

## FOURTH ANNUAL REPORT

OF THE

*St. Paul, Minneapolis & Manitoba*

RAILWAY COMPANY.

---

FISCAL YEAR ENDINGJUNE 30<sup>TH</sup>, 1883.

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ST. PAUL :  
BROWN & TREACY, PRINTERS,  
1883.

ST. PAUL, MINNEAPOLIS & MANITOBA RAILWAY CO.

DIRECTORS, JUNE 30, 1883.

JAMES J. HILL, . . . . . ST. PAUL.  
GEORGE STEPHEN, . . . . . MONTREAL.  
DONALD A. SMITH, . . . . . MONTREAL.  
R. B. ANGUS, . . . . . MONTREAL.  
JOHN S. KENNEDY, . . . . . NEW YORK.  
D. WILLIS JAMES, . . . . . NEW YORK.  
MARSHALL FIELD, . . . . . CHICAGO.

EXECUTIVE COMMITTEE.

JAMES J. HILL, . . . . . JOHN S. KENNEDY.  
GEORGE STEPHEN, . . . . . D. WILLIS JAMES.

OFFICERS.

JAMES J. HILL, . . . . . PRESIDENT, . . . . . ST. PAUL.  
JOHN S. KENNEDY, . . . . . VICE PRESIDENT, . . . . . NEW YORK.  
EDWARD SAWYER, . . . . . SECRETARY AND TREASURER, ST. PAUL.  
ALLEN MANVEL, . . . . . GENERAL MANAGER, . . . . . "  
W. S. ALEXANDER, . . . . . GENERAL TRAFFIC MANAGER, "  
C. C. SMITH, . . . . . CHIEF ENGINEER, . . . . . "  
A. H. BODE, . . . . . COMPTROLLER, . . . . . "  
S. S. BREED, . . . . . AUDITOR, . . . . . "  
EDWARD T. NICHOLS, JR., ASSISTANT SECRETARY AND  
STOCK TRANSFER AGENT, . . . . . NEW YORK.

FOURTH ANNUAL REPORT  
OF THE  
ST. PAUL, MINNEAPOLIS & MANITOBA  
RAILWAY COMPANY.

The President and Directors beg respectfully to submit the following report for the year ending June 30th, 1883 :

GROSS EARNINGS.

Per Cent.	1882.		1883.	Per Cent.	INCREASE.	
					Amount.	Per Cent.
23.941	\$1,587,180.27	PASSENGER .....	\$2,033,440.92	22.227	\$446,260.65	28.116
71.994	4,773,005.72	FREIGHT.....	6,687,934.96	73.104	1,914,929.24	40.119
1.375	91,160.53	EXPRESS.....	117,155.52	1.281	25,994.99	28.515
.886	58,904.52	MAILS.....	88,077.22	.963	29,172.70	49.525
.784	51,999.96	RENTALS.....	57,859.50	.632	5,859.54	11.268
1.017	67,443.01	MISCELLANEOUS..	164,055.77	1.793	96,612.76	143.250
	<b>\$6,629,694.01</b>		<b>\$9,148,523.89</b>		<b>\$2,518,829.88</b>	<b>37.993</b>

## OPERATING EXPENSES.

Per Cent.	1882.		1883.	Per Cent.
21.173	\$703,089.35	.....Conducting Transportation.....	\$ 945,683.05	21.775
29.071	965,395.42	.....Motive Power.....	1,488,337.43	34.270
36.648	1,217,006.45	Maintenance Road and Structures	1,289,840.83	29.700
7.038	233,723.94	.....Maintenance of Cars.....	419,224.70	9.652
6.070	201,561.48	.....General Expenses.....	199,906.94	4.603
	\$3,320,776.64		\$4,342,992.95	

Expenditures to the amount of over four hundred and fifty thousand dollars in the replacement of iron with steel rails, improvement of road-bed and ditches, new bridges, etc., have been charged to operating expenses.

## SUMMARY OF EARNINGS AND EXPENSES.

1882.		1883.
\$6,629,694.01	.....Gross Earnings.....	\$9,148,523.89
3,320,776.64	.....Operating Expenses.....	4,342,992.95
3,308,917.37	.....Net Earnings.....	4,805,530.94
195,001.94	.....Taxes.....	252,062.67
3,113,915.43	.....Net Income.....	4,553,468.27

## SUMMARY OF EARNINGS AND EXPENSES—Continued.

1882.		1883.
50.08	Operating Expenses per cent. of Gross Earnings	47.47
53.03	Operating Expenses and Taxes per cent. of .....Gross Earnings.....	50.22
\$ 7,159.49	.....Gross Earnings per Mile of Road.....	\$ 7,604.75
3,586.15	.....Operating Expenses per Mile of Road.....	3,610.13
3,573.34	.....Net Earnings per Mile of Road.....	3,994.62
1,283.04	.....Fixed Charges per Mile of Road.....	1,050.94
1,052.91	.....Dividends per Mile of Road.....	1,433.63
1,237.39	.....Balance to Income Account per Mile of Road...	1,510.05
926	Average number of miles operated twelve months	1,203

## CONSTRUCTION OF NEW LINES.

Laid with Steel Rail.....	120.57 Miles.
Laid with Steel Rail—Minnetonka Cut Off and Second Track	26.20
Laid with Iron Rail.....	107.45
	254.22 Miles.
Add Lines purchased from Northern Pacific R. R. Co.	
Laid with Iron Rail,—Casselton Branch.....	42.52
“ “ “ “ Pelican Valley Branch.....	21.37
	63.89 Miles.
Total built and acquired during the year.....	318.11 Miles.

Total miles of road operated June 30th, 1883.....	1,350.32
Total miles of road operated June 30th, 1882 .....	1,057.99
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Increase.....	292.33 Miles.
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Average number of miles road operated twelve months.....	1,203.14

## EQUIPMENT.

The equipment was increased during the year as follows :

Locomotives .....	64
Sleeping Cars.....	8
Passenger Cars.....	26
Baggage Cars.....	8
Box Cars.....	609
Flat and Coal Cars.....	293
Caboose and Boarding Cars.....	36
Derrick and Tool Cars.....	3

The following is a statement of the equipment owned by the Company June 30th, 1883 :

Locomotives.....	201
Sleeping Cars.....	20
Passenger Coaches.....	85
Passenger and Baggage Cars.....	8
Baggage, Mail and Express Cars.....	44
Business and Pay Cars.....	3
	<hr/>
Total Passenger Equipment.....	160
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Box Cars.....	3,091
Flat and Coal Cars.....	1,600
Stock Cars.....	62
Caboose and Boarding Cars.....	110
Derrick and Tool Cars.....	11
Dump Cars.....	34
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Total Freight Equipment..	<u>4,908</u>

During the past year, in addition to the new equipment purchased, the old equipment has been rebuilt or thoroughly repaired and is now in most excellent condition.

Average number owned for twelve months ending June 30th, 1883.

Locomotives.....	177
Passenger Equipment.....	127
Freight Equipment.....	4,479

A reference to the table will show that both motive power and car equipment have been very materially increased. All of the new equipment is of the most modern and desirable patterns. The locomotive equipment especially, is of unusual capacity and calculated to promptly handle the large and increasing business. The standard freight cars of the Company have a capacity of twenty tons.

During the year ninety-two engines have had complete general repairs and the motive power of the Company is now in excellent condition.

Of the passenger equipment, during the year forty-six cars have had thorough repairs, sixteen cars have been rebuilt, and thirteen cars have been remodeled.

In the freight equipment, forty-two cabooses have had heavy repairs; twenty have been thoroughly overhauled, and two have been entirely rebuilt.

Of the freight cars, six-hundred and fifty-six have had heavy repairs, and forty-five have been rebuilt.

There has also been built at the Company's shops, one tool car and one derrick car.

The double track, to accommodate the business of the Breckenridge division, and give proper facilities for handling the increasing summer travel to Lake Minnetonka, between Minneapolis and Wayzata, referred to in the last annual report, has been under construction during the winter and spring, and was completed and put in operation in July, 1883. The saving in distance and time, with the improvement in

grade and alignment, and the relief it gives to the over-crowded yards at Minneapolis, fully justifies the expenditure made in this direction.

The replacement of iron with steel has been continued during the year just closed. This work between St. Paul and St. Vincent was completed last spring, and the main line of the Company on the west side of the Red River, and the line from Minneapolis to St. Cloud on the west side of the Mississippi river, will also be fully laid with steel before the close of the present season.

The construction of commodious switching yards at St. Vincent, Barnesville and St. Cloud, has been completed upon plans that permit the handling of business at terminal or division points promptly and at minimum expense. These three yards contain about twenty-three miles of siding, and are thought to be as well arranged as any in the country.

The shops at St. Paul were completed and occupied in December, 1882. The main buildings erected during the past year are all of stone, and cover over two and one-half acres, the expenditures for which, to date, for land, improvements and machinery, amount to nearly half a million dollars.

Great economy has already been experienced in the use of the new shop facilities with the improved and labor-saving machinery, and it is thought the expenditure made in this direction will be sufficient for some time to come.

The old shops are in process of removal, which will give the Company a large amount of yard room. The work of straightening the line out of St. Paul, and securing easier grades over a portion of the ground so abandoned, is progressing as rapidly as possible.

During the year, new Passenger Depots have been erected at St. Cloud, Fergus Falls and Crookston. Depots have also been erected at Becker, Reynolds, East Grand Forks, Waverly, Clifford, Long Prairie, St. Thomas, Hamilton, Bathgate, Neche, Niagara and Michigan City.

A fifteen-stall engine house has been erected at St. Cloud, and one of like capacity at Barnesville, with the necessary turn tables, coal sheds, etc.

Engine houses have also been erected at Pelican Rapids, Browerville and Hope.

The capacity of the engine house at Crookston has been increased five stalls; at Willmar, six stalls, and at Grand Forks, five stalls.

Seventeen pump houses with the necessary tanks and fixtures for first-class water stations have been erected on the line during the past year.

The line from Larimore west, was completed a distance of forty miles in December, 1882, and the extension to Devil's Lake undertaken this spring, and completed so that regular trains were put on July 4th.

The line from St. Cloud to Hinckley, on the St. Paul and Duluth Railroad, is completed, and has been in operation since December 4th, 1882. This line has been laid entirely with steel rails and well ballasted, and gives the Company a direct line to Duluth. The business, both local and through, has been very large since the line was opened, and its importance in enabling us to handle coal and other heavy commodities from the Lakes to our lines, will be apparent.

Under the contract with the Minneapolis & North Western Railway, that line has been completed to St. Cloud, and trains began running over the entire line December 17th, 1882. It is the intention at an early day to run our through passenger trains over this line and avoid the present inconvenient method of getting in and out of Minneapolis with our Fergus Falls Division trains.

Track was extended from Grafton north to the boundary line, and trains commenced running September 24th, 1882, giving a second line between St. Paul and Winnipeg. It is the intention to run through passenger trains over this line in the near future.

The purchase from the Northern Pacific of the Casselton Branch Railway, made it necessary to construct a connection between that branch and the Breckenridge Extension system, which was done by building a line from Everest to Casselton, three miles. This was completed so that branch was put in operation by this Company December 11th, 1882.

The Red River and Lake of the Woods Railway to St. Hilaire, graded in 1882, was ironed this spring and the line put in operation July 1st, 1883. This branch extends beyond the limit of the Company's land grant, into a section of government land that is rapidly being taken up by actual settlers, and it is thought will afford a very satisfactory business to the main system of railway.

The Sauk Centre Northern Railway was completed and put in operation to Browerville, a distance of twenty-five and three-fourths miles, November 27th, 1882, making available the large purchase of timber land referred to in the last report, and has secured to

us for many years a supply of oak lumber and ties for our use, at prices much lower than would have been otherwise obtainable.

The total miles constructed will be found in the table showing mileage of road operated.

The tonnage of freight transported one mile during the year was 341,539,997 tons, as compared with 189,862,911 tons for the year previous.

A general reduction has been made in our Freight Tariff during the past year, and the average rate per ton per mile has decreased from 2.51 cents, the average for the year ending June 30th, 1882, to 1.95 cents for the year ending June 30th, 1883, which by comparison will be found lower than that of other lines similarly situated. The extent of this reduction is indicated by the fact that the tonnage transported during the past year at the average rate per ton received during the preceding year, would have yielded an increased revenue of \$1,912,623.98.

Mileage made by Locomotives,	-	-	5,644,806
“ “ Passenger trains,	-		1,183,008
“ “ Revenue Freight trains,	-		2,353,520
Mileage of Cars hauled in Passenger trains,			6,653,105
“ “ “ Freight	“		50,236,731

By the operation of the Company's mine at Angus, we have been able to purchase coal for locomotives at a much lower rate than would otherwise have been secured. There has been obtained from this source during the year about one hundred and thirty thousand tons.

During the past year an agreement was made between this Company and the Northern Pacific Railroad by which some of the new east and west lines in process of construction by this Company were exchanged for north and south lines that had been built by the Northern Pacific. Such an adjustment of existing differences was also had, as will prevent disastrous competition between the respective lines. The desirability of this exchange has been fully justified by the harmony that has since existed in conducting business between the two roads and prevented the construction of unnecessary lines by either party into the territory of the other.

In accordance with the resolution of your Board of Directors of April 12th, 1883, this Company have acquired title to the Minneapolis & St. Cloud Railway, the Minneapolis & North-Western Railway, and the Sauk Centre Northern Railway, the money for the construction of these lines having already been advanced by this Company. Title has also been acquired to the

Casselton Branch Railway and the Pelican Valley Branch which were purchased from the Northern Pacific Railroad.

All of these lines are now consolidated with the **ST. PAUL, MINNEAPOLIS & MANITOBA RAILWAY.**

Land Grant Bonds to the amount of seven hundred and fifty thousand dollars (\$750,000.00) have been redeemed and cancelled during the year from proceeds of land sales, under the terms of the mortgage, and a list of bonds so cancelled will be found in the report.

The Board of Directors on the 12th of April, last, authorized the stock-holders to purchase the new consolidated mortgage bonds of the Company to the amount of fifty per cent. of their holdings at ten per cent. of their par value; which privilege the stockholders have availed themselves of. This action was deemed by your board, wise, and for the best interest of the Company, in view of the fact that new properties and lines of railroad had been acquired, the value of which had been added to the property, and fairly belonged to the stock-holders, and ought properly to be represented in the basis of the fixed charges of the Company.

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The latest and most authentic reports indicate that there will be more than an average yield of wheat of quality equal to any heretofore harvested. From best information we have, there will be an increase of twenty-five per cent. in acreage, affording a corresponding increase of tonnage.

The business of the Company during July, August and September, 1882, showed an increase of one hundred per cent. over the same months of the year previous, while the business of the entire year just closed showed a gain of thirty-eight per cent. over the previous year. The enormous gain for the first three months was largely due to the transportation of rails, track material, timber, etc., for the Canadian Pacific Railway, the construction of which was being rapidly pushed, and a large amount of material was accumulated by that Company for this year's work. The opening of the "Thunder Bay Branch" of the Canadian Pacific Railway has taken a considerable amount of the freight traffic going to Manitoba via Lake Superior, which has hitherto gone via Duluth and our lines. Notwithstanding the large amount of Railway material carried last season, and the opening of the Thunder Bay Branch of the Canadian Pacific Railway, our earnings from the first of January, 1883, to the first of August,

1883, show an increase of \$40,980.56 over the corresponding months of last year.

Attention is called to this particularly to show that the general business of the Company is in a growing condition. Our local business shows a satisfactory and steady increase, and the rapid settlement of the country tributary to our lines may be relied upon to maintain the earnings of the Company.

Respectfully submitted,

JAMES J. HILL, *President.*

OFFICE OF THE ST. PAUL, MINNEAPOLIS AND  
MANITOBA RAILWAY COMPANY, AUGUST 25TH, 1883. }

## LAND DEPARTMENT.

Total acreage of Land Grant (10 sections per mile)		3,848,000
“ “ certified to June 30th, 1883.....	2,796,755 acres	
“ “ sold to June 30th, 1883.....	1,493,425	
<i>Less</i> Contracts cancelled.....	57,084	1,436,341
Remaining unsold at June 30th, 1883.....		2,411,659
Minneapolis & St. Cloud R. R. Total Grant(unsold)		428,000

During the year ending June 30th, 1883, 104,245 acres of land were sold, for \$587,387.22, an average price of \$5.63 per acre.

There were also sold during the year ending June 30th, 460 town lots, for \$31,829.33, an average price per lot of \$69.19.

Cash receipts of Land Department for year ending June 30th, 1883 :

Cash sales and installments on new contracts.....		\$ 185,736.35
Amount received on former sales.....		624,174.98
“ “ for Trespass, stumpage, etc.....		3,365.05
“ “ “ Interest on sales.....		77,658.40
“ “ “ “ “ Sinking fund....		10,347.16
Total.....		\$901, 281.94
Deduct Expenses of Land Department.....		87,337.41
NET RECEIPTS.....		\$813,944.53
<i>Amount of Deferred Payments due Company, bearing</i>		
<i>Interest @ 7 per cent.....</i>		\$1,158,356.32

For the month of July, 1883, the land sales have amounted to \$93,228.02, which, with the large number of inquiries received, indicate there will be no abatement in the business of the land department for the ensuing year.

As an indication that the Company have reason to expect a continued large immigration, our Commissioner of Emigration, during the last six months, received sixteen thousand domestic letters and five thousand foreign letters of inquiry; this in addition to those received by the Land Department.

JAMES B. POWER,

*Land Commissioner.*

## MILES OF ROAD OPERATED JUNE 30th, 1883.

	Miles.
St. Paul to Fergus Falls.....	186.51
Minneapolis Junction to East Minneapolis.....	.61
Minneapolis to St. Cloud.....	62.96
East St. Cloud to Sauk Rapids.....	1.94
St. Cloud to Hinckley.....	66.51
Sauk Centre to Browerville.....	25.75
East Minneapolis to Breckenridge.....	204.82
Breckenridge to Portland.....	100.88
Everest to Mayville.....	45.52
Ripon to Hope.....	29.61
Morris to Brown's Valley.....	47.00
Minnetonka North Shore.....	6.00
Fergus Falls to St. Vincent.....	203.74
St. Vincent to Boundary.....	2.97
Breckenridge to Grand Forks Junction.....	127.48
Grand Forks to Boundary.....	81.13
Crookston to Devil's Lake.....	114.12
Fergus Falls to Pelican Rapids.....	21.37
Shirley to St. Hilaire.....	21.40
<b>TOTAL.....</b>	<b>1,350.32</b>
Miles in Minnesota.....	930.14
Miles in Dakota.....	420.18

## TRACK STATEMENT.

		MILES.			
		Main Line.	2d Track.	Sidings.	Total Track.
FEEGUS FALLS DIV.	Main Line..	186.51	14.90	58.91	260.32
	Branches ...	157.77	.....	9.95	167.72
BRECKENRIDGE DIV.	Main Line..	204.82	14.00	37.33	256.15
	Branches...	229.01	.....	14.74	243.75
NORTHERN DIV.....	East Side Main Line..	203.74	.....	37.30	241.04
	West Side Main Line..	208.61	.....	17.69	226.30
	Branches ...	159.86	.....	7.15	167.01
TOTAL.....		1,350.32	28.90	183.07	1,562.29

Main and Second Track laid with Steel..... 861.93 Miles.

Main Track laid with Iron..... 517.29 "

Track relaid with Steel during year ending June 30th..... 131 Miles.



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## SUMMARY OF GENERAL

	REVENUE
To Operating Expenses.....	\$4,342,992.95
“ State Tax.....	252,062.67
“ Interest Paid and Accrued.....	1,264,279.29
“ Transferred to Sinking Fund, net Revenue from Land Department.....	813,944.53
“ Dividend of 3½ % July 31, 1882.....	\$525,000.00
“ “ of 2 % November 30, 1882.....	399,888.00
“ “ of 2 % February 28, 1883.....	399,888.00
“ “ of 2 % May 31, 1883.....	399,888.00
	1,724,664.00
Balance to Income Account.....	1,656,631.36
	\$10,054,574.80

To Railway, Equipment and Lands..... \$47,062,236.19

### *Securities and Properties of other Corporations.*

Climax Coal Company.....	\$210,000.00	
Minneapolis Union Railway.....	750,000.00	
Union Depot Stock.....	68,500.00	
St. Paul & Duluth R. R. Stock.....	713,684.13	
Union Stock Yards.....	61,930.58	
Red River & Lake of Woods Railway....	204,675.26	
Minneapolis and St. Cloud Land Grant...	653,201.32	
Minnesota & Dakota Northern Railway..	13,173.79	
Timber Lands, Todd County.....	350,000.00	
	\$3,025,165.08	\$50,087,401.27

### GENERAL ASSETS.

St. Paul, Minneapolis & Manitoba Railway Stock.....	5,600.00	
Due from Agents.....	38,401.65	
Due from U. S. Postal Department.....	21,421.05	
Due from Foreign Roads.....	90,813.99	
Due from other Roads and Individuals.....	2,139,692.32	
Advanced Charges on Freight.....	5,281.26	
Stock of Fuel on hand— <i>Coal</i> .....	88,966.40	
Stock of Fuel on hand— <i>Wood</i> .....	85,524.17	
Material, Machinery Department.....	83,966.72	
Material, Road Department.....	112,061.14	
Cash in hands of Trustees, First Mortgage Bonds..	100.33	
Cash on hand.....	341,937.28	
	\$3,013,766.31	
		\$53,101,167.58
Less Land Grant Bonds Redeemed.....		2,250,000.00

**\$50,851,167.58**

BALANCE SHEETS, JUNE 30, 1883.

ACCOUNT.

By Earnings.....	\$9,032,771.80
" Rent of Leased Lines.....	57,859.50
" Net Revenue from Land Department.....	813,944.53
" Revenue from other sources.....	149,998.97

\$10,054,574.80

By Capital Stock..... \$20,000,000.00

FUNDED DEBT.

First Mortgage Bonds.....	\$8,000,000.00	
Less Land Grant Bonds Redeemed.....	2,250,000.00	
<i>Balance</i> .....	\$5,750,000.00	
Second Mortgage Bonds.....	8,000,000.00	
St. Paul & Pacific Bonds.....	366,000.00	
Dakota Extension Bonds.....	5,676,000.00	
Subscription to Consolidated Mortgage Bonds.....	999,720.00	\$20,791,720.00
		<u>\$40,791,720.00</u>
Sinking Fund applicable to Redem- ption of First Mortgage Land Grant Bonds.....		\$2,365,323.33
Less Land Grant Bonds Redeemed.....	\$2,250,000.00	
Premium on Land Grant Bonds.....	112,500.00	\$2,362,500.00
		<u>\$2,823.33</u>
Audited Bills and Vouchers unpaid.....	\$1,288,325.01	
Unpaid Pay Rolls.....	303,754.91	
State Tax not yet due.....	116,360.16	
Unpaid Coupons due July 1, 1883, and prior.....	250,250.00	
Accrued Interest, not yet due and payable.....	176,760.00	
Balance Minneapolis Union Railway Bonds.....	391,847.56	
Due other Companies and Individuals.....	1,857,350.03	
		<u>\$4,384,647.67</u>

PROFIT AND LOSS ACCOUNT.

Surplus, year ending June 30, 1880.....	\$555,795.25
Surplus, year ending June 30, 1881.....	732,466.01
Surplus, year ending June 30, 1882.....	985,083.96
Surplus, year ending June 30, 1883.....	1,656,631.36
Securities and Properties of other Corporations.....	1,742,000.00
	<u>\$5,671,976.58</u>
	<u>\$50,851,167.58</u>



## ST. PAUL, MINNEAPOLIS &amp; 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 245 Bonds of \$100 each, 45 Bonds of \$500 each, and 703 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:

## 245 BONDS OF \$100 EACH.

Numbers.	Numbers.	Numbers.	Numbers.	Numbers.	Numbers.	Numbers.	Numbers.
1	278	493	825	1,108	1,363	1,703	1,971
2	292	494	831	1,110	1,366	1,716	1,983
3	294	502	841	1,127	1,376	1,719	1,994
5	298	517	852	1,130	1,388	1,724	1,996
18	303	537	863	1,137	1,402	1,749	2,019
22	305	551	880	1,139	1,430	1,764	2,020
29	313	556	899	1,169	1,432	1,775	2,027
43	314	559	901	1,180	1,435	1,798	2,046
51	337	579	909	1,193	1,437	1,799	2,053
53	338	585	914	1,194	1,439	1,807	2,075
65	340	588	927	1,195	1,445	1,811	2,085
104	341	594	932	1,205	1,466	1,813	2,086
106	349	603	935	1,213	1,476	1,827	2,088
115	350	609	940	1,226	1,477	1,831	2,098
118	355	624	963	1,233	1,487	1,835	2,104
132	359	639	975	1,236	1,490	1,850	2,106
137	364	645	980	1,238	1,500	1,851	2,117
140	384	649	987	1,250	1,517	1,855	2,121
156	388	663	994	1,254	1,533	1,878	2,130
164	395	665	1,024	1,268	1,553	1,879	2,131
171	399	667	1,031	1,270	1,566	1,886	2,135
186	404	680	1,032	1,276	1,574	1,897	2,141
207	408	688	1,038	1,283	1,576	1,908	2,159
215	412	694	1,040	1,292	1,609	1,914	2,173
232	432	703	1,042	1,296	1,610	1,916	2,175
237	438	712	1,066	1,302	1,625	1,928	2,180
249	445	723	1,087	1,303	1,637	1,946	2,193

<i>Numbers.</i>	<i>Numbers.</i>	<i>Numbers.</i>	<i>Numbers.</i>	<i>Numbers.</i>	<i>Numbers.</i>	<i>Numbers.</i>	<i>Numbers.</i>
253	446	731	1,090	1,335	1,648	1,953	2,198
255	466	769	1,091	1,340	1,651	1,960	
256	475	801	1,093	1,357	1,654	1,961	
260	481	822	1,103	1,358	1,696	1,963	

## 45 BONDS OF \$500 EACH.

<i>Numbers.</i>	<i>Numbers.</i>	<i>Numbers.</i>	<i>Numbers.</i>	<i>Numbers.</i>	<i>Numbers.</i>	<i>Numbers.</i>	<i>Numbers.</i>
13	44	77	138	200	270	309	352
21	48	84	153	217	279	311	362
30	63	91	155	220	285	315	369
31	65	106	166	234	293	325	385
34	66	108	189	239	301	345	391
37	71	112	199	241			

## 703 BONDS OF \$1,000 EACH.

<i>Numbers.</i>	<i>Numbers.</i>	<i>Numbers.</i>	<i>Numbers.</i>	<i>Numbers.</i>	<i>Numbers.</i>	<i>Numbers.</i>	<i>Numbers.</i>
3	829	1,818	2,806	3,835	4,791	5,698	6,537
4	842	1,819	2,809	3,838	4,818	5,701	6,550
5	844	1,838	2,813	3,845	4,820	5,719	6,571
10	847	1,840	2,820	3,855	4,828	5,735	6,592
11	860	1,842	2,840	3,888	4,838	5,741	6,595
19	863	1,866	2,856	3,895	4,842	5,744	6,611
47	868	1,870	2,873	3,904	4,852	5,751	6,615
62	870	1,887	2,882	3,913	4,863	5,752	6,616
68	874	1,913	2,898	3,914	4,871	5,763	6,632
81	880	1,921	2,915	3,921	4,881	5,787	6,644
86	892	1,927	2,940	3,926	4,883	5,788	6,652
97	894	1,960	2,960	3,936	4,904	5,798	6,656
98	896	2,005	2,962	3,946	4,918	5,813	6,659
102	906	2,034	2,976	3,949	4,927	5,814	6,687
130	909	2,038	2,984	3,976	4,933	5,821	6,690
155	923	2,039	2,996	3,981	4,936	5,839	6,706
160	955	2,042	3,038	3,992	4,946	5,840	6,737
163	967	2,047	3,044	3,999	4,954	5,847	6,745
176	994	2,064	3,057	4,007	4,981	5,865	6,750
179	1,012	2,083	3,070	4,035	4,992	5,871	6,755
191	1,013	2,090	3,077	4,039	5,004	5,892	6,760
198	1,029	2,095	3,088	4,040	5,008	5,915	6,762
212	1,033	2,119	3,104	4,041	5,028	5,918	6,769
217	1,037	2,141	3,106	4,051	5,051	5,924	6,773
224	1,046	2,158	3,109	4,057	5,060	5,925	6,815
226	1,055	2,161	3,118	4,058	5,069	5,927	6,823
232	1,057	2,165	3,121	4,070	5,074	5,929	6,824
234	1,058	2,185	3,138	4,071	5,100	5,935	6,829
243	1,075	2,189	3,158	4,079	5,114	5,938	6,831
245	1,077	2,199	3,162	4,080	5,121	5,946	6,838

<i>Numbers.</i>	<i>Numbers.</i>	<i>Numbers.</i>	<i>Numbers.</i>	<i>Numbers.</i>	<i>Numbers.</i>	<i>Numbers.</i>	<i>Numbers.</i>
246	1,087	2,210	3,164	4,099	5,122	5,949	6,844
249	1,093	2,226	3,167	4,109	5,125	5,983	6,857
263	1,101	2,241	3,179	4,119	5,135	5,984	6,895
269	1,111	2,267	3,215	4,120	5,138	5,989	6,899
281	1,124	2,284	3,239	4,123	5,145	5,999	6,904
287	1,125	2,307	3,244	4,151	5,153	6,009	6,906
293	1,131	2,309	3,250	4,158	5,169	6,013	6,910
294	1,159	2,310	3,293	4,175	5,170	6,016	6,935
310	1,163	2,312	3,301	4,181	5,197	6,026	6,943
322	1,170	2,321	3,357	4,182	5,204	6,028	6,957
328	1,172	2,336	3,366	4,191	5,205	6,040	6,958
333	1,175	2,345	3,370	4,210	5,206	6,056	6,961
383	1,189	2,361	3,378	4,226	5,209	6,058	6,984
403	1,192	2,383	3,390	4,227	5,248	6,060	7,011
411	1,212	2,408	3,392	4,230	5,269	6,064	7,028
414	1,219	2,414	3,394	4,240	5,288	6,075	7,034
421	1,226	2,418	3,396	4,249	5,289	6,095	7,037
427	1,305	2,428	3,416	4,261	5,296	6,102	7,041
431	1,312	2,445	3,417	4,263	5,314	6,115	7,054
432	1,327	2,457	3,421	4,264	5,323	6,124	7,062
448	1,329	2,462	3,428	4,271	5,329	6,146	7,074
454	1,338	2,464	3,445	4,276	5,341	6,148	7,108
464	1,373	2,471	3,462	4,278	5,348	6,152	7,111
473	1,375	2,481	3,465	4,288	5,373	6,162	7,132
474	1,383	2,482	3,482	4,304	5,376	6,166	7,136
477	1,387	2,484	3,515	4,338	5,381	6,175	7,186
482	1,392	2,498	3,521	4,348	5,396	6,183	7,206
491	1,394	2,519	3,543	4,370	5,402	6,184	7,223
504	1,401	2,527	3,555	4,384	5,412	6,189	7,244
520	1,411	2,529	3,579	4,402	5,421	6,211	7,286
524	1,423	2,530	3,580	4,416	5,425	6,212	7,315
558	1,460	2,539	3,581	4,425	5,430	6,215	7,319
563	1,463	2,541	3,585	4,460	5,436	6,230	7,339
585	1,480	2,542	3,590	4,474	5,446	6,239	7,352
597	1,488	2,543	3,604	4,491	5,450	6,240	7,355
600	1,521	2,551	3,613	4,513	5,463	6,244	7,380
616	1,522	2,558	3,623	4,531	5,506	6,296	7,382
640	1,541	2,564	3,629	4,542	5,508	6,302	7,383
646	1,571	2,567	3,633	4,543	5,522	6,304	7,392
652	1,581	2,600	3,636	4,545	5,524	6,307	7,393
662	1,587	2,610	3,638	4,576	5,527	6,320	7,426
663	1,593	2,629	3,643	4,585	5,554	6,324	7,431
664	1,598	2,633	3,662	4,589	5,573	6,350	7,438
691	1,604	2,667	3,678	4,594	5,575	6,382	7,441
696	1,620	2,707	3,689	4,597	5,581	6,390	7,443
700	1,649	2,715	3,691	4,624	5,596	6,391	7,445

<i>Numbers.</i>	<i>Numbers.</i>	<i>Numbers.</i>	<i>Numbers.</i>	<i>Numbers.</i>	<i>Numbers.</i>	<i>Numbers.</i>	<i>Numbers.</i>	<i>Numbers.</i>
705	1,657	2,721	3,718	4,646	5,597	6,395	7,454	
713	1,674	2,726	3,722	4,651	5,599	6,428	7,455	
717	1,690	2,733	3,728	4,653	5,601	6,444	7,456	
721	1,716	2,749	3,741	4,663	5,615	6,465	7,466	
730	1,723	2,751	3,755	4,672	5,617	6,480	7,482	
736	1,733	2,753	3,756	4,677	5,629	6,483	7,486	
749	1,738	2,756	3,775	4,685	5,632	6,501	7,491	
761	1,749	2,762	3,792	4,687	5,633	6,510	7,520	
777	1,770	2,770	3,801	4,714	5,656	6,515	7,550	
810	1,784	2,778	3,804	4,733	5,659	6,517	7,554	
824	1,794	2,785	3,808	4,750	5,661	6,522	7,572	
827	1,796	2,802	3,832	4,756	5,667	6,530		

JOHN S. KENNEDY, }  
 J. A. ROOSEVELT, } *Trustees.*  
 R. B. ANGUS, }

NEW YORK, April 9, 1883.