REPORT

ON THE

PHYSICAL CHARACTERISTICS OF THE RAILROADS IN THE UNITED STATES,

INCLUDING THE HISTORY OF THEIR CONSTRUCTION, BY YEARS, UP TO JUNE 30, 1880.

This report exhibits, in a condensed form, the results obtained by extracting from the detail tables the aggregates of the following characteristics, by geographical groups and for the whole system, viz:

First. The history of construction, which gives the number of miles of road built during each year and decade, from the date of the construction of the first mile of road to June 30, 1880.

Second. The statement of mileage, which exhibits the miles of road and track owned and operated; the miles of road and track operated under lease, etc., such as owned by other corporations; the miles of road and track owned, but operated by other corporations under lease, etc.; the aggregate miles of finished road and track owned; the aggregate miles of road and track operated; and the miles of unfinished roads, such as are partially constructed, including those abandoned, those upon which work has been temporarily suspended, and those in process of construction; further, the miles projected only, or upon which no work of construction has as yet been done.

Third. The statistics relating to grades and curves, which exhibit the terminal points of either the divisions, sections, or branches of the respective roads, together with the distances from and to; also a full description of the alignments, including the length of tangents and the number of curves, with their aggregate length in miles; also the sum of total curvatures by degrees; further, a complete description of the profiles, including ascending and descending grades by numbers and sum in feet, their aggregate length, and maximum grade per mile.

Fourth. The roadway and track. These tables exhibit the different widths of gauges; the kind of rails in present track, whether steel or iron, by miles of track laid, and weight in pounds per yard; also the years in which steel rails were first laid by the different corporations, with the average cost delivered, the lowest price paid in any year, and the lowest prices paid to date of report. The iron rails are given with the highest and the lowest prices paid, with the years wherein so paid, and also the prices near date of report. The average period of durability for both steel and iron rails is also given.

There is also given a full description of the kinds of wood used for cross-ties and fence posts, the number laid, average cost per piece, average term of durability, and the kinds of wood preferred for either use.

REMARKS.

The summaries prepared for the purpose of exhibiting the aggregates for the whole system of railroads in the United States are made up from the four classes of tables before described, and include the aggregates of the six geographical groups in which the reports of all railroad corporations existing in the United States have been arranged. Every corporation owning finished roads existing June 30, 1880, together with its entire mileage, is included in the tables. All corporations known to this bureau as having been formed as railroad companies, and which either owned or operated roads or had the building of such in prospect, whether under construction or only surveyed lines, were asked for the information required by section 17 of the act of Congress entitled "An act to provide for taking the tenth and subsequent censuses", approved March 3, 1879, and nearly all have given the required information or given the reason for not complying.

[*EXTRACTS FROM CIRCULAR LETTER (FORM 7-765).*]

The making of returns upon this schedule (7-352) by the officers of railroad companies is altogether voluntary; yet the Superintendent of Census hopes to be able to obtain complete and satisfactory statistics through this medium. He relies solely upon the professional pride and patriotic sentiment of the railroad officers of the United States for the facts necessary to enable him accurately to describe the vast system of railroads which their enterprise and skill have built up and developed beyond anything of its kind upon the face of the globe.

The value of the information sought is apparent. Considered entirely apart from other subjects, it is valuable, and cannot fail to be exceedingly interesting to every man connected with the engineer (or road) department of a railroad and to the entire engineer profession. Considered in connection with the information obtained respecting the traffic operations of railroads, especially that which appertains to earnings, motive-power expenses, maintenance expenses, and the like, its value is greatly increased. Indeed, it may be said that the other mentioned statistics begin to have real value only when considered in connection with information respecting the physical characteristics of the road or roads making such earnings or incurring such expenses.

It is believed that the greater portion of the information asked for upon this schedule may, in most cases, be prepared without serious difficulty. Where the records of a company have been lost, as in the case of a road that has many times changed hands, or as in the case of a company whose offices and books have been destroyed by fire, a full report will not be expected.

The history of construction (page 5) is especially desired. In cases such as have just been mentioned, that is, in which the records have been lost, the officers of such companies and roads are requested to obtain and supply this information in the best form possible. The recollection of officers and employés long in the service of a road may be used as a basis in making up this statement, if more reliable data be not accessible.

The statement of mileage for date of June 30, 1880 (pages 6 and 7), may, of course, be made up with absolute accuracy from the books of each company. Officers preparing this statement are, however, requested to be very careful to describe separately, *under the proper heads*, such portions of road as are both owned and operated by the corporation in the name of which the report shall be prepared, such portions as are operated but not owned, and such portions as are owned but not operated. Care should also be taken to give the correct names (corporate titles) of the corporations *of* which, or *to* which, any portions of road are leased.

Full statistics relating to the curves and grades (pages 8 and 9) of each road in the United States would be invaluable, and companies that have preserved their engineer's field-notes, or that have prepared accurate maps and profiles of their respective roads, will be able to give this information complete in every detail. But in the case of a road of which the field-notes have not been preserved, or of which maps and profiles have not been prepared, but concerning which some portions of this information may be given, the Superintendent desires to say that the columns headed "total curvature", "sum of ascents," and "sum of descents" are considered by far the most valuable portions of the statement on these two pages. He will therefore hold himself very greatly obliged to officers making up this statement if they will fill at least those three columns for each division, section, and branch of their respective roads, if the data therefor be procurable without very great difficulty.

The lists of elevations (pages 10 and 11) furnished by railroad officers will be used, with like information derived from various sources, in the construction of an hypsometric map of the United States, which will be issued in connection with the forthcoming census report. The remaining portions of this schedule are designed for the collection of information of miscellaneous character.

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The Superintendent ventures to express the hope that every officer who may receive a copy of this circular will at least acknowledge the receipt of the same, and state whether or not a return upon the schedule may be expected. If a return will be made, please state approximately the date when the same will be forwarded.

* * * * * * *

Very respectfully,

FRANCIS A. WALKER,
Superintendent of Census.

[7-351.]

DEPARTMENT OF THE INTERIOR,
CENSUS OFFICE,
Washington, D. C., May 15, 1880.

——— ———:

DEAR SIR: The act of March 3, 1879, makes it the duty of the Superintendent of Census to obtain certain statistics relating to every railroad in the United States on the 1st of June, 1880.

In compliance with the requirements of the act, a schedule of interrogatories [7-034] has already been issued and sent to the president of each such company, or the receiver or lessee thereof.

It is felt, however, that great additional value might be given to the information thus to be obtained if certain engineering and other statistics could also be secured.

In this view the inclosed form has been prepared. It is believed that the facts asked for could be given without undue trouble. Will you not, therefore, cause the same, with this letter, to be placed in the hands of the officer of your company in charge of the department containing the information desired, with a request that he will make returns thereupon to this office at his earliest opportunity?

The resistance to the movement of trains, and the wear and tear of rolling-stock and rails, caused by grades and curves, are important factors entering into all questions pertaining to the operation and maintenance of railroads. Statistics bearing upon these subjects will, no doubt, be of especial interest to engineers, roadmasters, and others whose duties have relation to the construction, maintenance, and operation of railroads. The Superintendent of Census will therefore take pleasure in sending a copy of the publication hereafter to be made of such compiled statistics to each engineer or other person who will accompany his return with his name and post-office address. A copy will also be sent to the central office of each railroad company from which such returns shall have been received.

Returns showing the profile and alignment of road not built, but surveyed and definitely located, will be considered of great value, as will also any information or statistics peculiar to your road not asked for in the accompanying schedule.

I inclose two envelopes, addressed to the Superintendent of Census, one for the acknowledgment of this communication upon the appended blank form, the other for the transmission of the completed schedule.

Very respectfully,

FRANCIS A. WALKER,
Superintendent of Census.

There are only a few which omitted to answer. Among these latter may have been some which, although willing, were in doubt as to how to report, being undecided as to whether to construct or abandon their projects. Again there were some whose records had been destroyed by fire or other accident and could not furnish complete data. Such, therefore, as may have had projects in view, but for certain reasons omitted to report, are not included in the census tables.

The history of construction, statement of mileage, and the description of road-bed and track include full reports from every railroad corporation or lessee, trustee, and receiver known to have been in existence in the census year. Regarding the statistics of grades and curves, etc., this is not the case, the omissions being either attributable to willful neglect or to the impracticability on the part of some roads of furnishing any data, their files having been lost or destroyed.

Of the 1,174 companies owning finished roads, all have made full reports for the first three classes of tables, and 514 for statistics of grades, curves, etc.

HISTORY OF CONSTRUCTION.

According to the reports received by the Census Office from the different railroad corporations, as exhibited by the detail tables, construction of steam railroads in the United States was commenced during the year 1830, at the end of which year 39.80 miles had been completed.

There are four corporations which report this mileage: the Baltimore and Ohio, with 15 miles in the state of Maryland; the Schuylkill Valley Navigation and Railroad Company, with 11 miles, the Mill Creek and Mine Hill, with 3.80 miles, both in the state of Pennsylvania; and the South Carolina, with 10 miles in South Carolina. The first three are included in Group II, and the latter in Group III. Besides these four there may be several others which had commenced construction in 1830, but, having no part of their roads actually completed therein, reported the miles completed in the succeeding years.

In the New England states (Group I) construction was commenced in 1834; in the middle states (Group II) in 1830; in the southern states (Group III) also in 1830; in the central western states (Group IV) in 1842; in Louisiana, Arkansas, etc. (Group V), in 1838; and in the western trans-Mississippi states and the territories (Group VI) in 1856.

Since the completion of the 39.80 miles in 1830 the average increase per year up to December 31, 1880, has been 1,733.16 miles, making a total increase in the forty-nine years (to December 31, 1879) of 84,924.85 miles, which is over 2,123-fold the mileage of 1830. During the first decade 2,264.67 miles, or 2.6 per cent. of the aggregate of December 31, 1879, were built; 5,045.77, or 5.7 per cent., during the second decade; 20,109.63, or 22.9 per cent., during the third; 16,090.36, or 18.3 per cent., during the fourth; and 41,454.22, or 50.5 per cent., during the fifth and last decade. In the six months ending June 30, 1880, further, 2,836.77 miles were built, making the aggregate of completed roads 87,801.42 miles.

TABLE A.—EXHIBIT OF THE NUMBER OF MILES OF RAILROADS BUILT AND COMPLETED IN EACH YEAR FROM THE COMMENCEMENT OF RAILROAD CONSTRUCTION IN THE UNITED STATES, IN 1830, TO DECEMBER 31, 1879, AND ALSO IN THE SIX MONTHS ENDING JUNE 30, 1880.

Year.	GEOGRAPHICAL GROUPS.												Aggregate for the United States.	
	I. Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, and Connecticut.		II. New York, Pennsylvania, Ohio, Michigan, Indiana, Maryland, Delaware, New Jersey, and District of Columbia.		III. Virginia, West Virginia, Kentucky, Tennessee, Mississippi, Alabama, Georgia, Florida, North Carolina, and South Carolina.		IV. Illinois, Iowa, Wisconsin, Missouri, and Minnesota.		V. Louisiana, Arkansas, and Indian territory.		VI. Dakota, New Mexico, Wyoming, Montana, Idaho, Utah, Arizona, and Washington territories, and Nebraska, Kansas, Texas, Colorado, California Nevada, and Oregon.			
	Miles built.	Total miles on December 31, each year.	Miles built.	Total miles on December 31, each year.	Miles built.	Total miles on December 31, each year.	Miles built.	Total miles on December 31, each year.	Miles built.	Total miles on December 31, each year.	Miles built.	Total miles on December 31, each year.	Miles built.	Total miles on December 31, each year.
1830			29.80	29.80	10.00	10.00							39.80	39.80
1831			98.70	128.50		10.00							98.70	138.50
1832			107.62	236.12	83.68	93.68							191.30	329.80
1833			13.59	249.71	102.32	196.00							115.91	445.71
1834	31.60	31.60	182.32	432.03		196.00							213.92	659.63
1835	66.55	98.15	71.27	503.30		196.00							137.82	797.45
1836	46.07	144 22	202.01	705.31	32.00	228.00							280.08	1,077.53
1837	56.15	200.37	232.48	937.79	59.75	287.75							348.38	1,425.91
1838	50.76	251.13	243.31	1,181.10	138.06	425.81			20.75	20.75			452.88	1,878.79
1839	105.55	356.68	218.79	1,399.89	61.54	487.35				20.75			385.88	2,264.67
1840	156.66	513.34	83.87	1,483.76	249.98	737.33				20.75			490.51	2,755.18
1841	99.97	613.31	244.02	1,727.78	261.89	999.22				20.75			605.88	3,361.06
1842	180.16	793.47	204.79	1,932.57	40.00	1,039.22	54.00	54.00	25.73	46.48			504.68	3,865.74
1843	20.93	814.40	47.88	1,980.45	219.00	1,258.22		54.00		46.48			287.81	4,153.55
1844	42.16	856.56	108.30	2,088.75	29.50	1,287.72		54.00		46.48			179.96	4,333.51

The latter group, only commencing construction in the third decade by building one-half of one per cent. of all the mileage constructed in these ten years (see Table B), built in the fourth decade near 21 per cent. of the national aggregate constructed, and near 24 per cent. in the fifth decade, and during the first six months in 1880 it built near 62 per cent. of all mileage therein constructed.

This section of country, which had not one mile of road previous to 1856, when already the others aggregated 20,000 miles, was found at the end of 1879 to hold fourth rank, and on June 30, 1880, the third. In the short space of time, say twenty-five years, this section advanced from 48.19 miles in 1856 to 15,222.43 in 1880.

It is evident that the great increase in the mileage in the United States during the last decade, and also in the one previous, is mainly due to the great mileage constructed in the territory included in Group VI.

Although the building of roads in Groups II and IV, the middle and the central western states, from 1870 to 1879 has been proportionately greater than in their previous years, and a little above the volume built in Group VI, it will still strike the observer, when the differences existing in population and productions between this and the other sections are considered, that the proportionate increase in Group VI far exceeds that in the others. This excess continues, not only in the exhibit of building during the first six months in 1880, but also by the mileage projected and partly under construction, as shown by the following table:

TABLE D.—A COMPARATIVE EXHIBIT OF THE MILES OF RAILROAD PROJECTED BY CORPORATIONS IN THE UNITED STATES, BY GROUPS AND FOR THE WHOLE COUNTRY, ON JUNE 30, 1880.

Groups.	RAILROADS PROJECTED.							STATE OF PROJECTS.				Per cent. in process of construction.
	Extensions.		New roads.		Aggregate.			Partially constructed.			Work not commenced.	
	Number of companies.	Miles.	Number of companies.	Miles.	Number of companies.	Miles.	Per cent.	In process of construction.	Temporarily suspended.	Abandoned.		
The United States	226	30,484.01	338	16,578.73	564	47,062.74	100.0	9,416.02	2,264.36	88.50	35,293.86	100.0
I	12	318.56	9	256.67	21	575.23	1.2	229.80	15.52	.....	329.91	2.4
II	89	8,971.44	196	3,668.54	285	12,639.98	26.9	1,851.41	996.44	55.50	9,736.63	19.7
III	42	3,406.72	39	3,357.24	81	6,763.96	14.4	1,317.05	817.56	.....	4,629.35	14.0
IV	31	3,824.82	51	3,556.98	82	7,381.80	15.7	2,014.81	384.77	33.00	4,949.22	21.4
V	8	2,511.25	10	1,150.20	18	3,661.45	7.8	433.20	12.00	.....	3,216.25	4.6
VI	44	11,451.22	33	4,589.10	77	16,040.32	34.0	3,569.75	38.07	.....	12,432.50	37.9

It should be distinctly stated that the term "projected", as applied to railroads in this country, differs very widely in significance from its use in European countries generally. In the United States railroad projects are not only adopted with great facility, but are dropped with equal facility. There is frequently no pecuniary responsibility attached to the most gigantic scheme of railroad construction or extension. Companies are chartered, issue prospectuses, and begin surveys upon the smallest possible actual subscription for initial expenses. Notwithstanding this, projected railroads at any given date are not without significance in connection with the development of the railroad system.

TABLE E.—SUMMARY OF COMPLETED MILEAGE OF RAILROADS IN THE UNITED STATES, JUNE 30, 1880.

Description.	FINISHED ROAD.			
	Miles of main lines.	Miles of second (or double) track.	Miles of third and fourth track and siding.	Total track.
Owned and operated	61,993.60	3,573.46	11,509.05	77,076.11
Owned and leased to others	25,807.82	988.45	4,197.53	30,993.80
Total owned	87,801.42	4,561.91	15,706.58	108,069.91
Operated by owners	61,993.60	3,573.46	11,509.05	77,076.11
Operated by lessees	25,308.04	986.31	4,114.49	30,408.84
Total operated by railroad companies in the United States	87,069.46	4,559.77	15,619.29	107,248.52
Operations suspended by railroad companies in the United States	232.18	.....	4.25	236.43
Operated by corporations in Canada and private coal companies, etc., in the United States	499.78	2.14	83.04	584.96

TABLE F.—UNFINISHED ROADS.

Description.	Extensions.	New roads.	Total.
Aggregate	30,484.01	16,578.73	47,062.74
Projected (only)	24,093.90	11,199.96	35,293.86
In process of construction	5,098.26	4,317.76	9,416.02
Partially constructed, operations suspended	1,261.35	1,003.01	2,264.36
Partially constructed, project abandoned	30.50	58.00	88.50

Table E, on page 292, shows that on June 30, 1880, there were 87,801.42 miles of finished road, with 108,069.91 miles of track, of which 4,561.91 miles are second (or double) tracks, and 15,706.58 either third and fourth tracks, or siding.

This mileage is owned by 1,174 corporations, of which 553 are lessors, whose roads are operated by others. The balance, 623, are those which operate their own lines. Of these 131 also lease and operate the roads of the lessor corporations.

The lessor corporations own 25,807.82 miles of road, with 30,993.80 miles of track; the others own 61,993.60 miles of road, with 77,076.11 miles of track.

Beside the corporations owning roads, there are two which do not own roads, but only lease and operate those of lessors.

The total mileage reported as operated by 623 corporations in the United States aggregates 87,069.46, with 107,248.52 miles of track, of which 25,308.04 miles, with 30,408.84 miles of track, are operated under lease by 133 corporations. Operations upon 232.18 miles of road, with 236.43 miles of track, are reported suspended.

Beside the mileage reported as operated by corporations in the United States, of the roads lying within its borders there are 499.78 miles, with 2.14 miles of second track and 83.04 miles of siding, which are operated by corporations existing in Canada and by coal companies and other private concerns in the United States.

Of the 1,174 corporations owning finished roads, 226 have projected extensions, etc., aggregating 30,484.01 miles, of which 6,390.11 are partially constructed; but work upon 1,261.35 miles thereof has been temporarily suspended, and the building of 30.5 miles has been entirely abandoned; 24,093.9 miles remain projected only. Three hundred and thirty-eight newly formed corporations have projected the building of 16,578.73 miles of road, of which 5,378.77 are partially constructed; but work upon 1,003.01 miles has been temporarily suspended, and the building of 58 miles has been entirely abandoned; 11,199.96 miles remain projected only. (See Table F.)

By summarizing the corporations and their road mileage, before described, there are found 1,514 corporations, of which 553 are lessors, 621 owning roads and operating them, 2 which own none, but operate leased roads, and 338 which have only projected and are building new roads.

These corporations, excepting the two which are not owners, have 87,801.42 miles of finished and 47,062.74 miles of projected roads. Of the latter, 11,768.88 miles are partially constructed; but upon 2,264.36 miles work has been temporarily suspended, and the building of 88.5 miles has been entirely abandoned, and 35,293.86 miles remain projected only.

The lessor corporations are near 48 per cent. of the aggregate owning roads, their mileage is near 30 per cent., and is leased and operated by 133, or near 12 per cent. of all corporations, or 21 per cent. of the operating ones.

STATISTICS RELATING TO GRADES AND CURVES.

Of the 1,174 corporations owning completed roads 514 have reported statistics relating to grades and curves. As the data included therein pertains peculiarly to each road separately, and no general results can well be extracted, many companies not reporting, general reference is made to the detail tables.

ROADWAY AND TRACK.

The following table exhibits the total miles of track, together with the respective gauges used in the different groups; also the proportion of track to road:

TABLE G.—EXHIBITING THE NUMBER OF MILES OF TRACK, TOGETHER WITH THE RESPECTIVE WIDTHS OF THE GAUGES, BY GEOGRAPHICAL GROUPS AND THE UNITED STATES.

Width of gauge.	Group I.		Group II.		Group III.		Group IV.		Group V.		Group VI.		Aggregate for the United States.		
	Companies.	Miles.	Companies.	Miles.	Companies.	Miles.	Companies.	Miles.	Companies.	Miles.	Companies.	Miles.	Companies.	Miles.	Per cent.
6 feet			16	259.15									16	259.15	
5 feet 6 inches									2	127.75			2	127.75	
5 feet ½ inch					1	20.00							1	20.00	
5 feet					90	12,136.61			1	145.32			91	12,281.93	11.4
4 feet 10½ inches			1	13.00	1	7.50							2	20.50	
4 feet 10 inches			2	52.78									2	52.78	
4 feet 9⅝ inches			3	175.07									3	175.07	
4 feet 9¼ inches			1	53.50	2	206.69							3	260.19	
4 feet 9 inches			111	10,733.53	12	797.54	6	670.88			3	132.60	132	12,334.55	11.4
4 feet 8¾ inches			6	799.09			3	1,125.91					9	1,925.00	
4 feet 8½ inches	138	8,010.07	304	23,910.30	22	1,410.64	160	23,539.91	6	626.35	99	13,906.17	729	71,403.44	66.3
4 feet 8 inches			1	5.89									1	5.89	
4 feet 3 inches			1	8.58									1	8.58	
4 feet 1 inch			1	4.67									1	4.67	
3 feet 6 inches	1	15.00	2	65.50	3	61.83	1	8.00	3	88.38	3	68.23	13	306.94	
3 feet 4 inches			1	8.00									1	8.00	
3 feet 2 inches			1	25.00									1	25.00	
3 feet ½ inch			1	43.50									1	43.50	
3 feet	7	59.62	55	1,334.24	24	559.65	24	906.63	2	37.50	32	2,292.86	144	5,190.50	4.8
2 feet 9 inches			1	1.00									1	1.00	
2 feet	1	18.00											1	18.00	
6 feet and 4 feet 9 inches*			11	35.05									11	35.05	
6 feet and 4 feet 8½ inches			2	2,808.42									2	2,808.42	2.6
4 feet 9⅝ inches and 3 feet			1	13.50									1	13.50	
4 feet 9½ inches and 4 feet 9 inches.			1	109.59									1	109.59	
4 feet 8½ inches and 3 feet			1	15.69	1	371.50	1	63.00			1	180.72	4	630.91	
Aggregate	147	8,102.69	524	40,475.05	156	15,571.96	195	26,314.33	14	1,025.30	138	16,580.58	1,174	108,069.91	
Miles of road		5,948.30		28,401.62		14,315.96		22,962.73		950.38		15,222.43		87,801.42	
Proportion of track to road		1.36		1.43		1.09		1.15		1.08		1.09		1.23	

* A large proportion of the double gauges are formed by means of a third rail. When such is the case, the third rail has been reduced to equivalent track.

The preceding Table G shows that of the aggregate mileage of track 71,403.44 miles, or over 66 per cent., are laid standard gauge, 4 feet 8½ inches; 12,334.55 miles, or over 11 per cent., are 4 feet 9 inches gauge; 12,281.93, or over 11 per cent., are 5 feet gauge; and 5,190.50, or near 5 per cent., are 3 feet gauge; the balance of 7 per cent. are of the different gauges as shown. With the exception of the southern states (Group III), all the groups have the greater portions of their tracks at the standard gauge, 4 feet 8½ inches, while those states have nearly all their tracks laid 5 feet gauge.

The gauges from 4 feet 9⅜ inches to 4 feet 8 inches (both inclusive) may be considered standard, as rolling-stock used upon either is interchanged without objection.

The average proportion of track for the United States is 1.23 miles to one mile of road. The New England states have 1.36, the middle states 1.43, the southern states (Groups III and V) 1.09 and 1.08, the central western states (Group IV) 1.15, and the western trans-Mississippi states and territories 1.09 miles of track to one of road, respectively.

TABLE H.—SHOWING THE NUMBER OF MILES OF TRACK LAID WITH STEEL OR IRON, BY GEOGRAPHICAL GROUPS AND THE UNITED STATES.

Metal.	Miles in Group I.	Miles in Group II.	Miles in Group III.	Miles in Group IV.	Miles in Group V.	Miles in Group VI.	Aggregate miles in United States.
Steel	2,936.11	17,004.74	3,645.04	9,539.13	132.90	4,070.86	37,328.78
Iron	5,166.58	23,470.31	11,926.92	16,775.20	892.40	12,509.72	70,741.13
Aggregate	8,102.69	40,475.05	15,571.96	26,314.33	1,025.30	16,580.58	108,069.91
Per cent. steel	36	42	23	36	13	25	35
Per cent. iron	64	58	77	64	87	75	65

The preceding Table H shows the miles of track laid with either steel or iron rails. The figures exhibited therein show that 37,328.78 miles, or 35 per cent., are laid with steel rails, and 70,741.13, or 65 per cent., with iron rails.

Steel rails appear to have been first laid in this country in 1864, when three companies in the middle states used them, four other companies in the New England states and one in the central western states following in 1865, and one company each in 1870, 1872, and 1878 in the southern states and the western trans-Mississippi states and territories.

Of the 1,174 companies owning roads, 522, or near 45 per cent. of all companies, have laid steel rails either the whole length of their roads or part thereof; 65 companies of those are in Group I, 269 in Group II, 60 in Group III, 79 in Group IV, 3 in Group V, and 46 in Group VI.

This shows that 44 per cent. of the companies in Group I laid steel, 50 per cent. in Group II, 39 per cent. in Group III, 41 per cent. in Group IV, 21 per cent. in Group V, and 33 per cent. in Group VI.

THE PHYSICAL CHARACTERISTICS, BY GEOGRAPHICAL GROUPS.

GROUP I.—Comprising Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, and Connecticut.

GROUP II.—Comprising New York, Pennsylvania, Ohio, Michigan, Indiana, Maryland, Delaware, New Jersey, and the District of Columbia.

GROUP III.—Comprising Virginia, West Virginia, Kentucky, Tennessee, Mississippi, Alabama, Georgia, Florida, North Carolina, and South Carolina.

GROUP IV.—Comprising Illinois, Iowa, Wisconsin, Missouri, and Minnesota.

GROUP V.—Comprising Louisiana, Arkansas, and the Indian territory.

GROUP VI.—Comprising Nebraska, Kansas, Texas, Colorado, California, Nevada, Oregon, Dakota, New Mexico, Wyoming, Montana, Idaho, Utah, Arizona, and Washington.

GROUP I.—HISTORY OF CONSTRUCTION.

Construction of railroads by the corporations included in Group I was commenced during the year 1834, the Boston and Albany Railroad Company having 31.60 miles built at the close of that year. Since the finishing of these 31.60 miles the average increase up to December 31, 1879, has been 131.40 miles per year, making a total increase in the forty-five years of 5,912.92 miles, which is over 187-fold the mileage of 1834. The greatest number of miles built in any one year was in 1849, and the least during the years from 1859 to 1865, the lowest in one year during the period including the civil war being only 3.97 miles. During the six years of the first decade there were built 356.68 miles of road; in the second decade, 1,899.10; in the third, 1,382.67; in the fourth, 476.16; and during the fifth, 1,829.91 miles. The decades from 1840 to 1849, and from 1870 to 1879, inclusive, each show near 31 per cent. of construction of the aggregate for the group.

During the six months from January 1 to June 30, 1880, there were built 3.78 miles. The total mileage of road built up to the latter date aggregates 5,948.30.

The following table exhibits the miles built in each year from 1834 to 1880 and the total miles. It will be observed that in this group there has been a gradual increase in every one of the forty-five years, no intermediate year being without some road construction:

TABLE SHOWING THE INCREASE IN MILES OF ROAD CONSTRUCTED, BY YEARS AND DECADES.

Year when built.	Miles built.	Miles increased to—	Year when built.	Miles built.	Miles increased to—	Year when built.	Miles built.	Miles increased to—
1834	31.60		1850	339.79	2,595.57	1866	56.93	3,854.83
1835	66.55	98.15	1851	136.47	2,732.04	1867	81.42	3,936.25
1836	46.07	144.22	1852	328.27	3,060.31	1868	84.49	4,020.74
1837	56.15	200.37	1853	168.76	3,229.07	1869	93.87	4,114.61
1838	50.76	251.13	1854	145.19	3,374.26	1870	212.12	4,326.73
1839	105.55	356.68	1855	128.91	3,503.17	1871	482.75	4,809.48
1840	156.66	513.34	1856	25.19	3,528.36	1872	294.47	5,103.95
1841	99.97	613.31	1857	92.80	3,621.16	1873	270.26	5,374.21
1842	180.16	793.47	1858	13.09	3,634.25	1874	168.40	5,542.61
1843	20.93	814.40	1859	4.20	3,638.45	1875	150.94	5,693.55
1844	42.16	856.56	1860	5.79	3,644.24	1876	39.99	5,733.54
1845	88.46	945.02	1861	61.21	3,705.45	1877	111.61	5,845.15
1846	123.28	1,068.30	1862	3.97	3,709.42	1878	39.92	5,885.07
1847	162.43	1,230.73	1863	15.70	3,725.12	1879	59.45	5,944.52
1848	441.29	1,672.02	1864	33.74	3,758.86	1880, Jan. 1 to June 30	3.78	5,948.30
1849	583.76	2,255.78	1865	39.04	3,797.90			

STATEMENT OF MILEAGE.—The total number of miles of finished road owned by the companies enumerated in Group I aggregates 5,948.30, with a total track of 8,102.69 miles. Of these, 750.27 miles are in second (or double) track, and 1,404.12 miles in third and fourth track and siding. This mileage is owned by 147 companies, of which 70 are either lessors of the whole or part of their roads, or such whose roads are controlled and operated by other corporations. The lessor companies, etc., own 1,680.46 miles of road, with a total track of 1,995.51 miles; the balance 76, and the one company which both operates a portion of its road and leases the other, are those which operate their own lines or those of the lessor companies. Their own lines so operated aggregate 4,267.84 miles of road, with 6,107.18 miles of track.

The aggregate of miles operated under lease, etc., by 25 of 77 operating companies is 1,665.06, of which the track is 2,002.39 miles, making the total miles of road operated (June 30, 1880) 5,894.85, with 8,070.52 miles of track.

Of the companies owning finished roads, 12 have projected extensions aggregating 318.56 miles, of which 105.78 are partially constructed and in process of construction.

Nine corporations have projected new roads to aggregate 256.67 miles, of which 139.54 are partially constructed. Upon 15.52 miles thereof work has been temporarily suspended, but the remainder are in process of construction.

By summarizing the companies and road mileage before described there are found 156 companies with 5,948.30 miles of finished and 575.23 miles of projected road. Of the latter 229.80 miles are in process of construction, and upon 15.52 miles partly constructed work has been temporarily suspended.

The mileage reported as operated under lease, etc., includes such roads or parts thereof as are owned by corporations enumerated with another group; also some of the roads or parts thereof owned by companies of Group I, leased to and operated by companies of Group II, and of Canada.

STATISTICS RELATING TO GRADES AND CURVES.—The characteristics contained in these tables include only such as pertain to the respective roads enumerated separately, and therefore allow of no aggregating for the group. Comparisons or results for the group are therefore not made.

Of the 147 corporations owning completed roads, 65 have reported the above data.

ROADWAY AND TRACK.—Nearly the whole track of this group is standard 4-foot 8½-inch gauge. The aggregates are as follows: 8,010.07 miles, at 4 feet 8½ inches; 15 miles, at 3 feet 6 inches; 59.62 miles, at 3 feet; 18 miles, at 2 feet.

Of the total track, 2,936.11 miles, or over 36 per cent., is laid in steel rails; the balance, 5,166.58 miles, or over 63 per cent., in iron rails. Steel rails, as far as reported, appear to have been first used in 1865.

The weights reported for the steel rails range from 35 to 50, 56, 58, 60, 62, 63, 65, 68, and 88 pounds per yard, the iron rails ranging from 16 to 20, 25, 30, 35, 40, 45, 50, 56, 58, 60, 62, 63, 64, and 90 pounds per yard. The lighter weight rails of either kind of metal, such as those at 20, 25, 30, 35, and 40 pounds per yard, were used for the narrow-gauge roads (from 2 to 3 feet). There is only one standard gauge road whereon 16-pound rails are laid, and this is a private concern, which transports lumber only.

Of the woods used for cross-ties there were chestnut, cedar, tamarack, cherry-birch, juniper, hemlock, white oak, spruce pine, etc. The cost per tie used (as far as reported) ranges from 14¾ to as high as 65 cents, cedar and chestnut costing the higher prices. The average life of cross-ties varies as follows:

	Years.
Chestnut	7
Cedar	9
Hemlock	5
White oak	7
Spruce pine	5
Butternut	6
Juniper	6
Tamarack	6
Cherry-birch	7

The kinds preferred are cedar, chestnut, and hemlock.

The woods used for fence posts include all the kinds mentioned for cross-ties, beside ash and hackmatack. The average durability as posts ranges a few years above the periods given for their uses as ties, with ash at eight years and hackmatack at seven years. The cost per post is reported from 5½ to 25 cents. The woods preferred are cedar, chestnut, and hemlock.

GROUP II.—HISTORY OF CONSTRUCTION.

Construction of railroad by the corporations included in Group II was commenced during the year 1830, the Baltimore and Ohio Railroad Company having 15 miles built, the Schuylkill Valley Navigation and Railroad Company 11 miles, and the Mill Creek and Mine Hill Railroad Company 3.80 miles. Since the finishing of these 29.80 miles the average increase up to December 31, 1879, has been 571.68 per year, making a total increase in the forty-nine years of 28,012.29 miles, which is near 934-fold the mileage of 1830. The greatest number of miles built in any one year was in 1872, and the least in 1833. During the first decade there were built 1,399.89 miles; the second, 1,805.57; the third, 8,479.57; the fourth, 4,865.05; and the fifth, 11,492.01 miles of road; which shows that during the decade from 1870 to 1879, inclusive, nearly 41 per cent. of all the miles of this group were built. During the six months from January 1 to June 30, 1880, there were built 359.53 miles. The total miles of road built up to June 30, 1880, aggregate 28,401.62.

The following table exhibits the miles built in each year from 1830 to 1880, etc.:

TABLE SHOWING THE INCREASE IN MILES OF ROAD CONSTRUCTED, BY YEARS AND DECADES.

Year when built.	Miles built.	Miles increased to—	Year when built.	Miles built.	Miles increased to—	Year when built.	Miles built.	Miles increased to—
1830	29.80		1847	75.08	2,394.77	1864	406.25	13,286.99
1831	98.70	128.50	1848	499.67	2,894.44	1865	372.31	13,659.30
1832	107.62	236.12	1849	311.02	3,205.46	1866	543.61	14,202.91
1833	13.59	249.71	1850	534.90	3,740.36	1867	724.75	14,927.66
1834	182.32	432.03	1851	867.08	4,607.44	1868	513.66	15,441.32
1835	71.27	503.30	1852	1,327.02	5,934.46	1869	1,108.76	16,550.98
1836	202.01	705.31	1853	1,435.25	7,369.71	1870	1,741.85	18,291.93
1837	232.48	937.79	1854	1,126.87	8,496.58	1871	1,570.93	19,862.86
1838	243.31	1,181.10	1855	707.33	9,203.91	1872	2,022.84	21,885.70
1839	218.79	1,399.89	1856	572.99	9,776.90	1873	1,557.65	23,443.35
1840	83.87	1,483.76	1857	795.64	10,572.54	1874	1,131.14	24,574.49
1841	244.02	1,727.78	1858	732.90	11,305.44	1875	570.26	25,144.75
1842	204.79	1,932.57	1859	379.59	11,685.03	1876	743.97	25,888.72
1843	47.88	1,980.45	1860	242.18	11,927.21	1877	744.07	26,632.79
1844	108.30	2,088.75	1861	113.23	12,040.44	1878	688.31	27,321.10
1845	179.45	2,268.20	1862	399.90	12,440.34	1879	720.99	28,042.09
1846	51.49	2,319.69	1863	440.40	12,880.74	1880, Jan. 1 to June 30	359.53	28,401.62

STATEMENT OF MILEAGE.—The total number of miles of finished road owned by the companies enumerated with Group II is 28,401.62, with a total track of 40,475.05 miles. Of these, 3,503.84 are in second (or double) track, and 8,569.59 miles in third and fourth track and siding. This mileage is owned by 524 companies, of which 268 are either lessors of the whole or part of their roads, or those whose roads are controlled and operated by other corporations. The lessor companies own and lease to others 10,388.90 miles of road, with a total track of 14,036.94 miles. The balance, 249, and the 7 companies which both operate a portion of their roads and lease the other portion, are those which operate their own lines or those of the lessor companies. Their own lines so operated aggregate 18,012.72 miles of road, with 26,438.11 miles of track.

The aggregate of miles operated under lease, etc., by 53 of the latter companies and the 2 which are not owners, but only lessees, is 10,717.72, with 14,393.10 miles of track; making the total miles operated (June 30, 1880) 28,647.56, with 40,747.83 miles of track.

Of the companies owning finished roads, 89 have projected extensions aggregating 8,971.44 miles, of which 506.34 are partially constructed; but work upon 313.97 miles thereof has been suspended, and upon 30.50 miles has been abandoned.

One hundred and ninety-six corporations have projected new roads to aggregate 3,668.54 miles, of which 2,397.01 are partially constructed; but work upon 682.47 thereof has been suspended, and upon 25 miles has been abandoned.

By summarizing the companies and road mileage before described there are found 720 companies with 28,401.62 miles of finished and 12,639.98 miles of projected road, of which 2,903.35 miles are in process of construction, but upon 996.44 miles thereof work has been suspended, and upon 55.50 miles has been abandoned. Two companies do not own roads, but only operate those of others, the mileage so operated (1,300.22 road, with 1,710.72 track) being included in the above.

The mileage reported as operated under lease, etc., includes such roads or parts thereof as are owned by corporations enumerated with other groups; also some of the roads or parts thereof owned by companies of Group II, leased to and operated by companies in other groups.

STATISTICS OF GRADES AND CURVES.—The tables exhibit the reports of 235 companies of Group II, which have made reports of the above statistics.

ROADWAY AND TRACK.—Nearly 60 per cent. of the aggregate track of this group is standard 4-feet 8½-inch gauge. The aggregates are as follows:

	Feet.	Inches.
259.15 miles at	6	0
13.00 miles at	4	10½
52.78 miles at	4	10
175.07 miles at	4	9⅝
53.50 miles at	4	9¼
10,733.53 miles at	4	9
799.09 miles at	4	8¾
23,910.30 miles at	4	8½
5.89 miles at	4	8
8.58 miles at	4	3
4.67 miles at	4	1
65.50 miles at	3	6
8.00 miles at	3	4
25.00 miles at	3	2
43.50 miles at	3	0½
1,334.24 miles at	3	0
1.00 mile at	2	9
2,808.42 miles at	6	0 + 4 8½
35.05 miles at	6	0 + 4 9
109.59 miles at	4	9¼ + 4 9
15.69 miles at	4	8½ + 3 0
13.50 miles at	4	9⅝ + 3 0

Of the total track, 17,004.74 miles, or 42 per cent., is laid in steel rails; the balance, 23,470.31 miles, or 58 per cent., in iron rails. Steel rails, as far as reported, appear to have been first used in 1864. The weights reported for the steel rails range from 30 to 63 pounds per yard, and those of the iron rails from 20 to 68 pounds per yard, the lighter rails being used upon narrow-gauge roads.

Of the woods used for cross-ties there were chestnut, white and other oak, hemlock, pine, locust, walnut, cedar, tamarack, cherry, cherry-birch, black ash, and soft maple. The cost per tie used ranges from 15 to 73 cents, white oak, locust, and cedar costing highest.

The average life of cross-ties varies as follows:

	Years.
Chestnut	5 to 12
Hemlock	3 to 8
White oak	5 to 12
Pine	4 to 7
Locust	9 to 20
Walnut	10 to 12
Cedar	6 to 15
Tamarack	4 to 8
Cherry-birch	8 to 9
Black ash	4½ to 8
Soft maple	5 to 7

The kinds preferred are white oak, cedar, and chestnut.

The woods used for fence posts include nearly the whole of the classes above described for ties, the preference being for chestnut, locust, and oak. The cost ranges from 6 to 65 cents per post. The durability is similar to the relative kinds given for ties.

GROUP III.—HISTORY OF CONSTRUCTION.

Construction of railroads by the corporations included in Group III was commenced during the year 1830, the South Carolina Railroad Company having 10 miles built at the close of that year. Since the finishing of these 10 miles the average increase up to December 31, 1879, has been 289.65 miles per year, making a total increase in the forty-nine years of 14,192.89 miles, which is over 1,419-fold the mileage of 1830. The greatest number of miles built in any one year was in 1854, and the least of any wherein road was constructed was in 1845. During the five decades from 1830 to 1879, inclusive, the greatest number of miles constructed was in the third, 1850 to 1859, when 5,424.26 miles, or 38 per cent. of the aggregate for the group, were built. During the last decade, from 1870 to 1879, 4,196.17 miles, or 29 per cent. of the aggregate, were built.

During the six months from January 1 to June 30, 1880 there were built 113.07 miles, the total miles of road built up to the latter date aggregating 14,315.96. The following table exhibits the miles built in the different years from 1830 to 1880. Only three years during the five decades appear wherein construction had entirely stopped and in which no increase was made:

TABLE SHOWING THE INCREASE IN MILES OF ROAD CONSTRUCTED, BY YEARS AND DECADES.

Year when built.	Miles built.	Miles increased to—	Year when built.	Miles built.	Miles increased to—	Year when built.	Miles built.	Miles increased to—
1830	10.00		1847	25.00	1,479.72	1864	24.56	8,669.50
1831			1848	105.50	1,585.22	1865	10.75	8,680.25
1832	83.68	93.68	1849	120.50	1,705.72	1866	26.50	8,706.75
1833	102.32	196.00	1850	376.35	2,082.07	1867	452.10	9,158.85
1834			1851	246.91	2,328.98	1868	336.44	9,495.29
1835			1852	455.28	2,784.26	1869	511.43	10,006.72
1836	32.00	228.00	1853	318.16	3,102.42	1870	602.88	10,609.60
1837	59.75	287.75	1854	1,053.34	4,155.76	1871	530.53	11,140.13
1838	138.06	425.81	1855	353.72	4,509.48	1872	828.34	11,968.47
1839	61.54	487.35	1856	400.47	4,909.95	1873	773.00	12,741.47
1840	249.98	737.33	1857	649.70	5,559.65	1874	284.85	13,026.32
1841	261.89	999.22	1858	610.98	6,170.63	1875	44.10	13,070.42
1842	40.00	1,039.22	1859	959.35	7,129.98	1876	267.18	13,337.60
1843	219.00	1,258.22	1860	777.81	7,907.79	1877	150.84	13,488.44
1844	29.50	1,287.72	1861	578.05	8,485.84	1878	159.92	13,648.36
1845	9.00	1,296.72	1862	132.00	8,617.84	1879	554.53	14,202.89
1846	158.00	1,454.72	1863	27.10	8,644.94	1880 (Jan. 1 to June 30)	113.07	14,315.96

STATEMENT OF MILEAGE.—The total number of miles of finished road owned by the companies enumerated with Group III aggregates 14,315.96 miles, with a total track of 15,571.96 miles. Of these, only 1.25 miles are in second (or double) track and 1,254.75 in siding. This mileage is owned by 156 companies, of which 48 are either lessors of the whole or part of their roads, or those whose roads are controlled and operated by other corporations. The lessor companies own 2,702.15 miles of road, with a total track of 2,940.85 miles. The remaining 107 companies, and the one company which both operates a portion of its road and leases the other, are those which operate their own lines or those of the lessor companies, their own lines aggregating 11,613.81 miles of road, with 12,631.11 miles of track.

The aggregate of miles operated under lease, etc., by 13 of the operating companies is 2,311.89, of which the track is 2,507.20 miles, making the total miles of road operated (June 30, 1880) 13,869.45, with 15,081.31 miles of track.

Of the companies owning finished roads, 42 have projected extensions aggregating 3,406.72 miles, of which 1,195.71 are partially constructed, but work upon 611.56 miles thereof has been temporarily suspended.

Thirty-nine corporations have projected new roads to aggregate 3,357.24 miles, of which 938.90 are partially constructed; but upon 206.00 miles thereof work has been temporarily suspended.

Summarizing the companies and road mileage before described, there are 195 companies with 14,315.96 miles of finished road and 6,763.96 miles of projected road. Of the latter, 1,317.05 miles are in process of construction, and upon 817.56 miles partly constructed work has been temporarily suspended.

The mileage reported as operated under lease, etc., includes such roads or parts thereof as are owned by corporations enumerated with other groups; also some roads or parts of same owned by corporations of this group operated by those of other groups.

STATISTICS RELATING TO GRADES AND CURVES.—Forty-two companies of this group reported the above statistics. (See detail tables.)

ROADWAY AND TRACK.—Seventy-seven per cent. of all track of this group is (southern standard) 5-foot gauge. The aggregates of the several gauges are as follows:

	Feet.	Inches.
20.00 miles at	5	½
12,136.61 miles at	5	0
7.50 miles at	4	10½
206.69 miles at	4	9¼
797.54 miles at	4	9
1,410.64 miles at	4	8½
61.83 miles at	3	6
559.65 miles at	3	0
3,371.50 miles at	4	8½ + 3 0

Of the total track, 3,645.04 miles, or over 23 per cent., is laid in steel rails; the balance, 11,926.92, or 77 per cent., in iron rails. Steel rails, as far as reported, appear to have been first laid in 1870. The weights reported for the steel rails range from 47 to 52$\frac{6}{10}$, 53, 54, 55, 56, 57, 58, 60, and 67 pounds per yard, and for the iron rails from 25 to 64 pounds per yard, the lighter-weight rails being used on the narrow-gauge roads.

Of the woods used for cross-ties there were pine, oak, cypress, cedar, and chesnut. The cost per tie used (as far as reported) ranges from 10 to 40 cents, cedar, cypress, and oak costing highest.

The average life of cross-ties varies as follows:

	Years.
Cedar	15
Cypress	11
Oak	12
Pine	6
Chestnut	5

Preference is reported as being given to either of these woods.

The wood reported for fence posts is cedar, at a cost of from 5 to 30 cents per post.

GROUP IV.—HISTORY OF CONSTRUCTION.

Construction of railroads by the corporations included in Group IV was commenced during the year 1842. Of the road now owned by the Wabash, Saint Louis, and Pacific Railway Company 54 miles had been completed at the close of that year. None further were constructed until 1848, when the Chicago and North Western Railway Company started with 10 miles more. Since the finishing of the 54 miles in 1842 the average increase up to December 31, 1879, has been 605.19 miles per year, making a total increase in the thirty-seven years of 22,391.93 miles, which is near 416-fold the mileage of 1842. The greatest number of miles built in any one year was in 1871, and the least in 1848 and 1850. From 1869 to 1873, inclusive, in all five years, or a little more than the eighth part of the time of construction, 10,319.14 miles were built, which is near 45 per cent. of all constructed in this group. During the six months from January 1 to June 30, 1880, there were 516.80 miles built, making the total miles of road built to the latter date 22,962.73.

The following table exhibits the miles built in the different years from 1842 to 1880, etc.:

TABLE SHOWING THE INCREASE IN MILES OF ROAD CONSTRUCTED, BY YEARS AND DECADES.

Year when built.	Miles built.	Miles increased to—	Year when built.	Miles built.	Miles increased to—	Year when built.	Miles built.	Miles increased to—
1842	54.00		1855	1,214.87	2,853.95	1868	579.93	7,639.35
1843			1856	423.28	3,277.23	1869	1,475.57	9,114.92
1844			1857	528.90	3,806.13	1870	1,915.93	11,030.85
1845			1858	575.78	4,381.91	1871	2,937.64	13,968.49
1846			1859	322.79	4,704.70	1872	2,434.27	16,402.76
1847			1860	246.77	4,951.47	1873	1,555.73	17,958.49
1848	10.00	64.00	1861	161.51	5,112.98	1874	756.60	18,715.09
1849	33.00	97.00	1862	184.13	5,297.11	1875	255.55	18,970.64
1850	10.00	107.00	1863	56.30	5,353.41	1876	541.01	19,511.65
1851	24.00	131.00	1864	331.70	5,685.11	1877	539.65	20,051.30
1852	177.87	308.87	1865	278.95	5,964.06	1878	854.06	20,905.36
1853	215.45	524.32	1866	326.82	6,290.88	1879	1,540.57	22,445.93
1854	1,114.76	1,639.08	1867	768.54	7,059.42	1880 (Jan. 1 to June 30)	516.80	22,962.73

STATEMENT OF MILEAGE.—The total number of miles of finished road owned by the companies enumerated with Group IV aggregate 22,962.73 miles, with a total track of 26,314.33 miles. Of these, only 301.75 miles are in second (or double) track and 3,049.85 in third and fourth track and siding. This mileage is owned by 195 companies, of which 98 are either lessors of the whole or part of their roads, or those whose roads are controlled and operated by other corporations. The lessor companies own 5,569.04 miles of road, with a total track of 6,179.40 miles. The

other 94 companies, and the 3 companies which both operate a portion of their roads and lease the other (included in lessor companies), are those which operate their own lines or those of the lessor companies. Their own roads aggregate 17,393.69 miles of road, with 20,134.93 miles of track.

The aggregate of miles operated under lease, etc., by 26 of the 97 operating companies is 6,175.21, of which the track is 6,754.46 miles. Beside these there is one company which owns no road but operates 17.50 miles of road, with 19.30 track, under lease, which makes the total miles of road operated 23,586.40, with 26,908.69 miles of track.

Of the companies owning finished roads, 31 have projected extensions aggregating 3,824.82 miles, of which 1,331.07 are partially constructed; but work has been temporarily suspended upon 174.75 miles thereof.

Fifty-one corporations have projected new roads to aggregate 3,556.98 miles, of which 1,101.51 are partially constructed. Upon 210.02 miles thereof work has been temporarily suspended, and upon 33 miles has been abandoned.

Summarizing the companies and the road mileage before described, there are 246 companies with 22,962.73 miles of finished road and 7,381.80 miles of projected road. Of the latter, 2,014.81 miles are in process of construction. Upon 384.77 miles, partly constructed, work has been temporarily suspended, and upon 33 miles has been abandoned.

The mileage reported as operated under lease, etc., includes such roads or parts thereof as are owned by corporations enumerated with other groups; also some roads or parts of same owned by corporations of this group operated by those of other groups.

STATISTICS RELATING TO GRADES AND CURVES.—Ninety companies have reported the above data. (See detail tables.)

ROADWAY AND TRACK.—Nearly 90 per cent. of the aggregate track of this group is standard 4-foot 8½-inch gauge. The aggregates of the several gauges are as follows:

	Feet.	Inches.
6 roads, 670.88 miles, at	4	9
3 roads, 1,125.91 miles, at	4	8¾
160 roads, 23,539.91 miles, at	4	8½
1 road, 8 miles, at	3	6
24 roads, 906.63 miles, at	3	0
1 road, 63 miles, at	4	8½ +3 0

Of the total track, 9,539.13 miles, or 36 per cent., is laid in steel rails; the balance, 16,775.20, or 64 per cent., is laid in iron rails. Steel rails, as far as reported, appear to have been first laid in 1865. The weights reported for the steel rails range from 35 to 67 pounds per yard, and those for the iron rails from 20 to 65 pounds per yard, the lighter rails being used upon narrow-gauge roads.

Of the woods used for cross-ties there were pine, oak, cedar, elm, and locust. The cost per tie used ranges from 13 to 50 cents, cedar and locust costing highest.

The average life of cross-ties varies as follows:

	Years.
White oak	7 to 12
Cedar	7 to 10
Elm	6 to 8
Tamarack	7 to 8
Pine	6 to 8

The kinds preferred are white oak, cedar, and locust.

The woods used for fence posts include also oak, locust, cedar, and tamarack. The cost ranges from 4 to 65 cents per post, locust costing highest. The durability is similar to the relative kinds given for ties.

GROUP V.—HISTORY OF CONSTRUCTION.

Construction of railroads by the corporations included in Group V was commenced during the year 1838, the Clinton and Port Hudson Railroad Company having 20.75 miles built at the close of that year. Since the finishing of these 20.75 miles the average increase up to December 31, 1879, has been 19.88 miles per year, making a total increase in the forty-one years of 834.75 miles, which is over 40-fold the mileage of 1838. The greatest number of miles built in any one year was in 1871, and the least built in any year wherein road was constructed was in 1856.

During the last decade, 1870 to 1879, inclusive, over 61 per cent. of the aggregate miles of road were built. During the six months from January 1 to June 30, 1880, there were built 94.88 miles. The total mileage of road built up to the latter date aggregates 950.38.

The table on page 302 exhibits the miles built in the different years from 1838 to 1880. It will be observed that in this group there were twenty-five years of the forty-two in which construction had entirely stopped and in which no increase was made.

TABLE SHOWING THE INCREASE IN MILES OF ROAD CONSTRUCTED, BY YEARS AND DECADES.

Year when built.	Miles built.	Miles increased to—	Year when built.	Miles built.	Miles increased to—	Year when built.	Miles built.	Miles increased to—
1838	20.75		1853	32.00	78.48	1867		
1839			1854	2.00	80.48	1868		
1840			1855	48.00	128.48	1869		
1841			1856	0.75	129.23	1870		
1842	25.73	46.48	1857			1871	201.97	533.20
1843			1858	18.00	147.23	1872	67.00	600.30
1844			1859			1873	35.00	635.20
1845			1860	103.00	250.23	1874		
1846			1861	61.60	311.83	1875	88.80	724.00
1847			1862			1876	45.00	769.00
1848			1863			1877		
1849			1864			1878	13.50	782.50
1850			1865			1879	73.00	855.50
1851			1866	19.40	331.23	1880 (Jan. 1 to June 30)	94.88	950.38
1852								

STATEMENT OF MILEAGE.—The total number of miles of finished road owned by the companies enumerated with Group V aggregate 950.38, with a total track of 1,025.30 miles. Of these latter, 74.92 miles are in third and fourth tracks and sidings. This mileage of road, etc., is owned by 14 companies, of which 1 is a lessor. The total road so leased is 53.27 miles, with 56.77 miles of track, including 3.50 miles of siding. The balance, 12, and the 1 company which operates part of its road and leases the other, only manage traffic operations upon their own roads. The aggregate mileage so operated is 897.11, with 968.53 miles of track, including 71.42 miles of siding. The miles of road reported as leased to other companies are operated by companies enumerated with other groups.

Of the companies owning finished roads, 8 have projected extensions aggregating 2,511.25 miles, of which 170 are partially constructed, but upon 12 thereof work has been suspended. The balance are in process of construction. Ten corporations have projected new roads to aggregate 1,150.20 miles, of which 275.20 are in process of construction. Summarizing the companies and road mileage before described, there are 24 companies, with 950.38 miles of finished and 3,661.45 miles of projected road. Of the latter, 433.20 miles are in process of construction, and upon 12 miles, partly constructed, work has been temporarily suspended.

STATISTICS RELATING TO GRADES AND CURVES.—Only 1 company of Group V has complied with the official requests sent for the above information: the "Iron Mountain and Helena". (See detail tables.)

ROADWAY AND TRACK.—Sixty-one per cent. of all track of this group is standard 4-feet 8½-inch gauge. The aggregates of the different gauges are as follows:

	Feet.	Inches.
127.73 miles at	5	6
145.32 miles at	5	0
626.35 miles at	4	8½
88.38 miles at	3	6
37.50 miles at	3	0

Of the total track, 132.90 miles, or near 13 per cent., is laid in steel rails; the balance, 892.40 miles, or 87 per cent., in iron rails. Steel rails, as far as reported, appear to have been first laid in 1878. The weights reported for the steel rails range from 54 to 58 and 60 pounds per yard; the iron rails from 16 to 30, 35, 45, 55, 56, and 58 pounds per yard. The lighter-weight rails of the iron metal, such as 16, 30, 35, and 45 pounds per yard, were used for the narrow-gauge roads (from 3 feet to 3 feet 6 inches).

Of the woods used for cross-ties there were post oak, white oak, black locust, cypress, pine, cedar, and sassafras. The cost per tie used (as far as reported) ranges from 12 to 15, 20, 25, etc., to 45 cents, cedar, cypress, and oak costing the highest.

The average life of cross-ties varies as follows:

	Years.
Cedar	18
Oak	9½
Cypress	9
Black locust	8
Sassafras	6

Preference is given to any kind excepting sassafras.

The woods used for fence posts are black locust and oaks. Preference is given to both oak and cedar. The cost of oak posts is given at 6 cents, and cedar 15 cents per post.

GROUP VI.—HISTORY OF CONSTRUCTION.

Constructions of railroads by the corporations included in Group VI was commenced during the year 1856, the Houston and Texas Central Railway Company having 26.29 miles and the Sacramento and Placerville Railroad Company 21.90 miles built at the close of that year. Since the finishing of these 48.19 miles the average increase up to December 31, 1879, has been 583.72 miles per year, making a total increase in the twenty-three years of 13,425.53 miles, which is near 279-fold the mileage of 1856. The greatest number of miles built in any one year was in 1879, and the least in 1857. During the decade from 1870 to 1879, inclusive, the construction of road was near 75 per cent. of the aggregate for the group. During the six months from January 1 to June 30, 1880, there were built 1,748.71 miles. Allowing the same ratio of construction to the other six months in that year, then the large amount of 3,497.42 miles of road built in twelve months is obtained for this group. The total miles of road built up to the 30th of June, 1880, aggregate 15,222.43. The following table exhibits the miles built in each year from 1856 to 1880, etc., only one year (1862) appearing wherein no construction is reported:

TABLE SHOWING THE INCREASE IN MILES OF ROAD CONSTRUCTED, BY YEARS AND DECADES.

Year when built.	Miles built.	Miles increased to—	Year when built.	Miles built.	Miles increased to—	Year when built.	Miles built.	Miles increased to—
1856	48.19		1865	117.67	582.32	1873	1,025.42	8,331.98
1857	10.00	58.19	1866	430.32	1,012.64	1874	242.80	8,574.78
1858	15.30	73.49	1867	513.87	1,526.51	1875	496.83	9,071.61
1859	41.19	114.68	1868	953.34	2,479.85	1876	938.23	10,009.84
1860	124.17	238.85	1869	913.02	3,392.87	1877	733.51	10,743.35
1861	40.25	279.10	1870	1,185.12	4,577.99	1878	672.44	11,415.79
1862			1871	936.45	5,514.44	1879	2,057.93	13,473.72
1863	34.40	313.50	1872	1,792.12	7,306.56	1880 (Jan. 1 to June 30)	1,748.71	15,222.43
1864	151.15	464.65						

STATEMENT OF MILEAGE.—The total number of finished roads owned by the companies enumerated with Group VI aggregate 15,222.43 miles, with a total track of 16,580.58 miles. Of these only 4.80 miles are in second (or double) track and 1,353.35 in siding. This mileage is owned by 138 companies, of which 68 are either lessors of the whole or part of their roads, or those whose roads are controlled and operated by other corporations. The lessor companies own 5,414 miles of road, with a total track of 5,784.33 miles; the balance, 68, and the 2 companies which both operate a portion of their roads and lease the other, are those which operate their own lines, either in part or in whole, or the lines of the lessor companies. Their own lines so operated aggregate 9,808.43 miles of road, with 10,796.25 miles of track. The aggregate of miles operated under lease, etc., by 14 of the 70 operating companies is 4,420.66, of which the track is 4,732.39 miles, making the total miles of road operated (June 30, 1880) by 78 companies 14,174.09, with 15,471.64 miles of track.

Of the companies owning finished roads, 44 have projected extensions aggregating 11,451.22 miles, of which 3,104.77 are partially constructed, but upon 38.07 thereof work has been temporarily suspended. The rest are in process of construction. Thirty-three corporations have projected new roads to aggregate 4,589.10 miles, of which 503.05 are in process of construction.

Summarizing the companies and road mileage before described, there are 171 companies with 15,222.43 miles of finished and 16,040.32 miles of projected road. Of the latter, 3,569.75 miles are in process of construction, but upon 38.07 miles thereof work has been temporarily suspended.

The mileage reported as operated under lease, etc., includes such roads or parts thereof as are owned by corporations enumerated with other groups; also some roads or parts thereof owned by corporations of this group operated by those of other groups.

STATISTICS RELATING TO GRADES AND CURVES.—Of the 136 companies owning finished roads 81 have furnished the above statistics. (See tables.)

ROADWAY AND TRACK.—Over 84 per cent. of all track of this group is standard 4-foot 8½-inch gauge. The aggregates of the different gauges are as follows:

	Feet.	Inches.
132.60 miles at	4	9
13,906.17 miles at	4	8½
68.23 miles at	3	6
2,292.86 miles at	3	0
180.72 miles at	4	8½ + 3 0

Of the total track, 4,070.86 miles, or near 25 per cent., is laid in steel rails; the balance, 12,509.72 miles, or 75 per cent., in iron rails. Steel rails, as far as reported, appear to have been first laid in 1872.

The weights reported for the steel rails used range from 30 to 32, 35, 36, 45, 48, 50, 52, 55, 56, 57, 59, and 60 pounds per yard, the iron rails ranging from 30 to 32, 33, 34, 35, 38, 40, 43, 46, 47, 48, 50, 51, 52, 53, 56, and 57 pounds per yard. The lighter-weight rails of either metal were used for the narrow-gauge roads (from 3 feet to 3 feet 6 inches).

Of the woods used for cross-ties there were redwood, black balsam, black fir, pine, white oak, cypress, hemlock, cottonwood, and tamarack. The cost per tie used (as far as reported) ranges from 12 and 17 to 20, 22, 25, 26, 30, 40, 42, 45, 49, 50, 51, 52, 53, 54, 55, 58, 60, 90, 92 cents, and $1, redwood, cedar, and white oak costing highest.

The average life of cross-ties varies as follows:

	Years.
White oak	7
Pine	7
Redwood	10
Black balsam	8
Black fir	7
Cedar	9
Tamarack	10
Cypress	7
Cottonwood	5

Preference is given to either redwood, white oak, or fir.

The woods used for fence posts are redwood, cedar, and tamarack. The average life reported is:

	Years.
Cedar	12 to 25
Redwood	8 to 15
Tamarack	12

The above woods are also preferred for posts. Their cost ranges from 6 to 50 cents apiece.

GENERAL CONSIDERATIONS.

The population, together with its productions and the nature of them, in any given section of country is supposed to form a reasonable basis for determining local requirements for railroads. When these are considered in connection with the carrying capacities of great roads already tested, such as the trunk lines and others, then some near approximation may be accomplished. The following tables afford opportunity for comparisons:

TABLE I.—A COMPARISON BETWEEN THE INCREASE IN MILES OF ROAD BUILT AND COMPLETED AND THE POPULATION IN THE UNITED STATES DURING THE FIVE DECADES ENDING JUNE 30, 1880.

MILES OF ROAD.			POPULATION.			
Decade.	Built in each decade.	Per cent. of aggregate.	Decade.	Number at end of each decade.	Increase.	Per cent. of aggregate.
Aggregate	87, 801. 42	100. 0	Aggregate		37, 289, 763	100. 0
January 1, 1830			June 30, 1830	*12, 866, 020		
January 1, 1840	2, 264. 67	2. 6	June 30, 1840	†17, 069, 453	4, 203, 433	11. 3
January 1, 1850	5, 045. 77	5. 7	June 30, 1850	23, 191, 876	6, 122, 423	16. 4
January 1, 1860	20, 109. 63	22. 9	June 30, 1860	31, 443, 321	8, 251, 445	22. 1
January 1, 1870	16, 090. 36	18. 3	June 30, 1870	38, 558, 371	7, 115, 050	19. 1
June 30, 1880	44, 290. 99	50. 5	June 30, 1880	50, 155, 783	11, 597, 412	31. 1

* The mileage built was reported to December 31, inclusive, in each respective year (see Table A); the population is that of the census day in the respective census year (June 30). In the last decade the mileage built in the six months up to June 30, 1880, is included.

† Including persons on public ships in the service of the United States.

The preceding table shows that the increase in railroad construction in the United States, from the grading of the first mile, in 1830, to June 30, 1880, was 87,801.42 miles of completed road; while the increase of the population during the same period was from 12,866,020 on June 30, 1830, to 50,155,783 on the same date in 1880—a total increase of 37,289,763 since construction of roads commenced. Taking either of these aggregates of increase as a basis for comparison, there is found in the first decade the proportion of 2.6 per cent. of the aggregate of road to 11.3 per cent. of the aggregate increase of population; in the second, 5.7 per cent. of road to 16.4 of population; in the third, 22.9 of road to 22.1 of population; in the fourth, 18.3 of road to 19.1 of population; and in the fifth, 50.5 of road to 31.1 of population. It will further be observed by Table I that in the first two decades the proportions of mileage built to the aggregate in 1880 was considerably below the relative proportion of increase made in population; that in the third decade it was equal with it, and declined somewhat below that of population in the fourth; and that in the fifth and last decade it had passed and was far in advance of the proportion of increase in population. This decade shows over 50 per cent. of all the road constructed to only 31 per cent. of the aggregate increase in population since 1830.

Table I also shows that in 1860 the additions to both roads and population were nearly equal in proportion; that is, 22.9 per cent. of the aggregate road in 1880 was built from 1850 to 1860, and 22.1 per cent. of the total increase in population from 1830 to 1880 was added during the same decade; also that during the ten subsequent years both held nearly the same ratio. From this state of affairs it could have been presumed that in 1860 the mileage of roads had been found nearly sufficient for the requirements of the population as it then existed, and that additions were only made in proportion to the increase in population (the proportions at the end of 1870 being

about the same as in 1860), were it not for the intervention of the war, the effects of which make it impossible to take the period mentioned as a true basis for judging requirements. But assuming that, in 1860, 28,919.79 miles of road, the aggregate then built, had been sufficient for the 31,443,321 of people, and in 1870 49,168.33 miles of road for 38,558,371 people, then the question naturally arises: why were these immense additions made in the decade from 1870 to 1880? Either the mileage in the previous decades had not been sufficient, or other causes must have interfered and caused this unprecedented construction. In 1880 there are 87,801.42 miles of road to 50,155,783 people, which is an increase from 1 mile of road to 784 people in 1870 to 1 mile of road for 571 people in 1880. Undoubtedly existing necessities for additional roads in some sections did call for considerable construction; but when each and all of the six groups are compared, then construction will be found which appears as not having been compulsory or caused by actual necessities; and it is probable that many miles were built with no expectations of immediate receipts from traffic, and with a view to future prospects.

TABLE J.—SHOWING THE AVERAGE NUMBER OF THE POPULATION TO ONE MILE OF ROAD COMPLETED, BY DECADES.

Group.	1840.	1850.	1860.	1870.	1880.
The United States	6,194	2,705	1,087	784	571
I	4,357	1,051	861	807	674
II	5,077	2,671	1,071	841	654
III	8,018	3,514	1,076	869	833
IV	.....	19,039	912	630	391
V	11,904	15,481	4,574	3,659	1,834
VI	.....	.....	5,833	505	325

Road mileage at end of 1840, 1850, 1860, and 1870, and June 30, 1880; population July 30 each census year.

TABLE K.—AVERAGE AMOUNT OF THE AREA, POPULATION, IMPROVED LAND, AND PRODUCTS TO THE MILE OF COMPLETED ROAD.

Group.	Area.	Population.	Improved land.	PRODUCTS, BY VALUE.					
				Farm.	Manufactories.	Mines.	Quarries.	Petroleum wells.	Aggregate.
	Square miles.		*Acres.*						
The United States	33.8	571	3,243	$25,209	$61,155	$1,498	$209	$276	$88,347
I	10.4	674	2,221	17,375	185,970	195	1,133	.....	204,673
II	8.7	654	2,734	25,905	100,912	3,578	258	846	131,499
III	30.5	833	4,393	33,512	20,054	446	55	16	54,083
IV	13.7	391	3,447	24,311	37,261	721	135	.....	62,428
V	103.7	1,834	6,662	91,242	32,591	35	.....	.....	123,868
VI	114.5	325	3,000	16,398	14,690	377	26	.....	31,491

Products of 1880 (the census year) from the farm include everything consumed, sold, and on hand; those from manufactories, mines, quarries, and wells everything sold or on hand. Mines include only non-precious minerals from regular mining establishments. All kinds of coal included.

The following tables, L, M, N, and O, show the miles of road built compared with the area, population, acres of improved land, and total farming, industrial, or mining productions for each of the groups. These several items, when connected with the quantities of exports and imports of the great seaports in the United States, from which such are made to and from foreign countries, will give a further insight as to railroad traffic and its effects in the United States:

TABLE L.—A COMPARISON OF THE AGGREGATE NUMBER OF COMPLETED MILES OF RAILROAD, WITH THE AREA, POPULATION, ACRES OF IMPROVED LAND, THE AGGREGATE PRODUCTS FROM FARMS, MANUFACTURES, MINES, QUARRIES, AND PETROLEUM WELLS, BY GEOGRAPHICAL GROUPS.

Group.	ROAD COMPLETED.		AREA.		POPULATION.		IMPROVED LAND.		PRODUCTS.	
	Miles.	Per cent.	Square miles.	Per cent.	Number.	Per cent.	Acres.	Per cent.	Value.	Per cent.
The United States	87,801.42	100.0	2,970,000	100.0	50,155,783	100.0	284,771,042	100.0	$7,757,067,679	100.0
I	5,948.30	6.6	62,065	2.1	4,010,529	8.0	13,148,466	4.6	1,217,397,838	15.7
II	28,401.62	32.3	246,040	8.3	18,569,353	37.0	77,651,147	27.3	3,734,826,577	48.1
III	14,315.96	16.3	436,370	14.7	11,923,173	23.8	62,888,923	22.1	774,253,623	10.0
IV	22,962.73	26.2	313,865	10.5	8,967,136	17.9	79,135,947	27.8	1,433,521,663	18.5
V	950.38	1.3	* 168,295	5.7	1,742,471	3.4	6,335,575	2.1	117,674,660	1.5
VI	15,222.43	17.3	1,743,425	58.7	4,943,121	9.9	45,610,984	16.1	479,393,315	6.2

* The area of the Indian territory, 69,830 square miles, is herein included, but its population, improved lands, and products are not included, as no census enumerations have been made for the Indian territory.

The aggregate value of products as given include—

	Per cent.
For Group I:	
From the farm	8.5
From the manufactories	90.9
From the mines	0.1
From the quarries	0.5
For Group II:	
From the farm	19.7
From the manufactories	76.7
From the mines	2.7
From the quarries	0.2
From the petroleum wells	0.7
For Group III:	
From the farm	62.0
From the manufactories	37.1
From the mines	0.8
From the quarries	0.1
From the petroleum wells	*a* 0.1
For Group IV:	
From the farm	38.9
From the manufactories	59.7
From the mines	1.2
From the quarries	0.2
For Group V:	
From the farm	73.7
From the manufactories	26.3
From the mines	*a* 0.1
For Group VI:	
From the farm	52.1
From the manufactories	46.7
From the mines	1.2
From the quarries	*a* 0.1

For the whole United States the proportions are—

From the farm	28.5
From the manufactories	69.3
From the mines	1.7
From the quarries	0.2
From the petroleum wells	0.3

The products from the farm include every description of cereal and vegetable produce raised on the land; also the produce from live animals of every class and the existing value of live stock.

The manufactures, as above given, include every kind of article manufactured from the raw material, etc.; lumber sawed from timber; flour, meal, etc., from cereals; and, in fact, everything movable not included in the other items.

These percentages only represent proportions of value, not proportions of quantity; but nevertheless can be used as a basis for calculating the probable proportions of products movable by rail when brought in connection and comparison with the tonnage of the several railroads in the respective groups and with the different classifications adopted by them.

TABLE M.—RECAPITULATION OF THE PERCENTAGE OF ROAD, AREA, POPULATION, IMPROVED LANDS, AND PRODUCTS WHICH EACH GROUP HOLDS OF THE AGGREGATE IN THE UNITED STATES.

	I.	II.	III.	IV.	V.	VI.	United States.
	Per cent.	*Per cent.*	*Per cent*	*Per cent.*	*Per cent.*	*Per cent.*	*Per cent.*
Miles of completed road	6.6	32.3	16.3	26.2	1.3	17.3	100
Area	2.1	8.3	14.7	10.5	5.7	58.7	100
Population	8.0	37.0	23.8	17.9	3.4	9.9	100
Improved lands	4.6	27.3	22.1	27.8	2.1	16.1	100
Productions	15.7	48.1	10.0	18.5	1.5	6.2	100

The above table is a recapitulation of the proportional per cent. as given in Table L of the miles of completed road, area, population, etc., which the respective groups hold of the whole country, and has been prepared for the purpose of forming a basis for calculating the ratio of per cent. of area, population, etc., which each group holds to its per cent. of miles of completed road, as shown by the tables on page 307:

a Fraction of.

TABLE N.—COMPARISON OF THE RATIO OF PER CENT. OF ROAD TO PER CENT. OF AREA, POPULATION, ETC.

[Basis: 1 per cent. of area, population, etc.]

Item.	I.	II.	III.	IV	V.	VI.
Road to area	3.1 to 1	3.9 to 1	1.1 to 1	2.5 to 1	0.2 to 1	0.3 to 1
Road to population	0.8 to 1	0.9 to 1	0.7 to 1	1.5 to 1	0.4 to 1	1.7 to 1
Road to lands	1.4 to 1	1.2 to 1	0.7 to 1	0.9 to 1	0.6 to 1	1.1 to 1
Road to products	0.4 to 1	0.7 to 1	1.6 to 1	1.4 to 1	0.9 to 1	2.8 to 1

TABLE O.—COMPARISON OF THE RATIO OF PER CENT. OF AREA, POPULATION, ETC., TO PER CENT. OF MILES OF COMPLETED ROAD.

[Basis: 1 per cent. of road mile.]

Item.	I.	II.	III.	IV.	V.	VI.
Area to road	0.3 to 1	0.3 to 1	0.9 to 1	0.4 to 1	4.4 to 1	3.4 to 1
Population to road	1.2 to 1	1.1 to 1	1.5 to 1	0.7 to 1	3.0 to 1	0.6 to 1
Lands to road	0.7 to 1	0.9 to 1	1.4 to 1	1.0 to 1	1.6 to 1	0.9 to 1
Products to road	2.4 to 1	1.5 to 1	0.6 to 1	0.7 to 1	1.1 to 1	0.4 to 1

The preceding tables N and O exhibit the proportions of the respective items given which each group holds of the aggregate relative items in the United States. For instance, by examining Table N, Group I is found to have 3.1 per cent. of the road mileage in the United States to 1 per cent. of the area, while the proportion in Group VI is 0.3 to 1. Taking Table M, Group I is found to have 6.6 per cent. of the aggregate mileage in the country, while it has 2.1 per cent. of the area. By a simple division of the per cent. of area into the per cent. of mileage, there is obtained the ratio which that group holds to the whole, and by continuing this method the true proportions of the several parts to the whole are obtained. Table O is simply a reversion of Table N.

MILEAGE OF COMPLETED ROAD (JUNE 30, 1880) LYING WITHIN THE BOUNDARIES OF EACH STATE OR TERRITORY IN THE UNITED STATES.

Table XII (see detail tables) exhibits the locations, by states or territories, of the miles of completed road owned by each separate corporation enumerated in detail tables VIII and IX.

The following table exhibits the aggregates for each state or territory, as obtained from Table XII:

States and territories.	Miles of road.	States and territories.	Miles of road.	States and territories.	Miles of road.
The United States	87,801.42	Virginia	1,697.06	Louisiana	521.90
Maine	999.35	West Virginia	691.56	Arkansas	821.78
New Hampshire	1,013.11	Kentucky	1,559.56	Indian Territory	277.43
Vermont	874.39	Tennessee	1,816.17	Total of Group V	1,621.11
Massachusetts	1,868.58	Mississippi	1,118.99	Nebraska	1,823.11
Rhode Island	209.98	Alabama	1,780.22	Kansas	3,384.74
Connecticut	922.68	Georgia	2,432.87	Texas	2,696.64
Total of Group I	5,888.09	Florida	528.60	Colorado	1,385.16
		North Carolina	1,440.39	California	2,176.85
		South Carolina	1,392.91	Nevada	711.82
New York	5,874.98	Total of Group III	14,458.33	Oregon	347.33
Pennsylvania	5,944.77			Dakota	698.60
Ohio	5,415.33			New Mexico	298.57
Michigan	3,712.51			Wyoming	506.94
Indiana	4,320.61	Illinois	7,562.39	Montana	18.32
Maryland	930.64	Iowa	4,992.64	Idaho	205.83
Delaware	278.59	Wisconsin	2,959.84	Utah	706.34
New Jersey	1,648.92	Missouri	3,708.52	Arizona	293.93
District of Columbia	28.38	Minnesota	2,989.59	Washington	212.00
Total of Group II	28,154.73	Total of Group IV	22,212.98	Total of Group VI	15,466.18

TABLE VIII.—HISTORY OF CONSTRUCTION.

SUMMARY.

	Geographical group.	MILES OF RAILROAD BUILT—1830-'39.										
		1830.	1831.	1832.	1833.	1834.	1835.	1836.	1837.	1838.	1839.	Decade.
	Total United States	39.80	98.70	191.30	115.91	213.92	137.82	280.08	348.38	452.88	385.88	2,264.67
1	I.—Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, and Connecticut.	.....	.....	.....	.....	31.60	66.55	46.07	56.15	50.76	105.55	356.68
2	II.—New York, Pennsylvania, Ohio, Michigan, Indiana, Maryland, Delaware, New Jersey, and District of Columbia.	29.80	98.70	107.62	13.59	182.32	71.27	202.01	232.48	243.31	218.79	1,399.89
3	III.—Virginia, West Virginia, Kentucky, Tennessee, Mississippi, Alabama, Georgia, Florida, North Carolina, and South Carolina.	10.00	.....	83.68	102.32	.....	.....	32.00	59.75	138.06	61.54	487.35
4	IV.—Illinois, Iowa, Wisconsin, Missouri, and Minnesota.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5	V.—Louisiana, Arkansas, and Indian Territory.	.....	.....	.....	.....	.....	.....	.....	.....	20.75	.....	20.75
6	VI.—Dakota, Nebraska, Kansas, Texas, New Mexico, Colorado, Wyoming, Montana, Idaho, Utah, Arizona, California, Nevada, Oregon, and Washington.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

	Geographical group.	MILES OF RAILROAD BUILT—1850-'59.										
		1850.	1851.	1852.	1853.	1854.	1855.	1856.	1857.	1858.	1859.	Decade.
	Total United States	1,261.04	1,274.46	2,288.44	2,169.62	3,442.16	2,452.83	1,470.87	2,077.04	1,966.05	1,707.12	20,109.63
1	I.—Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, and Connecticut.	339.79	136.47	328.27	168.76	145.19	128.91	25.19	92.80	13.09	4.20	1,382.67
2	II.—New York, Pennsylvania, Ohio, Michigan, Indiana, Maryland, Delaware, New Jersey, and District of Columbia.	534.90	867.08	1,327.02	1,435.25	1,126.87	707.33	572.99	795.64	732.90	379.59	8,479.57
3	III.—Virginia, West Virginia, Kentucky, Tennessee, Mississippi, Alabama, Georgia, Florida, North Carolina, and South Carolina.	376.35	246.91	455.28	318.16	1,053.34	353.72	400.47	649.70	610.98	959.35	5,424.26
4	IV.—Illinois, Iowa, Wisconsin, Missouri, and Minnesota.	10.00	24.00	177.87	215.45	1,114.76	1,214.87	423.28	528.90	575.78	322.79	4,607.70
5	V.—Louisiana, Arkansas, and Indian Territory.	.....	.....	.....	32.00	2.00	48.00	0.75	.....	18.00	.....	100.75
6	VI.—Dakota, Nebraska, Kansas, Texas, New Mexico, Colorado, Wyoming, Montana, Idaho, Utah, Arizona, California, Nevada, Oregon, and Washington.	.....	.....	.....	.....	.....	.....	48.19	10.00	15.30	41.19	114.68

	Geographical group.	MILES OF RAILROAD BUILT—1870-'79.										
		1870.	1871.	1872.	1873.	1874.	1875.	1876.	1877.	1878.	1879.	Decade.
	Total United States	5,657.90	6,660.27	7,439.04	5,217.06	2,583.79	1,606.48	2,575.38	2,279.68	2,428.15	5,006.47	41,454.22
1	I.—Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, and Connecticut.	212.12	482.75	294.47	270.26	168.40	150.94	39.99	111.61	39.92	59.45	1,829.91
2	II.—New York, Pennsylvania, Ohio, Michigan, Indiana, Maryland, Delaware, New Jersey, and District of Columbia.	1,741.85	1,570.93	2,022.84	1,557.65	1,131.14	570.26	743.97	744.07	688.31	720.99	11,492.01
3	III.—Virginia, West Virginia, Kentucky, Tennessee, Mississippi, Alabama, Georgia, Florida, North Carolina, and South Carolina.	602.88	530.53	828.34	773.00	284.85	44.10	267.18	150.84	159.92	554.53	4,196.17
4	IV.—Illinois, Iowa, Wisconsin, Missouri, and Minnesota.	1,915.93	2,937.64	2,434.27	1,555.73	756.60	255.55	541.01	539.65	854.06	1,540.57	13,331.01
5	V.—Louisiana, Arkansas, and Indian Territory.	.....	201.97	67.00	35.00	.....	88.80	45.00	.....	13.50	73.00	524.27
6	VI.—Dakota, Nebraska, Kansas, Texas, New Mexico, Colorado, Wyoming, Montana, Idaho, Utah, Arizona, California, Nevada, Oregon, and Washington.	1,185.12	936.45	1,792.12	1,025.42	242.80	496.83	938.23	733.51	672.44	2,057.93	10,080.85

TABLE VIII.—HISTORY OF CONSTRUCTION.

SUMMARY.

MILES OF RAILROAD BUILT—1840–'49.

1840.	1841.	1842.	1843.	1844.	1845.	1846.	1847.	1848.	1849.	Decade.	
490.51	605.88	504.68	287.81	179.96	276.91	332.77	262.51	1,056.46	1,048.28	5,045.77	
156.66	99.97	180.16	20.93	42.16	88.46	123.28	162.43	441.29	583.76	1,899.10	1
83.87	244.02	204.79	47.88	108.30	179.45	51.49	75.08	499.67	311.02	1,805.57	2
249.98	261.89	40.00	219.00	29.50	9.00	158.00	25.00	105.50	120.50	1,218.37	3
.....	.....	54.00	.....	.....	.....	.....	.....	10.00	33.00	97.00	4
.....	.....	25.73	.....	.....	.....	.....	.....	.....	.....	25.73	5
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6

MILES OF RAILROAD BUILT—1860–'69.

1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.	1869.	Decade.	
1,499.72	1,015.85	720.00	573.90	947.40	818.72	1,403.58	2,540.68	2,467.86	4,102.65	16,090.36	
5.79	61.21	3.97	15.70	33.74	39.04	56.93	81.42	84.49	93.87	476.16	1
242.18	113.23	399.90	440.40	406.25	372.31	543.61	724.75	513.66	1,108.76	4,865.05	2
777.81	578.05	132.00	27.10	24.56	10.75	26.50	452.10	336.44	511.43	2,876.74	3
246.77	161.51	184.13	56.30	331.70	278.95	326.82	768.54	579.93	1,475.57	4,410.22	4
103.00	61.60	.....	.....	.....	.....	19.40	.....	.....	.....	184.00	5
124.17	40.25	.....	34.40	151.15	117.67	430.32	513.87	953.34	913.02	3,278.19	6

RECAPITULATION.

From 1830 to 1839.	From 1840 to 1849.	From 1850 to 1859.	From 1860 to 1869.	From 1870 to 1879.	During half century, 1830–'79, inclusive.	Half-year from January 1 to June 30, 1880.	Total to June 30, 1880.	
2,264.67	5,045.77	20,109.63	16,090.36	41,454.22	84,964.65	2,836.77	87,801.42	
356.68	1,899.10	1,382.67	476.16	1,829.91	5,944.52	3.78	5,948.30	1
1,399.89	1,805.57	8,479.57	4,865.05	11,492.01	28,042.09	359.53	28,401.62	2
487.35	1,218.37	5,424.26	2,876.74	4,196.17	14,202.89	113.07	14,315.96	3
.....	97.00	4,607.70	4,410.22	13,331.01	22,445.93	516.80	22,962.73	4
20.75	25.73	100.75	184.00	524.27	855.50	94.88	950.38	5
.....	.....	114.68	3,278.19	10,080.85	13,473.72	1,748.71	15,222.43	6

TABLE VIII.—HISTORY OF CONSTRUCTION.

GROUP I.—MAINE, NEW HAMPSHIRE, VERMONT, MASSACHUSETTS, RHODE ISLAND, CONNECTICUT.

	Corporation.	MILES OF RAILROAD BUILT—1830–'39.										
		1830.	1831.	1832.	1833.	1834.	1835.	1836.	1837.	1838.	1839.	Decade.
	Total					31.60	66.55	46.07	56.15	50.76	105.55	356.68
1	Addison R. R. Co											
2	Aroostook River R. R. Co											
3	Ashburnham R. R. Co											
4	Ashuelot R. R. Co											
5	Atlantic and Saint Lawrence R. R. Co											
6	Attleborough Branch R. R. Co											
7	Bangor and Piscataquis R. R. Co											
8	Belfast and Moosehead Lake R. R. Co											
9	Bennington and Glastenbury R. R. Co											
10	Bennington and Rutland Rw'y Co											
11	Berkshire R. R. Co											
12	Boston and Albany R. R. Co					31.60	12.50			20.33	54.53	118.96
13	Boston, Barre, and Gardner R. R. Co											
14	Boston, Clinton, Fitchburg, and New Bedford R. R. Co							11.10				11.10
15	Boston, Concord, and Montreal R. R. Co											
16	Boston and Lowell R. R. Co							25.75				25.75
17	Boston and Maine R. R. Co							7.00	10.00			17.00
18	Boston and New York Air-Line R. R. Co											
19	Boston and Providence R. R. Co						52.05	2.22				54.27
20	Boston, Revere Beach, and Lynn R. R. Co											
21	Boston, Winthrop, and Point Shirley R. R. Co											
22	Bucksport and Bangor R. R. Co											
23	Burlington and Lamoille R. R. Co											
24	Central Vermont R. R. Co											
25	Cheshire R. R. Co											
26	Colchester R. R. Co											
27	Concord R. R. Co											
28	Concord and Claremont R. R. Co											
29	Concord and Portsmouth R. R. Co											
30	Connecticut Central R. R. Co											
31	Connecticut and Passumpsic Rivers R. R. Co											
32	Connecticut River R. R. Co											
33	Connecticut Valley R. R. Co											
34	Connecticut Western R. R. Co											
35	Danbury and Norwalk R. R. Co											
36	Danvers R. R. Co											
37	Dexter and Newport R. R. Co											
38	Dorchester and Milton R. R. Co											
39	Dover and Winnipiseogee R. R. Co											
40	Eastern R. R. Co. of Massachusetts									13.42	15.02	28.44
41	Eastern R. R. Co. of New Hampshire											
42	Essex County R. R. Co. (a)											
43	European and North American Rw'y Co											
44	Fall River R. R. Co											
45	Fall River, Warren, and Providence R. R. Co											
46	Fitchburg R. R. Co											
47	Framingham and Lowell R. R. Co											
48	Grafton Centre R. R. Co											
49	Grand Trunk Rw'y Co. of Canada (section in United States)											
50	Hanover Branch R. R. Co											
51	Holyoke and Westfield R. R. Co											
52	Hopkinton R. R. Co											
53	Horn Pond Branch R. R. Co											
54	Houlton Branch R. R. Co											
55	Housatonic R. R. Co											
56	Knox and Lincoln R. R. Co											
57	Lamoille Valley R. R. Co (a)											
58	Lancaster R. R. Co											
59	Lewiston and Auburn R. R. Co											
60	Lowell and Andover R. R. Co											
61	Maine Central R. R. Co											
62	Manchester and Keene R. R. Co											
63	Manchester and Lawrence R. R. Co											
64	Manchester and North Weare R. R. Co											
65	Martha's Vineyard R. R. Co											
66	Middlesex Central R. R. Co											
67	Milford and Woonsocket R. R. Co											
68	Mississquoi R. R. Co											
69	Mississquoi and Clyde Rivers R. R. Co											
70	Monadnock R. R. Co											
71	Montpelier and Saint Johnsbury R. R. Co (a)											
72	Montpelier and Wells River R. R. Co											
73	Montpelier and White River R. R. Co											
74	Moshassuck Valley R. R. Co											
75	Mount Washington R. R. Co											
76	Narragansett Pier R. R. Co											
77	Nashua, Acton, and Boston R. R. Co											
78	Nashua and Lowell R. R. Co											
79	Nashua and Rochester R. R. Co									14.26		14.26
80	Naugatuck R. R. Co											

a See Portland and Ogdensburg railroad line, Vermont division.

TABLE VIII.—HISTORY OF CONSTRUCTION.

GROUP I.—MAINE, NEW HAMPSHIRE, VERMONT, MASSACHUSETTS, RHODE ISLAND, CONNECTICUT.

MILES OF RAILROAD BUILT—1840-'49.											MILES OF RAILROAD BUILT—1850-'59.											
1840.	1841.	1842.	1843.	1844.	1845.	1846.	1847.	1848.	1849.	Decade.	1850.	1851.	1852.	1853.	1854.	1855.	1856.	1857.	1858.	1859.	Decade.	
156.66	99.97	180.16	20.93	42.16	88.46	123.28	162.43	441.29	583.76	1,899.10	339.79	136.47	328.27	168.76	145.19	128.91	25.19	92.80	13.09	4.20	1,382.67	
																						1
																						2
																						3
											23.73										23.73	4
								15.25	21.00	36.25	11.00		44.25	58.08	1.25						114.58	5
																						6
																						7
																						8
																						9
													58.90								58.90	10
		22.00								22.00												11
	87.97	15.50				4.80		13.55		121.82				9.30							9.30	12
																						13
20.13							0.96		15.17	36.26	13.90					16.47					30.37	14
								28.82	8.63	37.45	13.62	19.38		43.43							76.43	15
				1.92	6.56		13.59			22.07	16.80										16.80	16
12.00	12.00	10.50	10.25			16.00	2.00		3.75	66.50												17
																						18
				4.11				5.37		9.48												19
																						20
																						21
																						22
																						23
								55.27	33.60	88.87		22.60									22.60	24
							21.39	9.71	22.52	53.62												25
																						26
		34.53								34.53			5.00								5.00	27
									33.19	33.19	8.52										8.52	28
													29.02								29.02	29
																						30
											40.00		21.00					29.00			90.00	31
					3.22	34.86		13.64		51.72												32
																						33
																						34
													22.80								23.80	35
															9.26						9.26	36
																						37
							3.30			3.30												38
									18.00	18.00		10.25									10.25	39
13.70							12.94	3.79		30.43	28.02				15.85						43.87	40
16.08										16.08												41
																						42
																						43
																						44
																						45
			10.68	10.13	29.52		11.55		3.46	65.34	20.84		3.17			3.54					27.55	46
																						47
																						48
														16.00							16.00	49
																						50
																						51
																						52
															0.66						0.66	53
																						54
35.00		39.00								74.00												55
																						56
																						57
																						58
																						59
																						60
								6.40	71.00	77.40		12.00	53.10			76.60	5.90	21.60		4.20	173.40	61
																						62
								23.45		23.45												63
											19.50										19.50	64
																						65
																						66
																						67
																						68
																						69
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																						72
																						73
																						74
																						75
																						76
																						77
																						78
																						79
									56.55	56.55												80

TABLE VIII.—HISTORY OF CONSTRUCTION.

GROUP I.—MAINE, NEW HAMPSHIRE, VERMONT, MASSACHUSETTS, RHODE ISLAND, CONNECTICUT.

	Corporation.	MILES OF RAILROAD BUILT—1860–'69.										
		1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.	1869.	Decade.
	Total	5.79	61.21	3.97	15.70	33.74	39.04	56.93	81.42	84.49	93.87	476.16
1	Addison R. R. Co											
2	Aroostook River R. R. Co											
3	Ashburnham R. R. Co											
4	Ashuelot R. R. Co											
5	Atlantic and Saint Lawrence R. R. Co											
6	Attleborough Branch R. R. Co											
7	Bangor and Piscataquis R. R. Co										40.00	40.00
8	Belfast and Moosehead Lake R. R. Co											
9	Bennington and Glastenbury R. R. Co											
10	Bennington and Rutland Rw'y Co											
11	Berkshire R. R. Co											
12	Boston and Albany R. R. Co											
13	Boston, Barre, and Gardner R. R. Co											
14	Boston, Clinton, Fitchburg, and New Bedford R. R. Co							13.97				13.97
15	Boston, Concord, and Montreal R. R. Co											
16	Boston and Lowell R. R. Co			2.37								2.37
17	Boston and Maine R. R. Co											
18	Boston and New York Air Line R. R. Co											
19	Boston and Providence R. R. Co											
20	Boston, Revere Beach, and Lynn R. R. Co											
21	Boston, Winthrop, and Point Shirley R. R. Co											
22	Bucksport and Bangor R. R. Co											
23	Burlington and Lamoille R. R. Co											
24	Central Vermont R. R. Co											
25	Cheshire R. R. Co											
26	Colchester R. R. Co											
27	Concord R. R. Co		2.00									2.00
28	Concord and Claremont R. R. Co											
29	Concord and Portsmouth R. R. Co		11.46									11.46
30	Connecticut Central R. R. Co											
31	Connecticut and Passumpsic Rivers R. R. Co					15.00			5.00			20.00
32	Connecticut River R. R. Co											
33	Connecticut Valley R. R. Co											
34	Connecticut Western R. R. Co											
35	Danbury and Norwalk R. R. Co											
36	Danvers R. R. Co											
37	Dexter and Newport R. R. Co											
38	Dorchester and Milton R. R. Co									14.00		14.00
39	Dover and Winnipiseogee R. R. Co											
40	Eastern R. R. Co. of Massachusetts		4.00									4.00
41	Eastern R. R. Co. of New Hampshire											
42	Essex County R. R. Co (a)											
43	European and North American Rw'y Co											
44	Fall River R. R. Co									26.71	31.29	58.00
45	Fall River, Warren, and Providence R. R. Co	5.79										5.79
46	Fitchburg R. R. Co											
47	Framingham and Lowell R. R. Co											
48	Grafton Center R. R. Co											
49	Grand Trunk Rw'y Co. of Canada (section in United States)											
50	Hanover Branch R. R. Co									7.78		7.78
51	Holyoke and Westfield R. R. Co											
52	Hopkinton R. R. Co											
53	Horn Pond Branch R. R. Co											
54	Houlton Branch R. R. Co											
55	Housatonic R. R. Co										3.00	3.00
56	Knox and Lincoln R. R. Co											
57	Lamoille Valley R. R. Co (a)											
58	Lancaster R. R. Co											
59	Lewiston and Auburn R. R. Co											
60	Lowell and Andover R. R. Co											
61	Maine Central R. R. Co											
62	Manchester and Keene R. R. Co		31.00				3.00					34.00
63	Manchester and Lawrence R. R. Co											
64	Manchester and North Weare R. R. Co											
65	Martha's Vineyard R. R. Co											
66	Middlesex Central R. R. Co											
67	Milford and Woonsocket R. R. Co											
68	Mississquoi R. R. Co									3.88		3.88
69	Mississquoi and Clyde Rivers R. R. Co											
70	Monadnock R. R. Co											
71	Montpelier and Saint Johnsbury R. R. Co (a)											
72	Montpelier and Wells River R. R. Co											
73	Montpelier and White River R. R. Co											
74	Moshassuck Valley R. R. Co											
75	Mount Washington R. R. Co											
76	Narragansett Pier R. R. Co											
77	Nashua, Acton, and Boston R. R. Co											
78	Nashua and Lowell R. R. Co											
79	Nashua and Rochester R. R. Co											
80	Naugatuck R. R. Co											

a See Portland and Ogdensburg railroad line, Vermont division.

TABLE VIII.—HISTORY OF CONSTRUCTION.

GROUP I.—MAINE, NEW HAMPSHIRE, VERMONT, MASSACHUSETTS, RHODE ISLAND, CONNECTICUT.

MILES OF RAILROAD BUILT—1870-'79.											During half century, 1830-'79, inclusive.	Half-year from January 1 to June 30, 1880.	Total to June 30, 1880.	
1870.	1871.	1872.	1873.	1874.	1875.	1876.	1877.	1878.	1879.	Decade.				
212.12	482.75	294.47	270.26	168.40	150.94	39.99	111.61	39.92	59.45	1,829.91	5,944.52	3.78	5,948.30	
	15.60									15.60	15.60		15.60	1
					3.00	12.00				15.00	15.00		15.00	2
			2.50							2.50	2.50		2.50	3
											23.73		23.73	4
											150.83		150.83	5
	4.00									4.00	4.00		4.00	6
	8.50			6.30			8.00			22.80	62.80		62.80	7
33.20										33.20	33.20		33.20	8
		8.97								8.97	8.97		8.97	9
											58.90		58.90	10
											22.00		22.00	11
											250.08		250.08	12
	25.16			10.00		1.37				36.53	36.53		36.53	13
21.25	8.60		1.34			2.44				33.63	125.33		125.33	14
21.81		14.36	4.79	4.58		6.88				52.42	166.30		166.30	15
2.27		2.50		3.16						7.93	74.92		74.92	16
			43.00							43.00	126.50		126.50	17
22.27			28.57							50.84	50.84		50.84	18
											63.75		63.75	19
					8.62					8.62	8.62		8.62	20
							1.75	0.85		2.60	2.60		2.60	21
				18.75						18.75	18.75		18.75	22
							34.43			34.43	34.43		34.43	23
											111.47		111.47	24
											53.62		53.62	25
							3.58			3.58	3.58		3.58	26
											41.53		41.53	27
	15.73	13.57								29.30	71.01		71.01	28
											40.48		40.48	29
					20.25	6.80				27.05	27.05		27.05	30
											110.00		110.00	31
	3.50									3.50	55.22		55.22	32
	44.00	1.18	1.00							46.18	46.18		46.18	33
	67.60									67.60	67.60		67.60	34
4.00		6.00								10.00	33.80		33.80	35
											9.26		9.26	36
											14.00		14.00	37
											3.30		3.30	38
											28.25		28.25	39
	1.06	5.48	3.96	1.09						11.59	118.33		118.33	40
											16.08		16.08	41
														42
	56.00									56.00	114.00		114.00	43
					12.25					12.25	12.25		12.25	44
											5.79		5.79	45
											92.89		92.89	46
	26.12									26.12	26.12		26.12	47
				3.00						3.00	3.00		3.00	48
											16.00		16.00	49
											7.78		7.78	50
10.32									4.00	14.32	14.32		14.32	51
		11.45								11.45	11.45		11.45	52
											0.66		0.66	53
											3.00		3.00	54
											74.00		74.00	55
	49.00									49.00	49.00		49.00	56
														57
		8.50								8.50	8.50		8.50	58
				5.41						5.41	5.41		5.41	59
					10.10					10.10	10.10		10.10	60
0.70	18.30									19.00	303.80		303.80	61
							8.71	20.84		29.55	29.55		29.55	62
											23.45		23.45	63
											19.50		19.50	64
				8.78						8.78	8.78		8.78	65
			8.09							8.09	8.09	3.08	11.17	66
											3.88		3.88	67
		28.75								28.75	28.75		28.75	68
			21.75							21.75	21.75		21.75	69
	15.80									15.80	15.80		15.80	70
														71
			38.22							38.22	38.22		38.22	72
					6.50					6.50	6.50		6.50	73
						2.00				2.00	2.00		2.00	74
3.33										3.33	3.33		3.33	75
						8.50				8.50	8.50		8.50	76
		10.20	10.01							20.21	20.21		20.21	77
											14.26		14.26	78
				48.39						48.39	48.39		48.39	79
											56.55		56.55	80

TABLE VIII.—HISTORY OF CONSTRUCTION.

GROUP I.—MAINE, NEW HAMPSHIRE, VERMONT, MASSACHUSETTS, RHODE ISLAND, CONNECTICUT—Continued.

	Corporation.	MILES OF RAILROAD BUILT—1830-'39.										
		1830.	1831.	1832.	1833.	1834.	1835.	1836.	1837.	1838.	1839.	Decade.
81	Newburyport R. R. Co											
82	Newburyport City R. R. Co											
83	New Canaan R. R. Co											
84	New Haven and Derby R. R. Co											
85	New Haven and Northampton Co											
86	New London Northern R. R. Co											
87	Newport and Wickford R. R. and Steamboat Co											
88	New York, Housatonic, and Northern R. R. Co											
89	New York and New England R. R. Co											
90	New York, New Haven, and Hartford R. R. Co										36.00	36.00
91	New York, Providence, and Boston R. R. Co								'46.15			46.15
92	North Brookfield R. R. Co											
93	Northern R. R. Co. of New Hampshire											
94	Norway Branch R. R. Co											
95	Norwich and Worcester R. R. Co											
96	Old Colony R. R. Co											
97	Pawtuxet Valley R. R. Co											
98	Peterborough R. R. Co											
99	Peterborough and Hillsborough R. R. Co											
100	Pittsfield and North Adams R. R. Co											
101	Pontiac Branch R. R. Co											
102	Portland and Ogdensburg R. R. Co											
103	Portland and Ogdensburg R. R. line, Vermont division, comprising—											
	Essex County R. R.											
	Lamoille Valley R. R											
	Montpelier and Saint Johnsbury R. R											
104	Portland and Oxford Central R. R. Co											
105	Portland and Rochester R. R. Co											
106	Portland, Saco, and Portsmouth R. R. Co											
107	Portsmouth and Dover R. R. Co											
108	Portsmouth, Great Falls, and Conway R. R. Co											
109	Profile and Franconia Notch R. R. Co											
110	Providence and Springfield R. R. Co											
111	Providence, Warren, and Bristol R. R. Co											
112	Providence and Worcester R. R. Co											
113	Rhode Island Central R. R. Co											
114	Rhode Island and Massachusetts R. R. Co. (in Massachusetts)											
115	Rhode Island and Massachusetts R. R. Co. (in Rhode Island)											
116	Rockville R. R. Co											
117	Rumford Falls and Buckfield R. R. Co											
118	Rutland R. R. Co											
119	Rutland and Whitehall R. R. Co											
120	Saint Croix and Penobscot R. R. Co						2.00					2.00
121	Salem and Rutland R. R. Co											
122	Sandy River R. R. Co											
123	Shepaug R. R. Co											
124	Shore Line Rw'y Co											
125	Somerset R. R. Co											
126	South Manchester R. R. Co											
127	Spencer R. R. Co											
128	Springfield and New London R. R. Co											
129	Springfield and Northeastern R. R. Co											
130	Stockbridge and Pittsfield R. R. Co											
131	Stony Brook R. R. Co											
132	Sullivan County R. R. Co											
133	Suncook Valley R. R. Co											
134	Troy and Greenfield R. R. and Hoosac Tunnel											
135	Union Freight R. R. Co											
136	Vermont and Canada R. R. Co											
137	Vermont and Massachusetts R. R. Co											
138	Vermont Valley R. R. Co. (of 1871)											
139	Ware River R. R. Co											
140	Watertown and Waterbury R. R. Co											
141	West Amesbury Branch R. R. Co											
142	West Stockbridge R. R. Co											
143	Whitefield and Jefferson R. R. Co									2.75		2.75
144	Whitneyville and Machiasport R. R. Co											
145	Wilton R. R. Co											
146	Wolfeborough R. R. Co											
147	Wood River Branch R. R. Co											
148	Woodstock R. R. Co											
149	Worcester and Nashua R. R. Co											
150	Worcester and Shrewsbury R. R. Co											

TABLE VIII.—HISTORY OF CONSTRUCTION.

GROUP I.—MAINE, NEW HAMPSHIRE, VERMONT, MASSACHUSETTS, RHODE ISLAND, CONNECTICUT—Continued.

MILES OF RAILROAD BUILT—1840–49.											MILES OF RAILROAD BUILT—1850–'59.											
1840.	1841.	1842.	1843.	1844.	1845.	1846.	1847.	1848.	1849.	Decade.	1850.	1851.	1852.	1853.	1854.	1855.	1856.	1857.	1858.	1859.	Decade.	
												14.98			12.00						26.98	81
																						82
																						83
								27.40		27.40	28.17							29.80			57.97	84
									21.00	21.00	64.88			20.00							84.88	85
																						86
																						87
									57.16	57.16	17.90		6.20	2.30	81.10	14.70					122.20	88
				26.00				61.20		87.20	9.84										9.84	89
								4.38		4.38								12.40			12.40	90
																						91
						18.56	46.21	17.26		82.03												92
																						93
59.75										59.75					6.73						6.73	94
					49.16	30.41	7.08	39.30		125.95				1.65	18.34		8.04				28.03	95
																						96
																						97
																						98
						18.65				18.65												99
																						100
																						101
																						102
																						103
																						104
														18.00							18.00	105
		50.76								50.76												106
									20.12	20.12			2.00			4.00					6.00	107
																						108
																						109
																						110
							43.41			43.41						13.60					13.60	111
																						112
																						113
																						114
																						115
																						116
									119.70	119.70												117
																						118
											6.83										6.83	119
													3.00				11.25				14.25	120
													29.32								29.32	121
																						122
																						123
													49.51								49.51	124
																						125
																						126
																						127
																						128
									22.00	22.00												129
																						130
								13.16		13.16												131
								24.72		24.72		0.52									0.52	132
																						133
																			13.09		13.09	134
																						135
									41.70	41.70	8.00	17.70									25.70	136
								32.53	15.21	47.74	8.24										8.24	137
												23.61									23.61	138
																						139
																						140
																						141
																						142
		7.87								7.87												143
												15.43									15.43	144
																						145
																						146
																						147
								46.09		46.09												148
																						149
																						150

TABLE VIII.—HISTORY OF CONSTRUCTION.

GROUP I.—MAINE, NEW HAMPSHIRE, VERMONT, MASSACHUSETTS, RHODE ISLAND, CONNECTICUT—Continued.

	Corporation.	MILES OF RAILROAD BUILT—1860-'69.										
		1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.	1869.	Decade.
81	Newburyport R. R. Co											
82	Newburyport City R. R. Co											
83	New Canaan R. R. Co									8.30		8.30
84	New Haven and Derby R. R. Co											
85	New Haven and Northampton Co									7.49		7.49
86	New London Northern R. R. Co								14.96			14.96
87	Newport and Wickford R. R. and Steamboat Co											
88	New York, Housatonic, and Northern R. R. Co											
89	New York and New England R. R. Co		12.75	1.60	10.90			9.40	20.70			55.35
90	New York, New Haven, and Hartford R. R. Co						3.20					3.20
91	New York, Providence, and Boston R. R. Co											
92	North Brookfield R. R. Co											
93	Northern R. R. Co. of New Hampshire											
94	Norway Branch R. R. Co											
95	Norwich and Worcester R. R. Co											
96	Old Colony R. R Co					18.74	18.84	33.56				71.14
97	Pawtuxet Valley R. R. Co											
98	Peterborough R. R. Co											
99	Peterborough and Hillsborough R. R. Co											
100	Pittsfield and North Adams R. R. Co											
101	Pontiac Branch R. R. Co											
102	Portland and Ogdensburg R. R. Co											
103	Portland and Ogdensburg R. R. line, Vermont division, comprising—											
	Essex County R. R											
	Lamoille Valley R. R											
	Montpelier and Saint Johnsbury R. R											
104	Portland and Oxford Central R. R. Co								27.50			27.50
105	Portland and Rochester R. R. Co						14.00					14.00
106	Portland, Saco, and Portsmouth R. R. Co											
107	Portsmouth and Dover R. R. Co											
108	Portsmouth, Great Falls, and Conway R. R. Co											
109	Profile and Franconia Notch R. R Co											
110	Providence and Springfield R. R. Co											
111	Providence, Warren, and Bristol R. R. Co											
112	Providence and Worcester R. R. Co											
113	Rhode Island Central R. R. Co											
114	Rhode Island and Massachusetts R. R. Co. (in Massachusetts)											
115	Rhode Island and Massachusetts R. R. Co. (in Rhode Island)											
116	Rockville R. R. Co				4.80							4.80
117	Rumford Falls and Buckfield R. R. Co											
118	Rutland R. R. Co											
119	Rutland and Whitehall R. R. Co											
120	Saint Croix and Penobscot R. R. Co											
121	Salem and Rutland R. R. Co											
122	Sandy River R. R. Co											
123	Shepaug R. R. Co											
124	Shore Line Rw'y Co											
125	Somerset R. R. Co											
126	South Manchester R. R. Co											
127	Spencer R. R. Co										2.25	2.25
128	Springfield and New London R. R. Co											
129	Springfield and Northeastern R. R. Co											
130	Stockbridge and Pittsfield R. R. Co											
131	Stony Brook R. R. Co											
132	Sullivan County R. R. Co											
133	Suncook Valley R. R. Co											
134	Troy and Greenfield R. R. and Hoosac Tunnel										17.33	17.33
135	Union Freight R. R. Co								13.26	16.33		29.59
136	Vermont and Canada R. R. Co											
137	Vermont and Massachusetts R. R. Co											
138	Vermont Valley R. R. Co. (of 1871)											
139	Ware River R. R. Co											
140	Watertown and Waterbury R. R. Co											
141	West Amesbury Branch R. R. Co											
142	West Stockbridge R. R. Co											
143	Whitefield and Jefferson R. R. Co											
144	Whitneyville and Machiasport R. R. Co											
145	Wilton R. R. Co											
146	Wolfeborough R. R. Co											
147	Wood River Branch R. R. Co											
148	Woodstock R. R. Co											
149	Worcester and Nashua R. R. Co											
150	Worcester and Shrewsbury R. R. Co											

TABLE VIII.—HISTORY OF CONSTRUCTION.

GROUP I.—MAINE, NEW HAMPSHIRE, VERMONT, MASSACHUSETTS, RHODE ISLAND, CONNECTICUT—Continued.

MILES OF RAILROAD BUILT—1870–'79.											During half century, 1830–'79, inclusive.	Half-year from January 1 to June 30, 1880.	Total to June 30, 1880.	
1870.	1871.	1872.	1873.	1874.	1875.	1876.	1877.	1878.	1879.	Decade.				
											26.98		26.98	81
	2.08									2.08	2.08		2.08	82
											8.30		8.30	83
	13.00									13.00	13.00		13.00	84
6.15										6.15	99.01		99.01	85
											120.84		120.84	86
		3.40								3.40	3.40		3.40	87
				5.50						5.50	5.50		5.50	88
		26.70							2.46	29.16	263.87		263.87	89
4.31										4.31	140.55		140.55	90
											62.93	0.70	63.63	91
					4.16					4.16	4.16		4.16	92
											82.03		82.03	93
									1.36	1.36	1.36		1.36	94
											66.48		66.48	95
	29.03	19.93	14.26	3.30	7.57					74.09	299.21		299.21	96
				2.68					2.99	5.67	5.67		5.67	97
			10.77							10.77	10.77		10.77	98
								18.23		18.23	18.23		18.23	99
											18.65		18.65	100
									4.69	4.69	4.69		4.69	101
33.42	25.85		11.18	6.07	14.84					91.36	91.36		91.36	102
		7.80			14.40					22.20	22.20		22.20	103
		15.40	17.00	4.80			41.50			78.70	78.70		78.70	
		19.10								19.10	19.10		19.10	
											27.50		27.50	104
	20.50									20.50	52.50		52.50	105
											50.76		50.76	106
				10.88						10.88	10.88		10.88	107
28.13		17.12								45.25	71.37		71.37	108
									10.00	10.00	10.00		10.00	109
		22.80								22.80	22.80		22.80	110
											13.60		13.60	111
				7.00						7.00	50.41		50.41	112
					8.68					8.68	8.68		8.68	113
							6.62			6.62	6.62		6.62	114
							7.02			7.02	7.02		7.02	115
											4.80		4.80	116
									1.50	1.50	1.50		1.50	117
											119.70		119.70	118
											6.83		6.83	119
											16.25		16.25	120
											29.32		29.32	121
									18.00	18.00	18.00		18.00	122
		32.28								32.28	32.28		32.28	123
											49.51		49.51	124
				13.00	12.05					25.05	25.05		25.05	125
											2.25		2.25	126
									2.17	2.17	2.17		2.17	127
					7.27					7.27	7.27		7.27	128
	30.50		18.00							48.50	48.50		48.50	129
											22.00		22.00	130
											13.16		13.16	131
											25.24		25.24	132
0.15										0.15	17.48		17.48	133
					7.41					7.41	50.09		50.09	134
		2.45								2.45	2.45		2.45	135
											67.40		67.40	136
	2.82									2.82	58.80		58.80	137
											23.61		23.61	138
16.21			33.20							49.41	49.41		49.41	139
4.60										4.60	4.60		4.60	140
		4.50								4.50	4.50		4.50	141
											2.75		2.75	142
									12.28	12.28	12.28		12.28	143
											7.87		7.87	144
											15.43		15.43	145
		12.03								12.03	12.03		12.03	146
				5.71						5.71	5.71		5.71	147
					13.84					13.84	13.84		13.84	148
											46.09		46.09	149
			2.62							2.62	2.62		2.62	150

TABLE VIII.—HISTORY OF CONSTRUCTION.

GROUP II.—NEW YORK, PENNSYLVANIA, OHIO, MICHIGAN, INDIANA, MARYLAND, DELAWARE, NEW JERSEY, DISTRICT OF COLUMBIA.

	Corporation.	MILES OF RAILROAD BUILT—1830-'39.										
		1830.	1831.	1832.	1833.	1834.	1835.	1836.	1837.	1838.	1839..	Decade.
	Total	29.80	98.70	107.62	13.59	182.32	71.27	202.01	232.48	243.31	218.79	1,399.89
1	Adirondack Co											
2	Albany and Susquehanna R. R. Co											
3	Albany and Vermont R. R. Co											
4	Allegan and South Eastern R. R. Co											
5	Allegheny Valley R. R. Co											
6	Allentown R. R. Co											
7	Alliance and Lake Erie R. R. Co											
8	Anderson, Lebanon, and Saint Louis R. R Co											
9	Annapolis and Elk Ridge R. R. Co											
10	Antwerp and Paulding R. R. Co											
11	Ashtabula and Pittsburgh Rw'y Co											
12	Atlantic Avenue R. R. Co							9.68				9.68
13	Avon, Geneseo, and Mount Morris R. R. Co											
14	Bachman Valley R. R. Co. of Maryland											
15	Bachman Valley R. R. Co. of Pennsylvania											
16	Bald Eagle Valley R. R. Co											
17	Baltimore and Hanover R. R. Co											
18	Baltimore and Ohio R. R. Co	15.00	46.50	11.00		12.00						84.50
19	Baltimore and Ohio and Chicago R. R. Co											
20	Baltimore and Potomac R. R. Co											
21	Baltimore Short Line Rw'y Co											
22	Bangor and Portland Rw'y Co											
23	Barclay Coal Co											
24	Bath and Hammondsport R. R. Co											
25	Bedford and Bridgeport R. R. Co											
26	Bedford, Springville, Owensburg, and Bloomfield R. R. Co											
27	Bellaire and South Western Rw'y Co											
28	Bellefonte and Snow Shoe R. R. Co											
29	Bells Gap R. R. Co											
30	Belvidere Delaware R. R. Co											
31	Berlin R. R. Co											
32	Berlin Branch R. R. Co											
33	Black River and Morristown R. R. Co											
34	Blairstown Rw'y Co											
35	Boston, Hoosac Tunnel, and Western Rw'y Co											
36	Bowling Green R. R. Co											
37	Bradford, Bordell, and Kinzua R. R. Co											
38	Breakwater and Frankford R. R. Co											
39	Brookfield Coal Co											
40	Brooklyn, Bath, and Coney Island R. R. Co											
41	Brooklyn, Flatbush, and Coney Island Rw'y Co											
42	Brooklyn and Montauk R. R. Co											
43	Brooklyn and Rockaway Beach R. R. Co											
44	Buffalo, Bradford, and Pittsburgh R. R. Co											
45	Buffalo Creek R. R. Co											
46	Buffalo Erie Basin R. R. Co											
47	Buffalo, New York, and Erie R. R. Co											
48	Buffalo, New York, and Philadelphia Rw'y Co											
49	Buffalo and South Western R. R. Co											
50	Camden and Atlantic R. R. Co											
51	Camden and Burlington County R. R. Co											
52	Camden, Gloucester, and Mount Ephraim Rw'y Co											
53	Canada Southern Bridge Co											
54	Carbon and Otter Creek Valley R. R. Co											
55	Carthage, Watertown, and Sackett's Harbor R. R. Co											
56	Catasauqua and Fogelsville R. R. Co											
57	Catawissa R. R. Co											
58	Cayuga and Susquehanna R. R. Co											
59	Cazenovia, Canastota, and De Ruyter Rw'y Co					34.61						34.61
60	Celina, Van Wert, and State Line Extension of Columbus and Northwestern Rw'y Co											
61	Central R. R. Co. of New Jersey											
62	Central Ohio R. R. Co											
63	Champlain and Saint Lawrence Rw'y Co											
64	Charlotteburgh and Green Lake R. R. Co											
65	Chartiers Rw'y Co											
66	Chateaugay R. R. Co											
67	Chemung R. R. Co											
68	Cherry Valley, Sharon, and Albany R. R. Co											
69	Chester R. R. Co											
70	Chester Creek R. R. Co											
71	Chester and Delaware River R. R. Co											
72	Chester Valley R. R. Co											
73	Chestnut Hill R. R. Co											
74	Chicago and Block Coal R. R. Co											
75	Chicago and Canada Southern Rw'y Co											
76	Chicago, Cincinnati, and Louisville R. R. Co											
77	Chicago, Detroit, and Canada Grand Trunk Junction R. R. Co											
78	Chicago and Grand Trunk Rw'y Co											
79	Chicago, Saginaw, and Canada R. R. Co											
80	Chicago and West Michigan R. R. Co											

TABLE VIII.—HISTORY OF CONSTRUCTION.

GROUP II.—NEW YORK, PENNSYLVANIA, OHIO, MICHIGAN, INDIANA, MARYLAND, DELAWARE, NEW JERSEY, DISTRICT OF COLUMBIA.

MILES OF RAILROAD BUILT—1840–'49.											MILES OF RAILROAD BUILT—1850–'59.											
1840.	1841.	1842.	1843.	1844.	1845.	1846.	1847.	1848.	1849.	Decade.	1850.	1851.	1852.	1853.	1854.	1855.	1856.	1857.	1858.	1859.	Decade.	
83.87	244.02	204.79	47.88	108.30	179.45	51.49	75.08	499.67	311.02	1,805.57	534.90	867.08	1,327.02	1,435.25	1,126.87	707.33	572.99	795.64	732.90	379.59	8,479.57	
																						1
																						2
														12.18							12.18	3
																						4
																	44.00				44.00	5
																						6
																						7
																						8
20.50										20.50												9
																						10
																						11
																						12
																				17.56	17.56	13
																						14
																						15
																						16
																						17
	41.50	55.50								97.00		54.00	71.00	82.50							207.50	18
																						19
																						20
																						21
																						22
																16.23					16.23	23
																						24
																						25
																						26
																						27
																				21.40	21.40	28
																						29
												15.79		25.81	8.73	13.92					64.25	30
																						31
																						32
																						33
																						34
																						35
																						36
																						37
																						38
																						39
																						40
																						41
																						42
																						43
																						44
																						45
																						46
																			139.95		139.95	47
																						48
																						49
														16.50	43.50						60.00	50
																						51
																						52
																						53
																						54
																						55
																		9.00		3.00	12.00	56
															63.00						63.00	57
																						58
																						59
																						60
													60.80	3.00							63.80	61
															137.29						137.29	62
												1.21									1.21	63
																						64
																						65
																						66
									17.40	17.40												67
																						68
																						69
																						70
																						71
														21.52							21.52	72
														4.13							4.13	73
																						74
																						75
															30.00						30.00	76
																				59.25	59.25	77
																						78
																						79
																						80

TABLE VIII.—HISTORY OF CONSTRUCTION.

GROUP II.—NEW YORK, PENNSYLVANIA, OHIO, MICHIGAN, INDIANA, MARYLAND, DELAWARE, NEW JERSEY, DISTRICT OF COLUMBIA—Continued.

	Corporation.	MILES OF RAILROAD BUILT—1860-'69.										
		1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.	1869.	Decade.
	Total	242.18	113.23	399.90	440.40	406.25	372.31	543.61	724.75	513.66	1,108.76	4,865.05
1	Adirondack Co						25.00			12.00	12.00	49.00
2	Albany and Susquehanna R. R. Co			3.00	32.00	10.00	37.00	21.00	17.00		22.11	142.11
3	Albany and Vermont R. R. Co											
4	Allegan and South Eastern R. R. Co											
5	Allegheny Valley R. R. Co							10.00	14.00			24.00
6	Allentown R. R. Co											
7	Alliance and Lake Erie R. R. Co											
8	Anderson, Lebanon, and Saint Louis R. R. Co											
9	Annapolis and Elk Ridge R. R. Co											
10	Antwerp and Paulding R. R. Co											
11	Ashtabula and Pittsburgh Rw'y Co											
12	Atlantic Avenue R. R. Co											
13	Avon, Geneseo, and Mount Morris R. R. Co											
14	Bachman Valley R. R. Co. of Maryland											
15	Bachman Valley R. R. Co. of Pennsylvania											
16	Bald Eagle Valley R. R. Co				53.87							53.87
17	Baltimore and Hanover R. R. Co											
18	Baltimore and Ohio R. R. Co											
19	Baltimore and Ohio and Chicago R. R. Co											
20	Baltimore and Potomac R. R. Co											
21	Baltimore Short Line Rw'y Co											
22	Bangor and Portland Rw'y Co											
23	Barclay Coal Co											
24	Bath and Hammondsport R. R. Co											
25	Bedford and Bridgeport R. R. Co											
26	Bedford, Springville, Owensburg, and Bloomfield R. R. Co											
27	Bellaire and South Western Rw'y Co											
28	Bellefonte and Snow Shoe R. R. Co											
29	Bells Gap R. R. Co											
30	Belvidere Delaware R. R. Co					3.24						3.24
31	Berlin R. R. Co											
32	Berlin Branch R. R. Co											
33	Black River and Morristown R. R. Co											
34	Blairstown Rw'y Co											
35	Boston, Hoosac Tunnel, and Western Rw'y Co											
36	Bowling Green R. R. Co											
37	Bradford, Bordell, and Kinzua R. R. Co											
38	Breakwater and Frankford R. R. Co											
39	Brookfield Coal Co			2.09								2.09
40	Brooklyn, Bath, and Coney Island R. R. Co				7.25							7.25
41	Brooklyn, Flatbush, and Coney Island Rw'y Co											
42	Brooklyn and Montauk R. R. Co											
43	Brooklyn and Rockaway Beach R. R. Co									51.58		51.58
44	Buffalo, Bradford, and Pittsburgh R. R. Co						3.50					3.50
45	Buffalo Creek R. R. Co							25.97				25.97
46	Buffalo Erie Basin R. R. Co											
47	Buffalo, New York, and Erie R. R. Co											
48	Buffalo, New York, and Philadelphia Rw'y Co											
49	Buffalo and South Western R. R. Co								16.69			16.69
50	Camden and Atlantic R. R. Co											
51	Camden and Burlington County R. R. Co											
52	Camden, Gloucester, and Mount Ephraim Rw'y Co								29.61			29.61
53	Canada Southern Bridge Co											
54	Carbon and Otter Creek Valley R. R. Co											
55	Carthage, Watertown, and Sackett's Harbor R. R. Co											
56	Catasauqua and Fogelsville R. R. Co											
57	Catawissa R. R. Co					8.00		2.00		2.00		12.00
58	Cayuga and Susquehanna R. R. Co					2.48						2.48
59	Cazenovia, Canastota, and De Ruyter Rw'y Co											
60	Celina, Van Wert, and State Line Extension of Columbus and Northwestern Rw'y Co											
61	Central R. R. Co. of New Jersey											
62	Central Ohio R. R. Co					11.50					6.20	17.70
63	Champlain and Saint Lawrence Rw'y Co											
64	Charlotteburgh and Green Lake R. R. Co											
65	Chartiers Rw'y Co											
66	Chateaugay R. R. Co											
67	Chemung R. R. Co											
68	Cherry Valley, Sharon, and Albany R. R. Co											
69	Chester R. R. Co											
70	Chester Creek R. R. Co								10.00			10.00
71	Chester and Delaware River R. R. Co										7.25	7.25
72	Chester Valley R. R. Co											
73	Chestnut Hill R. R. Co											
74	Chicago and Block Coal R. R. Co											
75	Chicago and Canada Southern Rw'y Co											
76	Chicago, Cincinnati, and Louisville R. R. Co											
77	Chicago, Detroit, and Canada Grand Trunk Junction R. R. Co										41.47	41.47
78	Chicago and Grand Trunk Rw'y Co											
79	Chicago, Saginaw, and Canada R. R. Co										62.80	62.80
80	Chicago and West Michigan R. R. Co											

TABLE VIII.—HISTORY OF CONSTRUCTION.

GROUP II.—NEW YORK, PENNSYLVANIA, OHIO, MICHIGAN, INDIANA, MARYLAND, DELAWARE, NEW JERSEY, DISTRICT OF COLUMBIA—Continued.

MILES OF RAILROAD BUILT—1870–'79.											During half century, 1830–'79, inclusive.	Half-year from January 1 to June 30, 1880.	Total to June 30, 1880.	
1870.	1871.	1872.	1873.	1874.	1875.	1876.	1877.	1878.	1879.	Decade.				
1,741.85	1,570.93	2,022.84	1,557.65	1,131.14	570.26	743.97	744.07	688.31	720.99	11,492.01	28,042.09	359.53	28,401.62	
11.00										11.00	60.00		60.00	1
0.40										0.40	142.51		142.51	2
											12.18		12.18	3
			11.50							11.50	11.50		11.50	4
64.00		7.00	10.20	109.70						190.90	258.90		258.90	5
4.50										4.50	4.50		4.50	6
						20.30	3.30		1.40	25.00	25.00		25.00	7
						19.00				19.00	19.00		19.00	8
											20.50		20.50	9
												4.50	4.50	10
			62.60							62.60	62.60		62.60	11
											9.68		9.68	12
											17.56		17.56	13
		5.00								5.00	5.00		5.00	14
		9.00								9.00	9.00		9.00	15
											53.87		53.87	16
									20.00	20.00	20.00		20.00	17
	3.00		43.00							46.00	435.00		435.00	18
				262.60						262.60	262.60		262.60	19
		88.43	3.00							91.43	91.43		91.43	20
				30.20						30.20	30.20		30.20	21
												8.26	8.26	22
											16.23		16.23	23
					9.40					9.40	9.40		9.40	24
			38.70	10.50						49.20	49.20		49.20	25
						41.29				41.29	41.29		41.29	26
								14.00	28.00	42.00	42.00		42.00	27
											21.40		21.40	28
			8.30							8.30	8.30		8.30	29
			1.10							1.10	68.59		68.59	30
		8.10								8.10	8.10		8.10	31
							7.00			7.00	7.00		7.00	32
			7.85	6.10	22.50					36.45	36.45		36.45	33
							11.33			11.33	11.33		11.33	34
								20.14	18.87	39.01	39.01		39.01	35
					5.50					5.50	5.50		5.50	36
												17.81	17.81	37
				20.15						20.15	20.15		20.15	38
											2.09		2.09	39
											7.25		7.25	40
								7.50		7.50	7.50		7.50	41
		10.92								10.92	62.50		62.50	42
								2.65		2.65	6.15		6.15	43
											25.97		25.97	44
4.26										4.26	4.26		4.26	45
							0.25			0.25	0.25		0.25	46
											139.95		139.95	47
	53.06	50.80								103.86	120.55		120.55	48
					68.39					68.39	68.39		68.39	49
											60.00		60.00	50
											29.61		29.61	51
				4.00		3.00				7.00	7.00		7.00	52
			3.00							3.00	3.00		3.00	53
			1.60							1.60	1.60		1.60	54
	17.39			12.61						30.00	30.00		30.00	55
			1.00							1.00	25.00		25.00	56
	31.61				2.96					34.57	100.05		100.05	57
											34.61		34.61	58
14.50								14.09		28.59	28.59		28.59	59
									10.38	10.38	10.38		10.38	60
		5.40			13.29					18.69	100.19		100.19	61
											137.29		137.29	62
											1.21		1.21	63
				4.25						4.25	4.25		4.25	64
	22.76									22.76	22.76		22.76	65
									9.00	9.00	9.00	8.70	17.70	66
											17.40		17.40	67
20.99										20.99	20.99		20.99	68
											10.00		10.00	69
											7.25		7.25	70
					4.10					4.10	4.10		4.10	71
											21.52		21.52	72
											4.13		4.13	73
		14.00								14.00	14.00		14.00	74
		24.80	42.80							67.60	67.60		67.60	75
											71.47		71.47	76
											59.25		59.25	77
20.25	27.48	74.95	45.35				49.26		20.43	237.72	300.52	29.94	330.46	78
					20.00			4.00	14.00	38.00	38.00		38.00	79
27.50	115.70	51.20	51.20							245.60	245.60		245.60	80

TABLE VIII.—HISTORY OF CONSTRUCTION.

GROUP II.—NEW YORK, PENNSYLVANIA, OHIO, MICHIGAN, INDIANA, MARYLAND, DELAWARE, NEW JERSEY, DISTRICT OF COLUMBIA—Continued.

	Corporation.	MILES OF RAILROAD BUILT—1830-'39.										
		1830.	1831.	1832.	1833.	1834.	1835.	1836.	1837.	1838.	1839.	Decade.
81	Cincinnati and Baltimore Rw'y Co											
82	Cincinnati and Eastern Rw'y Co											
83	Cincinnati, Hamilton, and Dayton R. R. Co											
84	Cincinnati, Hamilton, and Indianapolis R. R. Co											
85	Cincinnati, Indianapolis, Saint Louis, and Chicago Rw'y Co											
86	Cincinnati and Muskingum Valley Rw'y Co											
87	Cincinnati and Portsmouth R. R. Co											
88	Cincinnati, Richmond, and Chicago R. R. Co											
89	Cincinnati, Richmond, and Fort Wayne R. R. Co											
90	Cincinnati, Rockport, and Southwestern Rw'y Co											
91	Cincinnati, Sandusky, and Cleveland R. R. Co											
92	Cincinnati and Springfield Rw'y Co											
93	Cincinnati, Wabash, and Michigan Rw'y Co											
94	Cincinnati and Westwood R. R. Co											
95	Clayton and Theresa R. R. Co											
96	Cleveland, Columbus, Cincinnati, and Indianapolis Rw'y Co											
97	Cleveland and Mahoning Valley Rw'y Co											
98	Cleveland and Marietta R. R. Co											
99	Cleveland, Mount Vernon, and Delaware R. R. Co											
100	Cleveland, Painesville, and Ashtabula R. R. Co											
101	Cleveland and Pittsburgh R. R. Co											
102	Cleveland, Tuscarawas Valley, and Wheeling Rw'y Co											
103	Clove Branch R. R. Co											
104	Colebrookdale R. R. Co											
105	College Hill N. G. R. R. Co											
106	Columbia and Port Deposit R. R. Co											
107	Columbus, Chicago, and Indiana Central Rw'y Co											
108	Columbus and Hocking Valley R. R. Co											
109	Columbus, Kinkora, and Springfield R. R. Co											
110	Columbus and Maysville Rw'y Co											
111	Columbus, Springfield, and Cincinnati R. R. Co											
112	Columbus and Toledo R. R. Co											
113	Columbus, Washington, and Cincinnati R. R. Co											
114	Columbus and Xenia R. R. Co											
115	Connecting Rw'y Co											
116	Connotton Valley R. R. Co											
117	Cooperstown and Susquehanna Valley R. R. Co											
118	Corning, Cowanesque, and Antrim Rw'y Co											
119	Cornwall R. R. Co										14.81	14.81
120	Crown Point Iron Co											
121	Cumberland and Maurice River R. R. Co											
122	Cumberland and Pennsylvania R. R. Co											
123	Cumberland Valley R. R. Co											
124	Dayton and Michigan R. R. Co								50.50		17.82	68.32
125	Dayton and South Eastern R. R. Co											
126	Dayton and Union R. R. Co											
127	Dayton and Western R. R. Co											
128	Dayton, Xenia, and Belpre R. R. Co											
129	Delaware R. R. Co											
130	Delaware Bay and Cape May R. R. Co											
131	Delaware and Bound Brook R. R. Co											
132	Delaware and Chesapeake R'wy Co											
133	Delaware and Hudson Canal Co											
134	Delaware, Lackawanna, and Western R. R. Co											
135	Delaware River R. R. Co											
136	Delaware Western R. R. Co											
137	Detroit and Bay City R. R. Co											
138	Detroit, Grand Haven, and Milwaukee Rw'y Co											
139	Detroit, Hillsdale, and South Western R. R. Co									13.00		13.00
140	Detroit, Lansing, and Northern R. R. Co											
141	Detroit, Monroe, and Toledo R. R. Co											
142	Dillsburg and Mechanicsburg R. R. Co											
143	Dorchester and Delaware R. R. Co											
144	Dunkirk, Allegheny Valley, and Pittsburgh R. R. Co											
145	East Brandywine and Waynesburg R. R. Co											
146	East Broad Top R. R. and Coal Co											
147	East Mahanoy R. R. Co											
148	East Pennsylvania R. R. Co											
149	Eastern Ohio R. R. Co											
150	Eastern Shore R. R. Co											
151	Easton and Amboy R. R. Co											
152	Ebensburg and Cresson R. R. Co											
153	Edgewood R. R. Co											
154	Eel River R. R. Co											
155	Elmira, Jefferson, and Canandaigua R. R. Co											
156	Elmira State Line R. R. Co											
157	Elmira and Williamsport R. R. Co											
158	Emlenton, Shippenville, and Clarion Rw'y Co								24.20			24.20
159	Emmittsburg R. R. Co											
160	Erie and Genesee Valley R. R. Co											
161	Erie and International Rw'y Co											
162	Erie and Pittsburgh R. R. Co											
163	Evansville and Terre Haute R. R. Co											
164	Evansville, Terre Haute, and Chicago Rw'y Co											
165	Evergreen Rw'y Co											

TABLE VIII.—HISTORY OF CONSTRUCTION.

GROUP II.—NEW YORK, PENNSYLVANIA, OHIO, MICHIGAN, INDIANA, MARYLAND, DELAWARE, NEW JERSEY, DISTRICT OF COLUMBIA—Continued.

MILES OF RAILROAD BUILT—1849-'50.											MILES OF RAILROAD BUILT—1850-'59.											
1840.	1841.	1842.	1843.	1844.	1845.	1846.	1847.	1848.	1849.	Decade.	1850.	1851.	1852.	1853.	1854.	1855.	1856.	1857.	1858.	1859.	Decade.	
																						81
																						82
												59.88									59.88	83
																				14.00	14.00	84
													63.50	89.00							152.50	85
																		132.15			132.15	86
																						87
													24.80	11.20							36.00	88
																						89
																						90
								153.75	15.51	169.26												91
																						92
																						93
																						94
																						95
												138.00		252.95							390.95	96
																	67.46				67.46	97
																						98
													13.26		48.12						61.38	99
																						100
												38.00	38.00	31.00	25.02		65.64				197.66	101
																						102
																						103
																						104
																						105
																						106
											47.00		36.00		21.00	67.10		49.00	106.20	74.00	400.30	107
																						108
																						109
																						110
															20.00						20.00	111
																						112
																						113
									54.74	54.74												114
																						115
																						116
																						117
																						118
															8.07						8.07	119
																						120
																						121
				9.46						9.46			4.82	8.19				10.91	4.66		28.58	122
																						123
																		70.20	69.60		139.80	124
																						125
													31.74								31.74	126
														37.23							37.23	127
															16.00						16.00	128
																		70.83		13.00	83.83	129
																						130
																						131
																						132
																						133
												50.75		80.00			69.25				200.00	134
																						135
																						136
																						137
	5.50		7.25							12.75						25.00	38.00		110.25		163.25	138
																						139
																						140
																	37.21	21.87			59.08	141
																						142
																						143
																						144
																						145
																						146
																						147
																			36.00		36.00	148
																						149
																						150
																						151
																						152
																						153
																						154
												46.60									46.60	155
																						156
															52.50						52.50	157
																						158
																						159
																						160
																						161
																						162
													27.18	24.41	57.41						109.00	163
																						164
																						165

TABLE VIII.—HISTORY OF CONSTRUCTION.

GROUP II.—NEW YORK, PENNSYLVANIA, OHIO, MICHIGAN, INDIANA, MARYLAND, DELAWARE, NEW JERSEY, DISTRICT OF COLUMBIA—Continued.

	Corporation.	MILES OF RAILROAD BUILT—1860-'69.										
		1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.	1869.	Decade.
81	Cincinnati and Baltimore Rw'y Co											
82	Cincinnati and Eastern Rw'y Co											
83	Cincinnati, Hamilton, and Dayton R. R. Co											
84	Cincinnati, Hamilton, and Indianapolis R. R. Co	5.50	8.00	14.30					17.80	39.30		84.90
85	Cincinnati, Indianapolis, Saint Louis, and Chicago Rw'y Co			24.80								24.80
86	Cincinnati and Muskingum Valley Rw'y Co											
87	Cincinnati and Portsmouth R. R. Co											
88	Cincinnati, Richmond, and Chicago R. R. Co											
89	Cincinnati, Richmond, and Fort Wayne R. R. Co											
90	Cincinnati, Rockport, and Southwestern Rw'y Co											
91	Cincinnati, Sandusky, and Cleveland R. R. Co											
92	Cincinnati and Springfield Rw'y Co											
93	Cincinnati, Wabash, and Michigan Rw'y Co											
94	Cincinnati and Westwood R. R. Co											
95	Clayton and Theresa R. R. Co											
96	Cleveland, Columbus, Cincinnati, and Indianapolis Rw'y Co											
97	Cleveland and Mahoning Valley Rw'y Co			13.36							35.41	48.77
98	Cleveland and Marietta R. R. Co											
99	Cleveland, Mount Vernon, and Delaware R. R. Co											
100	Cleveland, Painesville, and Ashtabula R. R. Co											
101	Cleveland and Pittsburgh R. R. Co											
102	Cleveland, Tuscarawas Valley, and Wheeling Rw'y Co											
103	Clove Branch R. R. Co									4.09		4.09
104	Colebrookdale R. R. Co										12.80	12.80
105	College Hill N. G. R. R. Co											
106	Columbia and Port Deposit R. R. Co									4.80		4.80
107	Columbus, Chicago, and Indiana Central Rw'y Co	60.20			50.00	70.00						180.20
108	Columbus and Hocking Valley R. R. Co									31.13	30.52	61.65
109	Columbus, Kinkora, and Springfield R. R. Co											
110	Columbus and Maysville Rw'y Co											
111	Columbus, Springfield, and Cincinnati R. R. Co											
112	Columbus and Toledo R. R. Co											
113	Columbus, Washington, and Cincinnati R. R. Co											
114	Columbus and Xenia R. R. Co											
115	Connecting Rw'y Co									7.31		7.31
116	Connotton Valley R. R. Co											
117	Cooperstown and Susquehanna Valley R. R. Co										16.00	16.00
118	Corning, Cowanesque, and Antrim Rw'y Co											
119	Cornwall R. R. Co											
120	Crown Point Iron Co											
121	Cumberland and Maurice River R. R. Co											
122	Cumberland and Pennsylvania R. R. Co											
123	Cumberland Valley R. R. Co						10.25	2.41				12.66
124	Dayton and Michigan R. R. Co											
125	Dayton and South Eastern R. R. Co											
126	Dayton and Union R. R. Co											
127	Dayton and Western R. R. Co											
128	Dayton, Xenia, and Belpre R. R. Co											
129	Delaware R. R. Co											
130	Delaware Bay and Cape May R. R. Co										16.67	16.67
131	Delaware and Bound Brook R. R. Co											
132	Delaware and Chesapeake Rw'y Co											
133	Delaware and Hudson Canal Co							10.00	14.00			24.00
134	Delaware, Lackawanna, and Western R. R. Co		2.12	2.62								4.74
135	Delaware River R. R. Co											
136	Delaware Western R. R. Co											
137	Detroit and Bay City R. R. Co											
138	Detroit, Grand Haven, and Milwaukee Rw'y Co											
139	Detroit, Hillsdale, and South Western R. R. Co											
140	Detroit, Lansing, and Northern R. R. Co										36.80	36.80
141	Detroit, Monroe, and Toledo R. R. Co											
142	Dillsburg and Mechanicsburg R. R. Co											
143	Dorchester and Delaware R. R. Co											
144	Dunkirk, Allegheny Valley, and Pittsburgh R. R. Co										25.00	25.00
145	East Brandywine and Waynesburg R. R. Co		16.00									16.00
146	East Broad Top R. R. and Coal Co											
147	East Mahanoy R. R. Co											
148	East Pennsylvania R. R. Co	7.54		0.92		1.91	0.33					10.70
149	Eastern Ohio R. R. Co											
150	Eastern Shore R. R. Co	6.00						32.00				38.00
151	Easton and Amboy R. R. Co											
152	Ebensburg and Cresson R. R. Co											
153	Edgewood R. R. Co			11.00								11.00
154	Eel River R. R. Co											
155	Elmira, Jefferson, and Canandaigua R. R. Co											
156	Elmira State Line R. R. Co											
157	Elmira and Williamsport R. R. Co											
158	Emlenton, Shippenville, and Clarion Rw'y Co											
159	Emmittsburg R. R. Co											
160	Erie and Genesee Valley R. R. Co											
161	Erie and International Rw'y Co											
162	Erie and Pittsburgh R. R. Co											
163	Evansville and Terre Haute R. R. Co						84.47					84.47
164	Evansville, Terre Haute, and Chicago Rw'y Co	21.88										21.88
165	Evergreen Rw'y Co											

TABLE VIII.—HISTORY OF CONSTRUCTION.

GROUP II.—NEW YORK, PENNSYLVANIA, OHIO, MICHIGAN, INDIANA, MARYLAND, DELAWARE, NEW JERSEY, DISTRICT OF COLUMBIA—Continued.

MILES OF RAILROAD BUILT—1870–'79.											During half century, 1830–'79, inclusive.	Half year from January 1 to June 30, 1880.	Total to June 30, 1880.	
1870.	1871.	1872.	1873.	1874.	1875.	1876.	1877.	1878.	1879.	Decade.				
		6.00								6.00	6.00		6.00	81
						16.00	31.50	10.45	8.63	66.58	66.58		66.58	82
											59.88		59.88	83
											98.90		98.90	84
											177.30		177.30	85
	16.30									16.30	148.45		148.45	86
							11.20	9.15		20.35	20.35		20.35	87
											36.00		36.00	88
24.50	61.86									86.36	86.36		86.36	89
								38.00		38.00	38.00		38.00	90
											169.26		169.26	91
		47.80								47.80	47.80		47.80	92
24.30	19.40	14.60	20.00	10.00		22.40				110.70	110.70		110.70	93
						5.63				5.63	5.63		5.63	94
			15.87							15.87	15.87		15.87	95
											390.95		390.95	96
8.03										8.03	124.26		124.26	97
	35.00	23.00		41.33						99.33	99.33		99.33	98
		38.00	44.54							82.54	143.92		143.92	99
					7.65					7.65	7.65		7.65	100
											197.66		197.66	101
			100.54							100.54	100.54	58.21	158.75	102
											4.09		4.09	103
											12.80		12.80	104
						3.00	3.00			6.00	6.00		6.00	105
					26.60	8.60				35.20	40.00		40.00	106
											580.50		580.50	107
26.36							10.61	5.45		42.42	104.07		104.07	108
		14.18								14.18	14.18		14.18	109
									19.00	19.00	19.00		19.00	110
		24.37								24.37	44.37		44.37	111
						46.00	71.77			117.77	117.77		117.77	112
								20.18		20.18	20.18		20.18	113
											54.74		54.74	114
											7.31		7.31	115
			13.70	8.10						21.80	21.80	16.08	37.88	116
											16.00		16.00	117
	17.75	19.47	11.10							48.32	63.13		63.13	118
		1.16								1.16	9.23		9.23	119
			13.00							13.00	13.00		13.00	120
			21.28							21.28	21.28		21.28	121
											50.70		50.70	122
											68.32		68.32	123
											139.80		139.80	124
						47.70	21.50		32.30	101.51	101.51	5.60	107.11	125
											31.74		31.74	126
											37.23		37.23	127
											16.00		16.00	128
											100.50		100.50	129
									3.00	3.00	3.00		3.00	130
						30.70				30.70	30.70		30.70	131
20.00										20.00	44.00	10.12	54.12	132
	34.35									34.35	39.09		39.09	133
		7.50								7.50	207.50		207.50	134
			20.00							20.00	20.00		20.00	135
		20.00								20.00	20.00		20.00	136
		72.00	35.80	5.00		3.75		12.75	16.75	146.05	146.05		146.05	137
			2.00		0.65					2.65	191.65		191.65	138
	24.60	40.20								64.80	64.80		64.80	139
18.70	101.10		21.67					9.80	20.31	171.58	208.38		208.38	140
											59.08		59.08	141
		7.70								7.70	7.70		7.70	142
											25.00		25.00	143
54.00		36.60								90.60	90.60		90.60	144
						12.11				12.11	28.11		28.11	145
			10.89	19.50						30.39	30.39		30.39	146
											10.70		10.70	147
											36.00		36.00	148
				7.75						7.75	7.75		7.75	149
											38.00		38.00	150
					60.00					60.00	60.00		60.00	151
											11.00		11.00	152
			1.00							1.00	1.00		1.00	153
				93.84						93.84	93.84		93.84	154
											46.60		46.60	155
						6.25				6.25	6.25		6.25	156
											76.70		76.70	157
							15.00	14.70		29.70	29.70		29.70	158
					7.00					7.00	7.00		7.00	159
	12.29									12.29	12.29		12.22	160
				4.26						4.26	4.26		4.26	161
											84.47		84.47	162
									6.00	6.00	136.88		136.88	163
	48.81									48.81	48.81		48.81	164
				2.61						2.61	2.61		2.61	165

TABLE VIII.—HISTORY OF CONSTRUCTION.

GROUP II.—NEW YORK, PENNSYLVANIA, OHIO, MICHIGAN, INDIANA, MARYLAND, DELAWARE, NEW JERSEY. DISTRICT OF COLUMBIA—Continued.

	Corporation.	MILES OF RAILROAD BUILT—1830-'39.										
		1830.	1831.	1832.	1833.	1834.	1835.	1836.	1837.	1838.	1839.	Decade.
166	Fairland, Franklin, and Martinsville R. R. Co											
167	Fall Brook Coal Co											
168	Fayette County R. R. Co											
169	Ferro Monte R. R. Co											
170	Flemington R. R. and Transportation Co											
171	Flint and Père Marquette Rw'y Co											
172	Florence Branch R. R. Co											
173	Flushing, North Shore, and Central R. R. Co											
174	Fonda, Johnstown, and Gloversville R. R. Co											
175	Fort Wayne and Jackson R. R. Co											
176	Fort Wayne, Muncie, and Cincinnati R. R. Co											
177	Foxburg, Saint Petersburg, and Clarion R. R. Co											
178	Frankford and Holmesburg R. R. Co											
179	Frankfort and Kokomo R. R. Co										5.85	5.85
180	Franklin R. R. Co											
181	Frederick and Pennsylvania Line R. R. Co											
182	Freehold and Jamesburg Agricultural R. R. Co											
183	Freehold and New York Rw'y Co											
184	Garnerville R. R. Co											
185	Geneva, Ithaca, and Sayre R. R. Co											
186	Geneva and Lyons R. R. Co											
187	Glendale and East River R. R. Co											
188	Glens Falls R. R. Co											
189	Gloversville and Northville R. R. Co											
190	Goshen and Deckertown Rw'y Co											
191	Grand Haven R. R. Co											
192	Grand Rapids and Indiana R. R. Co											
193	Grand Rapids, Newaygo, and Lake Shore R. R. Co											
194	Grand River Valley R. R. Co											
195	Greene R. R. Co											
196	Greenlick N. G. Rw'y Co											
197	Greenwich and Johnsonville Rw'y Co											
198	Hackensack R. R. Co											
199	Hanover Junction, Hanover, and Gettysburg R. R. Co											
200	Hanover and York R. R. Co											
201	Harlem Extension R. R. Co											
202	Harlem River and Port Chester R. R. Co											
203	Harrisburg, Portsmouth, Mount Joy, and Lancaster R. R. Co							25.00	9.00	1.54		35.54
204	Harrisburg and Potomac R. R. Co											
205	Harrison Branch R. R. Co											
206	Hecla and Torch Lake R. R. Co											
207	Hibernia Mine R. R. Co											
208	Hibernia Underground R. R. Co											
209	High Bridge R. R. Co											
210	Hobart and Manistee River R. R. Co											
211	Hoboken Land and Improvement Co											
212	Huntingdon and Broad Top Mountain R. R. and Coal Co											
213	Indiana Block Coal R. R. Co											
214	Indianapolis, Decatur, and Springfield Rw'y Co											
215	Indianapolis, Delphi, and Chicago R. R. Co											
216	Indianapolis, Peru, and Chicago Rw'y Co											
217	Indianapolis and Saint Louis R. R. Co											
218	Indianapolis and Vincennes R. R. Co											
219	Iron R. R. Co											
220	Ironton R. R. Co											
221	Ithaca, Auburn, and Western Rw'y Co											
222	Jackson, Lansing, and Saginaw R. R. Co											
223	Jamestown and Franklin R. R. Co											
224	Jefferson R. R. Co											
225	Jeffersonville, Madison, and Indianapolis R. R. Co										22.00	22.00
226	Jerome Park Rw'y Co											
227	Jersey City and Albany Rw'y Co											
228	Junction R. R. Co											
229	Junction and Breakwater R. R. Co											
230	Kalamazoo, Allegan, and Grand Rapids R. R. Co											
231	Kalamazoo and South Haven R. R. Co											
232	Kalamazoo and White Pigeon R. R. Co											
233	Karns City and Butler R. R. Co											
234	Kendall and Eldred R. R. Co											
235	Kent County R. R. Co											
236	Keystone Coal Co											
237	Kingan R. R. (a)											
238	Kings County Central R. R. Co											
239	Lake Champlain and Moriah R. R. Co											
240	Lake Erie, Evansville, and South Western Rw'y Co											
241	Lake Erie and Louisville R. R. Co											
242	Lake Erie and Western Rw'y Co											
243	Lake George and Muskegon River R. R. Co											
244	Lake Ontario Southern Rw'y Co											
245	Lake Shore and Michigan Southern Rw'y Co								33.00	9.09	18.00	60.09
246	Lancaster and Reading R. R. Co											
247	Lawrence R. R. Co											
248	Lehigh Coal and Navigation Co											
249	Lehigh and Lackawanna R. R. Co											
250	Lehigh Valley R. R. Co							19.85		23.97	2.00	45.82

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TABLE VIII.—HISTORY OF CONSTRUCTION.

GROUP II.—NEW YORK, PENNSYLVANIA, OHIO, MICHIGAN, INDIANA, MARYLAND, DELAWARE, NEW JERSEY, DISTRICT OF COLUMBIA—Continued.

MILES OF RAILROAD BUILT—1840-'49.											MILES OF RAILROAD BUILT—1850-'59.											
1840.	1841.	1842.	1843.	1844.	1845.	1846.	1847.	1848.	1849.	Decade.	1850.	1851.	1852.	1853.	1854.	1855.	1856.	1857.	1858.	1859.	Decade.	
														26.30							26.30	166
																				6.09	6.09	167
																		11.80			11.80	168
																						169
															11.67						11.67	170
																						171
																						172
															7.85						7.85	173
																						174
																						175
																						176
																						177
																						178
																						179
																						180
																						181
														11.44							11.44	182
																						183
																						184
																						185
																						186
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																						191
																						192
																						193
																						194
																						195
																						196
																						197
																						198
													13.00					17.00			30.00	199
																						200
																						201
																						202
											18.13										18.13	203
																						204
																						205
																						206
																						207
																						208
																						209
																						210
																						211
																24.10	6.00	8.30	1.30	3.25	42.95	212
																						213
																						214
																						215
											22.00				50.87						72.87	216
																						217
																						218
											13.00										13.00	219
																						220
																						221
																			12.55	6.30	18.85	222
																						223
																						224
	6.00				27.00		31.00	27.00		91.00			40.31	23.86							64.17	225
																						226
																						227
																						228
																			9.00		9.00	229
																						230
																						231
													3.80			7.50					11.30	232
																						233
																						234
																						235
																						236
																						237
																						238
																						239
																						240
																						241
																	36.50				36.50	242
																						243
																						244
11.37			33.25							44.62	22.51	69.26	269.60	136.67		65.13	5.72	151.46			720.35	245
																						246
																						247
17.50										17.50												248
																						249
																46.00	2.00				48.00	250

TABLE VIII.—HISTORY OF CONSTRUCTION.

GROUP II.—NEW YORK, PENNSYLVANIA, OHIO, MICHIGAN, INDIANA, MARYLAND, DELAWARE, NEW JERSEY, DISTRICT OF COLUMBIA—Continued.

	Corporation.	MILES OF RAILROAD BUILT—1860-'69.										
		1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.	1869.	Decade.
166	Fairland, Franklin, and Martinsville R. R. Co								12.00			12.00
167	Fall Brook Coal Co											
168	Fayette County R. R. Co											
169	Ferro Monte R. R. Co											
170	Flemington R. R. and Transportation Co											
171	Flint and Père Marquette Rw'y Co			34.00		17.00			32.35	5.00		88.35
172	Florence Branch R. R. Co											
173	Flushing, North Shore, and Central R. R. Co								6.74		4.00	10.74
174	Fonda, Johnstown, and Gloversville R. R. Co											
175	Fort Wayne and Jackson R. R. Co										36.00	36.00
176	Fort Wayne, Muncie, and Cincinnati R. R. Co								12.50	13.40	18.00	43.90
177	Foxburg, Saint Petersburg, and Clarion R. R. Co											
178	Frankford and Holmesburg R. R. Co											
179	Frankfort and Kokomo R. R. Co											
180	Franklin R. R. Co											
181	Frederick and Pennsylvania Line R. R. Co											
182	Freehold and Jamesburg Agricultural R. R. Co									7.61		7.61
183	Freehold and New York Rw'y Co											
184	Garnerville R. R. Co											
185	Geneva, Ithaca, and Sayre R. R. Co											
186	Geneva and Lyons R. R. Co											
187	Glendale and East River R. R. Co											
188	Glens Falls R. R. Co										5.74	5.74
189	Gloversville and Northville R. R. Co											
190	Goshen and Deckertown Rw'y Co										11.65	11.65
191	Grand Haven R. R. Co											
192	Grand Rapids and Indiana R. R. Co										40.40	40.40
193	Grand Rapids, Newaygo, and Lake Shore R. R. Co											
194	Grand River Valley R. R. Co									24.26	26.66	50.92
195	Greene R. R. Co											
196	Greenlick N. G. Rw'y Co											
197	Greenwich and Johnsonville Rw'y Co											
198	Hackensack R. R. Co											
199	Hanover Junction, Hanover, and Gettysburg R. R. Co											
200	Hanover and York R. R. Co											
201	Harlem Extension R. R. Co										58.00	58.00
202	Harlem River and Port Chester R. R. Co											
203	Harrisburg, Portsmouth, Mount Joy, and Lancaster R. R. Co											
204	Harrisburg and Potomac R. R. Co											
205	Harrison Branch R. R. Co					7.75						7.75
206	Hecla and Torch Lake R. R. Co								4.17			4.17
207	Hibernia Mine R. R. Co				4.00						1.50	5.50
208	Hibernia Underground R. R. Co											
209	High Bridge R. R. Co											
210	Hobart and Manistee River R. R. Co											
211	Hoboken Land and Improvement Co											
212	Huntingdon and Broad Top Mountain R. R. and Coal Co									3.21		3.21
213	Indiana Block Coal R. R. Co			3.25	12.57							15.82
214	Indianapolis Decatur, and Springfield Rw'y Co											
215	Indianapolis, Delphi, and Chicago R. R. Co											
216	Indianapolis, Peru, and Chicago Rw'y Co											
217	Indianapolis and Saint Louis R. R. Co											
218	Indianapolis and Vincennes R. R. Co											
219	Iron R. R. Co										116.63	116.63
220	Ironton R. R. Co	5.00				5.00						10.00
221	Ithaca, Auburn, and Western Rw'y Co											
222	Jackson, Lansing, and Saginaw R. R. Co		7.20		0.90		24.49	12.15	49.88			94.62
223	Jamestown and Franklin R. R. Co							42.91				42.91
224	Jefferson R. R. Co										8.18	8.18
225	Jeffersonville, Madison, and Indianapolis R. R. Co						4.54					4.54
226	Jerome Park Rw'y Co											
227	Jersey City and Albany Rw'y Co											
228	Junction R. R. Co											
229	Junction and Breakwater R. R Co							3.68				3.68
230	Kalamazoo, Allegan, and Grand Rapids R. R. Co										16.00	16.00
231	Kalamazoo and South Haven R. R. Co									25.21	33.21	58.42
232	Kalamazoo and White Pigeon R. R. Co											
233	Karns City and Butler R. R. Co								25.27			25.27
234	Kendall and Eldred R. R. Co											
235	Kent County R. R. Co											
236	Keystone Coal Co									10.00	5.00	15.00
237	Kingan R. R. (a)											
238	Kings County Central R. R. Co											
239	Lake Champlain and Moriah R. R. Co											
240	Lake Erie, Evansville, and South Western Rw'y Co										7.38	7.38
241	Lake Erie and Louisville R. R. Co											
242	Lake Erie and Western Rw'y Co								20.84			20.84
243	Lake George and Muskegon River R. R. Co	30.70										30.70
244	Lake Ontario Southern Rw'y Co											
245	Lake Shore and Michigan Southern Rw'y Co											
246	Lancaster and Reading R. R. Co											
247	Lawrence R. R. Co											
248	Lehigh Coal and Navigation Co								17.98			17.98
249	Lehigh and Lackawanna R. R. Co						8.20	67.80		46.70		122.70
250	Lehigh Valley R. R. Co								15.00			15.00
	340	1.21	18.25		23.00		17.00	42.66	30.65		3.32	136.09

a Unincorporated.

TABLE VIII.—HISTORY OF CONSTRUCTION.

GROUP II.—NEW YORK, PENNSYLVANIA, OHIO, MICHIGAN, INDIANA, MARYLAND, DELAWARE, NEW JERSEY, DISTRICT OF COLUMBIA—Continued.

MILES OF RAILROAD BUILT—1870-'79.											During half century, 1830-'79, inclusive.	Half-year from January 1 to June 30, 1880.	Total to June 30, 1880.	
1870.	1871.	1872.	1873.	1874.	1875.	1876.	1877.	1878.	1879.	Decade.				
											38.30		38.30	166
											6.09		6.09	167
											11.80		11.80	168
1.00										1.00	1.00		1.00	169
											11.67		11.67	170
36.00	67.00	40.41		48.31						191.72	280.07	3.94	284.01	171
	2.15									2.15	2.15		2.15	172
			8.16	3.99						12.15	30.74		30.74	173
10.00										10.00	10.00		10.00	174
22.00	42.00									64.00	100.00		100.00	175
60.28										60.28	104.18		104.18	176
							8.40	4.80		13.20	13.20		13.20	177
4.16										4.16	4.16		4.16	178
				25.40						25.40	25.40		25.40	179
			8.07							8.07	13.92		13.92	180
		28.00								28.00	28.00		28.00	181
		8.44								8.44	27.49		27.49	182
							12.25		1.39	13.64	13.64		13.64	183
					0.91					0.91	0.91		0.91	184
	35.88		37.45	39.70						113.03	113.03		113.03	185
								14.00		14.00	14.00		14.00	186
								2.70		2.70	2.70		2.70	187
											5.74		5.74	188
					16.17					16.17	16.17		16.17	189
											11.65		11.65	190
58.40										58.40	58.40		58.40	191
163.50	36.10	39.70	53.00			1.00				293.30	333.70		333.70	192
		35.40			10.20					45.60	45.60		45.60	193
33.08										33.08	84.00		84.00	194
8.10										8.10	8.10		8.10	195
					3.50					3.50	3.50		3.50	196
15.00										15.00	15.00		15.00	197
								6.25		6.25	6.25		6.25	198
											30.00		30.00	199
				10.00	8.60					18.60	18.60		18.60	200
											58.00		58.00	201
			11.55							11.55	11.55		11.55	202
											53.67		53.67	203
			6.75	7.30	3.80	5.73	3.55			27.13	27.13		27.13	204
											7.75		7.75	205
											4.17		4.17	206
											5.50		5.50	207
									1.00	1.00	1.00		1.00	208
						17.42				17.42	17.42		17.42	209
									9.24	9.24	9.24		9.24	210
											3.21		3.21	211
							1.25			1.25	60.02	1.50	61.52	212
									14.00	14.00	14.00		14.00	213
			85.00			15.00				100.00	100.00	52.00	152.00	214
								27.00	11.55	38.55	38.55		38.55	215
											72.87		72.87	216
71.84										71.84	71.84		71.84	217
											116.63		116.63	218
			3.50							3.50	16.50		16.50	219
											10.00		10.00	220
		26.57								26.57	26.57		26.57	221
	39.73		82.80							122.53	236.00		236.00	222
8.00										8.00	50.91		50.91	223
36.69										36.69	44.87		44.87	224
1.48										1.48	183.19		183.19	225
												1.08	1.08	226
				12.10					14.10	26.20	26.20		26.20	227
											3.68		3.68	228
15.00								5.00		20.00	45.00		45.00	229
											58.42		58.42	230
40.00										40.00	40.00		40.00	231
											36.57		36.57	232
						17.00				17.00	17.00		17.00	233
								15.00		15.00	15.00		15.00	234
5.00	5.00									10.00	25.00		25.00	235
			5.50							5.50	5.50		5.50	236
			0.42							0.42	0.42		0.42	237
							3.25			3.25	3.25		3.25	238
											7.38		7.38	239
			17.00							17.00	17.00		17.00	240
											20.84		20.84	241
116.40		22.10		9.20		84.60	9.20		53.50	295.00	362.20		362.20	242
						7.00	4.00		7.13	18.13	18.13		18.13	243
		25.00	8.60							33.60	33.60		33.60	244
	1.50	38.31								39.81	864.87		864.87	245
					15.22					15.22	15.22		15.22	246
				4.06						4.06	22.04		22.04	247
2.00						10.50		3.00		15.50	155.70		155.70	248
								10.00		10.00	25.00		25.00	249
	8.80									8.80	238.71	5.35	244.06	250

TABLE VIII.—HISTORY OF CONSTRUCTION.

GROUP II.—NEW YORK, PENNSYLVANIA, OHIO, MICHIGAN, INDIANA, MARYLAND, DELAWARE, NEW JERSEY, DISTRICT OF COLUMBIA—Continued.

	Corporation.	MILES OF RAILROAD BUILT—1830-'39.										
		1830.	1831.	1832.	1833.	1834.	1835.	1836.	1837.	1838.	1839.	Decade.
251	Lewisburg Bridge Co											
252	Lewisburg and Tyrone R. R. Co											
253	Lewistown and Tuscarora Bridge Co											
254	Ligonier Valley R. R. Co											
255	Little Miami R. R. Co											
256	Little Saw Mill Run R. R. Co											
257	Little Schuylkill Navigation R. R. and Coal Co		20.00									20.00
258	Littles Town R. R. Co											
259	Lockport and Buffalo Rw'y Co											
260	Long Branch and Sea Girt R. R. Co											
261	Long Branch and Sea Shore R. R. Co											
262	Long Island R. R. Co								15.28			15.28
263	Longwood Valley R. R. Co											
264	Louisville, New Albany, and Chicago Rw'y Co											
265	Louisville, New Albany, and Saint Louis Rw'y Co											
266	Lykens Valley R. R. and Coal Co											
267	McKean and Buffalo R. R. Co											
268	Mahoning Coal R. R. Co											
269	Marietta and Cincinnati R. R. Co											
270	Marine Rw'y Co											
271	Marquette, Houghton, and Ontonagon R. R. Co											
272	Massillon and Cleveland R. R. Co											
273	May's Landing and Egg Harbor City R. R. Co											
274	Menominee River R. R. Co											
275	Metropolitan Elevated Rw'y Co											
276	Michigan Air Line R. R. Co											
277	Michigan Air Line Rw'y Co											
278	Michigan Central R. R. Co									29.50	7.80	37.30
279	Michigan City and Indianapolis R. R. Co											
280	Michigan Midland and Canada Rw'y Co											
281	Middleburgh and Schoharie R. R. Co											
282	Middletown and Crawford R. R. Co											
283	Middletown, Unionville, and Water Gap R. R. Co											
284	Midland R. R. Co. of New Jersey											
285	Mifflin and Centre County R. R. Co											
286	Mill Creek and Mine Hill Navigation and R. R. Co	3.80										3.80
287	Millstone and New Brunswick R. R. Co											
288	Mine Hill and Schuylkill Haven R. R. Co		10.00				4.20		2.50			16.70
289	Mineral Range R. R. Co											
290	Mont Alto R. R. Co											
291	Montgomery and Erie Rw'y Co											
292	Montour R. R. Co											
293	Montrose Rw'y Co											
294	Morris and Essex Rw'y Co							22.07				22.07
295	Mount Carbon and Port Carbon R. R. Co											
296	Mount Gilead Short Line Rw'y Co											
297	Mount Holly, Lumberton, and Medford R. R. Co											
298	Mount Hope Mineral R. R. Co											
299	Mount Pleasant and Broad Ford R. R. Co											
300	Muncy Creek Rw'y Co											
301	Muskegon River and Rose Lake R. R. Co											
302	Nesquehoning Valley R. R. Co											
303	Newark and Bloomfield R. R. Co											
304	Newark and Delaware City R. R. Co											
305	Newark and Hudson R. R. Co											
306	Newark, Somerset, and Straitsville R. R. Co											
307	Newburgh, Dutchess, and Connecticut R. R. Co											
308	Newburgh and New York R. R. Co											
309	New Castle R. R and Mining Co											
310	New Castle and Beaver Valley R. R. Co											
311	New Castle and Franklin R. R. Co											
312	New Egypt and Farmingdale R. R. Co											
313	New Jersey and New York R. R. Co											
314	New Jersey Southern Rw'y Co											
315	Newry R. R. Co											
316	Newtown and Flushing R. R. Co											
317	New York, Bay Ridge, and Jamaica R. R. Co											
318	New York, Boston, and Montreal Rw'y											
319	New York and Canada R. R. Co											
320	New York Central and Hudson River R. R. Co		17.00		3.00			77.66	3.00	26.02	53.10	179.78
321	New York Central Niagara River R. R. Co											
322	New York and Coney Island R. R. Co											
323	New York Elevated R. R. Co											
324	New York and Flushing R. R. Co											
325	New York and Fort Lee R. R. Co											

TABLE VIII.—HISTORY OF CONSTRUCTION.

GROUP II.—NEW YORK, PENNSYLVANIA, OHIO, MICHIGAN, INDIANA, MARYLAND, DELAWARE, NEW JERSEY, DISTRICT OF COLUMBIA—Continued.

MILES OF RAILROAD BUILT—1840–'49.											MILES OF RAILROAD BUILT—1850–'59.											
1840.	1841.	1842.	1843.	1844.	1845.	1846.	1847.	1848.	1849.	Decade.	1850.	1851.	1852.	1853.	1854.	1855.	1856.	1857.	1858.	1859.	Decade.	
																						251
																						252
																						253
																						254
	14.00				49.98	20.00				83.98												255
														3.00							3.00	256
									3.00	3.00					8.10						8.10	257
																			7.00		7.00	258
																						259
																						260
																						261
	16.75			52.50						69.25					4.00						4.00	262
																						263
												35.20	252.80								288.00	264
																						265
								14.55		14.55												266
																						267
																						268
														37.40	57.30	55.30	60.00	41.00	7.30		258.30	269
																						270
																		15.00	1.87		16.87	271
																						272
																						273
																						274
																						275
																						276
																						277
	38.16			32.34	12.46	22.90		47.89	26.95	180.70	9.35		42.65								52.00	278
																						279
																						280
																						281
																						282
																						283
																						284
																						285
															3.47						3.47	286
														6.14							6.14	287
							7.00			7.00	2.50		2.80		14.00		4.00	2.70		4.00	30.00	288
																						289
																						290
																						291
																						292
																						293
								11.88		11.88				18.46							18.46	294
				2.50						2.50												295
																						296
																						297
																						298
																						299
																						300
																						301
																						302
																3.69	0.56				4.25	303
																						304
																						305
																						306
																						307
																						308
																						309
																						310
																						311
																						312
																						313
																						314
																						315
																						316
																						317
																						318
													23.00								23.00	319
	76.54	99.82			21.99				73.75	272.10	74.47	70.00	18.00	80.75							243.22	320
																						321
																						322
																						323
																				4.30	4.30	324
																						325

TABLE VIII.—HISTORY OF CONSTRUCTION.

GROUP II.—NEW YORK, PENNSYLVANIA, OHIO, MICHIGAN, INDIANA, MARYLAND, DELAWARE, NEW JERSEY, DISTRICT OF COLUMBIA—Continued.

	Corporation.	MILES OF RAILROAD BUILT—1860–'69.										
		1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.	1869.	Decade.
251	Lewisburg Bridge Co										0.24	0.24
252	Lewisburg and Tyrone R. R. Co										1.26	1.26
253	Lewistown and Tuscarora Bridge Co					0.11						0.11
254	Ligonier Valley R. R. Co											
255	Little Miami R. R. Co											
256	Little Saw Mill Run R. R. Co											
257	Little Schuylkill Navigation R. R. and Coal Co											
258	Littles Town R. R. Co											
259	Lockport and Buffalo Rw'y Co											
260	Long Branch and Sea Girt R. R. Co											
261	Long Branch and Sea Shore R. R. Co						11.00					11.00
262	Long Island R. R. Co	10.25				12.96				11.07	35.20	69.48
263	Longwood Valley R. R. Co											
264	Louisville, New Albany, and Chicago Rw'y Co											
265	Louisville, New Albany, and Saint Louis Rw'y Co											
266	Lykens Valley R. R. and Coal Co						5.19					5.19
267	McKean and Buffalo R. R. Co											
268	Mahoning Coal R. R. Co											
269	Marietta and Cincinnati R. R. Co							17.50				17.50
270	Marine Rw'y Co											
271	Marquette, Houghton, and Ontonagon R. R. Co						16.00			1.04		17.04
272	Massillon and Cleveland R. R. Co										12.23	12.23
273	May's Landing and Egg Harbor City R. R. Co											
274	Menominee River R. R. Co											
275	Metropolitan Elevated Rw'y Co											
276	Michigan Air-Line R. R. Co											
277	Michigan Air-Line Rw'y Co										14.10	14.10
278	Michigan Central R. R. Co											
279	Michigan City and Indianapolis R. R. Co											
280	Michigan, Midland, and Canada Rw'y Co											
281	Middleburgh and Schoharie R. R. Co									5.75		5.75
282	Middletown and Crawford R. R. Co											
283	Middletown, Unionville, and Water Gap R. R. Co									13.90		13.90
284	Midland R. R. Co. of New Jersey											
285	Mifflin and Centre County R. R. Co					12.42						12.42
286	Mill Creek and Mine Hill Navigation and R. R. Co											
287	Millstone and New Brunswick R. R. Co											
288	Mine Hill and Schuylkill Haven R. R. Co											
289	Mineral Range R. R Co											
290	Mont Alto R. R. Co											
291	Montgomery and Erie Rw'y Co								10.22			10.22
292	Montour R. R. Co											
293	Montrose Rw'y Co											
294	Morris and Essex Rw'y Co					7.21	23.55	0.51				31.27
295	Mount Carbon and Port Carbon R. R. Co											
296	Mount Gilead Short Line Rw'y Co											
297	Mount Holly, Lumberton, and Medford R. R. Co											
298	Mount Hope Mineral R. R. Co										6.19	6.19
299	Mount Pleasant and Broad Ford R. R. Co								3.50			3.50
300	Muney Creek Rw'y Co											
301	Muskegon River and Rose Lake R. R. Co											
302	Nesquehoning Valley R. R. Co											
303	Newark and Bloomfield R. R. Co											
304	Newark and Delaware City R. R. Co											
305	Newark and Hudson R. R. Co											
306	Newark, Somerset, and Straitsville R. R. Co											
307	Newburgh, Dutchess, and Connecticut R. R. Co											
308	Newburgh and New York R. R. Co									43.90	15.52	59.42
309	New Castle R. R. and Mining Co							12.59				12.59
310	New Castle and Beaver Valley R. R. Co								5.00			5.00
					14.98							14.98
311	New Castle and Franklin R. R. Co											
312	New Egypt and Farmingdale R. R. Co											
313	New Jersey and New York R. R. Co											
314	New Jersey Southern Rw'y Co											
315	Newry R. R. Co	5.00		73.00				7.50				85.50
											1.00	1.00
316	Newtown and Flushing R. R. Co											
317	New York, Bay Ridge, and Jamaica R. R. Co											
318	New York, Boston, and Montreal Rw'y											
319	New York and Canada R. R. Co											
320	New York Central and Hudson River R. R. Co									15.38	4.44	19.82
									40.29			40.29
321	New York Central Niagara River R. R. Co											
322	New York and Coney Island R. R. Co											
323	New York Elevated R. R. Co											
324	New York and Flushing R. R. Co											
325	New York and Fort Lee R. R. Co									1.79		1.79

TABLE VIII.—HISTORY OF CONSTRUCTION.

GROUP II.—NEW YORK, PENNSYLVANIA, OHIO, MICHIGAN, INDIANA, MARYLAND, DELAWARE, NEW JERSEY, DISTRICT OF COLUMBIA—Continued.

MILES OF RAILROAD BUILT—1870-'79.											During half century 1830-'79, inclusive.	Half year from January 1 to June 30, 1880.	Total to June 30, 1880.	
1870.	1871.	1872.	1873.	1874.	1875.	1876.	1877.	1878.	1879.	Decade.				
											0.24		0.24	251
		9.20		7.90			24.82			41.92	43.18		43.18	252
											0.11		0.11	253
							10.50			10.50	10.50		10.50	254
											83.98		83.98	255
											3.00		3.00	256
											31.10		31.10	257
	2.40									2.40	9.40		9.40	258
									13.89	13.89	13.89		13.89	259
					3.40					3.40	3.40		3.40	260
											11.00		11.00	261
		2.02								2.02	160.03		160.03	262
						13.26				13.26	13.26		13.26	263
											288.00		288.00	264
	10.00		18.00							28.00	28.00	17.00	45.00	265
											19.74		19.74	266
					22.15					22.15	22.15		22.15	267
			43.40							43.40	43.40		43.40	268
											275.80		275.80	269
								2.00		2.00	2.00		2.00	270
2.08		46.78								48.86	82.77	4.36	87.13	271
											12.23		12.23	272
		7.00								7.00	7.00		7.00	273
							24.71			24.71	24.71		24.71	274
						3.17		2.24	11.25	16.66	16.66		16.66	275
69.44	45.28									114.72	114.72		114.72	276
									12.00	12.00	26.10		26.10	277
											270.00		270.00	278
12.75										12.75	12.75		12.75	279
			15.00							15.00	15.00		15.00	280
											5.75		5.75	281
		10.22								10.22	10.22		10.22	282
											13.90		13.90	283
		71.10								71.10	71.10		71.10	284
											12.42		12.42	285
											7.27		7.27	286
											6.14		6.14	287
											53.70		53.70	288
			12.50							12.50	12.50		12.50	289
		10.25							7.62	17.87	17.87		17.87	290
											10.22		10.22	291
									11.00	11.00	11.00		11.00	292
		20.26	2.64	3.35		0.93				27.18	27.18		27.18	293
			34.54							34.54	118.22		118.22	294
											2.50		2.50	295
												2.00	2.00	296
											6.19		6.19	297
											3.50		3.50	298
	9.70									9.70	9.70		9.70	299
		6.00								6.00	6.00		6.00	300
								7.50		7.50	7.50		7.50	301
16.50	1.12									17.62	17.62		17.62	302
											4.25		4.25	303
			20.24							20.24	20.24		20.24	304
	5.62									5.62	5.62		5.62	305
		44.00								44.00	44.00		44.00	306
											59.42		59.42	307
											12.59		12.59	308
											5.00		5.00	309
											14.98		14.98	310
			22.60	13.40		1.65				37.65	37.65		37.65	311
					7.43					7.43	7.43		7.43	312
				4.50	25.00					29.50	29.50		29.50	313
											85.50		85.50	314
											1.00		1.00	315
				3.97						3.97	3.97		3.97	316
									8.16	8.16	8.16		8.16	317
								3.95		3.95	3.95		3.95	318
	9.25			32.74	50.88	14.25				107.12	149.94		149.94	319
	7.83									7.83	743.22		743.22	320
							2.81			2.81	2.81		2.81	321
									2.41	2.41	2.41		2.41	322
	3.50		0.25			1.25	0.26	8.72	1.35	15.33	15.33		15.33	323
											4.30		4.30	324
											1.79		1.79	325

TABLE VIII.—HISTORY OF CONSTRUCTION.

GROUP II.—NEW YORK, PENNSYLVANIA, OHIO, MICHIGAN, INDIANA, MARYLAND, DELAWARE, NEW JERSEY, DISTRICT OF COLUMBIA—Continued.

	Corporation.	MILES OF RAILROAD BUILT—1830-'39.										
		1830.	1831.	1832.	1833.	1834.	1835.	1836.	1837.	1838.	1839.	Decade.
326	New York and Greenwood Lake Rw'y Co				1.00	2.00			2.00		2.00	7.00
327	New York and Harlem R. R. Co											
328	New York, Lake Erie, and Western R. R. Co											
329	New York and Long Beach R. R. Co											
330	New York and Long Branch R. R. Co											
331	New York and Manhattan Beach Rw'y Co											
332	New York, Ontario, and Western Rw'y Co											
333	New York, Pennsylvania, and Ohio R. R. Co											
334	New York and Rockaway R. R. Co											
335	New York and Sea Beach R. R. Co											
336	Niagara Bridge and Canandaigua R. R. Co											
337	Norristown Junction R. R. Co											
338	North East Pennsylvania R. R. Co											
339	North Pennsylvania R. R. Co											
340	Northern R. R. Co. of New Jersey											
341	Northern Central Rw'y Co			8.60						57.10		65.70
342	Northern Central Michigan R. R. Co											
343	Northern Coal and Iron Co											
344	North Western Ohio Rw'y Co											
345	Nyack and Northern R. R. Co											
346	Ogden Mine R. R. Co											
347	Ogdensburg and Lake Champlain R. R. Co											
348	Ogdensburg and Morristown R. R. Co											
349	Ohio Central R. R. Co											
350	Ohio and Mississippi Rw'y Co											
351	Oil City and Ridgeway Rw'y and Mining Co											
352	Olean, Bradford, and Warren R. R. Co. (in New York)											
353	Olean, Bradford, and Warren Rw'y Co. (in Pennsylvania)											
354	Oswego and Rome R. R. Co											
355	Oswego and Syracuse R. R. Co											
356	Painesville, Canton, and Bridgeport R. R. Co											
357	Painesville and Youngstown Rw'y Co											
358	Parker and Karns City R. R. Co											
359	Passaic and Delaware R. R. Co											
360	Paterson and Hudson River R. R. Co					15.07						15.07
361	Paterson, Newark, and New York R. R. Co											
362	Paterson and Ramapo R. R. Co											
363	Paulding and Cecil Rw'y Co											
364	Paw Paw R. R. Co											
365	Peach Bottom Rw'y Co											
366	Pemberton and Hightstown R. R. Co											
367	Pemberton and Sea Shore R. R. Co											
368	Pennsylvania R. R. Co			32.39		48.00					13.50	93.89
369	Pennsylvania R. R. Co. (in Maryland)											
370	Pennsylvania Coal Co											
371	Pennsylvania and New York Canal and R. R. Co											
372	Peoples Rw'y Co											
373	Perkiomen R. R. Co											
374	Perth Amboy and Woodbridge R. R. Co											
375	Philadelphia and Atlantic City Rw'y Co											
376	Philadelphia and Baltimore Central R. R. Co											
377	Philadelphia and Erie R. R. Co											
378	Philadelphia, Germantown, and Norristown R. R. Co				3.00	17.20						20.20
379	Philadelphia, Newtown, and New York R. R. Co											
380	Philadelphia and Reading R. R. Co			1.40						55.06	17.00	73.46
381	Philadelphia and Trenton R. R. Co					26.44						26.44
382	Philadelphia, Wilmington, and Baltimore R. R. Co			7.25				1.41	93.00	2.00		103.66
383	Pickering Valley R. R. Co											
384	Pinconning R. R. Co											
385	Pittsburgh and Castle Shannon R. R. Co											
386	Pittsburgh, Cincinnati, and Saint Louis Rw'y Co											
387	Pittsburgh and Connellsville R. R. Co											
388	Pittsburgh, Fort Wayne, and Chicago Rw'y Co											
389	Pittsburgh and Lake Erie R. R. Co											
390	Pittsburgh Southern Rw'y Co											
391	Pittsburgh, Titusville, and Buffalo Rw'y Co											
392	Pittsburgh, Virginia, and Charleston Rw'y Co											
393	Pittsburgh and Western R. R. Co											
394	Plattsburgh and Dannemora R. R.											
395	Plymouth R. R. Co							3.00				3.00
396	Pomeroy and State Line R. R. Co											
397	Port Huron and North Western Rw'y Co											
398	Port Jervis and Monticello R. R. Co											
399	Poughkeepsie, Hartford, and Boston R. R. Co											
400	Prospect Park and Coney Island R. R. Co											

TABLE VIII.—HISTORY OF CONSTRUCTION.

GROUP II.—NEW YORK, PENNSYLVANIA, OHIO, MICHIGAN, INDIANA, MARYLAND, DELAWARE, NEW JERSEY, DISTRICT OF COLUMBIA—Continued.

MILES OF RAILROAD BUILT—1840-'49.											MILES OF RAILROAD BUILT—1850-'59.											
1840.	1841.	1842.	1843.	1844.	1845.	1846.	1847.	1848.	1849.	Decade.	1850.	1851.	1852.	1853.	1854.	1855.	1856.	1857.	1858.	1859.	Decade.	
																						326
		5.50		11.50			24.50	27.96		69.46			50.50								50.50	327
	45.57		7.38			8.59	12.58	126.61	58.67	259.40	77.29	129.16	59.85								266.30	328
																						329
																						330
																						331
																						332
																						333
																						334
																						335
														98.46							98.46	336
																						337
																						338
																	10.10	57.50			67.60	339
																				21.28	21.28	340
												27.00							53.05		80.05	341
																						342
																						343
																						344
																						345
																						346
											117.48										117.48	347
																						348
																						349
															29.00	204.63		104.42			338.05	350
																						351
																						352
																						353
																						354
								34.98		34.98												355
																						356
																						357
																						358
																						359
																						360
																						361
								15.02		15.02												362
																						363
																						364
																						365
																						366
																						367
									61.00	61.00	87.80	56.80	26.00		28.51	16.11					215.22	368
																						369
																						370
																						371
																						372
																						373
																						374
																						375
																			9.00		9.00	376
															28.00	12.00				106.00	146.00	377
																						378
																						379
8.50		40.40								48.90					53.40				53.70		107.10	380
																						381
															4.76						4.76	382
																						383
																						384
																						385
															7.80	116.62					124.42	386
																	24.70				24.70	387
														188.00	131.32		65.00	1.00	83.00		468.32	388
																						389
																						390
																						391
																						392
																						393
																						394
																						395
																						396
																						397
																						398
																						399
																						400

TABLE VIII.—HISTORY OF CONSTRUCTION.

GROUP II.—NEW YORK, PENNSYLVANIA, OHIO, MICHIGAN, INDIANA, MARYLAND, DELAWARE, NEW JERSEY, DISTRICT OF COLUMBIA—Continued.

	Corporation.	MILES OF RAILROAD BUILT—1860-'69.										
		1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.	1869.	Decade.
326	New York and Greenwood Lake Rw'y Co											
327	New York and Harlem R. R. Co											
328	New York, Lake Erie, and Western R. R. Co									0.10		0.10
329	New York and Long Beach R. R. Co											
330	New York and Long Branch R. R. Co											
331	New York and Manhattan Beach Rw'y Co											
332	New York, Ontario, and Western Rw'y Co										100.00	100.00
333	New York, Pennsylvania, and Ohio R. R. Co	34.00	27.00	101.00	147.00	103.91		8.78				421.69
334	New York and Rockaway R. R. Co											
335	New York and Sea Beach R. R. Co											
336	Niagara Bridge and Canandaigua R. R. Co											
337	Norristown Junction R. R. Co											
338	North East Pennsylvania R. R. Co											
339	North Pennsylvania R. R. Co											
340	Northern R. R. Co. of New Jersey											
341	Northern Central Rw'y Co											
342	Northern Central Michigan R. R. Co											
343	Northern Coal and Iron Co								18.89			18.89
344	North Western Ohio Rw'y Co											
345	Nyack and Northern R. R. Co											
346	Ogden Mine R. R. Co							10.80				10.80
347	Ogdensburg and Lake Champlain R. R. Co											
348	Ogdensburg and Morristown R. R. Co											
349	Ohio Central R. R. Co											
350	Ohio and Mississippi Rw'y Co											
351	Oil City and Ridgeway Rw'y and Mining Co											
352	Olean, Bradford, and Warren R. R. Co. (in New York)											
353	Olean, Bradford, and Warren Rw'y Co. (in Pennsylvania)											
354	Oswego and Rome R. R. Co							28.49				28.49
355	Oswego and Syracuse R. R. Co											
356	Painesville, Canton, and Bridgeport R. R. Co											
357	Painesville and Youngstown Rw'y Co											
358	Parker and Karns City R. R. Co											
359	Passaic and Delaware R. R. Co											
360	Paterson and Hudson River R. R. Co											
361	Paterson, Newark, and New York R. R. Co									10.91		10.91
362	Paterson and Ramapo R. R. Co											
363	Paulding and Cecil Rw'y Co											
364	Paw Paw R. R. Co									4.00		4.00
365	Peach Bottom Rw'y Co											
366	Pemberton and Hightstown R. R. Co									24.47		24.47
367	Pemberton and Sea Shore R. R. Co											
368	Pennsylvania R. R. Co			3.95	1.33			4.02				9.30
369	Pennsylvania R. R. Co. (in Maryland)											
370	Pennsylvania Coal Co			15.61								15.61
371	Pennsylvania and New York Canal and R. R. Co								51.96		53.86	105.82
372	Peoples Rw'y Co											
373	Perkiomen R. R. Co									6.00	5.03	11.03
374	Perth Amboy and Woodbridge R. R. Co					6.30						6.30
375	Philadelphia and Atlantic City Rw'y Co											
376	Philadelphia and Baltimore Central R. R. Co							22.00		8.00	7.00	37.00
377	Philadelphia and Erie R. R. Co			49.70	67.50	24.29						141.49
378	Philadelphia, Germantown, and Norristown R. R. Co											
379	Philadelphia, Newtown, and New York R. R. Co											
380	Philadelphia and Reading R. R. Co		1.90					64.60	42.20	1.20		109.90
381	Philadelphia and Trenton R. R. Co											
382	Philadelphia, Wilmington, and Baltimore R. R. Co							3.76				3.76
383	Pickering Valley R. R. Co											
384	Pinconning R. R. Co											
385	Pittsburgh and Castle Shannon R. R. Co											
386	Pittsburgh, Cincinnati, and Saint Louis Rw'y Co						43.14					43.14
387	Pittsburgh and Connellsville R. R. Co						34.80					34.80
388	Pittsburgh, Fort Wayne, and Chicago Rw'y Co											
389	Pittsburgh and Lake Erie R. R. Co											
390	Pittsburgh Southern Rw'y Co											
391	Pittsburgh, Titusville, and Buffalo Rw'y Co			27.80					111.80			139.60
392	Pittsburgh, Virginia, and Charleston Rw'y Co											
393	Pittsburgh and Western R. R. Co											
394	Plattsburgh and Dannemora R. R.											
395	Plymouth R. R. Co											
396	Pomeroy and State Line R. R. Co											
397	Port Huron and Northwestern Rw'y Co											
398	Port Jervis and Monticello R. R. Co											
399	Poughkeepsie, Hartford, and Boston R. R. Co											
400	Prospect Park and Coney Island R. R. Co											

TABLE VIII.—HISTORY OF CONSTRUCTION.

GROUP II.—NEW YORK, PENNSYLVANIA, OHIO, MICHIGAN, INDIANA, MARYLAND, DELAWARE, NEW JERSEY, DISTRICT OF COLUMBIA—Continued.

MILES OF RAILROAD BUILT—1870-'79.											During half century, 1830-'79, inclusive.	Half-year from January 1 to June 30, 1880.	Total to June 30, 1880.	
1870.	1871.	1872.	1873.	1874.	1875.	1876.	1877.	1878.	1879.	Decade.				
			2.60	40.00						42.60	42.60	2.00	44.60	326
	6.95									6.95	133.91		133.91	327
											525.80		525.80	328
												6.09	6.09	329
					23.35					23.35	23.35		23.35	330
							5.44			5.44	5.44		5.44	331
110.00	54.00	43.60	37.00							244.60	344.60		344.60	332
		1.58								1.58	423.27		423.27	333
		8.91								8.91	8.91		8.91	334
							3.74		226	6.00	6.00		6.00	335
											98.46		98.46	336
												0.36	0.36	337
		9.56								9.56	9.56		9.56	338
						20.60				20.60	88.20		88.20	339
											21.28		21.28	340
											145.75		145.75	341
		42.00	19.14							61.14	61.14		61.14	342
											18.89		18.89	343
						79.17				79.17	79.17		79.17	344
4.38										4.38	4.38		4.38	345
											10.80		10.80	346
											117.48		117.48	347
								10.67		10.67	10.67		10.67	348
									49.43	49.43	49.43		49.43	349
53.31		224.86								278.17	616.22		616.22	350
6.00										6.00	6.00		6.00	351
								12.53		12.53	12.53		12.53	352
								10.43		10.43	10.43		10.43	353
											28.49		28.49	354
											34.98		34.98	355
								5.00		5.00	5.00		5.00	356
		11.10	2.00	39.20	9.50					61.80	61.80		61.80	357
				10.50						10.50	10.50		10.50	358
		14.02								14.02	14.02		14.02	359
											15.07		15.07	360
											10.91		10.91	361
											15.02		15.02	362
								4.50		4.50	4.50		4.50	363
											4.00		4.00	364
			15.00	21.00	7.00	7.00	4.50			54.50	54.50		54.50	365
											24.47		24.47	366
18.08										18.08	18.08		18.08	367
	19.95	3.00	22.42	0.82		1.34	1.89			49.42	428.83		428.83	368
									6.25	6.25	6.25		6.25	369
											15.61		15.61	370
8.44										8.44	114.26		114.26	371
		3.47								3.47	3.47		3.47	372
		7.11		4.83		15.59				27.53	38.56		38.56	373
											6.30		6.30	374
							54.50			54.50	54.50		54.50	375
											46.00		46.00	376
											287.40		287.40	377
											20.20		20.20	378
					6.60	1.40		13.60		21.60	21.60		21.60	379
		1.70								1.70	341.06		341.06	380
											26.44		26.44	381
											112.18		112.18	382
	11.00									11.00	11.00		11.00	383
								12.10	3.10	15.20	15.20	8.03	23.23	384
	6.00									6.00	6.00		6.00	385
											167.56		167.56	386
	89.10									89.10	148.60		148.60	387
											468.32		468.32	388
								68.74		68.74	68.74		68.74	389
							12.50	9.02	13.60	35.12	35.12		35.12	390
	16.30									16.30	155.90		155.90	391
			30.00							30.00	30.00		30.00	392
								30.00	4.50	34.50	34.50	11.50	46.00	393
								15.92		15.92	15.92		15.92	394
6.25										6.25	9.25		9.25	395
			21.26							21.26	21.26		21.26	396
									26.00	26.00	26.00	11.00	37.00	397
12.00	11.75									23.75	23.75		23.75	398
23.71		17.99								41.70	41.70		41.70	399
0.26	2.75				5.61					8.62	8.62		8.62	400

TABLE VIII.—HISTORY OF CONSTRUCTION.

GROUP II.—NEW YORK, PENNSYLVANIA, OHIO, MICHIGAN, INDIANA, MARYLAND, DELAWARE, NEW JERSEY, DISTRICT OF COLUMBIA—Continued.

	Corporation.	MILES OF RAILROAD BUILT—1830-'39.										
		1830.	1831.	1832.	1833.	1834.	1835.	1836.	1837.	1838.	1839.	Decade.
401	Queen Anne and Kent R. R. Co											
402	Reading and Columbia R. R. Co											
403	Reading and Lehigh R. R. Co											
404	Rensselaer and Saratoga R. R. Co						20.82	4.40				25.22
405	Rhinebeck and Connecticut R. R. Co											
406	Richmond and Miami Rw'y Co											
407	Rochester and Genesee Valley R. R. Co											
408	Rochester and Lake Ontario Rw'y Co											
409	Rochester and State Line Rw'y Co											
410	Rocky Hill R. R. and Transportation Co											
411	Rocky River R. R. Co											
412	Rome and Clinton R. R. Co											
413	Rome, Watertown, and Ogdensburg R. R. Co											
414	Saginaw and Clare County R. R. Co											
415	Saginaw and Grand Rapids R. R. Co											
416	Saginaw and Mount Pleasant R. R. Co											
417	Saginaw Valley and Saint Louis R. R. Co											
418	Saint Clairsville Rw'y Co											
419	Salem R. R. Co											
420	Salisbury R. R. Co											
421	Sandusky, Mansfield, and Newark R. R. Co						15.25	38.75				54.00
422	Saratoga and Schenectady R. R. Co			12.81	6.59							19.40
423	Schenectady and Duanesburg R. R. Co											
424	Schoharie Valley Rw'y Co											
425	Schuylkill Valley Navigation and R. R. Co	11.00										11.00
426	Scioto Valley Rw'y Co											
427	Shamokin Valley and Pottsville R. R. Co											
428	Sharon Rw'y Co											
429	Sharpsville R. R. Co											
430	Shelby and Rush R. R. Co											
431	Shenango and Allegheny R. R. Co											
432	Silver Lake Rw'y Co											
433	Skaneateles R. R. Co											
434	Smithtown and Port Jefferson R. R. Co											
435	Smyrna and Delaware Bay R. R. Co											
436	Somerset and Cambria R. R. Co											
437	South Branch R. R. Co											
438	South Mountain Rw'y and Mining Co											
439	South West Pennsylvania Rw'y Co											
440	Southern Central R. R. Co											
441	Southern Hempstead Branch R. R. Co											
442	Southern Pennsylvania Rw'y and Mining Co											
443	Southfield Branch R. R. Co											
444	Spring Brook R. R. Co											
445	Springfield Southern Rw'y Co											
446	Springville and Sardinia R. R. Co											
447	Spuyten Duyvil and Port Morris R. R. Co											
448	State Line and Sullivan R. R. Co											
449	Staten Island Rw'y Co											
450	Sterling Mountain Rw'y Co											
451	Stewart Line R. R. (a)											
452	Stony Creek R. R. Co											
453	Strasburg R. R. Co											
454	Summit Branch R. R. Co											
455	Sunbury, Hazleton, and Wilkesbarre R. R. Co											
456	Sunbury and Lewistown Rw'y Co											
457	Suspension Bridge and Erie Junction R. R. Co											
458	Sussex R. R. Co											
459	Swedesborough R. R. Co											
460	Syracuse, Binghamton, and New York R. R. Co											
461	Syracuse, Chenango, and New York R. R. Co											
462	Syracuse, Geneva, and Corning Rw'y Co											
463	Tawas and Bay County R. R. Co											
464	Terre Haute and Indianapolis R. R. Co											
465	Terre Haute and Logansport R. R. Co											
466	Terre Haute and South Eastern R. R. Co											
467	Tioga R. R. Co											
468	Toledo and Ann Arbor R. R. Co											
469	Toledo, Canada Southern, and Detroit Rw'y Co											
470	Toledo, Delphos, and Burlington R. R. Co											
471	Toledo and Grand Rapids R. R. Co											
472	Toledo and South Haven R. R. Co											
473	Toms River and Waretown R. R. Co											
474	Traverse City R. R. Co											
475	Trenton and Delaware Bridge Co							0.19				0.19

a Unincorporated; owned by the estate of A. T. Stewart.

TABLE VIII.—HISTORY OF CONSTRUCTION.

GROUP II.—NEW YORK, PENNSYLVANIA, OHIO, MICHIGAN, INDIANA, MARYLAND, DELAWARE, NEW JERSEY, DISTRICT OF COLUMBIA—Continued.

MILES OF RAILROAD BUILT—1840-'49.											MILES OF RAILROAD BUILT—1850-'59.											
1840.	1841.	1842.	1843.	1844.	1845.	1846.	1847.	1848.	1849.	Decade.	1850.	1851.	1852.	1853.	1854.	1855.	1856.	1857.	1858.	1859.	Decade.	
																						401
																						402
																						403
								39.24		39.24	6.83	18.97	15.65								41.45	404
																						405
														7.19							7.19	406
																				18.26	18.26	407
																						408
																						409
																						410
																						411
																						412
											18.21	52.21	25.34			30.00	24.60	21.50			171.86	413
																						414
																						415
																						416
																						417
																						418
																						419
																						420
					62.25					62.25												421
																						422
																						423
																						424
		3.57								3.57							4.00				4.00	425
																						426
														18.73	10.89						29.62	427
																						428
																						429
											18.33										18.33	430
																						431
																						432
																						433
																						434
																						435
																						436
																						437
																						438
																						439
																						440
																						441
																						442
																						443
																						444
																						445
																						446
																						447
																						448
																						449
																						450
																						451
																						452
												4.25									4.25	453
																						454
																						455
																						456
																						457
															30.40						30.40	458
																						459
															81.00						81.00	460
																						461
																						462
																						463
													72.50								72.50	464
																						465
																						466
26.00										26.00				4.00							4.00	467
																						468
																						469
																						470
																						471
																						472
																						473
																						474
																						475

TABLE VIII.—HISTORY OF CONSTRUCTION.

GROUP II.—NEW YORK, PENNSYLVANIA, OHIO, MICHIGAN, INDIANA, MARYLAND, DELAWARE, NEW JERSEY, DISTRICT OF COLUMBIA—Continued.

	Corporation.	MILES OF RAILROAD BUILT—1860-'69.										
		1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.	1869.	Decade.
401	Queen Anne and Kent R. R. Co										4.00	4.00
402	Reading and Columbia R. R. Co				26.00	13.57		8.00		1.60		49.17
403	Reading and Lehigh R. R. Co											
404	Rensselaer and Saratoga R. R. Co											
405	Rhinebeck and Connecticut R. R. Co											
406	Richmond and Miami Rw'y Co											
407	Rochester and Genesee Valley R. R. Co											
408	Rochester and Lake Ontario Rw'y Co											
409	Rochester and State Line Rw'y Co											
410	Rocky Hill R. R. and Transportation Co						6.53					6.53
411	Rocky River R. R. Co									5.53		5.53
412	Rome and Clinton R. R. Co											
413	Rome, Watertown, and Ogdensburg R. R. Co			19.50								19.50
414	Saginaw and Clare County R. R. Co											
415	Saginaw and Grand Rapids R. R. Co											
416	Saginaw and Mount Pleasant R. R. Co											
417	Saginaw Valley and Saint Louis R. R. Co											
418	Saint Clairsville Rw'y Co											
419	Salem R. R. Co											
420	Salisbury R. R. Co							16.58				16.58
421	Sandusky, Mansfield, and Newark R. R. Co											
422	Saratoga and Schenectady R. R. Co											
423	Schenectady and Duanesburg R. R. Co											
424	Schoharie Valley Rw'y Co											
425	Schuylkill Valley Navigation and R. R. Co							4.38				4.38
426	Scioto Valley Rw'y Co											
427	Shamokin Valley and Pottsville R. R. Co											
428	Sharon Rw'y Co											
429	Sharpsville R. R. Co											
430	Shelby and Rush R. R. Co											
431	Shenango and Allegheny R. R. Co										20.50	20.50
432	Silver Lake Rw'y Co											
433	Skaneateles R. R. Co								5.00			5.00
434	Smithtown and Port Jefferson R. R. Co											
435	Smyrna and Delaware Bay R. R. Co											
436	Somerset and Cambria R. R. Co											
437	South Branch R. R. Co											
438	South Mountain Rw'y and Mining Co					15.50						15.50
439	South West Pennsylvania Rw'y Co											
440	Southern Central R. R. Co											
441	Southern Hempstead Branch R. R. Co											
442	Southern Pennsylvania Rw'y and Mining Co											
443	Southfield Branch R. R. Co											
444	Spring Brook R. R. Co									1.00		1.00
445	Springfield Southern Rw'y Co											
446	Springville and Sardinia R. R. Co											
447	Spuyten Duyvil and Port Morris R. R. Co											
448	State Line and Sullivan R. R. Co											
449	Staten Island Rw'y Co									24.00		24.00
450	Sterling Mountain Rw'y Co	13.00										13.00
							7.60					7.60
451	Stewart Line R. R. (a)											
452	Stony Creek R. R. Co											
453	Strasburg R. R. Co											
454	Summit Branch R. R. Co											
455	Sunbury, Hazleton, and Wilkesbarre R. R. Co						0.82					0.82
456	Sunbury and Lewistown Rw'y Co											
457	Suspension Bridge and Erie Junction R. R. Co											
458	Sussex R. R. Co											
459	Swedesborough R. R. Co											
460	Syracuse, Binghamton, and New York R. R. Co										10.80	10.80
461	Syracuse, Chenango, and New York R. R. Co											
462	Syracuse, Geneva, and Corning Rw'y Co											
463	Tawas and Bay County R. R. Co											
464	Terre Haute and Indianapolis R. R. Co											
465	Terre Haute and Logansport R. R. Co											
466	Terre Haute and South Eastern R. R. Co											
467	Tioga R. R. Co											
468	Toledo and Ann Arbor R. R. Co								4.00			4.00
469	Toledo, Canada Southern, and Detroit Rw'y Co											
470	Toledo, Delphos, and Burlington R. R. Co											
471	Toledo and Grand Rapids R. R. Co											
472	Toledo and South Haven R. R. Co											
473	Toms River and Waretown R. R. Co											
474	Traverse City R. R. Co											
475	Trenton and Delaware Bridge Co											

a Unincorporated; owned by the estate of A. T. Stewart.

TABLE VIII.—HISTORY OF CONSTRUCTION.

GROUP II.—NEW YORK, PENNSYLVANIA, OHIO, MICHIGAN, INDIANA, MARYLAND, DELAWARE, NEW JERSEY, DISTRICT OF COLUMBIA—Continued.

MILES OF RAILROAD BUILT—1870-'79.											During half century, 1830-'79, inclusive.	Half-year from January 1 to June 30, 1880.	Total to June 30, 1880.	
1870.	1871.	1872.	1873.	1874.	1875.	1876.	1877.	1878.	1879.	Decade.				
21.00										21.00	25.00		25.00	401
		0.84			1.33					2.17	51.34		51.34	402
				41.20						41.20	41.20		41.20	403
									0.59	0.59	106.50		106.50	404
				28.00	7.20					35.20	35.20		35.20	405
											7.19		7.19	406
											18.26		18.26	407
									6.05	6.05	6.05		6.05	408
				25.15			18.56	10.51	53.47	107.69	107.69		107.69	409
											6.53		6.53	410
											5.53		5.53	411
		12.88								12.88	12.88		12.88	412
	40.00	45.50	12.00		42.00	52.95				192.45	383.81		383.81	413
									8.91	8.91	8.91	5.77	14.68	414
									3.60	3.60	3.60		3.60	415
									15.02	15.02	15.02		15.02	416
			29.00							29.00	29.00		29.00	417
							6.65			6.65	6.65		6.65	418
											16.58		16.58	419
					2.57	3.16		2.92	2.03	10.68	10.68	0.50	11.18	420
											116.25		116.25	421
2.16										2.16	21.56		21.56	422
	3.00	10.79								13.79	13.79		13.79	423
											4.38		4.38	424
											18.57		18.57	425
						47.01	50.19			97.20	97.20		97.20	426
											29.62		29.62	427
		4.00				7.76				11.76	11.76		11.76	428
							11.80			11.80	11.80		11.80	429
											18.33		18.33	430
		10.70			13.80					24.50	45.00		45.00	431
		6.50								6.50	6.50		6.50	432
											5.00		5.00	433
			19.01							19.01	19.01		19.01	434
	22.00									22.00	22.00		22.00	435
	8.81									8.81	8.81		8.81	436
											15.50		15.50	437
17.00										17.00	17.00		17.00	438
			24.40		5.20	7.70	4.60		2.96	44.86	44.86	5.30	50.16	439
66.50	49.40									115.90	115.90		115.90	440
5.42										5.42	5.42		5.42	441
	21.40	1.90								23.30	23.30		23.30	442
											1.00		1.00	443
			8.25							8.25	8.25		8.25	444
							61.90	47.00	4.55	113.45	113.45		113.45	445
								12.00		12.00	12.00		12.00	446
		6.05								6.05	6.05		6.05	447
											24.00		24.00	448
											13.00		13.00	449
											7.60		7.60	450
		16.34								16.34	16.34		16.34	451
			11.15							11.15	11.15		11.15	452
											4.25		4.25	453
											0.82		0.82	454
43.44										43.44	43.44		43.44	455
	43.33									43.33	43.33		43.33	456
23.28										23.28	23.28		23.28	457
6.20										6.20	36.60		36.60	458
											10.80		10.80	459
											81.00		81.00	460
	12.00	14.00		17.49						43.49	43.49		43.49	461
							57.75			57.75	57.75		57.75	462
								21.00		21.00	21.00		21.00	463
28.68										28.68	101.18		101.18	464
		95.12								95.12	95.12		95.12	465
			26.00						14.00	40.00	40.00		40.00	466
						13.80				13.80	47.80		47.80	467
		5.00						39.70		44.70	44.70		44.70	468
			55.87							55.87	55.87		55.87	469
				9.13			42.00	56.10	48.30	155.53	155.53		155.53	470
							5.80			5.80	5.80		5.80	471
							9.00			9.00	9.00		9.00	473
		15.00								15.00	15.00		15.00	472
		26.00								26.00	26.00		26.00	474
											0.19		0.19	475

TABLE VIII.—HISTORY OF CONSTRUCTION.

GROUP II.—NEW YORK, PENNSYLVANIA, OHIO, MICHIGAN, INDIANA, MARYLAND, DELAWARE, NEW JERSEY, DISTRICT OF COLUMBIA—Continued.

	Corporation.	MILES OF RAILROAD BUILT—1830–'39.										
		1830.	1831.	1832.	1833.	1834.	1835.	1836.	1837.	1838.	1839.	Decade.
476	Tresckow R. R. Co											
477	Troy and Bennington R. R. Co											
478	Troy and Boston R. R. Co											
479	Troy and Greenbush R. R. Association											
480	Troy Union R. R. Co											
481	Tuckerton R. R. Co											
482	Tyrone and Clearfield Rw'y Co											
483	Ulster and Delaware R. R. Co											
484	Union R. R. Co. of Baltimore											
485	Union R. R. Co. of New York											
486	Union Rw'y Co. of Indianapolis											
487	Union R. R. Transfer and Stock Yard Co. of Indianapolis											
488	United New Jersey R. R. and Canal Co			34.17		27.00				26.03	44.91	132.11
489	Utica and Black River R. R. Co											
190	Utica, Chenango, and Susquehanna Valley R. R. Co											
491	Utica, Clinton, and Binghamton R. R. Co											
492	Utica, Ithaca, and Elmira Rw'y Co											
493	Valley R. R. Co											
494	Valley Rw'y Co											
495	Van Wert and Paulding R. R. Co											
496	Vincentown Branch of the Burlington County R. R. Co											
497	Vineland Rw'y Co											
498	Wallkill Valley R. R. Co											
499	Warren R. R. Co											
500	Warwick Valley R. R. Co											
501	Washington Branch R. R. Co						31.00					31.00
502	Washington City and Point Lookout R. R. Co											
503	Washington County R. R. Co											
504	Watchung Rw'y Co											
505	Waverly and State Line R. R. Co											
506	Waynesburg and Washington R. R. Co											
507	West Chester R. R. Co		5.20									5.20
508	West Chester and Philadelphia R. R. Co											
509	West End R. R. Co											
510	West Jersey R. R. Co											
511	West Jersey and Atlantic R. R. Co											
512	West Troy and Green Island R. R. Co											
513	Western Maryland R. R. Co											
514	Western Pennsylvania R. R. Co											
515	Wheeling and Lake Erie R. R. Co											
516	Wheeling, Pittsburgh, and Baltimore R. R. Co											
517	White River R. R. Co											
518	White Water R. R Co											
519	Wicomico and Pocomoke R. R. Co											
520	Williamstown R. R. Co											
521	Wilmington and Northern R. R. Co											
522	Worcester R. R. Co											
523	Worcester and Somerset R. R. Co											
524	Youghiogheny R. R. Co											

TABLE VIII.—HISTORY OF CONSTRUCTION.

GROUP II.—NEW YORK, PENNSYLVANIA, OHIO, MICHIGAN, INDIANA, MARYLAND, DELAWARE, NEW JERSEY, DISTRICT OF COLUMBIA—Continued.

MILES OF RAILROAD BUILT—1840-'49.											MILES OF RAILROAD BUILT—1850-'59.											
1840.	1841.	1842.	1843.	1844.	1845.	1846.	1847.	1848.	1849.	Decade.	1850.	1851.	1852.	1853.	1854.	1855.	1856.	1857.	1858.	1859.	Decade.	
																						476
													5.38								5.38	477
													34.74								34.74	478
					5.77					5.77												479
															2.14						2.14	480
																						481
																						482
																						483
																						484
								0.79		0.79												485
														3.23							3.23	486
																						487
																						488
														16.00	18.75						34.75	489
																						490
																						491
																						492
																						493
																						494
																						495
																						496
																						497
																						498
																	18.25				18.25	499
																						500
																						501
																						502
																						503
																						504
																						505
																						506
																						507
															13.00	4.00			9.30		26.30	508
																						509
																			17.57		17.57	510
																						511
																						512
																			1.60	7.90	9.50	513
														24.00							24.00	514
																						515
														32.00							32.00	516
																						517
																						518
																						519
																						520
																						521
																						522
																						523
																						524

TABLE VIII.—HISTORY OF CONSTRUCTION.

GROUP II.—NEW YORK, PENNSYLVANIA, OHIO, MICHIGAN, INDIANA, MARYLAND, DELAWARE, NEW JERSEY, DISTRICT OF COLUMBIA—Continued.

	Corporation.	MILES OF RAILROAD BUILT—1860-'69.										
		1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.	1869.	Decade.
476	Tresckow R. R. Co											
477	Troy and Bennington R. R. Co											
478	Troy and Boston R. R. Co											
479	Troy and Greenbush R. R. Association											
480	Troy Union R. R. Co											
481	Tuckerton R. R. Co											
482	Tyrone and Clearfield Rw'y Co					20.50	8.90		1.91		18.65	49.96
483	Ulster and Delaware R. R Co										12.00	12.00
484	Union R. R. Co. of Baltimore											
485	Union R. R. Co. of New York											
486	Union Rw'y Co. of Indianapolis											
487	Union R. R. Transfer and Stock Yard Co. of Indianapolis											
488	United New Jersey R. R. and Canal Co							5.52				5.52
489	Utica and Black River R. R. Co							9.50		14.10		23.60
490	Utica, Chenango, and Susquehanna Valley R. R. Co									21.48	24.77	46.25
491	Utica, Clinton, and Binghamton R. R. Co											
492	Utica, Ithaca, and Elmira Rw'y Co											
493	Valley R. R. Co											
494	Valley Rw'y Co											
495	Van Wert and Paulding R. R. Co											
496	Vincentown Branch of the Burlington County R. R. Co									2.84		2.84
497	Vineland Rw'y Co											
498	Wallkill Valley R. R. Co										12.27	12.27
499	Warren R. R. Co											
500	Warwick Valley R. R. Co		10.16									10.16
501	Washington Branch R. R. Co											
502	Washington City and Point Lookout R. R. Co											
503	Washington County R. R. Co								24.25			24.25
504	Watchung Rw'y Co											
505	Waverly and State Line R. R. Co								0.25			0.25
506	Waynesburg and Washington R. R. Co											
507	West Chester R. R. Co											
508	West Chester and Philadelphia R. R. Co											
509	West End R. R. Co											
510	West Jersey R. R. Co	41.90				41.60						83.50
511	West Jersey and Atlantic R. R. Co											
512	West Troy and Green Island R. R. Co											
513	Western Maryland R. R. Co		22.60									22.60
514	Western Pennsylvania R. R. Co					11.00		28.50				39.50
515	Wheeling and Lake Erie R. R. Co											
516	Wheeling, Pittsburgh, and Baltimore R. R. Co											
517	White River R. R. Co											
518	White Water R. R. Co							18.00	36.00	8.00		62.00
519	Wicomico and Pocomoke R. R. Co								23.00			23.00
520	Williamstown R. R. Co											
521	Wilmington and Northern R. R. Co										33.00	33.00
522	Worcester R. R. Co											
523	Worcester and Somerset R. R. Co											
524	Youghiogheny R. R. Co											

TABLE VIII.—HISTORY OF CONSTRUCTION.

GROUP II.—NEW YORK, PENNSYLVANIA, OHIO. MICHIGAN, INDIANA, MARYLAND, DELAWARE, NEW JERSEY, DISTRICT OF COLUMBIA—Continued.

MILES OF RAILROAD BUILT—1870-'79.											During half century, 1830-'79, inclusive.	Half-year from January 1 to June 30, 1880.	Total to June, 30, 1880.	
1870.	1871.	1872.	1873.	1874.	1875.	1876.	1877.	1878.	1879.	Decade.				
		6.50								6.50	6.50		6.50	476
											5.38		5.38	477
											34.74		34.74	478
											5.77		5.77	479
											2.14		2.14	480
	29.00	2.00								31.00	31.00		31.00	481
2.21		3.83	6.54							12.58	62.54		62.54	482
20.62	25.61	15.00								61.23	73.23		73.23	483
			6.05							6.05	6.05		6.05	484
											0.79		0.79	485
											3.23		3.23	486
							12.10			12.10	12.10		12.10	487
											137.63		137.63	488
	15.50		12.97							28.47	86.82		86.82	489
43.54		7.62								51.16	97.41		97.41	490
		31.30								31.30	31.30		31.30	491
10.00	26.50	13.00	3.50		12.80					65.80	65.80		65.80	492
	11.64									11.64	11.64		11.64	493
								10.00	48.70	58.70	58.70	1.60	60.30	494
												3.00	3.00	495
											2.84		2.84	496
	47.50									47.50	47.50		47.50	497
5.83	6.77	7.93								20.53	32.80		32.80	498
											18.25		18.25	499
											10.16	11.47	21.63	500
											31.00		31.00	501
		12.50								12.50	12.50		12.50	502
											24.25		24.25	503
						4.00				4.00	4.00		4.00	504
											0.25		0.25	505
							27.93			27.93	27.93		27.93	506
											5.20		5.20	507
											26.30		26.30	508
								1.55		1.55	1.55		1.55	509
											101.07		101.07	510
												34.46	34.46	511
			1.08							1.08	1.08		1.08	512
	14.10	27.20	17.10							58.40	90.50		90.50	513
21.05										21.05	84.55		84.55	514
							12.50			12.50	12.50		12.50	515
											32.00		32.00	516
												5.12	5.12	517
											62.00		62.00	518
				7.00						7.00	30.00		30.00	519
		9.50								9.50	9.50		9.50	520
30.50				6.40						36.90	69.90	6.88	76.78	521
		14.00			18.00	4.00				36.00	36.00		36.00	522
			9.00							9.00	9.00		9.00	523
	1.25		6.75	2.00						10.00	10.00		10.00	524

TABLE VIII.—HISTORY OF CONSTRUCTION.

GROUP III.—VIRGINIA, WEST VIRGINIA, KENTUCKY, TENNESSEE, MISSISSIPPI, ALABAMA, GEORGIA, FLORIDA, NORTH CAROLINA, SOUTH CAROLINA.

	Corporation.	MILES OF RAILROAD BUILT—1830-'39.										
		1830.	1831.	1832.	1833.	1834.	1835.	1836.	1837.	1838.	1839.	Decade.
	Total	10.00	.....	83.68	102.32	.....	.....	32.00	59.75	138.06	61.54	487.35
1	Alabama Central R. R. Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2	Alabama Great Southern R. R. Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3	Alexandria and Fredericksburg Rw'y Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4	Alexandria and Washington R. R. Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5	Ashley River R. R. Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
6	Atlanta and Charlotte Air Line Rw'y Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
7	Atlanta and West Point R. R. Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
8	Atlantic, Gulf, and West India Transit R. R. Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
9	Atlantic, Mississippi, and Ohio R. R. Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
10	Atlantic and North Carolina R. R. Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
11	Atlantic, Tennessee, and Ohio R. R. Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
12	Augusta and Savannah R. R. Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
13	Blue Ridge R. R. Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
14	Brighthope Rw'y Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
15	Brunswick and Albany R. R. Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
16	Cape Fear and Yadkin Valley Rw'y Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
17	Carolina Central Rw'y Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
18	Central R. R. and Banking Co. of Georgia	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
19	Charlotte, Columbia, and Augusta R. R. Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
20	Cheraw and Chester R. R. Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
21	Cheraw and Darlington R. R. Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
22	Cherokee Iron and R. R. Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
23	Chesapeake and Ohio Rw'y Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	34.54	34.54
24	Chester and Lenoir N. G. R. R. Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
25	Chicago, Saint Louis, and New Orleans R. R. Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
26	Cincinnati, Cumberland Gap, and Charleston R. R. Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
27	Cincinnati Southern Rw'y Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
28	Clarksburg, Weston, and Glenville R. R. and Transportation Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
29	Columbus and Rome R. R. Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30	Cumberland and Ohio R. R. Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
31	Cumberland and Ohio R. R. Co. (northern division)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
32	Duck River Valley N. G. R. R. Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
33	East Alabama Rw'y Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
34	East Tennessee, Virginia, and Georgia R. R. Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
35	Eastern Kentucky Rw'y Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
36	Eatonton Branch R. R. Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
37	Elberton Air Line R. R. Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
38	Elizabethtown, Lexington, and Big Sandy R. R. Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
39	Florida Central R. R. Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
40	Franklin and Pittsylvania R. R. Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
41	Georgia R. R. and Banking Co	.....	.....	.....	.....	.....	.....	.....	.....	37.00	27.00	64.00
42	Georgia Southern R. R. Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
43	Glasgow R. R. Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
44	Grand Gulf and Port Gibson R. R. Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
45	Greenville and Columbia R. R. Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
46	Greenville, Columbus, and Birmingham R. R. Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
47	Hartwell R. R. Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
48	Jacksonville, Pensacola, and Mobile R. R. Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
49	Jamesville and Washington R. R. Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
50	Kentucky Central R. R. Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
51	Knoxville and Augusta R. R. Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
52	Knoxville and Ohio R. R. Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
53	Laurel Fork and Sand Hill R. R. Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
54	Laurens R. R. Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
55	Lexington and Big Sandy R. R. Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
56	Licking Valley R. R. Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
57	Louisville Bridge Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
58	Louisville, Cincinnati, and Lexington Rw'y Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
59	Louisville, Harrods Creek, and Westport R. R. Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
60	Louisville and Nashville R. R. Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
61	Louisville Rw'y Transfer Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
62	Louisville and Wadley R. R. Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
63	Macon and Brunswick R. R. Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
64	Marietta and North Georgia R. R. Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
65	Martinsburg and Potomac R. R. Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
66	Maysville and Lexington R. R. Co. (northern division)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
67	Maysville and Lexington R. R. Co. (southern division)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
68	Memphis and Charleston R. R. Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
69	Memphis, Paducah, and Northern R. R. Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
70	Milton and Sutherlin N. G. R. R. Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
71	Mississippi and Tennessee R. R. Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
72	Mississippi Valley and Ship Island R. R. Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
73	Mobile and Alabama Grand Trunk R. R. Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
74	Mobile and Girard R. R. Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
75	Mobile and Montgomery Rw'y Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
76	Mobile and North Western R. R. Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
77	Mobile and Ohio R. R. Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
78	Montgomery and Eufaula Rw'y Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
79	Mount Sterling Coal Road Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
80	Nashville, Chattanooga, and Saint Louis Rw'y Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

TABLE VIII.—HISTORY OF CONSTRUCTION.

GROUP III.—VIRGINIA, WEST VIRGINIA, KENTUCKY, TENNESSEE, MISSISSIPPI, ALABAMA, GEORGIA, FLORIDA, NORTH CAROLINA, SOUTH CAROLINA.

MILES OF RAILROAD BUILT—1840-'49.											MILES OF RAILROAD BUILT—1850-'59.											
1840.	1841.	1842.	1843.	1844.	1845.	1846.	1847.	1848.	1849.	Decade.	1850.	1851.	1852.	1853.	1854.	1855.	1856.	1857.	1858.	1859.	Decade.	
249.98	261.89	40.00	219.00	29.50	9.00	158.00	25.00	105.50	120.50	1,218.37	376.35	246.91	455.28	318.16	1,053.34	353.72	400.47	649.70	610.98	959.35	5,424.26	
																16.00			14.00		30.00	1
																						2
																						3
																	4.96				4.96	4
																						5
																						6
											10.00	23.00	25.00	21.67							79.67	7
																5.00	22.00	20.00	26.00	73.00	146.00	8
													106.91	75.94	86.08	21.07	56.74	45.34	36.28		428.36	9
																		33.00	62.00		95.00	10
																						11
													53.00								53.00	12
																				32.50	32.50	13
			18.00							18.00												14
																						15
																				12.00	12.00	16
															50.00		60.00	50.00		28.00	188.00	17
			192.00			103.00				295.00			17.00								17.00	18
													106.40								106.40	19
																						20
															18.00	22.00					40.00	21
																						22
13.73										13.73	21.00	27.54	10.45		29.12	32.06	7.07	19.56			146.80	23
													23.00								23.00	24
																			207.20	234.80	442.00	25
																						26
																						27
																						28
																						29
																						30
																						31
																						32
																						33
														42.00	55.00	89.00	56.00		28.00		270.00	34
																						35
														21.00							21.00	36
																						37
																						38
																				59.50	59.50	39
																						40
22.75	20.00	40.00			9.00	34.00	25.00			150.75				18.00							18.00	41
																						42
																						43
															7.50						7.50	44
								47.50		47.50	45.00			50.00	11.50		9.50				116.00	45
																						46
																						47
						21.00				21.00								27.00			27.00	48
																						49
															80.00						80.00	50
																						51
																						52
																						53
															31.04						31.04	54
																				16.93	16.93	55
																						56
																						57
									28.50	28.50		65.20									65.20	58
																						59
																		37.30		185.23	222.53	60
																						61
																						62
																						63
																						64
																						65
																						66
															19.00						19.00	67
											43.00	49.00		44.00	52.00		60.00	42.00			290.00	68
																						69
																						70
																12.00	10.00	37.00		6.07	65.07	71
																						72
																						73
																20.00	4.00	22.00	4.00	5.00	55.00	74
																						75
																						76
													33.00		63.50	56.50	44.50	34.50	86.50	29.00	347.50	77
																						78
																						79
															159.00		35.00			40.00	234.00	80

TABLE VIII.—HISTORY OF CONSTRUCTION.

GROUP III.—VIRGINIA, WEST VIRGINIA, KENTUCKY, TENNESSEE, MISSISSIPPI, ALABAMA, GEORGIA, FLORIDA, NORTH CAROLINA, SOUTH CAROLINA—Continued.

	Corporation.	MILES OF RAILROAD BUILT—1860-'69.										
		1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.	1869.	Decade.
	Total	777.81	578.05	132.00	27.10	24.56	10.75	26.50	452.10	336.44	511.43	2,876.74
1	Alabama Central R. R. Co			51.00								51.00
2	Alabama Great Southern R. R. Co									43.00	82.00	125.00
3	Alexandria and Fredericksburg Rw'y Co											
4	Alexandria and Washington R. R. Co											
5	Ashley River R. R. Co											
6	Atlanta and Charlotte Air Line Rw'y Co											
7	Atlanta and West Point R. R. Co											
8	Atlantic, Gulf, and West India Transit R. R. Co	9.00										9.00
9	Atlantic, Mississippi, and Ohio R. R. Co											
10	Atlantic and North Carolina R. R. Co											
11	Atlantic, Tennessee, and Ohio R. R. Co		48.00									48.00
12	Augusta and Savannah R. R. Co											
13	Blue Ridge R. R. Co											
14	Brighthope Rw'y Co								3.00			3.00
15	Brunswick and Albany R. R. Co											
16	Cape Fear and Yadkin Valley Rw'y Co	29.00	2.00									31.00
17	Carolina Central Rw'y Co											
18	Central R. R and Banking Co. of Georgia											
19	Charlotte, Columbia, and Augusta R. R. Co								84.60			84.60
20	Cheraw and Chester R. R. Co											
21	Cheraw and Darlington R. R. Co											
22	Cherokee Iron and R. R. Co											
23	Chesapeake and Ohio Rw'y Co									10.34	21.74	32.08
24	Chester and Lenoir N. G. R. R. Co											
25	Chicago, Saint Louis, and New Orleans R. R. Co											
26	Cincinnati, Cumberland Gap, and Charleston R. R. Co		40.00									40.00
27	Cincinnati Southern Rw'y Co											
28	Clarksburg, Weston, and Glenville R. R. and Transportation Co											
29	Columbus and Rome R. R. Co											
30	Cumberland and Ohio R. R. Co											
31	Cumberland and Ohio R. R. Co. (northern division)											
32	Duck River Valley N. G. R. R. Co											
33	East Alabama and Cincinnati R. R. Co											
34	East Tennessee, Virginia, and Georgia R. R. Co											
35	Eastern Kentucky Rw'y Co								12.00			12.00
36	Eatonton Branch R. R. Co											
37	Elberton Air-Line R. R. Co											
38	Elizabethtown, Lexington, and Big Sandy R. R. Co											
39	Florida Central R. R. Co											
40	Franklin and Pittsylvania R. R. Co											
41	Georgia R. R. and Banking Co											
42	Georgia Southern R. R. Co										26.20	26.20
43	Glasgow R. R. Co											
44	Grand Gulf and Port Gibson R. R. Co											
45	Greenville and Columbia R. R. Co											
46	Greenville, Columbus, and Birmingham R. R. Co											
47	Hartwell R. R. Co											
48	Jacksonville, Pensacola, and Mobile R. R. Co		83.00						24.00			107.00
49	Jamesville and Washington R. R. Co											
50	Kentucky Central R. R. Co											
51	Knoxville and Augusta R. R. Co								16.00			16.00
52	Knoxville and Ohio R. R. Co		9.00					23.00			7.19	39.19
53	Laurel Fork and Sand Hill R. R. Co							3.50	2.00			5.50
54	Laurens R. R. Co											
55	Lexington and Big Sandy R. R. Co											
56	Licking Valley R. R. Co											
57	Louisville Bridge Co											
58	Louisville, Cincinnati, and Lexington Rw'y Co										81.00	81.00
59	Louisville, Harrods Creek, and Westport R. R. Co											
60	Louisville and Nashville R. R. Co	276.40								33.80		310.20
61	Louisville Rw'y Transfer Co											
62	Louisville and Wadley R. R. Co											
63	Macon and Brunswick R. R. Co	20.00	10.00	5.00	3.00		10.25				150.00	198.25
64	Marietta and North Georgia R. R. Co											
65	Martinsburg and Potomac R. R. Co											
66	Maysville and Lexington R. R Co. (northern division)											
67	Maysville and Lexington R. R. Co. (southern division)											
68	Memphis and Charleston R. R. Co											
69	Memphis, Paducah, and Northern R. R. Co											
70	Milton and Sutherlin N. G. R. R. Co											
71	Mississippi and Tennessee R. R. Co	26.00	8.00									34.00
72	Mississippi Valley and Ship Island R. R. Co											
73	Mobile and Alabama Grand Trunk R. R. Co											
74	Mobile and Girard R. R. Co											
75	Mobile and Montgomery Rw'y Co		113.00	50.00					9.00		9.00	18.00
76	Mobile and North Western R. R. Co											163.00
77	Mobile and Ohio R. R. Co											
78	Montgomery and Eufaula Rw'y Co	84.75	53.25									138.00
79	Mount Sterling Coal Road Co										40.00	40.00
80	Nashville, Chattanooga, and Saint Louis Rw'y Co								182.00			182.00

TABLE VIII.—HISTORY OF CONSTRUCTION.

GROUP III.—VIRGINIA, WEST VIRGINIA, KENTUCKY, TENNESSEE, MISSISSIPPI, ALABAMA, GEORGIA, FLORIDA, NORTH CAROLINA, SOUTH CAROLINA—Continued.

MILES OF RAILROAD BUILT—1870-'79.											During half century, 1830-'79, inclusive.	Half-year from January 1 to June 30, 1880.	Total to June 30, 1880.	
1870.	1871.	1872.	1873.	1874.	1875.	1876.	1877.	1878.	1879.	Decade.				
602.88	530.53	828.34	773.00	284.85	44.10	267.18	150.84	159.92	554.53	4,196.17	14,202.89	113.07	14,315.96	
								14.00		14.00	95.00		95.00	1
82.00	83.00									165.00	290.00		290.00	2
		32.27								32.27	32.27		32.27	3
											4.96		4.96	4
								3.50		3.50	3.50		3.50	5
20.00	33.00	109.31	107.32							269.63	269.63		269.63	6
											79.67		79.67	7
											155.00		155.00	8
											428.36		428.36	9
											95.00		95.00	10
											48.00		48.00	11
											53.00		53.00	12
											32.50		32.50	13
											21.00		21.00	14
	171.00									171.00	171.00		171.00	15
									3.50	3.50	46.50		46.50	16
			25.00	29.00						54.00	242.00		242.00	17
											312.00		312.00	18
											191.00		191.00	19
							12.00		11.00	23.00	23.00		23.00	20
											40.00		40.00	21
23.00									14.00	37.00	37.00		37.00	22
			197.71	1.75			1.42			200.88	428.03		428.03	23
						26.60				26.60	49.60		49.60	24
			106.60	18.02						124.62	566.62		566.62	25
											40.00		40.00	26
						135.30	25.92	4.94	165.30	331.46	331.46		331.46	27
									26.25	26.25	26.25		26.25	28
		20.00							8.00	28.00	28.00	3.50	31.50	29
									30.50	30.50	30.50		30.50	30
												5.10	5.10	31
	26.00					5.00	15.00		6.00	26.00	26.00	8.52	34.52	32
										26.00	26.00		26.00	33
											270.00		270.00	34
11.00				11.15						22.15	34.15		34.15	35
											21.00		21.00	36
								49.86		49.86	49.86		49.86	37
		33.60								33.60	33.60		33.60	38
											59.50		59.50	39
												29.75	29.75	40
		74.25								74.25	367.00		367.00	41
38.00										38.00	64.20		64.20	42
10.50										10.50	10.50		10.50	43
											7.50		7.50	44
											163.50		163.50	45
								10.00		10.00	10.00		10.00	46
									10.00	10.00	10.00		10.00	47
	20.00									20.00	175.00		175.00	48
							22.00			22.00	22.00		22.00	49
											80.00		80.00	50
											16.00		16.00	51
											39.19		39.19	52
											5.50		5.50	53
											31.04		31.04	54
											16.93		16.93	55
						5.50		11.50		17.00	17.00		17.00	56
1.00			1.25							2.25	2.25		2.25	57
											174.70		174.70	58
					11.00					11.00	11.00		11.00	59
				46.00					73.00	119.00	651.73		651.73	60
		4.13								4.13	4.13		4.13	61
									10.00	10.00	10.00		10.00	62
											198.25		198.25	63
									23.85	23.85	23.85		23.85	64
			11.80							11.80	11.80		11.80	65
			50.00							50.00	50.00		50.00	66
											19.00		19.00	67
59.37			52.00							111.37	290.00		290.00	68
								7.00		7.00	111.37		111.37	69
											7.00		7.00	70
		10.00								10.00	99.07		99.07	71
	20.00	36.25								56.25	10.00		10.00	72
12.00										12.00	56.25		56.25	73
		17.00								17.00	85.00		85.00	74
											180.00		180.00	75
							8.00	8.00	13.71	29.71	29.71		29.71	76
9.00				11.10						20.10	505.60		505.60	77
40.00										40.00	80.00		80.00	78
					20.00					20.00	20.00		20.00	79
29.00							7.50			36.50	452.50		452.50	80

TABLE VIII.—HISTORY OF CONSTRUCTION.

GROUP III.—VIRGINIA, WEST VIRGINIA, KENTUCKY, TENNESSEE, MISSISSIPPI, ALABAMA, GEORGIA, FLORIDA, NORTH CAROLINA, SOUTH CAROLINA—Continued.

	Corporation.	MILES OF RAILROAD BUILT—1830-'39.										
		1830.	1831.	1832.	1833.	1834.	1835.	1836.	1837.	1838.	1839.	Decade.
81	Nashville and Decatur R. R. Co											
82	Nashville and Tuscaloosa R. R. Co											
83	Natchez, Jackson, and Columbus R. R. Co											
84	New Orleans, Mobile, and Texas R. R. Co											
85	New Orleans and Selma R. R. Co											
86	Newport and Cincinnati Bridge Co											
87	Norfolk and Ocean View R. R and Hotel Co											
88	North Carolina R. R. Co											
89	North Eastern R. R. Co. of Georgia											
90	North Eastern R. R. Co. of South Carolina											
91	North Western North Carolina R. R. Co											
92	Owensborough and Nashville R. R. Co											
93	Paducah and Elizabethtown R. R. Co											
94	Parkersburg Branch R. R. Co											
95	Peninsular R. R. Co											
96	Pennsborough and Harrisville, Ritchie County, Rw'y Co											
97	Pensacola R. R. Co											
98	Pensacola and Mobile R. R. and Manufacturing Co											
99	Pensacola and Perdido R. R. Co											
100	Pensacola and Selma R. R. Co											
101	Petersburg R. R. Co			31.68	27.32							59.00
102	Piedmont R. R. Co											
103	Pine Hill R. R. Co											
104	Pittsburgh, Wheeling, and Kentucky R. R. Co											
105	Pontchartrain R. R. Co											
106	Port Royal and Augusta Rw'y Co											
107	Potomac R. R. Co											
108	Potomac, Fredericksburg, and Piedmont R. R. Co											
109	Pratt Coal and Coke Co											
110	Raleigh and Augusta Air Line R. R. Co											
111	Raleigh and Gaston R. R. Co											
112	Richmond and Danville R. R. Co											
113	Richmond, Fredericksburg, and Potomac R. R. Co								59.75			59.75
114	Richmond, Fredericksburg, and Potomac and Richmond and Petersburg R. R. Connection Co.											
115	Richmond and Petersburg R. R. Co									22.50		22.50
116	Richmond, York River, and Chesapeake R. R. Co											
117	Roane Iron Co											
118	Rogersville and Jefferson R. R. Co											
119	Rome R. R. Co											
120	Saint John's Rw'y Co. of Florida											
121	Saint John's and Lake Eustis Rw'y Co											
122	Saint Louis and South Eastern Rw'y Co. (Kentucky division)											
123	Saint Louis and South Eastern Rw'y Co. (Tennessee division)											
124	Sandersville and Tennille R. R. Co											
125	Savannah and Charleston R. R. Co											
126	Savannah, Florida, and Western Rw'y Co											
127	Savannah, Griffin, and North Alabama R. R. Co											
128	Savannah and Memphis R. R. Co											
129	Savannah, Skidaway, and Seaboard R. R. Co											
130	Seaboard and Roanoke R. R. Co									78.56		78.56
131	Selma and Greensborough R. R. Co											
132	Selma, Rome, and Dalton R. R. Co											
133	Shelby R. R. Co											
134	Shenandoah Valley R. R. Co											
135	Ship Island, Ripley, and Kentucky R. R. Co											
136	South Carolina R. R. Co	10.00		52.00	75.00							137.00
137	South and North Alabama R. R. Co											
138	South Western R. R. Co., of Georgia											
139	South Western R. R. Co., of Kentucky											
140	Spartanburg and Asheville R. R. Co											
141	Spartanburg, Union, and Columbia R. R. Co											
142	Tennessee Coal and R. R. Co											
143	Tuskegee R. R. Co											
144	Upson County R. R. Co											
145	Valley R. R. Co. (Virginia)											
146	Vicksburg and Brunswick R. R. Co											
147	Vicksburg and Meridian R. R. Co											
148	Washington City, Virginia Midland, and Great Southern R. R. Co											
149	Washington and Ohio R. R. Co											
150	Western R. R. Co. of Alabama											
151	Western and Atlantic R. R											
152	Western North Carolina R. R. Co											
153	Wilmington, Columbia, and Augusta R. R. Co											
154	Wilmington and Weldon R. R. Co											
155	Winchester and Potomac R. R. Co							32.00				32.00
156	Winchester and Strasburg R. R. Co											

TABLE VIII.—HISTORY OF CONSTRUCTION.

GROUP III.—VIRGINIA, WEST VIRGINIA, KENTUCKY, TENNESSEE, MISSISSIPPI, ALABAMA, GEORGIA, FLORIDA, NORTH CAROLINA, SOUTH CAROLINA—Continued.

MILES OF RAILROAD BUILT—1840-'49.											MILES OF RAILROAD BUILT—1850-'59.											
1840.	1841.	1842.	1843.	1844.	1845.	1846.	1847.	1848.	1849.	Decade.	1850.	1851.	1852.	1853.	1854.	1855.	1856.	1857.	1858.	1859.	Decade.	
																				119.00	119.00	81
																						82
																						83
																						84
																						85
																						86
																						87
									92.00	92.00	90.00		41.15								131.15	88
																						89
																		102.00			102.00	90
																						91
																						92
																						93
																		103.50			103.50	94
																						95
																						96
																						97
																						98
																						99
																						100
																						101
																						102
																						103
																						104
																						105
																						106
																						107
																						108
																						109
															42.00						42.00	110
50.00	47.00									97.00												111
											14.35	31.67	30.28	11.55	10.40	32.70	13.70				144.65	112
			9.00							9.00												113
																						114
																						115
																						116
																						117
																				11.73	11.73	118
								20.00		20.00												119
																						120
																						121
																						122
																						123
																						124
																						125
																			69.00		69.00	126
																						127
																						128
																						129
																						130
																13.39					13.39	131
													9.00	13.00	9.00	24.00	17.00	17.00	10.00	10.00	109.00	132
																						133
																						134
																						135
	68.00							38.00		106.00												136
																						137
												50.50		21.00	21.00			35.50		35.50	163.50	138
																						139
																						140
																			68.00		68.00	141
																10.00		8.00			18.00	142
																						143
																		16.00			16.00	144
																						145
																						146
	45.00									45.00	15.00										15.00	147
															160.20					61.00	221.20	148
	81.89			29.50						111.39												149
											138.00										138.00	150
																						151
163.50										163.50					149.00						149.00	152
																						153
																						154
																						155
																						156

TABLE VIII.—HISTORY OF CONSTRUCTION.

GROUP III.—VIRGINIA, WEST VIRGINIA, KENTUCKY, TENNESSEE, MISSISSIPPI, ALABAMA, GEORGIA, FLORIDA, NORTH CAROLINA, SOUTH CAROLINA—Continued.

	Corporation.	MILES OF RAILROAD BUILT—1860-'69.										
		1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.	1869.	Decade.
81	Nashville and Decatur R. R. Co											
82	Nashville and Tuscaloosa R. R. Co											
83	Natchez, Jackson, and Columbus R. R. Co											
84	New Orleans, Mobile, and Texas R. R. Co									141.00		141.00
85	New Orleans and Selma R. R. Co											
86	Newport and Cincinnati Bridge Co											
87	Norfolk and Ocean View R. R. and Hotel Co											
88	North Carolina R. R. Co											
89	North Eastern R. R. Co. of Georgia											
90	North Eastern R. R. Co. of South Carolina											
91	North Western North Carolina R. R. Co											
92	Owensborough and Nashville R. R. Co								35.00			35.00
93	Paducah and Elizabethtown R. R. Co											
94	Parkersburg Branch R. R. Co											
95	Peninsular R. R. Co											
96	Pennsborough and Harrisville, Ritchie County, Rw'y Co											
97	Pensacola R. R. Co	44.50										44.50
98	Pensacola and Mobile R. R. and Manufacturing Co											
99	Pensacola and Perdido R. R. Co										9.00	9.00
100	Pensacola and Selma R. R. Co											
101	Petersburg R. R. Co											
102	Piedmont R. R. Co				24.10	24.56						48.66
103	Pine Hill R. R. Co											
104	Pittsburgh, Wheeling, and Kentucky R. R. Co											
105	Pontchartrain R. R. Co									5.00		5.00
106	Port Royal and Augusta Rw'y Co											
107	Potomac R. R. Co											
108	Potomac, Fredericksburg, and Piedmont R. R. Co											
109	Pratt Coal and Coke Co											
110	Raleigh and Augusta Air Line R. R. Co											
111	Raleigh and Gaston R. R. Co											
112	Richmond and Danville R. R. Co											
113	Richmond, Fredericksburg, and Potomac R. R. Co											
114	Richmond, Fredericksburg, and Potomac and Richmond and Petersburg R. R. Connection Co.											
115	Richmond and Petersburg R. R. Co											
116	Richmond, York River, and Chesapeake R. R. Co								38.50			38.50
117	Roane Iron Co											
118	Rogersville and Jefferson R. R. Co									4.00		4.00
119	Rome R. R. Co											
120	Saint John's Rw'y Co. of Florida											
121	Saint John's and Lake Eustis Rw'y Co											
122	Saint Louis and South Eastern Rw'y Co. (Kentucky division)											
123	Saint Louis and South Eastern Rw'y Co. (Tennessee division)	37.16										37.16
124	Sandersville and Tennille R. R. Co											
125	Savannah and Charleston R. R. Co	98.00										98.00
126	Savannah, Florida, and Western Rw'y Co		131.80						36.00	49.30	24.00	241.10
127	Savannah, Griffin, and North Alabama R. R. Co											
128	Savannah and Memphis R. R Co											
129	Savannah, Skidaway, and Seaboard R. R. Co											
130	Seaboard and Roanoke R. R. Co											
131	Selma and Greensborough R. R. Co											
132	Selma, Rome, and Dalton R. R. Co			26.00							36.80	62.80
133	Shelby R. R. Co											
134	Shenandoah Valley R. R. Co											
135	Ship Island, Ripley, and Kentucky R. R. Co											
136	South Carolina R. R. Co											
137	South and North Alabama R. R. Co											
138	Southwestern R. R. Co. of Georgia	44.50					0.50			50.00		95.00
139	Southwestern R. R. Co. of Kentucky											
140	Spartanburg and Asheville R. R. Co											
141	Spartanburg, Union, and Columbia R. R. Co											
142	Tennessee Coal and R. R. Co											
143	Tuskegee R. R. Co											
144	Upson County R. R. Co											
145	Valley R. R. Co. (Virginia)											
146	Vicksburg and Brunswick R. R. Co											
147	Vicksburg and Meridian R. R Co		80.00									80.00
148	Washington City, Virginia Midland, and Great Southern R. R. Co											
149	Washington and Ohio R. R. Co	37.50									7.50	45.00
150	Western R. R. Co. of Alabama											
151	Western and Atlantic R. R											
152	Western North Carolina R. R. Co	71.00							10.00			81.00
153	Wilmington, Columbia, and Augusta R. R. Co											
154	Wilmington and Weldon R. R. Co										17.00	17.00
155	Winchester and Potomac R. R. Co											
156	Winchester and Strasburg R. R. Co											

TABLE VIII.—HISTORY OF CONSTRUCTION.

GROUP III.—VIRGINIA, WEST VIRGINIA, KENTUCKY, TENNESSEE, MISSISSIPPI, ALABAMA, GEORGIA, FLORIDA, NORTH CAROLINA, SOUTH CAROLINA—Continued.

MILES OF RAILROAD BUILT—1870–'79.											During half century, 1830–'79, inclusive.	Half-year from January 1 to June 30, 1880.	Total to June 30, 1880.	
1870.	1871.	1872.	1873.	1874.	1875.	1876.	1877.	1878.	1879.	Decade.				
											119.09		119.09	81
									20.90	20.90	20.90		20.90	82
						26.00		8.00	9.00	43.00	43.00		43.00	83
											141.00		141.00	84
			20.00							20.00	20.00		20.00	85
		0.74								0.74	0.74		0.74	86
									8.02	8.02	8.02		8.02	87
											223.15		223.15	88
						40.00				40.00	40.00		40.00	89
											102.00		102.00	90
			25.57							25.57	25.57		25.57	91
											35.00		35.00	92
42.80	67.20	75.70								185.70	185.70		185.70	93
											103.50		103.50	94
									20.00	20.00	20.00		20.00	95
					9.00					9.00	9.00		9.00	96
											44.50		44.50	97
		5.00								5.00	5.00		5.00	98
											9.00		9.00	99
	40.00									40.00	40.00		40.00	100
											59.00		59.00	101
											48.66		48.66	102
						3.50				3.50	3.50		3.50	103
								24.26		24.26	24.26		24.26	104
											5.00		5.00	105
			112.00							112.00	112.00		112.00	106
		1.70								1.70	1.70		1.70	107
		17.50				20.50				38.00	38.00		38.00	108
								5.06	2.00	7.06	7.06	2.50	9.56	109
							54.00			54.00	96.00		96.00	110
											97.00		97.00	111
0.87		4.35				1.45				6.67	151.32		151.32	112
		10.00								10.00	78.75		78.75	113
1.25										1.25	1.25		1.25	114
											22.50		22.50	115
											38.50		38.50	116
5.50										5.50	5.50		5.50	117
											15.73		15.73	118
											20.00		20.00	119
			14.50							14.50	14.50		14.50	120
												24.70	24.70	121
		98.09								98.09	98.09		98.09	122
											37.16		37.16	123
						3.33				3.33	3.33		3.33	124
											98.00		98.00	125
34.10					4.10					38.20	348.30		348.30	126
35.00		25.00								60.00	60.00		60.00	127
	22.00	18.00	1.75	18.25						60.00	60.00		60.00	128
6.25		4.87								11.12	11.12		11.12	129
											78.56		78.56	130
21.64									8.00	29.64	43.03		43.03	131
											171.80		171.80	132
18.60										18.60	18.60		18.60	133
									42.00	42.00	42.00	14.50	56.50	134
		25.00								25.00	25.00		25.00	135
											243.00		243.00	136
		182.58						6.30		188.88	188.88		188.88	137
			47.50							47.50	306.00		306.00	138
							5.00			5.00	5.00		5.00	139
									49.50	49.50	49.50		49.50	140
											68.00		68.00	141
											18.00		18.00	142
	5.33									5.33	5.33		5.33	143
											16.00		16.00	144
				25.78						25.78	25.78		25.78	145
		21.00								21.00	21.00		21.00	146
		2.00								2.00	142.00		142.00	147
				114.30				7.50		121.80	343.00	1.50	344.50	148
				6.50						6.50	51.50		51.50	149
50.00										50.00	161.39		161.39	150
											138.00		138.00	151
33.00				3.00						36.00	117.00	23.00	140.00	152
	43.00									43.00	192.00		192.00	153
											180.50		180.50	154
											32.00		32.00	155
19.00										19.00	19.00		19.00	156

TABLE VIII.—HISTORY OF CONSTRUCTION.

GROUP IV.—ILLINOIS, IOWA, WISCONSIN, MISSOURI, MINNESOTA.

	Corporation.	MILES OF RAILROAD BUILT—1830-'39.										
		1830.	1831.	1832.	1833.	1834.	1835.	1836.	1837.	1838.	1839.	Decade.
	Total											
1	Albia, Knoxville, and Des Moines R. R. Co											
2	American Central R. R. Co											
3	Belleville and Eldorado R. R. Co											
4	Belleville and Southern Illinois R. R. Co											
5	Boone County and Boonville R. R. Co											
6	Boonville, Saint Louis, and Southern Rw'y Co											
7	Brownville and Nodaway Valley Rw'y Co											
8	Brunswick and Chillicothe R. R. Co											
9	Burlington, Cedar Rapids, and Northern Rw'y Co											
10	Burlington and Northwestern Rw'y Co											
11	Burlington and Southwestern Rw'y Co											
12	Cairo and Saint Louis R. R. Co											
13	Cairo and Vincennes R. R. Co											
14	Caledonia, Mississippi, and Western R. R. Co											
15	Carbondale and Shawneetown R. R. Co											
16	Carthage and Burlington R. R. Co											
17	Cedar Falls and Minnesota R. R. Co											
18	Cedar Rapids and Missouri River R. R. Co											
19	Central Iowa Rw'y Co											
20	Central R. R. Co. of Minnesota											
21	Centerville, Moravia, and Albia R. R. Co											
22	Champaign, Havana, and Western Rw'y Co											
23	Chariton, Des Moines, and Southern R. R. Co											
24	Chatfield R. R. Co											
25	Cherry Valley R. R. Co											
26	Chicago and Alton R. R. Co											
27	Chicago, Bellevue, Cascade, and Western R. R. Co											
28	Chicago, Burlington, and Quincy R. R. Co											
29	Chicago, Clinton, Dubuque, and Minnesota R. R. Co											
30	Chicago, Clinton, and Western Rw'y Co											
31	Chicago and Dakota Rw'y Co											
32	Chicago and Eastern Illinois R. R. Co											
33	Chicago and Iowa R. R. Co											
34	Chicago, Iowa, and Nebraska R. R. Co											
35	Chicago and Milwaukee Rw'y Co											
36	Chicago, Milwaukee, and Saint Paul Rw'y Co											
37	Chicago and North Western Rw'y Co											
38	Chicago and Pacific R. R. Co											
39	Chicago, Pekin, and South Western R. R. Co											
40	Chicago, Rockford, and Northern R. R. Co											
41	Chicago, Rock Island, and Pacific Rw'y Co											
42	Chicago and Rock River R. R. Co											
43	Chicago, Saint Paul, Minneapolis, and Omaha Rw'y Co											
44	Chicago and Springfield R. R. Co											
45	Chicago and Tomah R. R. Co											
46	Chippewa Falls and Western Rw'y Co											
47	Cincinnati, La Fayette, and Chicago R. R. Co											
48	Clarinda and Saint Louis R. R. Co											
49	Clinton, Bloomington, and North Eastern Rw'y Co											
50	Council Bluffs and Saint Louis Rw'y Co											
51	Creston and Northern R. R. Co											
52	Crooked Creek R. R. and Coal Co											
53	Crystal City Rw'y Co											
54	Danville, Olney, and Ohio River R. R. Co											
55	Danville and South Western R. R. Co											
56	Dent and Phelps R. R. Co											
57	Des Moines, Adel, and Western R. R. Co											
58	Des Moines and Fort Dodge R. R. Co											
59	Des Moines and Knoxville Rw'y Co											
60	Des Moines and Minneapolis R. R. Co											
61	Dixon, Peoria, and Hannibal R. R. Co											
62	Dixon and Quincy R. R. Co											
63	Dubuque and Dakota R. R. Co											
64	Dubuque, Platteville, and Milwaukee R. R.											
65	Dubuque and Sioux City R. R. Co											
66	Dubuque South Western R. R. Co											
67	Dunleith and Dubuque Bridge Co											
68	East Saint Louis and Carondelet Rw'y Co											
69	East Saint Louis Connecting Rw'y Co											
70	Elgin and State Line R. R. Co											

TABLE VIII.—HISTORY OF CONSTRUCTION.

GROUP IV.—ILLINOIS, IOWA, WISCONSIN, MISSOURI, MINNESOTA.

MILES OF RAILROAD BUILT—1840-'49.											MILES OF RAILROAD BUILT—1850-'59.											
1840.	1841.	1842.	1843.	1844.	1845.	1846.	1847.	1848.	1849.	Decade.	1850.	1851.	1852.	1853.	1854.	1855.	1856.	1857.	1858.	1859.	Decade.	
		54.00						10.00	33.00	97.00	10.00	24.00	177.87	215.45	1114.76	1214.87	423.28	528.90	575.78	322.79	4607.70	
																						1
																						2
																						3
																						4
																						5
																						6
																						7
																						8
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																						17
																						18
																						19
																						20
																						21
																						22
																						23
																						24
																						25
													70.10		150.00						220.10	26
																						27
													12.02		165.60	152.30				75.90	405.82	28
																						29
																						30
																						31
																						32
																						33
																			82.40		82.40	34
																85.00					85.00	35
											10.00	24.00	27.00	18.10	23.60	88.40	138.30	232.08	104.29		665.77	36
								10.00	33.00	43.00			50.00	48.10	135.50	91.30	30.00			74.00	428.90	37
																						38
																						39
																						40
															182.25		67.00			37.00	286.25	41
																						42
																						43
																						44
																						45
																						46
																						47
																						48
																						49
																						50
																						51
																						52
																						53
																						54
																						55
																						56
																						57
																						58
																						59
																						60
																						61
																						62
																						63
																						64
																			80.00		80.00	65
																						66
																						67
																						68
																						69
															36.34						36.34	70

TABLE VIII.—HISTORY OF CONSTRUCTION.

GROUP IV.—ILLINOIS, IOWA, WISCONSIN, MISSOURI, MINNESOTA.

	Corporation.	MILES OF RAILROAD BUILT—1860'-69.										
		1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.	1869.	Decade.
	Total	246.77	161.51	184.13	56.30	331.70	278.95	326.82	768.54	579.93	1,475.57	4,410.22
1	Albia, Knoxville, and Des Moines R. R. Co											
2	American Central R. R. Co											
3	Belleville and Eldorado R. R. Co											
4	Belleville and Southern Illinois R. R. Co										14.26	14.26
5	Boone County and Boonville R. R. Co								21.75			21.75
6	Boonville, Saint Louis, and Southern Rw'y Co									25.75		25.75
7	Brownville and Nodaway Valley Rw'y Co											
8	Brunswick and Chillicothe R. R. Co											
9	Burlington, Cedar Rapids, and Northern Rw'y Co											
10	Burlington and Northwestern Rw'y Co											
11	Burlington and Southwestern Rw'y Co											
12	Cairo and Saint Louis R. R. Co											
13	Cairo and Vincennes R. R. Co											
14	Caledonia, Mississippi, and Western R. R. Co											
15	Carbondale and Shawneetown R. R. Co											
16	Carthage and Burlington R. R. Co										30.41	30.41
17	Cedar Falls and Minnesota R. R. Co							14.00		28.00	25.10	67.10
18	Cedar Rapids and Missouri River R. R. Co			70.00		81.00			120.60			271.60
19	Central Iowa Rw'y Co									16.00	27.50	43.50
20	Central R. R. Co. of Minnesota											
21	Centerville, Moravia, and Albia R. R. Co											
22	Champaign, Havana, and Western Rw'y Co											
23	Chariton, Des Moines, and Southern R. R. Co											
24	Chatfield R. R. Co											
25	Cherry Valley R. R. Co											
26	Chicago and Alton R. R. Co					23.40			12.50		22.30	58.20
27	Chicago, Bellevue, Cascade, and Western R. R. Co											
28	Chicago, Burlington, and Quincy R. R. Co						37.75	25.95	30.90	50.90	96.66	242.16
29	Chicago, Clinton, Dubuque, and Minnesota R. R. Co											
30	Chicago, Clinton, and Western Rw'y Co											
31	Chicago and Dakota Rw'y Co											
32	Chicago and Eastern Illinois R. R. Co										32.93	32.93
33	Chicago and Iowa R. R. Co											
34	Chicago, Iowa, and Nebraska R. R. Co											
35	Chicago and Milwaukee Rw'y Co											
36	Chicago, Milwaukee, and Saint Paul Rw'y Co	13.45				10.00	46.00	138.30	150.03	5.60	39.98	403.36
37	Chicago and North Western Rw'y Co	17.00	20.00	104.13		93.80	5.90					240.83
38	Chicago and Pacific R. R. Co											
39	Chicago, Pekin, and South Western R. R. Co											
40	Chicago, Rockford, and Northern R. R. Co											
41	Chicago, Rock Island, and Pacific Rw'y Co						77.00		44.00		143.20	264.20
42	Chicago and Rock River R. R. Co											
43	Chicago, Saint Paul, Minneapolis, and Omaha Rw'y Co									20.50	33.80	54.30
44	Chicago and Springfield R. R. Co											
45	Chicago and Tomah R. R. Co											
46	Chippewa Falls and Western Rw'y Co											
47	Cincinnati, La Fayette, and Chicago R. R. Co											
48	Clarinda and Saint Louis R. R. Co											
49	Clinton, Bloomington, and North Eastern Rw'y Co											
50	Council Bluffs and Saint Louis Rw'y Co											
51	Creston and Northern R. R. Co											
52	Crooked Creek R. R. and Coal Co											
53	Crystal City Rw'y Co											
54	Danville, Olney, and Ohio River R. R. Co											
55	Danville and South Western R. R. Co											
56	Dent and Phelps R. R. Co											
57	Des Moines, Adel, and Western R. R. Co											
58	Des Moines and Fort Dodge R. R. Co											
59	Des Moines and Knoxville Rw'y Co										72.80	72.80
60	Des Moines and Minneapolis R. R. Co											
61	Dixon, Peoria, and Hannibal R. R. Co											
62	Dixon and Quincy R. R. Co											
63	Dubuque and Dakota R. R. Co											
64	Dubuque, Platteville, and Milwaukee R. R.											
65	Dubuque and Sioux City R. R. Co		20.00					42.89		10.00		10.00
66	Dubuque South Western R. R. Co				41.30	2.30	5.40					62.89
67	Dunleith and Dubuque Bridge Co											49.00
68	East Saint Louis and Carondelet Rw'y Co									0.46		0.46
69	East Saint Louis Connecting Rw'y Co											
70	Elgin and State Line R. R. Co											

TABLE VIII.—HISTORY OF CONSTRUCTION.

GROUP IV.—ILLINOIS, IOWA, WISCONSIN, MISSOURI, MINNESOTA.

MILES OF RAILROAD BUILT—1870-'79.											During half century, 1830-'79, inclusive.	Half-year from January 1 to June 30, 1880.	Total to June 30, 1880.	
1870.	1871.	1872.	1873.	1874.	1875.	1876.	1877.	1878.	1879.	Decade.				
1,915.93	2,937.64	2,434.27	1,555.73	756.60	255.55	541.01	539.65	854.06	1,540.57	13,331.01	22,445.93	516.80	22,962.73	
									32.89	32.89	32.89		32.89	1
	50.59									50.59	50.59		50.59	2
								30.90	18.77	49.67	49.67		49.67	3
42.17										42.17	56.43		56.43	4
											21.75		21.75	5
											25.75		25.75	6
												34.99	34.99	7
	38.00									38.00	38.00		38.00	8
	196.00	80.00	93.80				32.00			401.80	401.80		401.80	9
						19.67			18.55	38.22	38.22		38.22	10
	59.60	39.80	15.00			27.90				142.30	142.30		142.30	11
			90.00		56.50					146.50	146.50		146.50	12
		157.30								157.30	157.30		157.30	13
									47.71	47.71	47.71	11.00	58.71	14
	17.50									17.50	17.50		17.50	15
											30.41		30.41	16
8.48										8.48	75.58		75.58	17
2.60										2.60	274.20		274.20	18
125.50	20.14	1.50								147.14	190.64		190.64	19
				40.00						40.00	40.00		40.00	20
												24.00	24.00	21
			131.00							131.00	131.00		131.00	22
									32.83	32.83	32.83		32.83	23
								11.46		11.46	11.46		11.46	24
								6.50		6.50	6.50		6.50	25
45.00	36.80				23.86	3.98				109.64	387.94		387.94	26
									35.70	35.70	35.70		35.70	27
39.12	44.54	36.72								120.38	768.36		768.36	28
	53.50	125.70					28.90			208.10	208.10		208.10	29
								9.65		9.65	9.65		9.65	30
									46.39	46.39	46.39		46.39	31
27.95	46.60		24.00							98.55	131.48		131.48	32
		80.00								80.00	80.00		80.00	33
											82.40		82.40	34
											85.00		85.00	35
366.48	172.86	197.64			1.93				333.42	1,072.33	2,141.46	107.40	2,248.86	36
44.90	69.87	74.73	133.60	0.70		1.20				325.00	1,037.73		1,037.73	37
						88.00				88.00	88.00		88.00	38
	20.00			37.50		28.00				85.50	85.50		85.50	39
					23.00					23.00	23.00		23.00	40
	272.11	105.46		7.51	25.14	25.00	17.00	36.38	9.00	497.60	1,048.05		1,048.05	41
	46.80									46.80	46.80		46.80	42
45.50	62.70	32.20		23.00				32.00	6.00	201.40	255.70	14.00	269.70	43
	111.47									111.47	111.47		111.47	44
								30.50	13.50	44.00	44.00	8.00	52.00	45
				10.35						10.35	10.35		10.35	46
	56.30									56.30	56.30		56.30	47
									11.25	11.25	11.25		11.25	48
									14.12	14.12	14.12		14.12	49
									66.75	66.75	66.75		66.75	50
									27.70	27.70	27.70		27.70	51
						8.50				8.50	8.50		8.50	52
									4.00	4.00	4.00		4.00	53
								8.00		8.00	8.00	23.00	31.00	54
		35.40		35.20	32.50					103.10	103.10		103.10	55
							3.88			3.88	3.88		3.88	56
							7.00	21.80		28.80	28.80		28.80	57
14.40										14.40	87.20		87.20	58
									34.92	34.92	34.92		34.92	59
				37.00				21.00		58.00	58.00		58.00	60
44.49										44.49	44.49		44.49	61
	6.23									6.23	6.23		6.23	62
8.00									40.91	40.91	40.91	22.91	63.82	63
										8.00	18.00		18.00	64
											142.89		142.89	65
											49.00		49.00	66
											0.46		0.46	67
			11.50							11.50	11.50		11.50	68
									1.02	1.02	1.02		1.02	69
											36.34		36.34	70