



Duluth, Missabe, and Iron Range  
Railway Company Records.

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"Call for Annual Stockholders' Meeting,

Duluth, Minnesota, June 8th, 1914.

The Annual Meeting of 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 in the forenoon, Monday, June 8th, 1914.

H. Johnson,  
Secretary."

Copy of notice sent The Duluth Herald for publication  
April 23, 1914.

May 8th, 1914.

Dear Sir:-

The Annual Meeting of the Stockholders of THE DULUTH & IRON RANGE RAIL ROAD CO. 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 8th, 1914. 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 very truly,

HJ\*H

Secretary

To:

Mr. Thomas Murray,  
71 Broadway, NEW YORK CITY.

Copy of letter 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,  
Joint Tenants,

# United States Steel Corporation

Empire Building, New York.

Office of the Secretary.

January 30th, 1914.

Mr. H. Johnson,

Secretary, Duluth and Iron Range Railroad Company,

Wolvin Building,

Duluth, Minnesota.

R. J.  
7/6/14

Dear Sir:

## PROXIES FOR STOCKHOLDERS' MEETINGS.

Whenever proxies are required for stock of your Company,  
or any of its subsidiary companies, standing in the name of the

UNITED STATES STEEL CORPORATION

or the

UNITED STATES TRUST CO. OF NEW YORK IN TRUST  
FOR THE UNITED STATES STEEL CORPORATION,

please notify us as long in advance as possible, not exceeding one month,  
giving names of the proposed proxy committee, and the purposes of the meeting,  
in order that we may obtain the proxies and forward them to you.

In the case of stock in the name of

UNITED STATES TRUST CO. OF NEW YORK IN TRUST  
FOR THE UNITED STATES STEEL CORPORATION,

it is necessary for our Finance Committee to pass a resolution requesting  
the United States Trust Company to execute the proxy, and this causes some  
delay. It is not necessary to send us the form of proxy, as we have one  
that is acceptable to this Corporation and the Trust Company.

Yours truly,

*Richard L. Smith*  
Secretary.



D. & I. R. R. CO.  
RECEIVED

FEB 2 1914

AUDITOR, C. F. C. P. A.

PROXY FOR ANNUAL MEETING,

191

of the

ONE SHARE

The Duluth & Iron Range Rail Road

Company.

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

The Duluth & 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 & Iron Range Rail Road Co.

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 eighth day of June, 1914,

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

23<sup>rd</sup> day of May, 1914  
J. A. Farrell

WITNESS:

W. J. Sullivan

PROXY FOR ANNUAL MEETING,

19

of the

25,983 shares

The Duluth & Iron Range Rail Road

Company.

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

The Duluth & Iron Range Rail Road

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F. E. House

and

Horace Johnson

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on the eighth

day of

June

, 1914,

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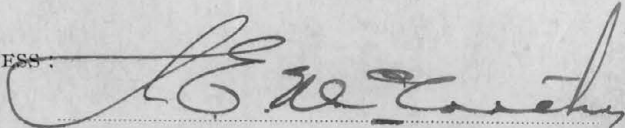
Witness the hand and seal of the undersigned, this

8 day of

May

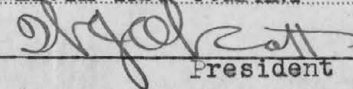
1914

WITNESS:



MINNESOTA IRON COMPANY

By

  
President

D. & I. R. R. R. CO.  
RECEIVED

MAY 10 1914

AUDITOR, C. F. & P. C.



PROXY FOR ANNUAL MEETING,

191

of the

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Witness the hand and seal of the undersigned, this

day of

May

1914

WITNESS:

Edward A. Separk

W. H. H. H. H.

*James*  
**PROXY FOR ANNUAL MEETING,**

**191**

**of the**

**ONE SHARE**

**The Duluth & Iron Range Rail Road**

**Company.**

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on the eighth day of June, 1914

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**Witness** the hand and seal of the undersigned, this

fifth day of May 1914  
John H. McLean

**WITNESS:**

Charles B. Jones

**PROXY FOR ANNUAL MEETING,**

**191**

**of the**

**ONE SHARE**

**The Duluth & Iron Range Rail Road**

**Company.**

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

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**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 & 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 **eighth**

day of

**June**

, 191**4**,

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**4**

**WITNESS:**

*R. L. Larson*

*5<sup>th</sup>* day of *May*  
*F. E. Marshall*

92R  
PROXY FOR ANNUAL MEETING,

191

of the

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Witness the hand and seal of the undersigned, this

5<sup>th</sup>

day of

May

1914

WITNESS:

J. Bertram

Geo. L. Reis



PROXY FOR ANNUAL MEETING,

191

of the

ONE SHARE

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Witness the hand and seal of the undersigned, this

day of

191

WITNESS:

✓  
**PROXY FOR ANNUAL MEETING,**

**191**

**of the**

**4,004 SHARES**

**The Duluth & Iron Range Rail Road**

**Company.**

**Know all men by these presents:** That the undersigned stockholder in  
The Duluth & Iron Range Rail Road Company hereby does constitute and appoint  
F. E. House and Horace Johnson

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Witness the hand and seal of the undersigned, this

WITNESS:

*Thomas Murray*  
*F. E. House*

MAY 5 1914  
*E. H. Gary* *Richard Trimble*  
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**

**5 SHARES**

**The Duluth & Iron Range Rail Road**

**Company.**

**Know all men by these presents:** That the undersigned stockholder in  
**The Duluth & 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 & 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 **eighth** day of **June**, 191**4**,

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**Witness** the hand and seal of the undersigned, this

**4<sup>th</sup>** day of

**May** 191**4**

**WITNESS:**

*F. E. House*

*Horace Johnson*

D. & I. R. R. R. CO.  
RECEIVED

MAY 6 1914

AUDITOR, G. F. & P.A.



# PROXY FOR ANNUAL MEETING,

191

of the

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Witness the hand and seal of the undersigned, this

4<sup>th</sup>

day of

May

1914

WITNESS:

*Ho K Leet*

*Est. Barry*



PROXY FOR ANNUAL MEETING,

191

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Witness the hand and seal of the undersigned, this

WITNESS:

*J. M. Hall*

6<sup>th</sup> day of May 1914  
*F. E. House*

Report

of

THE DULUTH AND IRON RANGE RAIL ROAD COMPANY

For the year ending

December 31st, 1913.



# THE DULUTH AND IRON RANGE RAIL ROAD COMPANY.

## INCOME ACCOUNT

For the year ending December 31st, 1913.

### RAIL OPERATIONS-REVENUES:

Passenger -----	\$ 295,315.45	
Freight (Ore)-----	6,064,877.92	
Freight (Miscellaneous) -----	872,099.48	
Express -----	11,207.08	
Mail -----	13,745.36	
Telegraph -----	5,385.81	
Telephone -----	51,242.47	
Miscellaneous -----	9,963.46	\$ 7,323,837.03

### RAIL OPERATIONS-EXPENSES :

Maintenance of Way & Structures -----	965,622.82	
Maintenance of Equipment -----	760,733.02	
Traffic Expenses -----	12,299.32	
Transportation Expenses -----	1,711,266.01	
General Expenses -----	168,428.30	\$ 3,618,349.47

NET RAIL OPERATIONS ----- 3,705,487.56

### AUXILIARY OPERATIONS:

Revenues -----	88,009.56	
Expenses -----	65,288.19	22,721.37

NET RAILWAY OPERATING REVENUE ----- 3,728,208.93

RAILWAY TAXES-STATE -----	372,243.06	
CORPORATION TAXES-----	27,380.49	399,623.55

RAILWAY OPERATING INCOME ----- 3,328,585.38

### OTHER INCOME:

Joint Facility Rents -----	60.00	
Miscellaneous Rents -----	1,608.04	
Net Profit Physical Property -----	2,512.16	
Interest on Clearance Accounts -----	102,258.66	
Interest on Bank Account etc.-----	1,897.03	
Income from Sinking and Other Reserve Funds -----	134,969.80	
Release of Premiums on Funded Debt -----	4,007.36	247,313.05

GROSS INCOME ----- 3,575,898.43

### DEDUCTIONS FROM GROSS INCOME:

Hire of Equipment -----	5,386.60	
Joint Facility Rents -----	36,093.58	
Miscellaneous Rents -----	459.96	
Miscellaneous Taxes -----	1,634.18	
Interest on Funded Debt -----	677,550.00	
Miscellaneous -----	56.05	
Interest Deductions Unfunded Debt -----	10.73	717,922.74

NET INCOME ----- 2,857,975.69



NET INCOME -----	\$ 2,857,975.69
DISPOSITION OF NET INCOME -----	
Appropriation of Income to Sinking and Other Reserve Funds (Extinguishment)-----	\$ 277,952.29
NET CORPORATE INCOME -----	\$ 2,580,023.40
OTHER DEDUCTIONS :	
Dividend No.23 -----	\$ 2,250,000.00
SURPLUS FOR YEAR ENDING DECEMBER 31st,1913.	\$ 330,023.40
DEBITS:	
Loss on Retired Road and Equipment -----	3,157.69
	\$ 326,865.71
CREDITS:	
Profit to April 1st,1901 -----	\$ 1,007,887.55
Profit since April 1st,1901 to December 31st,1912 ---	53,098.91
Delayed Income Credits -----	27,450.00
	982,238.64
TOTAL SURPLUS DECEMBER 31st,1913. -----	\$ 1,309,104.35



# THE DULUTH AND IRON RANGE RAIL ROAD COMPANY.

## REVENUES

FOR THE YEAR ENDING DECEMBER 31st, 1913,  
AS COMPARED WITH THE PREVIOUS YEAR.

	<u>1913</u>	<u>1912</u>	<u>Increase</u>	<u>Decrease</u>
Passenger -----	\$ 295,315.45	\$ 252,114.65	\$ 43,200.80	
Freight (Ore)-----	6,064,877.92	5,630,660.48	434,217.44	
Freight (Miscellaneous)--	872,099.48	825,432.17	46,667.31	
Express -----	11,207.08	10,456.02	751.06	
Telegraph -----	5,385.81	5,828.46		442.65
Telephone -----	51,242.47	53,893.73		2,651.26
Mails -----	13,745.36	13,343.20	402.16	
Miscellaneous -----	9,963.46	6,093.69	3,869.77	
	<u>\$ 7,323,837.03</u>	<u>\$ 6,797,822.40</u>	<u>\$ 526,014.63</u>	

## OPERATING EXPENSES AND TAXES.

FOR THE YEAR ENDING DECEMBER, 31st, 1913,  
AS COMPARED WITH THE PREVIOUS YEAR.

	<u>1913</u>	<u>1912</u>	<u>Increase</u>	<u>Decrease</u>
Maintenance of Way and Structures -----	\$ 965,622.82	\$ 848,563.49	\$ 117,059.33	
Maintenance of Equipment--	760,733.02	646,039.90	114,693.12	
Traffic Expenses -----	12,299.32	13,032.46		733.14
Transportation Expenses--	1,711,266.01	1,523,535.29	187,730.72	
General Expenses -----	168,428.30	138,451.93	29,976.37	
Taxes -----	397,989.37	313,188.32	84,801.05	
	<u>\$ 4,016,338.84</u>	<u>\$ 3,482,811.39</u>	<u>\$ 533,527.45</u>	

21



THE DULUTH AND 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 Bonds 5,000.00 "

690,000.00

" " 1,000.00 "

100,000.00

\$ 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 "

28,000.00

5,000,000.00

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

Total of Bonded Indebtedness December 31st, 1913,

\$ 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, 1913.

Siding and Spur Tracks -----	106,514.05
Terminal Yards -----	4,411.74
Additional Main Line -----	3,728.74
Other Additions and Betterments -----	25,705.09
Widening Cuts and Fills -----	1,346.08
Elimination of Grade Crossings -----	1,593.76
Bridges, Trestles and Culverts -----	28,180.15
Station Buildings and Fixtures -----	6,833.08
Roadway Machinery and Tools -----	208.87
Shops Enginehouses and Turntables -----	30,141.95
Grease Reduction and Change of Line -----	456.73
Shop Machinery and Tools -----	4,343.33
Right of Way and Station Grounds -----	1,823.25
Fencing Right of Way -----	8,517.82
Docks and Wharves -----	76,780.08
Water and Fuel Stations -----	18,982.71
Steam Locomotives -----	250,488.27
Passenger Train Cars -----	2,759.00
Work Equipment -----	6,970.91
Freight Train Cars -----	<u>1,127,539.69</u>
	\$ 1,696,680.30

EXPENDITURES FOR ROAD

Main Line -----	<u>30,359.43</u>
Total charged to Cost of Property	1,727,039.73



# 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, 1913.

### MISCELLANEOUS:

		Account Charged
Rebuilding Bridge 107-A -----	92.31	Operating Expenses
Retaining Wall for Protection of Ore Dock No.1 -----	7,087.20	" "
Rebuilding Burnt Portion of Round House at Two Harbors -	3,800.00	" "
New Water Tank at Endion -----	2,107.00	" "
New Water Tank at Waldo -----	2,780.23	" "
Rebuilding Bridge X-7-A -----	4,000.00	" "
Rebuilding Bridge 96-A -----	1,100.00	" "
Rebuilding Bridge 119-A -----	1,980.00	" "
100 Foot Turntable, Two Harbors -----	673.00	Stock of Material
	( 5,782.00	Operating Expenses
Reconstruction of Telephone Line between Clifton and Knife River -----	8,171.55	" "
Rebuilding Bridge 2-A -----	692.01	" "
Rebuilding Bridge 75-B -----	736.01	" "
Rebuilding Bridge 93-A -----	880.00	" "
Shop Tools -----	1,068.64	" "
New Coaling Station Tower Junction -----	2,936.73	" "
Additional Copper Circuit between Duluth and Virginia--	150.00	" "
Spur to Britton Gravel Pit -----	706.97	" "
Automatic Attachment for Warehouse Scales at Endion ---	75.00	" "
Rebuilding Bridge 76-A -----	75.13	" "
Changing Tracks at West End Shops -----)	177.40	" "
and Incoming Engine Track Two Harbors -----)		
Reconstruction of Telephone Line between Duluth and Clifton.-----	3,857.64	" "
Artesian Well at Biwabik -----	2,500.00	" "
Rebuilding Depot Platform and Walks at Two Harbors ---	2,218.42	" "
New Fences on Right of Way -----	612.05	" "
New Fences on Right of Way -----	290.05	" "
Extension Lakewood Depot -----	50.00	" "
Widening Rock Cut Mile 47 -----	600.00	" "
Addition to Mesaba Station -----	75.00	" "
Equipping 99 Box Cars with Steel Underframes -----	4,001.79	" "
" 48 Flat " " " " -----	1,843.22	" "
Rebuilding Flats #5435, 5723, 5371 -----	1,381.62	Reserve Fund
Rebuilding 5 Flat Cars -----	2,789.27	" "
Rebuilding 4 Flat Cars -----	2,134.96	" "
Pintsch System of Lighting 10 Coaches -----	1,050.00	Operating Expenses
Steel Underframes & Farlow Draft Gear for 43 Box Cars--	4,049.25	" "
Rebuilding 10 Flat Cars -----	6,251.53	Reserve Fund
Rebuilding 3 Flat Cars -----	1,962.93	" "
Construction Work Car # 169 and Rebuilding #142& 133 -	870.00	" "
1000 Steel Ore Cars , 1913 -----	24,477.12	" "
Rebuilding Tower & Cable Car Trestle at Coal Dock --	4,727.82	Operating Expenses
	110,813.85	



THE DULUTH AND IRON RANGE RAIL ROAD COMPANY.

STATEMENT OF  
MILEAGE OF ROAD  
December 31st, 1913.

	<u>Miles</u>	<u>Miles</u>
Duluth to Winton -----	120.10	
Tower Junction to Tower -----	1.40	
Allen Junction to Virginia -----	24.58	
Spur to Town of Gilbert -----	.48	
McKinley to Eveleth -----	9.06	
Drummond Branch, Waldo to Rollins -----	15.02	
Branch to Burntside Lake -----	3.16	
Mesaba to Dunka River -----	18.29	
North Branch No. 1 from Ridge -----	6.30	198.39
Second Main Line -----		71.08
Branches and Spurs -----		92.56
Yard Tracks and Sidings -----		<u>178.62</u>
		540.65
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 -----		541.45



THE DULUTH AND IRON RANGE RAIL ROAD COMPANY.

STATEMENT OF  
EQUIPMENT ON HAND

December 31st, 1913.

LOCOMOTIVES -----

112

CARS:

PASSENGER TRAIN CARS:

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

30

FREIGHT TRAIN CARS:

Box -----	165
Caboose -----	70
Flat -----	454
Gondola (Wood) -----	15
" (Steel) -----	45
Logging -----	410
Ore (Wood) -----	131
Ore (Steel) -----	5,308
Refrigerators -----	32
Stock -----	2

6,632

WORK EQUIPMENT:

Ballast -----	3
Boarding -----	28
Cinder -----	4
Painters -----	1
Pile Driver -----	2
Snow Plows -----	4
Steam Shovel -----	2
Tool -----	24
Tank and Water -----	8
Steam Shovel Dipper -----	2
Wrecking -----	7
Shop Refuse -----	2
Engineers -----	1
Bridge Slab -----	2

90

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, 1913.

<u>ASSETS</u>	<u>1913</u>	<u>1912</u>	<u>Increase</u>	<u>Decrease</u>
Cost of Property	\$ 24,070,768.62	\$ 22,322,927.01	\$1,747,841.61	
Company's Securities Owned	500,000.00	500,000.00		
Inventories	427,012.22	401,080.20	25,932.02	
Current Accounts and Cash on Hand	7,745,653.28	8,195,617.95		449,964.67
	<hr/>	<hr/>	<hr/>	<hr/>
	\$ 32,743,434.12	\$ 31,419,625.16	\$ 1,323,808.96	
 <u>LIABILITIES</u>				
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	138,362.50	132,917.50	5,445.00	
Current Accounts and Pay Rolls	379,287.62	211,423.96	167,863.66	
Taxes Accrued	269,255.32	309,658.82		40,403.50
Swamp Land Grant	659,790.49	597,343.71	62,446.78	
Reserve and Sinking Funds	13,836,633.84	13,062,492.53	774,141.31	
Profit and Loss prior to April 1st, 1901	1,007,887.55	1,007,887.55		
Profit and Loss since April 1st, 1901	301,216.80	53,098.91	354,315.71	
	<hr/>	<hr/>	<hr/>	<hr/>
	\$ 32,743,434.12	\$ 31,419,625.16	\$ 1,323,808.96	



THE DULUTH AND IRON RANGE RAIL ROAD COMPANY.

GROSS REVENUE BY MONTHS

FOR THE YEAR ENDING DECEMBER 31st, 1913.

	<u>Ore Freight</u>	<u>Miscellaneous Freight</u>	<u>Passenger</u>	<u>Express</u>	<u>Mails</u>	<u>Telegraph</u>	<u>Telephone</u>	<u>Miscellaneous</u>	<u>Total</u>
January	\$ 2,531.27	\$ 76,280.73	\$ 22,070.41	\$ 833.33	\$ 1,112.00	\$ 312.77	\$ 6,446.31	\$ 634.50	\$ 110,221.32
February,	1,642.74	80,246.15	20,217.88	833.33	1,112.00	278.72	3,361.74	395.00	108,087.56
March	172.14	75,060.63	23,900.60	833.33	1,112.00	294.88	2,673.65	417.43	104,464.66
April	155,086.85	67,251.78	23,033.03	833.33	1,112.00	368.78	6,613.65	500.94	254,800.36
May	855,432.86	70,006.97	22,990.99	833.33	1,112.00	496.18	2,740.42	976.08	954,588.83
June	950,801.68	71,700.86	24,076.78	833.33	1,112.20	604.82	2,888.43	751.22	1,052,769.32
July	1,060,143.04	65,200.95	26,094.48	833.33	1,137.62	591.24	6,047.76	2,974.09	1,163,022.51
August,	1,098,060.67	81,353.05	26,511.45	833.33	1,126.78	621.90	2,844.75	807.67	1,212,159.60
September	900,185.68	72,776.15	22,925.92	2,040.45	1,151.40	531.69	2,953.09	813.39	1,003,377.77
October	769,897.81	75,010.06	25,354.72	833.33	1,310.42	545.89	9,115.23	783.26	882,850.72
November	269,021.31	57,196.91	28,344.56	833.33	1,172.69	446.65	2,810.81	463.58	360,289.84
December	<u>1,901.87</u>	<u>80,015.24</u>	<u>29,794.63</u>	<u>833.33</u>	<u>1,174.25</u>	<u>292.29</u>	<u>2,746.63</u>	<u>446.30</u>	<u>117,204.54</u>
	\$6,064,877.92	\$ 872,099.48	\$295,315.45	\$11,207.08	\$ 13,745.36	\$ 5,385.81	\$ 51,242.47	\$ 9,963.46	\$ 7,323,837.03



THE DULUTH AND IRON RANGE RAIL ROAD COMPANY.

STATEMENT OF REPLACEMENT FUNDS

FOR THE YEAR ENDING DECEMBER 31st, 1913.

	Balance Dec. 31, 1912	Credited during 1913	Total	Charged off during 1913 to Reserve Fund	Balance Dec. 31, 1913.
Surplus of Equipment Replacement Fund. prior to July 1st, 1907	\$ 432,938.61	\$ 3,845.95	\$ 436,784.56		\$ 436,784.56
Freight Train Cars Replacement Fund	1,135,025.21	199,580.70	1,334,605.91	38,997.43	1,295,608.48
Passenger Train Cars " "	38,572.58	3,574.62	42,147.20		42,147.20
Steam Locomotives " "	506,467.99	40,962.51	547,430.50		547,430.50
Work Equipment " "	35,959.44	2,125.27	38,084.71	870.00	37,214.71
Parlor & Chair Car " "	3,862.32	658.32	4,520.64		4,520.64
Fire Tug " "	7,074.77	2,924.88	9,999.65		9,999.65
Floating Equipment Replacement " "	34,972.79		34,972.79		34,972.79
Ore Docks " "	965,529.26	253,726.44	1,219,255.70		1,219,255.70
Fire Insurance " "	133,676.77	25,448.02	159,124.79	12,782.90	146,341.89
Depreciation Extinguishment " "	3,736,754.71	277,952.29	4,014,707.00	147,608.85	3,867,098.15
Depreciation Invested in Property	<u>2,497,846.15</u>	<u>147,608.85</u>	<u>2,645,455.00</u>		<u>2,645,455.00</u>
	\$ 9,528,680.60	\$ 958,407.85	\$10,487,088.45	\$ 200,259.18	\$ 10,286,829.27



THE DULUTH AND IRON RANGE RAIL ROAD COMPANY.

CLASSIFICATION OF TONNAGE HAULED.

FOR THE YEAR ENDING DECEMBER 31st, 1913.

(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 -----	4,203	3,032	7,235	.06
Flour -----	2,810	1,618	4,428	.03
Other Mill Products -----	771	1,305	2,076	.02
Hay -----	7,503	3,073	10,576	.08
Fruits & Vegetables -----	904	240	1,144	.01
PRODUCTS OF ANIMALS				
Live Stock -----	1,269	797	2,066	.02
Dressed Meats-----	33	81	114	
Poultry, Game & Fish -----	1,014		1,014	.01
PRODUCTS OF MINES				
Anthracite Coal -----	15,175		15,175	.11
Bituminous Coal -----	240,127		240,127	1.87
Iron Ore -----	11,325,343		11,325,343	88.16
Stone, Sand etc.-----	22,193	2,000	24,193	.19
Other Products of Mines ----	223	177	400	.00
PRODUCTS OF FORESTS				
Lumber -----	140,118	9,757	149,875	1.17
Other Products of Forests--	586,297	376,803	963,100	7.50
MANUFACTURES:				
Petroleum & Other Oils-----	18	1,122	1,140	.01
Iron Pig & Bloom -----	779	62	841	.01
Iron Steel Rail-----	2,395	933	3,328	.03
Other Castings & Machy.-----	2,384	1,261	3,645	.03
Bar & Sheet Metal -----	54	232	286	.00
Cement, Brick & Lime -----	4,400	4,328	8,728	.07
Other Manufactures -----	1,330	4,077	5,407	.04
Wines, Liquors & Beers -----	6,035	3,319	9,354	.07
Household Goods & Furniture --	384	198	582	.00
Merchandise -----	35,319	6,500	41,819	.32
Miscellaneous Commodities				
Other than Mentioned above---	21,977	2,185	24,162	.19
	12,423,058	423,100	12,846,158	100.00



THE DULUTH AND IRON RANGE RAIL ROAD COMPANY.

COMPARATIVE TRAFFIC STATISTICS.

FOR THE YEARS 1913 and 1912.

<u>FREIGHT</u>	<u>1913</u>	<u>1912</u>	<u>Percentage Increase or Decrease</u>
Freight Revenue -----	6,922,105.01	6,439,620.25	7.51
Tons Carried -----	12,846,166	11,982,319	7.21
Tons Carried One Mile -----	901,924,320	807,423,462	11.70
Average Revenue per Ton -----	.5390	.5374	2.98
Average Revenue per Ton per Mile -----	.00767	.00798	3.88
Train Mileage -----	1,247,664	1,210,034	3.11
Car Mileage -----	408,408.38	375,942.96	8.63
Revenue per Train Mile -----	5.55	5.32	4.32
<u>PASSENGER</u>			
Passenger Revenue -----	291,976.43	248,609.58	17.44
Passenger Carried -----	522,051	520,928	.21
Passenger Carried One Mile -----	15,064,261	12,785,124	17.82
Average Distance Carried -----	28.85	24.54	17.56
Average Revenue per Passenger -----	.559	.4774	17.13
Average Revenue per Passenger per Mile -----	.01938	.01946	-
Passenger Train Mileage -----	344,557	314,829	9.44
Passenger Train Revenue including Mail, Express and Baggage -----	318,939.43	274,626.59	16.14
Revenue per Passenger Train Mile:			
From Passenger Revenue -----	.84	.79	6.32
From Passenger Train Earnings -----	.92	.88	4.54
<u>ALL TRAINS EARNING REVENUE</u>			
Revenue -----	7,241,044.44	6,714,246.84	7.85
Total Train Miles -----	1,592,221	1,524,863	4.42
Revenue per Train Mile -----	4.547	4.404	3.25
Operating Expenses and Taxes per Train Mile	2.52	2.28	10.75

2



# THE DULUTH AND IRON RANGE RAIL ROAD COMPANY.

## PERFORMANCE OF LOCOMOTIVES

FOR THE YEARS ENDING

DECEMBER 31st, 1913, AND DECEMBER 31st, 1912.

(Work Train allowed eight miles per hour; Switch Engines allowed six miles per hour)

	<u>1913</u>	<u>1912</u>	<u>Increase or Decrease</u>	<u>Percent</u>
<u>MILEAGE</u>				
Passenger Miles -----	264,878	261,989	2,889	1.10
Freight Miles -----	1,162,823	1,152,947	9,876	.86
Mixed -----	87,617	60,896	26,721	43.88
Work & Switch -----	576,211	612,464	36,253	5.92
Total -----	2,091,529	2,088,296	3,233	.15

### FUEL AND SUPPLIES

Coal, Tons -----	149,027	138,576	10,451	7.54
Oil, Pints -----	73,454	79,246	5,792	7.37
Cup Grease & Dope, Pounds	11,184	10,958	226	2.06
Waste, Pounds -----	1,570	1,774	204	11.50

### COST OF OPERATING LOCOMOTIVES

Superintendence -----	23,106.08	8,706.15	14,399.93	165.40
Wages -----	311,340.80	305,073.69	6,267.11	2.06
Fuel -----	420,792.54	397,470.61	23,321.93	.58
Oil & Waste -----	4,280.79	4,552.70	271.91	5.97
Repairs -----	234,461.66	208,590.72	25,870.94	12.43
Water Supply -----	20,561.01	18,967.66	1,593.35	8.40
Depreciation -----	40,962.51	37,379.16	3,583.35	9.59
	<u>1,055,505.39</u>	<u>980,740.69</u>	<u>74,764.70</u>	<u>7.38</u>

### COST OF SAME PER MILE

Superintendence -----	1.10	.42	.68	161.90
Wages -----	14.89	14.61	.28	1.91
Fuel -----	20.12	19.02	1.10	5.78
Oil and Waste -----	.20	.22	.02	9.09
Repairs -----	11.21	10.00	1.21	12.10
Water Supply -----	.98	.91	.07	7.70
Depreciation -----	1.96	1.79	.17	9.50
	<u>50.46</u>	<u>46.97</u>	<u>3.49</u>	<u>7.43</u>

### MILES RUN TO

Ton Coal -----	14.03	15.07	1.04	6.90
Pint of Oil -----	28.48	26.35	2.13	8.08
Pounds of Waste -----	1,332.18	1,177.00	155.18	13.20
Pound of Cup Grease & Dope	<u>187.01</u>	<u>190.60</u>	<u>3.59</u>	<u>1.88</u>



=====

Report

of

THE DULUTH AND IRON RANGE RAIL ROAD  
COMPANY

For the year ending  
December 31st, 1913

=====

LAND DEPARTMENT

THE DULUTH & IRON RANGE RAIL ROAD COMPANY

REPORT FOR YEAR 1913

O.K. MBU

Summary of Business from Inception of Grant.

Total Acreage Granted -

606,720.00

Status of account with State, in Acres:

Deeded by State to Company, Net:

Patented

601,652.92

Less previous conveyance to

R.R. Co. for Right of Way

341.54

601,311.38

Selected, Not Deeded to Company, Net:

Unpatented

49,769.67

Less Rejections

44,101.40

State Institutions

1,610.15

Patented to Others

938.70

App'r to State for RR

1,262.15

47,912.40

1,857.27

Additional Selections Necessary to Fill Grant

3,551.35

606,720.00

Recapitulation

Net Acres Received from State of which

Company has perfect title

601,311.38

Patented land selected, but not deeded

713.52

Unpatented " " " "

1,143.75

Additional Selections to be made

3,551.35

Deeds due from State to Complete Grant

5,408.62

606,720.00



# Account of Sales

Sales to December 31st, 1913, Net Acres:

Deeded:

Patented	67,210.78½	
Unpatented	<u>437.50</u>	67,648.28½

Sold, not Deeded:

Patented, Under Contract	33,322.80½	33,322.80½
--------------------------	------------	------------

Total Acreage Sold		100,971.09
--------------------	--	------------

Consideration for Above Sales:

Deeds Patented	\$277,937.08	\$	\$
Unpatented	<u>1,309.17</u>	279,246.25	

Sales Not Closed by Deed	<u>478,141.78</u>	757,388.03
--------------------------	-------------------	------------

Average price per acre, including Sales to Dec. 31st, 1912	6.83
Average price per acre, including Sales to Dec. 31st, 1913	7.50

## Recapitulation

Total Number of Acres Sold	100,971.09
Total Number of Acres Unsold	
Deeded by State to Company	500,340.29
Due from State to Company	<u>5,408.62</u>
	<u>505,748.91</u>
	606,720.00



Receipts and Disbursements - Condensed Statement

Receipts:

Consideration for lands deeded	\$ 279,246.25	
Payments on land contracts	92,380.78	
Timber Sales	1,247,899.61	
Hay Sales	1,776.06	
Payments on Town Lot Contracts	250.00	
Interest	78,747.27	
Forfeitures on Cancelled Contracts	<u>7,235.00</u>	\$1,707,534.97

Disbursements:

Expenses	551,788.79
Commissions	14,827.82
Taxes	148,224.91
Special Advances	460.00

Net Income

D & I R Before Pool	\$ 37,399.83	
D & I R Pool Account	216,409.27	
L.B. Arnold, Joint Agent	722,000.00	
Cash on Hand	16,279.35	
Payments in Suspense	<u>145.00</u>	<u>992,233.45</u>
		1,707,534.97



Transactions of 1913

Acres Selected None

Acres Deeded by State to Company None

-----  
Acres Deeded by Company 1,105.60

Land Sales for year; Net:

Acres 6,832.29  
Consideration \$113,988.76  
Average price per Acre 16.68

-----  
Timber Sales for Year, Net: 223,034.28

Hay Sales for Year, Net: 233.00

*He D. S. R. C. P. P.*  
*Louis Dept*  
*year 1913*  
-----  
Receipts and Disbursements

Receipts:

Payments on Land Sales, net	\$ 43,106.92	
" " Timber Sales, net	189,520.82	
" " Hay Sales, net	233.00	
Interest, allSources	<u>18,565.55</u>	\$251,426.29

Disbursements:

General Expense	\$ 21,682.29	
Cruising Expense	10,426.76	
Commission	3,686.70	
Advertising	2,455.04	
Taxes	52,819.82	
Agricultural Development	6,115.69	
Road Building & Engineering	2,093.49	
Land Clearing	512.25	
Refunds of Forfeitures on Canc.Contracts	120.00	
Special Advances	<u>60.00</u>	99,972.04

Excess of Receipts over Disbursements 151,454.25

Remitted to L.B. Arnold, Joint Agent 142,000.00



LAND DEPARTMENT  
THE DULUTH & IRON RANGE RAIL ROAD COMPANY.  
Balance Sheet, December 31, 1913.

The D & I R R R Co.

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

ASSETS

Land Contracts, Principal - - - - -	385,761.00
Land Contracts, Taxes - - - - -	923.43
Timber Contracts, Principal - - - - -	140,453.73
Timber Contracts, Taxes - - - - -	2,478.47
Townsite Lot Contracts, Principal - - - - -	300.00
Special Advances - - - - -	460.00
L.B. Arnold, Land Commissioner, Cash- - - - -	14,961.38
Receipts in Suspense- - - - -	1,317.97
Payments in Suspense- - - - -	145.00

LIABILITIES

Unpaid Commissions Not Due- - - - -	60.47
-------------------------------------	-------

LAND SALES

Lands Deeded- - - - -	279,246.25
Lands Contracted- - - - -	478,141.78
Townsite Lots Contracted- - - - -	550.00

OTHER INCOME

Timber Sales- - - - -	1,388,353.34
Hay Sales - - - - -	1,776.06
Land Contracts, Interest- - - - -	48,910.01
Timber Contracts, Interest- - - - -	29,750.20
Townsite Lot Contracts, Interest- - - - -	36.10
Special Advances, Interest- - - - -	50.96
Earnest Money Forfeited - - - - -	20.00
Forfeitures on Cancelled Contracts- - - - -	7,215.00

OPERATING EXPENSES

General Expense - - - - -	351,935.81
Cruising Expense - - - - -	102,668.94
Commission - - - - -	14,888.29
Taxes - - - - -	143,870.40
Tax Certificates- - - - -	952.61
Advertising - - - - -	22,286.80
Road Building - - - - -	25,532.22
Agricultural Demonstration- - - - -	11,534.80
Muck Land Demonstration - - - - -	1,583.12
Holland Settlement Improvement- - - - -	3,958.19
Meadowlands Improvement - - - - -	6,507.68
St. Joseph Colony Improvements - - - - -	1,570.52
Ten Acre Tracts - - - - -	14,954.45
Alborn Townsite - - - - -	1,120.03
General Development - - - - -	330.90
Traction Engine Account - - - - -	3,210.75
Engineering - - - - -	348.67
Dairy Stock - - - - -	1,089.83
Meadowlands Farm-Barn - - - - -	3,156.08

L.B. Arnold, Joint Agent

Moneys Remitted - - - - -	722,000.00
---------------------------	------------

\$2,234,110.17      \$2,234,110.17



May 31st, 1914.

Mr. F.E. House,

President, Duluth & Iron Range Rail Road Co.,

B u i l d i n g.

Dear Sir:

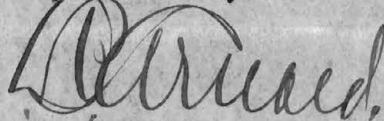
Herewith, please find submitted Annual Report of the Land Department of The Duluth & Iron Range Rail Road Company for the year 1913.

Sales of land for the year have been fairly satisfactory. Conditions have reached a point now, however, where much improvement of land must be made in order to give the settlers an opportunity to cultivate the land, after settling upon it. With this in view, several large ditching projects have been started and are now under way. These ditches will furnish such drainage as is necessary to give the farmer an opportunity to drain his individual land and farm it successfully.

Timber sales for the past year have been good and prices obtained very satisfactory. As timber contracts expire, cut-over lands come on the market. It will probably be desirable to endeavor to sell some of the more scattering tracts without requirements as to settlement; in other words, to wholesale it, at considerably reduced prices. In order to keep up the general colonization plan of this Department, negotiations have been opened with private individuals, with a view to blocking up other ownerships together with ownerships of this Department, in order to make attractive blocks of comparatively solid lands, for colonization. The Company's lands will be sold in this way, in connection with the other lands and a small commission paid on the sales.

General farming conditions throughout St. Louis County are constantly improving and with settlement and better roads marketing conditions will become more favorable, and the outlook for agriculture is very promising.

Respectfully submitted,



Land Commissioner.



*Utah & Iron Range R. R.*

*Land Dept.*  
*Annual Report.*  
*Year - 1913*

*U & I R Auditor*



THE DULUTH AND IRON RANGE RAIL ROAD COMPANY

Appropriations to be approved by Board of Directors.

Appropriation Number	For What Purpose	Amount
428	Spur track to Sullivan Shaft, Section 30 Mine,	\$ 16,827.00
431	Shop Machinery and Tools for Two Harbors Shops,	29,088.90
436	Spur to Weed Mine, near Colby,	12,216.00
437	Spur to Sullivan Mine, Virginia,	7,600.00
438	Over-run on appropriation USS #402, Oct. 7, 1912, for reconstruction of telephone pole lead from London Road, Duluth, to Clifton Station,	1,750.26
439	Replacing pile trestle bridge 93-A with concrete arch culvert,	1,108.00
440	For the following items of construction work, right of way, etc., to-wit:	
	Virginia Mine pit tracks,	1,226.75
	Gilbert No. 3 stockpile track,	550.00
	Siding off Elba Mine track,	289.56
	New siding at Union Mine yard,	1,112.41
	Crossing at Norman No. 2 Mine,	418.39
	Yawkey Mine stockpile track,	525.00
	Fayal Mine pit tracks,	2,177.09
	West Adams Mine pit tracks,	1,202.80
	House track at Winton,	670.72
	Track to Schultz San pit, Summit,	1,064.27
	New camp south of Ore Dock No. 6,	725.00
	Additional right of way at Endion,	100.00
	Additional right of way, Blk B, Harrison Division,	650.00
		10,711.99
442	For the construction of an additional copper telephone circuit between Duluth and Virginia,	8,500.73
443	For the construction of track to the Morrow Mine near Sparta,	6,784.00
444	For the following items of track construction word, etc., to-wit:	
	New connection Gilbert Mine coal dock,	108.23
	Roberts Mine stock pile track,	344.28
	Genoa Mine pit track,	1,550.00
	West Adams mine pit tracks,	664.00
	Virginia Mine ore crusher tracks,	244.54
	Fayal Mine pit tracks,	786.64
	New dwelling house at Tug Dock, Two Harbors,	600.00
	Cinder track north side #4 yard,	820.00
	New siding at Allen Junction,	1,950.00
	Wye track at Mesaba,	3,050.00
	Additional right of way at Allen Jct.,	25.00
	New dwelling house for coal hoister, Allen Junction,	325.00
	Extension Ely roundhouse,	1,650.00
	Reduction grade, Mile 19,	1,050.00
	New northbound main line at north end Biwabik yard,	1,100.00
	Addition to Aurora section house,	250.00
	Colvin-Robb mill spur, Fairbanks,	355.81
	New concrete platform and walks, Two Harbors depot,	2,500.00
	Over-run on new section house, Brimson,	317.59
		17,691.09
446	Over-run on USS #421, 100 ft. turntable,	2,610.00
447	Over-run on USS #401, Strengthening bridges between Duluth and Two Harbors,	3,418.50
	Forward,	\$118,306.47



Appropriation Number	For What Purpose	Amount
	Forward,	118,306.47
448	Various peices of construction, to-wit:	
	Fowler Mine new shaft track, \$	582.06
	Adriatic Mine stock pile track,	266.32
	Malta No. 5, stock pile track,	452.00
	Extension of stock chute track, Eveleth,	325.67
	Extension of siding at Lakeview,	1,122.04
	Storage track at Mesaba,	2,497.47
	Cross-over at Mesaba,	625.40
	Coaling station at Tower Junction,	3,600.00
	New bunkhouse at Palmers,	340.00
	Standpipe at Aurora,	338.50
	Extension of Rhinelander Paper Company's mill spur at Skibo,	1,223.66
	New right of way fence,	
	Mile 49 - 50 \$759.11	
	Mile 52, 486.82	
	Mile 90, 410.82	
	Between Ely and Winton, 1051.50	
	Miles, 21, 22, 23, 1044.63	
		<u>3,752.88</u>
		15,126.00
449	Rebuilding four flat cars,	1,596.75
450	Rebuilding tower and cable car trestles at Coal Dock, Two Harbors,	71,650.00
451	Various piéces of construction, to-wit:	
	Additional yard tracks, West Adams Mine,	4,439.69
	Fayal Mine Pit Tracks,	1,613.44
	Virginia Mine pit tracks,	1,123.58
	Addition to Ore steaming plant,	4,400.00
	Wash Room at Coal Dock, Two Harbors,	1,800.00
	Motor Cycle for train callers,	211.25
	Cinder Pit Tracks, Eveleth,	99.65
	Colvin & Robb slab track, Eveleth,	498.64
	New fences on right of way,	1,654.31
		<u>15,840.56</u>
453	Various pieces construction, to-wit:	
	Installing Pintsch system of lighting equipment,	3,809.00
	Farlow Draft Gear,	10,050.76
	Rebuilding ten flat cars,	6,283.87
	Rebuilding three flat cars,	1,293.30
	Construction one work car #169 and rebuilding 142 & 133,	1,690.49
	Construction telephone and telegraph work car #170,	1,217.34
		<u><del>24,344.76</del></u>
454	Various pieces construction, to-wit:	
	West Adams yard traks, Nos. 8 and 9,	2,903.51
	Leonidas Mine pit tracks,	1,065.87
	Well for camps south of Ore Dock #6 at Two Harbors,	600.00
	Meter for standpipe at Aurora,	114.26
	Switch to West Adams mine standpipe,	174.63
	New right of way fence,	2,320.51
	Concrete Mixer,	201.47
	Hickox Spur, Mile 24,	349.44
	Right of way at Skibo,	60.00
	Over-run on Gilbert #3 stockpile track,	127.48
	Over-run on Bridge 2-A,	225.00
		<u>8,142.17</u>
455	One Mann E-3 Ballast Spreader,	<u>4,910.00</u>
	Forward,	\$235,571.95



Appropriation Number	For What Purpose	Amount
	Forward,	\$235,571.95
457	Various pieces of construction, to-wit:	
	Equipping 10 passenger coaches with Pintsch system of lighting, \$	3,809.00
	Rebuilding 3 flat cars,	1,293.30
	Construction One new work car #169 and rebuilding work cars Nos. 133 & 142,	1,690.49
	Construction new telephone & telegraph work car #170,	<u>1,217.34</u>
		8,010.13
458	85 Electric headlights for Road engines @ \$195.00,	16,575.00
459	Changing 25 of our present gondolas into coal gondolas with swinging sides,	4,125.00
460	Equipping 43 box cars with steel underframes and Farlow draft gear,	16,334.63
461	Equipping 99 box cars with steel underframes and Farlow draft gear,	34,545.00
462	Rebuilding 12 refrigerator cars,	8,673.60
463	Over-run on Appropriation USS #426, which was requested for the reconstruction of the telephone and telegraph pole lead between Clifton and Knife River,	2,110.18
465	New track scale at Allen Junction,	6,125.00
466	Various pieces construction, to-wit:	
	Extension of Miller Mine Timber track, \$	264.14
	Switch at Elba Mine shop,	216.77
	Municipal Coal Dock track,	403.89
	Extension Municipal rock crusher track,	103.75
	Coach spur at Power Plant,	326.84
	Extension Milos Ice loading track, Biwabik,	49.72
	Spur to Britton gravel pit,	706.97
	Land for receiving yard at Summit,	35.70
	Steam-pipe line for heating buildings from tug,	3,275.00
	Additional radiation at Ore steaming plant,	2,000.00
	New fences on right of way,	1,447.10
	Additional hoisting machine for Allen Junction coaling station,	<u>475.00</u>
		9,304.88
467	Three steel combination mail, baggage and express cars,	34,800.00
468	Various pieces construction, to-wit:	
	Oliver Iron Mining Company's switch at Fayal,	146.14
	West Adams Mine No. 8 siding,	56.00
	3 spurs in shop yards,	1,238.99
	Addition to Fairbanks station,	413.00
	Addition to Mesaba station,	413.00
	Automatic attachments for warehouse scales, Endion,	676.65
	Heating system for Endion track scales,	300.00
	Track to scales at Allen Junction,	950.00
	Extension of Ely warehouse track,	14.38
	Eveleth warehouse track,	771.70
	Cross over at Mile 55.66,	758.03
	Freight spur at Hinsdale,	557.83
	W. H. Harvey's spur at Spring,	411.80
	Lampa & Palo spur, mile 86.58,	470.15
	New fences on right of way,	245.12
	New spur at Robinson,	647.90
	Telephone line to Burntside Lake,	<u>433.71</u>
		8,501.40
	Forward,	\$384,676.77



Appropriation Number	For What Purpose	Amount
	Forward,	\$384,676.77
469	Various pieces construction, to-wit: Extension Lakewood Depot, New depot at Robinson, Widening rock cut at Mile 47,	\$ 375.00 1,800.00 <u>3,000.00</u> 5,175.00
470	Extension Ely Coal dock, Stereoptican Machine for "Safety First" pictures,	440.00 400.00
471	Increase weight of rails,	13,422.97
472	Various pieces of Construction, to-wit: Extension loading spur at Breda, Extension spur at Z-2.23 Track on Sullivan Mine coal trestle, Extension Spur at Mile 64, Fayal Mine pit tracks, West Adams Mine pit tracks, Extension Storage platform for track material at Storehouse, Steel booth for moving picture machine,	150.19 52.10 214.60 111.08 2,800.00 2,000.00 290.00 <u>200.00</u> 5,817.97
473	Widening Rock Cut at Mile 37,	4,200.00
474	Various pieces of Construction, to-wit: Leonidas Mine Pit Tracks, Graham Mine Pit Tracks, Siding at Leonidas Mine, Water station at Highland, Additional magneto switchboard at Ely,	4,508.72 5,125.58 4,740.00 1,250.00 <u>293.50</u> 15,917.80
475	Various pieces of Construction, to-wit: Kron attachment for Endion warehouse scales, Adding machine for Two Harbors depot, Warehouse track at Eveleth, Dredging at Tug Dock, Two Harbors, Spur to South Chandler Mine, Stock pile track, So. Chandler Mine, Crossover at Endion, Pettit Stock Pile Track, Extension Meadow Mine tail track, Norman No. 2 stock pile track, Fowler Stock Pile Track "A" Extension Safety Track, Two Harbors, Pulpwood Tracks, Two Harbors, Switches for Union Mine Stripping track,	250.00 333.20 1,585.00 684.00 940.00 580.00 630.00 3,500.00 96.93 580.00 315.90 1,160.00 470.00 <u>382.47</u> 11,507.50
	Total, (Forward)	\$441,558.01



Appropriation  
Number

For What Purpose

	Forward,		\$441,558.01
476	Various pieces of Construction, to-wit:		
	Adding Machine for Train and Yard		
	Timekeeper,	595.59	
	Right of Way for spur to Section 30 Mine,	205.00	
	Additional Station Grounds at Winton,	205.00	
	Over-run on Spur to So. Chandler Mine,	266.56	
	Extension siding at Palmers,	1,840.00	
	Grading Station grounds at Two Harbors,	565.00	
	Genoa #4 Stock Pile Tracks,	572.00	
	Sullivan Mine Tracks,	117.56	
	Extension Pettit Shaft track,	118.00	
	Siding at Weed Mine,	1,325.23	
	Connection of #7 to #8 Track, Two Harbors,	237.10	
	Extension Meadow Mine Tail Track,	128.00	
	Extension Minorca #2 Tail Track,	125.30	
	Platform for Coaling Station, Wrecking Crane		
	and Painting Cars,	<u>311.44</u>	6,611.78
477	Increase Weight of Rails,		1,981.50
478	Various pieces of Construction, to-wit:		
	Pluto Powder Co. Spur near Hudson Mine,	460.00	
	Extension of Siding at Arthur,	365.00	
	Over-run on Safety Hoops-Ore Docks, USS 434,	1,108.89	
	Right of Way for Virginia Mine Spur,	58.88	
	Tie Storage Track, Two Harbors,	795.09	
	Belgrade Mine Stock Pile Track #2,	836.58	
	Elba Mine Shop Track Extension,	59.30	
	Over-run Genoa Stock Pile Track #4, USS 476,	82.99	
	Over-run Pulpwood Tracks, Two Harbors, USS 475,	114.05	
	New Fences, Mile 112 to 116,	3,600.00	
	New Fences, Mile 52,	550.00	
	New Cinder Pit, Ely,	350.00	
	Buda Motor Car #19,	325.00	
	New Vanderbilt Tank for Engine #72,	2,600.00	
	Traps for Ore Steaming Plant,	638.25	
	Additional 5 Electrical Headlights for Loco.,	<u>1,125.00</u>	13,069.03
479	Over-run on USS #458x, 85 Electric Headlights		
	for Road Locomotives,	1,117.75	<u>1,117.75</u>
	Total,		\$464,338.07



MEMORANDUM  
THE DULUTH & IRON RANGE RAIL ROAD COMPANY

STOCKHOLDERS' MEETING

MONDAY, JUNE 8, 1914, at 9:30 A. M., AT DULUTH, MINNESOTA.

(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 9th, 1913, and the minutes of each and every meeting of the Stockholders and each and every meeting of the Board of Directors held since that date, 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, 1913, and the report of the Land Department for the same period, now submitted to this meeting, be received 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.

(7) Directors whose terms of office expire: J.A. Farrell and H. Johnson.

(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.

J.A. Farrell  
H. Johnson

(9) Unfinished business.

(10) Original resolutions and new business.

*Directors 14  
June 30  
2:10 p.m.  
10. am*



THE DULUTH & IRON RANGE RAIL ROAD COMPANY

RESOLUTION

RESOLVED, that the Stockholders, having heard read the minutes of the last annual meeting of the Stockholders held on Jun. 11, 1913, and the minutes of each and every meeting of the Stockholders and of each and every meeting of the Board of Directors held on or since that date, do now adopt, ratify, and confirm all of such minutes and proceedings and every vote and resolution thereby taken and adopted and every act and thing thereby authorized and directed or intended so to be.

25,983 Shares,	Minnesota Iron Company	<u>Proxy</u>
1 Share	E.H.Gary,	<u>Proxy</u>
5 Shares	Thomas Murray,	<u>Proxy</u>
1 Share	F.E.House,	<u>F.E. House</u>
1 Share	H.Johnson,	<u>H. Johnson</u>
1 Share,	F.C.Marshall,	<u>Proxy</u>
1 Share	J.A.Farrell,	<u>Proxy</u>
1 Share	J.H.McLean,	<u>Proxy</u>
1 Share	Geo.L.Reis,	<u>Geo. L. Reis</u>
4,004 Shares	E.H.Gary and) Richard Trimble)	Joint Tenants <u>Proxy</u>
1 Share	A.H.Hearding	<u>Proxy</u>
30,000 Shares		



RESOLUTION

(See 6)

RESOLVED, that the Annual Report of the company for the fiscal year ending December 31, 1913, and the report of the Land Department for the same period, now submitted to this meeting, be received 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 Share E. H. Gary

5 Share Thomas Murray

1 Share F. E. House

1 Share H. Johnson

1 Share F. C. Marshall

1 Share J. A. Farrell

1 Share J. H. McLean

1 Share Geo. L. Reis

1 Share J. H. Hearding

4,004 Shares E. H. Gary, and )  
Richard Trimble ) Joint tenants

30,000 Shares

Proxy

Proxy

Proxy

F. E. House

H. Johnson

Proxy

Proxy

Proxy

Geo. L. Reis

Proxy

Proxy



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:

J. A. Farrell  
H. Johnson

25,983 Shares, Minnesota Iron Company

1 Share E. H. Gary

$\frac{1}{2}$  Share Thomas Murray

1 Share F. E. House

1 Share H. Johnson

1 Share F. C. Marshall

1 Share J. A. Farrell

1 Share J. H. McLean

1 Share Geo. L. Reis

1 Share J. H. Hearing

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

30,000 Shares

Proxy

Proxy

Proxy

F. E. House

H. Johnson

Proxy

Proxy

Proxy

Geo. L. Reis

Proxy

Proxy



STOCKHOLDERS  
THE DULUTH & IRON RANGE R.R.CO.  
May 1, 1914.

Minnesota Iron Co.	2	
Do	4	
Do	1	
Do	24945	
Do	980	
Do	30	
Do	10	
Do	<u>11</u>	25983
Thomas Murray		5 ✓
Francis E. House		1 ✓
H. Johnson		1 ✓
F. C. Marshall		1 ✓
J. H. McLean		1 ✓
Geo. L. Reis		1 ✓
J. H. Hearing		1 ✓
Jas. A. Farrell		1 ✓
E. H. Gary		1 ✓
E. H. Gary and Richard		
Trimble, Joint Tenants,		<u>4004</u> ✓
		30000



## CALL FOR ANNUAL STOCKHOLDERS' MEETING—

Duluth, Minnesota, June 8th, 1914.  
The Annual Meeting of 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 in the forenoon, Monday, June 8th, 1914.

H. JOHNSON,  
Secretary.

D. H., May 6, 13, 20, 27, 1914.

## STATE OF MINNESOTA,

County of St. Louis.

ss.

HENRY DWORSCHAK

of said County, being duly sworn, deposes and says that he is foreman for the publishers and printers of **THE DULUTH HERALD**, a newspaper printed and published in the English language, in the City of Duluth, in the County of St. Louis and State of Minnesota: That said newspaper is a legal newspaper conformable with the definition and requirements of all the laws of the State of Minnesota prescribing and defining a legal newspaper, and has fully complied with all the requirements of said laws, that the annexed printed copy of

*Notice for annual meeting*

was by him taken from, and was published in The Duluth Herald 4 successive weeks on Wednesday of each week: That the first publication of said *Notice* was made on the 6 day of May, 1914, and the last publication thereof on the 27 day of May, 1914, and that during the whole time of the said publication he was foreman for the publishers and printers of said newspapers.

*Henry Dworschak*

Subscribed and sworn to before me this 29 day of May, A. D. 1914

*J. Hallen*

Notary Public, St. Louis County, Minn.

My Commission Expires April 1, 1915.



# THE DULUTH HERALD

## AFFIDAVIT OF PUBLICATION

Instrument Notice

Parties D. & J. R. Ray

Attorneys H. Johnson

Expires \_\_\_\_\_

Printer's Fee \$ 3.60

Folio 4 Times



# The Duluth & Iron Range Rail Road Company.

OFFICE OF SECRETARY

---

H. JOHNSON,  
SECRETARY.

Duluth, Minn., June 11, 1914.

Dear Sir:-

This is to advise you that the adjourned annual meeting of the Board of Directors of The Duluth & Iron Range Rail Road Company, held June 9, 1914, at 10:00 o'clock in the forenoon thereof, at the office of the President, Room 502, Wolvin Building, Duluth, Minnesota, was adjourned until Tuesday, June 30, 1914, at the same time and place.

Yours very truly,

(Signed) H. Johnson,

HJ-H

Secretary.

Copy of letter sent to:

Messrs F.E.House,  
J.H.McLean,  
E.H.Gary,  
Thomas Murray,  
Geo.L.Reis,  
J.A.Farrell,



MEMORANDUM

THE DULUTH & IRON RANGE RAIL ROAD COMPANY

ADJOURNED ANNUAL DIRECTORS' MEETING

<sup>Aug. 3,</sup>  
~~Tuesday, June 30,~~ 1914, at 10:00 AM

(1) Call meeting to order.

(2) Present Directors:

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

(3) Present Officers:

F.E.House, ✓  
J.H.McLean, ✓  
J.H.Hearding, ✓  
H.Johnson, ✓  
F.C.Marshall, ✓  
Thomas Murray, ✓

President,  
Vice President,  
Second Vice President,  
Secretary,  
Treasurer,  
Assistant Secretary, and  
Assistant Treasurer.

(4) Reading and approval of minutes of Directors meetings held on  
December 14, 1911, April 29, 1912, July 11, 1912, September 12, 1912,  
December 11, 1912, and June 11, 1913, sic 18, 1913.

(5) RESOLUTION:

RESOLVED, that the following persons be and they hereby  
are elected the officers of the company for the ensuing  
year, and until their successors are elected and  
qualified, to-wit;

<u>J.E.House</u>	President,
<u>J.H.McLean</u>	Vice President,
<u>J.H.Hearding</u>	Second Vice Prest.
<u>H.Johnson</u>	Secretary,
<u>F.C.Marshall</u>	Treasurer,
<u>Thomas Murray</u>	Assistant Secretary and Assistant Treasurer

RESOLUTION

RESOLVED, that the following persons be, and they hereby are, elected the officers of the company for the ensuing year, and until their successors are elected and qualified, to-wit;

J. E. House President,

J. H. McLean Vice President,

J. H. Harding Second Vice President,

H. Johnson Secretary

J. C. Marshall Treasurer,

Thomas Murray Assistant Secretary and  
Assistant Treasurer.



Adjourned annual meeting of Directors July 30,  
adjourned until Monday August 3, 1914.

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

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 \$1,748,629.69, 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 \$1,748,629.69 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.



DULUTH & IRON RANGE RAILROAD COMPANY

Total expenditures for year per Form 527, - - - - - \$1,747,841.61

Add: Deferred items --

Gravel Pit, Brimson, - - - - -	\$56.08
" " Summit, - - - - -	92.03
" " Armstrong, - - - - -	67.00
" " Britton, - - - - -	706.97
	<hr/>
	788.08
	<hr/>
	\$1,748,629.69
	<hr/>
	<hr/>

# The Duluth & Iron Range Rail Road Company.

OFFICE OF SECRETARY

H. JOHNSON,  
SECRETARY.

C O P Y

Duluth, Minn., September 18, 1914.

Dear Sir:-

Call is hereby made for and notice given of a Special Meeting of the Board of Directors of The Duluth & Iron Range Rail Road Company, to be held at the office of the Company, Room 502 Wolvin Building, Duluth, Minnesota, on Monday, September 21, 1914, at 10:00 o'clock in the forenoon thereof, for the purpose of declaring a dividend on the Capital Stock of the Company outstanding, and the transaction of such business as may be presented.

Yours very truly,

(Signed) H. Johnson,

Secretary

HJ-JMH

Copy to:

Mr. Thomas Murray,  
Mr. F. E. House,  
Mr. E. H. Gary,  
Mr. Geo. L. Reis,  
Mr. J. H. McLean,  
Mr. J. A. Farrell.



# *The Duluth & Iron Range Rail Road Company*

*Empire Building, 41 Broadway.*

*New York*

*Thomas Murray, Ass. Treas. & Ass. Sec.  
New York.*

August 10th, 1914.

Mr. H. Johnson,

Secretary, The Duluth and Iron Range Railroad Company,

Wolvin Building,

Duluth, Minnesota.

Dear Sir:

MINUTES.

I acknowledge, with thanks, receipt of your favor of  
6th instant, with minutes enclosed as stated.

Yours truly,

*Thomas Murray*

Assistant Secretary.

# *The Duluth & Iron Range Railroad Company*

*Empire Building, 71 Broadway.*

*New York*

*Thomas Murray, Ass't Treas. & Ass't Sec'y*  
*New York.*

September 21st, 1914.

Mr. H. Johnson, Secretary,

The Duluth & Iron Range Railroad Company,

Duluth, Minn.

Dear Sir:-

In answer to your favor of the 18th instant: I return herewith  
the form of waiver with the three signatures desired.

Yours very truly,

*Thomas Murray*

Assistant Secretary.



# *The Duluth & Iron Range Railroad Co.*

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

*Office of the President*

*Duluth, Minn.* Sept. 17th, 1914.

Mr. H. Johnson, Secretary,  
Wolvin Building.

Dear Sir:-

Please get out notices at once for a meeting of the Directors of the Duluth & Iron Range R R Co., for 10 o'clock A.M., Wednesday, September 23rd, to declare a dividend on the Capital Stock of said company, and for the transaction of any other business that may properly come before that meeting.

Very truly yours,

*F. E. House*  
President.

*21<sup>st</sup>*

20%

THE DULUTH & IRON RANGE RAIL ROAD COMPANY

SPECIAL DIRECTORS' MEETING

September 21, 1914

RESOLUTION

RESOLVED, by the Board of Directors of The Duluth & Iron Range Rail Road Company, that a dividend, number twenty four (24), of 20 per cent. (20%), or 20 Dollars (\$20.00) 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 Sept. 30 - 1914 to stockholders of record at the close of business this day.

W. House

Geor. Reis

John H. McLean

H. Johnson



September 18, 1914.

We, the Directors of THE DULUTH & 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 twenty-first day of September, 1914, 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.

7 E. W. Gary  
J. A. Farrell  
Thomas Murray  
J. E. House  
John H. McLean  
Geor. Reis  
Johnson



4.11.8

C. The birds are  
not now in the same  
condition as they were  
before the war and  
are not so numerous.

For the purpose  
of Bath & the  
offices to release  
the House of Commons  
by the order of the  
House of Commons  
and the College R.

May 1st 1862  
 Dear Sir  
 And to request  
 Release of  
 the same  
 from the  
 same

March 9th 1894