



St. Paul and Duluth Railroad  
Company records.

## **Copyright Notice:**

This material may be protected by copyright law (U.S. Code, Title 17). Researchers are liable for any infringement. For more information, visit [www.mnhs.org/copyright](http://www.mnhs.org/copyright).

# REPORT

OF THE

## St. Paul & Duluth Railroad Company.

NEW YORK, JULY 1, 1889.

To the Stockholders of the St. Paul & Duluth Railroad Company:

At your meeting, held June 17th, 1889, it was decided to change the time of the Annual Meeting to the second Thursday in October, and also that the next meeting of the Shareholders of the Company should be held October 9th, 1890.

To preserve a continuity of reports, the Board of Directors herewith submit the following, for the six months ending June 30th, 1889, together with statistical tables and other information respecting the Company and its property.

### STATEMENT OF MILEAGE, JUNE 30TH, 1889.

	MILES
Main Line—St. Paul to Duluth.....	155
Knife Falls Branch—N. P. Junction to Cloquet.....	6.5
Grantsburg Branch—Rush City to Grantsburg.....	17
Kettle River Branch—Sandstone Junction to Sandstone.....	5
LEASED.	
Taylors Falls & L. S. R. R.—Wyoming to Taylors Falls.....	20.5
Minneapolis & Duluth R. R.—Minneapolis to White Bear.....	13.5
Stillwater & St. Paul R. R.—White Bear to Stillwater.....	12.5
Duluth Short Line—Thomson to West Superior.....	17.5
Total.....	247.5
Second Track.....	32.5
Sidings and Other Tracks.....	50.5
Total.....	330.5

The double track and change of grades between White Bear and St. Paul has been completed, and is in operation, the total expense of which has amounted to \$329,148.74. This expenditure adds 11.55 miles of second track to the mileage of the Company, and reduces the grade to fifteen feet per mile between St. Paul and White Bear, with the exception of two miles near Claymont, which still has a grade of about eighty feet per mile. The change of grades at Mission Creek is also completed.

No new work was commenced during the period covered by this report.

The Company continues to maintain and operate the track between Thomson and West End Junction, 13.8 miles, as the Railroad Commissioners of the State of Minnesota have served notice upon this Company in reference to its abandonment, and we are advised by counsel that its operation must be continued. The economy of the low grades will not be manifested until the reduction of grades is continuous throughout the length of the road, and this cannot be undertaken until the traffic is sufficiently increased so as to warrant the large expenditure which would be necessary for that purpose.

The Duluth Short Line has been expensive to maintain on account of the continuous sliding of the new high embankments, and the washing out of several badly constructed culverts.

The Gross Earnings from January 1st to June 30th, 1889, were \$511,879.80, showing a decrease of \$118,052.71 in comparison with the first six months of 1888, or 18.74 per cent. decrease. This decrease is attributable to the loss of the Manitoba traffic, to the opening of the Eastern Railway of Minnesota, and the general depreciation in all classes of business following the failure of the wheat crop of 1888 in the Northwest, and also to the mild and open winter which caused a large falling off in the consumption of coal. The number of "tons handled one mile" in the six months of 1889, was 30,160,342, a decrease of 14,650,469 tons, compared with the same period of the previous year, or 32.69 per cent. decrease.

There has been a decrease in the flour shipments from Minneapolis over the St. Paul & Duluth R. R. of fifty-six per cent., which is accounted for by the decrease in the output of the mills and the division of the remaining business with the Eastern Railway Company of Minnesota and the St. Paul, Minneapolis & Manitoba Railway Company, the latter conveying a large portion of the wheat into Minneapolis, and controlling the rate to Buffalo by reason of its ownership of the Northern Steamship Company.

The operating expenses from January 1st to June 30th, 1889, including taxes were \$411,593.96, showing a reduction of \$145,087.27 over the same period of the previous year or 26.6 per cent. The operating expenses including taxes were 80.41 per cent. of the gross earnings for the six months covered by this report, comparing with a similar percentage of 88.37 per cent. for the same period in 1888. The net results should therefore be considered as satisfactory. The decrease in expenses was aided by the mild winter and decrease of tonnage handled, but was also largely due to the economies introduced in the several departments.

The value of the property has been fully maintained which is exhibited by an inspection of the same and by the exhibits hereto attached.

The sum of one hundred and thirty-four thousand, one hundred and forty-seven dollars and thirteen cents was expended during the last six months in improvements and betterments, as shown in detail in the statements presented. This entire expenditure was made in completing the work previously undertaken, and did not include any part of the operation or maintaining of the property.

The logging interests and the sales of timber were very materially affected by the extraordinary winter which prevented the hauling and floating of logs.

The income of the Land Department and the balance to credit of Railroad Income on the 30th day of June, warranted a dividend of two per cent. on the Preferred Stock, which dividend was declared.

The Land Department has been occupied in examining and appraising the land still owned by the Company, not only with reference to the quantity and quality of the timber, but also as to their desirability for agricultural purposes. This examination has more fully demonstrated the fact that a large portion is attractive and suitable for settlers. Maps and statements in reference to the above have been and are being prepared for the purpose of distribution, and it is expected that the sales of land to actual settlers will continue to increase. It has been found that the largest and best portion of the timber land has been sold, or permits to cut the timber thereon have already been issued. These sales were principally made prior to July 1st, 1888, although the time for cutting the timber extends over the next twenty years, so that the comparison of the sales of the Land Department, is and will be for a few years, somewhat smaller than during the period above referred to; but the price obtained for the sale of timber and land will continue to improve. It is expected to present, in the next Annual Report, a complete map of the Land Grant, exhibiting its condition and character fully in detail.

The Gross Earnings will continue to compare unfavorably with those of former years until we reach a period in the coming winter when the traffic will compare with that of the previous year, under the same circumstances, viz: subsequent to the opening of the Eastern Railway of Minnesota.

For the purpose of developing the traffic at Duluth it is proposed to improve the passenger and freight depots and facilities there by the construction of a new Freight Depot and a Union Passenger Depot. During the last six months the suburban traffic between St. Paul and White Bear, and Duluth and West Superior and intermediate stations, has largely increased, and this suburban business will at an early date be one of the most important sources from which the earnings of the Company are derived. The suburban business at Duluth has been very satisfactory and will increase rapidly as the different manufacturing establishments now being erected are put in operation.

To develop the business at White Bear, a large hotel should be built, and this Company has been asked to assist in the enterprise, and it is believed that it will amply repay the investment.

In accordance with the notice previously served on this Company, the lease of the Minnesota, St. Croix and Wisconsin R. R. Co., for the use of this Company's tracks between Gladstone and St. Paul, terminated August 28th, 1889.

Exhibits showing the operations of the road in detail for the last six months, are hereto attached.

By order of the Board,

R. S. HAYES,  
PRESIDENT.



GROSS EARNINGS OF THE ST. PAUL & DULUTH RAILROAD COMPANY,  
for the Six Months ending June 30th, 1889.

Months	Passenger	Freight	Express	Mail	Miscellaneous	Total	1888
January.....	\$24,141 12	\$31,630 32	\$1,875 00	\$1,514 51	\$958 33	\$60,119 28	\$64,510 99
February.....	19,866 72	48,101 99	1,875 00	1,514 51	875 38	72,233 60	84,870 51
March.....	30,778 10	48,116 68	1,875 00	1,514 50	859 98	83,144 26	92,581 06
April.....	32,892 97	48,033 99	1,875 00	1,514 50	884 80	85,201 26	104,561 34
May.....	33,407 32	66,787 33	1,875 00	1,514 51	890 23	104,474 39	132,442 60
June.....	34,882 66	67,569 60	1,875 00	1,514 51	865 24	106,707 01	150,966 01
Total.....	\$175,968 89	\$310,239 91	\$11,250 00	\$9,087 04	\$5,333 96	\$511,879 80	\$629,932 51
Per cent. of Earnings	34.38	60.61	2.19	1.78	1.04	100.	.....

Decrease, \$118,052 71, 18 74 per cent, under 1888.

PASSENGER STATISTICS.

	Six Months ending June 30th, 1888	Six Months ending June 30th, 1889	Increase	Decrease	Per Cent.	
					Increase	Decrease
Number of Passengers Carried.....	203,571	337,476	133,905	.....	65.78	.....
"    "    one mile.....	6,428,368	6,641,726	213,358	.....	3.31	.....
Average rate per Passenger .....	\$0 82 <sup>37</sup> / <sub>100</sub>	\$0 49 <sup>18</sup> / <sub>100</sub>	.....	\$0 33 <sup>83</sup> / <sub>100</sub>	.....	40.44
Rate per Passenger per mile.....	\$0 02 <sup>61</sup> / <sub>100</sub>	0 02 <sup>50</sup> / <sub>100</sub>	.....	0 00 <sup>11</sup> / <sub>100</sub>	.....	4.21
Average distance traveled per Passenger.....	31.58 miles	19.68 miles	.....	11.9	.....	37.68
Passenger Earnings (ticket sales and cash) .....	\$168,093 62	\$165,975 14	.....	\$2,118 48	.....	1.26
"    "    (Sleeping Cars).....	7,315 50	8,691 50	\$1,376 00	.....	18.81	.....
"    "    (Chair Cars).....	* 118 70	1,302 25	1,183 55	.....	.....	.....
Total Passenger Earnings.....	\$175,527 82	175,968 89	441 07	.....	00.25	.....

\*One month only.

STATEMENT OF THE FUNDED DEBT OF THE ST. PAUL & DULUTH R. R. CO.  
AND LEASED ROADS, JANUARY 1st, 1889.

Name of Bond	Date of Maturity	Rate of Inter'st	Total Issue	Outstanding	Interest Payable	Name of Trustee
St. Paul & Duluth, 1st Mortgage..	Aug. 1, 1931	5%	\$1,000,000	\$1,000,000	Feb. 1 and Aug. 1	Central Trust Co., New York.
St. Paul & Duluth, 2d Mortgage..	Oct. 1, 1917	5%	2,000,000	2,000,000	April 1 and Oct. 1	" " " "
Duluth Short Line R. R.....	Sept. 1, 1916	5%	500,000	500,000	March 1 and Sept. 1	" " " "
Taylor's Falls & Lake Sup'r R. R.	Jan'y 1, 1914	6%	210,000	210,000	Jan'y 1 and July 1	" " " "
Stillwater & St. Paul R. R.....	Dec. 1, 1900	7%	400,000	262,500	June 1 and Dec. 1	J. H. Dingee, Jr., Phila., Pa.



COMPARATIVE STATEMENT OF EARNINGS AND OPERATING EXPENSES FOR THE SIX  
MONTHS ENDING JUNE 30th, 1888 AND 1889.

GROSS EARNINGS	1888	1889	Increase	Decrease	Percentage of Earnings	Percentage of Oper. Exp's and Taxes
Passenger.....	\$175,527 82	\$175,968 89	\$441 07		34.38	
Freight.....	435,090 47	310,239 91		\$124,850 56	60.61	
Express.....	4,566 72	11,250 00	6,683 28		2.19	
Mail.....	8,868 56	9,087 04	218 48		1.78	
Miscellaneous.....	5,878 94	5,333 96		544 98	1.04	
<b>TOTAL</b> .....	<b>\$629,932 51</b>	<b>\$511,879 80</b>	<b>\$7,342 83</b>	<b>\$125,395 54</b>	<b>100.00</b>	
<b>OPERATING EXPENSES</b>						
<b>MAINTENANCE OF WAY</b>						
Repairs of Docks at Duluth.....	\$77 84	\$2,548 47	\$2,470 63		50	62
Dredging ".....	705 00			\$705 00		
Renewal of Rails.....	21,058 05	2,502 66		18,555 39	49	61
" Ties.....	7,501 33	8,825 30	1,323 97		1.73	2.14
Repairs of Roadway and Track.....	79,930 24	44,208 68		35,721 56	8.63	10.74
" Bridges, Culverts and Cattle Guards.....	5,720 09	9,111 74	3,391 65		1.78	2.21
" Buildings.....	4,531 02	5,264 74	733 72		1.03	1.28
" Fences, Road Crossings and Signs.....	1,208 85	1,172 92		35 93	23	20
" Telegraph.....	1,113 51	498 49		615 02	09	12
<b>TOTAL</b> .....	<b>\$121,845 93</b>	<b>\$74,133 00</b>	<b>\$7,919 97</b>	<b>\$55,632 90</b>	<b>14.48</b>	<b>18.01</b>
<b>MOTIVE POWER</b>						
Rebuilding Locomotives.....						
Repairs of Locomotives.....	\$29,504 45	\$21,797 56		\$7,706 89	4.26	5.29
Fuel used by Locomotives.....	85,092 42	60,568 40		24,524 02	11.83	14.72
Locomotive Service.....	60,221 35	46,959 78		13,261 57	9.17	11.41
Water Supply for Locomotives.....	3,797 78	3,292 92		504 86	65	80
Oil, Tallow and Waste used on Locomotives.....	3,688 29	2,551 49		1,136 80	50	62
<b>TOTAL</b> .....	<b>\$182,304 29</b>	<b>\$135,170 15</b>		<b>\$47,134 14</b>	<b>26.41</b>	<b>32.84</b>
<b>MAINTENANCE OF CARS</b>						
Rebuilding Passenger Train Cars.....						
Repairs of ".....	\$17,676 10	\$16,784 76		\$891 34	3.28	4.08
Rebuilding Freight Train Cars.....						
Repairs of ".....	32,546 38	26,659 79		5,886 59	5.21	6.48
Oil, Waste, etc., for lubricating Cars.....	2,165 42	1,250 98		914 44	24	30
<b>TOTAL</b> .....	<b>\$52,387 90</b>	<b>\$44,695 52</b>		<b>\$7,692 37</b>	<b>8.73</b>	<b>10.86</b>
<b>CONDUCTING TRANSPORTATION</b>						
Agents.....	\$12,093 10	\$12,762 22	\$669 12		2.49	3.10
Clerks and Operators.....	13,893 79	11,514 08		\$2,379 71	2.25	2.80
Laborers at Stations.....	24,786 15	16,928 61		7,857 54	3.30	4.10
Conductors, Baggage-men and Brakemen.....	37,807 94	30,591 58		7,216 36	5.98	7.43
Outside Agents and Advertising.....	3,477 95	2,688 70		789 25	53	65
Telegraph Supplies.....	612 51	26 21		586 30		06
Train ".....	4,158 18	3,118 80		1,039 38	61	76
Station ".....	2,950 23	2,165 70		784 53	42	52
Stationery, Printed Blanks, Tickets, etc.....	6,243 54	4,879 64		1,363 90	96	1.18
Loss and Damage—Freight and Baggage.....	1,890 16	2,168 06	277 90		42	52
" " Property and Cattle.....	1,078 90	1,640 96	562 06		32	40
" " Wrecking.....	3,603 61	758 11		2,845 50	15	18
Personal Injuries.....	15,654 24	8,178 56		7,475 68	1.60	1.98
Car and Locomotive Hire.....	Cr. 3,558 87	Cr. 9,572 30		6,013 43	Cr. 1.87	Cr. 2.32
St. Paul Depot Privileges.....	4,361 70	4,078 17		283 53	80	99
West Superior Depot Privileges.....		662 45	662 45		13	16
<b>TOTAL</b> .....	<b>\$129,053 13</b>	<b>\$92,589 55</b>	<b>\$2,171 53</b>	<b>\$38,635 11</b>	<b>18.09</b>	<b>22.51</b>
<b>GENERAL EXPENSES</b>						
Salaries, General Officers and their Clerks.....	\$32,598 15	\$34,142 25	\$1,544 10		6.67	8.29
Miscellaneous Expenses (Contingencies).....	8,553 89	5,452 14		\$3,101 75	1.07	1.32
Legal Expenses.....	2,138 55	3,154 98	1,016 43		61	77
Insurance.....	5,423 13	4,804 24		618 89	94	1.17
New York Office Expenses.....	3,365 82	2,362 64		1,003 18	46	57
<b>TOTAL</b> .....	<b>\$52,079 54</b>	<b>\$49,916 25</b>	<b>\$2,560 53</b>	<b>\$4,723 82</b>	<b>9.75</b>	<b>12.12</b>
<b>TOTAL OPERATING EXPENSES</b> .....	<b>\$537,670 79</b>	<b>\$396,504 48</b>	<b>\$12,652 03</b>	<b>\$153,818 34</b>	<b>77.46</b>	<b>96.34</b>
<b>Taxes</b> .....	<b>\$19,012 44</b>	<b>\$15,089 48</b>		<b>\$3,922 96</b>	<b>2.95</b>	<b>3.66</b>
<b>TOTAL OPERATING EXPENSES AND TAXES</b>	<b>\$556,683 23</b>	<b>\$411,593 96</b>	<b>\$12,652 03</b>	<b>\$157,741 30</b>	<b>80.41</b>	<b>100.00</b>

Decrease 18.74 Per Cent. in Gross Earnings.

Decrease 26.06 Per Cent. in Operating Expenses and Taxes.

Operating Expenses, &c., as above, 88.37 Per Cent. of Gross Earnings, 1888.

" " " " 80.41 " " " 1889.

No. of Shares or Bonds	ROAD AND EQUIPMENT.	Par Value	Cost to Company	CAPITAL STOCK AND SCRIP.	
	Cost of Road, Docks, Machinery, Tools, &c. Equipment.....		\$10,824,399 74 1,911,598 91	Preferred Stock and Scrip..... Common Stock and Scrip.....	\$5,376,910 60 4,660,207 51
	<b>INVESTMENTS.</b>			<b>FUNDED DEBT.</b>	
33	Shafer Town Bonds.....	\$3,300 00	\$3,300 00	First Mortgage Bonds.....	\$1,000,000 00
4 050	Taylor's Falls & Lake Superior R. R. Stock.....	405,000	271,799 57	Second Mortgage Bonds.....	2,000,000 00
6,000	Duluth Short Line Railway Stock.....	600,000	911,893 65	Taylor's Falls & Lake Superior R. R. Bonds (guaranteed).....	210,000 00
3,485	Stillwater & St. Paul R. R. Stock.....	348,500	15,700	Duluth Short Line R. R. Bonds (guaranteed).....	500,000 00
157	Lake Superior Terminal and Transfer Railway Stock.....	15,700	70,000 00		
700	St. Paul Union Depot Stock.....	70,000	70,000 00		
	Grantsburg, Rush City & St. Cloud R. R. Stock.....	210,600	35,664 62		
2,106	St. Cloud, Grantsburg & Ashland R. R. and Stock.....	30,000	81,036 86		
300	Kettle River R. R. and Stock.....	400 00	41,242 13		
8	Snake River Dam Stock.....	400	400 00		
693	Acres Land for Quarry near Kettle River.....		1,732 26	<b>FLOATING DEBT.</b>	
				State Treasurer of Minnesota (Taxes).....	\$15,129 41
				Pay Rolls.....	64,714 92
				Vouchers.....	73,421 84
	<b>GENERAL ASSETS.</b>				153,266 17
	Cash on hand and in Banks.....		\$319,685 85		
	Sabin & Nelson Stumpage Agreement.....		50,736 25		
	Notes taken for Lands and Stumpage.....		104,735 70	<b>Deferred Land and Stumpage Income.</b>	
	Land Contracts.....		56,512 48	Sabin & Nelson Stumpage.....	\$50,736 25
	Due from Individuals.....		56,243 41	Deferred Receipts from Stumpage (Notes not due).....	16,744 82
	" " Foreign Roads.....		65,190 08	Deferred Receipts from Land Sales (Notes not due).....	144,593 36
	" " Station Agents and Conductors.....		61,527 32		
	Stillwater & St. Paul R. R. Co. ....		30,064 31		
	Material and Fuel on hand .....		103,795 48	<b>ACCOUNTS.</b>	
				Overdue Coupons.....	\$7,425 00
				Coupon Interest Accrued and not due.....	54,166 66
				Unpaid Dividends.....	10,007 00
				Dividend No. 15, payable July 16th, 1889.....	107,290 00
				Loan from U. S. Court.....	3,291 67
				Stillwater & St. Paul R. R. Bonds and Stock.....	2,138 58
				Sinking Fund for Redemption of T. F. & L. S. R. R. Bonds.....	85,767 79
				Cash Receipts from Lands not Patented.....	9,951 29
				Purchase of Stillwater & St. Paul R. R. Lands.....	47,935 52
				Cash Receipts from T. F. & L. S. R. R. Lands and Stumpage.....	6,397 72
				Land and Stumpage Income expended prior to July 1st, 1888, on Improvements, Construction and Equipm't.....	788,566 40
	<b>INCOME ACCOUNT.</b>				
	Balance Debit of Railroad Income.....		217,171 96		1,121,737 63
			75 76		
					\$15,234,106 34

## RAILROAD INCOME ACCOUNT FOR THE SIX MONTHS ENDING JUNE 30th, 1889.

Balance to credit of Railroad Income Account, December 31st, 1888.		.....
By Gross Earnings.....		\$511,879 80
“ Rent on M., St. C. & W. R. R. lease.....		7,500 00
“ Rent of track at Duluth.....		225 00
“ Depot facilities at Duluth furnished D. & I. R. R. ....		678 00
“ Dividends received.....		2,335 50
“ Premium on Second Mortgage Bonds.....		<u>10,875 00</u>
“ Amount allowed by Stillwater & St. Paul R. R. Co. for expenditures made on S. & St. P. R. R., prior to January 1st, 1889, by St. P. & D. R. R., and charged in its accounts of operating expenses.....		<u>15,470 07</u>
		\$548,963 37
To Operating Expenses.....	\$396,504 48	
“ Taxes.....	15,089 48	
“ Rent, Stillwater & St. Paul R. R.....	10,000 00	
“ Rent, Taylor's Falls & Lake Superior R. R.....	6,300 00	
“ Rent, Duluth Short Line R'y.....	<u>12,500 00</u>	
“ use of Minneapolis & Duluth R. R.....	8,143 49	
“ use of St. P., M. & M. track at Minneapolis.....	<u>1,250 04</u>	
“ Interest and Exchange.....	12,306 36	
“ Expenses on account of Second Mortgage Bonds.....	3,229 50	
“ Interest on First Mortgage Bonds.....	25,000 00	
“ “ “ Second “ “ .....	<u>48,210 43</u>	538,533 78
Net Income.....		\$ 10,429 59
Dividend No. 15, two per cent. on Preferred Stock, payable July 16th. ....	\$107,290 00	
Less amount paid out of Land and Stumpage Income.....	<u>96,784 65</u>	10,505 35
Leaving Balance to Debit of Railroad Income Account June 30th, 1889.....		\$ 75.76



## LAND AND STUMPAGE INCOME FOR THE SIX MONTHS ENDING JUNE 30th, 1889.

By Balance to credit of Land and Stumpage Income, December 31st, 1888.....		\$47,539 45
" " " " " Cash receipts from Stumpage .....	\$9,318 60	
" " " " " Land Sales.....	2,879 56	
" " " " " Land Contracts.....	23,202 78	
" " " " " Land Notes.....	10,946 79	
" " " " " Stumpage Notes.....	8,670 15	
" " " " " Land and Stumpage Interest.....	4,735 00	
	\$59,782 88	
To Land Department Expenses.....	10,537 68	\$49,245 20
Amount applied on payment of Dividend No. 15, on preferred stock, payable July 16th, 1889.....		\$96,784 65
		96,784 65

## IMPROVEMENT, CONSTRUCTION AND EQUIPMENT EXPENDITURES TO JUNE 30th, 1889.

ITEMS	One Month, June 1889	Six Months to June 30th, 1889
New Side Tracks.....	\$ 181 80	\$2,782 10
Reducing Grades.....		381 32
Coal Shed at Gladstone.....		69 89
New Depot at Grantsburg.....	31 62	61 41
Double Track, St. Paul to White Bear.....	40,637 52	86,853 64
" " " " " Oneota to Duluth.....	3,244 32	3,268 64
New Bridge over St. Louis River—Thomson.....		8,500 89
" " " " " Kettle " —Kettle River.....	4 02	7,047 06
" " " " " Grindstone " —Hinckley.....	5 75	4,752 37
" " " " " Snake " —Pine City.....	81 49	10,138 23
Right of Way.....	2,322 76	2,449 81
New Ice House—Centre City.....		51 16
Tools and Machinery at Gladstone.....		103 04
New Depot at Lake Avenue.....		279 12
Equipment for Passenger Cars.....		169 88
Semaphore Switch at Duluth.....	92 92	993 22
Filling Yard at Duluth.....	568 26	1,112 86
Ballasting.....		1,152 51
White Bear Yard Improvements.....	1,067 76	3,391 16
Freight Depot at West Duluth.....	124 97	588 76
	\$48,363 25	\$134,147 13
Charged to Cost of Road.....	\$133,977 25	
" " " " " Equipment.....	169 88	\$134,147 13

## SCHEDULE OF EQUIPMENT, JUNE 30th, 1889.

	Equipment Dec. 31 1888	Destroyed and not Replaced	Equipment June 30 1889
Locomotives.....	70		70
Passenger Cars.....	27		27
Sleeping Cars.....	7		7
Reclining Seat Cars.....	6		6
Business Cars.....	2		2
Mail and Express Cars.....	3		3
Baggage Cars.....	4		4
Combination Cars.....	12		12
Refrigerator Cars.....	3		3
Caboose Cars.....	20		20
Box Cars.....	1,987	4	1,983
Flat Cars.....	398	2	396
Coal Cars.....	25		25
Stock Cars.....	5		5
Wrecking Cars.....	1		1
Pile Driver Cars.....	1		1
Snow Plow Cars.....	1		1
Boarding Cars.....	2		2
Bridge Repair Car.....	1		1
Wood Saw Car.....	1		1
Hand Cars.....	41		41
Push Cars.....	41		41

COMPARATIVE STATEMENT OF FREIGHT IN TONS TO AND FROM STATIONS FOR SIX MONTHS ENDING, JUNE 30th, 1888 AND 1889.

STATIONS	Distance to Duluth	First Six Months of 1888		First Six Months of 1889	
		Forwarded	Received	Forwarded	Received
St. Paul.....	152	11,769	79,602	10,934	99,657
Gladstone.....	147	.....	330	596	1,810
Minneapolis.....	156	2,963	18,404	1,780	12,778
East Minneapolis.....	155	45,152	24,345	37,762	22,352
Stillwater.....	153	6,249	9,034	8,120	10,667
White Bear.....	141	669	4,952	5,815	3,501
Bald Eagle.....	140	230	262	216	166
Centreville.....	135	352	50	332	113
Forest Lake.....	127	645	754	417	623
Wyoming.....	123	2,896	259	1,794	229
Centre City.....	134	11,989	216	3,888	267
Franconia.....	140	883	197	84	205
Taylor's Falls.....	143	855	487	428	428
No. Branch.....	111	1,190	972	1,272	1,264
Harris.....	106	2,275	632	2,835	710
Rush City.....	99	5,276	1,859	3,141	1,141
Grantsburg.....	116	2,050	1,211	2,735	908
Rock Creek.....	94	3,545	166	5,174	79
Pine City.....	89	1,522	529	1,117	555
Mission Creek.....	79	11,189	390	10,499	224
Hinckley.....	76	10,870	76,260	10,182	1,230
Sandstone Jct.....	69	253	353	50	133
Sandstone.....	72	9,221	3,359	8,750	862
Finlayson.....	63	6,219	354	6,271	297
Kettle River.....	58	901	1,954	218	213
Sturgeon Lake.....	49	.....	.....	88	239
Moose Lake.....	43	7,200	2,033	6,107	540
Barnum.....	39	8,684	7,590	10,744	3,139
Mahtowa.....	33	11,345	416	8,557	981
N. P. Junction.....	21	4,999	4,483	5,597	3,116
Cloquet.....	27	37,871	3,148	40,066	2,766
Thomson.....	20	4,696	1,103	4,077	728
Howell.....	16	1,867	15	.....	.....
Short Line Pk.....	11	325	24	357	108
Smithville.....	8	17	56	259	60
Oneota.....	4	137	6,159	45	1,525
Fondulac.....	15	1,332	123	.....	.....
20th Ave.....	1	72	787	157	250
West Duluth.....	4	.....	.....	3	1,483
West Superior.....	9	.....	.....	4,452	8,168
Duluth.....	0	147,099	154,889	49,907	61,046
St. P., M. & M.....	.....	79,961	44,899	1,137	21,357
C., M. & St. P.....	.....	7,732	4,630	4,929	1,772
M. & St. L.....	.....	5,308	3,010	5,648	2,804
C., St. P. & K. C.....	.....	2,211	4,539	3,431	1,626
C., B. & N.....	.....	6,956	21,732	5,649	13,971
Soo Line.....	.....	3,069	337	254	540
N. P. R. R.....	.....	2,068	791	1,402	88
D., S. S. & A.....	.....	.....	.....	1,852	595
D. & I. R. R. R.....	.....	15,801	109	15,012	2,018
Wisc. Cent.....	.....	.....	.....	38	326
C., St. P., M. & O.....	.....	.....	.....	767	1,269
		487,913	487,913	296,946	296,946

## LAND DEPARTMENT.

ST. PAUL, MINN., July 1st, 1889.

R. S. HAYES, President,

DEAR SIR—I beg to submit herewith a statement of the operations and condition of the Land Grant for the six months, ending June 30th, 1889 :

Lands earned under Congressional Grant.....	992,000.00 acres.
“ “ “ State Swamp Land Grant.....	694,400.00 “
Total.....	1,686,400.00 “
Lands acquired under Congressional Grant.....	815,482.75 “
“ “ “ State Swamp Land Grant.....	655,753.71 “
Total.....	1,471,236.46 “
Lands to be acquired under Congressional Grant.....	176,517.25 “
“ selected under Congressional Grant.....	123.15 “
Balance to be selected.....	176,394.10 “
Lands to be acquired under State Swamp Land Grant.....	38,646.29 “
Lands selected under State Swamp Land Grant, and in course of adjustment...	29,856.85 “
Lands to be selected under State Swamp Land Grant.....	8,789.44 “
Total.....	38,646.29 “
Total lands to be acquired under both Grants.....	215,163.54 “
Lands on hand, January 1, 1889.....	1,076,331.31 “
Lands acquired from the State of Minnesota since January 1, 1889.....	280.00 “
Lands acquired by cancellation of contracts.....	40.00 “
Total.....	1,076,651.31 “
Less amount sold since January 1, 1889.....	2,851.61 “
Balance on hand June 30th, 1889.....	1,073,799.70 “
Acres sold, from Jan. 1, 1889, to June 30, 1889, 2,851.61 acres, at \$6.15.....	\$17,562.53
Highest price received per acre.....	45.00
Lowest “ “ “.....	3.12½
Average “ “ “.....	6.15
Total receipts to June 30, 1889, on Land Contracts.....	\$1,693,311.27
Total receipts to June 30, 1889, on timber and miscellaneous sales.....	2,096,152.79
Total.....	\$3,789,464.06
Total average price per acre received on all Land Sales to June 30, 1889.....	\$4.34

## OUTSTANDING TIMBER PERMITS.

Expire in 1890.....	76,910.23 acres.
“ 1891.....	47,803.57 “
“ 1892.....	3,641.72 “
“ 1893.....	6,282.54 “
“ 1894.....	33,273.91 “
“ 1895.....	8,698.34 “
“ 1896.....	31,075.26 “
“ 1899.....	75,099.15 “
“ 1900.....	23,302.89 “
“ 1910.....	59,676.87 “
Total.....	365,764.48 “
Balance not covered by permits.....	708,035.22 “



## GRADE OF LAND EXAMINED SINCE JANUARY 1, 1889.

No. 1, Agricultural.....	9,420.00 acres.
" 2, " .....	47,955.00 "
" 3, " .....	89,390.00 "
" 4, " .....	51,420.00 "
" 5, " .....	375.00 "
" 1, Meadow .....	2,995.00 "
" 2, " .....	11,925.00 "
" 3, " .....	29,360.00 "
" 4, " .....	3,480.00 "
Total.....	246,320.00 "

## LANDS APPRAISED AND OFFERED FOR SALE SINCE JANUARY 1, 1889.

At \$3.00 per acre.....	10,200.00 acres.
" 3.25 " .....	120.00 "
" 3.50 " .....	1,320.00 "
" 3.75 " .....	80.00 "
" 4.00 " .....	38,240.00 "
" 4.25 " .....	1,080.00 "
" 4.50 " .....	4,280.00 "
" 4.75 " .....	160.00 "
" 5.00 " .....	11,440.00 "
" 5.50 " .....	1,720.00 "
" 6.00 " .....	2,840.00 "
" 7.00 " .....	40.00 "
" 8.00 " .....	600.00 "
" 10.00 " .....	320.00 "
" 15.00 " .....	160.00 "
" 20.00 " .....	40.00 "
Total.....	72,640.00 "

Total average price per acre..... \$4.25

Estimated value of outstanding timber contracts sold on scale..... \$42,000.00

## EXPENSES OF THE DEPARTMENT FROM JANUARY 1 TO JUNE 30, 1889.

Salaries of office employees.....	\$2,860.44
" land examiners.....	2,097.77
Salary of Polish agent.....	120.00
Commissions on land sales.....	307.79
Expenses of land examiners.....	686.02
Miscellaneous expenses.....	1,794.55
John W. Cobb, for land examinations.....	2,671.11
Total.....	\$10,537.68

In addition to the above amount, Mr. Cobb was paid \$1,206.79, from September to January 1st, making a total of \$3,877.90 paid him for land examinations from September, 1888, to March, 1889.

During the six months ended, an abstract was compiled at the Taylors Falls and Duluth Land Offices, and it was found there was 123.15 acres of vacant Government land within the granted limits of this Company that it was entitled to, and it has been selected for the Company, as noted above under Lands Selected under Congressional Grant.

Selections are being made under the State Swamp Land Grant, whenever a piece or tract of land is found that is worth selecting, for the Company. The practice of selecting swamp lands under contract, at \$3.50 per acre, to deed them to purchasers after the Company acquires the title to them, was discontinued Feb. 1, 1889.

We are now prepared to enter the field and compete for emigration business or settlers. Local agents have been appointed all over the grant to take care of the land seekers, when they can be induced to visit any given locality, and prominent citizens in every county along the line of the road are ready and anxious to do everything in their power to induce settlers to locate in their neighborhood.

The best timber this Company owned has been sold, and is now covered by long time permits, or it has been sold outright by the acre. The best of what is left in large bodies is covered by the Pine River, Willow River, Tamarack River, and Sand Creek Tracts. The balance is scattered over the entire grant north of Township 38.

The receipts from this Department cannot be as much from any source in the next three years as they have been in the past three years, for the simple reason that millions of feet of pine timber were sold on long time permits some years ago, and the large receipts were due to collections made on these sales, and from large sales of timber land by the acre.

Our receipts will increase from year to year, as new timber contracts are made and the land sales are increased.

Respectfully submitted,

HOPEWELL CLARKE,  
LAND COMMISSIONER.

ST. PAUL, MINN., August 16th, 1889.

R. S. HAYES, President,

DEAR SIR—I beg to submit herewith a statement of the condition of the Taylor's Falls & Lake Superior Land Grant, June 30, 1889.

Lands earned under the State Swamp Land Grant.....	91,840.00 acres.
“ acquired under the State Swamp Land Grant.....	74,241.58 “
Lands to be acquired under the State Swamp Land Grant.....	17,598.42 “
Lands selected and filed on under the State Swamp Land Grant, and in course of adjustment.....	5,266.85 “
Lands to be selected and filed on under the State Swamp Land Grant.....	12,331.57 “
Total.....	17,598.42 “
Lands sold to June 30, 1889, 6,901.09 acres at \$6.00 per acre.....	\$41,475.00
Total timber and miscellaneous receipts to June 30, 1889.....	62,167.00
Total amount sales and receipts.....	\$103,642.00
Lands remaining unsold June 30, 1889.....	67,340.49 acres.

#### OUTSTANDING TIMBER PERMITS.

Expire May 1, 1890.....	2,284.67 “
“ “ 1, 1891.....	760.00 “
Total.....	3,044.67 “
Balance not covered by permits.....	64,295.82 “
Leased to A. Chase for mining purposes.....	40.00 “

Respectfully submitted,

HOPEWELL CLARKE,  
LAND COMMISSIONER.







# REPORT

OF THE

## ST. PAUL AND DULUTH RAILROAD COMPANY

FOR THE SIX MONTHS ENDING

JUNE 30th, 1899.

### DIRECTORS.

E. L. DUDLEY, St. Paul, Minn.  
JAS. SMITH, JR., "  
E. W. PEET, "  
*Term of Service expires second Thursday in October, 1892.*

R. S. HAYES, New York  
THOMAS DENNY, "  
A. H. STEVENS, "  
*Term of Service expires second Thursday in October, 1891.*

R. B. DODSON, New York  
W. C. TUCKERMAN, "  
CLARENCE S. DAY, "  
*Term of Service expires second Thursday in October, 1890.*

### EXECUTIVE COMMITTEE.

R. S. HAYES, THOMAS DENNY, A. H. STEVENS,  
CLARENCE S. DAY, W. C. TUCKERMAN.

The Annual Meeting of Stockholders is held on the second Thursday in October in each year.

The next meeting will be held in the City of St. Paul, October 9th, 1899.

### OFFICERS

OF THE

## ST. PAUL AND DULUTH RAILROAD CO.

R. S. HAYES, President, New York City  
E. L. DUDLEY, Vice-President & Gen'l Manager, St. Paul, Minn.  
P. S. HARRIS, Secretary and Treasurer, "  
G. G. HAVEN, JR., Asst. Sec'y & Asst. Treas., New York City  
HOWELL CLARKE, Land Commissioner, St. Paul, Minn.  
FOURTH NATIONAL BANK, Transfer Agent, New York City

NEW YORK OFFICE, No. 32 NASSAU STREET,  
MUTUAL LIFE BUILDING.

# REPORT

OF THE

## St. Paul & Duluth Railroad Company.

NEW YORK, JULY 1, 1889.

To the Stockholders of the St. Paul & Duluth Railroad Company:

At your meeting, held June 17th, 1889, it was decided to change the time of the Annual Meeting to the second Thursday in October, and also that the next meeting of the Shareholders of the Company should be held October 9th, 1890.

To preserve a continuity of reports, the Board of Directors herewith submit the following, for the six months ending June 30th, 1889, together with statistical tables and other information respecting the Company and its property.

### STATEMENT OF MILEAGE, JUNE 30TH, 1889.

	MILES
Main Line—St. Paul to Duluth.....	155
Knife Falls Branch—N. P. Junction to Cloquet.....	0.5
Grantsburg Branch—Rush City to Grantsburg.....	17
Kettle River Branch—Sandstone Junction to Sandstone.....	5
LEASED.	
Taylor's Falls & L. S. R. R.—Wyoming to Taylor's Falls.....	20.5
Minneapolis & Duluth R. R.—Minneapolis to White Bear.....	13.5
Stillwater & St. Paul R. R.—White Bear to Stillwater.....	12.5
Duluth Short Line—Thomson to West Superior.....	17.5
Total.....	247.5
Second Track.....	32.5
Sidings and Other Tracks.....	50.5
Total.....	330.5

The double track and change of grades between White Bear and St. Paul has been completed, and is in operation, the total expense of which has amounted to \$329,148.74. This expenditure adds 11.55 miles of second track to the mileage of the Company, and reduces the grade to fifteen feet per mile between St. Paul and White Bear, with the exception of two miles near Claymont, which still has a grade of about eighty feet per mile. The change of grades at Mission Creek is also completed.

No new work was commenced during the period covered by this report.

The Company continues to maintain and operate the track between Thomson and West End Junction, 13.8 miles, as the Railroad Commissioners of the State of Minnesota have served notice upon this Company in reference to its abandonment, and we are advised by counsel that its operation must be continued. The economy of the low grades will not be manifested until the reduction of grades is continuous throughout the length of the road, and this cannot be undertaken until the traffic is sufficiently increased so as to warrant the large expenditure which would be necessary for that purpose.

X The Duluth Short Line has been expensive to maintain on account of the continuous sliding of the new high embankments, and the washing out of several badly constructed culverts.

The Gross Earnings from January 1st to June 30th, 1889, were \$511,879.80, showing a decrease of \$118,052.71 in comparison with the first six months of 1888, or 18.74 per cent. decrease. This decrease is attributable to the loss of the Manitoba traffic, to the opening of the Eastern Railway of Minnesota, and the general depreciation in all classes of business following the failure of the wheat crop of 1888 in the Northwest, and also to the mild and open winter which caused a large falling off in the consumption of coal. The number of "tons handled one mile" in the six months of 1889, was 30,160,342, a decrease of 14,650,469 tons, compared with the same period of the previous year, or 32.69 per cent. decrease.



There has been a decrease in the flour shipments from Minneapolis over the St. Paul & Duluth R. R. of fifty-six per cent., which is accounted for by the decrease in the output of the mills and the division of the remaining business with the Eastern Railway Company of Minnesota and the St. Paul, Minneapolis & Manitoba Railway Company, the latter conveying a large portion of the wheat into Minneapolis, and controlling the rate to Buffalo by reason of its ownership of the Northern Steamship Company.

The operating expenses from January 1st to June 30th, 1889, including taxes were \$411,593.96, showing a reduction of \$145,087.27 over the same period of the previous year or 26.6 per cent. The operating expenses including taxes were 80.41 per cent. of the gross earnings for the six months covered by this report, comparing with a similar percentage of 88.37 per cent. for the same period in 1888. The net results should therefore be considered as satisfactory. The decrease in expenses was aided by the mild winter and decrease of tonnage handled, but was also largely due to the economies introduced in the several departments.

The value of the property has been fully maintained which is exhibited by an inspection of the same and by the exhibits hereto attached.

The sum of one hundred and thirty-four thousand, one hundred and forty-seven dollars and thirteen cents was expended during the last six months in improvements and betterments, as shown in detail in the statements presented. This entire expenditure was made in completing the work previously undertaken, and did not include any part of the operation or maintaining of the property.

The logging interests and the sales of timber were very materially affected by the extraordinary winter which prevented the hauling and floating of logs.

The income of the Land Department and the balance to credit of Railroad Income on the 30th day of June, warranted a dividend of two per cent. on the Preferred Stock, which dividend was declared.

The Land Department has been occupied in examining and appraising the land still owned by the Company, not only with reference to the quantity and quality of the timber, but also as to their desirability for agricultural purposes. This examination has more fully demonstrated the fact that a large portion is attractive and suitable for settlers. Maps and statements in reference to the above have been and are being prepared for the purpose of distribution, and it is expected that the sales of land to actual settlers will continue to increase. It has been found that the largest and best portion of the timber land has been sold, or permits to cut the timber thereon have already been issued. These sales were principally made prior to July 1st, 1888, although the time for cutting the timber extends over the next twenty years, so that the comparison of the sales of the Land Department, is and will be for a few years, somewhat smaller than during the period above referred to; but the price obtained for the sale of timber and land will continue to improve. It is expected to present, in the next Annual Report, a complete map of the Land Grant, exhibiting its condition and character fully in detail.

The Gross Earnings will continue to compare unfavorably with those of former years until we reach a period in the coming winter when the traffic will compare with that of the previous year, under the same circumstances, viz: subsequent to the opening of the Eastern Railway of Minnesota.

For the purpose of developing the traffic at Duluth it is proposed to improve the passenger and freight depots and facilities there by the construction of a new Freight Depot and a Union Passenger Depot. During the last six months the suburban traffic between St. Paul and White Bear, and Duluth and West Superior and intermediate stations, has largely increased, and this suburban business will at an early date be one of the most important sources from which the earnings of the Company are derived. The suburban business at Duluth has been very satisfactory and will increase rapidly as the different manufacturing establishments now being erected are put in operation.

To develop the business at White Bear, a large hotel should be built, and this Company has been asked to assist in the enterprise, and it is believed that it will amply repay the investment.

In accordance with the notice previously served on this Company, the lease of the Minnesota, St. Croix and Wisconsin R. R. Co., for the use of this Company's tracks between Gladstone and St. Paul, terminated August 28th, 1889.

Exhibits showing the operations of the road in detail for the last six months, are hereto attached.

By order of the Board,

R. S. HAYES,  
PRESIDENT.

GROSS EARNINGS OF THE ST. PAUL & DULUTH RAILROAD COMPANY,  
for the Six Months ending June 30th, 1889.

Months	Passenger	Freight	Express	Mail	Miscellaneous	Total	1888
January.....	\$24,141 12	\$31,630 32	\$1,875 00	\$1,514 51	\$958 33	\$60,119 28	\$64,510 99
February.....	19,866 72	48,101 99	1,875 00	1,514 51	875 38	72,233 60	84,870 51
March.....	30,778 10	48,116 68	1,875 00	1,514 50	859 98	83,144 26	92,581 06
April.....	32,892 97	48,033 99	1,875 00	1,514 50	884 80	85,201 26	104,561 34
May.....	33,407 32	66,787 33	1,875 00	1,514 51	890 23	104,474 39	132,442 60
June.....	34,882 66	67,569 60	1,875 00	1,514 51	865 24	106,707 01	150,966 01
Total.....	\$175,968 89	\$310,239 91	\$11,250 00	\$9,087 04	\$5,333 96	\$511,879 80	\$629,932 51
Per cent. of Earnings	34.38	60.61	2.19	1.78	1.04	100.	.....

Decrease, \$118,052 71, 18 74 per cent. under 1888.

PASSENGER STATISTICS.

	Six Months ending June 30th, 1888	Six Months ending June 30th, 1889	Increase	Decrease	Per Cent.	
					Increase	Decrease
Number of Passengers Carried.....	203,571	337,476	133,905	.....	65.78	.....
"    "    "    one mile.....	6,428,368	6,641,726	213,358	.....	3.31	.....
Average rate per Passenger.....	\$0 82 <sup>57</sup> / <sub>100</sub>	\$0 49 <sup>18</sup> / <sub>100</sub>	.....	\$0 33 <sup>88</sup> / <sub>100</sub>	.....	40.44
Rate per Passenger per mile.....	\$0 02 <sup>81</sup> / <sub>100</sub>	0 02 <sup>50</sup> / <sub>100</sub>	.....	0 00 <sup>11</sup> / <sub>100</sub>	.....	4.21
Average distance traveled per Passenger.....	31.58 miles	19.68 miles	.....	11.9	.....	37.68
Passenger Earnings (ticket sales and cash).....	\$168,093 62	\$165,975 14	.....	\$2,118 48	.....	1.26
"    "    (Sleeping Cars).....	7,315 50	8,691 50	\$1,376 00	.....	18.81	.....
"    "    (Chair Cars).....	* 118 70	1,302 25	1,183 55	.....	.....	.....
Total Passenger Earnings.....	\$175,527 82	175,968 89	441 07	.....	00.25	.....

\*One month only.

STATEMENT OF THE FUNDED DEBT OF THE ST. PAUL & DULUTH R. R. CO.  
AND LEASED ROADS, JANUARY 1st, 1889.

Name of Bond	Date of Maturity	Rate of Inter'st	Total Issue	Outstanding	Interest Payable	Name of Trustee
St. Paul & Duluth, 1st Mortgage..	Aug. 1, 1931	5%	\$1,000,000	\$1,000,000	Feb. 1 and Aug. 1	Central Trust Co., New York.
St. Paul & Duluth, 2d Mortgage..	Oct. 1, 1917	5%	2,000,000	2,000,000	April 1 and Oct. 1	" " " "
Duluth Short Line R. R.....	Sept. 1, 1916	5%	500,000	500,000	March 1 and Sept. 1	" " " "
Taylor's Falls & Lake Sup'r R. R.	Jan'y 1, 1914	6%	210,000	210,000	Jan'y 1 and July 1	" " " "
Stillwater & St. Paul R. R.....	Dec. 1, 1900	7%	400,000	262,500	June 1 and Dec. 1	J. H. Dingee, Jr., Phila., Pa.

COMPARATIVE STATEMENT OF EARNINGS AND OPERATING EXPENSES FOR THE SIX MONTHS ENDING JUNE 30th, 1888 AND 1889.

GROSS EARNINGS	1888	1889	Increase	Decrease	Percentage of Earnings	Percentage of Oper. Exp's and Taxes
Passenger.....	\$175,527 82	\$175,968 89	\$441 07		34.38	
Freight.....	435,090 47	310,239 91		\$124,850 56	60.61	
Express.....	4,566 72	11,250 00	6,683 28		2.19	
Mail.....	8,868 56	9,087 04	218 48		1.78	
Miscellaneous.....	5,878 94	5,333 96		544 98	1.04	
TOTAL.....	\$629,932 51	\$511,879 80	\$7,342 83	\$125,395 54	100.00	
OPERATING EXPENSES						
MAINTENANCE OF WAY						
Repairs of Docks at Duluth.....	\$77 84	\$2,548 47	\$2,470 63		50	62
Dredging.....	705 00			\$705 00		
Renewal of Rails.....	21,058 05	2,502 66		18,555 39	49	61
Ties.....	7,501 33	8,825 30	1,323 97		1.73	2.14
Repairs of Roadway and Track.....	79,930 24	44,208 68		35,721 56	8.63	10.74
Bridges, Culverts and Cattle Guards.....	5,720 09	9,111 74	3,391 65		1.78	2.21
Buildings.....	4,531 02	5,264 74	733 72		1.03	1.28
Fences, Road Crossings and Signs.....	1,208 85	1,172 92		35 93	23	20
Telegraph.....	1,113 51	498 49		615 02	09	12
TOTAL.....	\$121,845 93	\$74,133 00	\$7,919 97	\$55,632 90	14.48	18.01
MOTIVE POWER						
Rebuilding Locomotives.....						
Repairs of Locomotives.....	\$29,504 45	\$21,797 56		\$7,706 89	4.26	5.29
Fuel used by Locomotives.....	85,092 42	60,568 40		24,524 02	11.83	14.72
Locomotive Service.....	60,221 35	46,959 78		13,261 57	9.17	11.41
Water Supply for Locomotives.....	3,797 78	3,292 92		504 86	65	80
Oil, Tallow and Waste used on Locomotives.....	3,688 29	2,551 49		1,136 80	50	62
TOTAL.....	\$182,304 29	\$135,170 15		\$47,134 14	26.41	32.84
MAINTENANCE OF CARS						
Rebuilding Passenger Train Cars.....						
Repairs of.....	\$17,676 10	\$16,784 76		\$891 34	3.28	4.08
Rebuilding Freight Train Cars.....						
Repairs of.....	32,546 38	26,659 79		5,886 59	5.21	6.48
Oil, Waste, etc., for lubricating Cars.....	2,165 42	1,250 98		914 44	24	30
TOTAL.....	\$52,387 90	\$44,695 52		\$7,692 37	8.73	10.86
CONDUCTING TRANSPORTATION						
Agents.....	\$12,093 10	\$12,762 22	\$669 12		2.49	3.10
Clerks and Operators.....	13,893 79	11,514 08		\$2,379 71	2.25	2.80
Laborers at Stations.....	24,786 15	16,928 61		7,857 54	3.30	4.10
Conductors, Baggage-men and Brakemen.....	37,807 94	30,591 58		7,216 36	5.98	7.43
Outside Agents and Advertising.....	3,477 95	2,688 70		789 25	53	65
Telegraph Supplies.....	612 51	26 21		586 30		06
Train.....	4,158 18	3,118 80		1,039 38	61	76
Station.....	2,950 23	2,165 70		784 53	42	52
Stationery, Printed Blanks, Tickets, etc.....	6,243 54	4,879 64		1,363 90	96	1.18
Loss and Damage—Freight and Baggage.....	1,890 16	2,168 06	277 90		42	52
Property and Cattle.....	1,078 90	1,640 96	562 06		32	40
Wrecking.....	3,603 61	758 11		2,845 50	15	18
Personal Injuries.....	15,654 24	8,178 56		7,475 68	1.60	1.98
Car and Locomotive Hire.....	Cr. 3,558 87	Cr. 9,572 30		6,013 43	Cr. 1.87	Cr. 2.32
St. Paul Depot Privileges.....	4,361 70	4,078 17		283 53	80	99
West Superior Depot Privileges.....		662 45	662 45		13	16
TOTAL.....	\$129,053 13	\$92,589 55	\$2,171 53	\$38,635 11	18.09	22.51
GENERAL EXPENSES						
Salaries, General Officers and their Clerks.....	\$32,598 15	\$34,142 25	\$1,544 10		6.67	8.29
Miscellaneous Expenses (Contingencies).....	8,553 89	5,452 14		\$3,101 75	1.07	1.32
Legal Expenses.....	2,138 55	3,154 98	1,016 43		61	77
Insurance.....	5,423 13	4,804 24		618 89	94	1.17
New York Office Expenses.....	3,365 82	2,362 64		1,003 18	46	57
TOTAL.....	\$52,079 54	\$49,916 25	\$2,560 53	\$4,723 82	9.75	12.12
TOTAL OPERATING EXPENSES.....	\$537,670 79	\$396,504 48	\$12,652 03	\$153,818 34	77.46	96.34
Taxes.....	\$19,012 44	\$15,089 48		\$3,922 96	2.95	3.66
TOTAL OPERATING EXPENSES AND TAXES	\$556,683 23	\$411,593 96	\$12,652 03	\$157,741 30	80.41	100.00

Decrease 18.74 Per Cent. in Gross Earnings.

Decrease 26.06 Per Cent. in Operating Expenses and Taxes.

Operating Expenses, &c., as above, 88.37 Per Cent. of Gross Earnings, 1888.

“ “ “ “ 80.41 “ “ “ 1889.





## RAILROAD INCOME ACCOUNT FOR THE SIX MONTHS ENDING JUNE 30th, 1889.

Balance to credit of Railroad Income Account, December 31st, 1888.		.....
By Gross Earnings.....		\$511,879 80
“ Rent on M., St. C. & W. R. R. lease.....		7,500 00
“ Rent of track at Duluth.....		225 00
“ Depot facilities at Duluth furnished D. & I. R. R. R.....		678 00
“ Dividends received.....		2,335 50
“ Premium on Second Mortgage Bonds.....		10,875 00
“ Amount allowed by Stillwater & St. Paul R. R. Co. for expenditures made on S. & St. P. R. R., prior to January 1st, 1889, by St. P. & D. R. R., and charged in its accounts of operating expenses.....		15,470 07
		<u>\$548,963 37</u>
To Operating Expenses.....	\$396,504 48	
“ Taxes.....	15,089 48	
“ Rent, Stillwater & St. Paul R. R.....	10,000 00	
“ Rent, Taylor's Falls & Lake Superior R. R.....	6,300 00	
“ Rent, Duluth Short Line R'y.....	12,500 00	
“ use of Minneapolis & Duluth R. R.....	8,143 49	
“ use of St. P., M. & M. track at Minneapolis.....	1,250 04	
“ Interest and Exchange.....	12,306 36	
“ Expenses on account of Second Mortgage Bonds.....	3,229 50	
“ Interest on First Mortgage Bonds.....	25,000 00	
“ “ “ Second “ “ .....	48,210 43	538,533 78
Net Income.....		<u>\$ 10,429 59</u>
Dividend No. 15, two per cent. on Preferred Stock, payable July 16th. ....	\$107,290 00	
Less amount paid out of Land and Stumpage Income.....	96,784 65	10,505 35
Leaving Balance to Debit of Railroad Income Account June 30th, 1889.....		<u>\$ 75.76</u>

## LAND AND STUMPAGE INCOME FOR THE SIX MONTHS ENDING JUNE 30th, 1889.

By Balance to credit of Land and Stumpage Income, December 31st, 1888.....		\$47,539 45
" Cash receipts from Stumpage .....	\$9,318 60	
" " " " Land Sales.....	2,879 56	
" " " " Land Contracts.....	23 202 78	
" " " " Land Notes.....	10,946 79	
" " " " Stumpage Notes.....	8,670 15	
" Land and Stumpage Interest.....	4,735 00	
	\$59,782 88	
To Land Department Expenses.....	10,537 68	\$49,245 20
		\$96,784 65
Amount applied on payment of Dividend No. 15, on preferred stock, payable July 16th, 1889.....		96,784 65

## IMPROVEMENT, CONSTRUCTION AND EQUIPMENT EXPENDITURES TO JUNE 30th, 1889.

ITEMS	One Month, June 1889	Six Months to June 30th, 1889
New Side Tracks.....	\$ 181 86	\$2,782 16
Reducing Grades.....		381 32
Coal Shed at Gladstone.....		69 89
New Depot at Grantsburg.....	31 62	61 41
Double Track, St. Paul to White Bear.....	40,637 52	86,853 64
" " " " Oneota to Duluth.....	3,244 32	3,268 64
New Bridge over St. Louis River—Thomson.....		8,500 89
" " " " Kettle " —Kettle River.....	4 02	7,047 06
" " " " Grindstone " —Hinckley.....	5 75	4,752 37
" " " " Snake " —Pine City.....	81 49	10,138 23
Right of Way.....	2,322 76	2,449 81
New Ice House—Centre City.....		51 16
Tools and Machinery at Gladstone.....		103 04
New Depot at Lake Avenue.....		279 12
Equipment for Passenger Cars.....		162 88
Semaphore Switch at Duluth.....	92 92	993 22
Filling Yard at Duluth.....	568 26	1,112 86
Ballasting.....		1,152 51
White Bear Yard Improvements.....	1,067 76	3,391 16
Freight Depot at West Duluth.....	124 97	588 76
	\$48,363 25	\$134,147 13
Charged to Cost of Road.....	\$183,977 25	
" " Equipment.....	169 88	\$134,147 13

## SCHEDULE OF EQUIPMENT, JUNE 30th, 1889.

	Equipment Dec. 31 1888	Destroyed and not Replaced	Equipment June 30 1889
Locomotives.....	70		70
Passenger Cars.....	27		27
Sleeping Cars.....	7		7
Reclining Seat Cars.....	6		6
Business Cars.....	2		2
Mail and Express Cars.....	3		3
Baggage Cars.....	4		4
Combination Cars.....	12		12
Refrigerator Cars.....	3		3
Caboose Cars.....	20		20
Box Cars.....	1,987	4	1,983
Flat Cars.....	398	2	396
Coal Cars.....	25		25
Stock Cars.....	5		5
Wrecking Cars.....	1		1
Pile Driver Cars.....	1		1
Snow Plow Cars.....	1		1
Boarding Cars.....	2		2
Bridge Repair Car.....	1		1
Wood Saw Car.....	1		1
Hand Cars.....	41		41
Push Cars.....	41		41



COMPARATIVE STATEMENT OF FREIGHT IN TONS TO AND FROM STATIONS FOR SIX  
MONTHS ENDING, JUNE 30th, 1888 AND 1889.

STATIONS	Distance to Duluth	First Six Months of 1888		First Six Months of 1889	
		Forwarded	Received	Forwarded	Received
St. Paul.....	152	11,769	79,602	10,934	99,657
Gladstone.....	147	.....	330	596	1,810
Minneapolis....	150	2,963	18,404	1,780	12,778
East Minneapolis..	155	45,152	24,345	37,762	22,352
Stillwater.....	153	6,249	9,034	8,120	10,667
White Bear.....	141	669	4,952	5,815	3,501
Bald Eagle.....	140	230	262	216	166
Centreville.....	135	352	50	332	113
Forest Lake.....	127	615	754	417	623
Wyoming.....	123	2,896	259	1,794	229
Centre City.....	134	11,989	216	3,888	267
Franconia.....	140	883	197	84	205
Taylor's Falls...	143	855	487	428	428
No. Branch.....	111	1,190	972	1,272	1,264
Harris.....	106	2,275	632	2,835	710
Rush City.....	99	5,276	1,859	3,141	1,141
Grantsburg.....	116	2,050	1,211	2,735	908
Rock Creek.....	94	3,545	166	5,174	79
Pine City.....	89	1,522	529	1,117	555
Mission Creek...	79	11,189	390	10,499	224
Hinckley.....	76	10,870	76,369	12,183	7,249
Sandstone Jct....	69	253	353	50	133
Sandstone.....	72	9,221	3,359	8,750	862
Finlayson.....	63	6,219	354	6,271	297
Kettle River.....	58	901	1,954	218	213
Sturgeon Lake...	49	.....	.....	88	239
Moose Lake.....	43	7,200	2,033	6,107	540
Barnum.....	39	8,684	7,590	10,744	3,139
Mahtowa.....	33	11,345	416	8,557	981
N. P. Junction...	21	4,099	4,483	5,597	3,116
Cloquet.....	27	37,871	3,148	40,066	2,766
Thomson.....	20	4,696	1,103	4,077	728
Howell.....	16	1,867	15	.....	.....
Short Line Pk....	11	325	24	357	108
Smithville.....	8	17	56	259	60
Oneota.....	4	137	6,159	45	1,525
Fondulac.....	15	1,332	123	.....	.....
20th Ave.....	1	72	787	157	250
West Duluth.....	4	.....	.....	3	1,483
West Superior...	9	.....	.....	4,452	8,168
Duluth.....	0	147,099	154,889	49,907	61,046
St. P., M. & M....	.....	79,961	44,899	1,137	21,357
C., M. & St. P....	.....	7,732	4,630	4,929	1,772
M. & St. L.....	.....	5,308	3,010	5,648	2,804
C., St. P. & K. C..	.....	2,211	4,539	3,431	1,626
C., B. & N.....	.....	6,956	21,732	5,649	13,971
Soo Line.....	.....	3,069	337	254	540
N. P. R. R.....	.....	2,068	791	1,402	88
D., S. S. & A....	.....	.....	.....	1,852	595
D. & I. R. R. R....	.....	15,801	109	15,012	2,018
Wisc. Cent.....	.....	.....	.....	38	326
C., St. P., M. & O.	.....	.....	.....	767	1,269
		487,913	487,913	296,946	296,946

## LAND DEPARTMENT.

ST. PAUL, MINN., July 1st, 1889.

R. S. HAYES, President,

DEAR SIR—I beg to submit herewith a statement of the operations and condition of the Land Grant for the six months, ending June 30th, 1889 :

Lands earned under Congressional Grant.....	992,000.00 acres.
“ “ “ State Swamp Land Grant.....	694,400.00 “
Total.....	1,686,400.00 “
Lands acquired under Congressional Grant.....	815,482.75 “
“ “ “ State Swamp Land Grant.....	655,753.71 “
Total.....	1,471,236.46 “
Lands to be acquired under Congressional Grant.....	176,517.25 “
“ selected under Congressional Grant.....	123.15 “
Balance to be selected.....	176,394.10 “
Lands to be acquired under State Swamp Land Grant.....	38,646.29 “
Lands selected under State Swamp Land Grant, and in course of adjustment...	29,856.85 “
Lands to be selected under State Swamp Land Grant.....	8,789.44 “
Total.....	38,646.29 “
Total lands to be acquired under both Grants.....	215,163.54 “
Lands on hand, January 1, 1889.....	1,076,331.31 “
Lands acquired from the State of Minnesota since January 1, 1889.....	280.00 “
Lands acquired by cancellation of contracts.....	40.00 “
Total.....	1,076,651.31 “
Less amount sold since January 1, 1889.....	2,851.61 “
Balance on hand June 30th, 1889.....	1,073,799.70 “
Acres sold, from Jan. 1, 1889, to June 30, 1889, 2,851.61 acres, at \$6.15.....	\$17,562.53
Highest price received per acre.....	45.00
Lowest “ “ “ .....	3.12½
Average “ “ “ .....	6.15
Total receipts to June 30, 1889, on Land Contracts.....	\$1,693,311.27
Total receipts to June 30, 1889, on timber and miscellaneous sales.....	2,096,152.79
Total.....	\$3,789,464.06
Total average price per acre received on all Land Sales to June 30, 1889.....	\$4.34

## OUTSTANDING TIMBER PERMITS.

Expire in 1890.....	76,910.23 acres.
“ 1891.....	47,803.57 “
“ 1892.....	3,641.72 “
“ 1893.....	6,282.54 “
“ 1894.....	33,273.91 “
“ 1895.....	8,698.34 “
“ 1896.....	31,075.26 “
“ 1899.....	75,099.15 “
“ 1900.....	23,302.89 “
“ 1910.....	59,676.87 “
Total.....	365,764.48 “
Balance not covered by permits.....	708,035.22 “

## GRADE OF LAND EXAMINED SINCE JANUARY 1, 1889.

No. 1, Agricultural.....	9,420.00 acres.
" 2, ".....	47,955.00 "
" 3, ".....	89,390.00 "
" 4, ".....	51,420.00 "
" 5, ".....	375.00 "
" 1, Meadow.....	2,995.00 "
" 2, ".....	11,925.00 "
" 3, ".....	29,360.00 "
" 4, ".....	3,480.00 "
Total.....	246,320.00 "

## LANDS APPRAISED AND OFFERED FOR SALE SINCE JANUARY 1, 1889.

At \$3.00 per acre.....	10,200.00 acres.
" 3.25 ".....	120.00 "
" 3.50 ".....	1,320.00 "
" 3.75 ".....	80.00 "
" 4.00 ".....	38,240.00 "
" 4.25 ".....	1,080.00 "
" 4.50 ".....	4,280.00 "
" 4.75 ".....	160.00 "
" 5.00 ".....	11,440.00 "
" 5.50 ".....	1,720.00 "
" 6.00 ".....	2,840.00 "
" 7.00 ".....	40.00 "
" 8.00 ".....	600.00 "
" 10.00 ".....	320.00 "
" 15.00 ".....	160.00 "
" 20.00 ".....	40.00 "
Total.....	72,640.00 "

Total average price per acre..... \$4.25

Estimated value of outstanding timber contracts sold on scale..... \$42,000.00

## EXPENSES OF THE DEPARTMENT FROM JANUARY 1 TO JUNE 30, 1889.

Salaries of office employees.....	\$2,860.44
" land examiners.....	2,097.77
Salary of Polish agent.....	120.00
Commissions on land sales.....	307.79
Expenses of land examiners.....	686.02
Miscellaneous expenses.....	1,794.55
John W. Cobb, for land examinations.....	2,671.11
Total.....	\$10,537.68

In addition to the above amount, Mr. Cobb was paid \$1,206.79, from September to January 1st, making a total of \$3,877.90 paid him for land examinations from September, 1888, to March, 1889.

During the six months ended, an abstract was compiled at the Taylors Falls and Duluth Land Offices, and it was found there was 123.15 acres of vacant Government land within the granted limits of this Company that it was entitled to, and it has been selected for the Company, as noted above under Lands Selected under Congressional Grant.

Selections are being made under the State Swamp Land Grant, whenever a piece or tract of land is found that is worth selecting, for the Company. The practice of selecting swamp lands under contract, at \$3.50 per acre, to deed them to purchasers after the Company acquires the title to them, was discontinued Feb. 1, 1889.

We are now prepared to enter the field and compete for emigration business or settlers. Local agents have been appointed all over the grant to take care of the land seekers, when they can be induced to visit any given locality, and prominent citizens in every county along the line of the road are ready and anxious to do everything in their power to induce settlers to locate in their neighborhood.



The best timber this Company owned has been sold, and is now covered by long time permits, or it has been sold outright by the acre. The best of what is left in large bodies is covered by the Pine River, Willow River, Tamarack River, and Sand Creek Tracts. The balance is scattered over the entire grant north of Township 38.

The receipts from this Department cannot be as much from any source in the next three years as they have been in the past three years, for the simple reason that millions of feet of pine timber were sold on long time permits some years ago, and the large receipts were due to collections made on these sales, and from large sales of timber land by the acre.

Our receipts will increase from year to year, as new timber contracts are made and the land sales are increased.

Respectfully submitted,

HOPEWELL CLARKE,  
LAND COMMISSIONER.

ST. PAUL, MINN., August 16th, 1889.

R. S. HAYES, President,

DEAR SIR—I beg to submit herewith a statement of the condition of the Taylor's Falls & Lake Superior Land Grant, June 30, 1889.

Lands earned under the State Swamp Land Grant.....	91,840.00 acres.
“ acquired under the State Swamp Land Grant.....	74,241.58 “
Lands to be acquired under the State Swamp Land Grant.....	17,598.42 “
Lands selected and filed on under the State Swamp Land Grant, and in course of adjustment.....	5,266.85 “
Lands to be selected and filed on under the State Swamp Land Grant.....	12,331.57 “
Total.....	17,598.42 “
Lands sold to June 30, 1889, 6,901.09 acres at \$6.00 per acre.....	\$41,475.00
Total timber and miscellaneous receipts to June 30, 1889.....	62,167.00
Total amount sales and receipts.....	\$103,642.00
Lands remaining unsold June 30, 1889.....	67,340.49 acres.

#### OUTSTANDING TIMBER PERMITS.

Expire May 1, 1890.....	2,284.67 “
“ “ 1, 1891.....	760.00 “
Total.....	3,044.67 “
Balance not covered by permits.....	64,295.82 “
Leased to A. Chase for mining purposes.....	40.00 “

Respectfully submitted,

HOPEWELL CLARKE,  
LAND COMMISSIONER.



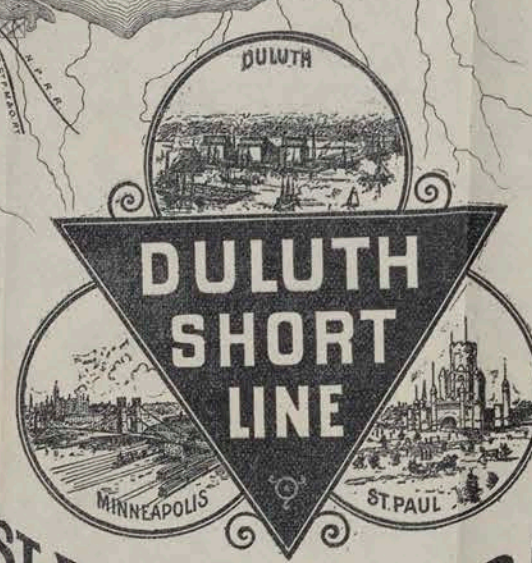
STATEMENT OF COMMODITIES MOVED (IN TONS) FOR SIX MONTHS ENDING JUNE 30th, 1889. "SOUTH."

[illegible]



# MAP

SHOWING LANDS BELONGING TO THE  
**ST. PAUL AND DULUTH RAILROAD COMPANY.**  
 JUNE 30<sup>TH</sup> 1890.



OVER 1,000,000 ACRES FARMING GRAZING  
 AND TIMBER LANDS.

FOR SALE ON EASY TERMS AND AT LOW PRICES.

FOR MAPS, AND FURTHER INFORMATION,

ADDRESS.  
**HOPEWELL CLARKE,**  
 LAND COMMISSIONER,  
 ST. PAUL, MINN.

## NOTICE.

The St. Paul & Duluth Railroad Company has no agents (except the Land Commissioner) who are authorized to receive or receipt for any moneys on behalf of the Land Department of the Company, or to bind the Company by any agreements or acts whatsoever in relation to its lands.

## REFERENCES.

- Pine Timber Lands uncut and not sold.
- Lands upon which pine timber permits have heretofore been issued and have expired. Lands still contain pine timber unsold.
- Lands covered by unexpired timber permits sold on estimate.
- Lands covered by unexpired timber permits sold on scale or actual measurement.
- Agricultural, grazing or meadow lands.
- Lands not examined.



# REPORT

OF THE

ST. PAUL AND DULUTH R. R. Co.

FOR THE YEAR ENDING JUNE 30TH, 1890.

## DIRECTORS.

CLARENCE S. DAY, - - - NEW YORK.  
JAMES SMITH, JR., - - - ST. PAUL, MINN.  
E. W. VEET, - - - " "

TERM OF SERVICE EXPIRES SECOND THURSDAY IN OCTOBER, 1892.

R. S. HAYES, - - - NEW YORK.  
THOMAS DENNY, - - - "  
A. H. STEVENS, - - - "

TERM OF SERVICE EXPIRES SECOND THURSDAY IN OCTOBER, 1891.

R. B. DODSON, - - - NEW YORK.  
W. C. TUCKERMAN, - - - "  
WM. H. BLISS, - - - ST. PAUL, MINN.

TERM OF SERVICE EXPIRES SECOND THURSDAY IN OCTOBER, 1890.

## EXECUTIVE COMMITTEE.

R. S. HAYES, THOMAS DENNY, A. H. STEVENS,  
CLARENCE S. DAY, W. C. TUCKERMAN,

THE ANNUAL MEETING OF STOCKHOLDERS IS HELD ON THE SECOND THURSDAY IN OCTOBER IN EACH YEAR.

THE NEXT MEETING WILL BE HELD IN THE CITY OF ST. PAUL, OCTOBER 8TH, 1891.

## OFFICERS OF THE

### ST. PAUL AND DULUTH RAILROAD CO.

R. S. HAYES, PRESIDENT, - - - NEW YORK.  
WM. H. BLISS, { VICE-PRESIDENT AND }  
                  { GENERAL SOLICITOR, } - ST. PAUL, MINN.  
A. B. PLOUGH, GENERAL MANAGER, - - - "  
G. G. HAVEN, JR., SECRETARY AND TREAS., - NEW YORK.  
WM. H. COLEMAN, { ASST. SEC'Y AND }  
                  { LOCAL TREAS. } - ST. PAUL, MINN.  
HOPIWELL CLARKE, LAND COMMISSIONER, " "

FOURTH NATIONAL BANK, TRANSFER AGENT, NEW YORK.

NEW YORK OFFICE, NO. 32 NASSAU STREET,  
MUTUAL LIFE BUILDING.

# REPORT

OF THE

## St. Paul & Duluth Railroad Company.

NEW YORK, July 1st, 1890.

To the Stockholders of the St. Paul & Duluth Railroad Company:

The Board of Directors submit the following report for the year ending June 30th, 1890, together with statistical tables and other information respecting the financial and physical condition of the Company and its property.

MILEAGE.		MILES
Main Line—St. Paul to Duluth.....		155
Knife Falls Branch—N. P. Junction to Cloquet.....		6.5
Grantsburg Branch—Rush City to Grantsburg.....		17
Kettle River Branch—Sandstone Junction to Sandstone.....		5
LEASED.		
Taylor's Falls & L. S. R. R.—Wyoming to Taylor's Falls.....		20.5
Minneapolis & Duluth R. R.—Minneapolis to White Bear.....		13.5
Stillwater & St. Paul R. R.—White Bear to Stillwater.....		12.5
Duluth Short Line—Thomson to West Superior.....		17.75
Total.....		247.75
Second Track.....		16.5
Sidings and other Tracks.....		87.
Total.....		351.25

No mileage of main track has been added. Four miles of side tracks have been built and are included in the above statement. No additional changes of grade or alignment have been made. Only such work has been done in the past year, as was required to complete the work previously undertaken. The double track between St. Paul and White Bear Lake was completed early in July, 1889, and facilitated the handling of summer travel. It was found, however, in operating the new track, that it was necessary to place gravel ballast under the entire new double track. The cost of this work has been charged to Improvement Account.

Gravel ballast has also been placed on ten miles of the main line, and the same has been charged to Operating Expenses. Five miles of steel rail have been replaced during the year, which is also included in Operating Expenses. The work at Mission Creek of changing grade, which was completed last year, has required considerable attention and additional expense, on account of the settling of the embankments. The maintenance of the Duluth Short Line has also continued expensive, on account of the continual sliding of the high embankments, and the washing out of badly constructed culverts, the result of inferior work in original construction, requiring 12,677 car loads of gravel to keep the track safe for operation.

A great amount of work has been done in bridge repairs and improvements. Between Duluth and White Bear fifteen bridges and thirteen pile culverts have been rebuilt; on Taylor's Falls Branch, three bridges have been rebuilt; on Cloquet Branch, two bridges and three culverts rebuilt; Grantsburg Branch, five bridges thoroughly repaired, and 276 feet of trestle east of St. Croix River renewed. Stillwater Branch, one bridge rebuilt; on M. & D. Branch, two bridges rebuilt.



In addition to the above work, all bridges, cattle guards and open culverts between Claymont and Wyoming were raised on account of ballasting track.

*St Paul  
+ Duluth  
report  
of  
June 30  
1890  
sup.*

This Company in connection with the Northern Pacific R. R. Co., has completed arrangements with the Duluth Union Depot Company for the erection of a large Union Passenger Depot at Fifth Avenue, West, in Duluth. The land upon which the station is being built, was sold to the Depot Company for the sum of two hundred and fifty thousand dollars (\$250,000), and the stock of the Depot Company taken in payment. To cover the cost of construction of the station and train shed, the Depot Company has made arrangements to issue three hundred five per cent. forty year gold bonds, of one thousand dollars each, and these have already been subscribed for. The necessary contracts for completion of the work by July 1st, 1891, have been made and the work begun. Messrs. Peabody, Stearns & Furber are the Architects.

A viaduct in Sixth Avenue, West, in Duluth has been built, the cost of the same being borne *pro rata* by the railroad companies over whose tracks the viaduct extends.

In Duluth, a new freight depot has been constructed, and a number of improvements in the terminal yards have been made in the past year. As yet the re-arrangement of the terminal yards in St. Paul has not been commenced, and it is necessary that this work be undertaken next Spring. The improvements in the Stillwater yards, as required under the contracts with the Stillwater Terminal Co., and the Burlington, Stillwater & St. Paul R. R. Co., are in progress and will be completed at an early date.

The action of the Supreme Court in reversing the decision of the District Court, and dissolving the injunction against the parties owning the quarries at Sandstone, whereby this Company is prevented from handling the stone taken from the quarries, for which purpose the road was purchased by the former Board of Directors, made it more advantageous to this company to lease the Kettle River Branch from Sandstone to Sandstone Junction, than to operate and maintain this branch only on account of local travel. The lease of this branch was therefore made at an annual rental of two thousand dollars and cost of maintenance, with certain provisions for this company's conditional use of the same.

The Eastern Railway of Minnesota, the extension of the St. Paul, Minneapolis & Manitoba Railway, was opened for passenger travel between Minneapolis, St. Paul, Duluth and West Superior, in June, 1889; so that the passenger earnings for the period covered by this report, should not properly be compared with those of the previous year, when this competition did not exist. The increase in general travel, and especially the increase of suburban travel, has almost entirely overcome the loss which was anticipated on account of the opening of the new passenger line between St. Paul, Minneapolis and the lakes. Gross passenger earnings for the year show only a decrease of \$1,702.

The Eastern Railway of Minnesota was opened for freight traffic, and commenced handling the entire Manitoba Railway's freight from Hinckley to West Superior and Duluth, (which service was formerly performed by this Company,) during the latter part of October, 1888. Consequently, only eight months covered by this report, compare with the same existing circumstances as in the previous year, the first four months comparing with the same period of the previous year, when the Manitoba Railway's freight to the head of the lakes was handled by this company.

As stated in the last annual report, the lease with the Minnesota, St. Croix and Wisconsin R. R. Co. for the use of this company's tracks between Gladstone

and St. Paul at a rental of \$15,000 and proportion of cost of maintenance, terminated August 28th, 1889. On account of the increase of traffic via Duluth, good crops and the general prosperity of the Northwest during the last year, the gross earnings show an increase, notwithstanding the loss of the Manitoba Railway's business and the loss of revenue heretofore derived from the lease of the Minneapolis, St. Croix & Wisconsin R. R. Co.

The attached map and report of the Land Commissioner, exhibit in detail the condition of that department. The demand for the purchase of land and timber has increased, and the price for the same has been advanced; but your Directors have been conservative in making sales, and in all cases of the sales of lands, the contract contained a mineral reservation clause. From the discovery of iron ore in Itaska County, and from the reports of our land inspectors, it is presumed that deposits of valuable iron ore will be found to exist on some lands still owned by this Company. Where such deposits are found it is proposed to lease the mining rights on payment of a royalty, and one or two small leases have already been made on this basis.

Endeavors have been made to have all the lands belonging to this Company examined, and their character of record before the issuance of this report; but it has been impossible to accomplish the whole work, there remaining still about fifty thousand acres of land unexamined. The increase shown in the expenses of the Land Department during the last year, is due to the work of examination above referred to.

The judgments of the Supreme Court in several cases of personal injuries, which occurred in the years of 1887 and 1888, have been recorded during the past year, and the costs, amounting to \$26,912.31, are shown as a special item in the balance sheets.

The principal items of increase in operating expenses are in the Maintenance of Way, which is attributable to the expensive maintenance of the Duluth Short Line; the gravel ballast placed on the main line, and the necessary renewal of timber bridges on the Taylor's Falls branch.

During the last year, the sum of \$172,334.40 has been spent in Improvements, Construction and Equipment, which is exhibited in detail in the report hereto attached.

Ten new suburban coaches were purchased at a cost of \$30,000, of the Pullman Company, to meet the demands of the increased suburban passenger travel.

Claims covering parts of the terminal properties and rights of way continue to be made, and several have been settled during the year, and are shown in the statement of Improvement, Construction and Equipment Expenditures.

Temporary arrangements have been made with the Duluth & Winnipeg Railroad Company, to furnish that Company with trackage from Cloquet to Duluth and West Superior, and terminal facilities at Duluth, and it is expected that permanent arrangements, covering the above, will be made.

Mr. E. L. Dudley, Vice-President and General Manager of this Company, died very suddenly on the 16th day of January, 1890. Mr. Dudley's death is the cause of great regret to the Directors and his co-laborers, and is a loss to the Company of an efficient officer and earnest worker.

By order of the Board,

R. S. HAYES,  
*President.*

GROSS EARNINGS OF THE ST. PAUL AND DULUTH RAILROAD COMPANY,  
FOR YEAR ENDING JUNE 30th, 1890.

Months	Passenger	Freight.	Express	Mail	Miscellaneous.	Total	Previous year
July.....1889..	\$42,322 12	\$75,408 26	\$1,875 00	\$1,521 88	\$1,026 58	\$122,153 84	\$180,594 90
August....."	43,303 46	83,541 24	1,875 00	1,521 88	962 83	131,204 41	165,535 09
September...."	33,145 39	101,525 14	1,875 00	1,521 88	998 33	139,065 74	170,783 67
October....."	31,177 66	145,477 82	1,875 00	1,521 88	937 83	180,990 19	169,995 15
November...."	29,018 80	92,366 96	1,875 00	1,521 87	1,005 33	125,787 96	118,486 86
December....."	25,413 64	60,872 45	1,875 00	1,521 87	1,221 48	90,904 44	88,590 27
January.....1890..	21,201 24	61,448 05	1,875 00	1,521 88	1,196 66	87,242 83	60,119 28
February....."	19,465 41	53,437 30	1,875 00	1,521 88	1,054 66	77,354 25	72,233 60
March....."	30,312 24	77,895 90	1,875 00	1,521 87	1,113 41	112,718 42	83,144 26
April....."	35,467 04	66,063 38	1,875 00	1,521 88	984 66	105,911 96	85,201 26
May....."	39,675 21	81,943 39	1,875 00	1,521 88	1,024 66	126,040 14	104,474 39
June....."	43,027 41	66,383 60	1,875 00	1,521 87	Dr. 2,654 83	111,153 05	106,707 01
Total.....	\$393,529 62	\$966,363 49	\$22,500 00	\$18,262 52	\$9,871 60	\$1,410,527 23	\$1,406,865 74
Per cent. of earnings	27.90	68.51	1.60	1.29	.70	100.00	

Increase, \$3,661 49, .26 per cent.

PASSENGER STATISTICS.

	Year ending June 30th, 1889	Year ending June 30th, 1890	Increase	Decrease	Per Cent.	
					Increase	Decrease
Number of Passengers Carried.....	722,538	847,117	124,579		17.24	
" " " " one mile.....	16,048,480	16,579,025	530,545		3.31	
Average rate per Passenger.....	\$0.51 <sup>82</sup> / <sub>100</sub>	\$0.43 <sup>88</sup> / <sub>100</sub>		.08 <sup>14</sup> / <sub>100</sub>		15.71
Rate per Passenger per mile.....	.02 <sup>82</sup> / <sub>100</sub>	.02 <sup>88</sup> / <sub>100</sub>		.00 <sup>10</sup> / <sub>100</sub>		4.29
Average distance traveled per Passenger.....	22 <sup>81</sup> / <sub>100</sub> miles	19 <sup>57</sup> / <sub>100</sub> miles		2 <sup>84</sup> / <sub>100</sub> miles		11.89
Passenger Earnings (ticket sales and cash).....	\$374,420 22	\$370,027 37		\$4,392 85		11.73
" " (Sleeping Cars).....	18,375 50	20,245 25	\$1,869 75		10.17	
" " (Chair Cars).....	2,430 70	3,257 00	820 30		33.66	
	\$395,232 42	\$393,529 62		\$1,702 80		.43

STATEMENT OF THE FUNDED DEBT OF THE ST. PAUL & DULUTH R. R. CO.  
AND LEASED ROADS, JUNE 30th, 1890.

Name of Bond	Date of Maturity	Rate of Interest	Total Issue	Outstanding	Interest Payable	Name of Trustee
St. Paul & Duluth, 1st Mortgage..	Aug. 1, 1931	5%	\$1,000,000	\$1,000,000	Feb. 1 and Aug. 1	Central Trust Co., New York
St. Paul & Duluth, 2d Mortgage..	Oct. 1, 1917	5%	2,000,000	2,000,000	April 1 and Oct. 1	" " " "
Duluth Short Line R. R. ....	Sept. 1, 1916	5%	500,000	500,000	March 1 and Sept. 1	" " " "
Taylor's Falls & Lake Sup'r R. R.	Jan'y 1, 1914	6%	210,000	210,000	Jan'y 1 and July 1	" " " "
Stillwater & St. Paul R. R. ....	Dec. 1, 1900	7%	400,000	262,500	June 1 and Dec. 1	J. H. Dingee, Jr., Phila., Pa.



GROSS EARNINGS	1889	1890	Increase	Decrease	Percentage of Earnings	Percentage of Oper. Exps. and Taxes
Passenger.....	\$395,232 42	\$393,529 62		\$1,702 80	27.90	
Freight.....	963,929 06	966,363 49	\$2,434 43		68.51	
Express.....	17,991 71	22,500 00	4,508 29		1.60	
Mail.....	18,174 08	18,262 52	88 44		1.29	
Miscellaneous.....	11,538 47	9,871 60		1,666 87	.70	
TOTAL.....	\$1,406,865 74	\$1,410,527 23	\$7,031 16	\$3,369 67	100.00	
OPERATING EXPENSES						
MAINTENANCE OF WAY						
Repairs of Docks at Duluth.....	\$3,153 08	\$1,959 82		\$1,193 26	.14	.19
Renewals of Rails.....	12,917 97	11,785 65		1,132 32	.83	1.16
"    Ties.....	16,617 19	16,327 39		289 80	1.16	1.60
Repairs of Roadway and Track.....	125,349 35	139,034 49	\$13,735 14		9.86	13.67
"    Bridges, Culverts and Cattle Guards..	27,696 97	34,159 42	6,462 45		2.42	3.36
"    Buildings.....	15,559 56	10,860 89		4,698 67	.77	1.07
"    Fences, Road Crossings and Signs....	5,768 32	4,809 26		959 06	.34	.47
"    Telegraph.....	2,330 57	981 46		1,349 11	.07	.10
TOTAL.....	\$209,393 01	\$219,968 38	\$20,197 59	\$9,622 22	15.59	21.62
MOTIVE POWER						
Rebuilding Locomotives.....						
Repairs of Locomotives.....	\$54,818 47	\$51,912 78		\$2,905 69	3.68	5.10
Fuel used by Locomotives.....	157,708 99	137,151 65		20,557 34	9.72	13.48
Locomotive Service.....	117,248 50	107,931 41		9,317 09	7.65	10.61
Water Supply for Locomotives.....	6,951 18	6,404 82		546 36	.46	.63
Oil, Tallow and Waste used on Locomotives....	6,917 96	6,220 37		697 59	.44	.61
TOTAL.....	\$343,645 10	\$309,621 03		\$34,024 07	21.95	30.43
MAINTENANCE OF CARS						
Rebuilding Passenger Train Cars.....						
Repairs of "    "						

Increase  $0\frac{8}{100}$  Per Cent. in Gross Earnings.  
 Decrease  $3\frac{3}{100}$  Per Cent. in Operating Expenses and Taxes.  
 Operating Expenses, &c., as above,  $74\frac{80}{100}$  Per Cent. of Gross Earnings, 1889.  
 " " " "  $72\frac{13}{100}$  " " " " 1890.

72.13      100.00

1.410.527  
974.236  
            
436291-

1.406.865  
1.011.022  
            
395843

Dr. BALANCE SHEET FROM THE GENERAL LEDGER OF THE ST. PAUL & DULUTH RAILROAD COMPANY, JUNE 30th, 1890. Cr.

No. of Shares or Bonds	ROAD AND EQUIPMENT.	Par Value	Cost to Company		CAPITAL STOCK AND SCRIP.		
	Cost of Road, Docks, Machinery, Tools, &c. Equipment.....		\$10,965,903 53 1,942,429 52	\$12,908,333 05	Preferred Stock and Scrip..... Common Stock and Scrip.....	\$5,376,910 60 4,660,207 51	\$10,037,118 11
	INVESTMENTS.				FUNDED DEBT.		
28	Shafer Town Bonds.....	\$2,800	\$2,800 00		First Mortgage Bonds.....	\$1,000,000 00	
4,050	Taylor's Falls & Lake Superior R. R. Stock.....	405,000	271,799 57		Second Mortgage Bonds.....	2,000,000 00	
6,000	Duluth Short Line Railway Stock.....	600,000	911,893 65		Taylor's Falls & Lake Superior R. R. Bonds (guaranteed). Duluth Short Line Railway Bonds (guaranteed).....	210,000 00 500,000 00	3,710,000 00
3,565	Stillwater & St. Paul R. R. Stock.....	356,500			FLOATING DEBT.		
157	Lake Superior Terminal and Transfer Railway Stock.....	15,700	15,300 00		State Treasurer of Minnesota (Taxes).....	\$18,283 11	
700	St. Paul Union Depot Stock.....	70,000	70,000 00		Pay Rolls.....	68,705 23	
	Grantsburg, Rush City & St. Cloud R. R. Stock.....	35,664 62	35,664 62		Vouchers.....	78,809 32	165,797 66
2,106	St. Cloud, Grantsburg & Ashland R. R. and Stock.....	210,600	81,036 86		Deferred Land and Stumpage Income.		
300	Kettle River R. R. and Stock.....	30,000	41,029 00	1,432,255 96	Sabin & Nelson Stumpage.....	\$40,589 00	
8	Snake River Dam Stock.....	400	400 00		Deferred Receipts from Stumpage Notes.....	4,948 00	
693	Acres Land for Quarry near Kettle River.....		1,732 26		" " " Land Notes.....	71,400 46	
	GENERAL ASSETS.				" " " Land Sales.....	95,779 26	212,716 72
	Cash on hand and in Bank.....		\$447,765 47		ACCOUNTS.		
	Sabin & Nelson Stumpage Agreement.....		40,589 00		Overdue Coupons.....	\$1,225 00	
	Land Contracts.....		95,779 26		Coupon Interest Accrued and not due.....	60,466 66	
	Notes taken for Land and Stumpage.....		76,348 46		Unpaid Dividends.....	4,058 75	
	" " " Old Material.....		4,611 31		Loan from U. S. Court.....	3,291 67	
	Due from Individuals.....		41,093 84	913,047 64	Stillwater & St. Paul R. R. Bonds and Stock.....	911 08	
	" " Foreign Roads.....		25,281 80		Sinking Fund for redemption of T. F. & L. S. R. R. Bonds. Cash Receipts from Lands not Patented.....	89,448 79 8,771 29	
	" " Station Agents and Conductors.....		82,665 94		Purchase of Stillwater & St. Paul R. R. Lands.....	47,035 52	
	Stillwater & St. Paul Railroad Co. ....		28,347 23		Cash Receipts from T. F. & L. S. R. R. Lands and Stumpage.....	21,769 34	
	Duluth Twin Cities and Southwestern R. R. Co. ....		8,434 17		Land and Stumpage Income expended prior to July 1st, 1888, on Improvements, Construction and Equipm't. Equipment Account, Special.....	788,566 40 22,000 00	1,047,544 50
	Material and Fuel on hand.....		62,131 16		INCOME ACCOUNTS.		
	ACCOUNTS.				Balance to Credit of Railroad Income.....	\$22,457 38	
	Sixth Avenue Viaduct at Duluth.....		\$32,852 40		Balance to Credit of Land and Stumpage Income.....	192,848 56	
	Insurance Fund.....		3,542 06				215,305 94
	Obligation Deposited with U. S. Court as Collateral for Redemption of L. S. & M. R. R. Securities.....		3,291 67 427 61				\$15,388,482 93
	Stock purchased account: fractional share scrip purchased Cash to pay over-due Coupons.....		1,225 00 4,058 75				
	" " " unpaid Dividends.....						
	Central Trust Company of New York—Cash and Securi- ties for Redemption of T. F. & L. S. R. R. Bonds.....		89,448 79				

## RAILROAD INCOME ACCOUNT FOR YEAR ENDING JUNE 30th, 1890.

By Gross Earnings.....		\$1,410,527 23
“ Rent on M., St. C. & W. R. R. lease.....		2,298 39
“ Rent of Kettle River Railroad.....		500 00
“ Rent of track at Duluth.....		450 00
“ Depot facilities and track privileges furnished at Duluth.....		9,760 56
“ Dividends received.....		4,400 55
“ Interest and Exchange.....		5,088 43
		<u>\$1,433,025 16</u>
To Operating Expenses.....	\$974,235 74	
“ Taxes.....	43,223 17	
“ Rent, Stillwater & St. Paul R. R.....	20,000 00	
“ Rent, Taylor's Falls & Lake Superior R. R.....	12,600 00	
“ Rent, Duluth Short Line R'y.....	25,000 00	
“ Use of Minneapolis & Duluth R. R.....	18,449 90	
“ Use of St. P., M. & M. R'y track at Minneapolis.....	2,500 08	
“ Ground Rent for Freight Warehouse at St. Paul.....	3,453 32	
“ Special Account Personal Injuries—Judgments paid in settlement of accidents which occurred in 1887 and 1888.....	26,912 31	
“ Interest on First Mortgage Bonds.....	50,000 00	
“ “ “ Second “ “ .....	100,000 00	
		<u>1,276,374 52</u>
Net Income.....		\$156,650 64
Dividend No. 16, two and a half per cent. on Preferred Stock, payable January 16th, 1890.....		<u>134,117 50</u>
		\$22,533 14
Balance to Debit of Railroad Income, June 30th, 1889.....		<u>75 76</u>
Balance to Credit of Railroad Income, June 30th, 1890.....		\$22,457 38

1,410,527  
 2,298  
 500  
 450  
 9,760  
 4,400  
 5,088  
 -----  
 1,433,025

1,276,374  
 974,235  
 -----  
 302,139  
 134,117  
 -----  
 436,256

21 258 91



## LAND AND STUMPAGE INCOME FOR YEAR ENDING JUNE 30th, 1890.

By Balance to credit of Land and Stumpage Income, June 30th, 1889.....		
" Cash receipts from Stumpage.....	\$38,540 85	
" " " " Land Sales.....	70,137 30	
" " " " Land Contracts.....	73,664 98	
" " " " Land Notes.....	15,127 72	
" " " " Stumpage Notes.....	13,259 52	
" Land and Stumpage Interest.....	7,743 64	
		\$218,474 01
To Land Department Expenses.....		25,625 45
By Balance to credit of Land and Stumpage Income, June 30th, 1890.....		\$192,848 56

IMPROVEMENT, CONSTRUCTION AND EQUIPMENT EXPENDITURES DURING  
YEAR ENDING JUNE 30th, 1890.

Double Track, St. Paul to White Bear.....		\$75,795 08
" " " " Oneota to Duluth.....		121 71
Reducing Grades.....		16,910 10
Filling Yard at Duluth.....		5,863 09
Duluth Yard Improvements.....		1,904 27
White Bear Yard Improvements.....		350 24
New Freight House at Duluth.....		15,597 06
New Depot Lindstrom.....		774 19
Semaphore Switch at Duluth.....		228 10
" " " " between M. & D. Junction and White Bear.....		683 30
New Side Tracks.....		9,463 12
Construction of Connection to Iron Bay Works, West Duluth.....		256 20
Bridge at Minnehaha Street, St. Paul.....		10,721 70
" " " " over Kettle River.....		37 66
" " " " Grindstone River.....		40 84
Right of Way.....		30,379 32
New Passenger Cars (10 Suburban Cars).....		30,325 61
New Postal Baggage Racks for Mail Cars.....		505 00
		\$199,956 59
<b>CREDITS.</b>		
Double Track, Oneota to Duluth:		
Proportion charged N. P. R. R.....	\$6,455 71	
Freight Depot, at West Duluth:		
Proportion charged N. P. R. R.....	\$238 24	
Transfer to Repairs of Buildings.....	112 27	350 51
Construction of Depot at West End:		
Proportion charged N. P. R. R.....	700 31	
Semaphore Switch at Duluth:		
Proportion charged N. P. R. R.....	610 66	
Right of Way:		
Sold to City of Duluth.....	\$505 00	
" " St. P. & N. P. R. R.....	7,000 00	
" " A. Fitger & Co.....	12,000 00	19,505 00
		27,622 19
		\$172,334 40
Charged to Cost of Road.....	\$141,503 79	
" " Equipment.....	30,830 61	\$172,334 40

## SCHEDULE OF EQUIPMENT, JUNE 30th, 1890.

	Equipment June 30th, 1889	Destroyed and not replaced	Sold	Added	Equipment June 30th 1890
Locomotives.....	70	.....	4	.....	66
Passenger Cars.....	27	.....	.....	.....	27
Sleeping Cars.....	7	.....	.....	.....	7
Reclining Seat Cars.....	6	.....	.....	.....	6
Suburban Cars.....	.....	.....	.....	10	10
Business Cars.....	2	.....	.....	.....	2
Mail and Express Cars.....	3	.....	.....	.....	3
Baggage Cars.....	4	.....	.....	.....	4
Combination Cars.....	12	.....	.....	.....	12
Refrigerator Cars.....	3	.....	.....	.....	3
Caboose Cars.....	20	.....	.....	.....	20
Box Cars.....	1,983	29	.....	.....	1,954
Flat Cars.....	396	20	.....	.....	376
Furniture Cars.....	.....	.....	.....	4	4
Coal Cars.....	25	.....	.....	.....	25
Stock Cars.....	5	.....	.....	.....	5
Wrecking Cars.....	1	.....	.....	.....	1
Pile Driver Cars.....	1	.....	.....	.....	1
Snow Plow Cars.....	1	.....	.....	.....	1
Boarding Cars.....	2	.....	.....	.....	2
Bridge Repair Car.....	1	.....	.....	.....	1
Wood Saw Car.....	1	.....	.....	.....	1
Hand Cars.....	41	.....	.....	.....	41
Push Cars.....	41	.....	.....	.....	41

## COMPARATIVE STATEMENT OF FREIGHT IN TONS TO AND FROM STATIONS FOR YEAR ENDING JUNE 30th, 1889 AND 1890.

STATIONS	Distance to Duluth	For Twelve Months ending June 30th, 1889.		For Twelve Months ending June 30th, 1890.	
		Forwarded	Received	Forwarded	Received
St. Paul.....	152	26,495	221,343	42,799	263,375
Gladstone.....	147	1,119	4,958	1,419	3,610
Minneapolis.....	156	4,569	50,130	4,823	79,830
East Minneapolis.....	155	123,288	65,725	117,637	82,497
Stillwater.....	153	14,956	19,610	32,854	23,148
White Bear.....	141	12,466	7,310	32,401	7,680
Bald Eagle.....	140	348	293	1,576	6,499
Centreville.....	135	601	172	1,146	105
Forest Lake.....	127	1,428	1,272	1,058	682
Wyoming.....	123	4,752	506	8,119	591
Centre City.....	134	10,265	767	10,590	602
Franconia.....	140	665	504	735	471
Taylor's Falls.....	143	1,283	997	1,145	978
North Branch.....	111	8,193	2,357	12,550	2,386
Harris.....	106	9,124	1,505	13,256	1,879
Rush City.....	99	10,023	2,026	18,803	2,754
Grantsburg.....	116	6,872	2,283	10,713	4,307
Rock Creek.....	94	10,201	200	10,419	131
Pine City.....	89	4,249	1,332	7,521	1,163
Mission Creek.....	79	24,382	445	17,514	481
Hinckley.....	76	22,791	82,408	14,612	6,340
Sandstone Junction.....	69	104	254	436	215
Sandstone.....	72	26,704	2,887	12,992	1,423
Finlayson.....	63	11,892	814	13,801	609
Kettle River.....	58	305	566	432	1,003
Willow River.....	54	.....	.....	1,151	167
Sturgeon Lake.....	49	738	523	2,615	964
Moose Lake.....	43	14,299	1,251	5,255	805
Barnum.....	39	20,822	4,034	23,600	1,530
Mahtowa.....	33	10,403	1,247	20,326	1,376
N. P. Junction.....	21	10,644	8,168	9,297	20,169
Cloquet.....	27	79,924	69,652	103,208	25,441
Thomson.....	20	11,101	1,873	14,408	915
Howell.....	16	981	5	.....	.....
Short Line Park.....	11	360	188	1,038	252
Smithville.....	8	269	88	42	113
Oneota.....	4	890	4,967	86	1,308
Fondulac.....	15	7,570	157	50	63
20th Avenue.....	1	57,660	683	219	1,160
West Duluth.....	4	3	1,483	4,155	53,522
West Superior.....	9	6,391	10,764	48,177	57,030
Duluth.....	0	286,967	248,315	242,727	186,020
Great Northern R. R.....	.....	63,305	95,985	229	34,350
C. M. & St. P.....	.....	13,502	11,273	16,334	4,398
M. & St. L.....	.....	9,392	9,752	23,453	16,320
C., St. P. & K. C.....	.....	7,820	7,701	12,689	25,714
C., B. & N.....	.....	14,896	65,272	18,702	22,089
"Soo Line".....	.....	773	1,212	1,498	1,097
N. P. R. R.....	.....	1,978	354	121	203
D., S. S. & A.....	.....	1,873	694	6,769	2,861
D. & I. R. R. R.....	.....	61,022	2,673	2,143	1,060
Wisc. Cent.....	.....	236	477	3,164	713
C., St. P. M. & O.....	.....	788	1,327	2,611	1,149
Dul. & Win.....	.....	.....	.....	240	200
		1,021,682	1,021,682	953,748	953,748

## LAND DEPARTMENT, ST. PAUL AND DULUTH RAILROAD COMPANY.

ST. PAUL, MINN., July 1st, 1890.

R. S. HAYES, ESQ., President,

DEAR SIR—I beg to submit herewith a statement of the operations and condition of the Land Grant for the fiscal year ending June 30th, 1890:

Lands earned under Congressional Grant .....	992,000.00 acres.	
“ “ “ State Swamp Land Grant .....	694,400.00	“
Total .....	1,686,400.00	“
Lands acquired under Congressional Grant .....	815,482.75	“
“ “ “ State Swamp Land Grant .....	665,506.05	“
Total .....	1,480,988.80	“
Lands to be acquired under Congressional Grant .....	176,517.25	“
“ selected under Congressional Grant .....	123.15	“
Balance to be selected .....	176,394.10	“
Lands to be acquired under State Swamp Land Grant now in course of adjustment	28,893.95	“
Total lands to be acquired under both Grants .....	205,411.20	“
Lands on hand June 30th, 1889 .....	1,073,799.70	“
“ acquired from the State of Minnesota, from June 30, 1889, to June 30, 1890	9,752.34	“
“ acquired by cancellation of contracts .....	3,125.77	“
Total .....	1,086,677.81	“
Less amount sold since June 30th, 1889 .....	17,822.56	“
Balance on hand June 30th, 1890 .....	1,068,855.25	“
Acres sold from June 30th, 1889, to June 30th, 1890, 17,822.56 acres at average price of \$10.58 .....	\$188,639.73	
Highest price received per acre .....	100.00	
Lowest “ “ “ .....	3.00	

## OUTSTANDING TIMBER PERMITS.

Expire in 1891 .....	67,438.77 acres.	
“ 1892 .....	3,641.72	“
“ 1893 .....	6,282.54	“
“ 1894 .....	33,273.91	“
“ 1895 .....	8,698.34	“
“ 1896 .....	36,827.59	“
“ 1899 .....	75,099.15	“
“ 1900 .....	23,302.89	“
“ 1910 .....	59,676.87	“
Total .....	336,618.70	“
Balance not covered by permits .....	732,236.55	“
Covered by Mineral Lease to Stone Iron Company .....	40.00	“

Respectfully submitted,

HOPEWELL CLARKE,

LAND COMMISSIONER.



## LAND DEPARTMENT, TAYLOR'S FALLS AND LAKE SUPERIOR RAILROAD COMPANY.

ST. PAUL, MINN., July 1st, 1890.

R. T. HAYES, Esq., President,

DEAR SIR—I beg to submit herewith a statement of the operations and condition of the Land Department of the TAYLOR'S FALLS AND LAKE SUPERIOR RAILROAD COMPANY for the fiscal year ending June 30th, 1890:

Lands earned under the State Swamp Land Grant.....	91,840.00 acres.
“ acquired under the State Swamp Land Grant.....	74,521.58 “

Lands still to be acquired :—

Lands selected and filed on under the State Swamp Land Grant, and in course of adjustment .....	5,266.85 “
Lands to be selected and filed on under the State Swamp Land Grant.....	12,051.57 “
Total to be acquired.....	17,318.42 “

Lands on hand June 30th, 1889.....	67,340.49 “
“ acquired from the State of Minnesota from June 30, 1889, to June 30, 1890.....	280.00 “
Total.....	67,620.49 “
Less amount sold since June 30th, 1889.....	2,179.83 “
Balance on hand June 30th, 1890.....	65,440.66 “

Lands sold from June 30th, 1889, to June 30th, 1890, 2179.83 acres at an average price of \$6.28.....	\$13,710.62
Timber and miscellaneous receipts from June 30th, 1889, to June 30th, 1890....	1,675.00
Total receipts for year ending June 30th, 1890.....	\$15,385.62

## OUTSTANDING TIMBER PERMITS.

Expire May 1st, 1891.....	4,241.67 acres.
Balance not covered by permits.....	61,198.99 “

Leased to Stone Iron Company, for mining purposes.....	40.00 “
--	---------

Respectfully submitted,

HOPEWELL CLARKE,  
LAND COMMISSIONER.

## LAND DEPARTMENT, STILLWATER AND ST. PAUL RAILROAD COMPANY.

ST. PAUL, MINN., July 1st, 1890.

R. S. HAYES, Esq., President,

DEAR SIR—I beg to submit herewith statement of the operations and condition of the Land Grant of the STILLWATER AND ST. PAUL RAILROAD COMPANY for the fiscal year, ending June 30th, 1890:

Lands on hand June 30th, 1889 .....	1,887.65 acres.
Less amount sold from June 30th, 1889, to June 30th, 1890.....	79.11 "
Balance on hand June 30th, 1890 .....	1,808.54 "

Lands sold from June 30th, 1889, to June 30th, 1890..79.11 acres, at an average price of \$6.00 per acre .....	\$474.66
--	----------

Receipts from Land Notes and Contracts, principal and interest, from June 30th, 1889, to June 30th, 1890.....	\$189.96
---	----------

Respectfully submitted,

HOPEWELL CLARKE,  
LAND COMMISSIONER.





