

45
ANNUAL REPORT

OF THE

**MINNEAPOLIS, ST. PAUL & SAULT
STE. MARIE RAILWAY COMPANY**

**FOR THE YEAR ENDED
DECEMBER 31
1933**



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MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE
RAILWAY COMPANY

DIRECTORS

E. W. BEATTY	Montreal, Quebec
R. M. BENNETT	Minneapolis, Minn.
E. L. CARPENTER	Minneapolis, Minn.
E. W. DECKER	Minneapolis, Minn.
F. T. HEFFELFINGER	Minneapolis, Minn.
SIR HERBERT S. HOLT	Montreal, Quebec
C. T. JAFFRAY	Minneapolis, Minn.
C. S. LANGDON	Minneapolis, Minn.
CHARLES S. PILLSBURY	Minneapolis, Minn.
F. J. SENSENBRENNER	Neenah, Wis.
W. N. TILLEY, K. C.	Toronto, Ont.
L. E. WAKEFIELD	Minneapolis, Minn.
G. W. WEBSTER	Minneapolis, Minn.
E. A. YOUNG	St. Paul, Minn.

One vacancy.

OFFICERS

C. T. JAFFRAY	President	Minneapolis, Minn.
G. W. WEBSTER	Vice-President and Secretary	Minneapolis, Minn.
A. E. WALLACE	Vice-President and Gen'l Mgr.	Minneapolis, Minn.
F. R. NEWMAN	Vice-President in Charge of Traffic	Minneapolis, Minn.
H. S. MITCHELL	General Counsel	Minneapolis, Minn.
J. L. ERDALL	General Solicitor	Minneapolis, Minn.
D. J. BOND	Comptroller	Minneapolis, Minn.
E. G. CLARK	Freight Traffic Manager	Minneapolis, Minn.
H. M. LEWIS	General Passenger Agent	Minneapolis, Minn.
E. A. WHITMAN	Chief Engineer	Minneapolis, Minn.
B. N. LEWIS	Mech. Superintendent	Minneapolis, Minn.
G. W. LEIGH	Purchasing Agent	Minneapolis, Minn.
W. C. RANOUS	Gen'l. Supt. of Transportation	Minneapolis, Minn.
E. H. BUHLMAN	Gen'l. Superintendent	Minneapolis, Minn.
P. J. STOCK	Assistant Secretary	Minneapolis, Minn.
D. W. ALJOE	Assistant Secretary	64 Wall Street, New York, N. Y.
E. F. TREMAYNE	Assistant Secretary	8 Waterloo Place, Pall Mall, London, S. W., England.
C. H. BENDER	Treasurer	Minneapolis, Minn.
J. E. OLSON	Asst. Treas. and Asst. Secretary	Minneapolis, Minn.

Transfer Agents: AGENTS, BANK OF MONTREAL
64 Wall Street, New York.

Fiscal Agents: AGENTS, BANK OF MONTREAL
64 Wall Street, New York.

Registrar of Stocks and Bonds: CENTRAL HANOVER BANK & TRUST CO.
OF NEW YORK

Annual Meeting Third Tuesday in May, at Minneapolis, Minn.

CENTRAL TERMINAL RAILWAY COMPANY

DIRECTORS

C. T. JAFFRAY	Minneapolis, Minn.
W. A. KITTERMASTER	Chicago, Illinois
G. H. PEAKS	Chicago, Illinois
T. J. WALL	Chicago, Illinois
A. E. WALLACE	Minneapolis, Minn.
G. W. WEBSTER	Minneapolis, Minn.
ROBERT E. WRIGHT	Chicago, Illinois

OFFICERS

C. T. JAFFRAY	President	Minneapolis, Minn.
G. H. PEAKS	Vice-President	Chicago, Illinois
G. W. WEBSTER	Vice-President	Minneapolis, Minn.
P. J. STOCK	Secretary	Minneapolis, Minn.
C. H. BENDER	Treasurer	Minneapolis, Minn.
J. E. OLSON	Assistant Treasurer	Minneapolis, Minn.
T. J. WALL	Assistant Secretary	Chicago, Illinois
D. J. BOND	Comptroller	Minneapolis, Minn.

Fiscal Agents: AGENTS, BANK OF MONTREAL
64 Wall Street, New York.

Annual Meeting Second Wednesday in May, at Chicago, Ill.

ANNUAL REPORT

of the

Minneapolis, St. Paul & Sault Ste. Marie Railway Co.

For the Fiscal Year Ended December 31, 1933

To the Stockholders:

Submitted herewith is a report for the fiscal year ended December 31, 1933.

The Gross Revenue, Operating Expenses, Fixed Charges, Net Income, etc., are shown in the following condensed statement:

	Year 1933	Year 1932
Gross Revenue	\$12,866,942.87	\$12,596,141.46
Operating Expenses	10,630,286.47	11,514,699.15
Net Revenue	\$ 2,236,656.40	\$ 1,081,442.31
Income from Other Sources.....	386,719.41	902,900.76
Total Income	\$ 2,623,375.81	\$ 1,984,343.07
Fixed Charges, Taxes, etc.....	7,466,871.56	7,523,382.81
Net Deficit	\$ 4,843,495.75	\$ 5,539,039.74

Gross Revenue during 1933 was \$12,866,943.00, an increase of \$270,802.00, or 2.15% compared with the previous year.

Freight Revenue during 1933 was \$11,059,272.00, an increase of \$484,671.00, or 4.58%.

The increases and decreases in Freight Revenue were as follows:

Products of Agriculture	\$293,285	Increase
Products of Forests	108,582	Increase
Less Than Carload Freight.....	20,482	Increase
Animals and Products	11,967	Increase
Products of Mines	170,823	Increase
Manufactures and Miscellaneous	120,468	Decrease
Total Increase	\$484,671	

Products of Agriculture. There was an increase in shipments of grain, partly offset by a decrease in shipments of grain products and hay.

The expected heavy movement of the 1932 grain crop during the first part of 1933 did not materialize. Due to damage from grasshoppers, drouth in certain districts, and low prices, a considerable part of the carry-over from the 1932 crop was not shipped to market but was used by the farmers for feed.

The 1933 grain crop was planted under favorable conditions. Later, a very protracted and destructive period of dry weather ensued so that only about one-half of a normal crop was harvested. Owing to the small crop, market conditions, and the grain embargo by North Dakota authorities, Soo Line shipments of 1933 grain from August 1, 1933, to December 31, 1933, amounted to only 10,517,000 bushels. It is estimated that the amount of grain on our line in the hands of farmers and in elevators on December 31, 1933, was 15,400,000 bushels.

Shipments of grain to Minneapolis and Duluth markets from western territory tributary to our line, compared with corresponding shipments of the previous year, were as follows:

	1933	1932
	Bushels	Bushels
Before August 1	10,707,000	3,895,000
After August 1	10,517,000	13,763,000
 Total	 21,224,000	 17,658,000

The following table shows the grain crop harvested in each of the years shown and subsequently shipped to market over our line during the twelve-month period beginning August 1 of each year shown:

Year	Bushels	Year	Bushels
1915.....	83,527,877	1924.....	66,280,641
1916.....	34,233,059	1925.....	55,374,519
1917.....	28,560,411	1926.....	30,627,251
1918.....	52,002,485	1927.....	54,138,346
1919.....	30,393,424	1928.....	56,816,503
1920.....	41,232,301	1929.....	32,867,641
1921.....	36,832,469	1930.....	41,556,685
1922.....	59,429,961	1931.....	12,118,000
1923.....	34,657,645	1932.....	24,470,000

Products of Forests increased as a result of greater business activity in the last eight months of 1933.

Less than Carload Freight. Decreases in the first part of the year due to general business conditions and low purchasing power of the farming communities, were more than offset by increases in the latter part of the year. This class of traffic is still affected by competition of trucks and forwarding companies.

Animals and Products. The downward trend of recent years because of increasing use of trucks to transport livestock has apparently been halted. Strenuous efforts are being

continued to regain this business through rate reductions, work with farmers' shipping associations, and educational community meetings with farmers. We are encouraged to believe that our efforts are now bringing results.

Products of Mines increased as a result of greater iron ore shipments, our total tonnage being 457,855 tons compared with 62,491 tons in 1932. Total ore shipments by all railroads from mines in the Lake Superior District in 1933 were 21,623,898 tons compared with 3,588,608 tons in 1932. Lignite coal shipments increased during the year, total tonnage being 470,814 tons compared with 457,403 tons handled in 1932. Bituminous coal shipments decreased due to business and weather conditions and the increased use of lignite and natural gas. The South St. Paul packing plants began the use of natural gas in the fall of 1933, thereby causing a loss to the railroads of approximately 125,000 tons of dock coal per annum, the rail revenue on which would be about \$225,000. Sand, gravel, and stone continued to show large decreases on account of the further slackening of construction activities, especially during the first part of the year. Highway construction was negligible.

Manufacturers and Miscellaneous. The decrease was due in part to the low purchasing power of the farmers and the communities serving them. Trucks continued to make large inroads on this class of traffic.

The activities of Pace, Incorporated, industrial engineers, were concentrated on conservation and restoration work among principal industries along our line.

Comparisons of cars loaded on our line and received from connections, and revenue, 1929 to 1933, inclusive, are shown in the statement below:

	(000 omitted from revenue)				
	1929	1930	1931	1932	1933
Products, Agricultural:					
Cars	55,886	51,479	35,077	30,302	29,977
Revenue	\$6,119	\$5,865	\$3,388	\$2,982	\$3,276
Products, Animal:					
Cars	21,563	16,565	15,566	11,740	12,215
Revenue	\$1,550	\$1,285	\$1,210	\$ 801	\$ 813
Products, Mines:					
Cars	87,217	71,328	48,402	38,663	43,886
Revenue	\$3,791	\$3,256	\$2,308	\$1,934	\$2,104
Products, Forests:					
Cars	83,912	60,835	39,403	24,228	29,347
Revenue	\$3,472	\$2,755	\$1,696	\$1,158	\$1,266
Miscellaneous:					
Cars	70,169	58,699	41,936	32,028	31,848
Revenue	\$6,277	\$4,923	\$3,117	\$2,570	\$2,450
Merchandise:					
Tons	245,842	202,350	154,980	105,326	110,870
Revenue	\$2,625	\$2,091	\$1,560	\$1,130	\$1,150
Grand Total:					
Cars	318,747	258,906	180,384	136,961	147,273
Revenue	\$23,834	\$20,175	\$13,279	\$10,575	\$11,059

Passenger Revenue was \$621,963.00, a decrease of \$124,749.00, or 16.7%. On December 1, 1933, general reductions were made by the Western Lines in the basic passenger fares from 3.6 cents per mile to 3 cents per mile for one-way first-class travel, 2 cents per mile for one-way coach travel, and 2 cents per mile for round-trip on all classes of transportation, and, in addition, the surcharge for travel in sleeping cars was eliminated. Since the establishment of these fares, there has been a substantial increase in local travel, and while they are in effect for an experimental period until May 31, 1934, it is expected the reduced rates will be made permanent on approximately the present basis with possible slight modifications. Through passenger traffic continued light on account of general conditions.

Revenue from Milk and Cream handled in baggage cars was \$108,852.00, a decrease of \$52,556.00, or 32%, due particularly to a large reduction in rates on butter fat and sour cream, effective in April, 1933, which was necessary to meet motor truck competition. The rate reduction improved the volume of business handled and prevented a greater decrease in revenue.

Department of Agricultural Development. The serious grasshopper menace, and the drouth which prevailed in certain parts of our territory in North Dakota, necessitated the devotion of most of the time of this department in the first part of the year to emergency work in that state. These activities included the location of suitable supplies of seed and feed for use in the stricken areas, cooperation with the governmental agencies in connection with seed and feed loans to farmers, cooperation with county commissioners and county agents in the distribution of grasshopper bait, and the education of those concerned in its proper application.

Experimental work on corn, potatoes, and livestock, as well as activities with boys' and girls' clubs, were continued on a curtailed basis.

This department continued its educational efforts with the farmers' livestock shipping associations, meetings being held in all communities with a view to having shipments made by rail instead of by truck. Several new associations were organized and some of the less active organizations were revived.

Bus and Truck Competition. During the past year the Minnesota Legislature enacted new laws for the regulation of trucks and busses, but the need for further legislation by the states, as well as the Federal Government, still exists. Contract and private truckers are still able to cut rates promiscuously and consequently any drastic efforts to meet this competition would be too costly to attempt. Close watch is being kept of various experiments in all parts of the country

to regain traffic from trucks with a view to adopting any methods which appear advisable. It is contemplated that arrangements will soon be completed for store-door delivery of carloads of automobiles at certain selected points, which, together with the use of automobile cars equipped with the new loading devices, and reduced rates in western territory (which will probably be followed shortly by reductions from eastern territory) is expected to return to the rails a substantial share of this business.

Maintenance of Way and Structures expenses decreased \$137,606.00, or 6.69%. The major portion of the decrease resulted from the treated tie program inaugurated in 1920. The cost of ties decreased \$95,000.00, and the cost of placing ties in track decreased \$32,000.00. Savings were made in other items of expense which were offset by a charge of \$49,500.00 representing an inventory adjustment of repair rail to market value.

Maintenance of Equipment expenses decreased \$410,981.00, or 13.88%. Of this amount, \$259,000.00 represents actual labor and material saved by curtailment of various programs. There was a reduction in depreciation charges on account of less equipment owned. There were also decreases in the equipment retirement accounts resulting from charging the bookkeeping loss on equipment retired under a special program to profit and loss instead of to operating expenses.

Transportation Expenses decreased \$310,556.00, or 5.89%. The total transportation expense for the past three years was as follows:

1931	\$6,444,151.00
1932	5,275,957.00
1933	4,965,401.00

The annual decreases were:

1931	\$1,876,567.00, or 22.55%
1932	1,168,194.00, or 18.13%
1933	310,556.00, or 5.89%

Total gross ton miles, representing the effort required to handle the traffic, increased 7.58%. Gross tons per train averaged 1,047 in 1933 as compared with an average of 936 in the previous year resulting in decreased costs for labor and fuel. Many other transportation economies were effected during the year.

Hire of Equipment charges increased \$23,282.00, largely due to a change in accounting practice.

Property Investment. The investment in road account shows a net increase for the year of \$26,474.58 as the result of gross expenditures of \$264,218.84, less retirements and accounting adjustments amounting to \$237,744.26. The two major classes of work included in expenditures are grade separation projects and the application of tie plates. Abnormal

retirements aggregated \$161,299.34, representing the book value of 12.37 miles of branch line, 20,048 feet of side and yard tracks, and 24 structures no longer required.

The equipment investment account shows a net decrease for the year of \$3,004,992.36, due to retirement of equipment and accounting adjustments totaling \$3,015,278.12, less expenditures for additions and betterments amounting to \$10,285.76. The retirements included 38 locomotives, 1,889 freight cars, 12 sleeping cars, and 128 work cars retired under the special program referred to above.

Funded and Unfunded Debt. The outstanding indebtedness was decreased during the year a net amount of \$1,124,681.09, as follows:

Increases

*First Refunding Mortgage Bonds, Series "B".....\$ 100,000.00

Decreases

One Year Five Percent Secured Notes.....	\$ 3,000.00
First Refunding Mortgage Bonds, Series "A".....	22,000.00
Twenty-five Year Gold Notes.....	82,000.00
Equipment Trust Notes	629,000.00
Equipment Purchase Contracts	333,706.82
Short Term Loans from Reconstruction Finance Corporation	97,629.77
Short Term Loans from The Railroad Credit Corporation	57,344.50
 Total Decrease	 \$1,224,681.09
 Net Decrease	 \$1,124,681.09

*Owned by the Soo Line December 31, 1932.

Non-negotiable Debt to Affiliated Companies increased \$4,850,829.00.

The Wisconsin Central properties are still in receivership and the Soo Line is still operating them as agent for the receiver. The legal proceeding mentioned in the last paragraph of our 1932 report resulted in a decision by the Court that the Soo Line was entitled to terminate its lease of the Wisconsin Central properties when they could be operated only at a loss. A further controversy has developed and is still pending as to whether the lease was actually terminated.

The receiver of the Wisconsin Central properties has made a report to the court covering his operations for the calendar year 1933, copies of which may be obtained upon application to Mr. A. E. Wallace, Receiver.

As the foregoing figures show, the year 1933 was slightly better than 1932. In the early part of the year, business was at a very low ebb and the bank holiday in March added to the uncertainty and seriously affected all lines of business. Beginning in May, business showed quite an im-

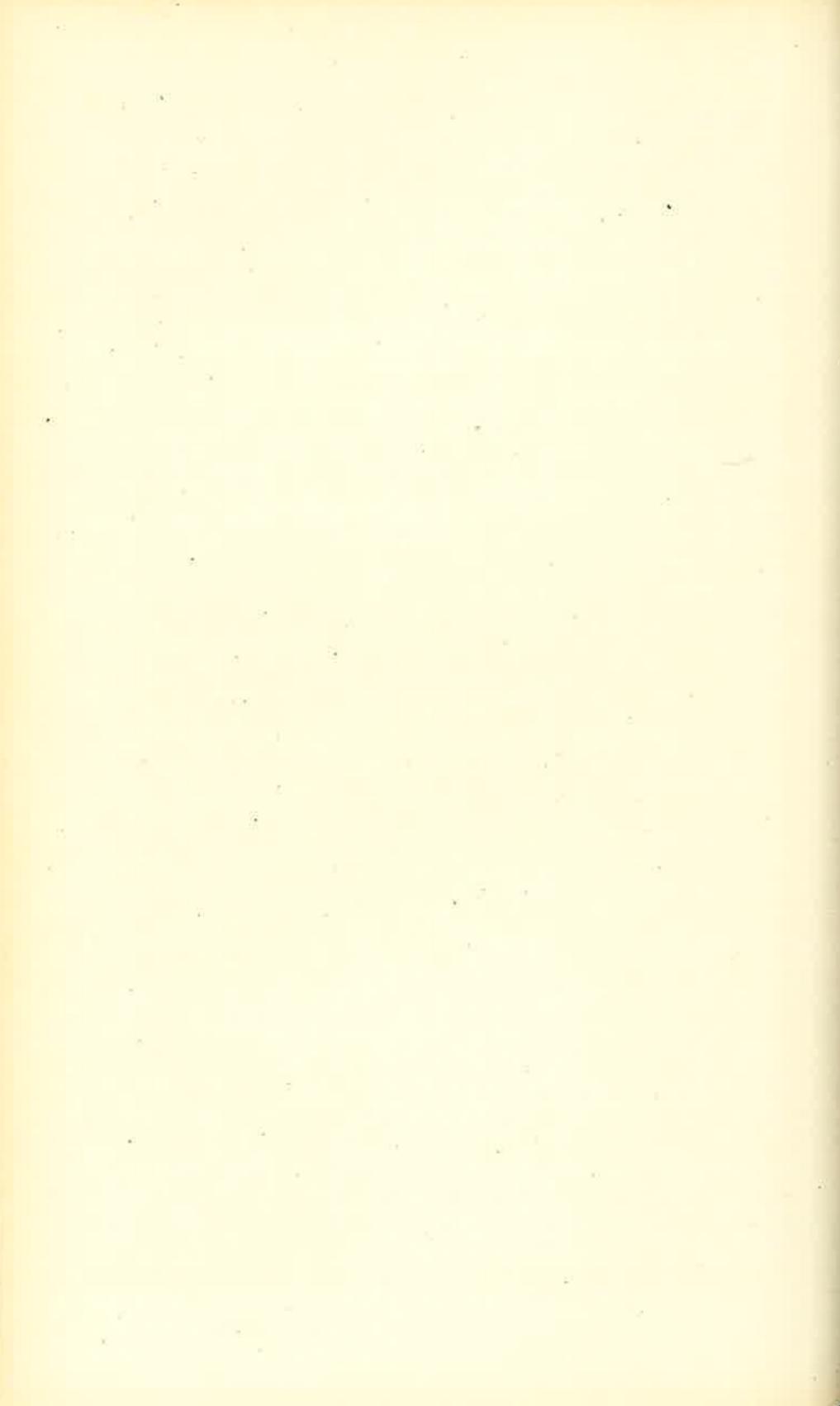
provement, which maintained throughout the year except that the movement of grain was very light. Our crop conditions were very favorable up to the middle of June, but from that time on the drouth and heat were such that the conditions rapidly grew worse and resulted in one of the smallest crops ever harvested in our territory.

At the present time conditions in our territory are somewhat better than a year ago because of the increased prices of farm products and the vast amount of money the Federal Government is loaning and spending in this territory. Were it not for the one great danger facing us of moisture conditions, which are very bad, we could feel reasonably sure that this year would show much better results than 1933. To harvest a normal crop this year, we must have the most favorable moisture conditions for the remainder of the growing season.

Our property has been maintained as well as possible under business conditions and we are in a position to handle the increased business which we hope we will have this year. Also, our organization is working in the most satisfactory manner and to them is to be given the credit for whatever showing we are making.

C. T. JAFFRAY,

President.



Mr. C. T. Jaffray, President,

*Minneapolis, St. Paul & Sault Ste. Marie Railway Co.,
Minneapolis, Minnesota.*

We have made an examination of the Balance Sheet of the Minneapolis, St. Paul and Sault Ste. Marie Railway Company as at December 31, 1933, and of the Income and Profit and Loss Accounts for the year 1933. In connection therewith, we examined or tested accounting records of the company and other supporting evidence and obtained information and explanations from officers and employees of the company; we also made a general review of the accounting methods and of the operating and income accounts for the year, but we did not make a detailed audit of the transactions.

At the present time, in view of the pending Receivership of the Wisconsin Central Railway Company and the legal proceedings incident thereto, the value of the Company's investment therein and advances thereto and the extent of its obligations under the lease agreement of April 1, 1909, and the agreement for the issue of Leased Line Certificates, cannot be determined.

In our opinion, based upon our examination and subject to the foregoing explanation, the accompanying Balance Sheet and related Income and Profit and Loss Accounts fairly present, in accordance with accepted principles of accounting consistently maintained by the company during the year under review, its position at December 31, 1933, and the results of its operations for the year.

PEAT, MARWICK, MITCHELL & CO.

New York, N. Y.
April 18, 1934

GENERAL BALANCE SHEET
ASSETS

Property Investment:

Road.....	\$ 104,011,001.54
Equipment.....	31,818,937.69
	<u>\$ 135,829,939.23</u>
Less Reserve for Equipment	
Depreciation (Per Schedule on page 28). .	<u>14,834,927.36</u>
Total.....	\$ 120,995,011.87

Sinking Fund.....	2,216.68
Deposits in lieu of Mortgaged Prop. Sold.	4,884.94
Miscellaneous Physical Property.....	3,125,155.39
Wis. Cent. Ry. Co., Preferred Stock	11,256,400.00
(Pledged for M. St. P. & S. S. M. Ry. Co., 4% Leased Line Certificates)	

**Investments in Proprietary, Affiliated,
and Controlled Companies:**

Stocks (Per Schedule on page 16).....	\$ 12,008,382.47
Bonds (Per Schedule on page 16).....	8,000,000.00
W. C. Ry. Co. Advances.....	696,660.00
Other Advances.....	<u>2,607,778.27</u>
Total.....	23,312,820.74

Other Investments:

Stocks.....	\$ 1.00
Bonds.....	1,838,200.00
Notes.....	182,014.56
Real Estate Sales Contracts.....	<u>32,187.34</u>
Total (Per Schedule on page 16).....	2,052,402.90

Current Assets:

Cash.....	\$ 662,578.29
Special Deposits—Special Wisconsin Central Fiduciary Account.....	371,585.65
Other Special Deposits.....	43,280.29
Loans and Bills Receivable.....	1,210.19
Traffic and Car Service Balances...	151,123.49
Agents and Conductors Balances...	365,763.95
Miscellaneous Accounts Receivable.	428,859.78
Material and Supplies.....	1,951,169.53
Interest and Dividends Receivable..	3,728.03
Other Current Assets.....	<u>13,423.10</u>
Total.....	3,992,722.30

Deferred Assets:

Working Fund Advances.....	\$ 27,907.65
Other Deferred Assets.....	316,590.80
W. C. Ry. Co. Advances.....	<u>6,979,817.57</u>
Total.....	7,324,316.02

Unadjusted Debits:

Rents and Insurance Paid in Advance	\$ 31,962.76
Discount on Funded Debt	752,718.25
Discount on Canadian Funds.....	728,567.61
(To be amortized as loans are repaid)	
Other Unadjusted Debits	<u>733,450.52</u>
Total.....	2,246,699.14
Grand Total.....	<u>\$ 174,312,629.98</u>

DECEMBER 31, 1933

LIABILITIES

Capital Stock:

Common.....	\$ 25,206,800.00
Preferred.....	12,603,400.00
Total.....	\$ 37,810,200.00

Governmental Grants:

Grants in Aid of Construction.....	3,224.89
Funded Debt Unmatured.....	93,240,800.00

(Per Funded Debt Schedule on Page 17)

M. St. P. & S. S. M. Ry. Co. 4% Leased Line Certificates.....	11,256,400.00
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(Issued in exchange for Preferred Stock of Wis. Central Ry. Co., held by Trustee.)

Non-negotiable Debt to Affiliated Companies.....	7,894,839.62
(Including \$6,348,381.92 stated at par, payable in Canadian Funds.)	

Current Liabilities:

Loans and Bills Payable.....	\$ 14,562,377.19
Traffic and Car Service Balances.....	312,095.36
Audited Vouchers and Wages Payable	1,875,305.78
Miscellaneous Accounts Payable.....	49,694.60
Interest Matured Unpaid.....	1,988,188.75
Interest Matured Unpaid (Leased Line Certificates).....	*450,256.00
Unmatured Interest Accrued.....	418,374.17
Unmatured Rents Accrued.....	6,790.44
Receiver of W. C. Ry. Co.....	623,231.91
Other Current Liabilities.....	152,758.83
Total.....	20,439,073.03

Deferred Liabilities:

Equipment Purchase Contracts.....	\$ 1,021,519.17
Other Deferred Liabilities.....	39,824.80
Total.....	1,061,343.97

Unadjusted Credits:

Tax Liability.....	\$ 858,551.11
Premium on Funded Debt.....	842.72
Other Unadjusted Credits.....	559,950.57
Total.....	1,419,344.40

Corporate Surplus:

Additions to Property thru Income and Surplus.....	\$ 240,645.12
Funded Debt Retired thru Income and Surplus.....	287,000.00
Sinking Fund Reserve.....	2,216.68
Profit and Loss, Credit Balance.....	657,542.27
Total.....	1,187,404.07
Grand Total.....	\$ 174,312,629.98

For statement of Contingent Liabilities see page 17.

*Unpaid installments liability for which is in dispute.

INVESTMENTS IN SECURITIES

STOCKS AND BONDS OF PROPRIETARY, AFFILIATED, AND CONTROLLED COMPANIES

Capital Stock:	Par Value	*Book Value
Wisconsin Central Ry. Co.:		
Common:		
Unpledged.....	\$ 9,121,300.00	\$ 4,094,458.82
Pledged, for M. St. P. & S.		
S. M. Ry. Co., Twenty-five		
Year 5½% Gold Notes.....	6,879,200.00	2,974,723.65
Central Terminal Ry. Co.....x	2,000,000.00	2,000,000.00
Belt Railway Co. of Chicago....**	240,000.00	240,000.00
Minnesota Transfer Ry. Co....	7,000.00	7,000.00
St. Paul Union Depot Co.....	103,600.00	103,600.00
Sainte Marie Union Depot Co. **	37,500.00	37,500.00
Western Express Co	50,000.00	50,000.00
Tri State Land Co.....**	2,500,000.00	2,500,000.00
New Jersey Bridge Const. Co. **	2,500.00	250.00
Sault Ste. Marie Bridge Co....**	300.00	250.00
Railway Express Agency, Inc...**	No Par	600.00
Total.....	<u>\$ 20,941,400.00</u>	<u>\$ 12,008,382.47</u>

Bonds:

Wisconsin Central Ry. Co.:		
First & Refdg. Mtge. due April 1, 1959. Deposited with the trustee of the M. St. P. & S. Ste. M. Ry. Co.		
1st Refunding Mortgage....	\$ 10,000,000.00	\$ 8,000,000.00

OTHER INVESTMENTS IN SECURITIES

Capital Stock:	Par Value	*Book Value
Spokane International Ry. Co..	\$ 200,000.00	\$ 1.00
Bonds:		
Coeur d'Alene & Pend d'Oreille Ry. Co., First Mortgage.....	28,000.00	25,200.00
Clarkson Coal Mining Co., First Mortgage Bonds.....xx	1,813,000.00	1,813,000.00
Notes and Contracts:		
Miscellaneous.....	214,201.90	214,201.90
Total.....	<u>\$ 2,255,201.90</u>	<u>\$ 2,052,402.90</u>

*The "Book Value" represents the cost to the Company.

**Pledged with Railroad Credit Corporation for loans amounting to \$3,160,545.50 included in Loans and Bills Payable.

xxPledged with Reconstruction Finance Corporation. { for loans amounting to \$6,401,831.69 included in Loans and Bills Payable.

CAPITAL STOCK

DESCRIPTION	Number of Shares Authorized	Par Value of Shares	Total Par Value Issued	Amount Actually Outstanding
Common	280,000	\$ 100.00	\$ 25,206,800.00	\$ 25,206,800.00
Preferred	140,000	\$ 100.00	\$ 12,603,400.00	\$ 12,603,400.00
Total	420,000	\$	\$ 37,810,200.00	\$ 37,810,200.00

FUNDED DEBT

DESCRIPTION	Rate	When Payable	Date of Issue	When Due	Outstanding	Pledged as Collateral	Held by Company	In Hands of Public
*First Consolidated Mortgage Bonds.	4%	Jan. and July	July 1, 1888	July 1, 1938	\$ 56,863,000.00	.....	.....	\$ 56,863,000.00
*First Consolidated Mortgage Bonds.	3%	July 1, 1888	July 1, 1938	14,284,000.00	.....	.....	.....	14,284,000.00
*Second Mortgage Bonds.	4%	Jan. and July	1, 1899	Jan. 1, 1949	3,500,000.00	.....	.....	3,500,000.00
*First Refunding Mortgage Series "A"	6%	Jan. and July	1, 1921	July 1, 1946	2,213,000.00	.....	.....	2,212,000.00
*First Refunding Mortgage Series "B"	5%	Jan. and July	1, 1926	July 1, 1978	24,606,000.00	\$ 12,500,000.00	\$ 1,000.00	12,106,000.00
Twenty-five Year Gold Notes,	5%	Mar. and Sept.	Mar. 1, 1924	Mar. 1, 1949	2,975,254.00	.....	60,454.00	2,914,800.00
Total Bonds Outstanding .....	.....	.....	.....	.....	\$ 104,441,254.00	\$ 12,500,000.00	\$ 61,454.00	\$ 91,879,800.00
Equipment Trust Notes:	.....	.....	.....	.....	.....	.....	.....	.....
Dillon, Read & Co.; Series "J"	6 1/8%	Mar. and Sept.	Mar. 1, 1921	Mar. 1, 1935	\$ 480,000.00	.....	.....	\$ 477,000.00
1st Nat. Bank & Trust Co. Series "L"	5 1/2%	May and Nov.	May 1, 1926	May 1, 1936	60,000.00	.....	.....	60,000.00
1st Nat. Bank & Trust Co. Series "M"	4 1/2%	May and Nov.	May 1, 1926	May 1, 1936	255,000.00	.....	.....	255,000.00
Cont. Ill. Nat. Bk. & Tr. Co. Series "O"	4 1/2%	May and Nov.	June 15, 1928	June 15, 1938	567,000.00	.....	.....	567,000.00
Total Equipment Trust Notes Outstanding .....	.....	.....	.....	.....	\$ 1,362,000.00	.....	.....	\$ 1,359,000.00
Miscellaneous Long Term Contracts .....	.....	.....	.....	.....	\$ 2,000.00	.....	.....	\$ 2,000.00
TOTAL FUNDED DEBT OUTSTANDING .....	.....	.....	.....	.....	\$ 105,805,254.00	\$ 12,500,000.00	\$ 64,454.00	\$ 93,240,800.00

CONTINGENT LIABILITIES

DESCRIPTION	Rate	Principal Outstanding	Date of Maturity	
Wisconsin Central Ry. Co.; First and Refunding Mortgage,	4%	\$ 5,816,000.00	April 1, 1959	Interest guaranteed by endorsement by M. St. P. & S. S. M. Ry. Co.
First and Refunding Mortgage,	5%	\$ 10,000,000.00	April 1, 1959	Deposited with the trustee of the M. St. P. & S. S. M. Ry. Co.
First and Refunding Mortgage,	5%	51,000.00	April 1, 1959	First Refunding Mortgage. M. St. P. & S. S. M. Ry. Co. & Wis. Cent. Ry. Co. Joint 5% Coupons, attached.
First and Refunding Mortgage,	5%	2,466,000.00	Nov. 1, 1941	Held in Wis. Cent. Ry. Co. Treasury. M. St. P. & S. S. M. Ry. Co., and Wis. Cent. Ry. Co. Joint 5% Coupons, attached.
Central Terminal Ry. Co.; First Mortgage,	4%	15,000,000.00	Jan. 1, 1972	Principal and interest joint and several liability of Central Terminal Ry. Co. and M. St. P. & S. S. M. Ry. Co.
St. Paul Union Depot Co. First and Refunding Mortgage Series "A",	5%	93,000.00	July 1, 1937	Guaranteed jointly and severally by the C. B. & Q. R. R. C. G. W. R. R. C. St. P. M. & O. Ry. G. N. Ry. M. & St. L. R. R. M. St. P. & S. S. M. Ry. and N. P. Ry.
Sault Ste. Marie Bridge Co.; First Mortgage,	5%	.....	.....	Guaranteed jointly and severally by the M. St. P. & S. S. M. Ry. Co., The D. S. S. & A. Ry. Co. and C. P. Ry. Co.

*Interest guaranteed by Canadian Pacific Ry. Co.

**Interest guaranteed on \$8,136,000.00 by Canadian Pacific Ry. Co.

OPERATING REVENUES AND EXPENSES

Year Ended December 31, 1933

Revenue from Transportation:

Freight Revenue.....	\$ 11,059,271.90
Passenger Revenue.....	621,963.40
Excess Baggage Revenue.....	2,503.71
Sleeping Car Revenue.....	77,092.61
Parlor and Chair Car Revenue.....	2,696.72
Mail Revenue.....	627,909.58
Express Revenue.....	139,947.73
Other Passenger Train Revenue.....	9,070.00
Milk Revenue on Pass. Trains.....	108,851.80
Switching Revenue.....	43,226.26
 Total Revenue from Transportation	 \$ 12,692,533.71

Incidental Operating Revenue:

Dining and Buffet Car Service.....	\$ 26,563.50
Station and Train Privileges.....	3,135.57
Parcel Room Receipts.....	35.90
Storage, Freight.....	5,214.17
Storage, Baggage.....	86.45
Demurrage.....	12,685.37
Telegraph and Telephone Service.....	52,516.55
Rents of Buildings and Other Property.....	17,636.84
Miscellaneous.....	50,169.00
 Total Incidental Operating Revenue	 168,043.35
Joint Facilities Revenue Net Credit...	6,365.81
 Total Operating Revenue.....	 \$ 12,866,942.87

Operating Expenses:

Maintenance of Way and Structures...	\$ 1,920,156.74
Maintenance of Equipment.....	2,550,259.14
Traffic Expenses.....	437,120.95
Transportation Expenses.....	4,965,400.86
Miscellaneous Operations.....	35,059.95
General Expenses.....	734,744.88
Transportation for Investment..... Cr.	12,456.05
 Total Operating Expenses.....	 10,630,286.47
Net Operating Revenue.....	\$ 2,236,656.40

INCOME ACCOUNT, YEAR ENDED DECEMBER 31, 1933

Net Operating Revenue.....	\$ 2,236,656.40
Railway Tax Accruals.....	\$ 998,010.98
Uncollectible Railway Revenue.....	6,458.08
	<u>1,004,469.06</u>
Railway Operating Income.....	\$ 1,232,187.34
Non-Operating Income:	
Hire of Equipment.....	\$ 127,473.52
Joint Facility Rent Income.....	159,626.50
Income from Lease of Road.....	9,804.00
Miscellaneous Rent Income.....	50,808.46
Miscellaneous Non-Operating Physical Property.....	1,353.85
Dividend Income.....	4,169.44
Income from Funded Securities.....	26,245.79
Income from Unfunded Securities and Accounts.....	6,788.44
Income from Sinking and Other Reserve Funds.....	73.95
Release of Premium on Funded Debt.....	67.76
Miscellaneous Income.....	307.70
	<u>386,719.41</u>
Total Non-Operating Income.....	\$ 386,719.41
Gross Income.....	\$ 1,618,906.75
Deductions from Gross Income:	
Hire of Equipment.....	\$ 163,292.70
Joint Facility Rents.....	358,639.65
Rent for Leased Roads.....	1,437.02
Miscellaneous Rents.....	424.19
Miscellaneous Tax Accruals.....	6,675.17
Interest on Mortgage Bonds.....	4,088,887.36
Interest on Equipment Obligations.....	137,960.31
Interest on Leased Line Certificates.....	450,256.00
Interest on Non-negotiable Debt	363,060.66
Interest on Unfunded Debt.....	781,780.05
Amortization of Discount on Funded Debt.....	56,622.84
Miscellaneous Income Charges.....	30,416.55
Income Applied to Sinking and other Reserve Funds	<u>22,350.00</u>
	<u>6,462,402.50</u>
Total deductions from Gross Income.....	\$ 6,462,402.50
Net Deficit transferred to Profit and Loss.....	<u>\$ 4,843,495.75</u>

PROFIT AND LOSS ACCOUNT TO DECEMBER 31, 1933

Credit Balance December 31, 1932.....	\$ 7,182,409.27
Net Deficit for year ended December 31, 1933	\$ 4,843,495.75
Profit and Loss additions for the year 1933:	
Profit on Road and Equipment Sold.....	\$Dr. 341.09
Unrefundable Overcharges.....	2,234.96
Donations.....	Dr. 17,785.69
Miscellaneous Credits.....	97,478.28
	<u>81,586.46</u>
Total additions.....	\$ 81,586.46
Profit and Loss deductions for year 1933:	
Surplus Appropriated for Investment in	
Physical Property.....	\$Cr. 17,785.69
Debt Discount Extinguished Thru Sur-	
plus.....	76,635.19
Delayed Income Debits.....	242,829.37
Special Charges in Connection with Equip-	
ment Retirement Program.....	973,795.82
Loss on Retired Road and Equipment...	233,793.37
Miscellaneous Debits.....	253,689.65
	<u>1,762,957.71</u>
Total deductions.....	\$ 1,762,957.71
Net Profit and Loss Deductions.....	<u>1,681,371.25</u>
Profit and Loss Net Debit for year ended Dec. 31, 1933.....	\$ 6,524,867.00
Balance Credit, December 31, 1933.....	<u>\$ 657,542.27</u>

Detailed Statement of Earnings and Expenses

EARNINGS		1933	1932
Freight		\$ 11,059,271.90	\$ 10,574,600.66
Passenger		621,963.40	746,711.52
Mail		627,909.58	653,583.37
Express		139,947.73	179,793.66
Miscellaneous		249,806.91	292,960.12
Incidental		168,043.35	148,492.13
Total Operating Revenue		\$ 12,866,942.87	\$ 12,596,141.46

OPERATING EXPENSES

Maintenance of Way and Structures:			
Superintendence		\$ 178,494.24	\$ 202,674.04
Roadway Maintenance		119,518.39	122,046.75
Tunnels and Subways		129.11	544.75
Bridges, Trestles and Culverts		60,416.73	65,780.75
Ties		535,085.89	630,421.75
Rails		70,964.67	38,419.72
Other Track Material		57,307.96	43,676.94
Ballast		4,045.39	6,591.00
Track Laying and Surfacing		493,181.44	525,991.77
Right of Way Fences		7,992.06	7,330.06
Snow and Sand Fences and Snow Sheds		10,731.82	9,370.32
Crossings and Signs		21,407.02	18,915.53
Station and Office Buildings		52,218.90	72,533.64
Roadway Buildings	Cr.	109.57	Cr. 1,590.20
Water Stations		35,142.30	41,830.11
Fuel Stations		9,092.16	10,554.52
Shops and Enginehouses		27,115.11	25,355.02
Wharves and Docks		334.83	1,388.42
Telegraph and Telephone Lines		39,169.06	44,743.26
Signals and Interlockers		12,474.30	6,314.61
Power Plant Buildings		934.50	2,826.58
Power Transmission Systems			360.00
Power Distribution Systems		14.93	464.58
Power Line Poles and Fixtures	Cr.	3.86	49.18
Miscellaneous Structures			120.14
Roadway Machines		29,173.62	31,899.26
Small Tools and Supplies		14,876.13	19,338.13
Removing Snow, Ice and Sand		65,355.73	40,045.98
Assessments for Public Improvements		71.26	352.77
Injuries to Persons		8,930.45	7,846.99
Insurance		7,978.38	8,150.03
Stationery and Printing		2,427.35	3,024.75
Maintaining Jt. Tracks, Yards and other Facilities—Dr.		66,219.65	81,312.07
Maintaining Jt. Tracks, Yards and other Facilities—Cr.		10,533.19	10,929.57
Total		\$ 1,920,156.74	\$ 2,057,762.65

Maintenance of Equipment:

Superintendence		\$ 69,351.09	\$ 83,930.64
Shop Machinery		16,643.64	18,425.79
Power Plant Machinery		5,410.24	12,093.92
Steam Locomotives—Repairs		578,244.24	695,009.38
Steam Locomotives—Depreciation		141,557.36	170,968.75
Steam Locomotives—Retirements		4,368.20	Cr. 6,130.24
Freight Train Cars—Repairs		568,844.08	637,844.75
Freight Train Cars—Depreciation		802,874.84	841,492.22
Freight Train Cars—Retirements		2,638.49	51,753.09
Passenger Train Cars—Repairs		155,907.08	219,609.69
Passenger Train Cars—Depreciation		122,272.24	125,585.41
Passenger Train Cars—Retirements	Cr.	818.24	11,541.32
Motor Equipment of Cars—Repairs		70.74	2,048.05
Motor Equipment of Cars—Depreciation		694.92	694.92
Work Equipment—Repairs		19,087.23	20,436.75
Work Equipment—Depreciation		23,707.18	24,811.83
Work Equipment—Retirements		228.69	9,142.17
Miscellaneous Equipment—Repairs		750.09	1,859.29
Miscellaneous Equipment—Depreciation		500.92	587.03
Miscellaneous Equipment—Retirements		625.86	1,880.04
Injuries to Persons		3,949.52	5,345.32
Insurance		18,641.60	19,510.54
Stationery and Printing		1,982.85	1,975.19
Other Expenses		2,954.09	674.02
Maintaining Joint Equipment—Dr.		11,621.60	11,864.37
Maintaining Joint Equipment—Cr.		1,849.41	1,986.92
Total		\$ 2,550,259.14	\$ 2,961,240.32

Detailed Statement of Earnings and Expenses—Continued

	1933	1932
Traffic Expenses:		
Superintendence.....	\$ 137,753.34	\$ 142,107.06
Outside Agencies.....	203,602.66	214,963.84
Advertising.....	31,467.64	36,325.93
Traffic Associations.....	10,309.96	12,870.24
Industrial and Immigration Bureaus.....	17,275.81	26,912.46
Insurance.....	174.66	207.53
Stationery and Printing.....	36,526.21	38,906.92
Other Expenses.....	10.67	12.90
Total.....	\$ 437,120.95	\$ 472,306.88
Transportation Expenses:		
Superintendence.....	\$ 159,105.31	\$ 184,787.10
Dispatching Trains.....	76,755.96	100,790.26
Station Employees.....	858,177.57	921,321.13
Weighing, Insp., and Demurrage Bureaus.....	14,653.84	17,387.66
Station Supplies and Expenses.....	66,505.64	67,385.01
Yard Masters and Yard Clerks.....	99,651.85	109,872.10
Yard Conductors and Brakemen.....	169,415.71	182,217.67
Yard Switch and Signal Tenders.....	9,886.86	10,959.25
Yard Enginemen.....	110,051.62	117,460.47
Fuel for Yard Locomotives.....	92,324.63	97,806.72
Water for Yard Locomotives.....	5,223.00	5,341.87
Lubricants for Yard Locomotives.....	1,583.74	1,891.99
Other Supplies for Yard Locomotives.....	718.05	589.02
Enginehouse Expenses—Yard.....	45,948.61	59,431.04
Yard Supplies and Expenses.....	5,349.61	5,257.70
Operating Joint Yards and Terminals—Dr.....	184,020.54	194,521.87
Operating Joint Yards and Terminals—Cr.....	20,052.55	23,484.00
Train Enginemen.....	664,185.59	693,457.17
Train Motormen.....	1,492.34	
Fuel for Train Locomotives.....	856,142.55	885,786.97
Water for Train Locomotives.....	48,500.11	48,443.73
Lubricants for Train Locomotives.....	16,557.08	17,604.63
Other Supplies for Train Locomotives.....	8,729.77	8,433.15
Enginehouse Expenses—Train.....	152,358.71	162,001.13
Trainmen.....	843,838.29	864,123.16
Train Supplies and Expenses.....	212,354.30	244,484.11
Operating Sleeping Cars.....	40,511.05	47,234.14
Signal and Interlocker Operation.....	34,391.31	29,761.69
Crossing Protection.....	17,488.73	17,721.65
Telegraph and Telephone Operation.....	8,714.31	15,762.39
Stationery and Printing.....	24,432.92	30,187.66
Other Expenses.....	1,973.68	2,235.19
Operating Joint Tracks and Facilities—Dr.....	59,683.98	64,793.28
Operating Joint Tracks and Facilities—Cr.....	18,077.13	18,288.34
Insurance.....	7,864.56	8,908.18
Clearing Wrecks.....	7,241.72	5,989.34
Damage to Property.....	14,306.04	2,695.58
Damage to Live Stock on Right of Way.....	5,820.97	9,108.46
Loss and Damage—Freight.....	23,252.11	31,119.02
Loss and Damage—Baggage.....	255.45	43.33
Injuries to Persons.....	54,062.43	50,810.85
Total.....	\$ 4,965,400.86	\$ 5,275,956.67
Miscellaneous Operations:		
Dining and Buffet Service.....	\$ 35,059.95	\$ 50,872.22
General Expenses:		
Salaries and Expenses of General Officers.....	\$ 83,025.55	\$ 87,100.37
Salaries and Expenses of Clerks and Attendants.....	339,822.67	344,387.41
General Office Supplies and Expenses.....	36,385.92	44,896.35
Law Expenses.....	83,804.01	68,383.61
Insurance.....	631.79	658.97
Pensions.....	143,159.84	122,985.80
Stationery and Printing.....	12,855.59	14,440.34
Valuation Expenses.....	4,558.39	5,796.60
Other Expenses.....	24,451.21	20,437.63
General Joint Facilities—Dr.....	7,584.12	8,096.27
General Joint Facilities—Cr.....	1,534.21	1,420.84
Total.....	\$ 734,744.88	\$ 715,762.51
Transportation for Investment—Cr.	\$ 12,456.05	\$ 19,202.10
Total Operating Expenses.....	\$ 10,630,286.47	\$ 11,514,699.15
Net Operating Revenue.....	\$ 2,236,656.40	\$ 1,081,442.31
Percentage of Expenses to Revenue.....	\$2.62	91.41

COMPARATIVE STATEMENT OF EARNINGS AND EXPENSES
EARNINGS

Year Ended December 31

	1933	1932	1931	1930	1929	1928	1927	1926	1925	1924
Freight.....	\$11,271.90	\$10,374,600.66	\$13,278,653.19	\$20,175,141.74	\$23,834,263.49	\$25,477,032.54	\$23,931,698.27	\$21,168,137.01	\$23,152,475.72	\$22,471,773.52
Passenger.....	621,963.40	1,151,711.52	1,151,940.77	1,833,374.78	2,518,067.17	2,758,416.07	3,085,155.63	5,189,419.73	3,594,347.48	3,749,244.39
Mail.....	627,900.58	653,563.37	664,713.94	712,571.71	635,450.72	618,851.22	636,055.74	636,262.23	665,004.17	658,262.23
Express.....	139,947.73	170,738.66	315,049.71	452,394.94	563,623.75	651,571.24	502,401.02	538,240.31	521,976.98	583,299.69
Miscellaneous.....	240,806.91	292,960.12	422,221.94	530,451.24	658,638.94	671,828.43	771,262.70	795,364.66	835,655.78	809,939.58
Incidental.....	168,043.35	148,492.13	288,653.54	455,319.32	489,434.07	531,753.11	503,011.14	536,531.06	624,631.43	445,432.21
Total.....	\$12,866,942.87	\$12,506,141.46	\$16,121,233.09	\$24,169,660.62	\$29,126,085.64	\$30,661,496.72	\$29,412,380.88	\$26,943,715.38	\$29,264,749.13	\$28,724,693.56
EXPENSES										
Maintenances of Way and Structures.....	\$ 1,920,156.74	\$ 2,057,762.65	\$ 2,466,787.95	\$ 3,680,649.00	\$ 3,908,659.52	\$ 3,833,492.15	\$ 3,861,931.52	\$ 3,880,531.51	\$ 3,922,063.45	\$ 4,330,615.31
Maintenance of Equipment.....	2,550,259.14	2,420,322.32	3,772,692.86	\$ 4,667,364.55	\$ 5,443,869.33	\$ 5,284,156.02	\$ 5,189,419.73	\$ 5,365,329.69	\$ 5,365,329.69	\$ 5,168,457.43
Traffic Expenses.....	427,120.95	472,306.88	515,907.09	\$ 555,883.94	\$ 559,253.89	\$ 539,257.73	\$ 497,646.41	\$ 487,103.49	\$ 480,036.75	\$ 480,627.37
Transportation Expenses.....	4,965,400.86	5,275,956.67	6,444,150.71	7,138,491.46	9,320,206.71	10,138,491.46	9,335,583.88	9,650,908.84	10,071,157.00	10,424,028.09
Miscellaneous Operations.....	724,744.88	715,762.51	779,165.38	143,004.34	161,540.74	165,533.78	149,540.29	151,208.32	140,323.56	140,323.56
General Expenses for "Investment"-Cr.	12,156.45	19,202.10	45,244.33	827,048.21	821,246.87	775,498.88	734,517.04	752,622.25	741,246.03	741,246.03
Transportation for "Investment"-Cr.				29,313.47	58,633.28	44,382.43	39,718.10	42,514.39	48,009.70	41,893.69
Total.....	\$10,630,286.47	\$11,154,609.15	\$13,624,885.80	\$18,172,155.15	\$20,512,536.21	\$20,747,432.55	\$20,334,953.21	\$20,249,134.39	\$20,693,107.85	\$21,291,302.68
Percentage of Expenses to Earnings.....	82.6	91.4	84.5	75.2	86.13	70.4	67.7	69.1	75.1	70.7
Net Earnings.....	\$ 2,236,656.40	\$ 1,081,442.31	\$ 2,496,347.29	\$ 5,997,504.87	\$ 8,613,550.13	\$ 9,914,046.17	\$ 9,077,422.67	\$ 6,694,350.99	\$ 8,571,611.28	\$ 7,463,390.98
Income from other sources.....	386,719.41	902,900.76	1,234,813.09	1,343,879.07	1,027,578.42	846,043.53	795,503.99	770,776.49	\$805,502.21	\$806,923.61
Total.....	\$ 2,623,375.81	\$ 1,984,343.07	\$ 3,751,160.38	\$ 7,341,333.94	\$ 9,644,128.85	\$10,760,107.70	\$ 9,812,931.06	\$ 7,465,357.48	\$ 9,467,143.49	\$ 8,275,314.59
Fixed Charges, Taxes and Terminal Rentals.....	\$ 7,466,871.56	\$ 7,523,382.81	\$ 7,745,835.38	\$ 8,032,337.18	\$ 7,599,103.66	\$ 7,840,119.28	\$ 7,792,730.62	\$ 7,244,003.40	\$ 7,703,032.58	\$ 7,427,873.09
Surplus Income.....	Dr. 4,813,495.75	Dr. 5,539,039.74	Dr. 4,014,675.00	\$Dr. 650,953.24	\$ 2,012,025.19	\$ 2,919,988.42	\$ 2,020,201.64	\$ 121,354.08	\$ 1,764,110.91	\$ 844,441.50
Average Miles Operated.....	3,251.52	3,262.42	3,283.35	3,307.58	3,301.59	3,314.33	3,303.31	3,319.17	3,320.39	3,321.35
Operating Revenue per mile of road.....	3,957.21	3,860.98	4,910.00	\$ 5,073.35	\$ 5,821.84	\$ 5,974.31	\$ 8,117.61	\$ 8,813.05	\$ 8,618.50	\$ 8,618.50
Operating Expenses per mile of road.....	3,269.23	3,579.50	4,149.69	\$ 4,949.09	\$ 6,212.93	\$ 6,280.78	\$ 6,135.47	\$ 6,106.66	\$ 6,232.13	\$ 6,401.40
Surplus Income per mile of road.....	Dr. 1,489.61	Dr. 1,697.33	Dr. 1,222.74	\$Dr. 208.90	\$ 618.50	\$ 883.96	\$ 609.54	\$ 36.56	\$ 531.30	\$ 254.25

FREIGHT TRAFFIC MOVEMENT
 (Company's Material Excluded)

COMMODITY	Year Ended Dec. 31, 1933		Year Ended Dec. 31, 1932	
	Whole Tons	Per Cent	Whole Tons	Per Cent
Products of Agriculture				
Wheat.....	520,171	11.45	429,705	10.32
Corn.....	27,257	.59	25,915	.62
Oats.....	27,478	.59	21,957	.53
Barley and rye.....	84,800	1.84	60,006	1.44
Rice.....	241	.01	241	.01
Grain, N. O. S.....	482	.01	967	.02
Flour, wheat.....	65,062	1.41	73,824	1.77
Meal, corn.....	1,145	.02	793	.02
Flour and meal, edible N. O. S.....	936	.02	285	.01
Cereal food preparations, edible, N. O. S.....	4,848	.10	4,486	.11
Mill products, N. O. S.....	74,424	1.61	92,789	2.23
Hay and alfalfa.....	26,243	.57	40,678	.98
Straw.....	1,079	.02	464	.01
Tobacco, leaf.....	.....	.....	109	.....
Cotton in bales.....	.....	.....	15	.....
Cotton linters, noils and regins.....	337	.01	394	.01
Cottonseed, meal and cake.....	490	.01	436	.01
Oranges and grape fruit.....	2,403	.05	2,789	.07
Lemons, limes and citrus fruits, N. O. S.....	222	.....	176	.....
Apples, fresh.....	4,090	.09	6,722	.16
Bananas.....	1,389	.03	2,486	.06
Berries, fresh.....	377	.01	223	.01
Cantaloupes and melons, N. O. S.....	72	.....	172	.....
Grapes, fresh.....	492	.01	479	.01
Peaches, fresh.....	165	.....	385	.....
Watermelons.....	482	.01	507	.01
Fruits, fresh, domestic, N. O. S.....	1,159	.03	1,228	.03
Fruits, fresh, tropical, N. O. S.....	12	.....	32	.....
Potatoes, other than sweet.....	48,587	1.05	50,595	1.21
Cabbage.....	3,286	.07	2,081	.05
Onions.....	195	.....	486	.02
Tomatoes.....	247	.01	376	.01
Vegetables, fresh, N. O. S.....	1,009	.02	1,468	.04
Beans, and peas, dried.....	2,140	.05	1,997	.05
Fruits, dried or evaporated.....	872	.02	1,184	.03
Vegetables, dry, N. O. S.....	430	.01	233	.01
Vegetable-oil cake and meal except cotton-seed.....	838	.02	1,454	.03
Peanuts.....	322	.01	77	.....
Flaxseed.....	27,212	.59	39,114	.94
Sugar beets.....	22,429	.49	21,291	.51
Products of agriculture, N. O. S.....	14,020	.30	14,290	.34
Total.....	976,443	21.13	902,990	21.69
Animals and Products				
Horses, mules, ponies and asses.....	2,169	.05	1,852	.05
Cattle and calves, single-deck.....	45,018	.97	38,283	.92
Sheep and goats, single-deck.....	2,096	.04	2,021	.05
Sheep and goats, double-deck.....	1,657	.04	1,679	.04
Hogs, single-deck.....	14,916	.32	22,804	.55
Hogs, double-deck.....	1,023	.02	817	.02
Fresh meats, N. O. S.....	6,395	.14	6,255	.15
Meats, cured, dried or smoked.....	725	.02	286	.01
Packing-house products, edible, N. O. S. not including canned meats.....	1,736	.04	1,765	.04
Poultry, live.....	80	.....	112	.....
Poultry, dressed.....	6,639	.14	6,277	.15
Eggs.....	5,535	.12	4,239	.10
Butter.....	31,392	.68	33,019	.79
Cheese.....	605	.01	1,027	.02
Wool.....	787	.02	931	.02
Hides, green.....	14,064	.30	8,128	.20
Leather.....	324	.01	186	.....
Fish or sea animal oil.....	1,202	.03	1,263	.03
Animal products, N. O. S. (other than fertilizers and fertilizer materials).....	6,720	.15	6,980	.17
Total.....	143,083	3.10	137,930	3.31

FREIGHT TRAFFIC MOVEMENT—Continued
(Company's Material Excluded)

COMMODITY	Year Ended Dec. 31, 1933		Year Ended Dec. 31, 1932	
	Whole Tons	Per Cent	Whole Tons	Per Cent
Products of Mines				
Anthracite coal.....	24,103	.52	24,984	.60
Bituminous coal.....	448,144	9.70	503,424	12.09
Lignite.....	470,814	10.19	457,403	10.99
Coke.....	25,074	.54	17,708	.42
Iron ore.....	457,855	9.91	62,491	1.50
Ores and concentrates, N. O. S.....	294	.01	140	.....
Gravel and sand (other than glass or moulding).....	33,673	.73	144,206	3.46
Stone, broken, ground or crushed.....	78,619	1.70	89,135	2.14
Stone, rough, N. O. S.....	3,281	.07	9,418	.23
Stone, finished, N. O. S.....	910	.02	1,013	.02
Petroleum crude.....	104,732	2.27	85,977	2.07
Asphalt (natural, by-products, or petroleum).....	6,424	.13	17,002	.41
Salt.....	14,736	.32	14,477	.35
Sulphur (brimstone).....	7,589	.16	7,357	.18
Products of mines, N. O. S.....	23,615	.51	40,877	.98
Total.....	1,699,863	36.78	1,475,612	35.44
Products of Forests				
Logs.....	111,402	2.41	59,447	1.43
Posts, poles and piling.....	50,954	1.10	47,186	1.13
Wood (fuel).....	30,068	.65	33,421	.80
Ties, railroad.....	12,793	.28	12,189	.29
Pulp wood.....	294,501	6.37	245,393	5.89
Lumber, shingles and lath.....	306,149	6.62	258,268	6.20
Box, crate and cooperage materials.....	12,869	.28	10,230	.25
Veneer and built-up wood.....	960	.02	1,120	.03
Rosin.....	210	.01	112	.....
Turpentine.....	213	.01	233	.01
Crude rubber (not reclaimed).....	48	.....	49	.....
Products of forests, N. O. S.....	27,715	.60	22,970	.56
Total.....	847,882	18.35	690,618	16.59
Manufactures and Miscl.				
Petroleum oils, refined and all other gasolines.....	204,227	6.38	299,078	7.18
Fuel, road and petroleum residual oils, N. O. S.....	20,583	.44	23,250	.56
Lubricating oils and greases.....	9,755	.21	12,403	.30
Petroleum products, N. O. S.....	286	.01	37	.....
Cottonseed oil.....	256	.01	1,533	.04
Linseed oil.....	206	.....	137	.....
Vegetable oils, N. O. S.....	512	.01	396	.01
Sugar (beet or cane).....	11,443	.25	11,333	.27
Table syrups and edible molasses.....	978	.02	474	.01
Molasses, blackstrap and beet residual.....	.....	.....	52	.....
Iron, pig.....	11,298	.24	5,002	.12
Rails, fastenings, frogs and switches.....	1,106	.02	2,660	.06
Cast-iron pipe and fittings.....	377	.01	649	.02
Iron and steel pipe and fittings, N. O. S.....	1,728	.04	1,453	.03
Iron and steel; nails and wire, not woven, Iron and steel, rated 5th class in official classification, N. O. S (also tin and terne plate).....	2,466	.05	1,594	.04
Lead and zinc ingot, pig or bar.....	13,282	.29	10,943	.26
Copper, ingot, matte and pig.....	.....	.....	26	.....
Copper, brass and bronze; bar, sheet and pipe.....	30	.....	47	.....
Aluminum, ingot, pig or slab.....	1,133	.02	914	.02
Machinery and boilers.....	15	.....	.....	.....
Cement, natural or Portland, building.....	3,913	.08	4,021	.10
	30,460	.66	81,739	1.96

FREIGHT TRAFFIC MOVEMENT—Concluded
 (Company's Material Excluded)

COMMODITY	Year Ended Dec. 31, 1933		Year Ended Dec. 31, 1932	
	Whole Tons	Per Cent	Whole Tons	Per Cent
Manufactures and Miscel.—Cont.				
Brick, common.....	3,352	.07	3,298	.08
Brick, N. O. S. and building tile.....	4,860	.11	4,443	.11
Artificial stone, N. O. S.....	518	.01	357	.01
Lime, common (quick or slack).....	4,006	.09	3,551	.09
Plaster (stucco or wall) and dry kalsomine.....	2,053	.04	2,025	.05
Sewer pipe and drain tile (not metal).....	2,555	.06	7,127	.17
Agricultural implements and parts, N.O.S.....	2,854	.06	2,749	.07
Vehicles, horse drawn and parts, N. O. S.....	46	..	74	..
Tractors and parts.....	683	.02	1,082	.03
Railway car wheels, axles and trucks.....	1,376	.03	1,052	.02
Automobiles (Passenger).....	3,239	.07	4,623	.11
Auto trucks.....	569	.01	230	.01
Automobiles and auto trucks K. D., and parts, N. O. S.....	131	..	792	.02
Automobile and auto truck tires.....	859	.02	753	.02
Furniture, metal.....	42	..	111	..
Furniture, other than metal.....	362	.01	350	.01
Beverages.....	4,759	.10	1,798	.04
Ice.....	6,927	.15	11,350	.27
Fertilizers, N. O. S.....	10,063	.22	11,712	.28
Newsprint paper.....	115,884	2.51	101,639	2.44
Printing paper, N. O. S.....	2,493	.05	2,956	.07
Alcohol, denatured or wood.....	867	.02	982	.02
Sulphuric acid.....	940	.02	1,529	.04
Explosives, N. O. S.....	466	.01	618	.02
Cotton cloth and cotton fabrics, N. O. S.....	288	.01	209	..
Bagging and bags, burlap, gunny or jute.....	696	.02	1,197	.03
Canned food products, N. O. S.....	21,892	.47	17,194	.41
Tobacco, manufactured products.....	927	.02	743	.02
Paints in oils and varnishes.....	257	.01	287	.01
Scrap iron and scrap steel.....	25,259	.55	6,459	.15
Paper bags and wrapping paper.....	18,519	.40	13,321	.32
Paper board, pulpboard, and wallboard (paper).....	2,051	.04	1,521	.04
Building paper and prepared roofing ma- terials.....	4,626	.10	3,313	.08
Building woodwork (millwork).....	2,929	.06	3,215	.08
Soap and washing compounds.....	2,277	.05	1,669	.04
Glass, flat other than plate.....	193	..	314	.01
Glass, bottles, jars, and jelly glasses.....	1,562	.03	1,470	.03
Manufactures and miscellaneous, N.O.S.....	187,442	4.06	177,482	4.26
Total.....	842,882	18.24	851,336	20.44
Grand Total C. L. Traffic.....	4,510,153	97.60	4,058,495	97.47
All L. C. L. Freight.....	110,870	2.40	105,326	2.53
Grand Total Carload and L. C. L. Traffic.	4,621,023	100.00	4,163,821	100.00

Note:—N. O. S.—Not Otherwise Specified.

**Traffic and Mileage Statistics, per Interstate Commerce
Commission Classification**

	Year Ended Dec. 31, 1933	Year Ended Dec. 31, 1932
	Passengers, Tonnage, Rates, and Revenues	Passengers, Tonnage, Rates, and Revenues
Passenger Traffic		
Number of Passengers Carried Earning Revenue.....	185,341	199,891
Number of Passengers Carried One Mile.....	31,072,595	31,891,941
Number of Passengers Carried One Mile per Mile of Road.....	9,556	9,776
Average Distance Carried, Miles	167 65	159 55
Total Passenger Revenue.....	\$621,963 40	\$746,711 52
Average Amount Received from Each Passenger.....	\$3 3558	\$3 7356
Average Receipts per Passenger per Mile.....	\$02002	\$02341
Total Passenger Service Train Revenue.....	\$1,590,035 55	\$1,831,942 35
Passenger Service Train Revenue per Mile of Road.....	\$489 01	\$561 53
Passenger Service Train Revenue per Train Mile.....	\$81643	\$89933
Freight Traffic		
Number of Tons Carried of Freight Earning Revenue.....	4,621,023	4,163,821
Number of Tons Carried One Mile	986,941.841	886,004,536
Number of Tons Carried One Mile per Mile of Road.....	303,532	271,579
Average Distance Haul of One Ton, Miles.....	213 58	212 79
Total Freight Revenue.....	\$11,059,271 90	\$10,574,600 66
Average Amount Received for Each Ton of Freight.....	\$2 39325	\$2 53964
Average Receipts per Ton per Mile.....	\$01121	\$01194
Freight Revenue per Mile of Road	\$3,401 26	\$3,241 34
Freight Revenue per Train Mile	\$4 41037	\$4 05436
Total Traffic		
Operating Revenue	\$12,866,942 87	\$12,596,141 46
Operating Revenue per Mile of Road.....	\$3,957 21	\$3,860 98
Operating Revenue per Train Mile.....	\$2 88814	\$2 71164
Operating Expenses.....	\$10,630,286 47	\$11,514,699 15
Operating Expenses per Mile of Road.....	\$3,269 33	\$3,529 50
Operating Expenses per Train Mile.....	\$2 38610	\$2 47883
Net Operating Revenue.....	\$2,236,656 40	\$1,081,442 31
Net Operating Revenue per Mile of Road.....	\$687 88	\$331 48

Traffic and Mileage Statistics—Continued

CLASSIFICATION	Year Ended Dec. 31, 1933	Year Ended Dec. 31, 1932
Locomotive Mileage, Revenue Service:		
Freight Locomotive-Miles.....	1,616,107	1,664,924
Passenger Locomotive-Miles.....	1,773,723	1,867,961
Mixed Locomotive-Miles.....	1,089,556	1,156,675
Switching Locomotive-Miles.....	517,128	511,818
Total Revenue Locomotive Mileage.....	4,996,514	5,201,378
Non-revenue Service Locomotive-Miles.....	46,976	36,208
Car Mileage, Revenue Service:		
Freight Car-Miles:		
Loaded.....	45,113,187	43,542,880
Empty.....	23,819,641	22,387,715
Caboose.....	1,789,669	1,848,752
Total Freight Car-Miles.....	70,722,497	67,779,347
Passenger Car-Miles:		
Passenger.....	3,544,146	3,649,531
Sleeping, Parlor and Observation.....	2,414,288	2,642,783
Other Passenger Train Cars.....	5,092,793	5,253,593
Total Passenger Car-Miles.....	11,051,227	11,545,907
Total Revenue Car Mileage.....	81,773,724	79,325,254
Non-revenue Service Car-Miles.....	60,531	60,070
Train Mileage, Revenue Service:		
Freight Train-Miles.....	1,587,231	1,639,049
Passenger Train-Miles.....	1,781,184	1,852,185
Mixed Train-Miles.....	1,086,680	1,153,972
Total Revenue Train Mileage.....	4,455,095	4,645,206
Non-revenue Service Train-Miles.....	27,866	16,276
Average Number of Passengers per Car-Mile	5.21	5.07
Average Number of Passengers per Train-Mile.....	15.95	15.66
Average Number of Passenger Cars per Train-Mile.....	5.67	5.67
Average Number of Tons of Revenue Freight per Loaded Car-Mile.....	21.90	20.36
Average Number of Tons of Revenue Freight per Train-Mile.....	393.59	339.70
Average Number of Freight Cars per Train-Mile.....	28.20	25.99
Average Number of Loaded Cars per Train-Mile.....	17.99	16.69
Average Number of Empty Cars per Train-Mile.....	9.50	8.58
Average Mileage Operated During Year.....	3,251.52	3,262.42

ADDITIONS AND BETTERMENTS TO ROAD
Year Ended December 31, 1933

Engineering.....	Cr.\$	4,283.24
Land for Transportation Purposes.....	Cr.	24,816.99
Grading.....	Cr.	10,371.60
Bridges, Trestles and Culverts.....	Cr.	12,345.29
Ties.....	Cr.	5,725.16
Rails.....	Cr.	24,662.17
Other Track Material.....		146,794.19
Ballast.....	Cr.	4,799.56
Track Laying and Surfacing.....		11,907.73
Right of Way Fences.....	Cr.	2,223.99
Snow and Sand Fences and Snowsheds.....	Cr.	228.35
Crossings and Signs.....		11,369.97
Station and Office Buildings.....	Cr.	6,778.05
Roadway Buildings.....	Cr.	25,847.64
Water Stations.....	Cr.	3,281.23
Fuel Stations.....	Cr.	751.88
Shops and Enginehouses.....	Cr.	13,045.29
Telegraph and Telephone Lines.....		866.42
Signals and Interlockers.....	Cr.	12,227.21
Roadway Machines.....		1,105.66
Roadway Small Tools.....	Cr.	10.80
Assessments for Public Improvements.....		9,420.07
Shop Machinery.....	Cr.	3,599.13
Interest During Construction.....		28.12
Other Expenditures—General.....	Cr.	20.00
 Total.....	\$	 26,474.58

RESERVE FOR EQUIPMENT DEPRECIATION
As of December 31, 1933

Depreciation on Locomotives.....	\$	2,791,856.71
Depreciation on Freight Cars.....		9,251,981.31
Depreciation on Passenger Cars.....		1,858,756.65
Depreciation on Motor Equipment of Cars.....		5,790.58
Depreciation on Work Cars.....		379,138.89
Depreciation on Miscellaneous Equipment.....		3,565.14
Depreciation on Leased Equipment.....		543,838.08
 Total.....	\$	 14,834,927.36

ADDITIONS AND BETTERMENTS TO EQUIPMENT
Year Ended December 31, 1933

ADDITIONS:

Locomotives—Additional Power Reverse Gear Piping from Cab.....	\$ 747.90
Locomotives—Flexible Staybolts, Replacing Rigid.....	999.13
Locomotives—Application of Steam Snow Blowers and Grease Cellars.....	210.91
Automobile Cars—Installation of Auto Loaders and Widening of Doors.....	4,148.05
Box Cars—Triple Valves and Youngstown Steel Doors	2,431.26
Flat Cars—Reinforcement of Side Sills.....	466.68
Gondola Cars—Application of Floor Stringers.....	175.92
Stock Cars—Installation of Double Decks.....	207.94
Mail and Express Cars—Installation of Wet Hoppers and Folding Lavatories.....	163.88
Passenger Coaches—Installation of Towel Holders and Soap Dispensers.....	31.50
3 Other Company Service Equipment—(Converted from Revenue Service).....	2,339.98
1 Automobile.....	612.50
Miscellaneous Accounting Adjustments.....	4,770.95
 Total.....	 \$ 17,405.69

DEDUCTIONS:

38 Locomotives.....	\$ 553,995.64
53 Automobile Cars.....	68,588.67
39 Ballast Cars.....	34,450.85
1,537 Box Cars (1 Car Converted to Work Service).....	1,774,708.35
1 Caboose Car.....	3,329.65
238 Flat Cars (2 Cars Converted to Work Service).....	155,090.10
2 Gondola Cars.....	1,640.59
2 Ore Cars.....	2,085.50
17 Stock Cars.....	13,632.25
4 Observation Cars.....	80,438.43
5 Passenger Coaches.....	37,775.22
12 Sleeping Cars.....	236,293.14
1 Officer's Car.....	561.56
127 Other Company Service Cars.....	58,422.42
2 Automobiles.....	1,385.50
 Total.....	 \$ 3,022,398.05
 Net Deductions.....	 \$ 3,004,992.36

EQUIPMENT OWNED DECEMBER 31, 1933**Equipment Owned and Operated****STEAM LOCOMOTIVES**

Steam Locomotives—all classes.....	200
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FREIGHT TRAIN CARS

Automobile Cars.....	490
Ballast Cars.....	257
Box Cars.....	7,832
Caboose Cars.....	159
Flat Cars.....	397
Gondola Cars.....	703
Ore Cars.....	1,760
Refrigerator Cars.....	535
Stock Cars.....	401
Tank Cars.....	6

Total Freight Train Cars.....	12,540
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PASSENGER TRAIN CARS

Baggage Cars.....	28
Baggage and Smoking Cars.....	4
Buffet—Sun Parlor—Lounge Cars.....	4
Cafe—Observation Cars.....	3
Dining Cars.....	8
Mail and Express Cars.....	40
Milk Cars.....	1
Motor Cars.....	1
Observation Cars.....	2
Parlor Cars.....	3
Passenger Coaches.....	73
Passenger and Baggage Cars.....	10
Sleeping Cars.....	23
Tourist Cars.....	11

Total Passenger Train Cars.....	211
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WORK EQUIPMENT

Officer's Cars.....	7
Derrick Cars.....	4
Steam Shovels.....	2
Wrecking Cars (Steam).....	5
Other Company Service Equipment.....	291

Total Work Equipment.....	309
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MISCELLANEOUS EQUIPMENT

Automobiles.....	6
Electric Trucks.....	3
Lime Spreader.....	1
Total Miscellaneous Equipment.....	10

EQUIPMENT OWNED DECEMBER 31, 1933

Equipment Owned But Not Operated

LEASED TO WISCONSIN CENTRAL RY. CO.

STEAM LOCOMOTIVES

Steam Locomotives—all classes.....	27
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FREIGHT TRAIN CARS

Box Cars.....	1,842
Gondola Cars.....	100
Total Freight Train Cars.....	1,942

PASSENGER TRAIN CARS

Baggage Cars.....	4
Baggage and Smoking Cars.....	4
Dining Cars.....	1
Mail and Express Cars.....	1
Parlor and Cafe Cars.....	2
Total Passenger Train Cars.....	12

LEASED TO DULUTH, SOUTH SHORE AND ATLANTIC RY. CO.

Box Cars.....	50
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LEASED TO MINNESOTA NORTHWESTERN ELECTRIC RY. CO.

Motor Car.....	1
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MILEAGE

The mileage owned and operated is as follows:

Owned:

Sault Ste. Marie, Mich.	to Camden Pl., Mpls., Minn.	493.27
M. P. 393, Marblehead Spur, Mich. ....	.....	.84
Lime Kiln, Manistique, Mich. ....	.....	.81
Rapid River, Mich.	to Eben Jct., Mich.	30.54
Gladstone Coal Dock, Gladstone, Mich. ....	.....	1.54
Wisconsin Jct., Wis.	to Winnebago Jct., Wis.	118.68
North Wye, Wis.	to Appleton, Wis.	1.07
Rhinelander, Wis., Mill Tracks. ....	.....	.57
Cameron, Wis.	to Birchwood, Wis.	23.26
Barron, Wis.	to Ridgeland, Wis.	18.52
Dresser Jct., Wis.	to Boylston Jct., Wis.	96.79
Summit, Wis.	to St. Croix Falls, Wis.	2.04
Cardigan Jct., Minn.	to St. Paul, Minn., 7th St. Ft. Hse.	8.13
Hilo Jct., Mpls., Minn.	to Columbia Hts. Jct., Mpls., Minn.	1.09
Columbia Hts. Jct., Mpls., Minn.	to Columbia Hts., Minn.	1.16
Minneapolis, Minn., 5th Ave. No.	to Portal, N. D.	549.43
Brooten, Minn.	to Duluth, Minn.	186.68
Moose Lake, Minn.	to Plummer, Minn.	192.57
Lawler, Minn.	to East Lake, Minn.	6.79
Deerwood, Minn.	to Cuyuna Range Mines, Minn.	23.58
Crosby, Minn.	to Ironton, Minn.	1.15
Glenwood, Minn.	to Noyes, Minn.	265.05
Dakota Jct., Minn.	to Kenmare, N. D.	296.44
Fordville, N. D.	to Drake, N. D.	130.96
Egeland, N. D.	to Armourdale, N. D.	21.88
Fairmount, N. D.	to Grenville, S. D.	87.17
Hankinson, N. D.	to Max, N. D.	304.84
Wishek, N. D.	to Pollock, S. D.	70.06
Drake, N. D.	to Plaza, N. D.	83.62
Prairie Jct., N. D.	to Sanish, N. D.	32.80
Flaxton, N. D.	to Whitetail, Mont.	136.62

Total Mileage Owned and Operated..... 3,187.95

Jointly owned mileage included above:

Sault Ste. Marie, Mich.—D. S. S. & A. Ry.	1.71
Rhinelander, Wis.—C. & N. W. Ry. ....	.09
Minneapolis, Minn.—N. P. Ry. ....	.88
Bemidji, Minn.—M. & I. Ry. ....	.19
Deerwood, Minn.—Cuyuna Range Mines—N. P. Ry.	23.58
Total.	26.45

MILEAGE—Cont.

Total Mileage Owned and Operated..... 3,187.95

Trackage Rights Over W. C. Ry.:

Superior, Wis., 28th St.....	to Tower Ave.....	2.44
Duluth, Minn., Berwind Jet.....	to 6th Ave.....	4.65
Total.....		7.09

Trackage Rights Joint with W. C. Ry.:

St. Paul, Minn.....	N. P. Ry., Soo Line Jet., to 3rd St.....	2.27
	St. P. U. D. Co., 3rd. St., to Sibley St.....	6.02
	C. St. P. M. & O. Ry., and C. M. St. P. & P. R. R., Sibley St. to Chestnut St.....	.79
	C. M. St. P. & P. R. R., Chestnut St. to Minneapolis, Minn.....	10.57
Minneapolis, Minn.,	M. & St. L. R. R., 20th Ave So., to 4th Ave. No...	.80
	N. P. Ry., 4th Ave. No. to 14th Ave. No.....	.59
Superior, Wis.....	D. S. Br. Co., Superior, Wis., to Interstate Bridge.	.54
	L. S. T. & T. Ry., Tower Ave.....	.40
	N. P. Ry., Grassy Point Line, Superior, Wis., to Duluth, Minn.....	2.05
Duluth, Minn.....	N. P. Ry., Duluth.....	1.03
Total.....		25.06

Other Trackage Rights:

Sault Ste. Marie, Mich.—Union Depot Co.....	.53	
Deerwood—McGregor, Minn., N. P. Ry.....	30.84	
Total.....		31.37
Total Soo Line Mileage Operated.....		3,251.47

Owned but not Operated:

Leased to: M. N. W. E. Ry., Thief River Falls to Goodridge, Minn.,	18.67
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CENTRAL TERMINAL

GENERAL BALANCE SHEET, DECEMBER 31, 1933

ASSETS

Property Investment.....	\$ 6,305,788.39
Sinking Fund:	
First Mortgage Chicago Terminal 4% 30 Year	
Gold Bonds:	
Bonds Held by Trustee.....	\$ 3,534,000.00
Cash Held by Trustee.....	66,403.61
Total.....	3,600,403.61
Miscellaneous Physical Property.....	176,719.01
Investments:	
M.St.P. & S.S.M.Ry. Co. 4% Leased Line Certificates.....	219,258.93
Current Assets:	
Cash.....	\$ 15,239.10
Special Deposits	20.00
Miscellaneous Accounts Receivable.....	38,552.47
Interest Receivable.....	6,106.00
Total.....	59,917.57
Unadjusted Debits:	
Discount on Funded Debt.....	\$ 57,951.00
Other Unadjusted Debits.....	298.40
Total.....	58,249.40
Grand Total.....	\$ 10,420,336.91

LIABILITIES

Capital Stock.....	\$ 2,000,000.00
Funded Debt Unmatured:	
First Mortgage Chicago Terminal 4% 30 year	
Gold Bonds:	6,000,000.00
Non-Negotiable Debt to Affiliated Companies.....	1,667,140.09
Current Liabilities:	
Audited Vouchers.....	\$ 12,506.54
Interest Matured Unpaid.....	20.00
Unmatured Interest Accrued on Funded Debt	16,440.00
Other Current Liabilities.....	43.20
Total.....	29,009.74
Deferred Liabilities.....	2,352.45
Unadjusted Credits:	
Tax Liability.....	\$ 167,900.00
Other Unadjusted Credits.....	33.57
Total.....	167,933.57
Corporate Surplus:	
Additions to Property thru Income and Surplus. \$ 4,856.54	
Profit and Loss, Credit Balance.....	549,044.52
Total.....	553,901.06
Grand Total.....	\$ 10,420,336.91

RAILWAY COMPANY

INCOME ACCOUNT, YEAR ENDED DECEMBER 31, 1933

Railway Tax Accruals.....	\$ 82,681.84
Railway Operating Income.....	<u>\$Dr. 82,681.84</u>
Non-Operating Income:	
Income from Lease of Road	\$ 180,000.00
Miscellaneous Rent Income.....	117,873.71
Income from Funded Securities.....	3,053.00
Income from Unfunded Securities and Accounts.....	<u>35.80</u>
Total Non-Operating Income.....	<u>300,962.51</u>
Gross Income.....	\$ 218,280.67
Deductions from Gross Income:	
Interest on Funded Debt.....	\$ 105,358.10
Interest on Unfunded Debt.....	3,633.10
Amortization of Discount on Funded Debt	7,638.50
Maintenance of Investment Organization.....	40.00
Miscellaneous Income Charges.....	<u>769.30</u>
Total deductions from Gross Income	<u>117,439.00</u>
Net Income Transferred to Profit and Loss.....	<u>\$ 100,841.67</u>

PROFIT AND LOSS ACCOUNT TO DECEMBER 31, 1933

Credit Balance December 31, 1932.....	\$ 436,289.92
Net Income for year ended December 31, 1933.....	\$ 100,841.67
Profit and Loss additions for the year 1933:	
Profit on Road & Equipment Sold.....	46.66
Miscellaneous Credits to Profit and Loss.....	\$ 17,296.77
Total.....	<u>\$ 118,185.10</u>
Profit and Loss deductions for year 1933:	
Miscellaneous Debits to Profit and Loss.....	<u>5,430.50</u>
Profit and Loss Net Credit for year ended Dec. 31, 1933.....	<u>\$ 112,754.60</u>
Balance Credit, December 31, 1933.....	<u>\$ 549,044.52</u>