

Poor's

MANUAL of the **RAILROADS** OF THE **UNITED STATES** FOR **1883.**



Showing their mileage, stocks, bonds, cost of traffic, earnings, expenses and organization, with a sketch of their rise, progress and future.

Together with an

APPENDIX

CONTAINING

a full analysis of the Railroads of the United States and of the Several States.

BY
Henry V. Poor.

SIXTEENTH ANNUAL NUMBER

H.V. & H.W. POOR, 70 WALL STREET,

NEW YORK.

EFFINGHAM WILSON, ROYAL EXCHANGE

LONDON

1883.

Franklin Bank Note Co. N.Y.
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	PAGE		PAGE
Chester and Delaware River.....	338	Cincinnati Northern.....	556
Chester and Lenoir, N. G.	447	Cincinnati, Richmond and Chicago..	553
Chester Valley.....	338	Cin., Richmond & Ft. Wayne... 631-655	
Chestnut Hill.....	338	Cincinnati, Sandusky & Cleveland..	729
Chicago and Alton.....	688	Cincinnati, Selma and Mobile.....	485
Chicago and Atlantic.....	174, 547	Cincinnati and Southeastern.....	524
Chicago, Burlington and Kansas City.	825	Cincinnati and Springfield.....	563
Chicago, Burlington and Quincy....	693	Cincinnati Street Connection....	655
Chicago and Canada Southern.....	614	Cincinnati Street Ry.....	577
Chicago, Detroit & Canada G'd Jun..	615	Cincinnati, Van Wert and Michigan.	556
Chicago and Eastern Illinois.....	700	Cincinnati, Wabash and Michigan... 656	
Chicago and Evanston.....	687	Cincinnati, Washington & Baltimore.	557
Chicago and Grand Trunk.....	615	Cincinnati and Westwood.....	560
Chicago and Great Southern.....	651	Cincinnati, Wheeling and N. Y.....	610
Chicago and Iowa.....	702	Citizens', Philadelphia.....	1028-1029
Chicago, Iowa and Nebraska.....	786	Citizens', Pittsburgh.....	1028-1029
Chicago, Milwaukee and St. Paul... 747		City of Poughkeepsie.....	1022-1023
Chicago and Northwestern.....	703, 1017	Clarksburg, Weston and Glenville... 395	
Chicago, Pekin and Southwestern... 712		Clayton and Theresa.....	208
Chicago, Portage and Superior.....	762	Cleveland, Colum., Cin. & Indianp's.	561
Chicago, Rockford and Northern... 703		Cleveland, Delphos and St. Louis... 564	
Chicago, Rock Island & Pacific. 713, 1004		Cleveland, Indiana and St. Louis... 657	
Chicago, Saginaw and Canada. 617, 1017		Cleveland and Mahoning Valley.... 595	
Chicago, St. L. and New Orleans... 504		Cleveland and Marietta.....	566
Chicago, St. Louis and Pittsburgh. 658, 1016		Cleveland, Mt. Vernon and Del. 567, 1017	
Chicago, St. Paul, Minn. and Omaha. 762		Cleveland, Painesville & Ashtabula. 568	
Chicago and Springfield.....	721	Cleveland and Pittsburgh.....	569
Chicago and Western.....	1004	Cleveland, Lorain and Wheeling... 565	
Chicago and Western Indiana.....	716	Cleveland, Youngstown & Pittsburgh 571	
Chicago and West Michigan... 617		Clifton and Lordsburg.....	1005
Chippewa Falls and Northern.....	1005	Clinton and Port Hudson.....	506
Chippewa Falls and Western.....	761	Clove Branch.....	135
Christopher and Tenth Street. 1022-1023		Coal Creek and New River... 511	
Cincinnati, Atlantic and Columbus.. 610		Coal Railways in Nova Scotia..... 980	
Cincinnati and Baltimore.....	560, 1017	Coalville (Wilkesbarre).....	1028-1029
Cincinnati, Columbus & Hock'g Vy. 548		Coburg, Peterboro' and Marmora.... 963	
Cincinnati and Eastern.....	548	Colchester.....	97
Cincinnati, Georgetown & Portsm'th. 550		Colebrookdale.....	338
Cincinnati, Green River & Nashville. 524		College Hill.....	572
Cincinnati, Hamilton & Dayton. 550, 1003		Colorado Central.....	884
Cin., Hamilton & Indianapolis. 553, 1030		Colorado Central of Wyoming..... 885	
Cincinnati Inclined Plane.....	577	Colorado Coal and Iron.....	942
Cincinnati, Indianapolis, St. Louis & Chicago... 652		Colorado, Railroads in.....	884
Cincinnati, Lafayette and Chicago.. 654		Colorado Northern.....	891
Cincinnati and Muskingum Valley.. 554		Columbia and Greenville.....	448
Cincinnati, New Orleans and Texas Pacific..... 525		Columbia and Port Deposit.....	313
		Columbia and Puget Sound.....	931
		Columbus, Chicago & Ind. Cent. 658, 1016	

CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

Line of Road.—Chicago, Ill., to St. Paul, Minn. 421.00 miles.
 Other Divisions and Branches. 4,099.07 "

Total length of lines operated December 31, 1882 4,520.07 miles.
 Sidings, etc., 550 miles. Gauge, 4 ft. 8½ in. Rail (steel, 1,500 miles), 56 lbs.

Statement in detail of the lines of the C., M. & St. P. Ry. Co.:

Chicago Division.

Chicago, Ill., to Milw'kee, Wis. 82.60
 Junction to Libertyville, Ill. 3.00
 Kinnickinick to Bayview, Wis. 0.75—86.35 m.

Racine and Southwestern Division.

Racine, Wis., to Lanark Jc., Ill. 119.60
 Savanna to Port Byron Jc., Ill. 47.90
 Eagle to Elkhorn, Wis. 16.50
 Watert'n to Hampt'n Mines, Ill. 4.25
 Rockton to Rockford, Ill. 15.00
 Rockton to Mill. 0.70
 Elk River Jc. to Clinton, Ia. 10.00
 Old to New Depot, Savanna, Ill. 0.57
 Davenport to Jackson Jc., Ia. 150.60
 Eldridge to Maquoketa, Ia. 32.30
 Farley to Paralta, Ia. 43.60—441.02 "

Chicago and Council Bluffs Division.

Chicago, Ill., to Coun. Bluffs, Ia. 488.84
 Galewood to Dunning, Ill. 2.67
 Marion Jc., Cedar Rapids, Ia. 6.00—497.51 "

Prairie Du Chien Division.

Milwaukee to Prairie du Chien. 194.40
 Mazomanie to Prairie du Sac. 10.34
 Lone Rock to Richland Centre. 16.00
 Stock Yards to Pr. du C. Junc. 0.66
 Stoughton to Mill. 0.80—222.20 "

Mineral Point Division.

Milton Jc. to Shullsburg, Wis. 76.40
 Janesville to Beloit Junc., Wis. 13.84
 Brodhead to Albany, Wis. 7.15
 Warren, Wis., to Mineral Pt., Ill. 32.75
 Calamine to Platteville, Wis. 18.00—148.14 "

La Crosse Division.

Wilwaukee to La Crosse. 196.39
 Madison to Portage. 39.00
 Watertown Junc. to Madison. 36.55
 Lisbon to Necedah. 12.86
 Viroqua Junc. to Viroqua. 32.20
 La Crosse to Levee. 0.75
 N. La Crosse to Branch Junc. 1.93
 Waterloo to Quarry. 1.10—320.78 "

Wisconsin Valley Railroad.

Tomah to Merrill, Wis. 108.53 "

Dubuque Division.

Sabula Jc., Ia., to La Crescent,
 Minn. 101.55
 Turkey River Jc. to W. Union. 57.68
 Bellevue to Cascade. 35.59
 Waukon Jc. to Waukon. 22.80
 Caledonia Jc. to Preston, Minn. 57.50—335.12 "

Northern Division.

N. Milwaukee to Portage. 97.18
 Horicon to Berlin. 42.30
 Rush Lake to Winneconne. 14.80
 Milwaukee to Schwartzburg. 5.34
 Ripon to Oshkosh. 20.00
 Brandon to Markesan. 11.49
 Cement M. Jc. to Rock. 1.30—192.31 m.

River Division.

Bridge Jc. to St. Paul. 128.51
 St. Paul to St. Paul Junction. 5.61
 St. Paul to Short Line Junction. 8.30
 St. Croix Junc. to Stillwater. 24.90—167.32 "

Wabasha Division.

Wabasha to Zumbrota. 59.00 "

Chippewa Valley Division.

Wabasha to Central Junction. 49.87
 Red Cedar Jc. to Cedar Falls. 20.67— 70.54 "

Iowa and Minnesota Division.

McGregor, Ia., to Min'lis, Minn. 215.42
 Conover to Decorah, Ia. 8.77
 Beulah, Junc. to Stulta, Ia. 14.40
 Northfield to Cannon Jc., Minn. 31.98—270.57 "

Iowa and Dakota Division.

Calmar, Ia., to Chamb'lain, Dak. 399.20
 Mason City, Ia., to Austin, Minn. 39.33
 Emmetsburg to Estherville, Ia. 22.40
 Spencer to Okoboji, Ia. 17.30
 Marion Jc. to Run'g Water, Dak. 62.31
 Mitchell to Letcher, Dak. 14.00—554.54 "

Sioux City and Dakota Division.

Sioux City, Ia., to Yankton, Dak. 61.30
 Yankton to Scotland, Dak. 27.20
 Rock Valley, Ia., to Eden, Dak. 9.39
 Elk Point, Ia., to Sioux F'ls, Dak. 69.70—167.59 "

Southern Minnesota Division.

La Cr'se, Minn., to Howard, Dak. 357.70
 Sioux Falls Jc. to S. Falls, Dak. 32.65
 Wells to Mankato, Minn. 40.00—490.35 "

Hastings and Dakota Division.

Hastings to Ortonville, Minn. 202.10
 Ort'v'le Jc. Minn. to Ab'd'n, Dak. 109.00
 Ashton to Ellendale, Dak. 72.60
 Milbank Junc. to End of Track. 32.30
 Minneapolis to Benton, Minn. 28.90—444.90 "

Miscellaneous.

Braceville to Coal Mines, Ill. 1.30 "
 Ottunwa Line. 2.00 "

Total, December 31, 1882. 4,520.07 m.

748 WISCONSIN—CHICAGO, MILWAUKEE AND ST. PAUL RY.

Lines in Wisconsin, 1,181.59 miles; lines in Illinois, 312.68 miles; lines in Iowa, 1,319.66 miles; lines in Minnesota, 1,057.72 miles; lines in Dakota, 648.42 miles.

The Chicago, Milwaukee and St. Paul Ry. Co. was formed by the consolidation, in 1873, of several companies as follows:

1st. The Milwaukee and Waukesha RR. Co., which was chartered February 11, 1847; name changed to Milwaukee and Mississippi RR. Co. February 1, 1850. At the close of 1850 it was completed to Milton, 62 miles, and by connection with the Southern Wisconsin RR. (afterwards incorporated into this company) to Janesville, 70 miles.

2d. The Madison and Prairie du Chien RR. Co., chartered April 9, 1852, and consolidated with the M. & W. RR. Co., June 25, 1853. The road was completed from Milwaukee to Madison, 105 miles, December 31, 1854. The line to Prairie du Chien, with a branch from Milton to Monroe, was completed April 15, 1857.

3d. The La Crosse and Milwaukee RR. Co., chartered April 2, 1852, and on March 11, 1854, consolidated with the Milwaukee, Fond du Lac and Green Bay RR. Co., which was chartered February 21, 1851. The road was opened to Horicon, 51 miles, December 31, 1855, and to Fox Lake, 69 miles, October 27, 1856, and during the same year purchased the Milwaukee and Watertown RR., chartered March 11, 1851. The road was completed to La Crosse, 195 miles, in 1858.

4th. The St. Paul and Chicago RR. Co., chartered May 22, 1857; completed from La Crescent, Minn., opposite La Crosse, to St. Paul in 1872; bought the same year by the Milwaukee and St. Paul RR. Co., which was organized May 5, 1863, and became, by purchase and absorption, the owner of the various lines above named. By subsequent purchase it became the owner of the Sabula, Ackley and Dakota RR., 87 miles, and lessee of the Hastings and Dakota and Oskosh and Mississippi RRs. It also built a line from Milwaukee. The mileage acquired by the consolidation was 1,399. There was no considerable increase of mileage till 1873, when it increased to 1,589.

Rolling Stock.—Locomotive engines, 626. Cars—passenger, 240; sleeping, 33; parlor, 6; dining, 6; baggage, postal, mail, and express, 176; freight (box and caboose, 12,006; stock, 2,364; flat and coal, 4,154), 18,524. Total, 18,985. Wrecking, tool, etc., 33.

Statement of rolling stock for 12 years, 1871-1882:

	1871	1872	1873	1874	1875	1876	1877	1878	1879	1880	1881	1882
Locomotive Engines	155	182	198	263	208	208	214	226	299	425	527	626
Cars: { Passenger	101	103	104	106	107	115	115	121	140	189	240	283
{ Baggage, etc.	62	56	57	57	57	60	62	67	91	139	135	178
{ Freight	3,060	3,349	3,655	3,660	4,091	4,242	4,803	5,229	7,301	13,315	16,740	18,524
Total Revenue Cars	3,223	3,508	3,816	3,823	4,255	4,417	4,980	5,417	7,532	13,634	17,115	18,985

Operations for year ending December 31, 1882.—Trains run (passenger, 4,495,232; freight, 11,689,802), 16,185,034 miles. Total engine service, 18,305,321 miles. Passengers carried (east, 2,061,546; west, 1,895,268), 3,956,814; carried one mile, 200,790,926; average mile rate, 2.58 cents. Freight moved (east, 2,570,701; west, 2,557,066), 5,127,767; moved one mile, 945,250,159 tons; average mile rate, 1.48 cents.

WISCONSIN—CHICAGO, MILWAUKEE AND ST. PAUL RY. 749

<i>Earnings.</i>		(Average, 4,296 miles.)	<i>Expenses.</i>	
From Passengers.....	\$5,179,078 04		For Maintenance of Way.....	\$2,479,429 29
“ Freight.....	14,002,335 25		“ Rolling Stock.....	1,999,503 36
“ Mail and Express.....	763,943 07		“ Transportation.....	6,267,987 64
“ Elevators.....	117,971 50		“ Elevators, etc.....	69,452 74
“ All other Sources.....	223,898 00		“ General, including Taxes.....	1,369,700 18
Total (\$4,745.51 per mile).....	\$20,386,725 86		Total (\$2,836.61 per mile).....	\$12,186,073 21

Balance, net earnings (40.2 p. c.), \$8,200,652.65. Taxes amounted to \$589,613.80; legal expenses to \$70,441.24; insurance to \$70,402.03.

Statement of operations, capital account, etc., for seven years:

	1876	1877	1878	1879	1880	1881	1882
Miles (average) of RR....	1,400	1,403	1,539	1,996	3,775	3,830	4,296
Passenger Train Miles....	1,318,436	1,378,602	1,554,048	2,022,798	2,773,267	3,489,438	4,495,332
Freight Train Miles.....	3,084,345	3,109,837	3,885,214	5,034,085	7,172,147	9,762,800	11,689,892
Passengers Carried.....	1,154,181	1,139,621	1,412,663	1,555,446	2,127,501	2,985,885	3,956,814
Passenger Miles.....	59,845,665	55,925,449	65,498,189	78,119,592	111,561,919	137,940,086	200,790,926
Freight (tons) Moved....	1,765,801	1,687,057	1,955,699	2,559,734	3,260,553	4,276,088	5,127,707
Freight (ton) Miles.....	264,808,027	271,598,123	321,818,902	401,695,734	504,876,154	697,347,607	945,250,159
	\$	\$	\$	\$	\$	\$	\$
Passenger Earnings.....	1,899,059	1,780,169	2,011,496	2,273,701	3,199,051	3,938,989	5,179,078
Freight Earnings.....	5,384,230	5,627,906	5,750,497	6,850,755	8,834,227	11,884,796	14,002,335
Miscellaneous.....	770,882	706,819	689,775	888,364	1,042,841	1,201,677	1,205,313
Gross Traffic Earnings...	8,054,171	8,114,894	8,451,768	10,012,820	13,086,119	17,025,462	20,386,726
Transportation Expenses	4,953,324	4,540,433	4,792,314	5,473,795	7,742,426	10,317,931	12,186,073
Net Traffic Earnings.....	3,100,847	3,574,461	2,659,454	4,539,025	5,343,693	6,707,531	8,200,653
Gross Earnings per Mile..	5,752 98	5,788 96	5,491 73	5,016 44	4,776 95	4,445 29	4,745 51
Gross Expenses per Mile..	3,538 09	3,236 23	3,113 72	2,742 38	2,648 80	3,693 98	2,836 61
Net Earnings per Mile....	2,214 89	2,547 73	2,377 81	2,274 06	2,128 15	1,751 31	1,908 90
Expenses to Earnings....	61.50 p. c.	55.96 p. c.	56.70 p. c.	54.67 p. c.	59.20 p. c.	60.61 p. c.	59.80 p. c.
Av. Rate p. Pass. p. Mile.	3 20 c.	3 21 c.	3 09 c.	2 93 c.	2 84 c.	2 86 c.	2 58 c.
Av. Rate p. Ton p. Mile..	2 04 c.	2 08 c.	1 80 c.	1 72 c.	1 76 c.	1 70 c.	1 48 c.
	\$	\$	\$	\$	\$	\$	\$
Common Stock.....	15,399,261	15,404,261	15,404,261	15,404,261	15,404,261	20,404,261	27,904,261
Preferred Stock.....	12,274,483	12,279,483	12,279,483	12,279,483	12,404,483	14,401,483	16,447,483
Total Stock.....	27,673,744	27,683,744	27,683,744	27,683,744	27,808,744	34,805,744	44,351,744
Funded Debt.....	30,010,500	29,954,500	32,088,500	41,349,500	67,172,000	79,059,000	89,635,500
Sundry Accounts.....	576,846	526,213	739,808	1,455,910	3,936,147	6,060,111	8,864,848
Coup. & Divid'nd Unpaid	43,321	38,442	51,785	45,382	53,470	118,727	83,163
Income Account.....	1,433,645	2,359,306	2,520,074	3,537,538	4,343,283	5,593,011	3,619,406
Total Liabilities.....	59,737,192	60,562,205	63,083,911	74,066,074	103,313,644	125,636,593	146,554,663
Cost of Road and Equip't.	56,277,227	56,886,833	58,755,184	69,101,768	99,185,683	120,073,630	137,631,949
Stocks and Bonds.....	365,171	368,171	968,347	1,824,704	2,163,567	2,186,142	2,096,635
W. U. RR. Stock.....	1,500,750	1,500,750	1,500,750				
Materials.....	244,721	199,186	133,127	385,971	797,451	1,028,764	1,496,118
Sundry Accounts.....	487,263	426,218	750,343	1,951,957	783,992	1,792,856	2,361,234
Cash on Hand.....	901,760	1,181,047	976,160	801,674	382,951	555,201	2,969,732
Total Assets.....	59,737,192	60,562,205	63,083,911	74,066,074	103,313,644	125,636,593	146,554,663

The preferred stock of the company was increased during the year \$2,046,000 by the conversion of mortgage bonds into stock, as provided by the articles of association and the terms of the bonds, and the common stock was increased \$7,500,000, which was issued at par to the stockholders who subscribed for the same, one half payable in cash and one half charged to income account.

The item "stocks, bonds, etc.," above, consists of the following: Purchase, construction, and equipment, Minnesota Midland Ry., \$383,150.38; St. Paul and Duluth RR. stock, \$716,480; Illinois and Iowa coal lands, \$689,578.05; Minneapolis and Eastern Ry., \$97,064.56; Milwaukee Land Co., \$85,889.56; City of Hastings bonds, \$7,700; Clear Lake Park Association bonds, \$3,000; Council Bluffs Union Elevator

the remaining 50 per cent. (\$3,550,974 in all—see Income Account) being supplied from surplus earnings. The increase in funded debt was \$10,576,500, of which \$3,335,000 are Wisconsin and Minnesota Division bonds, which were issued on the double track road between the cities of St. Paul and Minneapolis, 10 miles, and the road from Hastings to Stillwater, 25.5 miles, and from the River Div. to Northfield, 32.5 miles; also for the purchase of the Chippewa Valley and Superior RR., for which latter purpose \$1,575,000 were issued. The Chicago and Pacific (Western) Division 5 per cent. bonds increased during the year \$5,180,000 to \$14,380,000. These bonds are issued at a uniform rate of \$20,000 per mile, and now cover sections of road aggregating 716 miles, as follows: 178 miles of road originally purchased, consisting of the Dubuque Southwestern RR., Cedar Rapids to Farley, 47 miles, and the Sioux City and Dakota RR., Sioux City to Yankton, with branch Elk Point to Sioux Falls, 131 miles; 32 miles of road built about same time, consisting of a branch from Eden to Rock Valley, 9 miles, and from a point near Flandreau to Madison, 23 miles. The main sections (359 miles in all) were built in 1881 and 1882, and are as follows: Marion to Council Bluffs, 261 miles; Mitchell, D. T., to Letcher, D. T., 14.40 miles; Yankton to Scotland, D. T., 27 miles; Aberdeen, D. T., to Ashton, D. T., 83 miles; Madison, D. T., to Howard, D. T., 23.60 miles.

On the 4th of June, 1883, an issue of \$3,000,000 of common stock was authorized for the purchase of coal lands, and improvements on same.

During the year 1879 the company acquired 535 miles of line by construction and purchase, of which 143 miles were in Dakota. A full title was acquired of the Western Union RR. by an exchange of the 7 per cent. bonds of that Co. for an equal amount of the 6 per cents of the C., M. & St. P. Co. The Viroqua Branch was completed in September, 1879; the Davenport and Northwestern RR., 162 miles of which were completed, and 60 miles graded, was purchased August 1 of the same year and paid for by an issue of \$1,750,000 of five per cent. bonds. In May of the same year the Minnesota Southern Ry. and the Minnesota Extension were purchased.

In 1880 the company purchased the Hastings and Dakota Extension, 128 miles; the Southern Minnesota Railway, 347 miles; the Chicago, Clinton, Dubuque and Minnesota Railroad (now Dubuque Division), 324 miles; the Wisconsin Valley Railroad, 109 miles; the Mineral Point Railroad, 51 miles; the Pine River Valley and Stevens Point Railroad, 16 miles; the Chicago and Pacific Railway, 89 miles; and the Sioux City and Dakota Railroad, 131 miles. There were constructed during the same year 349 miles of road.

During the year 1882 the company purchased the narrow-gauge road running from Beulah, Ia., to Stulta, Ia., 15 miles, formerly belonging to the Iowa Eastern RR. Co., and changed it to standard gauge; and also the Chippewa Valley and Superior Ry., from Wabasha, Minn., to Eau Claire, Wis., 50 miles, including a bridge over the Mississippi River, with a branch from Red Cedar Junction to Cedar Falls, 21 miles—total purchased, 37 miles. During the same period the following extensions and branches were constructed: In Iowa, the Chicago and Pacific Western Division was completed to Council Bluffs, 64 miles; the Emmetsburg Branch was extended to Estherville, 7 miles; the Volga River Branch of the Dubuque Division was completed to West Union, 14 miles; 2 miles of the line from Cedar Falls to Ottumwa were completed; and a branch was constructed on the Iowa and Dakota Division from Spencer to Lake Okoboji, 17 miles—in all 119 miles. In Wisconsin a branch was constructed from Brandon on

the Northern Division to Markesan, 12 miles. A branch was constructed in Illinois from Galewood on the Chicago and Pacific Division to Dunning, a distance of 3 miles. In Minnesota a branch was constructed from a point on the River Division near Hastings to Stillwater, 25 miles; and a line from Northfield on the Iowa and Minnesota Division to a point near Red Wing on the River Division, 32 miles—total in Minnesota, 57 miles. In Dakota were constructed: a road from Yankton on the Sioux City and Dakota Division to Scotland on the Running Water Branch of the Iowa and Dakota Division, 27 miles; and one from Mitchell on the main line of the Iowa and Dakota Division, north to Letcher, 51 miles. These increased the mileage in Dakota 41 miles, and make a total increase during the year of 303 miles, which added to the 4,217 miles owned at the close of last year, makes the total mileage owned at the close of the fiscal year 1882, 4,520 miles.

During the year 1881 the company constructed 442 miles of road, of which 17 miles were in Illinois, 44 miles in Wisconsin, 168 miles in Dakota, and 213 miles in Iowa. This brought the company's mileage up to 4,217 miles at the close of that year.

Land Department, December 31, 1882.—On December 31, 1881, there were remaining unsold 500,958.46 acres of land. On December 31, 1882, there remained 100,000 acres. The net receipts from land sales during 1881 and 1882 were \$1,224,-364.38. Due on contracts and mortgages, \$1,787,508.90. In addition the sum of \$210,000 is held in trust to abide the decision of a suit brought by this company in the United States Circuit Court, against the Sioux City and St. Paul RR. Co., decided in this company's favor and now pending an appeal in the Supreme Court of the United States.

Directors (elected June 4, 1883).—Alexander Mitchell, John Plankinton, S. S. Merrill, Milwaukee, Wis.; Selah Chamberlain, Cleveland, O.; Jeremiah Milbank, Julius Wadsworth, Abraham R. Van Nest, James T. Woodward, Wm. Rockefeller, Peter Geddes, Hugh T. Dickey, James Stillman, New York; Jason C. Easton, Chatfield, Minn.

ALEXANDER MITCHELL, *President*Milwaukee, Wis.
 Julius Wadsworth, *Vice-President*.....New York, N. Y.
 John D. Durant, *2d Vice-President*.....Milwaukee, Wis.

<i>Gen. Manager</i> —S. S. Merrill.....	Milwaukee.	<i>Auditor</i> —J. P. Whaling.....	Milwaukee
<i>Gen. Supt.</i> —J. T. Clark.....	"	<i>Gen. Pass. Agt.</i> —A. V. H. Carpenter..	"
<i>Treasurer</i> —R. D. Jennings.....	"	<i>Supt. Frt. Traffic</i> —W. G. Swan.....	"
<i>Sec. & Ass't to Man.</i> —P. M. Meyers..	"	<i>Gen. Frt. Agt.</i> —A. C. Bird.....	"
<i>Asst. to Mgr.</i> —Roswell Miller.....	"	<i>Chief Engineer</i> —D. J. Whittemore...	"
<i>Gen. Solicitor</i> —John W. Cary.....	"	<i>Purch. Agt.</i> —John T. Crocker.....	"
<i>Land Comr.</i> —Willis Drummond, Jr.,	"	<i>Comptroller</i> —E. Q. Sewall.....	"
<i>Asst. Gen. Supt.</i> —H. C. Atkins.....	"	<i>Asst. Gen. Supt.</i> —D. A. Olin.....	Racine, Wis.
<i>Asst. Gen. Supt.</i> —C. H. Prior.....	Minneapolis, Minn.	<i>Superintendent</i> —L. B. Rock.....	Milwaukee, "
<i>Supt. Chicago and Chicago and Council Bluffs Divs.</i> —S. J. Collins.....	Chicago, Ill.	<i>La Crosse and Wisconsin Valley Divisions</i> —W. G. Collins.....	Milwaukee, Wis.
<i>" Prairie du C. and Mineral Point Divs.</i> —R. B. Campbell.....	"	<i>" River and Dubuque Divisions</i> —C. W. Case.....	Dubuque, Ia.
<i>" Wabasha and Chippewa Valley Divs.</i> —J. H. Lakey.....	Wabasha, Minn.	<i>C. and C. Bluffs in Ia.</i> —A. J. Earling.....	Marion, Ia.
<i>" I. and M. Div.</i> —H. R. Williams.....	Minneapolis, Minn.	<i>Iowa and Dak. Div.</i> —G. W. Sanborn.....	Mason City, Ia.
<i>" Hastings and Dak. Div.</i> —W. M. Kellie.....	"	<i>S. Minn. Div.</i> —F. D. Underwood.....	La Crosse, Wis.
<i>Div. Supts.</i> { <i>Iowa and Dak. Div.</i> —J. Jackson.....	Sioux City, Ia.	<i>Racine and S. W. Div.</i> —D. L. Bush.....	Racine, Wis.
<i>" Northern Div.</i> —L. B. Rock.....	Milwaukee, "		

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