDEBTEDNESS.

The debts of the Company are :

Funded Debt	55,672,000 00
Less Sinking Funds	4,202,814 17
	<hr/>
	\$51,469,185 83
United States Subsidy Bonds	27,855,680 00
Bills and Accounts payable	5,761,818 29
Unclaimed Dividends	5,337 00
Hospital Fund	95,175 67
Sinking Fund—Uninvested	254,914 17
	<hr/>
Total	\$85,442,110 96

For detailed statement of funded debt, see Secretary's report hereto appended—Table No. 2.

ASSETS.

The assets of the Company are :

Railroad and telegraph lines, including right of way, sidings, turnouts, switches, turn-tables, depots, depot buildings, round-houses, and snow-galleries; also, wharfs, slips, piers and steamers for ferries at San Francisco...	(cost)	\$136,948,680 69
Equipment for same—locomotives, cars, snow-plows, etc.	(cost)	8,047,103 42
Real estate purchased for use of road.....	(cost)	1,529,961 07
Shops and machinery	(cost)	1,758,079 89
Telegraph instruments, furniture, safe, etc., at stations and offices.....	(cost)	155,772 04
Sacramento River Steamers.....	(cost)	783,001 60
Material on hand :		
For bridges and buildings.....	(cost)	348,878 64
For track repairs.....	(cost)	455,087 09
In shops, for construction and repairs, per inventory		587,449 86
In store of supply department, per inventory	(cost)	14,707 66
Fuel on hand, per inventory.....	(cost)	387,198 84
Farming lands—estimated value		27,500,000 00
Undivided half 60 acres land in Mission Bay, in San Francisco; 500 acres water front at Oakland; about 140 acres and water front at Sacramento; estimated value independent of improvements		7,750,000 00
Land Contracts—deferred payments on time sales		1,854,665 07
United States Sinking Fund and Trans. Accts...		5,499,761 77
Bills and Accounts Receivable.....		1,985,591 79
Cash.....		3,237,031 66
Stocks and Bonds owned.....		634,709 15
Total.....		\$199,477,680 24

The reports of the heads of Departments, submitted herewith, are, as usual, so complete, that in them you possess full details of the affairs of the Company.

CHARLES CROCKER,

Second Vice-President,

Acting as President.

REPORT OF THE SECRETARY.

Report of the Secretary.

CENTRAL PACIFIC RAILROAD CO., SECRETARY'S OFFICE,
SAN FRANCISCO, August 9th, 1881.

Hon. Leland Stanford, President :

SIR :—Herewith are Statements Nos. 1 to 7, showing the financial condition of the Company on the 31st day of December, 1880, and its business for the year 1880; also, Statement No. 8, showing the earnings and operating expenses for the six months ending June 30th, 1881, compared with the same months of 1880.

Respectfully submitted,

E. H. MILLER, JR.,

Secretary.

General Ledger Balance Sheet, December 31st, 1880.

To Construction.....	\$136,948,680 69	By Capital Stock.....	\$59,275,500 00
" Equipment.....	8,047,103 42	" Funded Debt.....	55,672,000 00
" Real Estate.....	1,529,901 07	" Government Bonds.....	27,855,680 00
" Shops.....	1,052,589 20	" Bills Payable.....	955,746 60
" Machinery in Shops.....	705,490 69	" Accounts Payable.....	4,806,071 63
" Furniture, Telegraph Instruments, Safes, etc.....	155,772 04	" Unclaimed Dividends.....	5,337 00
" Steamers, Sacramento River.....	783,001 60	" Hospital Fund.....	\$ 95,175 67
" Sinking Fund No. 1, for Redemption of Convertible Mortgage Bonds.....	342,000 00	" Trustees' Land Grant Mortgage.....	425,744 93
" Sinking Fund No. 2, for Redemption of California State Aid Bonds.....	838,045 15	" Sinking Fund Uninvested.....	254,914 17
" Sinking Fund No. 3, for Redemption of First Mortgage Bonds of the Company, Series A, B, C and D.....	838,045 15	" Contract Wells, Fargo & Co.....	476,859 82
" Sinking Fund No. 4, for Redemption of First Mortgage Bonds of the Company, Series E, F, G, H and I.....	616,873 26	" Profit and Loss.....	1,252,694 59
" Sinking Fund No. 5, for Redemption of First Mortgage Bonds of the Western Pacific, Series A and B.....	141,835 63		16,752,799 46
" Sinking Fund No. 6, for Redemption of First Mortgage Bonds of the California and Oregon, Series A and B.....	601,089 52		
" Sinking Fund No. 7, for Redemption of Income Bonds.....	674,925 46		
" Sinking Fund No. 8, for Redemption of First Mortgage Bonds of the San Francisco, Oakland and Alameda R. R.....	100,000 00		
" Sinking Fund No. 9, for Redemption of the First Mortgage Bonds of the San Joaquin Valley R. R.....	50,000 00		
" United States, Transportation and Sinking Fund Accounts.....	5,499,761 77		
" Materials in Shops.....	587,449 86		
" " in Store.....	14,707 66		
" " for Track Repairs.....	455,037 09		
" " for Bridges and Buildings.....	343,878 64		
" Fuel.....	387,198 84		
" Bills Receivable.....	1,572,823 59		
" Accounts Receivable.....	412,768 23		
" Stocks and Bonds owned.....	634,709 15		
" Cash.....	3,237,031 66		
	\$166,575,829 34		\$166,575,829 34

E. H. MILLER, JR., Secretary.

Funded Debt in Detail, December 31st, 1880.

CHARACTER OF BONDS.	Series.	Date of Bonds.	Amount of Bonds Authorized.	Amount of Bonds Outstanding.	When Due.	Rate of Interest.	Interest Payable.	
Convertible Mortgage*		Dec. 1, 1862	\$1,500,000	\$ 342,000	Jan. 1, 1883	7 per cent.	January and July.	Sinking Fund commencing 1863. \$35,000 yearly.
California State Aid		July 1, 1864	1,500,000	1,500,000	July 1, 1884	"	"	Interest payable by State of California — Sinking Fund commencing 1870. \$50,000 yearly.
Central Pacific—First Mortgage	A	July 1, 1865	3,000,000	2,995,000	July 1, 1895	6 per cent.	"	A, B, C, D. Sinking Fund commencing 1870. \$50,000 yearly.
"	B	July 1, 1866	1,000,000	1,000,000	July 1, 1896	"	"	
"	C	"	1,000,000	1,000,000	"	"	"	
"	D	"	1,390,000	1,383,000	"	"	"	
"	E	Jan. 1, 1867	4,000,000	3,997,000	Jan. 1, 1897	"	"	
"	F	Jan. 1, 1868	4,000,000	3,999,000	Jan. 1, 1898	"	"	E, F, G, H, I. Sinking Fund commencing 1872. \$50,000 yearly.
"	G	"	4,000,000	3,999,000	"	"	"	
"	H	"	4,000,000	3,999,000	"	"	"	
"	I	"	3,525,000	3,511,000	"	"	"	
Western Pacific—Old Issue		Dec. 1, 1865	112,000	112,000	Dec. 1, 1895	"	June & December.	See Note.
" First Mortgage	A	July 1, 1869	1,970,000	1,858,900	July 1, 1899	"	January and July.	Sinking Fund commencing 1876. \$25,000 yearly.
"	B	"	765,000	765,000	"	"	"	Sinking Fund commencing 1876. \$100,000 yearly.
Cal. and Oregon	A	Jan. 1, 1868	6,000,000	6,000,000	Jan. 1, 1888	"	"	Sinking Fund commencing 1880. \$100,000 yearly.
Central Pacific, Cal. and Oregon Division	B	Jan. 1, 1872	7,200,000	2,080,000	Jan. 1, 1892	"	"	Sinking Fund commencing 1880. \$100,000 yearly.
San Francisco, Oakland and Alameda		July 1, 1870	1,500,000	687,000	July 1, 1890	8	"	Sinking Fund commencing 1880. \$50,000 yearly.
San Joaquin Valley R. R.		Oct. 1, 1870	6,080,000	6,080,000	Oct. 1, 1900	6	April and October.	Sinking Fund commencing 1880. \$50,000 yearly.
Land Grant		"	10,000,000	7,080,000	Oct. 1, 1890	"	"	
Income Bonds		May 1, 1878	6,000,000	3,285,000	May 1, 1888	8	May and November	10 per cent. yearly commencing in 1879.
			\$68,430,000	\$55,672,000				

NOTE.—One hundred and twelve Western Pacific Bonds, Series "A," are reserved by the Company unsold, to take up, or exchange for, the 112 Bonds of issue of December 1st, 1865, still outstanding.

*Called in for payment.

E. H. MILLER, JR., Secretary.

Statement of Profit and Loss for Year 1880.

To Interest	\$3,715,324 94	By Balance to Credit of this Account Jan. 1, 1880	\$15,382,538 61
" Taxes	217,523 35	" Earnings for Year 1880	\$20,502,112 88
" General and Miscellaneous Expenses	378,696 82	" Less Expense of Operating	12,045,668 89
" Legal Expenses	155,586 57	" Interest on Sinking Funds	254,617 08
" Civil Engineering	16,645 61	" Operating River Steamers and Barges	3,527 52
" Land Department Expenses	59,488 63	" 200 Land Grant Bonds Redeemed with Proceeds of Land Sales	200,000 00
" Dividends Nos. 9 and 10	3,406,530 00	" Dividends Wells, Fargo & Co.	51,328 00
Balance	16,752,799 46	" Contract with Wells, Fargo & Co., Stock Sold	348,140 18
	\$24,702,595 33		\$24,702,595 38
		January 1st, 1881. Balance brought down	\$16,752,799 46

E. H. MILLER, JR., Secretary.

[No. 4.]

Detailed Statement of Earnings (Monthly) for the Year ending December 31st, 1880.

K I N D.	Jan.	Feb.	March.	April.	May.	June.	July.	Aug.	Sep.	Oct.	Nov.	Dec.	TOTAL.
Freight.....Through.....	191,433 07	164,790 08	135,212 19	121,632 14	182,646 18	177,074 00	246,078 83	228,286 41	260,583 25	300,584 11	323,477 00	301,389 37	2,633,127 24
Freight.....Local.....	580,458 62	491,131 94	709,307 43	685,468 23	844,929 64	831,452 46	950,061 60	1094,307 14	1045,549 12	1179,944 01	1176,245 67	1014,374 00	10,612,730 55
Passenger.....Through.....	81,615 91	97,868 76	120,994 93	123,315 14	207,698 31	141,211 45	139,218 05	140,602 18	132,045 61	117,020 33	183,164 06	110,914 10	1,616,259 73
Passenger.....Local.....	248,478 61	227,134 22	311,167 47	319,313 18	423,596 33	375,408 16	380,109 53	374,037 02	402,848 03	397,904 19	386,116 12	352,416 64	4,203,534 50
Express.....Through.....	3,043 41	4,510 05	5,536 16	4,453 62	4,173 57	4,133 06	3,756 17	5,387 62	7,833 86	8,056 58	6,088 00	6,296 68	63,273 78
Express.....Local.....	10,342 24	10,071 75	10,769 96	11,534 45	14,032 85	18,727 86	18,838 25	16,141 85	14,068 56	16,478 86	16,877 50	17,131 75	175,665 94
Mail.....	33,774 63	34,829 28	27,626 21	33,004 41	33,004 41	116,897 66	39,164 40	39,164 40	39,516 78	35,985 60	38,605 40	39,406 20	510,979 38
Miscellaneous.....	25,615 52	15,403 93	21,405 30	16,088 82	22,868 09	23,174 36	22,738 62	28,776 24	25,565 07	28,479 36	29,422 59	29,370 18	288,968 08
Sleeping Car.....Through.....	4,848 00	4,896 00	7,320 00	10,206 00	11,790 00	10,452 00	7,848 00	9,954 00	9,054 00	10,362 00	8,503 00	6,720 00	102,048 00
Sleeping Car.....Local.....	4,608 00	4,810 50	7,266 00	8,390 50	9,552 22	9,180 50	7,850 50	7,743 10	8,546 59	8,135 56	7,872 50	7,121 50	91,077 32
Telegraph.....	7,267 25	7,250 00	7,250 00	7,250 00	7,250 00	7,250 00	7,250 00	7,250 00	7,250 00	7,250 00	7,250 00	7,250 00	87,017 25
Rental.....	5,281 89	4,814 55	5,709 59	5,174 09	5,986 33	4,560 16	5,275 84	4,710 53	5,736 83	4,952 76	5,269 08	4,881 08	61,853 33
Baggage.....Through.....	2,503 67	1,879 71	2,061 87	2,786 64	3,662 09	3,623 17	1,141 62	4,579 21	1,555 01	3,080 78	5,728 73	770 26	33,377 76
Baggage.....Local.....	1,333 76	1,156 63	1,310 96	2,593 79	2,247 58	1,805 59	1,735 71	1,746 92	1,692 89	1,995 07	2,089 85	1,078 48	21,387 23
Mileage.....								1,661 14	2,551 33		2,600 32		6,872 79
Through Earnings.....	317,228 69	308,713 83	298,751 36	300,897 95	442,074 56	453,391 34	398,042 67	397,899 42	411,071 73	439,103 80	527,057 35	432,090 41	4,727,223 11
Local Earnings.....	883,385 89	761,773 52	1,074,686 74	1,055,818 06	1,335,613 04	1,271,559 09	1,442,024 45	1,575,538 34	1,553,925 11	1,681,125 35	1,672,409 09	1,473,131 09	15,780,889 77
Total Earnings.....1880	1,200,614 58	1,070,487 35	1,373,438 10	1,356,716 01	1,777,687 60	1,724,950 43	1,840,067 12	1,973,437 76	1,964,996 84	2,120,229 15	2,199,466 44	1,905,221 50	20,508,112 88
Total Earnings.....1879	1,089,166 46	1,056,691 25	1,280,272 26	1,406,600 36	1,579,501 02	1,443,087 72	1,458,833 33	1,556,457 43	1,649,429 67	1,809,021 60	1,488,141 88	1,335,870 18	17,153,163 16

E. H. MILLER, Jr., Secretary.

Detailed Statement of Operating Expenses (Monthly) for the year ending December 31st, 1880.

KIND.	January.	February.	March.	April.	May.	June.	July.	August.	Sept.	Oct.	Nov.	Dec.	TOTAL.
Expense of Supt.....	6,055 14	7,183 50	5,219 66	6,219 66	6,219 66	6,089 66	6,462 84	6,039 99	6,269 99	6,327 16	6,014 61	6,104 99	74,206 86
Station Service.....	50,227 51	46,127 90	48,513 45	52,173 17	47,637 51	52,915 58	53,667 01	57,603 61	59,997 79	63,175 67	62,426 06	64,654 78	659,120 04
Telegraph ".....	9,399 84	9,847 85	9,174 66	9,222 71	9,406 20	10,031 33	9,833 20	9,813 54	9,796 27	9,774 24	9,912 89	10,325 57	116,534 30
Train ".....	46,702 90	43,097 38	44,598 30	46,751 59	46,543 29	50,076 37	53,730 53	55,936 08	61,501 41	60,863 79	73,807 17	69,687 40	653,296 21
Sleeping Car ".....	1,948 62	2,510 95	1,756 79	2,475 58	2,149 51	2,125 21	2,120 30	2,403 61	2,232 99	2,466 61	2,207 88	1,859 79	26,260 84
Ferry ".....	70,483 46	64,318 15	53,619 65	54,360 14	60,279 19	54,849 86	56,130 46	55,143 12	53,648 46	61,096 73	62,454 46	56,672 76	703,656 47
Wharf ".....	2,113 96	2,603 25	4,430 70	4,503 16	6,777 49	5,717 44	4,848 75	3,273 40	2,184 21	2,050 49	2,736 14	3,398 74	45,237 73
Locomotive ".....	148,935 03	130,370 99	150,674 16	161,358 78	169,727 98	171,574 87	194,521 68	217,970 92	201,838 51	214,514 19	258,035 97	266,541 85	2,286,114 93
Snow ".....	7,615 37	6,663 25	7,234 38	23,148 20	5,221 20	2,864 27	2,024 00	3,737 77	4,019 77	4,170 20	4,246 57	7,352 88	78,297 86
Repairs of Track.....	129,286 79	115,213 13	164,027 84	145,230 26	206,474 41	200,186 74	192,606 85	186,028 19	177,335 00	156,927 83	130,449 03	107,177 94	1,910,942 01
" Snow Shed.....	304 17	127 11	62 07	955 46	138 69	918 97	10,725 76	35,077 28	35,469 69	17,808 87	492 51	595 25	102,675 83
" Bridges.....	9,181 42	5,068 08	7,625 12	4,798 58	5,597 68	5,690 99	6,765 33	12,309 32	20,040 70	19,498 89	20,754 88	17,532 78	136,568 75
" Buildings.....	3,994 22	3,697 47	4,994 61	5,045 19	3,608 58	7,473 18	6,323 97	10,015 70	10,462 40	11,106 67	12,203 21	11,796 00	90,721 20
" Engines.....	34,342 54	33,048 19	34,208 52	32,224 50	32,328 55	35,952 50	30,180 24	35,442 40	31,129 06	36,981 81	35,363 22	46,216 56	417,913 10
" Cars.....	48,109 85	43,679 31	53,738 22	49,494 78	56,299 30	62,927 56	58,516 32	51,767 06	60,385 96	51,840 76	75,389 93	66,739 23	668,887 88
Office Expense.....	22,128 77	22,254 78	21,240 46	21,881 80	21,501 92	22,571 35	21,915 22	21,489 28	21,347 06	21,628 67	21,894 86	23,252 62	263,106 79
Stationery and Printing.....	4,779 45	9,817 75	4,892 34	5,247 49	4,117 52	4,920 96	5,303 03	5,303 03	3,474 09	5,786 40	5,982 19	6,685 10	67,550 84
Advertising.....	742 65	725 93	3,223 28	627 23	1,914 37	1,232 88	580 85	77 33	3,861 84	1,394 57	502 60	3,841 21	21,244 77
Loss and Damage to Freight.....	1,042 50	.....	238 56	643 88	.....	431 35	543 54	3,677 39	2,336 05	1,478 42	553 05	614 68	11,619 85
Damage—Persons and Property.....	980 00	1,078 22	713 00	1,096 39	1,851 70	2,714 04	1,040 95	636 50	918 62	1,675 17	425 00	2,225 40	15,098 99
Miscellaneous Expense.....	4,527 75	5,411 28	6,168 45	7,200 43	5,060 24	5,710 11	6,734 37	6,000 39	4,960 52	6,312 55	3,952 08	26,415 56	88,359 76
Water.....	5,186 61	5,303 95	6,706 92	7,168 61	6,310 39	6,233 72	7,356 30	7,753 73	7,658 59	16,205 00	10,024 23	13,179 19	99,067 24
Insurance and Loss by Fire.....	2,204 05	2,821 75	4,540 65	1,702 16	3,430 29	11,407 25	3,936 23	2,869 88	2,198 28	4,243 13	3,049 74	1,983 70	44,293 11
Mileage.....	1,503 84	1,222 85	1,397 31	1,270 70	1,964 57	600 13	1,501 94	.....	.....	378 97	.....	596 72	10,437 03
Leased Lines.....	267,574 63	274,650 53	271,729 95	276,725 88	279,238 38	279,909 63	316,642 53	284,416 18	290,124 78	297,199 68	305,966 88	311,849 15	3,454,427 50
Totals, Operating Exp.....1880	879,370 67	837,743 88	910,789 35	920,429 43	984,310 62	1009,125 35	1055,254 29	1075,126 70	1063,562 04	1075,501 50	1108,744 56	1126,700 50	12,045,668 89
Totals, Operating Exp.....1879	841,022 87	868,059 66	855,712 41	827,634 50	844,609 87	834,878 27	890,949 59	852,147 73	832,752 46	888,876 03	818,278 23	852,941 27	10,207,862 89

E. H. MILLER, JR., Secretary.

*Statement of the Earnings and Operating Expenses (Monthly)
for the Years 1878, 1879, and 1880.*

Month.	GROSS EARNINGS.			OPERATING EXPENSES.			EARNINGS OVER OPERATING EXPENSES.
	Coin.	Currency.	Total Coin and Currency.	Coin.	Currency.	Total Coin and Currency.	
1878.							
Jan	760,084 86	335,702 21	1,095,787 07	562,779 01	1,763 34	564,542 35	531,244 72
Feb	650,924 65	316,585 41	967,510 06	561,419 25	3,471 44	564,890 69	402,619 37
March...	863,615 11	354,181 69	1,217,796 80	583,602 29	3,458 43	587,060 72	630,736 08
April...	1,002,645 45	520,342 70	1,522,988 15	603,662 20	5,710 28	609,372 54	913,615 61
May	1,033,495 26	550,159 69	1,583,654 95	650,713 31	3,180 96	653,894 27	929,760 68
June	933,639 15	453,210 54	1,386,849 69	606,690 77	2,862 45	609,553 22	777,296 47
July	1,053,410 93	475,023 92	1,528,434 85	859,975 00	21,158 99	881,133 99	647,300 86
August.	1,241,010 37	482,553 94	1,723,564 31	842,502 71	4,708 04	847,210 75	876,353 56
Sept	1,236,151 78	530,236 02	1,766,386 80	908,368 93	3,974 69	912,343 62	854,043 18
Oct	1,224,732 87	545,244 54	1,770,027 41	872,968 74	2,200 84	875,169 58	894,917 83
Nov	1,020,885 02	514,055 99	1,534,941 01	809,411 22	1,368 86	810,780 08	724,160 93
Dec	888,157 10	544,760 35	1,432,917 45	861,071 74	3,348 93	864,420 67	568,496 78
Totals.	11,908,802 55	5,622,056 00	17,530,858 55	8,723,105 23	57,207 25	8,780,312 48	8,750,546 07

Month.	Local.	Through.	Total.			Total Operating Expenses.	Earnings over Operat'g Expenses.
1879.							
Jan	781,847 60	307,318 86	1,089,166 46	.....	.....	841,022 87	248,143 59
Feb	693,892 49	362,798 76	1,056,691 25	.....	.....	863,059 66	188,631 59
March...	897,955 39	382,316 87	1,280,272 26	.....	.....	855,712 41	424,559 85
April...	981,251 20	425,349 16	1,406,600 36	.....	.....	827,634 50	578,965 86
May	1,061,207 08	518,383 34	1,579,591 02	.....	.....	844,609 87	734,981 15
June	926,073 71	517,014 01	1,443,087 72	.....	.....	834,878 27	608,209 45
July	1,060,068 47	398,764 86	1,458,833 33	.....	.....	890,949 59	567,883 74
August.	1,148,743 35	407,714 08	1,556,457 43	.....	.....	852,147 73	704,309 70
Sept	1,251,354 05	398,075 62	1,649,429 67	.....	.....	932,752 46	816,677 21
Oct	1,335,449 32	473,572 28	1,809,021 60	.....	.....	888,876 03	920,145 57
Nov	1,018,064 09	470,077 79	1,488,141 88	.....	.....	818,278 23	669,863 65
Dec	968,732 03	367,138 15	1,335,870 18	.....	.....	852,941 27	482,928 91
Totals.	12,124,639 38	5,028,523 78	17,153,163 16	.....	.....	10,207,832 89	6,945,330 27

1880.							
Jan	833,385 89	317,228 69	1,200,614 58	.....	.....	879,370 67	321,243 91
Feb	761,778 52	308,713 83	1,070,492 35	.....	.....	837,743 88	232,743 47
March...	1,074,086 74	298,751 36	1,373,838 10	.....	.....	910,789 35	462,648 75
April...	1,055,818 06	300,897 96	1,356,716 01	.....	.....	920,439 43	436,276 58
May	1,335,513 04	442,974 56	1,778,487 60	.....	.....	984,310 62	794,176 98
June	1,271,569 09	453,391 34	1,724,960 43	.....	.....	1,008,125 35	716,825 08
July	1,442,024 45	398,042 67	1,840,067 12	.....	.....	1,055,254 29	784,812 83
August.	1,575,438 34	397,899 42	1,973,337 76	.....	.....	1,075,126 70	898,311 06
Sept	1,553,925 11	411,071 73	1,964,996 84	.....	.....	1,063,562 04	901,434 80
Oct	1,681,125 35	439,103 80	2,120,229 15	.....	.....	1,075,501 50	1,044,727 65
Nov	1,673,409 09	527,057 35	2,199,466 44	.....	.....	1,108,744 56	1,090,721 88
Dec	1,473,131 09	432,090 41	1,905,221 50	.....	.....	1,126,700 50	778,521 00
Totals.	15,780,889 77	4,727,223 11	20,508,112 88	.....	.....	12,045,668 89	8,462,443 99

E. H. MILLER, Jr., Secretary.

GENERAL SUPERINTENDENT'S REPORT.

General Superintendent's Report.

GENERAL SUPERINTENDENT'S OFFICE C. P. R. R. Co.,
SAN FRANCISCO, June 30th, 1881.

Hon. Leland Stanford, President :

SIR : Herewith are presented Statements and Statistics of business of the Central Pacific Railroad and Leased Lines for the year ending December 31st, 1880; also, Tables of Comparison with the previous year.

EARNINGS.	1879.	1880.
Coin and Currency	\$17,153,163 16	\$20,508,112 88

OPERATING EXPENSES.	1879.	1880.
Coin and Currency	\$10,207,862 89	\$12,045,668 89
Per Cent. of Expenses to Gross Earnings	59.51	58.73

PASSENGER BUSINESS.

Earnings and number of, Passengers Carried.

EARNINGS.	1879.	1880.
Coin and Currency	\$4,919,254 63	\$5,819,794 23

	1879.	1880.
Passengers Carried	6,842,307	6,707,345

In the General Passenger and Ticket Agent's Report, on pages 39 and 40, will be found further details relative to this traffic.

FREIGHT BUSINESS.

	Pounds.
Total Tonnage for the year 1880.....	4,281,759,640
Total Tonnage for the year 1879.....	3,750,687,240

Earnings from this source were :

In 1880—Coin and Currency.....	\$13,245,857 79
In 1879 “ “ 	10,934,573 39

Statistics of interest pertaining to this branch of the traffic may be found in the General Freight Agent's Report, on pages 31 to 36.

MOTIVE POWER.

During the year there were 32 engines built in the East for the Southern Pacific Railroad of Arizona, leased by this Company, making the total equipment (owned and leased) 296 engines. Of this number an average of 25 were undergoing repairs in the shops ; 40 were employed in construction, switching and miscellaneous Company service ; leaving as available for transportation purposes, 231 engines. The number of miles run and cost of maintenance will be found in the following tables :

MILES RUN.	1879.	1880.
On Passenger Trains	2,161,507	2,288,610
On Freight Trains.....	3,746,888	4,647,589
On Miscellaneous Trains.....	419,795	646,706
Switching.....	875,401	1,067,546
Total..	7,203,591	8,650,451

MILES RUN.	1879.	1880.
To one Ton of Coal.....	40.21	38.88
To one Cord of Wood	28.00	30.23
To one Pint of Oil	18.32	19.51
Pounds of Waste, 100 miles . . . . .	.66	.64

COST PER MILE RUN.	1879.	1880.
For Running Repairs.....	3.28	3.20
For Extraordinary Repairs	2.07	1.63
For Enginemen.....	6.85	6.86
For Fuel.....	15.86	17.62
For Stores .....	.47	.46
For Wiping .. . . .	.73	.68
For Watching and Despatching.....	.33	.31
Cost per mile (in cents)	29.59	30.76

CONSUMPTION OF FUEL AND STORES.	1879.	1880.
Tons of Coal	135,046 $\frac{1}{4}$	172,769 $\frac{3}{4}$
Cords of Wood	63,739 $\frac{1}{4}$	65,510
Pints of Oil	393,238	443,212
Pounds of Waste.....	47,421	55,887

COST OF MAINTENANCE.	1879.	1880.
Running Repairs.....	\$236,223 37	\$277,135 98
Extraordinary Repairs.....	149,033 57	140,782 12
Engineers' Pay.....	322,935 12	386,553 67
Firemen's Pay.....	170,691 35	206,460 97
Fuel Consumed.....	1,142,048 48	1,524,584 42
Stores	33,553 08	39,317 85
Cost of Wiping.....	52,733 76	59,040 59
Cost of Watching and Despatching	24,041 21	26,791 64
Total Expense.....	\$2,131,259 94	\$2,660,667 24

AVERAGE COST OF FUEL.	1879.	1880.
Coal, per Ton.....	\$5 62	\$7 03
Wood, per Cord	6 00	4 73

CARS.

Cars of all classes have received such repairs as were needed to keep them in proper working order.

The following additions were made during the year :

Central Pacific Railroad.

5 Caboose Cars.	1 Pile-driving Car.
2 Station Cars.	30 Dump Cars.

California Pacific Railroad.

1 Box Freight Car.

Southern Pacific Railroad of Arizona.

12 Second Class and Smoking Cars.	1 Derrick Car for Tools.
6 Postal Cars.	380 Platform Cars.
6 Baggage Cars.	6 Platform Cars, fitted up with tanks for water.
16 Caboose Cars.	81 Section Cars.
1 Derrick Car.	62 Hand Cars.
111 Box Freight Cars.	19 Sail Cars.

Southern Pacific of New Mexico.

18 Platform Cars all fitted up with tanks for water.

Since the last Report, 15 Central Pacific dump cars and 1 California Pacific caboose car were broken up; 1 California Pacific caboose car changed into a box freight car; water-tanks were taken from 13 platform cars and the cars put in other service.

The equipment owned and leased December 31st, 1880, was as follows :

Passenger Cars.....	178	Pay Car	1
Sleeping Cars.....	41	Caboose Cars.....	96
Mail and Express Cars....	26	Derrick Cars	8
Second-Class and Smoking		Derrick Cars for tools....	3
Cars	91	Station Cars.....	16
Baggage Cars.....	54	Tie Machine Car	1
Officer's Cars.....	4	Pile driving Cars	7
Box Freight Cars.....	2885	Dump Cars.....	122
Box Fruit Cars.....	31	Snow Plows.	9
Box Cars for Powder.....	2	Section Cars.....	395
Box Cars fitted up with		Hand Cars.....	397
tanks for oil.....	8	Track laying Cars	27
Platform Cars.....	2764	Sail Cars.....	43
Platform Cars fitted up with			
tanks for water.....	68		

COST OF MAINTENANCE.	1879.	1880.
Sleeping Cars	\$ 65,557 15	\$ 64,117 08
Passenger Cars	153,022 92	146,274 47
Baggage, Mail and Express Cars.....	38,422 27	42,220 48
Second-Class and Smoking Cars	85,287 63	16,206 17
Officer's Cars.....	7,102 07	9,660 45
Freight Cars	374,258 51	370,857 78
Miscellaneous Cars	5,562 51	7,391 48
Foreign Cars.....	10,911 37	12,159 97
Total	\$740,124 43	\$668,887 88

MILEAGE.	1879.	1880.
Sleeping Cars	1,874,589	2,060,339
Passenger Cars	5,171,175	5,857,166
Baggage, Mail and Express Cars.	4,034,875	4,040,676
Second-Class and Smoking Cars	2,032,999	2,202,023
Officer's Cars	102,953	128,474
Freight Cars	64,102,448	71,642,677
C. P. Cars on Foreign Roads	5,110,880	3,809,441
Foreign Cars.....	4,174,752	5,084,019
Total.....	86,604,671	94,824,815

FLOATING STOCK—FERRY STEAMERS.

The steamers in this fleet have been kept in first-class condition.

The Amador, Amelia, Capital and El Capitan had general repairs; the other steamers, such as were necessary.

The following tables show the cost of maintaining and operating, the number of miles run, together with the name, tonnage and description of engine of each steamer:

Ferry Steamers.

NAME.	TONNAGE.	NUMBER, KIND AND SIZE OF ENGINE.		
		No.	Kind.	Size of Cylinders in inches.
Alameda	813	1	Condensing beam	42 x 120
Amador	896	2	Non-condensing, lever	25 x 84
Amelia	386	1	Condensing beam	36 x 72
Capital	1,989	1	Condensing beam	65 x 144
El Capitan	982	1	Condensing beam	36 x 144
Oakland	1,672	1	Condensing beam	60 x 144
Solano	3,549	2	Condensing beam	60 x 132
Transit	1,566	1	Condensing beam	60 x 132
Thoroughfare	1,012	2	Non-condensing, lever	22 x 84

	1879.	1880.
Miles run	159,025	166,984

COST OF MAINTAINING AND OPERATING.	1879.	1880.
Repairs	91,406 59	103,285 76
Wages	112,738 24	135,591 62
Fuel	191,468 03	259,509 55
Stores	1,421 68	1,676 67
Water	10,021 34	10,231 95
Cabin Expense	1,331 02	1,303 47
Deck Expense	2,706 75	3,928 91
Total	411,093 65	515,527 93

RIVER STEAMERS AND BARGES.

This fleet consists of nine steamers and nine barges, all (with the exception of the steamer "Yosemite," which has been dismantled and laid up) in first-class order.

The following additions were made during the year :

Two new stern-wheel steamers, the "Modoc" and the "Apache," equipped with low pressure engines, hydraulic steering apparatus and all modern improvements, were built at the Company's ship yard, West Oakland, and put into service between San Francisco and Sacramento, (the former July 15th and the latter August 16th.)

A barge, the "Gen'l Garfield," of 1,000 tons carrying capacity, was constructed at the same place and put in the grain service on the Sacramento river.

The steamer "Red Bluff" and the barges "Suisun" and "Mt. Eden" being unfit for further service, were broken up.

The barge "Napa" was sold to go into the lighterage service in Wilmington harbor, leaving the fleet as follows :

Steamers.

NAME.	TONNAGE.	NUMBER, KIND AND SIZE OF ENGINE.		
		No.	Kind.	Size of Cylinders in inches.
Apache	468	2	Condensing.	22 x 96
Chin Du Wan....	181	2	Non-condensing.....	18 x 60
Dover.....	164	2	" "	14 x 60
Enterprise.....	246	2	" "	15 x 60
Flora	225	2	" "	14 x 60
Gov. Dana	300	2	" "	15½ x 60
Julia	520	2	" "	20 x 66
Modoc.....	468	2	Condensing	22 x 96
Yosemite.....	1272	1	Condensing Beam.....	57 x 120

Barges.

NAME.	TONNAGE.	NAME.	TONNAGE.
Ace of Spades	250	Jacinto	800
Aliso.....	400	Mono.....	400
Farmer	450	Moulton.....	400
Gen'l Garfield.....	1000	Yolo.....	800
Gov. Hayes	800		

HOSPITAL REPORT.

The following statistics showing the number of patients treated in the Company's Hospital at Sacramento since the year 1870 will be found of interest.

YEARS TERMINATING DEC. 31st.	Number admitted.	Office patients and those receiving Treatment at their Residence.	No. of cases of Accidents.	Discharged cured.	Discharged improved, but incurable.	DIED.	Percentage of Deaths.	Remaining under Treatment, Dec. 31st.
1870.	434	539	80	979	10	9	.92	25
1871.	438	915	140	1302	10	11	.81	30
1872.	512	1125	125	1561	15	25	1.57	36
1873.	370	966	175	1271	26	18	1.34	21
1874.	381	674	172	995	20	11	1.04	29
1875.	528	1250	108	1716	7	23	1.29	32
1876.	582	1340	164	1837	14	26	1.35	45
1877.	407	1520	136	1870	17	17	.88	23
1878.	446	1447	133	1841	13	10	.53	29
1879.	352	1867	116	2203	13	7	.31	25
1880.	453	1628	313	2032	17	17	.80	40

MAINTENANCE OF ROAD.

The road bed and track have during the year received proper care and such repairs as were necessary to keep them up to the usual high standard.

At the commencement of the year, the number of miles operated, including leased lines, was 2,349⁷⁵/₁₀₀.

There was added, by lease, at different times during the year, 295²⁰/₁₀₀ miles of main track, making a total of 2,644⁹⁵/₁₀₀ miles.

There was relaid with steel, during this period, on the

Central Pacific and Branches.....	96 ⁷³ / ₁₀₀ miles.
California Pacific	27 ²⁹ / ₁₀₀ "
Southern Pacific (Tulare Division).....	2 ⁴⁶ / ₁₀₀ "
Southern Pacific (Wilmington Division).....	1 ⁹⁰ / ₁₀₀ "
Northern Railway (San Pablo Division).....	⁷ / ₁₀₀ "

Making in all 1,519⁵²/₁₀₀ miles of main track laid with steel rails.

12⁴⁰/₁₀₀ miles of siding were added, giving a total length of 307⁹/₁₀₀ miles of side track.

In repairs during the year, 266,627 ties were used.

The Report of the Chief Engineer, on pages 43 and 44, gives full information regarding buildings, docks, wharves, &c.

Since my last report, the Carson and Colorado Narrow Gauge Railroad has been built and opened to traffic, extending 100 miles south-east from Mound House Junction, on the Virginia and Truckee Railroad.

There has been built during the year, by the Southern Pacific Railroad Company of Arizona and the Southern Pacific Railroad Company of New Mexico (under lease to the Central Pacific referred to previously), $295\frac{20}{100}$ miles.

There has also been added to the Southern Pacific of New Mexico, to June 30th, 1881, 78 miles, extending through to El Paso, Texas.

During the first six months of the current year, we have had the most encouraging signs of prosperity in all directions.

The approximate earnings to date of this Report, as compared with the same period of the preceding year, show an increase of fully \$2,400,000, which gives promise of the most satisfactory results for the year 1881.

Respectfully submitted,

A. N. TOWNE,

Gen'l Sup't.

GENERAL FREIGHT AGENT'S REPORT.

General Freight Agent's Report.

CENTRAL PACIFIC RAILROAD CO.,
GENERAL FREIGHT AGENT'S OFFICE,
SAN FRANCISCO, June 20th, 1881. }

A. N. Towne, Esq., General Superintendent:

SIR: With this I hand you tonnage, and movements of Freight Traffic, of this Company, and its leased lines; also tabulated statements showing details of business, for the year ending December 31st, 1880. Also, comparisons with the previous year.

Yours, respectfully,

J. C. STUBBS,

Gen'l Fr't Agt.

	Pounds—1879.	Pounds—1880.
Local Freight.....	2,541,742,460	2,862,221,310
Through Freight.....	439,368,170	558,438,280
Company's Freight.....	769,576,610	861,100,050
Total.....	3,750,687,240	4,281,759,640

Of the Local Freight, there were forwarded of grain from the agricultural districts to the general markets, 768,621,320 pounds, in 1879; and 855,413,430 pounds, in 1880, as follows:

	Pounds—1879.	Pounds—1880.
First Six Months.....	234,019,310	174,398,550
Last Six Months.....	534,602,010	681,015,880
Total.....	768,621,320	855,413,430
From which was earned.....	\$967,737 10	\$1,004,328 40

The exhibit for 1880, as compared with 1879, shows an increase of 12.61 per cent. in Local Freight, or 320,478,850 pounds, and an increase in tons hauled one mile of 29.51 per cent.

In Through Freight an increase of 27.10 per cent. or 119,070,110 pounds, and an increase of tons hauled one mile of 13.05 per cent.

Company's Freight hauled increased 11.89 per cent. or 91,523,440 pounds.

Exclusive of the grain to general markets, the Local Traffic shows an increase of 13.18 per cent. or 233,685,740 pounds.

There was an increase of 11.21 per cent. in tonnage, and 3.78 per cent. in earnings of the grain traffic of 1880, as compared with 1879.

Average length of haul in miles per ton was :

	1879.	1880.
Local Commercial Freight	161.5	185.7
Through Commercial Freight	882.2	820.5
Total	267.7	289.4
Company's Freight	131.2	162.8
Total	239.7	263.9

The number of tons hauled per mile operated, on a basis of 2,318.92 (average) miles in 1879, and 2,467.02 miles in 1880 (average), was ;

	1879.	1880.
Commercial Freight	642.78	693.28
Company's Freight	165.93	174.52
Total	808.71	867.80

The Freight Earnings per mile, on a basis of 2,318.92 miles (average) operated in 1879, compared with 2,467.02 miles (average) operated in 1880, was :

Year 1879	\$4,715.37
" 1880	\$5,373.22

ARTICLES.	Pounds. 1879.	Pounds. 1880.	Per cent Incr'se.	Per ct. Dec'se	ARTICLES.	Pounds* 1879.	Pounds. 1880.	Per cent Incr'se.	Per ct. Dec'se
Antimony . . .	17,013	124,140	623.81	Nuts	187,930	37,680	79.89
Barley & Grain	26,563,550	59,695,100	125.10	Ore	684,530	1,214,020	77.36
Beans	1,522,130	3,297,600	109.93	Ore, Silver..
Blankets	110,840	42,960	61.24	Oil	1,040,530	921,380	11.45
Butter	20,600	2,400	88.35	Oil, Coal . . .	235,700	603,100	155.87
Borax	144,360	476,940	230.38	Plants and B.	40,740	35,090	13.87
Can'd Fr'ts, &c	5,461,600	10,271,180	88.06	Potatoes . . .	1,104,800	606,340	36.97
Coffee	2,799,450	3,855,600	37.73	P'wd'r (Giant)	302,640	309,740	02.34
Chinese Mdse.	1,009,239	864,670	14.32	Quicksilver	1,155,580	1,398,000	20.98
Cigars	14,210	156,200	999.23	Raisins	1,008,020	790,630	20.12
Curios	255,900	999,700	290.66	Rice	860,070	184,530	78.54
Fruit (Green)	7,550,980	5,185,650	31.32	Silk	2,054,240	2,623,890	27.97
Fruit (Dried).	2,110,070	590,980	71.99	Silk w'm Eggs	161,590	139,510	13.65
Furs & Skins.	269,480	442,120	64.06	Salmon	9,581,620	15,095,900	57.67
Fans	375,810	287,520	23.49	Seal Skins } and Furs }	1,431,250	1,588,370	10.98
Glue	229,740	367,530	59.79	Sugar	2,647,170	5,839,310	101.32
Hops	2,517,150	1,559,470	38.04	Syrup	10,550	46,310	338.96
Honey	258,240	996,170	281.88	Seeds	205,340	112,780	45.07
Hides	5,315,680	4,343,170	18.21	Shells	624,250	1,212,220	94.19
Horses	85,000	72,500	14.70	Tea	20,139,810	23,472,990	11.63
Hats	15,640	32,960	110.74	Tobacco	149,880	31,400	79.05
Leather	1,825,530	1,542,950	15.48	Vegetables . .	1,632,300	2,184,560	29.85
Lumber	686,210	2,097,260	205.63	Whalebone . .	204,290	455,730	123.08
Mustard Seed	656,760	739,180	12.56	Wine & Br'ndy	7,799,460	10,759,870	37.96
Malt	21,880	969,110	4379.20	Wool	38,053,060	30,469,580	19.93
Machinery . . .	1,187,320	500,120	56.04	Woolen Goods	199,750	250,430	25.37
Matting	92,910	23,400	62.43	Whiskey	42,290	None.	all.
Mohair	70,370	66,050	06.13					

WESTWARD.

ARTICLES.	Pounds, 1879.	Pounds, 1880.	Per cent Incr'se.	Per ct. Dec'se	ARTICLES.	Pounds, 1879.	Pounds, 1880.	Per cent Incr'se	Perct. Dec'se
Agrie'l't'l Imp.	9,341,480	8,056,360	.....	13.75	Iron Safes....	919,040	493,160	.....	46.34
*Alcohol & Spirits	860,760	3,865,690	.....	40.59	Live Stock....	822,320	588,340	.....	28.45
Ale, P. B. & C.	5,358,030	4,113,670	.....	17.59	Lard.....	1,594,250	2,377,480	49.13	.....
Alkalies.....	335,690	529,180	57.40	.....	Lumber.....	2,000,610	708,680	.....	64.57
Alum.....	23,140	31,590	36.51	.....	Lard Oil.....	1,149,460	830,250	.....	27.77
Ammunition....	106,810	243,840	128.29	.....	Liquors. See				
Axes.....	476,560	394,740	.....	17.16	Bitters.....	6,224,880	6,987,030	12.24	.....
Axles.....	419,360	406,170	.....	3.14	Leather.....	498,330	797,580	60.02	.....
Butter.....	304,520	797,290	161.81	.....	Locomotives..	123,570	2,026,630	1540.07	.....
Boots & Shoes	2,586,380	3,164,120	22.31	.....	Lamps.....				
Bacon & Hams	1,205,440	6,619,320	.....	23.66	Lanterns, &c	776,520	510,100	.....	34.31
Baking & Y. P.	235,190	461,890	151.66	.....	Molasses.....	260,510	629,370	141.73	.....
Books.....	818,140	1,196,390	46.23	.....	Machinery....				
Bitters. See					Pumps, &c....	4,358,610	4,799,870	106.36	.....
Liquors.....	483,310	in Liquors	.....	.....	Musical Ins....	1,062,000	1,359,190	27.87	.....
Blue Vitriol..	639,790	67,080	.....	89.51	Marble.....	283,740	148,020	.....	47.53
Blackening and					Met'l (Yellow)	163,960	106,730	.....	34.86
Polish.....	206,040	265,810	.....	0.90	Metres.....	13,200	.....	.....	all.
Brick (Fire)...	7,650	100,590	1214.90	.....	Mouldings....	696,640	624,450	.....	10.16
Burial Cases..	253,900	204,100	.....	19.61	Meal, Corn }				
Bags and					and Oat. }	1,198,190	1,022,980	.....	14.62
Bagging.....	505,750	422,210	.....	16.52	Nails.....	6,925,700	7,191,620	3.84	.....
Batts and					Nuts.....	253,110	625,350	147.06	.....
Wadding.....	134,280	246,670	83.71	.....	Oil (Coal)....	17,613,510	23,471,050	33.22	.....
Beef & Pork...	144,010	159,030	10.41	.....	Oysters in sh'l	829,620	1,867,490	125.12	.....
Brushes.....	172,250	210,430	22.19	.....	Oil Cloth.....	707,140	522,920	.....	26.08
Butt'ns & Pins	159,010	229,520	44.34	.....	Paper.....	7,867,780	9,220,400	17.19	.....
Cheese.....	327,250	410,170	25.33	.....	Potatoes.....				
Candles.....	2,031,470	1,842,980	.....	39.20	Paint.....	276,660	361,480	30.65	.....
Carpets.....	2,077,850	1,855,560	.....	34.23	Plated Ware..	193,450	219,920	13.68	.....
Clothing.....	1,713,550	2,518,010	62.19	.....	Powder, Gun..	298,560	197,280	.....	33.92
Canned Goods	3,033,120	7,218,850	138.00	.....	Pumps.....	129,200	in Machin	ery.	.....
Clocks.....	386,070	420,070	8.81	.....	Printed mat'r	317,800	479,160	50.77	.....
Cordage.....	432,880	608,060	40.05	.....	Quicksilver,				
Carriages.....	1,581,650	812,690	.....	48.60	in flasks....	387,540	220,790	.....	43.03
Car Material..	254,930	in R. R. ma	terials.	.....	Rubber Goods	1,777,710	1,680,340	.....	6.60
Confection'ry	115,540	168,890	42.45	.....	Soap.....	681,100	573,780	.....	1.26
Copper.....	391,800	300,600	.....	23.28	Spi'ts (Cologne)	5,646,550	in Alcohol	.....	.....
Cranberries..	255,020	344,490	36.15	.....	Starch.....	725,730	1,434,870	97.71	.....
Crockery.....	532,950	449,040	.....	15.75	Sugar.....	4,553,470	5,874,540	29.01	.....
Chain.....	274,390	72,120	.....	37.27	Scales and B..	295,250	460,730	56.05	.....
Chair Stock...	214,210	205,290	.....	2.76	Seeds.....	185,310	307,950	66.18	.....
Cigars.....	495,310	551,610	11.41	.....	Sewing Mach..	1,472,490	1,141,790	.....	22.46
Coffee.....	658,360	256,360	.....	61.06	Ship Chand'y	192,210	232,780	21.11	.....
Cotton.....	141,290	251,390	78.03	.....	Shovels.....	689,010	471,830	.....	31.61
Cutlery.....	198,560	236,610	19.16	.....	Solder, &c....	9,650	99,340	929.43	.....
Dry Goods &					Springs.....	451,120	448,760	.....	0.52
Domestics....	19,841,870	20,015,120	27.27	.....	Staves and H.	1,889,710	1,764,630	.....	6.62
Dried Fruit..	853,150	1,971,330	129.72	.....	Steel.....	2,415,740	1,462,060	.....	39.47
Drugs.....	2,826,810	2,987,460	5.68	.....	Stoves.....				
Duck.....	600,690	in Dry	Goods.	.....	Ranges, &c..	1,064,360	1,679,670	57.81	.....
Eggs.....	749,720	970,310	29.42	.....	Syrup.....	1,250,910	4,087,220	226.74	.....
Earthenware	245,440	266,520	8.59	.....	Stamp'd Ware	208,150	244,040	.....	8.65
Engin's (St'm)	308,770	283,660	.....	8.13	Saddlery.....	349,670	428,870	71.65	.....
Fish.....	2,209,120	1,915,260	.....	13.32	Stone.....	446,830	105,040	.....	76.49
Furniture.....	3,742,660	4,081,910	9.06	.....	Shoes & Dies.	279,830	290,730	3.89	.....
Fruit (Green)	176,970	400,470	126.29	.....	Thread.....	144,490	247,400	71.22	.....
Furnishing					Tin.....	260,580	2,860,380	997.77	.....
Goods.....	231,980	414,920	77.91	.....	Twine.....	542,240	652,850	20.39	.....
Ginseng.....	403,240	368,070	.....	8.72	Toys.....	418,040	630,150	50.74	.....
Gas Fixtures.	127,860	146,140	14.29	.....	Tools.....	276,080	379,260	37.37	.....
Glycerine.....	441,060	439,490	.....	0.36	Tobacco.....	6,510,860	8,956,700	37.55	.....
Grain.....	20,100	none.	.....	all.	Wagons and				
Groceries.....	123,270	603,320	370.42	.....	materials....	6,730,910	8,114,990	22.04	.....
Glass.....	2,124,430	3,500,400	64.77	.....	Wire.....	2,179,690	2,057,100	.....	5.61
Hams. See					Wheels.....	244,810	in Wagons	& mater	ials.
Bacon.....	7,506,120	in Bacon	and Hams	.....	Woodenware	81,670	144,070	76.40	.....
Hardware.....	4,986,630	3,720,070	.....	25.40	Wine.....	332,780	230,240	.....	30.81
H. H. Goods..	915,360	1,132,420	14.96	.....	Wood in sh'pe	569,390	530,280	.....	5.62
Hats.....	1,157,680	1,459,220	26.05	.....	Windmills....	74,060	86,340	16.53	.....
Horseshoes...	752,530	567,680	.....	32.53	Woolen Goods	732,980	1,510,850	106.12	.....
Handles.....	768,540	595,750	.....	22.48	Wood Pulp...	141,670	117,670	.....	16.94
Iron.....	10,648,900	7,303,530	.....	31.41	Wheelbar'ws	162,600	195,750	20.38	.....
Iron Pipe....	1,341,540	2,258,610	68.36	.....	Zinc.....	78,840	34,480	.....	56.26

* See Cologne.

Articles not shown in 1879:

EASTWARD.		WESTWARD.	
ARTICLES.	Pounds, 1880.	ARTICLES.	Pounds, 1880.
Cement	183,240	Axle Grease	175,470
Chocolate	141,300	Billiard Tables and Fixtures ..	288,450
Coal and Coke	711,250	Corks	90,780
Copper	1,335,600	Extracts	96,320
Cotton	103,750	Fire Arms	251,130
Glycerine	172,750	Hops	83,580
Pelts	416,850	Oil (Crude)	1,570,830
Shingles	733,230	Oil (unspecified)	2,187,530
.....		Playing Cards	123,340
.....		R. R. Material, etc.	85,503,870

GEN'L PASSENGER AND TICKET AGENT'S
REPORT.

General Passenger and Ticket Agent's Report.

CENTRAL PACIFIC RAILROAD CO.,
PASSENGER AND TICKET DEPARTMENT,
SAN FRANCISCO, June 15, 1881. }

A. N. Towne, Esq., General Superintendent :

SIR : As instructed, I herewith hand you a general statement of the Number of Passengers passing over the Central Pacific Railroad and Leased Lines, from 1872 to 1880, inclusive ; also, tables of comparison, showing increase or decrease in travel east and west during the same period.

Very respectfully,

T. H. GOODMAN,

Gen'l Pass'r and Ticket Agent.

YEAR ENDING DEC. 31ST.		Eastward.	Westward.	Total, East & West.
1872.	*Through.....	21,645	34,040	55,685
	Local.....	265,247	267,901	533,148
	†Ferry.....	1,203,628	1,211,513	2,415,141
	Total.....	1,490,520	1,513,454	3,003,974
1873.	*Through.....	23,486	44,376	67,866
	Local.....	296,988	293,351	590,339
	†Ferry.....	1,310,327	1,311,649	2,621,976
	Total.....	1,630,801	1,649,370	3,280,171
1874.	*Through.....	24,782	55,509	80,291
	Local.....	269,733	274,425	544,158
	†Ferry.....	1,573,989	1,664,291	3,238,280
	Total.....	1,868,504	1,994,225	3,862,729
1875.	*Through.....	30,422	74,919	105,341
	Local.....	288,149	285,413	573,562
	†Ferry.....	1,935,661	2,147,750	4,083,411
	Total.....	2,254,232	2,508,082	4,762,314
1876.	*Through.....	37,855	60,565	98,420
	Local.....	352,753	338,529	691,282
	†Ferry.....	2,379,566	2,603,391	4,982,957
	Total.....	2,770,174	3,002,485	5,772,659
1877.	*Through.....	31,247	47,435	78,682
	Local.....	537,350	542,903	1,080,253
	†Ferry.....	2,690,527	2,971,094	5,661,621
	Total.....	3,259,124	3,561,432	6,820,556
1878.	*Through.....	25,938	37,556	63,494
	Local.....	572,106	588,986	1,161,092
	†Ferry.....	2,768,053	2,986,549	5,754,602
	Total.....	3,366,097	3,613,091	6,979,188
1879.	*Through.....	25,268	36,788	62,056
	Local.....	595,903	621,459	1,217,362
	†Ferry.....	2,697,090	2,365,799	5,062,889
	Total.....	3,318,261	3,524,046	6,842,307
1880.	*Through.....	30,367	34,280	64,647
	Local.....	674,024	698,756	1,372,780
	†Ferry.....	2,546,192	2,723,726	5,269,918
	Total.....	3,250,583	3,456,762	6,707,345

* Through or overland travel between termini—San Francisco and Ogden.

† Ferry travel between San Francisco, Oakland, Alameda, Berkeley, etc.

CHIEF ENGINEER'S REPORT.

Chief Engineer's Report.

CENTRAL PACIFIC RAILROAD,
CHIEF ENGINEER'S OFFICE,
SAN FRANCISCO, June 30th, 1881. }

Hon. Leland Stanford, President :

The work of repairs and renewals incident to your extended system of roads for the year 1880 has varied so little in its general characteristics from that of previous years, that any detailed account of it would be largely a recapitulation of former reports. The same careful supervision as heretofore has been maintained by those directly in charge of the work, and your road at the close of the year was in a better condition than at any previous period of its history.

Much new work has been done in the construction of station buildings, section houses, and water stations, which it is not necessary to enumerate in detail.

But little damage from fire or flood was sustained during the year.

The greater part of the embankment, and rock protection for the same, for new terminal passenger depot at Oakland, was completed before the commencement of the rainy season. The buildings to be erected thereon this season will be ready for use before winter, when all the passenger business of your road centering in Oakland will be transferred to this point. This will leave the present wharf wholly available for commercial business, for which purpose it can be maintained at but little expense for a number of years, or until the improvement of the San Antonio Estuary (now in active progress) is so far completed as to render practicable the construction and use of slips and wharves for ships of the largest class in Oakland harbor.

All renewals of track have been made with steel rail, and a general improvement in its condition is noted.

For details of work in this department, you are respectfully referred to the report of the General Superintendent.

The following table shows the length of the Central Pacific Railroad main line and branches, operated December 31st, 1880 :

MAIN LINE.		Miles.
San Francisco to Ogden.....		883.23
BRANCHES.		
<i>Oregon Branch—</i>		
Roseville to Redding.....	151.60	
<i>Visalia Branch—</i>		
Lathrop to Goshen.....	146.30	
Less So. Pac. R. R. to Junction....	.22	
	<hr/>	146.08
<i>Oakland and Alameda Branches—</i>		
Oakland Wharf to East Oakland.....	5.67	
Oakland Point to Masticks.....	3.82	
Alameda Wharf to Melrose.....	5.19	
Fruit Vale connection.....	2.01	
<i>San Jose Branch—</i>		
Niles to San Jose.....	17.54	331.91
	<hr/>	<hr/>
Total.....		1,215.14
Length of Sidings, Dec. 31st, 1879....	194.33	
Sidings constructed in 1880.....	5.53	
Sidings removed in 1880.....	1.74	
Increase in Sidings.....	<hr/>	3.79
Total Sidings, Dec. 31st, 1880.....	<hr/>	198.12
	<hr/>	<hr/>
Total length of all tracks, Dec. 31st, 1880....		1,413.26

S. S. MONTAGUE, *Chief Engineer.*

LAND AGENT'S REPORT.

Land Agent's Report.

LAND DEPARTMENT, CENTRAL PACIFIC R. R. CO.,
SAN FRANCISCO, CALIFORNIA, Aug. 1, 1881.

Hon. Leland Stanford, President:

SIR:—In former reports I have shown that :

	ACRES.
The land grant from the United States Government to the Central Pacific Railroad Company of 12,800 acres per mile, for 742 miles, is.....	9,497,600
Deduct for lands previously granted and reserved, say	1,500,000
Leaves	7,997,600
The land grant to the California and Oregon Railroad of 12,800 acres per mile, for 291 miles, is.....	3,724,800
Total	11,722,400

The grant to the C. and O. R. R. Co. provides that where lands are lost to the Company by reason of previous grants or reservations, they can be made good from an indemnity grant of ten miles wide on either side of the twenty mile limit, which insures to the Railroad Company the full amount of land granted. The value of these lands, at the Government minimum price for adjoining lands, \$2.50 per acre, would be . . \$29,306,000

A large portion of this is the choicest agricultural and timber lands in the country, and will sell for a much greater price.

The policy of the Company and of the Trustees under the Land Trust Mortgage has been to sell the farming lands at low prices, and on easy terms of payment to actual settlers, believing the best

interests of the Company and the Bondholders are promoted by selling in limited quantities to those who will cultivate the soil, and who will own the land they cultivate. By this means an industrious agricultural population is invited, whose improvements and the product of whose labor tend to enhance the value of the unsold lands.

Most of the lands that have been sold were purchased for gold, on a credit of five years; a payment of twenty per cent. being made at the time of purchase, the remainder to be paid at the end of the term, with annual interest, payable in advance, on all sums remaining due.

No sales have been made during the past year except for gold.

There were sold prior to October 1st, 1870, $127,637\frac{5}{100}$ acres, for \$295,065.50, averaging \$2.31 per acre; and up to December 31st, 1880, there has been sold the timber on $12,890\frac{4}{100}$ acres of land reserved by the Government for mineral, for \$25,598.60; and there has also been received for stumpage \$24,365.45.

Of the lands in the California and Oregon R. R. grant, there were sold, prior to the consolidation of that company with the Central Pacific R. R. Company, $9,760\frac{8}{100}$ acres, for \$18,443.36.

There remained due and unpaid, December 31, 1880, on lands sold prior to October 1, 1870, \$3,725.93 coin, and \$80.00 currency.

Since the execution of the Land Trust mortgage, October 1, 1870, there have been sold to December 31, 1880, $639,962\frac{91}{100}$ acres of land, for \$4,116,259.74, being an average of $\$6.43\frac{7}{100}$ per acre—as follows: From October 1, 1870, to December 31, 1872, $122,765\frac{9}{100}$ acres, for \$484,227.97, averaging \$3.94½ per acre; from December 31, 1872, to December 31, 1873, there were sold $58,733\frac{80}{100}$ acres, for \$410,314.92, being an average of \$7.00 per acre; from December 31, 1873, to December 31, 1874, there were sold $63,846\frac{90}{100}$ acres, for \$388,824.26, being an average of \$6.09 per acre; from December 31, 1874, to December 31, 1875, there were sold $29,254\frac{76}{100}$ acres, for \$163,725.27, averaging about \$5.60 per acre (this includes 160 acres of granite quarry donated to the State); from December 31, 1875, to December 31, 1876, there were sold $36,503\frac{68}{100}$ acres, for \$275,400.75, averaging about \$7.54 per acre; from December 31, 1876, to December 31, 1877, there were sold $92,647\frac{35}{100}$ acres, for \$1,203,870.14, averaging about \$12.99¼ per acre; from December 31, 1877, to December 31, 1878, there were sold $78,100\frac{13}{100}$ acres, for \$643,776.71, averaging about $\$8.24\frac{3}{8}$ per acre; from December 31, 1878, to December 31, 1879, there were sold $43,258\frac{97}{100}$ acres, for \$201,716.25, averaging about $\$4.66\frac{1}{2}$ per acre; and from

December 31, 1879, to December 31, 1880, there were sold 114,852³⁴/₁₀₀ acres, averaging about \$2.99⁸⁷/₁₀₀.

From the date of the Land Trust Mortgage, October 1st, 1870, to December 31, 1880, there have been reconveyed to the Company by purchasers who had purchased land on credit, and who were unable or unwilling to make their final payment of purchase and interest, 3,120 acres of land, upon which there remained due and unpaid \$16,392.00; therefore, the accounts outstanding are reduced by this amount, while the lands on hand to be sold are increased by the number of acres returned.

There were also received from December 31, 1875, to December 31, 1880, \$625.00 from leases of railroad lands, and \$10,938.13 from stumpage of railroad trust lands.

There has been paid to the Trustees under the Land Trust Mortgage, up to December 31, 1880, the sum of \$3,212,074.53 coin and currency; deducting \$925²⁴/₁₀₀ discount on currency, leaves a total of \$3,211,149.29.

There remained due and unpaid December 31, 1880, on the lands sold since October 1, 1870, \$1,733,617.74 in coin.

It will be seen from the above statement, that as population increases, the value of the Company's lands is gradually advancing. Lands which in 1870, at the time of their conveyance to the Trustees under the Land Trust Mortgage, were considered worth from \$5 to \$7 per acre, now readily sell for \$10 and \$12 per acre; and lands which at that date were considered by intending purchasers as too remote from settlements, are now sold without difficulty.

Some of the lands on the east side of the Sacramento River, in Tehama and Shasta counties, covered by beds of lava, have heretofore had but little value. They were, however, used by the owners of sheep, as they produced a certain amount of the earliest grasses. As sheep are increasing in the State, ranges are becoming more difficult to be obtained, and this class of lands is now finding sale at about \$1.25 per acre.

It has been found that the lands of the "foot hills"—that is, the lands lying at the base of the Sierra Nevada, and extending an average of twenty miles from the valley up to an elevation of twenty-five hundred feet,—have a climate warmer than the valley at the same latitude, and a rainfall in excess of that of the valley, increasing about one inch annually with each one hundred feet elevation. This is the explanation of the successful cultivation and prolific yield of orchards, vineyards and berries in this part of the State.

The warmer climate of this region also explains the successful cultivation of oranges, lemons and other semi-tropical fruits, wherever they have been planted on these lands.

It was in this section of the State that placer gold was originally discovered. In an early day it was filled with a population of miners and prospectors, who, in a few years, extracted the gold from the bars and benches of the rivers, when the greater part of this population left for other "diggings." During this period but few efforts were made in the cultivation of this region. Wherever attempted, it was found that all the farm crops of temperate and semi-tropical climates thrived and produced abundantly. The climate was found to be genial and promotive of health, especially to persons inclined to bronchitis and weakness of the lungs. The policy of Congress was to prevent the survey of these foot-hill lands, and to leave them open to exploration by miners. After survey, the Land Department at Washington, in an excess of caution, reserved them, by proclamation, as mineral land, and created so many expensive restrictions to the farmer seeking title, that few settlers sought this section of the State. The attention of Hon. J. A. Williamson, while Commissioner of the General Land Office, having been called to the fact that the sweeping mineral reservation of his predecessor was retarding the prosperity of the coast and preventing the settlement of that large portion of its area best fitted, by climate and soil, to the growth of vines, orchards, and small fruits, he made an extended tour through this region and a personal examination of many farms and valuable orchards, to which—by reason of this mineral reservation—the occupants were prevented from obtaining title from the Government.

As the result of his examination, he became satisfied that the policy of the Government should be changed, and that this region, embracing more than a million acres, should be thrown open to settlement as public lands of the United States. Upon his return to Washington, and after a report to the Hon. Secretary of Interior, an order was made revoking the original order and restoring these lands to the class of agricultural lands. The effect of this revocation is to relieve the agricultural settler from proving a negative, and from showing by testimony that his farm is not mineral. The burden of proof will hereafter be upon the mineral claimant, to show that the land contains sufficient mineral to make it more profitable to be worked as a mine than for agricultural purposes. This action by the U. S. Land Department is exerting a beneficial influence in the settlement of one of the finest portions of the State. As the even numbered sections within railroad limits in this region are

taken by settlement from the Government, a demand will be created for the adjoining odd numbered sections belonging to the railroad.

An earnest effort has been made to induce the present Commissioner of the General Land Office to again restore the former condition of things in the foot hills and mountains of California—to reserve the lands for prospectors for mines, and to discourage their use for orchards, vineyards, farms and homes—but in an elaborate opinion rendered during the last month, he reaffirms the policy of Commissioner Williamson and Secretary of Interior Schurz, compels the miner to furnish the proof as to the mineral character of the land he may claim, and thereby dedicates to settlement and cultivation many million acres of land in California.

The order of the Board of Directors, by which, after March 25, 1880, interest on lands thereafter sold was fixed at seven per cent. per annum, gives general satisfaction.

The principal sales during the past year have been in Tehama, Butte, Placer and Shasta counties, where largely increased areas have been planted in wheat. This section of the State is rapidly filling up with an agricultural population, and the remaining unsold lands of the Company in these counties will soon find ready purchasers.

The so-called desert lands along the Humboldt river, in Nevada, are being rapidly occupied by settlers. They are found to be very productive when water from the river or from artesian wells is brought to them. In the vicinity of Battle Mountain, there are nineteen artesian wells yielding large supplies of water. The farming and grazing lands on the Truckee and Humboldt rivers are now graded and in market, and quite extensive sales of them are making.

I again desire to call attention to the fact that as the State fills up with population and experiments are made, it is found that lands once considered as fit only for grazing, are really valuable for grain and orchards. Ten years since only prairie lands were ploughed for wheat and barley; now the low foot-hills bordering the plains are found equally productive.

It will be but a few years when all the lands of the Sierra, below an elevation of 3,000 feet, and within reach of transportation by rail, will be filled with homes and planted in grain and fruits. The lands of the Central Pacific Railroad Company may be regarded as among its most valuable assets.

Respectfully,

B. B. REDDING,

Land Agent.

TRUSTEES' REPORT.

Trustees' Report.

Report of the Trustees under Land Grant Mortgage of the Central Pacific Railroad Company.

SAN FRANCISCO, July 1st, 1881.

Hon. Leland Stanford,

President Central Pacific Railroad Company:

SIR: Our report of July 1st, 1880, showed a balance of cash on hand of \$224,164.59; we received from the Land Department of the Company \$201,580.34 during the six months ending December 31st, 1880, the end of the fiscal year of your Company; and we will also state that during the last six months, ending June 30th, 1881, we have received \$310,923.90, making a total of \$736,668.83; and have redeemed 371 Bonds during the year, at a cost of \$399,667.82, leaving cash on hand, July 1st, 1881, \$337,001.01.

S. W. SANDERSON, } *Trustees.*
J. O'B. GUNN, }

Officers of the Central Pacific Railroad.

DIRECTORS:

LELAND STANFORD,	E. W. HOPKINS,
E. H. MILLER, JR.,	W. V. HUNTINGTON.
CHARLES CROCKER,	C. F. CROCKER.

OF SAN FRANCISCO, CAL.

C. P. HUNTINGTON,

OF NEW YORK CITY.

<i>President</i>	LELAND STANFORD, San Francisco, Cal.
<i>Vice-Pres't & Gen'l Ag't</i> , C. P.	HUNTINGTON, 9 Nassau St. N. Y. City.
<i>Second Vice-President</i>	CHARLES CROCKER, San Francisco, Cal.
<i>Treasurer</i>	E. W. HOPKINS, San Francisco, Cal.
<i>Secretary</i>	E. H. MILLER, JR., San Francisco, Cal.
<i>Land Agent</i>	B. B. RIDDING, San Francisco, Cal.
<i>General Superintendent</i>	A. N. TOWNE, San Francisco, Cal.
<i>Assistant General Superintendent</i>	J. A. FILLMORE, San Francisco, Cal.
<i>Master of Transportation</i>	E. M. RAILTON, San Francisco, Cal.
<i>Division Superintendent</i>	A. D. WILDER, Oakland, Cal.
" ".....	R. H. PRATT, Sacramento, Cal.
" ".....	FRANK FREE, Wadsworth, Nev.
" ".....	G. W. CODDINGTON, Carlin, Nev.
" ".....	A. G. FELL, Ogden, Utah.
" ".....	A. A. BEAN, Tucson, Arizona Terr.
" ".....	of River Steamers...W. H. MOOR, San Francisco, Cal.
<i>Attorneys</i>	{ S. W. SANDERSON, San Francisco, Cal.
	{ ROBT. ROBINSON, San Francisco, Cal.
<i>Chief Engineer</i>	S. S. MONTAGUE, San Francisco, Cal.
<i>Supt. of Truck</i>	W. G. CURTIS, San Francisco, Cal.
<i>General Passenger Agent</i>	T. H. GOODMAN, San Francisco, Cal.
<i>General Freight Agent</i>	J. C. STUBBS, San Francisco, Cal.
<i>General Auditor</i>	WILLIAM H. PORTER, San Francisco, Cal.
<i>Auditor of Freight</i>	C. J. WILDER, San Francisco, Cal.
<i>Auditor of Passengers</i>	A. D. W. McCULLOUGH, San Francisco, Cal.
<i>Auditor of Motive Power and Machinery</i>	C. A. GROW, San Francisco, Cal.
<i>Master of Machinery</i>	A. J. STEVENS, Sacramento, Cal.
<i>Master of Car Repairs</i>	BENJAMIN WELCH, Sacramento, Cal.
<i>Superintendent of Bridges</i>	ARTHUR BROWN, Oakland, Cal.
<i>Local Purchasing Agent</i>	J. R. WATSON, Sacramento, Cal.