

THE

St. Paul, Minneapolis & Manitoba

RAILWAY COMPANY //

---

THIRD ANNUAL REPORT

TO THE STOCKHOLDERS.

FOR THE

YEAR ENDING JUNE 30, 1882.

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ST. PAUL:  
PIONEER PRESS COMPANY.  
1882.

# St. Paul, Minneapolis & Manitoba Railway Company.

## DIRECTORS, JUNE 30, 1882.

GEORGE STEPHEN, - - - - MONTREAL.  
DONALD A. SMITH, - - - - "  
R. B. ANGUS, - - - - "  
NORMAN W. KITTSOON, - - - - ST. PAUL.  
JAMES J. HILL, - - - - "  
R. B. GALUSHA, - - - - "  
O. H. NORTHCOTE, - - - - NEW YORK CITY.

## OFFICERS.

GEORGE STEPHEN, - - - - *President.*  
JAMES J. HILL, - - - - *Vice-President.*  
EDWARD SAWYER, - - - - *Secretary and Treasurer.*  
ALLEN MANVEL, - - - - *General Manager.*  
W. S. ALEXANDER, - - - - *Gen'l Freight and Pass. Agent.*  
C. C. SMITH, - - - - *Chief Engineer.*  
S. S. BREED, - - - - *Auditor.*  
J. S. KENNEDY & CO., *Financial and Stock Transfer*  
NEW YORK CITY. *Agents.*

HEZ. (RECAP)  
SR AI 191  
(SXF)  
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# THIRD ANNUAL REPORT

OF THE

## ST. PAUL, MINNEAPOLIS AND MANITOBA

### RAILWAY COMPANY.

The President and Directors beg respectfully to submit the following report for the year ending 30th June, 1882.

#### GROSS EARNINGS.

Per Cent.	1881.		1882.	Per Cent.	Increase.	
					Amount.	Per Cent.
22.155	819,929 50	- Passenger -	1,587,180 27	23.941	767,250 77	93.575
72.734	2,691,772 54	Freight	4,773,005 72	71.994	2,081,233 18	77.318
1.195	44,218 54	- Express -	91,160 53	1.375	46,941 99	106.159
1.519	56,209 92	Mails	58,904 52	.889	2,694 60	4.615
1.297	47,999 96	- Rentals -	51,999 96	.784	4,000 00	8.333
1.100	40,721 41	Miscellaneous	67,443 01	1.017	26,721 60	65.620
	3,700,851 87	Total.	6,629,694 01		2,928,842 14	79.130

## OPERATING EXPENSES.

Per Cent.	1881.		1882.	Per Cent.
24.471	429,082 42	- Conducting transportation -	703,089 35	21 173
28.509	499,900 12	- - Motive power - -	965,395 42	29.071
29.332	514,310 84	Maintenance road and structures	1,217,006 45	36.648
10.345	181,406 52	- Maintenance of cars. -	233,723 94	7 038
7.343	128,747 12	- - General expenses. - -	201,561 48	6.070
	1,753,447 02		3,320,776 64	

Replacement of iron with steel rails, improvement of road-bed, renewal of bridges, etc., has been charged to operating expenses, and no charge has been made for transportation of the Company's material for construction of new lines or the renewals or repairs of old ones.

## SUMMARY OF EARNINGS AND EXPENSES.

1881.		1882.
\$3,700,851.87	- - Gross Earnings - -	\$6,629,694.01
1,753,447.02	- - Operating Expenses - -	3,320,776.64
1,947,404.85	- - Net Earnings - -	3,308,917.37
109,588.11	- - - Taxes - - -	195,001.94
1,837,816 74	- - Net Income - -	3,113,915.43
47.37	Operating Expenses, per cent of Gross Earnings - - -	50.08
50.34	Operating Expenses and Taxes, Per Cent of Gross Earnings - -	53.03

## SUMMARY OF EARNINGS AND EXPENSES.—Continued.

1881.		1882.
\$4,954.28	- Gross Earnings Per Mile of Road -	\$7,159.49
2,347.31	Operating Expenses Per Mile of Road	3,586.15
2,606.96	- Net Earnings Per Mile of Road -	3,573.34
	Average Number of Miles Operated	
747	- - - Twelve Months - - -	926

		Miles.
Total length of road operated June 30, 1882	- - -	1,057.99
Total length of road operated June 30, 1881	- - -	865.48
Increase	- - - - -	<u>192.51</u>
Total miles sidings and spurs June 30, 1882	- - -	123.10
Total miles of single track June 30, 1882	- - -	<u>1,191.09</u>

The track from St. Paul to St. Vincent is now wholly laid with steel rails except forty miles, the material for completing which is on hand, and the work is going forward as rapidly as possible.

The track from Minneapolis Junction to Breckenridge is laid with steel rails over its entire length.

## CONSTRUCTION OF NEW LINES YEAR ENDING JUNE 30th, 1882.

Laid with steel, including 16 miles in new "Short Line" .. 52.20 miles.

Laid with iron.....156.31 miles

Total .....	208.51 miles.
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New sidings and spurs constructed during the year..... 48.30 miles.

Track relaid with steel during the year..... 155.02 "

Miles of road in Minnesota.....786.90 "

Miles of road in Dakota.....271.09 "

**EQUIPMENT.**

The equipment was increased during the year as follows :

Locomotives	48
Sleeping cars	5
Passenger cars	35
Box cars	945
Flat cars	240
Caboose and boarding cars	27
Derrick and tool cars	2

The following is a statement of the equipment owned by this Company June 30th, 1882:

Locomotives	137
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Sleeping cars	-	-	-	-	-	-	-	12
Passenger cars	-	-	-	-	-	-	-	79
Passenger and Baggage cars	-	-	-	-	-	-	-	4
Baggage, mail and express cars	-	-	-	-	-	-	-	24
Business and pay cars	-	-	-	-	-	-	-	2
Total passenger equipment	-	-	-	-	-	-	-	<u>121</u>

Box cars	-	-	-	-	-	-	-	2,436
Flat cars	-	-	-	-	-	-	-	1,209
Stock cars	-	-	-	-	-	-	-	62
Caboose and boarding cars	-	-	-	-	-	-	-	72
Derrick and tool cars	-	-	-	-	-	-	-	8
Total Freight equipment	-	-	-	-	-	-	-	<u>3,787</u>

Average number used for twelve months ending June 30th,  
1882:

Locomotives	-	-	-	-	-	-	-	102
Passenger equipment	-	-	-	-	-	-	-	91
Freight equipment	-	-	-	-	-	-	-	3,105

Total cost of equipment owned by this company

June 30th, 1882 - - - - - \$3,178,670 53

To provide a permanent and economical supply of fuel a purchase has been made of about 1,200 acres of coal land, situated in the south-west corner of Boone and the south-east corner of Greene counties, Iowa.

This property is mostly good farming land underlaid with from one to three veins of coal of excellent quality, each from three to five feet in thickness, and from thirty-five to one hundred and forty feet below the surface.

This purchase includes the following improvements:

Two shafts with the necessary machinery.

Two and one-half miles standard gauge railway.

Forty-one houses, rented to employes.

Offices, storehouses, blacksmith shops, barns, track scales, etc., and also the necessary pit cars (110), mules (23), and has a capacity for delivering on cars 800 tons of coal daily.

The cost of this property was \$210,000.

The improvement in roadbed, rails, bridges, etc., has gone steadily forward during the year. The replacement of iron by steel between St. Paul and St. Vincent will be fully completed in September. This work between Minneapolis and Breckenridge was finished during the past season.

The grades between Willmar and Breckenridge are being reduced to a maximum of twenty eight feet per mile. This work will be completed during the present season.

Additional and ample yard facilities are being provided at St. Vincent, Crookston, Barnesville and St. Cloud.

The "Short Line" between St. Paul and Minneapolis has been completed from St. Paul to East Minneapolis, and the double track extended to East Minneapolis Station.

The "Short Line" has right of way for four tracks,—two of which are now laid.

A large expenditure has been made to secure favorable grades and alignment, and when completed trains can be run between Union Passenger Depots at St. Paul and Minneapolis with but one street crossing grade, and the economy and additional safety with which the line can be operated will fully justify the expenditure.

The crowded condition of the yards at Minneapolis Junction and Minneapolis has rendered it necessary to continue the double track north from Minneapolis Junction. It has been completed and is now in use to Fridley Station, seven miles.

The business derived from the extensions in Dakota tributary to the Breckenridge Division, with the great increase in

summer travel to Lake Minnetonka, necessitates for its safe and economical handling a double track from Minneapolis to Wayzata, thirteen and one-half miles. Surveys and estimates are now being made with the intention of proceeding with the work without delay.

The line built under contract with the Minneapolis & Northwestern Railway has been in operation between Minneapolis and Clearwater since January 15, 1882. The grading and bridging is completed to St. Cloud, and the track will be laid by early autumn. The completion of this line gives practically a double track between Minneapolis and St. Cloud, and is a valuable addition to the company's property.

A line from St. Cloud to Hinckley, on the St. Paul & Duluth Railroad, is being constructed under the charter of the Minneapolis & St. Cloud Railway Company, and arrangements have been made for your company to acquire it on its completion. The construction is now well advanced, and it will be in readiness to transport the present crop.

Since the date of the last annual report the following extensions in Dakota have been made:—

Durbin to Portland	-	-	-	-	-	52.15 miles.
Ripon to Hope	-	-	-	-	-	29.61 "
Ojata to Larimore	-	-	-	-	-	17.02 "
Grand Forks to Grafton	-	-	-	-	-	39.84 "

The grading is completed from Grafton to the International boundary line, and the track will be laid to a connection with the Canadian Pacific South-Western Branch by September 1st, 1882, thus forming on the west side of the Red River another through line to Winnipeg.

Grading from Larimore to Devil's Lake is progressing, and material is being forwarded to begin track laying in September next.

To meet the growing requirements of the road the Company is now building new shops at St. Paul. The buildings are of stone, and the work is being done in the most substantial manner.

The shops are of a capacity that will be sufficient for the wants of the company for years to come. They will be furnished with tools of the most improved modern description, and will be finished this season.

The company has purchased north of Sauk Center about thirty thousand acres of oak timber land to insure a supply of ties, wood and timber, and is building a railway under the title of the "Sauk Center Northern Railway Company," extending about forty-five miles, to make the purchase available.

The rapid construction of the Canadian Pacific Railway and

the extraordinary development of the Canadian Northwest has been a source of considerable revenue to this company, amounting to about 6 per cent of the passengers and about 19 per cent. of the freight business.

The latest and most authentic information regarding the present crop is of a highly encouraging character, and fairly justifies the expectation of a large traffic for the coming season.

The Directors, deeming it expedient to provide for the continued development of the property, resolved, at a meeting of the Board held on 28th day of June, 1882, to issue the balance of the authorized stock of the Company, and opened the same for subscription at par to the shareholders of record upon the transfer books, on the 20th day of July.

The whole amount has been applied for, and the capital stock has thus been raised from fifteen to twenty millions of dollars.

The dividends on the capital stock of the Company have heretofore been paid semi-annually. It is recommended that in future they be paid quarterly.

**LAND DEPARTMENT.**

The sale of lands by the company during the year have amounted to 203,343.13 acres, for \$1,108,312.01, upon which there is a liability incurred to settlers for cultivation, under the terms of the company's contracts, amounting to \$252,075.04.

The total cash received over and above the expenses of the department as principal and interest on land sales has been \$860,677.29, which sum is applicable to the sinking fund for the retirement of the first mortgage bonds. Of this issue bonds to the amount of \$721,700.00 have been redeemed during the year, the number and amounts of which are hereto annexed.

As per last year's report the company's land grant embraces 3,848,000 acres, of which there has been sold to date 1,389,180.81 acres, and the amount remaining unpaid on outstanding contracts, after providing for liability to settlers for cultivation, is \$1,049,423.45.

The business of the department has more than doubled that of the previous year, and the most gratifying and suggestive feature is the entire absence of speculative purchases.

The whole 203,343 acres were taken by 1,303 buyers, making an average of about 156 acres to each purchaser.

The cost of conducting the business of the department has been reduced fully one-half by the abolition of the expensive system of outside commissioned agents.

The settlement and development of the country tributary to the lines of the road is largely in excess of previous years, the absorption of government lands being unprecedented in the history of the West. From the two principal offices in Northwestern Minnesota and Southeastern Dakota there is reported sales for the year ending June 30, 1882, under the pre-emption, homestead and tree culture acts, of 1,705,300 acres to 10,987 different purchasers, representing at least 9,000 new farms opened on government lands alone.

By order of the Board of Directors.

GEORGE STEPHEN, President.



## Statement of the St. Paul, Minneapolis & Manitoba

### REVENUE

Operating expenses	-	\$3,320,776 64
State tax,	-	195,001 94
Interest paid and accrued	-	1,188,091 02
Paid in settlement of construction lines on St. Vincent extension St. Paul & Pacific Railway,	-	157,812 50
Transferred to sinking fund, revenue from Land Department	-	702,864 79
Dividends on stock,	-	975,000 00
		6,539,546 39
Balance to profit and loss,	-	985,083 96
		\$7,524,630 85

### ASSETS.

To Cash in bank,	-	\$ 426,200 81
“ Cash in hands J. S. Kennedy & Co., to pay interest on Bonds,	-	289,851 50
“ Cash in hands Trustees 1st Mortgage Bonds,	-	15,496 68
		\$ 731,548 99
“ Due from Agents,	-	72,947 60
“ Due from U. S. Postal Department,	-	13,057 97
“ Due from Foreign Roads,	-	79,172 29
“ Due from other Roads and Individuals,	-	461,884 29
“ Advanced Charges due on Freight ,	-	38,669 02
“ Minneapolis & North Western Railway,	-	921,445 70
“ Sauk Centre Northern Railway,	-	155,239 53
“ Capital Stock Climax Coal Co,	-	210,000 00
“ Union Depot Stock,	-	61,375 00
“ St. Paul & Duluth R R Stock,	-	713,664 13
“ Union Stock Yards,	-	43,853 46
		2,771,308 99
“ Stock of Fuel on hand—Coal,	-	52,087 12
“ Stock of Fuel on hand—Wood,	-	70,320 48
“ Material Machinery Department,	-	163,887 83
“ Material Road Department,	-	809,253 76
		1,095,549 19
“ Cost of Railway Equipment and Lands,	-	39,194,335 72
<i>Less</i> Land Grant Bonds Redeemed,	-	1,500,000 00
		37,694,335 72
		\$42,292,742 89

Railway Co., for the year ending June 30th, 1882.

<b>E</b>		<b>ACCOUNT.</b>	
	From Earnings,	- - - -	\$6,577,694 05
	" Rent of Leased Lines,	- - - -	51,999 96
	" Revenue from Land Department,	- - - -	860,677 29
	" Revenue from other Sources,	- - - -	34,259 55
			\$7,524,630 85

546 9			
3 96			
330 58			\$7,524 630 85.

	By Balance, June 30th, 1882,	- - - -	\$985,083 96	
	" Balance, June 30th, 1881,	- - - -	732,466 01	
	" Balance, June 30th, 1880,	- - - -	555,795 25	
				\$2,273,345 22
	By Sinking Fund, applicable to redemption of			
	First Mortgage Land Grant Bonds,	- - - -	\$1,549,368 80	
	Less Land Grant Bonds Redeemed	\$1,500,000 00		
	" Premium on Land Grant			
	Bonds,	47,990 00	1,547,990 00	1,378 80

**LIABILITIES.**

	By Audited Bills and Unpaid Pay Rolls,	- - - -	\$1,308,471 67	
	" State Tax not yet due and payable,	- - - -	111,741 82	
	" Unpaid Coupons due July 1st, 1882 and prior,	- - - -	289,923 52	
	" Accrued Interest not yet due and payable,	- - - -	157,800 00	
	" Cash from sale of bonds of Minneapolis Union			
	Railway Co,	- - - -	944,018 43	
	" Amount of subscription for Bonds on new Lines			
	not yet issued,	- - - -	*3,322,506 31	
	" Due other companies and individuals	- - - -	237,557 12	
				6,372,018 87

**FUNDED DEBT.**

	By First Mortgage Land Grant Bonds \$8,000,000 00			
	Less Land Grant Bonds Redeemed, 1,500,000 00			
			6,500,000 00	
	By Second Mortgage Bonds,	- - - -	8,000,000 00	
	" St. Paul and Pacific Bonds,	- - - -	366,000 00	
	" Dakota Extension Bonds,	- - - -	3,780,000 00	
				18,646,000 00
	" Capital Stock,	- - - -	- - - -	15,000,000 00
				\$42,292,742 89

\*NOTE.—This amount has since been repaid in cash, and the contemplated issue of bonds will not be made.

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## ST. PAUL, MINNEAPOLIS & MANITOBA RAILWAY COMPANY'S

### First Mortgage Sinking Fund 7 Per Cent. Land Grant Gold Bonds.

In conformity with the provisions of the Mortgage Deed of Trust securing the above Bonds, we the undersigned Trustees, hereby give notice that 197 Bonds of \$100 each, 36 Bonds of \$500 each, and 684 Bonds of \$1,000 each, of the numbers specified below, were this day, in our presence fairly and without preference or discrimination, designated by lot for redemption at 105 per cent. and accrued interest, payable out of the moneys pledged to us from proceeds of sales of lands and now available for that purpose. The Bonds so drawn will be paid on presentation at the office of J. S. KENNEDY & CO., No. 63 William Street, New York, and the holders thereof are hereby notified that they should be presented on or before 1st day of July next, as after that date interest will cease to accrue thereon :

#### 197 BONDS OF \$100 EACH.

Numbers.	Numbers.	Numbers.	Numbers.	Numbers.	Numbers.	Numbers	Numbers.
6	233	576	868	1,065	1,361	1,602	1,942
12	241	578	873	1,078	1,370	1,620	1,959
14	257	584	890	1,101	1,379	1,628	1,973
16	262	616	892	1,123	1,384	1,632	1,998
25	283	658	911	1,128	1,394	1,634	2,031
36	284	661	912	1,129	1,396	1,644	2,035
46	360	664	921	1,143	1,447	1,650	2,043
52	372	696	933	1,155	1,448	1,670	2,049
64	392	713	936	1,156	1,450	1,675	2,056
75	393	727	938	1,167	1,455	1,698	2,068
77	419	750	968	1,208	1,460	1,706	2,069
80	431	762	973	1,221	1,461	1,721	2,076
89	444	765	995	1,225	1,471	1,744	2,099
101	472	775	1,002	1,235	1,478	1,751	2,103
133	477	783	1,003	1,246	1,486	1,753	2,123
146	478	786	1,004	1,247	1,491	1,755	2,132
150	486	802	1,026	1,249	1,504	1,766	2,138
151	487	804	1,027	1,251	1,510	1,780	2,140
153	495	808	1,035	1,266	1,511	1,787	2,149
183	509	826	1,036	1,271	1,523	1,801	2,151
194	511	832	1,037	1,274	1,550	1,802	2,160
197	534	846	1,049	1,289	1,583	1,848	2,189
199	539	855	1,055	1,290	1,594	1,924	2,196
210	566	864	1,057	1,293	1,599	1,933	2,199
228	573	865	1,062	1,341			

**36 BONDS OF \$500 EACH.**

Numbers.	Numbers.	Numbers.	Numbers.	Numbers.	Numbers.	Numbers.	Numbers.
2	45	79	158	187	235	286	349
14	46	114	175	196	246	312	355
24	50	131	178	206	248	326	363
28	58	137	181	223	265	334	372
39	70	146	185				

**684 BONDS OF \$1,000 EACH.**

Numbers.	Numbers.	Numbers.	Numbers.	Numbers.	Numbers.	Numbers.	Numbers.
2	839	1,916	2,899	4,036	4,876	5,818	6,607
6	848	1,928	2,908	4,038	4,917	5,823	6,612
7	867	1,961	2,911	4,042	4,919	5,825	6,640
8	869	1,967	2,942	4,063	4,923	5,831	6,649
13	897	1,981	3,004	4,106	4,930	5,834	6,655
56	901	1,985	3,017	4,114	4,931	5,848	6,667
64	908	2,008	3,021	4,116	4,940	5,851	6,671
65	910	2,013	3,069	4,132	4,941	5,854	6,676
75	911	2,015	3,090	4,137	4,943	5,860	6,693
108	916	2,024	3,097	4,140	4,968	5,863	6,697
113	921	2,031	3,124	4,157	4,974	5,881	6,705
120	931	2,032	3,128	4,159	4,980	5,905	6,744
135	943	2,041	3,205	4,176	4,886	5,907	6,752
143	946	2,076	3,208	4,183	4,990	5,911	6,756
146	973	2,098	3,243	4,186	4,997	5,939	6,758
150	990	2,107	3,251	4,206	5,015	5,943	6,766
156	1,001	2,129	3,262	4,214	5,020	5,948	6,783
188	1,003	2,137	3,294	4,218	5,053	5,950	6,792
190	1,004	2,140	3,310	4,221	5,067	5,952	6,796
222	1,016	2,151	3,315	4,224	5,077	5,953	6,812
241	1,022	2,164	3,323	4,236	5,083	5,965	6,818
252	1,053	2,176	3,342	4,242	5,087	5,979	6,821
254	1,059	2,186	3,352	4,243	5,088	5,982	6,822
268	1,064	2,194	3,381	4,247	5,091	5,996	6,847
295	1,074	2,203	3,384	4,253	5,092	6,002	6,852
301	1,079	2,239	3,398	4,254	5,094	6,007	6,854
312	1,083	2,247	3,399	4,259	5,099	6,012	6,879
330	1,086	2,286	3,400	4,267	5,103	6,020	6,890
341	1,105	2,292	3,401	4,269	5,104	6,023	6,907
351	1,132	2,304	3,410	4,270	5,117	6,027	6,931
352	1,134	2,313	3,418	4,275	5,126	6,032	6,946

Numbers	Numbers	Numbers	Numbers	Numbers	Numbers	Numbers	Numbers
358	1,155	2,315	3,422	4,285	5,131	6,038	6,956
362	1,166	2,317	3,436	4,306	5,152	6,047	6,966
365	1,168	2,334	3,438	4,317	5,156	6,049	6,980
373	1,171	2,373	3,439	4,319	5,182	6,068	6,997
376	1,196	2,379	3,447	4,320	5,186	6,074	6,998
391	1,215	2,388	3,448	4,335	5,195	6,078	7,004
395	1,227	2,390	3,464	4,354	5,197	6,087	7,023
402	1,236	2,415	3,466	4,355	5,198	6,091	7,027
409	1,238	2,427	3,474	4,374	5,202	6,093	7,051
418	1,301	2,434	3,483	4,376	5,218	6,117	7,068
460	1,313	2,436	3,500	4,388	5,220	6,122	7,078
485	1,317	2,441	3,505	4,391	5,224	6,128	7,104
488	1,337	2,452	3,518	4,411	5,242	6,137	7,126
501	1,340	2,456	3,553	4,441	5,280	6,149	7,139
517	1,347	2,458	3,556	4,452	5,281	6,182	7,155
519	-1,369	2,460	3,582	4,455	5,286	6,188	7,161
530	1,370	2,466	3,587	4,458	5,297	6,208	7,166
531	1,380	2,479	3,593	4,477	5,313	6,216	7,169
553	1,382	2,486	3,595	4,494	5,316	6,218	7,181
561	1,400	2,490	3,625	4,499	5,350	6,225	7,188
571	1,410	2,495	3,639	4,505	5,361	6,232	7,190
590	1,412	2,500	3,653	4,516	5,398	6,236	7,191
612	1,426	2,505	3,661	4,532	5,423	6,237	7,201
613	1,442	2,510	3,665	4,546	5,465	6,249	7,221
617	1,467	2,517	3,672	4,562	5,469	6,275	7,224
627	1,528	2,520	3,680	4,564	5,475	6,291	7,259
628	1,550	2,532	3,695	4,581	5,476	6,303	7,264
639	1,564	2,535	3,700	4,607	5,484	6,337	7,281
642	1,574	2,573	3,729	4,618	5,492	6,358	7,294
653	1,591	2,607	3,739	4,622	5,496	6,360	7,296
660	1,617	2,615	3,742	4,623	5,507	6,375	7,301
665	1,624	2,620	3,773	4,627	5,511	6,378	7,305
670	1,646	2,622	3,797	4,635	5,520	6,381	7,317
674	1,647	2,639	3,815	4,645	5,523	6,401	7,329
679	1,652	2,661	3,816	4,656	5,533	6,402	7,337
685	1,654	2,666	3,839	4,668	5,551	6,408	7,344
697	1,725	2,669	3,841	4,681	5,565	6,412	7,348
698	1,737	2,671	3,878	4,715	5,591	6,431	7,363
723	1,747	2,674	3,883	4,717	5,606	6,435	7,366
734	1,755	2,711	3,893	4,719	5,640	6,450	7,370

Numbers	Numbers	Numbers	Numbers	Numbers	Numbers	Numbers	Numbers
738	1,772	2,739	3,898	4,729	5,655	6,460	7,371
751	1,775	2,740	3,901	4,731	5,660	6,462	7,391
755	1,795	2,755	3,902	4,734	5,678	6,475	7,427
758	1,798	2,787	3,903	4,736	5,707	6,476	7,436
771	1,805	2,791	3,910	4,746	5,718	6,491	7,437
790	1,824	2,794	3,933	4,760	5,723	6,494	7,447
791	1,835	2,822	3,951	4,765	5,736	6,495	7,450
796	1,837	2,823	3,967	4,766	5,746	6,521	7,465
804	1,844	2,825	3,972	4,772	5,770	6,559	7,495
806	1,851	2,837	3,978	4,796	5,778	6,567	7,519
808	1,852	2,839	3,980	4,812	5,789	6,573	7,525
819	1,854	2,860	3,986	4,848	5,790	6,600	7,538
820	1,897	2,865	3,994	4,859	5,800	6,601	7,570
823	1,901	2,878	4,025	4,875	5,804	6,602	7,574
838	1,906	2,891	4,029				

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NEW YORK, Feb. 28, 1882.