

FISK & HATCH.

1880.

SEVENTEENTH ANNUAL REPORT

OF THE

Chicago, Milwaukee and St. Paul

RAILWAY COMPANY.

FISK & HATCH.

MILWAUKEE:
CRAMER, AIKENS & CRAMER, PRINTERS.
1881.

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OFFICERS AND DIRECTORS

OF THE

Chicago, Milwaukee and St. Paul Railway Co.

DIRECTORS.

ALEX. MITCHELL, - - - - -	Milwaukee.
JULIUS WADSWORTH, - - - - -	New York.
SELAH CHAMBERLAIN, - - - - -	Minnesota.
JEREMIAH MILBANK, - - - - -	New York.
ABRAHAM R. VAN NEST, - - - - -	“
DAVID DOWS, - - - - -	“
JOHN M. BURKE, - - - - -	“
PETER GEDDES, - - - - -	“
HUGH T. DICKEY, - - - - -	“
JAMES STILLMAN, - - - - -	“
JOHN PLANKINTON, - - - - -	Milwaukee.
S. S. MERRILL, - - - - -	“
JASON C. EASTON, - - - - -	Minnesota.

OFFICERS.

ALEX. MITCHELL, -	<i>President,</i> - - - - -	Milwaukee.
JULIUS WADSWORTH,	<i>Vice President,</i> - - - - -	New York.
S. S. MERRILL, -	<i>General Manager,</i> - - -	Milwaukee.
W. C. VAN HORNE, -	<i>General Superintendent,</i> - -	“
R. D. JENNINGS, -	<i>Secretary and Treasurer,</i> -	“
JAMES M. MCKINLAY,	<i>Ass't Sec'y and Transfer Agent,</i>	New York.
JOHN W. CARY, -	<i>General Solicitor,</i> - - - -	Milwaukee.
J. P. WHALING, -	<i>Auditor,</i> - - - - -	“
A. V. H. CARPENTER,	<i>General Passenger Agent,</i> -	“
W. G. SWAN, - - -	<i>Superintendent Freight Traffic,</i>	“
GEORGE OLDS, - -	<i>General Freight Agent,</i> - - -	“
D. J. WHITTEMORE,	<i>Chief Engineer,</i> - - - - -	“
JOHN T. CROCKER,	<i>Purchasing Agent,</i> - - - -	“
WILLIS DRUMMOND, JR.	<i>Land Commissioner,</i> - - - -	“
H. C. ATKINS, - -	<i>Supt. Chicago, La C., P. du C.,</i> <i>Wis. Valley, & C. & P. Div's,</i>	“
L. B. ROCK, - - -	<i>Supt. Northern Division,</i> - -	“
C. H. PRIOR, - - -	<i>Supt. Iowa & Minnesota Div's,</i>	Minneapolis.
D. A. OLIN, - - -	<i>Supt. Racine & Southwestern Div.</i>	Racine.
J. M. EGAN, - - -	<i>Supt. Southern Minnesota Div.,</i>	La Crosse.
G. W. COBB, - - -	<i>Supt. Mineral Point Division,</i>	Mineral Point.
J. H. JENKINS, - -	<i>Supt. Dubuque Division,</i> - -	Dubuque.

REPORT
OF THE
BOARD OF DIRECTORS.

THE
SEVENTEENTH ANNUAL REPORT
OF THE DIRECTORS OF THE
CHICAGO, MILWAUKEE & ST. PAUL RAILWAY Co.,
TO THE STOCKHOLDERS

For the Year Ending December 31st, 1880.

The President and Directors of the Chicago, Milwaukee & St. Paul Railway Company submit to the stockholders the following report of the Company's business for the year ending December 31st, 1880:

Gross Earnings.....	\$13,086,118 61
Gross Expenses (including taxes).....	7,742,425 68
Net Earnings.....	\$5,343,692 93

The comparative earnings, expenses and general condition of the Company for the years 1879 and 1880 are as follows, viz.:

GROSS EARNINGS.

1879	\$10,012,819 78		
1880	13,086,118 61	Increase.....	\$3,073,298 83

OPERATING EXPENSES.

1879	\$5,473,794 96		
1880	7,742,425 68	Increase.....	\$2,268,630 72

NET EARNINGS.

1879	\$4,539,024	82		
1880	5,343,692	93	Increase.....	\$804,668 11

INTEREST ON MORTGAGE BONDS.

1879	\$2,287,407	36		
1880	2,837,383	61	Increase	\$549,976 25

TONS OF FREIGHT MOVED.

1879	2,559,734			
1880	3,260,553		Increase	700,819

NUMBER OF PASSENGERS CARRIED.

1879	1,555,446			
1880	2,127,501		Increase	572,055

MILES RUN BY FREIGHT AND PASSENGER TRAINS.

1879	7,056,883			
1880	9,945,434		Increase.....	2,888,551

COST OF OPERATING ROAD PER MILE RUN.

187978			
188078			

GROSS EARNINGS PER MILE OF ROAD.

1879	\$5,016	44		
1880 *	4,476	95	Decrease	\$539 49

VALUE OF SUPPLIES AND MATERIAL, DECEMBER 31st.

1879	\$385,971	43		
1880	564,715	24	Increase.....	\$178,743 81

The average price per ton per mile received for freights for a series of years past, has been as follows:

For 1865	4 $\frac{1}{8}$ cts.	For 1873	2 $\frac{5}{8}$ cts.
For 1866	3 $\frac{7}{8}$ cts.	For 1874	2 $\frac{1}{8}$ cts.
For 1867	3 $\frac{1}{4}$ cts.	For 1875	2 $\frac{1}{8}$ cts.
For 1868	3 $\frac{1}{8}$ cts.	For 1876	2 $\frac{1}{8}$ cts.
For 1869	3 $\frac{1}{8}$ cts.	For 1877	2 $\frac{1}{8}$ cts.
For 1870	2 $\frac{3}{4}$ cts.	For 1878	1 $\frac{5}{8}$ cts.
For 1871	2 $\frac{1}{4}$ cts.	For 1879	1 $\frac{3}{4}$ cts.
For 1872	2 $\frac{1}{8}$ cts.	For 1880	1 $\frac{1}{8}$ cts.

* Average number of miles in operation for the year, 2,923 miles.

STATEMENT OF INCOME ACCOUNT.

1880.

Jan. 1—By Balance				\$3,531,537	79
Apr. 15—To Dividend out of Net Earnings of 1879, viz:					
On Preferred Stock, 3½%	\$429,781	90			
On Common Stock, 3½%	539,149	14	968,931	04	
Balance			\$2,562,606	75	
Dec. 31—By Gross Earnings, 1880..	13,086,118	61			
" " Less operating expenses, (including taxes).....	7,742,425	68			
Balance	\$5,343,692	93			
" " Premiums, interest and other income..	324,208	13	5,667,991	06	
Oct. 15—To Dividend out of Net Earnings of 1880, viz :					
On Preferred Stock, 3½%	429,781	90			
On Common Stock, 3½%	539,149	14			
Dec. 31 To Interest on Bonds in 1880	2,837,383	61			
" " To Sinking Fund of 1% on Consolidated Sink- ing Fund Bonds, out- standing Dec. 31st, 1879.....	81,000	00	3,887,314	65	1,780,676
Balance December 31st, 1880			\$4,343,283	16	

In our last report it was stated that the company owned and operated 2,231 miles of railway, of which 199 miles were embraced temporarily in other organizations.

Of these 199 miles, 120 have since been transferred to this company, consisting of the Viroqua Railway (32 miles), the Madison & Portage Railroad (39 miles), both in Wisconsin, and the Dubuque Southwestern Railroad, extending from Farley to Cedar Rapids, in Iowa (49 miles).

The Minnesota Midland (59 miles) and the Oshkosh & Mississippi (20 miles) are still held and operated by the company on contracts of lease; but the securities of both are almost wholly owned by this company.

The following roads have been purchased during the year :

Hastings and Dakota extension, from Glencoe to Ortonville	128 miles.
Southern Minnesota Railway, from the Mississippi River opposite La Crosse, running westerly through the State of Minnesota to Flandreau, in Dakota, with a branch from Wells to Mankato	347 miles.
Chicago, Clinton, Dubuque and Minnesota Railroad, (now operated as the Dubuque Division,) extending from La Crescent, in Minnesota, down the west bank of the Mississippi River, to a point below Sabula, in the State of Iowa, with four branches running in a westerly direction, amounting to.....	324 miles.
Wisconsin Valley Railroad, extending from Tomah, in Wisconsin, in a northerly direction to Jenny, on the Wisconsin River	109 miles.
Mineral Point Railroad, extending from Mineral Point, in Wisconsin, in a southerly direction to Warren, on the Illinois Central Railroad, with a branch from Calamine to Platteville	51 miles.
Pine River Valley and Stevens Point Railroad, extending from Lone Rock, on the Prairie du Chien Division of this company's road, in a northwesterly direction	16 miles.
Chicago and Pacific Railway, extending from Chicago in a westerly direction by way of Elgin to Byron on the Rock River, in Illinois.....	89 miles.
Sioux City & Dakota Railroad, extending from Sioux City, in the State of Iowa, along the left bank of the Missouri River to Yankton, in Dakota, with a branch from Elk Point in a northerly direction to Sioux Falls.....	131 miles.

Making of lines purchased a total of1,195 miles.

The following addition to the lines of the Company have been constructed during the year:

A branch to Libertyville from the Chicago and Milwaukee Division	3 miles.
An extension of the Chicago and Pacific Division, from Byron to Lanark Junction.....	26 miles.

An extension of the La Crosse and Davenport Division, from Fayette to a point on the Iowa and Dakota Division near Fort Atkinson.....	25 miles.
An extension from Brodhead, on the Prairie du Chien Division, to Albany	7 miles.
From Janesville to Beloit	14 miles.
An extension of the Hastings and Dakota Division, from Ortonville west.....	78 miles.
A branch from Milbank Junction on said Division, in a northwesterly direction.....	22 miles.
From Minneapolis to Benton, on the Hastings and Dakota Division.....	28 miles.
From Bridgewater westerly through Mitchell, Iowa and Dakota Divison	80 miles.
From Rock Valley, on the Iowa and Dakota Division, to Eden, on the Sioux City and Dakota Division..	10 miles.
From St. Paul to Minneapolis	8 miles.
From Flandreau, in Dakota, on the Southern Minnesota Division, west to Madison.....	28 miles.
A branch from Egan on said Division, to Dell Rapids	13 miles.
An extension of the Dubuque Division, from Midland Junction to Clinton	7 miles.
Making in all, constructed.....	349 miles.

The roads purchased and constructed give an increase of 1,544 miles, and make the Company now the owner of 3,775 miles of completed road.

Of the road constructed during the year, 21 miles are in Wisconsin, 29 in Illinois, 36 in Minnesota, 42 in Iowa, and the balance in Dakota. There is in process of construction 22 miles, from Monroe on the Prairie du Chien Division to Gratiot, on the Mineral Point Division, which will be completed at an early day.

The purchase of the Chicago and Pacific Railway gave the Company a line directly west from the city of Chicago to Rock River, which required only the construction of 26 miles to connect with the Southwestern Division of this Company near Lanark. That connection has been made, and the Company now owns a direct route from Chicago to the Mississippi River at Savanna, and thence westerly to Marion and Cedar Rapids. The distance from Marion to the Missouri River at Council

Bluffs is about 265 miles, and with the construction of a line between these points, the Company would have as direct and short a line from Chicago to Council Bluffs as any other Company.

The line is easy of construction, and for the whole distance passes through the finest agricultural country in Iowa. It has been determined to construct this line and have it completed as early as practicable. Surveys have been made, the location determined, and other steps taken for the immediate commencement of the work. A first-class iron bridge has been constructed over the Mississippi River at Sabula for this line; which bridge, now in operation, also serves to connect the Dubuque Division, and all the company's lines in Iowa, directly with the Chicago and Pacific Division.

The purchase of the Chicago, Clinton, Dubuque and Minnesota Railroad gives this Company a continuous line along the Mississippi River from Minneapolis to Rock Island and Davenport, and a route shorter than any other from Dubuque to Chicago; and shortens by about 50 miles the route from the roads of the Company in Northern Iowa and Southern Dakota to Chicago.

In connection with the purchase of the Southern Minnesota and Southern Minnesota Railway Extension Companies, this company became the beneficial owner of 315,000 acres of excellent land near the lines of those companies.

The company has also received from the Government, on account of the extension of the line from Algona to Sheldon, in Iowa, 120,000 acres, and by a settlement with the McGregor and Missouri River Railroad Company, 130,000 acres.

It has also claims on the Government, which it hopes will be recognized, for 170,000 acres in addition.

A Land Department has been organized and is now disposing of these lands, which have much to commend them to settlers, and are in good demand.

The company has added largely to its grounds for yard and depot purposes in Chicago, and has secured, in its own right suitable facilities for the storage of grain there. It has also purchased in the northern part of that city several blocks of water frontage suitable for dock purposes, and accessible to the tracks of the company.

The company has now 821 miles of its road laid with steel rails, being an increase of 204 miles in the past year; and the following new equipment has been added:

- 58 Locomotives.
- 3 Sleeping Cars.
- 16 First-class Coaches.
- 13 Baggage, Postal, Mail and Express Cars.
- 3,000 Box Freight Cars.
- 30 Caboose.
- 550 Stock Cars.
- 700 Flat and Coal Cars.
- 1 Steam Excavator.

The entire cost of the company's property, including rolling stock, depot grounds, cattle yards, elevators, warehouses, docks, etc., is represented by—

Common Stock.....	\$15,404,261
Preferred Stock	12,404,483
Mortgage Bonds, including \$3,000,000 of pre-existing mortgage debt on purchased roads	70,172,000
Making a total of.....	\$97,980,744

on 3,775 miles of road, being at the rate of \$25,955 per mile.

You are referred to the subjoined report of S. S. Merrill, General Manager, to whom and to the other officers and employes of the company, much credit is due for the faithful and efficient manner in which they have discharged the respective duties assigned them.

Respectfully submitted,

ALEX. MITCHELL, *President.*

Milwaukee, March 21st, 1881.

REPORT
OF THE
GENERAL MANAGER.

MILWAUKEE, MARCH, 1881.

HON. ALEX. MITCHELL,

President.

DEAR SIR :

The following tables give in detail the Earnings, Operating Expenses, etc., of this Company for the year 1880.

Very Respectfully,

S. S. MERRILL,

General Manager.

STATEMENT
OF
EARNINGS AND EXPENSES

FOR THE YEAR 1880.

EARNINGS.

From Freight	\$8,884,226 68
From Passengers.....	3,159,050 85
From Mails, Express, etc.....	1,042,841 08
Total Earnings	\$13,086,118 61

EXPENSES.

Repairs of Track	\$1,156,669 42
Renewal of Track	611,549 76
Repairs of Bridges.....	159,014 77
Repairs of Fences	57,060 17
Repairs of Buildings.....	176,535 28
Repairs of Locomotives.....	402,706 47
Repairs of Cars.....	626,639 25
Repairs of Tools and Machinery.....	57,551 97
Management and General Offices	220,615 91
Foreign Agency and Advertising.....	105,999 61
Carried Forward.	\$3,574,342 61

Brought Forward.....	\$3,574,342	61
Station Service	1,060,684	13
Conductors, Baggage and Brakemen	492,362	60
Engineers, Firemen and Wipers.....	695,580	81
Train and Station Supplies.....	209,574	39
Fuel Consumed.....	901,116	71
Oil and Waste.....	93,663	65
Personal Injuries.....	52,092	18
Damage to Property	23,100	79
Loss and Damage of Freight and Baggage.....	11,398	49
Legal Expenses	52,417	48
New York Office Expenses.....	13,317	64
Taxes	375,027	78
Insurance	24,210	05
Miscellaneous Expenses	45,914	13
Stock Yard Expenses	14,541	27
Rent of Cars	14,241	78
Savanna Transfer.....	10,200	21
Expenses Elevator "A"	24,866	77
Expenses Elevators "B & C"	21,553	08
Expenses Elevator "D"	5,588	67
Expenses Elevator "E"	22,710	82
Expenses Elevator, Minneapolis.....	3,919	64
Total Expenses.....	\$7,742,425	68

RECAPITULATION.

Gross Earnings.....	\$13,086,118	61
Total Expenses.....	7,742,425	68
Net Earnings.....	\$5,343,692	93

COMPARATIVE STATEMENT
OF
EARNINGS AND OPERATING EXPENSES

FOR THE YEARS 1879 AND 1880.

EARNINGS.

	1879.	1880.	Increase.
From Freight.....	\$6,850,755 43	\$8,884,226 68	\$2,033,471 25
From Passengers.....	2,273,701 00	3,159,050 85	885,349 85
From Mails, Express, etc.....	888,363 35	1,042,841 08	154,477 73
Total Earnings.....	\$10,012,819 78	\$13,086,118 61	\$3,073,298 83

EXPENSES.

	1879.	1880.
Repairs of Track.....	\$826,804 31	\$1,156,669 42
Renewal of Track.....	278,472 84	611,549 76
Repairs of Bridges.....	134,715 84	159,014 77
Repairs of Fences.....	37,327 97	57,060 17
Repairs of Buildings	91,178 55	176,535 28
Repairs of Locomotives.....	277,938 42	402,706 47
Repairs of Cars.....	471,585 31	626,639 25
Repairs of Tools and Machinery...	34,876 86	57,551 97
Carried Forward.....	\$2,152,900 10	\$3,247,727 09

	1879.	1880.
Brought Forward.....	\$2,152,900 10	\$3,247,727 09
Management and General Office...	155,716 91	220,615 91
Foreign Agency and Advertising..	73,241 64	105,999 61
Station Service.....	806,029 10	1,060,684 13
Conductors, Bag'ge and Brakemen,	370,550 98	492,362 60
Engineers, Firemen and Wipers...	514,142 79	695,580 81
Train and Station Supplies.....	160,151 24	209,574 39
Fuel Consumed.....	607,172 91	901,116 71
Oil and Waste.....	57,783 35	93,663 65
Personal Injuries.....	18,961 44	52,092 18
Damage to Property.....	8,769 20	23,100 79
Loss and Damage of Fr't and Bg'e	4,396 67	11,398 49
Legal Expenses.....	44,205 56	52,417 48
New York Office Expenses.....	11,365 85	13,317 64
Taxes.....	329,965 65	375,027 78
Insurance.....	15,647 00	24,210 05
Miscellaneous Expenses.....	46,522 29	45,914 13
Stock Yard Expenses.....	12,629 75	14,541 27
Rent of Cars.....	5,520 90	14,241 78
Savanna Transfer.....	7,686 02	10,200 21
Expenses of Elevator "A".....	21,245 33	24,866 77
Expenses of Elevators "B" & "C"	22,336 02	21,553 08
Expenses of Elevator "D".....	3,240 85	5,588 67
Expenses of Elevator "E".....	19,451 04	22,710 82
Expenses of Elevator, Minneapolis.	4,162 37	3,919 64
Total Expenses.....	85,473,794 96	87,742,425 68

RECAPITULATION.

	1879.	1880.	Increase.
Gross Earnings.....	\$10,012,819 78	\$13,086,118 61	\$3,073,298 83
Total Expenses.....	5,473,794 96	7,742,425 68	2,268,630 72
Net Earnings.....	\$4,539,024 82	\$5,343,692 93	\$804,668 11

Statement of Income from all Sources for
the Year 1880.

From Freight.....	\$8,884,226	68
" Passengers.....	3,159,050	85
" Mail Service.....	259,641	30
" Express Service.....	245,974	45
" News Service.....	7,966	21
" Rents	8,151	05
" Telegraph	5,420	28
" Extra Baggage	17,972	41
" Sleeping Cars	76,740	12
" Stock Yards.....	57,407	10
" Milk	21,290	57
" Elevator "A".....	98,436	53
" Elevators " B & C "	105,020	44
" Elevator " D "	19,263	64
" Elevator " E "	98,199	03
" Elevator, Minneapolis.....	21,357	95
Total	\$13,086,118	61

EQUIPMENT

OWNED BY THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY COMPANY,
DECEMBER 31st, 1880.

Locomotives.....	425
Passenger Cars (1st and 2d Class).....	168
Sleeping Cars.....	17
Parlor Cars.....	4
Baggage, Postal, Mail and Express Cars.....	130
Box Freight and Caboose Cars.....	9,111
Stock Cars.....	1,419
Flat and Coal Cars.....	2,785
Wrecking and Tool Cars, etc.....	25