



Duluth, Missabe, and Iron Range  
Railway Company Records.

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# The Duluth & Iron Range Rail Road Co.

OFFICE OF THE SECRETARY.

H. JOHNSON,  
SECRETARY.

Duluth, Minn.,

May 7, 1913

SUBJECT: ANNUAL MEETING OF STOCKHOLDERS.  
ANNUAL MEETING OF DIRECTORS.

Dear Sir:

The annual meeting of the Stockholders of The Duluth and Iron Range Rail Road Company, for the transaction of any and all business that may come before the meeting, including the election of directors and considering and voting upon the approval and ratification of all acts and proceedings by the officers and Board of Directors since the last annual meeting, will be held at the office of the President, Room 502 Wolvin Building, Duluth, Minnesota, at 9:30 o'clock in the forenoon, Monday, June 9th, 1913. I enclose blank proxy for your signature and return in the enclosed envelope, for use in the event of your absence from the meeting.

A meeting of the Board of Directors will be held immediately after the adjournment of the annual meeting of the Stockholders.

Yours truly,

Secretary.

Letter sent to:

Minnesota Iron Co.,  
W. J. Olcott, President,  
E. H. Gary,  
Thomas Murray,  
F. E. House,  
H. Johnson,  
F. C. Marshall,  
J. A. Farrell,  
J. H. McLean,  
Geo. L. Reis,  
E. H. Gary, and Richard Trimble, Jnt. Tenants,  
J. H. Harding.

*+ Directors*  
*Stockholders*  
*Meeting adjourned*  
*to Wednesday June 11<sup>th</sup> 1913*

Enclosures-2

December 9, 1912.

We, the Directors of The Duluth and Iron Range Rail Road Company, do hereby severally expressly waive notice and publication of notice of the time, place and purpose of a meeting of the Board of Directors of said Company to be held in the City of Duluth, Minnesota, or elsewhere, on the eleventh day of December, 1912, or at any time or at any place to which said meeting may be adjourned, and do hereby further consent and agree that any and all business transacted at said meeting shall be valid and effectual for every purpose whatsoever.

*John H. McLean*

*John H. McLean*

\_\_\_\_\_

\_\_\_\_\_

X

\_\_\_\_\_

X

*Geo. L. Reis*

\_\_\_\_\_

X

*H. Johnson*

\_\_\_\_\_

X



-----  
Waiver of Notice

SPECIAL DIRECTORS' MEETING

THE DULUTH & IRON RANGE RAIL ROAD CO.

-----  
December 11, 1912,  
Duluth, Minnesota.  
-----



C O P Y

Duluth, Minn., June 7, 1913.

Dear Sir:-

The meeting of the Directors of the Duluth &  
Iron Range Rail Road Company called for June 9th, at  
9:30 A.M., will be adjourned until Wednesday, June 11th,  
at 9:30 A.M.

Yours very truly,

H. Johnson,

HJ-H

Secretary.

To F.E. House,  
J.H. McLean,  
Geo. L. Reis,

# The Duluth & Iron Range Rail Road Co.

OFFICE OF THE SECRETARY.

H. JOHNSON,  
SECRETARY.

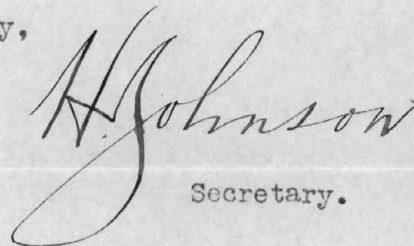
*Duluth, Minn.,* December 9, 1912.

Dear Sir:-

A Special Meeting of the Board of Directors of The Duluth & Iron Range Rail Road Company will be held at the office of the Company, room 502 Wolvin Building, Duluth, Minnesota, on Wednesday, December 11th, at 10:30 o'clock in the forenoon thereof.

This meeting is called for the purpose of declaring a dividend on the capital stock of the Company outstanding, and to consider such other matters that may be presented to the Board.

Yours truly,

  
Secretary.

Mr. H. Johnson,

Mailed to F. E. House,  
George L. Reis,  
J. H. McLean,  
E. H. Gary,  
J. A. Farrell,  
Thomas Murray,  
H. Johnson.



THE DULUTH & IRON RANGE RAIL ROAD COMPANY  
SPECIAL DIRECTORS' MEETING.

Duluth, Minnesota, December 11, 1912.

A special meeting of the Board of Directors of The Duluth & Iron Range Rail Road Company was held, pursuant to notice duly given, at the office of the Company, Room 502 Wolvin Building, Duluth, Minnesota, Wednesday, December 11, 1912, at 10.30 o'clock in the forenoon thereof.

The following named directors, constituting a quorum of the Board, were present and participated in the meeting:

F. E. House,  
J. H. McLean,  
Geo. L. Reis,  
H. Johnson,

Mr. F. E. House called the meeting to order and presided, Mr. H. Johnson was present and kept the minutes, and Mr. F. D. Adams, General Solicitor, was present by request.

Director J. H. McLean offered, and Director H. Johnson seconded the following resolution, to wit:

RESOLVED by the Board of Directors of The Duluth and Iron Range Rail Road Company, that a dividend, number twenty-two (22) of twenty per cent (20 o/o) or twenty (\$20) dollars per share be, and the same is, hereby declared on each and every share of the capital stock of the Company outstanding, payable by the Treasurer of the Company at the office of the Company in the City of Duluth, Minnesota, on or before December 16th, 1912, to stockholders of record at the close of business this day.

Which resolution being put to vote was unanimously adopted.

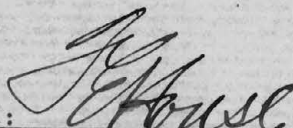
The President presented to the Board a certain contract, dated the first day of September, 1910, relating to the administration of the Land Grant Lands of this Company, and the Land Grant Lands now owned by George H. Crosby and E. S. Moore, Trustees for the Chicago, Rock Island & Pacific Railway Company, which said contract supersedes all other agreements or contracts relating to the same subject matter.

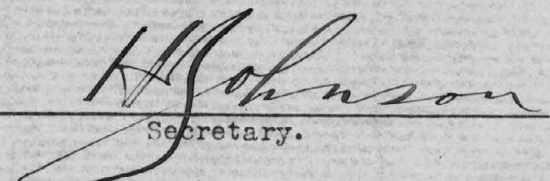
Said contract was read in full to the Board.

Upon motion of Director George L. Reis, seconded by Director J. H. McLean, all the Directors present voting in favor thereof, said contract and the acts of the officers in entering into, executing and delivering the same were in all respects authorized, ratified and confirmed.

There being no further business, the meeting adjourned without date.

Approved:

  
President.

  
Secretary.



the same subject matter.

~~There~~  
The President ~~the~~ presented to the Board a certain  
dated 1st day Sept. 1913  
contract relating to the administration of the Land Grant  
lands of this Company and the Land Grant lands  
now owned by ~~the~~ Geo. H. Crosby & E. S. Moore Trustees for the C.R. & P. Co.  
which said contract supercedes all other agreements or  
Trusts for the C. R. & P. Co. ~~which~~ said  
contract was read in full to the Board.

Upon motion of \_\_\_\_\_ seconded by \_\_\_\_\_  
said contract and the acts of the officers in entering  
into same and delivery the same ~~are~~ were  
~~authorized~~ in all respects ratified and confirmed.

SPECIAL DIRECTORS' MEETING,  
THE DULUTH & IRON RANGE RAIL ROAD COMPANY  
WEDNESDAY, DECEMBER 11, 1912, 10:30 A. M.  
DULUTH, MINNESOTA.

R E S O L U T I O N

RESOLVED, by the Board of Directors of The Duluth and Iron Range Rail Road Company that a dividend (No. 22) of twenty per cent (20%), or Twenty Dollars (\$20) per share, be, and the same hereby is, declared on each and every share of the capital stock of the Company outstanding, payable by the Treasurer of the Company at the office of the Company in the City of Duluth, Minnesota, on or before December 16, 1912, to stockholders of record at the close of business this day.

*J. E. H.  
H. J.  
Rice  
McLain*

*See Adams  
motion  
about Lane grant*

*The Duluth & Iron Range Railroad Co.*

*F. E. House,*  
*President.*

*Office of the President*

*Duluth, Minn. 12/4/12*

*H. Johnson Esq.*  
*Andr. &c.*

*D. J. S.*

Please call a meeting of the Board of Directors of the Duluth Iron Range R.R. Co. at my office, on Dec. 11<sup>th</sup> at 10:30 o'clock A.M. for the purpose of declaring a dividend of 20% on the Capital Stock of said Co. the same to be made payable on or before Dec. 16<sup>th</sup> 1912, & for what other business may properly come before the meeting.

*Yours truly*

*F. E. House*  
*Pres.*



MEMORANDUM OF AGREEMENT.

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THIS AGREEMENT, Made and entered into this first day of September, A.D. 1910, by and between The Duluth & Iron Range Rail Road Company, hereinafter for brevity called the "Duluth Company ", and George H. Crosby and E.S.Moore, Trustees for the Chicago, Rock Island & Pacific R ailway Company, hereinafter for brevity called the "Trustees",- said Chicago, Rock Island & Pacific Railway Company being hereinafter referred to as the "Rock Island Company",

WITNESSETH:

WHEREAS, By an act of the Legislature of the state of Minnesota, approved March 9, 1875, entitled "An Act Granting Certain Swamp Lands to The Duluth & Iron Range Rail Road Company", there was granted to the said Duluth Company, for the purpose of aiding it to construct a road between the points named in the said Act, an amount of swamp land belonging to or thereafter accruing to the State of Minnesota, under the act of Congress approved March 12, 1860, equal to ten sections per mile for each mile of said road that might be completed in accordance with the provisions of said Act; and

WHEREAS, said Duluth Company became entitled under the provisions and terms of said act and various acts supplemental thereto, to six hundred and six thousand seven hundred and twenty (606,720) acres of land, a portion of which has been patented to said State of Minnesota and deeded by said State to said Duluth Company, and approximately six hundred and three thousand seven hundred and twenty (603,720) acres of which have been selected under the terms and provisions of said grant by said Duluth Company; and

WHEREAS, said Duluth Company has sold and executed to the purchasers thereof deeds conveying to said purchasers approximately sixty-three thousand seven hundred and fifty-four and 7/100 (63,754.07) acres of said lands, and is still entitled to select and receive by deed from the State of Minnesota, under the terms and provisions of said grant, exclusive of said acres already selected by said Duluth Company and said Sixty-three thousand seven hundred and fifty-four and 7/100 (63,754.07) acres sold and conveyed by said Duluth

Company to its grantees, approximately three thousand (3,000) acres; and

WHEREAS, by an act of the Legislature of said State of Minnesota approved March 2, 1865, there was granted to the Cannon River Improvement Company, for the purpose of aiding said Cannon River Improvement Company in the construction of slack water navigation of the Cannon River, as particularly set forth by the terms of said Act, all the swamp lands belonging to the said State of Minnesota lying and being in the odd numbered sections in the St. Peter Land District at the date of said Act not otherwise appropriated, to an amount not exceeding three hundred thousand (300,000) acres, with the right to select indemnity lands from any other swamp lands belonging to the State, designated by odd numbers, not then otherwise appropriated; and

WHEREAS, by various acts of the Legislature of the State of Minnesota supplemental to the last named act, the name of the said Cannon River Improvement Company has been changed to the Wisconsin, Minnesota & Pacific Railway Company, and all the rights granted to the said Cannon River Improvement Company by the said last named act, and the various acts supplemental thereto, except as to twenty-five thousand (25,000) acres of said lands, have become vested in and were owned by said Pacific Company, and the Wisconsin, Minnesota & Pacific Railroad Company succeeded to and became the owner of all the said rights so acquired by the Wisconsin, Minnesota & Pacific Railway Company; and

WHEREAS, all of said lands have been patented to the said State of Minnesota and deeded to the said Wisconsin, Minnesota & Pacific Railway Company, or to its successors the Wisconsin, Minnesota & Pacific Railroad Company; and

WHEREAS, all and every of the said rights of the said Wisconsin Minnesota & Pacific Railroad Company under said Acts and grants, and all of the said lands so acquired by it undisposed of are now vested in the Trustees, having been by certain indenture dated January 6, 1899, May 26, 1899, September 17, 1900 and December 12, 1902, and certain other indentures respectively, transferred and conveyed to R. R. Cable and W. G. Purdy, and



their successors in trust, for the use and benefit of the Chicago, Rock Island & Pacific Railway Company; and the Trustees, parties to this agreement, are in all respects the successors in trust to said Cable and Purdy under the terms and conditions of said indentures; and

WHEREAS, said Wisconsin, Minnesota & Pacific Railway Company and said Wisconsin, Minnesota & Pacific Railroad Company and said Trustees have sold and conveyed by deed to various grantees, other than said companies, or said Trustees or their predecessors in trust, approximately one hundred thirty-two thousand eight hundred forty-four and eleven one-hundredths (132,844.11) acres, and said Trustees now own all of said lands other than those so sold and deeded; and

Whereas, because the lands of the Duluth Company and of the Trustees are situated in the same general district of the State of Minnesota the parties hereto deem it to be a matter of economy and to their mutual interest, benefit and advantage to co-operate in the management, development, settlement, sale and disposal of said lands, and desire to enter into this agreement for said purpose of economic co-operation and to provide for an equitable and just division, application and appropriation of the proceeds of said lands;

NOW THEREFORE, It is hereby agreed by and between said Duluth Company and the Trustees of the Rock Island Company as follows:

FIRST: The Duluth Company expects to procure hereafter approximately three thousand (3,000) acres under its said land grant, and hereby agrees to select enough lands in addition to those already selected and patented to make up the full amount due to said Company under the Acts hereinbefore referred to, and agrees to use its best efforts to procure deeds from the State of Minnesota to it for said lands.

SECOND: The gross amount of lands received by and now owned by or due to either of the parties under said grants which are hereby subjected to the agreements herein made and are hereby agreed upon as a basis for a division hereunder of moneys arising from the sale thereof, shall be as follows: Approximately five hundred forty-two thousand five hundred



Twenty-eight and 43/100 (542,528.43) acres of land of said Duluth Company, and approximately one hundred forty-two thousand one hundred fifty-five and 31/100 (142,155.31) acres of land of the Trustees shall be subject to this agreement and covered and affected hereby; the intention hereof being that, with the exception of such right, title, interests and estates in said land grant lands as may have been heretofore disposed of, this agreement shall cover and affect the proceeds of all lands, interests and estates in lands included in the land grants of either party, including the acreage which it is expected will be acquired by the Duluth Company to fill its grant and also including all reservations, reversionary rights, possibilities of reverter and all other estates, tenures, interests or rights, whether existing in expectancy or otherwise, which may in any way grow out of or be incident to any of the lands now or heretofore included in said land grants (reserving to the Duluth Company and to the Trustees, respectively, all such interests in minerals and mineral rights as are hereinafter prescribed).

Lands heretofore selected and patented or deeded to said Duluth Company or to the grantor of the Trustees in the indentures hereinbefore described or to its predecessor, other than the lands already sold and reserved therefrom, and all lands hereafter selected and patented or deeded to said Duluth Company under or by virtue of said Grants, shall be treated as lands bound by and subject to the agreements herein made and the proceeds of which shall be subject to and divided in accordance with such agreements; but the title and ownership thereof shall remain in the party or parties holding the same until disposed of, and the said lands shall be sold and the proceeds equally divided between the parties to this agreement. The expense of examination and selection of lands hereafter selected as well as all other expenses incurred in carrying out this agreement, including all taxes, assessments and charges against any of said land grant lands, shall be borne by the parties hereto equally.

Contracts heretofore entered into by either of said parties for the sale of any portion of said lands, or timber permits or leases in regard thereto, shall be carried out and performed by the parties owning the several tracts of land covered by such contract, timber permits or leases;



the proceeds thereof shall be subject to this agreement.

In consideration of the subjecting to this agreement and the equal division of the proceeds of the sale of the greater number of acres of land owned by said Duluth Company, and of its further agreement to select, acquire and subject hereto approximately three thousand (3,000) additional acres of land, the said Trustees hereby agree to and do hereby release and relinquish to said Duluth Company all the right, title and interest in and to all ores, minerals, and fossils of every name and nature and the mining rights therefor in or upon all of said lands hereinbefore referred to now owned by the parties hereto, or heretofore owned by the said Trustees or their grantor or its predecessor under the said land grant of the Wisconsin, Minnesota & Pacific Railway Company, lying east of the west line of Itasca and Koochiching counties and north of the north boundary line of township fifty-three (53), save and except that each party shall have an undivided one-half interest in and to all said ores, minerals and fossils and mining rights in those lands listed and described in Schedule "A" hereto attached. And, as to all of said lands owned by either party lying west of the west line of Itasca and Koochiching counties and south of the north boundary line of township fifty-three (53) and as to the lands described in said Schedule "A", it is understood that the provisions of this agreement as to the sale and equal division of the proceeds thereof shall apply as to all interests therein, including the minerals. The provisions of this paragraph with respect to equal division of proceeds apply to mineral rights reserved in deeds heretofore executed by either of the parties hereto or their predecessors in interest, or the predecessor in interest of either of them, as well as to minerals underlying lands not yet sold.

The Trustees covenant and agree that they will, at the request of the Duluth Company, execute any deed, contract, instrument or release required to carry into effect this contract and agreement in relation to said ores, minerals, fossils and mineral rights in lands East of the West line of Koochiching and Itasca counties and north of the north boundary line of said township fifty-three (53) so as to fully and completely vest title thereto in the Duluth Company, its successors and assigns.



There shall be selected by the parties hereto some suitable person for the purpose of accounting only under this agreement, who shall be known as Accounting Agent and to whom the parties shall, until otherwise decided, make a written report and statement on or before the 15th day of every month for the preceding calendar month; said report shall embrace an itemized and correct statement of all lands sold or contracted, and the terms of sale or contract during the period covered by said report; also all lands filed upon, or deeded, and an account of all expenditures. All moneys received on account of such sales shall be reported and turned over to the Accounting Agent and said Agent shall keep the accounts between the parties under this agreement, and shall distribute the sums received by him to the respective parties in such amounts as they shall be entitled to receive under and in accordance with the provisions of this agreement.

The said Agent shall be removed on demand of either party hereto, and another selected.

It is further mutually agreed by and between the parties hereto, that in case of any disagreement arising between the parties hereto, at any time or times, upon any matter relating to this agreement, or the rights of the parties hereunder, the question in dispute shall be referred to a Board of Arbitrators, which shall consist of the then Presidents of the Duluth Company and the Rock Island Company, and one other disinterested and competent person who shall be chosen by said two presidents; and in case said two presidents cannot agree upon a person to act with them on said board, the said presidents shall each designate one person and the two so designated shall choose a third and the three persons so designated shall at once proceed to choose a person to act with said presidents as arbitrators hereunder, and the person so chosen by a majority of said persons so designated shall act as arbitrator with said presidents. The Board of Arbitrators so chosen shall immediately proceed to hear and determine all matters submitted to them, after giving each of the parties to the matter in controversy not less than five days' notice of the time and place of meeting, and at the time and place appointed shall proceed summarily to hear and dispose of the matters in dispute, unless in their judgment the hearing should be postponed to a



later day or days, of which adjourned meeting like notice shall be given, unless such notice is waived by both parties, in which case the hearing may proceed at an earlier date.

The determination of such Board of Arbitrators, or a majority of them, as to any matter so submitted to them, shall be absolutely final and conclusive upon the parties hereto, and said parties shall abide by such decision and perform the conditions thereof, as if the same were made a part of this contract.

The pendency of any matter before arbitrators shall not suspend the manner in which the business covered by this agreement shall be carried on but such manner shall continue until the final decision of the arbitrators, when compensation and adjustment shall be made in conformity therewith.

The agreements and conditions herein contained shall be binding upon the successors and assigns of the respective parties hereto.

This contract confirms an agreement between said Duluth Company and George H. Crosby and E. B. Pierce, Trustees for said Rock Island Company, made September 1, 1910, and is now executed and delivered as of said date, and as effective as if signed, sealed and delivered on that date; it being understood that said E. S. Moore is the successor of said E. B. Pierce as one of the trustees of said Rock Island Company and that said George H. Crosby is his co-trustee as in this instrument described. This instrument is drawn in duplicate originals.

IN WITNESS WHEREOF, The Duluth Company has caused these presents to be executed and its corporate seal to be hereunto affixed, and the Trustees have hereunto set their hands and seals, the day and year first above written.

Signed, Sealed and Delivered  
In Presence Of:

As to Duluth Company:  
(Signed) C. E. Wachtel

(Signed) Allen S. Trux

As to Trustees:

(Signed) E. Christiansen )  
(Signed) B. J. Hagerty )

(Signed) F. D. Reed ) As to  
(Signed) A. R. Owen ) E. S. Moore

THE DULUTH & IRON RANGE RAIL ROAD COMPANY:

By (Signed) F. E. House  
President

Attest: (Signed) H. Johnson  
Secretary

(Signed) George H. Crosby (SEAL)

(Signed) E. S. Moore (SEAL)  
Trustees for Chicago, Rock Island  
& Pacific Railway Company.

State of Minnesota )  
                              (SS  
County of St Louis )

On this 11th day of December A.D. 1912,  
before me, a Notary Public within and for said County and State, personally  
appeared F. E. House, who being by me first duly sworn did say that he is  
the President of the Duluth & Iron Range Rail Road Company, a Minnesota  
Corporation; that the seal affixed to the above and foregoing instrument  
is the corporate seal of said corporation and that said instrument was  
signed and sealed in behalf of said corporation by authority of its Board  
of Directors, and said F. E. House duly acknowledged said instrument to be  
the free act and deed of said corporation.

(Signed) Arthur E. Manthey  
Notary Public  
St Louis County, Minnesota.  
My Commission expires July 9th, 1916.

State of Illinois)  
                              (SS  
County of Cook )

On this 27th day of November A. D. 1912  
before me personally appeared George H. Crosby and E. S. Moore, to me known  
to be the persons described in and who executed the foregoing instrument,  
and acknowledged that they executed the same as their free act and deed,  
as Trustees for the Chicago, Rock Island & Pacific Railway Company.

(Signed) Carl Nyquist  
Notary Public  
Cook County, Illinois  
My Commission expires Aug. 5, 1915.



SCHEDULE "A"

<u>DESCRIPTION.</u>	<u>SEC.</u>	<u>TWP.</u>	<u>RGE.</u>	<u>ACRES.</u>
S $\frac{1}{2}$ of NE $\frac{1}{4}$	19	61	23	80.00
SE $\frac{1}{4}$ of NW $\frac{1}{4}$	19	"	"	40.00
NE $\frac{1}{4}$ of SW $\frac{1}{4}$	19	"	"	40.00
Lot No. 3	19	"	"	38.03 (NW $\frac{1}{4}$ of SW $\frac{1}{4}$ )
Lot No. 4	19	"	"	38.63 (SW $\frac{1}{4}$ of SW $\frac{1}{4}$ )
N $\frac{1}{2}$ of SE $\frac{1}{4}$	19	"	"	80.00
SE $\frac{1}{4}$ of SE $\frac{1}{4}$	19	"	"	40.00
SW $\frac{1}{4}$ of NE $\frac{1}{4}$	20	"	"	40.00
S $\frac{1}{2}$ of NW $\frac{1}{4}$	20	"	"	80.00
N $\frac{1}{2}$ of SW $\frac{1}{4}$	20	"	"	80.00
SW $\frac{1}{4}$ of SW $\frac{1}{4}$	20	"	"	40.00
N $\frac{1}{2}$ of SE $\frac{1}{4}$	20	"	"	80.00
SE $\frac{1}{4}$ of SE $\frac{1}{4}$	23	"	"	40.00
NE $\frac{1}{4}$	29	"	"	160.00
S $\frac{1}{2}$ of NW $\frac{1}{4}$	29	"	"	80.00
S $\frac{1}{2}$	29	"	"	320.00
SE $\frac{1}{4}$ of NW $\frac{1}{4}$	31	"	"	40.00
Lot No. 5	31	"	"	37.12 (SW $\frac{1}{4}$ of NW $\frac{1}{4}$ )
NE $\frac{1}{4}$ of SW $\frac{1}{4}$	31	"	"	40.00
Lot No. 6	31	"	"	39.48 (NW $\frac{1}{4}$ of SW $\frac{1}{4}$ )
SE $\frac{1}{4}$ of SW $\frac{1}{4}$	31	"	"	40.00
SW $\frac{1}{4}$ of SE $\frac{1}{4}$	31	"	"	40.00
NE $\frac{1}{4}$ of SW $\frac{1}{4}$	1	60	24	40.00
NW $\frac{1}{4}$ of NE $\frac{1}{4}$	13	"	"	40.00
E $\frac{1}{2}$ of NW $\frac{1}{4}$	13	"	"	80.00
W $\frac{1}{2}$ of NE $\frac{1}{4}$	17	"	"	80.00
W $\frac{1}{2}$	17	"	"	320.00
W $\frac{1}{2}$ of SE $\frac{1}{4}$	17	"	"	80.00
NE $\frac{1}{4}$ of SW $\frac{1}{4}$	1	61	24	40.00
N $\frac{1}{2}$ of SE $\frac{1}{4}$	1	"	"	80.00
W $\frac{1}{2}$ of NW $\frac{1}{4}$	17	"	"	80.00
Lot No. 1	24	"	"	23.50 (SW $\frac{1}{4}$ of SW $\frac{1}{4}$ )
Lot No. 2	24	"	"	25.00 (SE $\frac{1}{4}$ of SW $\frac{1}{4}$ )
NW $\frac{1}{4}$ of NE $\frac{1}{4}$	25	"	"	39.00 (Lot No. 10)
SE $\frac{1}{4}$ of NE $\frac{1}{4}$	26	"	"	40.00
NE $\frac{1}{4}$ of SE $\frac{1}{4}$	26	"	"	40.00
S $\frac{1}{2}$ of SE $\frac{1}{4}$	26	"	"	80.00
SW $\frac{1}{4}$ of NE $\frac{1}{4}$	27	"	"	40.00
SE $\frac{1}{4}$ of NW $\frac{1}{4}$	27	"	"	40.00
N $\frac{1}{2}$ of SW $\frac{1}{4}$	27	"	"	80.00
N $\frac{1}{2}$ of SE $\frac{1}{4}$	27	"	"	80.00
NE $\frac{1}{4}$	29	"	"	160.00
N $\frac{1}{2}$ of NW $\frac{1}{4}$	29	"	"	80.00
SW $\frac{1}{4}$ of NW $\frac{1}{4}$	29	"	"	40.00
NE $\frac{1}{4}$ of SW $\frac{1}{4}$	29	"	"	40.00
S $\frac{1}{2}$ of SW $\frac{1}{4}$	29	"	"	80.00
W $\frac{1}{2}$ of SE $\frac{1}{4}$	29	"	"	80.00
NE $\frac{1}{4}$ of SE $\frac{1}{4}$	31	"	"	40.00
S $\frac{1}{2}$ of SE $\frac{1}{4}$	31	"	"	80.00
E $\frac{1}{2}$ of NE $\frac{1}{4}$	35	"	"	80.00
SE $\frac{1}{4}$ of NW $\frac{1}{4}$	35	"	"	40.00
E $\frac{1}{2}$ of SE $\frac{1}{4}$	35	"	"	80.00

Total

3,640.76



Cont. 762

Original

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The Duluth & Iron Range Rail  
Road Company

and

George H. Crosby and E. S. Moore  
Trustees.

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Memorandum of Agreement dated

September 1st, 1910.

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THE DULUTH & IRON RANGE RAIL ROAD COMPANY

For President,

F. E. House

For First Vice President,

J. H. McLean,

For Second Vice President,

J. H. Hearing,

For Secretary,

H. Johnson,

For Treasurer,

F. C. Marshall,

For Assistant Secretary  
and Assistant Treasurer,

Thomas Murray,

*OK  
HJ*

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_



THE DULUTH AND IRON RANGE RAIL ROAD COMPANY

Appropriation Number		Amount
D. & I.R. No. 384	Tracks to Leonidas Mine,	\$ 12,400.00
392	Changes in Biwabik Yard Tracks,	5,690.00
393	New Coal-ing Station at Allen Junction,	13,400.00
394	Retaining wall for protection of Ore Dock No. 1,	40,000.00
395	Rebuilding Burnt Portion of Two Harbors Roundhouse,	40,040.00
396	Section 30 Pocket Track,	585.16
	Section 30 #1 Track, S.P.,	367.21
	Section 30 #1 Track, S.P., extension,	118.84
	Meadow Mine Stockpile Track,	465.16
	Schley Mine Stockpile track,	1,496.65
	Switching track at ore sorting yard, Two Harbors,	1,200.00
	New Gravel Pit Track, Brimson,	581.31
	Bunk House at Section Houses at Fairbanks, Mesaba and Aurora,	1,000.00
397	Extending Ore Thawing Shed at Two Harbors to twice its present length,	5,880.00
398	Chandler No. 2 stock pile track,	1,094.56
	Norman No. 2 stock pile track,	1,333.25
	Cross-over south of Meadow Wye,	616.11
399	New water station at Allen Junction,	12,650.00
400	Removing telephone wire in Ely from Main Street to the alleys,	1,600.00
401	Strengthening Bridges between Duluth and Mile 17, Main Line,	6,500.00
402	Reconstruction of telephone pole-lead from London Road, Duluth, to Clifton station,	6,573.51
403	Construction of spur track to the Vivian Mine, near our Mesaba station, north of Allen Junction,	8,718.00
404	Section 30 Stock pile track #3,	497.54
	Section 30 Mine Siding,	874.76
	Extension of Elba #2 Pocket Track,	64.83
	Extension of Armstrong Gravel Pit Track,	284.74
	Change of Highway under Bridge 27-A,	700.00
405	1,000 Steel Ore Cars,	1,150,000.00
	6 Mikado Type Freight Locomotives,	168,000.00
	4 Pacific Type Passenger Locomotives,	100,000.00
406	Adriatic No. 2 Stock Pile Track,	600.00
	Extension of Section 30 No 2 Stock Pile Track,	200.00
	Spur Track to Alberta Shaft No. 2,	4,200.00
	Elimination of Grade Crossing at 4th Street, Aurora,	375.00
	Grading spur to Holland Mine,	1,400.00
	Over-run on Appropriation USS 400 - Change of Telephone Wires at Ely,	593.69

Forwarded,

\$1,590,100.32

Appropriation Number	Brought Forward,	Amount \$1,590,100.32
D. & I. R. No. 407	Over-run on Appropriation USS 378 and 386: Undergrade Crossing at 32nd Ave. East, Duluth,	1,439.83
408	Track system to Graham Mine at Mesaba,	43,400.00
409	Stockpile track, Section 30 Mine, Pit Tracks, Hudson Mine, Pit Tracks, Genoa Mine, Wrecker Storage Track, Two Harbors, Spur off No. 4 Yard, Two Harbors, New Water Tank, Waldo, Extension Endion Lumber Company's Spur, New Water Tank, Endion, Grade Reduction between Miles 15 and 16, Purchase Lot 7, Block 12, Endion Division, A/C R/W, Over-run on Appropriation USS 404, Change of Highway under Bridge 27-A,	128.09 77.25 127.50 1,500.00 1,120.16 4,100.00 71.95 3,900.00 4,700.00 255.33 108.35
410	Rebuilding six flat cars numbered as follows: 5077, 5205, 5665, 5363, 5229 and 5589, Rebuilding Caboose Car No. 95 as No. 89,	2,590.58 1,358.82
411	Coal Spur, Roberts Mine, Track to Yawkey Shaft No. 2, Track to Alberta Stock Pile No. 2, Filling No. 4 Yard, Two Harbors, Grade Reduction, Mile 19, New Freight House at Skibo, Extension of Mesaba Depot, Milos Ice Loading Trck at Biwabik, Extension Standard Oil Co Spur, Tower, Spur at Mile 110, Extension of McAlpine Spur, Mile 39,	435.34 1,400.00 620.13 1,485.60 900.00 350.00 500.00 600.00 201.79 334.97 213.80
412	Locomotive Storage Track, Two Harbors,	482.88
413	Pulpwood Yard Tracks at Two Harbors, Extension of Colvin & Robb Spur in mill yard, Fairbanks, Extension of spur at mile 60 for A. J. Lehner, W. H. Harvey spur at Mile 72, W. H. Harvey Spur at Spring, Wm. Tolkari Spur at Mile 90, Spur to Section 30 Mine heating plant, Extension of spurs Nos. 1 and 2 off N.B. Shanks & Co's. Branch at Mile X-12, Oliver Iron Mining Co. Switch at Eveleth Yard, Filling Bridge Z-5-A, 8 Miles of New Americanwoven wire fence, High pressure fire lines at Two Harbors, Platform, stairs, walks, etc., at D. & N. M. Ry., undergrade crossing at Alger,	2,683.13 650.00 53.18 342.03 339.11 640.55 271.10 575.00 141.20 660.00 3,025.00 3,400.00 950.00
414	Rebuilding Flat Cars 6018 & 6079,	803.19
415	Addition to Section House, French River, New Freight House at French River,	700.00 396.65
416	Rebuilding Bridge X-7-A,	<u>10,120.00</u>
Forwarded,		\$1,588,252.83



Appropriation Number		Amount
	Brought Forward,	\$1,688.252.83
D. & I.R. No. 417	Rebuilding Bridge 2-A,	500.00
418	Rebuilding Bridge 75-B,	760.00
419	Rebuilding Bridge 96-A,	2,706.00
420	Rebuilding Bridge 119-A,	3,677.00
421	100 ft. Turntable at Two Harbors,	17,640.00
422	For over-run Appropriation USS 365, for 10 Refrigerator Cars,	2,003.36
423	Rebuilding Flat Cars 5435, 5723 and 5371,	1,239.61
424	Track to Morrow Mine,	732.78
	Spur track to Embarrass for N. B. Shank & Co.,	566.39
	Spur track at Mile 60 for S. Karki,	78.45
	Extension of Spur at Mile 72 for A. L. Whiteside,	130.00
	Depot at Winton,	2,935.00
	Section House at Brimson,	2,850.00
425	For two dryhouses, one on Dock No. 1 and one on Dock No. 6,	3,515.00
426	For reconstruction of telephone pole lead between Clifton and Knife River, a distance of 8.2 miles,	6,002.57
427	Spur to No. 3 shaft at Gilbert Mine,	2,515.00
	New connection to No. 2 shaft, Gilbert Mine,	4,290.00
	Extension of Virginia Depot,	500.00
	New steel fixtures for Chief Engineer's Office,	950.00
	New barn at Palmers station,	375.00
	Ice House at Mariska,	200.00
429	Track to Morrow Mine,	1,000.00
	Leonidas Mine Pit Tracks,	3,800.00
	Genoa Mine Pit Tracks,	2,500.00
	Track to City Rock Crusher, Two Harbors,	1,400.00
430	For the construction of a spur track to Burntside Lake, west of Wolf Lake, from Mile 108,	52,980.00
432	For the rebuilding of five flat cars Nos. 6015, 6045, 6033, 5411 and 5637,	2,110.71
433	For the construction of a new copper telephone circuit between Two Harbors and Ely,	8,100.00
434	Yawkey Mine Stock pile track,	58.80
	Yawkey Mine stock pile #2 track,	92.40
	Switch off Morrow Mine Spur,	156.98
	Schley Mine #2 Stock Pile Track,	764.59
	Holland No. 1 Stock Pile Track,	299.65
	Holland Mine Track,	3,550.00
	Perkins Mine Pit Tracks,	3,004.99
	West Adams Mine Pit Tracks,	4,856.76
	Virginia Mine Ore Crusher Track,	3,247.76
	Minorca Mine Stock Pile Track,	800.00
	Safety Hoops on Ore Dock Ladders,	1,868.24
	Safety Hoops and Stairways on Coal Dock,	1,931.76

Forwarded,

\$1,834,871.63

Appropriation  
Number

Amount

Brought Forward,

\$1,834,871.63

D.& I.R. No. 434	Changing incoming engine track at west end of shops, Two Harbors,	374.60
	Relocation of grade crossing at Mile 29,	800.00
	Bunk House at Highland,	350.00
	Bunk House at Allen Junction,	350.00
	Bunk House at Skibo,	350.00
	Bunk House at Robinson,	350.00
	Additional station grounds at Stewart,	160.00
	Additional right of way in Section 4, T.57, N., 17 W.,	750.00
	Artesian well at Biwabik,	4,000.00
	Siding at Erimson,	4,710.00
	Siding at Skibo,	1,170.00
	Duluth Builders' Supply Co's. Spur at Endion,	725.00
	Colvin-Rebb Mill spur at Fairbanks,	228.65
	Lot 3, Block 47, Harrison's Division, Duluth,	<u>825.00</u>

Total,

\$1,850,084.88



Report

of

THE DULUTH AND IRON RANGE RAIL ROAD COMPANY

For the year ending

December 31, 1912.



# THE DULUTH & IRONRANGE RAILROAD COMPANY

INCOME ACCOUNT for the year ending December 31st, 1913.

## RAIL OPERATIONS-REVENUES:

Passenger - - - - -	\$ 252,114.65	
Freight (Ore) - - - - -	5,630,660.48	
Freight (Miscellaneous) - - - - -	825,432.17	
Express - - - - -	10,456.02	
Mail - - - - -	13,343.20	
Telegraph - - - - -	5,828.46	
Telephone - - - - -	53,893.73	
Miscellaneous - - - - -	6,093.69	\$ 6,797,822.40

## RAIL OPERATIONS-EXPENSES:

Maintenance of Way & Structures - - - - -	848,563.49	
Maintenance of Equipment - - - - -	646,039.90	
Traffic Expenses - - - - -	13,032.46	
Transportation Expenses - - - - -	1,523,535.29	
General Expenses - - - - -	138,451.93	\$ 3,169,623.07

NET RAIL OPERATIONS - - - - - \$ 3,628,199.33

## AUXILIARY OPERATIONS:

Revenues - - - - -	74,145.65	
Expenses - - - - -	54,268.95	\$ 19,876.70

NET RAILWAY OPERATING REVENUE - - - - - \$ 3,648,076.03

RAILWAY TAXES-STATE - - - - -	275,332.25	
CORPORATION - - - - -	34,516.80	\$ 309,849.05

RAILWAY OPERATING INCOME - - - - - \$ 3,338,226.98

## OTHER INCOME:

Miscellaneous Rents - - - - -	3,807.58	
Interest on Clearance Account - - - - -	89,033.92	
Interest and Discount - - - - -	1,470.32	
Income from Sinking and Other Reserve Funds - - - - -	120,324.23	
Release of Premiums on Funded Debt - - - - -	4,007.36	
Miscellaneous - - - - -	33.25	\$ 218,676.66

GROSS INCOME - - - - - \$ 3,556,903.64

## DEDUCTIONS FROM GROSS INCOME:

Hire of Equipment-Debit Balance - - - - -	9,628.76	
Joint Facility Rents - - - - -	36,948.91	
Miscellaneous Rents - - - - -	264.98	
Miscellaneous Taxes - - - - -	3,339.27	
Interest on Funded Debt - - - - -	677,550.00	
Miscellaneous - - - - -	363.13	\$ 728,095.05

NET INCOME - - - - - \$ 2,828,808.59

## DISPOSITION OF NET INCOME:

Appropriation of Income to Sinking and other Reserve Funds (Extinguishment) - - - - -	\$ 372,397.87
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NET CORPORATE INCOME - - - - - \$ 2,456,410.72

## OTHER DEDUCTIONS:

Dividend No. 21 - - - - -	\$ 2,100,000.00	
Dividend No. 22 - - - - -	600,000.00	\$ 2,700,000.00

SURPLUS FOR YEAR ENDING DECEMBER 31ST, 1912, 243,589.28



SURPLUS FOR YEAR ENDING DECEMBER 31ST, 1912,

\$ 243,589.28

DEBITS:

Loss on Retired Road and Equipment - - - - - \$ 8,679.49

\$ 252,268.77

CREDITS:

Profit to April 1st, 1901, - - - - - \$ 1,007,887.55  
 Profit since April 1st 1901 to December 31, 1912, - - - 198,069.86  
 Miscellaneous Credits, - - - - - 1,100.00 \$ 1,207,057.41

TOTAL SURPLUS DECEMBER 31st, 1912, - - - - - 954,788.64



# THE DULUTH AND IRON RANGE RAIL ROAD COMPANY

## REVENUES

FOR THE YEAR ENDING DECEMBER 31ST, 1912,  
AS COMPARED WITH THE PREVIOUS YEAR.

	<u>1912</u>		<u>1911</u>	<u>Increase</u>	<u>Decrease</u>
Passenger - - - - -	\$ 252,114.65	\$	286,635.09		\$ 34,520.44
Freight (Ore) - - - - -	5,630,660.48		5,345,425.83	\$ 285,234.65	
Freight (Miscellaneous) - - -	825,432.17		990,223.28		164,791.11
Express - - - - -	10,456.02		12,183.27		1,727.25
Telegraph - - - - -	5,829.46		5,165.41	663.05	
Telephone - - - - -	53,893.73		51,312.41	2,581.32	
Mails - - - - -	13,343.20		13,170.47	172.73	
Miscellaneous - - - - -	<u>6,093.69</u>		<u>9,106.96</u>		<u>3,013.27</u>
	\$ 6,797,822.40	\$	6,713,222.72	\$ 84,599.68	

## OPERATING EXPENSES AND TAXES

FOR THE YEAR ENDING DECEMBER 31ST, 1912,  
AS COMPARED WITH THE PREVIOUS YEAR.

	<u>1912</u>		<u>1911</u>	<u>Increase</u>	<u>Decrease</u>
Maintenance of Way and Structures - - - - -	\$ 848,563.49	\$	980,092.42	\$	\$ 131,528.93
Maintenance of Equipment - -	646,039.90		609,555.28	36,484.62	
Traffic Expenses - - - - -	13,032.46		10,499.03	2,533.43	
Transportation Expenses - - -	1,523,535.29		1,233,056.25	290,479.04	
General Expenses - - - - -	138,451.93		136,246.02	2,205.91	
Taxes - - - - -	<u>313,188.32</u>		<u>310,236.28</u>	<u>2,952.04</u>	
	\$ 3,482,811.39	\$	3,279,685.28	\$ 203,126.11	



THE DULUTH & IRON RANGE RAIL ROAD COMPANY

CAPITAL STOCK

The Capital Stock of the Company remains the same  
as at the beginning of the year, namely:

\$ 3,000,000.00

FUNDED DEBT

The Funded Debt of the Company is represented by:

First Mortgage 5% Bonds, due October 1st, 1937, the issue being Coupon Bonds \$1,000.00 each,	\$ 7,361,000.00
Registered " 5,000.00 "	690,000.00
" " 1,000.00 "	<u>100,000.00</u>
	\$ 8,151,000.00

Second Mortgage 6% Bonds, due January 1st, 1916, the issue being Coupon Bonds \$1,000.00 each,	4,972,000.00
Registered " 1,000.00 "	<u>28,000.00</u>
	\$ 5,000,000.00

of which \$500,000.00 remains in the Treasury.

Total of Bonded Indebtedness December 31st, 1912,

\$13,151,000.00

THE DULUTH AND IRON RANGE RAIL ROAD COMPANY

STATEMENT OF  
ADDITIONS AND BETTERMENTS AND EXPENDITURES FOR ROAD  
CHARGED TO COST OF ROAD AND EQUIPMENT FOR THE  
YEAR ENDING DECEMBER 31ST, 1912.

MINE TRACKS:

Track to Williams Mine S. P. - - - - -	\$ 557.52
Gilbert No. 2 S. P. Track - - - - -	211.74
Siding in Virginia Mine Track - - - - -	954.38
Track to Schley Mine S. P. Coal Spur - - - - -	375.55
" " Section 30 Stock Pile - - - - -	572.46
" " Ruddy Mine S. P. $\frac{1}{2}$ - - - - -	236.97
Pettit Mine Second Track - - - - -	606.33
Gilbert Coal Dock Tracks - - - - -	476.41
Section 30 Pocket Track - - - - -	585.16
Section 30 S. P. No. 1 Track - - - - -	367.21
Meadow Mine S. P. Track - - - - -	465.16
Schley Mine S. P. Track - - - - -	1,496.65
Extension Section 30 No. 1 S. P. Track - - - - -	118.84
Chandler Stock Pile Track No. 2 - - - - -	1,094.56
Norman No. 2 Stock Pile Track - - - - -	1,333.25
Track to Union Mine Open Pit - - - - -	4,237.48
Spur to Williams Mine Shaft No. 2 - - - - -	2,223.18
Section 30 S. P. Track No. 3 - - - - -	497.54
Section 30 Mine Siding - - - - -	874.76
Extension Elba No. 2 Pocket Track - - - - -	64.83
Track to Leonidas Mine - - - - -	10,108.98
Adriatic Stock Pile Track No. 2 - - - - -	587.10
Extension Section 30 Stock Pile Track No. 2 - - - - -	191.98
Spur to Alberta Shaft No. 2 - - - - -	4,526.53
Track System to Graham Mine - - - - -	7,640.70
Spur to Vivian Mine - - - - -	977.46
Spur to Holland Mine - - - - -	1,355.21
Section 30 Stock Pile Track - - - - -	128.09
Hudson Mine Tracks - - - - -	77.25
Genoa Mine Pit Tracks - - - - -	127.50
Roberts Mine Coal Spur - - - - -	<u>435.34</u>
Forward - - - - -	\$ 43,506.12



# THE DULUTH AND IRON RANGE RAIL ROAD COMPANY

## STATEMENT OF ADDITIONS & BETTERMENTS AND EXPENDITURES FOR ROAD CHARGED TO COST OF ROAD AND EQUIPMENT FOR THE YEAR ENDING DECEMBER 31ST, 1912. (Con't)

Brought Forward - - - - -	\$ 43,506.12	
Track to Yawkey Mine Shaft No. 2 - - - - -	1,425.26	
Track to Alberta S. P. No. 2 - - - - -	620.13	
Spur to Section 30 Heating Plant - - - - -	<u>271.10</u>	\$ 45,822.61
YARD TRACKS AND SIDINGS - - - - -		20,777.16
WATER AND FUEL STATIONS - - - - -		6,219.28
FENCING RIGHT OF WAY - - - - -		3,025.00
GRADE REDUCTION AND CHANGE OF LINE - - - - -		3,775.46
TELEGRAPH AND TELEPHONE LINES - - - - -		6,494.25
STATION BUILDINGS AND FIXTURES - - - - -		3,131.18
DOCK AND WHARF PROPERTY - - - - -		29,694.61
WIDENING CUTS AND FILLS - - - - -		2,078.41
SHOPS, ENGINEHOUSES AND TURNTABLES - - - - -		14,417.35
BRIDGES, TRESTLES AND CULVERTS - - - - -		5,366.74
ELIMINATION OF GRADE CROSSINGS, ETC. - - - - -		13,784.86
OTHER ADDITIONS AND BETTERMENTS - - - - -		8,029.20
STEAM LOCOMOTIVES - - - - -		15.42
FREIGHT TRAIN CARS - - - - -		12,239.27
PASSENGER TRAIN CARS - - - - -		<u>2,537.82</u>
		\$ 177,408.62
Less material taken out previously charged to Additions and Betterments - - - - -		<u>41,277.61</u>
		\$ 136,131.01

### EXPENDITURES FOR ROAD

#### BRANCHES:

O'Brien spur off Scott-Graff spur off Eastern Mesaba Branch, \$	<u>18,278.22</u>
TOTAL CHARGED TO COST OF PROPERTY - - - - -	\$ 154,409.23

# THE DULUTH AND IRON RANGE RAIL ROAD COMPANY

## STATEMENT OF EXTRAORDINARY RENEWALS AND REPLACEMENT CHARGED TO ACCOUNTS OTHER THAN ADDITIONS AND BETTERMENTS FOR THE YEAR ENDING DECEMBER 31st, 1912.

### MISCELLANEOUS:

### Account Charged

Rebuilding Bridge X-5-A - - - - -	\$ 24.17	Operating Expenses
" " Waldo Loop - - - - -	1,250.00	" "
" " 76-A - - - - -	516.78	" "
" " 94-C - - - - -	800.00	" "
" " 94-D - - - - -	1,080.00	" "
" " 107-A - - - - -	1,107.69	" "
" " 109-A - - - - -	1,450.00	" "
Undergrade Crossing 32nd Avenue East - - - - -	1,200.00	" "
Change in Biwabik Yard Tracks - - - - -	2,594.35	" "
Retaining Wall for protection of Ore Dock No. 1 -	4,172.80	" "
Grade Reduction Mile 16 - - - - -	1,745.69	" "
New Water Tank at Waldo - - - - -	9.94	" "
New Water Tank at Endion - - - - -	6.88	" "
Change of Highway under Bridge 27-A - - - - -	808.85	" "
Strengthening Bridges between Duluth and Mile 17	3,280.00	" "
Reconstruction of Telephone Line between Duluth		
and Clifton - - - - -	4,466.13	" "
Track to Union Mine Open Pit - - - - -	5,387.15	" "
New Brimson Pit Tracks - - - - -	513.81	Deferred Debit Items
		B-26
Extension Armstrong Gravel Pit Tracks - - - - -	248.74	" " "
Rebuilding Bridge 93-C - - - - -	319.25	Operating Expenses
Change in Telephone Wires at Ely - - - - -	2,193.69	" "
Rebuilding Burnt Portion Roundhouse, Two Harbors,	11,500.00	Fire Loss

### EQUIPMENT:

3 Steel Passenger Coaches - - - - -	41,561.63	Replacement Reserve
		Fund
Rebuilding 6 Flat Cars - - - - -	3,016.70	" "
" Caboose 95 and 84 - - - - -	1,397.50	" "
" 6 Flat Cars - - - - -	3,925.86	" "
" Flat Car #5571 - - - - -	462.38	" "
" Flats #6018 and #6079 - - - - -	1,075.52	" "
TOTAL - - - - -	\$ 96,115.51	



# THE DULUTH AND IRON RANGE RAIL ROAD COMPANY

## STATEMENT OF MILEAGE OF ROAD DECEMBER 31ST, 1912.

	<u>Miles</u>	<u>Miles</u>
Duluth to Ely - - - - -	117.22	
Tower Junction to Tower - - - - -	1.40	
Allen Junction to Virginia - - - - -	24.58	
Spur to Town of Gilbert - - - - -	.48	
McKinley to Eveleth - - - - -	9.06	
Waldo to Drummond - - - - -	15.02	
Mesaba to Dunka River - - - - -	18.29	
North Branch from Ridge (Branch of Spring Extension) - - - - -	6.30	
Branch from Scott-Junction North (Branch of Spring Extension - - - - -	7.44	199.79
Second Main Line - - - - -		71.08
Third Main Line - - - - -		.99
Branches and Spurs - - - - -		71.68
Yards, Tracks and Sidings - - - - -		<u>167.47</u>
		511.01
Union Depot, Duluth, to Fifth Avenue East, operated for Passenger Traffic under traffic right from the Northern Pacific Railway Company - - - - -		<u>.80</u>
Total Mileage Owned and Operated - - - - -		511.81

# THE DULUTH AND IRON RANGE RAIL ROAD COMPANY

## STATEMENT OF EQUIPMENT ON HAND

DECEMBER 31ST, 1912.

LOCOMOTIVES - - - - -

104

CARS:

### PASSENGER TRAIN CARS:

Passenger - - - - -	17
Combination (Passenger and Baggage - - - - -	4
" (Baggage and Express) - - - - -	4
" (Cafe Observation) - - - - -	3
Officers - - - - -	2

30

### FREIGHT TRAIN CARS:

Box - - - - -	165
Caboose - - - - -	70
Flat - - - - -	462
Gondolas (Wood) - - - - -	15
" (Steel) - - - - -	45
Logging - - - - -	420
Ore (Wood) - - - - -	180
" (Steel) - - - - -	4,322
Refrigerator - - - - -	32
Stock - - - - -	2

5,713

### WORK EQUIPMENT:

Ballast - - - - -	2
Boarding - - - - -	27
Cinder - - - - -	4
Painter - - - - -	1
Pile Driver - - - - -	2
Snow Plows - - - - -	4
Steam Shovel - - - - -	2
Tool - - - - -	23
Tank and Water - - - - -	8
Wrecking - - - - -	7
Steam Shovel Dipper - - - - -	2
Shop Refuse - - - - -	2
Engineers - - - - -	1
Bridge Slab - - - - -	2

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### FLOATING EQUIPMENT:

Tug Edna "G" - - - - -	1
Fire Tug "Torrent" - - - - -	1
Scow - - - - -	1

3



# THE DULUTH AND IRON RANGE RAIL ROAD COMPANY

## COMPARATIVE GENERAL BALANCE SHEET

DECEMBER 31ST, 1912.

A S S E T S	<u>1912</u>	<u>1911</u>	<u>Increase</u>	<u>Decrease</u>
Cost of Property - - - - -	\$ 22,322,927.01	\$ 22,147,512.86	\$ 175,414.15	
Company's Securities Owned	500,000.00	500,000.00		
Inventories - - - - -	401,080.20	300,730.27	100,349.93	
Current Accounts and Cash on Hand - - - - -	<u>8,195,617.95</u>	<u>7,808,115.00</u>	<u>387,502.95</u>	
	\$ 31,419,625.16	\$ 30,756,358.13	\$ 663,267.03	
L I A B I L I T I E S				
Capital Stock - - - - -	\$ 3,000,000.00	\$ 3,000,000.00		
First Mortgage 5% Bonds -	8,151,000.00	8,151,000.00		
Second Mortgage 6% Bonds -	5,000,000.00	5,000,000.00		
Accrued Interest on Bonds-	132,917.50	135,952.50		\$ 3,035.00
Current Accounts & Pay Rolls	211,423.96	201,398.97	\$ 10,024.99	
Taxes Accrued - - - - -	309,658.82	303,081.47	6,577.35	
Swamp Land Grant - - - - -	597,343.71	523,213.88	74,129.83	
Reserve and Sinking Funds-	13,062,492.53	12,235,753.90	826,738.63	
Profit and Loss prior to April 1, 1901 - - - - -	1,007,887.55	1,007,887.55		
Profit and Loss since April 1, 1901 - - - - -	<u>53,098.91</u>	<u>198,069.86</u>		<u>251,168.77</u>
	\$ 31,419,625.16	\$ 30,756,358.13	\$ 663,267.03	



THE DULUTH AND IRON RANGE RAIL ROAD COMPANY

GROSS REVENUE BY MONTHS

FOR THE YEAR ENDING DECEMBER 31ST, 1912.

	Ore Freight	Miscellaneous Freight	Passenger	Express	Mails	Telegraph	Telephone	Miscellaneous	Total
January,	\$	\$ 76,984.06	\$ 19,584.14	\$ 833.33	\$ 1,112.00	\$ 278.95	\$ 5,912.22	\$ 2,596.15	\$ 107,300.85
February,	18.60	87,935.47	18,132.58	833.33	1,112.00	256.90	2,839.92	2,868.89	113,997.69
March,	188.64	82,996.69	23,508.70	833.33	1,112.00	286.06	2,714.70	2,760.54	114,400.66
April,	68,137.69	64,448.72	21,846.47	833.33	1,111.00	391.10	6,325.20	1,743.54	164,837.05
May,	719,537.44	61,598.09	18,551.95	833.33	1,112.00	593.80	3,309.35	1,728.40	807,264.36
June,	864,748.11	61,082.52	20,099.36	833.33	1,112.00	616.28	3,385.67	1,357.64	953,234.91
July,	981,765.81	56,273.24	20,805.35	833.33	1,112.20	697.87	<del>6,346.85</del>	1,238.73	1,069,073.38
August,	966,596.26	64,564.65	21,257.26	833.33	1,112.00	581.47	3,751.10	1,675.09	1,060,321.16
September,	884,651.37	56,265.57	18,872.47	1,289.39	1,112.00	610.08	3,825.61	1,628.51	968,255.00
October,	856,256.22	63,865.98	20,569.66	833.33	1,112.00	606.30	7,095.06	1,985.54	952,324.09
November,	285,875.46	55,373.08	23,476.05	833.33	1,112.00	571.35	3,280.95	1,541.68	372,063.90
December,	<u>2,884.88</u>	<u>77,571.70</u>	<u>25,410.66</u>	<u>833.33</u>	<u>1,112.00</u>	<u>388.30</u>	<u>5,107.10</u>	<u>1,441.38</u>	<u>114,749.35</u>
	\$5,630,660.48	\$ 808,959.77	\$ 252,114.65	\$10,456.02	\$ 13,343.20	\$5,828.46	\$ 53,893.73	\$ 22,566.09	\$6,797,822.40



THE DULUTH AND IRON RANGE RAIL ROAD COMPANY

STATEMENT OF REPLACEMENT FUNDS

FOR THE YEAR ENDING DECEMBER 31ST, 1912.

	Balance Dec. 31, 1911.	Credited During 1912.	Total	Charged off during 1912 to Reserve Fund	Balance Dec. 31, 1912.
Surplus of Equipment- ment Replacement Fund prior to July 1st, 1907,	\$ 426,229.70	\$ 6,708.91	\$ 432,938.61		\$ 432,938.61
Freight Train Cars Replacement Fund,	\$ 965,297.68	179,605.49	1,144,903.17	\$ 9,877.96	1,135,025.21
Passenger " " " "	38,068.31	5,421.27	43,489.58	4,917.00	38,572.58
Steam Locomotives " "	481,675.75	40,525.91	522,201.66	15,733.67	506,467.99
Work Equipment " "	34,153.26	1,937.00	36,090.26	130.82	35,959.44
Parlor and Chair Car " "	3,204.00	658.32	3,862.32		3,862.32
Floating Equipment " "	34,972.79		34,972.79		34,972.79
Fire Tug " "	4,149.89	2,924.88	7,074.77		7,074.77
Ore Dock " "	717,144.46	248,384.80	965,529.26		965,529.26
Fire Insurance " "	130,835.78	28,824.73	159,660.51	25,983.74	133,676.77
Depreciation Extinguishment " "	4,052,481.25	372,397.87	4,424,879.12	688,124.41	3,736,754.71
Depreciation Invested in Property	<u>1,809,721.74</u>	<u>688,124.41</u>	<u>2,497,846.15</u>		<u>2,497,846.15</u>
	\$ 8,697,934.61	\$ 1,575,513.59	\$ 10,273,448.20	\$ 744,767.60	\$ 9,528,680.60



THE DULUTH & IRON RANGE RAIL ROAD COMPANY.

CLASSIFICATION OF TONNAGE HAULED

FOR THE YEAR ENDING DECEMBER 31, 1912.

(Company's Material Excluded)

	Freight Originating on This Road:	Freight Received from connecting Roads and other Carriers.	Total Freight Tonnage:	Per cent
	Whole Tons	Whole Tons	Whole Tons	
PRODUCTS OF AGRICULTURE:				
Grain - - - - -	4,089	2,313	6,402	.05
Flour - - - - -	2,540	1,662	4,202	.04
Other Mill Products - -	998	1,705	2,703	.03
Hay - - - - -	7,098	2,851	9,949	.08
Fruits & Vegetables - -	1,505	225	1,730	.02
PRODUCTS OF ANIMALS				
Live Stock - - - - -	1,228	960	2,208	.02
Dressed Meats - - - -	47	97	144	.00
Poultry, Fish & Game -	549		549	.00
PRODUCTS OF MINES:				
Anthracite Coal - - -	19,019		19,019	.16
Bituminous Coal - - -	206,161		206,161	1.72
Stone, Sand, Etc - - -	8,176	553	8,729	.07
Iron Ore, - - - -	10,510,547		10,510,547	87.73
PRODUCTS OF FORESTS:				
Lumber - - - - -	155,847	4,469	160,316	1.34
Other Prods. of Forest	549,996	401,725	951,721	7.93
MANUFACTURERS:				
Petroleum & other oils	39	894	933	.01
Iron pig & Bloom - - -	5,656	239	5,895	.05
Iron & Steel Rails - 1	1,067	1,354	2,421	.02
Other castings & Mch'y.	2,173	675	2,848	.02
Bar & Sheet Metal		45	45	.00
Cement Brick & Lime	5,831	3,218	9,049	.07
Other Manufacturers -	2,170	3,763	5,933	.05
Wines, Liquors & Beers	4,969	2,523	7,492	.06
Household gds & Furniture	497	234	731	.01
Merchandise	32,612	5,468	38,080	.32
Miscellaneous Commodities				
Other than mentioned				
above	23,753	759	24,512	.20
	11,546,567	435,752	11,982,319	100.00



# THE DULUTH & IRON RANGE RAIL ROAD COMPANY

## COMPARATIVE TRAFFIC STATISTICS

FOR THE YEAR 1912 and 1911.

	<u>1912</u>	<u>1911</u>	<u>Per Cent in- crease or Decrease</u>
<u>FREIGHT:</u>			
Freight Revenue - - - - -	\$ 6,439,620.25	\$ 6,311,073.40	2.04
Tons Carried - - - - -	11,982,319	9,091,595	31.79
Tons carried one mile - - - - -	807,423,462	587,015,918	37.55
Average Revenue Per Ton - - - - -	.5374	.6944	22.61
Average Revenue Per Ton Per Mile - - - - -	.00798	.01075	25.77
Train Mileage - - - - -	1,210,034	954,690	26.74
Car Mileage - - - - -		28,866,107	
Revenue per train mile	.532	.661	19.52
<u>PASSENGER:</u>			
Passenger Revenue - - - - -	248,609.58	283,357.82	12.26
Passengers carried - - - - -	520928	505856	2.97
Passengers carried 1 mile - - - - -	127,85124	14487370	11.75
Average Distance Carried - - - - -	2454	2864	14.32
Average Revenue per passenger, - - - - -	.4774	.5600	14.75
Average Revenue per passenger per mile - - - - -	.01946	.01956	
Passenger Train Mileage - - - - -	314,829	264,824	18.88
Passenger Train Revenue including Mail, Express and Baggage - - - - -	275,913.87	311,988.83	11.56
Revenue per passenger Train Mile:			
From Passenger Revenue - - - - -	.79	1.15	31.30
From Passenger Mail & Express - - - - -	.88	1.26	30.16
<u>ALL TRAINS EARNING REVENUE</u>			
Revenue - - - - -	6,715,534.12	6,623,062.23	1.40
Total train Miles - - - - -	1,524,863	1,219,514	25.40
Revenue per train Mile	4.404	5.432	17.07
Operating Expenses and Taxes per train mile	2.28	2.69	15.24



# THE DULUTH AND IRON RANGE RAIL ROAD COMPANY

## PERFORMANCE OF LOCOMOTIVES

### FOR THE YEARS ENDING

DECEMBER 31st, 1912, AND DECEMBER 31st, 1911.

(Work Train allowed eight miles per hour; switch engines allowed six miles per hour)

	<u>1912</u>	<u>1911</u>	<u>Increase or Decrease.</u>	<u>Per Cent.</u>
<u>MILEAGE.</u>				
Passenger Miles- - - -	261,989	253,218	8,771	3.55
Freight Miles - - - -	1,152,947	939,497	213,450	22.72
Mixed- - - - -	60,896	20,820	40,076	192.48
Work & Switch- - - -	612,464	558,889	53,575	9.59
Total- - - - -	2,088,296	1,772,424	315,872	17.82

### FUEL AND SUPPLIES

Coal, Tons-- - - - -	138,576	118,699	19,877	16.76
Oil-Pints- - - - -	79,246	84,674	5,428	6.41
Cup Grease & Dope-Pounds	10,958	7,939	3,019	38.06
Waste-Pounds - - - - -	1,774	5,384	3,610	67.05

### COST OF OPERATING LOCOMOTIVES

Superintendence - - -	8,706.13	7,606.58	1,099.57	14.46
Wages - - - - -	305,073.69	278,322.11	26,751.58	9.61
Fuel - - - - -	397,470.61	338,655.57	58,815.04	17.37
Oil & Waste - - - - -	4,552.70	4,138.12	414.58	10.00
Repairs- - - - -	208,590.72	180,808.19	27,782.53	15.37
Water Supply- - - - -	18,967.66	17,325.64	1,642.02	9.48
Depreciation- - - - -	37,379.16	37,642.68	263.52	.07
	980,740.69	864,498.89	116,241.80	13.45

### COST OF SAME PER MILE

Superintendence - - -	.42	.42	.42	100.00
Wages - - - - -	14.62	15.70	1.09	6.94
Fuel- - - - -	19.02	19.10	.08	.04
Oil and Waste - - - -	.22	.23	.01	4.35
Repairs - - - - -	10.00	10.20	.20	1.96
Water Supply- - - - -	.91	.98	.07	.07
Depreciation- - - - -	1.79	2.12	.33	1.55
	46.97	48.33	1.36	2.95

### MILES RUN TO

Ton Coal	15.07	14.93	.14	.94
Pint of Oil,	26.35	20.93	5.42	25.90
Pound of Waste	1,177.00	329.15	847.85	257.51
Pound of Cup Grease & Dope	190.60	223.27		10.11



=====  
Report

of

THE DULUTH AND IRON RANGE RAIL ROAD  
COMPANY

For year ending  
December 31st, 1913.  
=====



O.K. *MSB*

LAND DEPARTMENT

THE DULUTH & IRON RANGE RAIL ROAD COMPANY

REPORT FOR YEAR 1912.

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Summary of Business from Inception of Grant.

Total Acreage Granted -		606,720.00
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Status of Account with State, in Acres:

Deeded by State to Company, Net:

Patented	601,966.12	
Unpatented	<u>2,120.54</u>	604,086.66

Selected, Not Deeded to Company, Net:

Patented	513.22	
Unpatented	48,538.06	
Less Rejections	<u>46,637.51</u>	<u>1,900.55</u>
		2,413.77

Additional Selections Necessary to Fill Grant	<u>219.57</u>	606,720.00
---	---------------	------------

Account of Sales.

Sales to December 31st, 1912, Net Acres:

Deeded:

Patented	66,105.18½	
Unpatented	<u>437.50</u>	66,542.68½

Sold, not Deeded:

Patented, Under Contract	<u>27,596.11½</u>	<u>27,596.11½</u>
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Total Acreage Sold

94,138.80

Consideration for Above Sales:

Deeds Patented	261,686.06	
Unpatented	<u>1,309.17</u>	\$262,995.23

Sales not Closed by Deed

<u>380,404.04</u>	\$643,399.27
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Average Price per Acre, including Sales to Dec. 31st, 1911	\$6.17
Average Price per Acre, including Sales to Dec. 31st, 1912	6.83

Recapitulation

Total Number of Acres Sold		94,138.80
Total Number of Acres Unsold		
Deeded by State to Company	509,947.86	
Due from State to Company	<u>2,633.34</u>	<u>512,581.20</u>
		606,720.00



Receipts and Disbursements - Condensed Statement.

Receipts:

Consideration for Lands Deeded	\$262,995.23	27 7/8
Payments on Land Contracts	66,604.38	
Timber and Hay Sales	1,059,971.85	76 1/2
Payments on Townsite Lot Contracts	200.00	
Interest	60,181.72	
Forfeitures on Canceled Contracts	<u>6,275.50</u>	
		\$1,456,228.68

Disbursements:

Expenses, including Commissions	519,172.15	
Taxes	95,405.09	
Special Advances	872.24	
Net Income		615,449.48
D & I R Before Pool	\$37,399.83	
D & I R Pool Account	216,409.27	
L.B. Arnold, Joint Agent	580,000.00	
Cash on Hand	6,740.10	
Payments in Suspense	<u>230.00</u>	
	<u>840,779.20</u>	\$1,456,228.68



Transactions of 1912.

Acres Selected	353.22
Acres Deeded by State to Company	-- --

Acres Deeded by Company	789.23
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Land Sales for year, net:

Acres	6,716.83
Consideration	103,460.22
Average Price per Acre	\$15.40

Timber Sales for Year	\$206,093.69
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Hay Sales for Year, net	291.00
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*The D. J. F.*  
*Land Dept.*  
Receipts and Disbursements.  
*Year 1912*

Receipts:

Payments on Land Sales, net	\$ 23,850.74	
" " Timber Sales, net	192,198.19	
" " Hay Sales, net	291.00	
Interest	16,524.96	\$232,864.89

Disbursements:

General Expense	\$ 18,537.63	
Cruising Expense	11,338.33	
Commission	2,529.72	
Advertising	3,845.11	
Road Building	1,922.32	
Taxes	37,690.06	
Tax Certificates	96.07	
Ten Acre Tracts	2,265.95	
Meadowlands Improvements	2,555.66	
Gas Traction Engine Account	2,601.45	
Agricultural Demonstration	4,914.07	
Muck Land Demonstration	248.90	
General Development	330.90	
St. Paul Land Show	97.02	
Special Advances	828.63	
Contract No. 245	3.10	
		89,804.92

Excess of Receipts over Disbursements	\$143,059.97
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Remitted to L. B. Arnold, Joint Agent, by Land Department, Duluth & Iron Range Rail Road Co.	\$167,000.00
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LAND DEPARTMENT

THE DULUTH & IRON RANGE RAIL ROAD COMPANY.

Balance Sheet, December 31st, 1912.

The D & I R R R Co.

Before Pool- - - - -	\$ 37,399.83	\$
Pool Account - - - - -	216,409.27	

Assets

Land Contracts, Principal- - - - -	313,799.66
Land Contracts, Taxes- - - - -	231.36
Timber Contracts, Principal - - - - -	106,890.27
Timber Contracts, Taxes - - - - -	2,105.75
Townsite Lot Contracts, Principal- - - - -	350.00
Special Advances - - - - -	872.24
L. B. Arnold, Land Commissioner, Cash - - - - -	3,003.48
Receipts in Suspense - - - - -	3,736.62
Payments in Suspense - - - - -	230.00

Liabilities

Unpaid Commission, not due - - - - -	316.66
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Land Sales

Lands Deeded - - - - -	262,995.23
Lands Contracted - - - - -	380,404.04

Townsite Lot Sales - - - - -

Townsite Lots Contracted - - - - -	550.00
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OTHER INCOME

Timber Sales - - - - -	1,165,319.06
Hay Sales - - - - -	1,543.06
Land Contracts, Interest - - - - -	35,726.52
Timber Contracts, Interest - - - - -	24,411.76
Townsite Lot Contracts - - - - -	16.65
Special Advances, Interest - - - - -	26.79
Earnest Money Forfeited- - - - -	20.00
Forfeitures on Canceled Contracts- - - - -	6,255.50

OPERATING EXPENSES

General Expense- - - - -	929,781.28
Cruising Expense - - - - -	92,242.18
Commission - - - - -	11,457.78
Taxes - - - - -	92,266.50
Tax Certificates- - - - -	801.48
Advertising- - - - -	19,831.76
Road Building- - - - -	24,396.70
Agricultural Demonstration - - - - -	9,665.02
Muck Land Demonstration - - - - -	1,583.12
Holland Settlement Improvements - - - - -	3,958.19
Meadowlands Improvements - - - - -	6,344.80
St. Joe Colony Improvements- - - - -	1,566.52
Ten Acre Tracts- - - - -	14,609.08
Alborn Townsite- - - - -	1,120.03
General Development Account- - - - -	330.90
Traction Engine Account- - - - -	2,601.45

L. B. Arnold, Joint Agent

Moneys Remitted - - - - -	580,000.00
	\$1,877,585.27
	\$1,877,585.27



Duluth, Minnesota, May 31st, 1913.

Mr. F. E. House,

President, The Duluth & Iron Range R. R. Co.,

Building.

Dear Sir:-

In submitting the Annual Report of the Land Department of The Duluth & Iron Range Rail Road Company for the year 1912, I would say, that since January 1st, 1913, an adjustment of acreages between the Company and the State has been made, and it is ascertained that the Company is entitled to approximately 5400 acres of new selections to fill its land grant. These selections will be made as soon as the Company's attitude in regard to the law directing the State Auditor to reserve minerals in filling railroad grants has been determined.

The sales of the past year have been, I think, satisfactory, considering the general conditions of the land and the necessity for roads and drainage in order to place settlers on the land.

The greater portion of the Company's sales have been made to actual settlers, and in order that they may succeed it is necessary that the country be developed. The Company's work in developing has paid very well, and I believe that if this policy is continued we will ~~imply~~ increase our acreage sales and pretty well maintain the average price per acre of the past two or three years.

I think that in many cases it will pay us to expend one or two dollars per acre in opening up districts where we can sell the land after such expenditure, at \$15.00 per acre; or, even less where the country is rough and the land of less value.

Respectfully submitted,



Land Commissioner.



uth & Iron Range R. R.

Land Dept.  
Annual Report  
Year 1912.

H Johnson  
Auditor



The Duluth and Iron Range Rail Road Company

List of Stockholders

June 9, 1913.

Certificate No.	Holder:	Shares:	Shares:
( 45,	Minnesota Iron Company	4	
( 47,	do	2	
<i>Proxy</i> ( 54,	do	1	
( 60,	do	24,945	
( 77,	do	980	
( 92,	do	30	
( 95,	do	10	
( 98,	do	<u>11</u>	25,983 ✓
<i>Proxy</i> ( 81,	E. H. Gary, - - - - -		1 ✓
<i>Proxy</i> ( 82,	Thomas Murray, - - - - -		5 ✓
( 90,	F. E. House, - - - - -		1 ✓
( 93,	H. Johnson, - - - - -		1 ✓
<i>Present</i> ( 96,	F. C. Marshall, - - - - -		1 ✓
<i>Proxy</i> ( 97,	J. A. Farrell, - - - - -		1 ✓
<i>Present</i> (101,	J. H. McLean, - - - - -		1 ✓
<i>Present</i> (102,	Geo. L. Reis, - - - - -		1 ✓
<i>Proxy</i> (103,	E. H. Gary and Richard Trimble as joint tenants and not as tenants in common, with the right of sur- vivorship, - - - - -	4,000	
(104,	do	3	
(106,	do	<u>1</u>	4,004 ✓
<i>Proxy</i> (105,	J. H. Hearing, - - - - -		<u>1</u> ✓
Total - - - - -			30,000



# PROXY FOR ANNUAL MEETING,

191

of the

25,983 SHARES.      The Duluth and Iron Range Rail Road      Company.

**Know all men by these presents:** That the undersigned stockholder in

The Duluth and Iron Range Rail Road Company hereby does constitute and appoint

F. E. House                      and                      Horace Johnson

(or if only one of them be present, then that one), true and lawful attorneys, agents and proxies for the undersigned, with power of substitution, to vote upon all stock of the

The Duluth and Iron Range Rail Road Company

owned, or held by, or standing in the name of the undersigned, at the annual meeting of the stockholders of said company, to be held at its principal office at      Duluth, Minnesota,

on the      ninth      -      -      -      -      -      day of      June      -      -      -      -      -      , 1913 ,

and at any and all adjournments thereof, for the transaction of any and all business that may come before the meeting, including the election of directors and considering and voting upon the approval and ratification of all acts and proceedings by the officers and Board of Directors since the last annual meeting according to the number of votes the undersigned would be entitled to vote and with all the powers the undersigned would possess if then personally present, hereby revoking any proxies heretofore given to vote upon such stock and ratifying and confirming all that said attorneys and proxies may do by virtue hereof.

Witness the hand and seal of the undersigned, this

22<sup>nd</sup>      day of      May      1913

WITNESS:

MINNESOTA IRON COMPANY

BY

President.



PROXY FOR ANNUAL MEETING,

191

of the

ONE SHARE.

The Duluth and Iron Range Rail Road Company.

Know all men by these presents: That the undersigned stockholder in

The Duluth and Iron Range Rail Road Company hereby does constitute and appoint

F. E. House and Horace Johnson

(or if only one of them be present, then that one), true and lawful attorneys, agents and proxies for the undersigned, with power of substitution, to vote upon all stock of the

The Duluth and Iron Range Rail Road Company

owned, or held by, or standing in the name of the undersigned, at the annual meeting of the stockholders of said company, to be held at its principal office at Duluth, Minnesota,

on the ninth - - - - - day of June - - - - - , 1913 ,

and at any and all adjournments thereof, for the transaction of any and all business that may come before the meeting, including the election of directors and considering and voting upon the approval and ratification of all acts and proceedings by the officers and Board of Directors since the last annual meeting according to the number of votes the undersigned would be entitled to vote and with all the powers the undersigned would possess if then personally present, hereby revoking any proxies heretofore given to vote upon such stock and ratifying and confirming all that said attorneys and proxies may do by virtue hereof.

Witness the hand and seal of the undersigned, this

12<sup>th</sup> day of May 1913  
*E. J. Garry*

WITNESS:

*John Hart*

# PROXY FOR ANNUAL MEETING,

191

of the

FIVE SHARES.

The Duluth and Iron Range Rail Road Company.

Know all men by these presents: That the undersigned stockholder in

The Duluth and Iron Range Rail Road Company hereby does constitute and appoint

F. E. House and Horace Johnson

(or if only one of them be present, then that one), true and lawful attorneys, agents and proxies for the undersigned, with power of substitution, to vote upon all stock of the

The Duluth and Iron Range Rail Road Company,

owned, or held by, or standing in the name of the undersigned, at the annual meeting of the stockholders of said company, to be held at its principal office at Duluth, Minnesota,

on the ninth - - - - - day of June - - - - - , 1913 ,

and at any and all adjournments thereof, for the transaction of any and all business that may come before the meeting, including the election of directors and considering and voting upon the approval and ratification of all acts and proceedings by the officers and Board of Directors since the last annual meeting according to the number of votes the undersigned would be entitled to vote and with all the powers the undersigned would possess if then personally present, hereby revoking any proxies heretofore given to vote upon such stock and ratifying and confirming all that said attorneys and proxies may do by virtue hereof.

Witness the hand and seal of the undersigned, this

day of

1913

WITNESS:

J. J. Foster

12<sup>th</sup>  
Thomas Murray



PROXY FOR ANNUAL MEETING,

191

of the

ONE SHARE.                      The Duluth and Iron Range Rail Road                      Company.

Know all men by these presents: That the undersigned stockholder in

The Duluth and Iron Range Rail Road Company hereby does constitute and appoint

F. E. House                      and                      Horace Johnson

(or if only one of them be present, then that one), true and lawful attorneys, agents and proxies for the undersigned, with power of substitution, to vote upon all stock of the

The Duluth and Iron Range Rail Road Company,

owned, or held by, or standing in the name of the undersigned, at the annual meeting of the stockholders of said company, to be held at its principal office at Duluth, Minnesota,

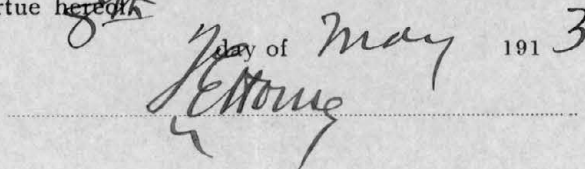
on the ninth - - - - - day of June - - - - - 1913 ,

and at any and all adjournments thereof, for the transaction of any and all business that may come before the meeting, including the election of directors and considering and voting upon the approval and ratification of all acts and proceedings by the officers and Board of Directors since the last annual meeting according to the number of votes the undersigned would be entitled to vote and with all the powers the undersigned would possess if then personally present, hereby revoking any proxies heretofore given to vote upon such stock and ratifying and confirming all that said attorneys and proxies may do by virtue hereof

Witness the hand and seal of the undersigned, this

WITNESS:



 day of May 1913

# PROXY FOR ANNUAL MEETING,

191

of the

ONE SHARE.

The Duluth and Iron Range Rail Road Company.

Know all men by these presents: That the undersigned stockholder in  
The Duluth and Iron Range Rail Road Company hereby does constitute and appoint

F. E. House and Horace Johnson

(or if only one of them be present, then that one), true and lawful attorneys, agents and proxies for the undersigned, with power of substitution, to vote upon all stock of the

The Duluth and Iron Range Rail Road Company,

owned, or held by, or standing in the name of the undersigned, at the annual meeting of the stockholders of said company, to be held at its principal office at Duluth, Minnesota,

on the ninth - - - - day of June - - - - , 1913 ,

and at any and all adjournments thereof, for the transaction of any and all business that may come before the meeting, including the election of directors and considering and voting upon the approval and ratification of all acts and proceedings by the officers and Board of Directors since the last annual meeting according to the number of votes the undersigned would be entitled to vote and with all the powers the undersigned would possess if then personally present, hereby revoking any proxies heretofore given to vote upon such stock and ratifying and confirming all that said attorneys and proxies may do by virtue hereof.

Witness the hand and seal of the undersigned, this

7<sup>th</sup> day of June 191

WITNESS:

*William J. Greenfield*

*H. Johnson*



PROXY FOR ANNUAL MEETING,

191

of the

ONE SHARE.

The Duluth and Iron Range Rail Road Company.

Know all men by these presents: That the undersigned stockholder in

The Duluth and Iron Range Rail Road Company hereby does constitute and appoint

F. E. House and Horace Johnson

(or if only one of them be present, then that one), true and lawful attorneys, agents and proxies for the undersigned, with power of substitution, to vote upon all stock of the

The Duluth and Iron Range Rail Road Company,

owned, or held by, or standing in the name of the undersigned, at the annual meeting of the stockholders of said company, to be held at its principal office at Duluth, Minnesota,

on the ninth - - - - - day of June - - - - - 1913,

and at any and all adjournments thereof, for the transaction of any and all business that may come before the meeting, including the election of directors and considering and voting upon the approval and ratification of all acts and proceedings by the officers and Board of Directors since the last annual meeting according to the number of votes the undersigned would be entitled to vote and with all the powers the undersigned would possess if then personally present, hereby revoking any proxies heretofore given to vote upon such stock and ratifying and confirming all that said attorneys and proxies may do by virtue hereof

Witness the hand and seal of the undersigned, this

9<sup>th</sup> day of May 1913

WITNESS:

R. L. Larson

A. Marshall

# PROXY FOR ANNUAL MEETING,

191

of the

ONE SHARE.

The Duluth and Iron Range Rail Road Company.

Know all men by these presents: That the undersigned stockholder in

The Duluth and Iron Range Rail Road Company hereby does constitute and appoint

F. E. House and Horace Johnson

(or if only one of them be present, then that one), true and lawful attorneys, agents and proxies for the undersigned, with power of substitution, to vote upon all stock of the

The Duluth and Iron Range Rail Road Company,

owned, or held by, or standing in the name of the undersigned, at the annual meeting of the stockholders of said company, to be held at its principal office at Duluth, Minnesota,

on the ninth - - - - - day of June - - - - - 1913 ,

and at any and all adjournments thereof, for the transaction of any and all business that may come before the meeting, including the election of directors and considering and voting upon the approval and ratification of all acts and proceedings by the officers and Board of Directors since the last annual meeting according to the number of votes the undersigned would be entitled to vote and with all the powers the undersigned would possess if then personally present, hereby revoking any proxies heretofore given to vote upon such stock and ratifying and confirming all that said attorneys and proxies may do by virtue hereof.

Witness the hand and seal of the undersigned, this

10th day of May 1913.  
J A Farrell

WITNESS:

*J A Sullivan*



# PROXY FOR ANNUAL MEETING,

191

of the

ONE SHARE.

The Duluth and Iron Range Rail Road Company.

Know all men by these presents: That the undersigned stockholder in

The Duluth and Iron Range Rail Road Company hereby does constitute and appoint

F. E. House and Horace Johnson

(or if only one of them be present, then that one), true and lawful attorneys, agents and proxies for the undersigned, with power of substitution, to vote upon all stock of the

The Duluth and Iron Range Rail Road Company,

owned, or held by, or standing in the name of the undersigned, at the annual meeting of the stockholders of said company, to be held at its principal office at Duluth, Minnesota,

on the ninth - - - - - day of June - - - - - , 1913,

and at any and all adjournments thereof, for the transaction of any and all business that may come before the meeting, including the election of directors and considering and voting upon the approval and ratification of all acts and proceedings by the officers and Board of Directors since the last annual meeting according to the number of votes the undersigned would be entitled to vote and with all the powers the undersigned would possess if then personally present, hereby revoking any proxies heretofore given to vote upon such stock and ratifying and confirming all that said attorneys and proxies may do by virtue hereof.

Witness the hand and seal of the undersigned, this

twelfth day of May 1913  
John H. McLean

WITNESS:

Charles B. Jones

PROXY FOR ANNUAL MEETING,

191

of the

Company.

ONE SHARE

The Duluth and Iron Range Rail Road

Know all men by these presents: That the undersigned stockholder in

The Duluth and Iron Range Rail Road Company hereby does constitute and appoint

F. E. House

and

Horace Johnson

(or if only one of them be present, then that one), true and lawful attorneys, agents and proxies for the undersigned, with power of substitution, to vote upon all stock of the

The Duluth and Iron Range Rail Road Company,

owned, or held by, or standing in the name of the undersigned, at the annual meeting of the stockholders of said company, to be held at its principal office at Duluth, Minnesota,

on the ninth - - - - - day of June - - - - - , 1913,

and at any and all adjournments thereof, for the transaction of any and all business that may come before the meeting, including the election of directors and considering and voting upon the approval and ratification of all acts and proceedings by the officers and Board of Directors since the last annual meeting according to the number of votes the undersigned would be entitled to vote and with all the powers the undersigned would possess if then personally present, hereby revoking any proxies heretofore given to vote upon such stock and ratifying and confirming all that said attorneys and proxies may do by virtue hereof.

Witness the hand and seal of the undersigned, this *Eight* day of *May* 1913

WITNESS:

*Grace Bettram*



# PROXY FOR ANNUAL MEETING,

191

of the

4,004 SHARES.

The Duluth and Iron Range Rail Road Company.

Know all men by these presents: That the undersigned stockholder in  
The Duluth and Iron Range Rail Road Company hereby does constitute and appoint

F. E. House and Horace Johnson

(or if only one of them be present, then that one), true and lawful attorneys, agents and proxies for the undersigned, with power of substitution, to vote upon all stock of the

The Duluth and Iron Range Rail Road Company,

owned, or held by, or standing in the name of the undersigned, at the annual meeting of the stockholders of said company, to be held at its principal office at Duluth, Minnesota,

on the ninth - - - - - day of June - - - - - 1913,

and at any and all adjournments thereof, for the transaction of any and all business that may come before the meeting, including the election of directors and considering and voting upon the approval and ratification of all acts and proceedings by the officers and Board of Directors since the last annual meeting according to the number of votes the undersigned would be entitled to vote and with all the powers the undersigned would possess if then personally present, hereby revoking any proxies heretofore given to vote upon such stock and ratifying and confirming all that said attorneys and proxies may do by virtue hereof.

Witness the hand and seal of the undersigned, this

day of

191

WITNESS:

*John O. Hart*  
*Thomas Murray*

E. H. GARY and RICHARD TRIMBLE AS JOINT TENANTS AND NOT  
AS TENANTS IN COMMON, WITH THE RIGHT OF SURVIVORSHIP.

E. H. GARY and RICHARD TRIMBLE AS JOINT TENANTS AND NOT  
AS TENANTS IN COMMON, WITH THE RIGHT OF SURVIVORSHIP

# PROXY FOR ANNUAL MEETING,

191

of the

ONE SHARE.

The Duluth and Iron Range Rail Road Company.

Know all men by these presents: That the undersigned stockholder in

The Duluth and Iron Range Rail Road Company hereby does constitute and appoint

F. E. House and Horace Johnson

(or if only one of them be present, then that one), true and lawful attorneys, agents and proxies for the undersigned, with power of substitution, to vote upon all stock of the

The Duluth and Iron Range Rail Road Company,

owned, or held by, or standing in the name of the undersigned, at the annual meeting of the stockholders of said company, to be held at its principal office at Duluth, Minnesota,

on the ninth - - - - - day of June - - - - - 1913 ,

and at any and all adjournments thereof, for the transaction of any and all business that may come before the meeting, including the election of directors and considering and voting upon the approval and ratification of all acts and proceedings by the officers and Board of Directors since the last annual meeting according to the number of votes the undersigned would be entitled to vote and with all the powers the undersigned would possess if then personally present, hereby revoking any proxies heretofore given to vote upon such stock and ratifying and confirming all that said attorneys and proxies may do by virtue hereof.

Witness the hand and seal of the undersigned, this

12<sup>th</sup> day of May 1913

WITNESS:

*Edmund A. Separk*



THE DULUTH AND IRON RANGE RAIL ROAD COMPANY

STOCKHOLDERS' MEETING

RESOLUTION

See (6)

RESOLVED, that the annual report of the company for the fiscal year ending December 31, 1912, and the report of the Land Department for the same period, now submitted to this meeting, be received, ~~adopted~~, and ordered filed in the archives of the company, and that all and singular the acts of the executive officers in relation to or arising from all purchases and expenditures shown thereby are in all things ratified and confirmed.

25,983 shares, Minnesota Iron Company

1	"	E.H.Gary	} Proxy J.E.House
5	"	Thomas Murray	
1	"	F.E.House	J.E.House
1	"	H.Johnson	H.Johnson
1	"	F.C.Marshall	} Proxy J.E.House
1	"	J.A.Farrell	
1	"	J.H.McLean	John H. McLean
1	"	Geo.L.Reis	Geo L Reis
4,004	"	E. H. Gary and) Richard Trimble)	} Proxy J.E.House
		Joint Tenants	
1	"	J.H.Hearding	
30,000	"		

THE DULUTH AND IRON RANGE RAIL ROAD COMPANY

STOCKHOLDERS' MEETING

RESOLUTION

See (8)

RESOLVED, that the following persons be, and they hereby are, elected directors of the company, to hold office for the term of three years and until their successors are elected and qualified:

Thos. Murray.  
J.H. McLean.  
Geo. L. Reis.

25,983 shares, Minnesota Iron Company

1 " E.H. Gary, \_\_\_\_\_

5 " Thomas Murray \_\_\_\_\_

1 " F.E. House \_\_\_\_\_

1 " H. Johnson \_\_\_\_\_

1 " F.C. Marshall \_\_\_\_\_

1 " J.A. Farrell \_\_\_\_\_

1 " J.H. McLean \_\_\_\_\_

1 " Geo. L. Reis \_\_\_\_\_

4,004 " E. H. Gary and )  
Richard Trimble) Joint Tenants

1 " J.H. Hearing \_\_\_\_\_

30,000 "

*Proxy*  
*F.E. House*

*F.E. House*  
*H. Johnson*

*Proxy F.E. House*

*John H. McLean*  
*Geo L Reis*

*Proxy*  
*F.E. House*



MEMORANDUM  
THE DULUTH AND IRON RANGE RAILROAD COMPANY

STOCKHOLDERS' MEETING

WEDNESDAY, JUNE 11, 1913, ADJOURNED FROM MONDAY JUNE 9, 1913, AT DULUTH, MINN.

- (1). Call roll of stockholders.
- (2). Proof of publication of call.
- (3). Read minutes of previous meeting or meetings.

(4). Resolution:

RESOLVED, that the Stockholders, having heard read the minutes of the last annual meeting of the stockholders held on June 10, 1912, and the minutes of each and every meeting held since that time, ~~minutes of the Directors' Meeting held on A~~, do now adopt, ratify and confirm all of such minutes and every act and thing thereby authorized and directed or intended so to be.

- (5). Present annual report of the company.

(6). Resolution:

RESOLVED, that the annual report of the company for the fiscal year ending December 31, 1912, and the report of the Land Department for the same period, now submitted to this meeting, be received, ~~and~~, and ordered filed in the archives of the company, and that all and singular the acts of the executive officers in relation to or arising from all purchases and expenditures shown thereby are in all things ratified and confirmed.

*Thos. Murray*

- (7). Directors whose terms of office expire: <sup>^</sup> J.H. McLean, Geo. L. Reis.
- (8). Election of directors for the term of three years.

Resolution:

RESOLVED, that the following persons be, and they hereby are, elected directors of the company, to hold office for the term of three years and until their successors are elected and qualified:

- 
- (9). Unfinished business.
- (10). Original resolutions and new business.

*of stockholder  
each year meeting  
of Directors since  
held on or after  
that date*

THE DULUTH AND IRON RANGE RAIL ROAD COMPANY

STOCKHOLDERS' MEETING

RESOLUTION

See (4)

*of Stockholders  
Each & Every meeting  
of Directors held on  
or since that date*

RESOLVED, that the Stockholders, having heard read the minutes of the last annual meeting of the stockholders held on June 10, 1912, and the minutes of each and every meeting ~~held since that time,~~ ~~minutes of the Directors' meeting held on~~, do now adopt, ratify, and confirm all of such minutes and every act and thing thereby authorized and directed or intended so to be.

25983 shares, Minnesota Iron Company,		<i>Perry F. House</i>
1 "	E.H. Gary	<i>Perry F. House</i>
5 "	Thomas Murray	<i>Perry F. House</i>
1 "	F.E. House,	<i>F. House</i>
1 "	H. Johnson	<i>H. Johnson</i>
1 "	F.C. Marshall	<i>Perry F. House</i>
1 "	J.A. Farrell	<i>Perry F. House</i>
1 "	J.H. McLean	<i>John H. McLean</i>
1 "	Geo. L. Reis	<i>Geo L Reis</i>
4004 "	E.H. Gary and Richard Trimble)	<i>Joint Tenants</i> <i>Perry F. House</i>
1 "	J.H. Hearing	<i>Perry F. House</i>
300000 "		



# The Duluth News Tribune

## AFFIDAVIT OF PUBLICATION

STATE OF MINNESOTA, }

County of St. Louis

ss.

.....*Merion Bunnell*.....being first duly sworn deposes and says that he knows of his own knowledge, that the printed Notice of *Meeting* hereto attached, was cut from the columns of the Daily newspaper, known as The Duluth News Tribune; that said notice was printed and published in said newspaper once in each week for *Four* successive weeks; that said notice was first printed and published in said newspaper on *Thursday* the *8th* day of *May*, 1913, and was thereafter printed and published in said newspaper on each and every succeeding *Thursday* until and including *Thursday* the *29th* day of *May*, 1913. That during the time aforesaid, said newspaper was regularly printed and published on every day of each week at Duluth, in St. Louis County, Minnesota. Affiant further says that he now is, and during all the time of publication of said notice has been one of the publishers and printers of said newspaper. Affiant further says that he knows of his own knowledge that all of the following conditions have existed for at least one year immediately prior to the first publication of said notice, and during the full period of said publication, to-wit: First, said newspaper has been printed in the place from which it purports to be issued, to-wit, the City of Duluth, in said County and State, in the English language and in column and sheet form equivalent in space to at least four pages with five columns or more to the page, each seventeen and three-fourths inches long; Second, that it has been issued at least once each day from a known office established in said place of publication and equipped with skilled workmen and the necessary material for preparing and printing the same; Third, that it has contained and now contains general and local news, comment and miscellany, not wholly nor substantially duplicating any other publication and not entirely made up of patents, plate matter and advertisements or any or either of them; Fourth, that it has been circulated in and near its said place of publication to the extent of not less than 240 complete copies thereof regularly delivered to paying subscribers; that prior to the date of the first publication of said notice the publishers of said newspaper filed in the office of the County Auditor of said County of St. Louis, State of Minnesota, the affidavit required by Section 5516, Revised Laws 1905.

*Merion Bunnell*

Subscribed and sworn to before me,

this *31st* day of *May*, 191*3*

*[Signature]*  
Notary Public, St. Louis County, Minn.

My commission expires *Oct 16 - 1918*

(DAILY)

### The Duluth & Iron Range Rail Road Company.

#### Call for Annual Stockholders' Meeting Duluth, Minn., May 7, 1913.

The annual meeting of the stockholders of the The Duluth & Iron Range Rail Road Company, for the transaction of any and all business that may come before the meeting including the election of directors and considering and voting upon the approval and ratification of all acts and proceedings by the officers and Board of Directors since the last annual meeting, will be held at the office of the president, Room 502 Wolvin Building, Duluth, Minnesota, at 9:30 o'clock A. M., Monday, June 9, 1913.

H. JOHNSON,  
Secretary.

D. N. T., May 8, 15, 22, 29.

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# The Duluth News Tribune

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## AFFIDAVIT OF PUBLICATION

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Instrument *Meeting* .....

Parties *Duluth & Iron* .....

*Rangel Railway Co* .....

Attorneys .....

.....

Expires *May 29th 1913* .....

Printer's Fee *\$13.80* .....

..... F. *4* T. .....





DRAFT OF RESOLUTION TO BE ADOPTED BY DIRECTORS OF D. & I. R. R. CO.

(2)

The Treasurer stated to the Board that the amount of the Company's Depreciation Fund for amortization of capital investment was represented by cash specially deposited, and suggested that it probably would be advisable to transfer from this special deposit account to the cash working assets of the Company an amount of \$147,608.85, representing certain expenditures made by the Company for additions and betterments, per list submitted, and paid for from current working assets; if transfer be made as stated, it would, in effect, result in the account showing an investment of this amount of the Depreciation Fund in Property Account.

After consideration of the matter, on motion, duly seconded, it was unanimously

RESOLVED, That the proper officers of the Company be, and hereby they are, authorized and directed to transfer from special deposit account to working cash the sum of \$147,608.85 of the cash specially deposited to ~~represent~~ the Depreciation Fund; also, to properly adjust the account of the Company so that the same will clearly evidence the fact that aforesaid amount of Depreciation Fund has been invested in Property Account.

2

RESOLVED, that the certain map numbered 21 now presented to this Board showing the branch to Burntside Lake of The Duluth & Iron Range Rail Road Company, which begins at a point marked and numbered Sta. 5697 + 89 of the center line of The Duluth & Iron Range Rail Road main line to Ely, in the N.E. 1/4 of S.E. 1/4 of Section 7, Township 62 North, Range 13 West of the 4th P. M.; thence northeasterly and northerly across said N.E. 1/4 of S.E. 1/4 of said Section 7, the N.W. 1/4 of S.W. 1/4, the S.W. 1/4 of N.W. 1/4, the N.W. 1/4 of N.W. 1/4, of Section 8; thence northwesterly across the S.W. 1/4 of S.W. 1/4, Government Lot 6 and 5 of Section 5, Government Lots 8, 9, 1, and 2 in Section 6, all in said Township 62 North, Range 13 West of the 4th P.M.; thence northeasterly and easterly across the S.W. 1/4 of S. E. 1/4 and S.E. 1/4 of S.E. 1/4 of Section 31; thence easterly and northeasterly across the S.W.1/4 of S.W. 1/4 and Government Lot 4, of Section 32, Township 63 North, Range 13 West of the 4th P. M., to a point in said Government Lot 4 of said Section 32 marked 190 + 50, a total distance of 3.19 miles in St. Louis County, Minnesota, and the said branch to Burntside Lake as the same has been surveyed and definitely located upon the ground, be, and the same hereby are, in all respects, approved, adopted, ratified and confirmed as and for the definite location of that part of the railway of this Company and as the map or plat thereof.

RESOLVED FURTHER, that the proper officers of this Company in its behalf be, and they hereby are, authorized and directed to take such steps as are required by law with reference to the filing of a duplicate original of said map numbered 21 and of a certified copy of these resolutions in the office of the Secretary of State of Minnesota and in the office of the Railroad & Warehouse Commission of the State of Minnesota.



RESOLVED, that the certain map numbered 20, now presented to this Board, and showing the extension of main line from Fall Lake Junction to Fall Lake of The Duluth & Iron Range Rail Road Company, which begins at a point marked and numbered Sta. 69 + 59.9 of the center line of the Fall Lake branch of The Duluth & Iron Range Rail Road and is located in the N.E. 1/4 of S.W. 1/4 of Section 24, Township 63 North, Range 12 West of the 4th P. M.; thence easterly and northeasterly across said Section 24; thence northeasterly across Government Lot 4 and Government Lot 3 of Section 19, Township 63 North, Range 11 West of the 4th P. M., Lake County, Minnesota, to a point on the shore line of Fall Lake in said Government Lot 3 marked Sta. 130 + 90, a total distance of 1.16 miles in Lake and St. Louis Counties, Minnesota, and the said extension of the main line as the same has been surveyed and definitely located upon the ground, be, and the same hereby are in all respects approved, adopted, ratified and confirmed as and for the definite location of that part of the railway of this Company, and as the map or plat thereof;

RESOLVED FURTHER, that the proper officers of this Company in its behalf shall take such steps as are required by law with reference to the filing of a duplicate original of said map numbered 20 and a certified copy of these resolutions in the office of the Secretary of the State of Minnesota and in the office of the Railroad and Warehouse Commission of the State of Minnesota.

RESOLVED FURTHER, that the proper officers of this Company in its behalf shall take such steps as are required by law with reference to the filing of a duplicate original of said map numbered 20 and a certified copy of these resolutions in the office of the Secretary of the State of Minnesota and in the office of the Railroad and Warehouse Commission of the State of Minnesota.

H. Johnson of said County and State being first duly sworn deposes and says that he is the Secretary of The Duluth & Iron Range Rail Road Company, that as such Secretary he has an exact copy of the records and minutes of the meetings of the Board of Directors of the Company and that the foregoing is a true and correct copy of a portion of the minutes of a meeting of the Board of Directors of said Company held on the thirtieth day of June, 1913, at 12:00 o'clock noon at the office of said Company at which meeting five Directors, constituting a two thirds majority of the Board of Directors were present and participated in the meeting, and the foregoing is a true and correct copy of the resolution in reference to the matter referred to, adopted by the Board of Directors of said Company.

Notary Public St. Louis County, Minn.  
My Commission Expires May 3, 1916.

ed to, adopted by the Board of

H. Johnson



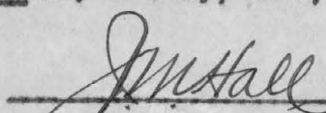
RESOLVED, that the certain map numbered 21 now presented to this Board showing the branch to Burntside Lake of The Duluth & Iron Range Rail Road Company, which begins at a point marked and numbered Sta. 5697 + 89 of the center line of The Duluth & Iron Range Rail Road main line to Ely, in the N.E. 1/4 of S.E. 1/4 of Section 7, Township 62 North, Range 13 West of the 4th P.M.; thence northeasterly and northerly across said N.E. 1/4 of S.E. 1/4 of said Section 7, the N.W. 1/4 of S.W. 1/4, the S.W. 1/4 of N.W. 1/4 the N.W. 1/4 of N.W. 1/4, of Section 8; thence northwesterly across the S.W. 1/4 of S.W. 1/4, Government Lot 6 and 5 of Section 5, Government Lots 8, 9, 1, and 2 in Section 6, all in said Township 62 North, Range 13 West of the 4th P.M.; thence northeasterly and easterly across the S.W. 1/4 of S.E. 1/4 and S.E. 1/4 of S.E. 1/4 of Section 31; thence easterly and northeasterly across the S.W. 1/4 of S.W. 1/4 and Government Lot 4, of Section 32, Township 63 North, Range 13 West of the 4th P.M., to a point in said Government Lot 4 of said Section 32 marked 190 + 50, a total distance of 3.19 miles in St. Louis County, Minnesota, and the said branch to Burntside Lake as the same has been surveyed and definitely located upon the ground, be, and the same hereby are, in all respects, approved, adopted, ratified and confirmed as and for the definite location of that part of the railway of this Company and as the map or plat thereof.

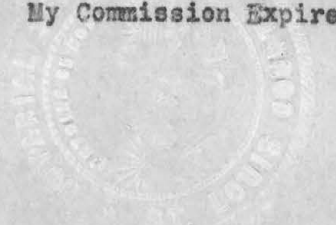
RESOLVED FURTHER, that the proper officers of this Company in its behalf be, and they hereby are, authorized and directed to take such steps as are required by law with reference to the filing of a duplicate original of said map numbered 21 and of a certified copy of these resolutions in the office of the Secretary of State of Minnesota and in the office of the Railroad & Warehouse Commission of the State of Minnesota.

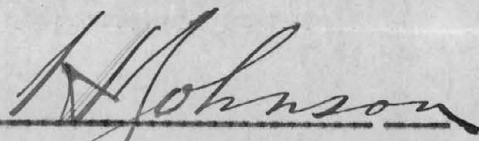
STATE OF MINNESOTA )  
                              ) SS  
County of St. Louis)

H. Johnson of said County and State being first duly sworn deposes and says that he is the Secretary of The Duluth & Iron Range Rail Road Company, that as such Secretary he has an exact copy of the records and minutes of the meetings of the Board of Directors of the Company and that the foregoing is a true and correct copy of a portion of the minutes of a meeting of the Board of Directors of said Company held on the thirtieth day of June, 1913, at 12:00 o'clock noon at the office of said Company at which meeting five Directors, constituting a two thirds majority of the Board of Directors were present and participated in the meeting, and the foregoing is a true and correct copy of the resolution in reference to the matter referred to, adopted by the Board of Directors of said Company.

Subscribed and sworn to before me this  
3rd day of July, A.D., 1913

  
Notary Public St. Louis County, Minn.  
My Commission Expires May 3, 1916.





# The Duluth & Iron Range Rail Road Company.

H. JOHNSON,  
AUDITOR.

Duluth, Minn., June 23, 1913.

## SPECIAL DIRECTORS' MEETING

Dear Sir:-

A special meeting of the Board of Directors of The Duluth & Iron Range Rail Road Company will be held at Room 502 Wolvin Building, Duluth, Minnesota, on Monday June 30, 1913, at 12:00 o'clock noon. The business of the meeting is to pass such resolutions as are necessary to the filing of a map with the Railroad & Warehouse Commission, of the line from Fall Lake Junction to Winton, and such other business as may properly come before the meeting.

Yours very truly,

HJ-H

Secretary.

Above notice sent to  
the following Directors:

1. Mr. F. E. House,
2. Mr. E. H. Gary,
3. Mr. James A. Farrell,
4. Mr. Thomas Murray,
5. Mr. J. H. McLean,
6. Mr. Geo. L. Reis,
7. Mr. H. Johnson,



December 23, 1913.

Mr. J. L. Mallin, Auditor,

O.I.M.Co.

B u i l d i n g.

Dear Sir:-

The Board of Directors of The Duluth & Iron Range  
Range Rail Road Company declared a dividend of 75% amounting  
to \$2,250,000 payable <sup>to</sup> the Minnesota Iron Company on or before  
December 29, 1913.

Yours very truly,

HJ-H

Auditor.

F. E. HOUSE,  
PRESIDENT.

The Duluth & Iron Range Rail Road Co.  
OFFICE OF THE PRESIDENT  
DULUTH, MINN.

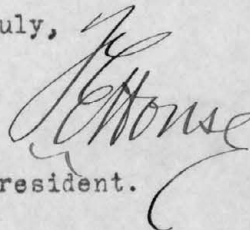
December 22, 1913.

Mr. H. Johnson, Auditor,  
Building.

Dear Sir:-

Herewith find a copy of the minutes of the Directors' meeting, held in New York, December 18th.

Yours very truly,

  
President.



THE DULUTH & IRON RANGE RAIL ROAD COMPANY

SPECIAL DIRECTORS' MEETING

New York, N. Y., December 18, 1913.

A special meeting of the Board of Directors of THE DULUTH & IRON RANGE RAIL ROAD COMPANY was held in Room 1713, Empire Building, No. 71 Broadway, New York City, Thursday, December 18th, 1913, at 12 o'clock noon.

The following named Directors, constituting a quorum of the Board, were present and participated in the meeting, to-wit:

Mr. E. H. Gary,  
Mr. J. A. Farrell,  
Mr. F. E. House, and  
Mr. Thomas Murray.

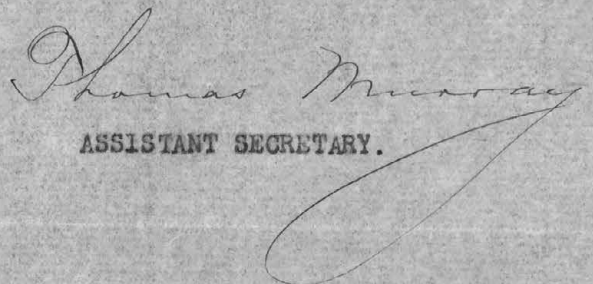
Mr. F. E. House called the meeting to order and presided, and Mr. Thomas Murray, Assistant Secretary, kept the minutes.

The minutes of the last meeting of the Board were read, and approved. On motion duly seconded, it was unanimously

RESOLVED, that a dividend, Number Twenty-three (23), of Seventy-five Dollars (\$75) per share, be, and the same is, hereby declared on each and every share of the capital stock of the Company outstanding, payable by the Treasurer of the Company, at the office of the Company in the City of Duluth, Minnesota, on December 29th, 1913, to stockholders of record at the close of business December 26th, 1913.

Which resolution being put to vote was unanimously adopted.

There being no further business, the meeting adjourned without date.

  
ASSISTANT SECRETARY.

Approved:

PRESIDENT.

# United States Steel Corporation

OFFICE OF THE COMPTROLLER

*Empire Building New York.*

December 19, 1913.

Mr. H. Johnson,

Auditor, Duluth & Iron Range R. R. Co.,

Duluth, Minn.

Dear Sir:-

I beg to advise you that the Board of Directors of the Duluth & Iron Range R. R. Company yesterday declared a dividend of \$75.00 per share on its capital stock, payable December 29, 1913. The minutes have been forwarded to your President. Upon receiving the same will you please see that proper advices are given your Treasurer and arrangements made to pay the same.

Yours truly,

*W. A. Gilman*

COMPTROLLER.

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12/27/13*