

FIFTH ANNUAL REPORT

OF THE

St. Paul Minneapolis & Manitoba

RAILWAY COMPANY.

---

FISCAL YEAR ENDING  
JUNE 30TH, 1884.

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ST. PAUL, MINN.:  
THE PIONEER PRESS COMPANY.  
1884.

# ST. PAUL, MINNEAPOLIS & MANITOBA RAILWAY CO.

DIRECTORS, JUNE 30, 1884.

JAMES J. HILL,	ST. PAUL.
GEORGE STEPHEN,	MONTREAL.
DONALD A. SMITH,	MONTREAL.
SAMUEL THORNE,	NEW YORK.
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,	ST. PAUL.
W. S. ALEXANDER,	GENERAL TRAFFIC MANAGER,	ST. PAUL.
C. C. SMITH,	CHIEF ENGINEER,	ST. PAUL.
A. H. BODE,	COMPTROLLER,	ST. PAUL.
S. S. BREED,	AUDITOR,	ST. PAUL.
EDWARD T. NICHOLS, JR.,	ASSISTANT SECRETARY AND TRANSFER AGENT	NEW YORK.

# FIFTH 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 30, 1884.

### GROSS EARNINGS.

Per Cent.	1884.		1883.	Per Cent.
20.134	\$1,662,430.59	Passenger .....	\$2,033,440.92	22.227
74.053	6,114,459.51	Freight .....	6,687,934.96	73.104
1.139	94,069.50	Express .....	117,155.52	1.281
1.479	122,150.42	Mails .....	88,077.22	.963
.883	72,917.17	Rentals .....	57,859.50	.632
2.312	190,840.45	Miscellaneous.	164,055.77	1.793
	<b>\$8,256,867.64</b>		<b>\$9,148,523.89</b>	

## OPERATING EXPENSES.

Per Cent.	1884		1883	Per Cent.
19.633	\$733,217.81	Conducting Transportation.	\$945,683.05	21.775
32.773	1,223,948.24	.....Motive Power.....	1,488,337.43	34.270
30.783	1,149,621.59	... { Maintenance Road and Structures. } ...	1,289,840.83	29.700
9.833	367,335.39	.....Maintenance of Cars.....	419,224.70	9.652
6.978	260,576.37	.....General Expenses.....	199,906.94	4.603
	\$3,734,699.40		\$4,342,992.95	

## SUMMARY OF EARNINGS AND EXPENSES.

1884.		1883.
\$8,256,867.64	.....Gross Earnings.....	\$9,148,523.89
3,734,699.40	.....Operating Expenses.....	4,342,992.95
4,522,168.24	.....Net Earnings.....	4,805,530.94
194,692.93	.....Taxes.....	252,062.67
4,327,475.31	.....Net Income.....	4,553,468.27
45.23	Operating Expenses per cent of Gross .....Earnings .....	47.47
47.59	Operating Expenses and Taxes per cent .....of Gross Earnings.....	50.22
5,991.92	.....Gross Earnings per mile of Road.....	7,604.75
2,710.23	Operating Expenses per Mile of Road.	3,610.13
3,281.69	.....Net Earnings per Mile of Road.....	3,994.62

Total miles of road operated June 30, 1883.....	1,350.32
Total miles of road operated June 30, 1884.....	<u>1,397.35</u>
Increase.....	47.03
Average number of miles operated twelve months.....	1,378.00

The following is a statement of the equipment owned by the Company June 30, 1884:

Locomotives .....	201
Sleeping Cars.....	19
Passenger Coaches.....	89
Passenger and Baggage Cars.....	9
Baggage, Mail and Express Cars.....	44
Business and Pay Cars .....	<u>3</u>
Total Passenger Equipment .....	164
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 .....	<u>34</u>
Total Freight Equipment.....	4,908

Average number owned for twelve months ending June 30, 1884:

Locomotives.....	201
Passenger Equipment.....	164
Freight Equipment. ....	4,908

The entire locomotive, passenger and freight equipment has been kept in thorough repair and is in a high state of efficiency.

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MILES OF ROAD OPERATED JUNE 30, 1884.

	Miles.
St. Paul to Fergus Falls.....	186.41
College Place to University Switch.....	3.34
Minneapolis Junction to East Minneapolis.....	.70
Osseo Junction to St. Cloud.....	62.94
East St. Cloud to Sauk Rapids.....	1.94
St. Cloud to Hinckley.....	66.51
Sauk Center to Eagle Bend.....	35.98
East Minneapolis to Breckenridge.....	204.35
Breckenridge to Portland.....	100.88
Everest to Mayville.....	45.62
Ripon to Hope.....	29.77
Morris to Brown's Valley.....	46.68
Minnetonka, North Shore.....	5.93
Fergus Falls to St. Vincent, Junction Switch.....	201.95
St. Vincent, New Depot to Boundary Line.....	2.62
Breckenridge Junction to Grand Forks Junction..	126.56
Grand Forks to Boundary.....	80.94
Crookston Junction to Devils Lake.....	113.43
Fergus Falls to Pelican Rapids.....	21.58
Shirley to St. Hilaire.....	21.61
Moorhead Junction to Halstad.....	34.09
Carlisle Junction to Elizabeth.....	3.52
Total.....	<u>1,397.35</u>
Miles in Minnesota.....	968.07
Miles in Dakota.....	429.28

TRACK STATEMENT.

r and fr  
l repair and

30, 1884  
M. 38  
... 186.41  
... 3.34  
... .75  
... 62.94  
... 1.94  
... 66.51  
... 35.95  
... 204.35  
... 100.88  
... 45.62  
... 29.77  
... 46.68  
... 5.93  
... 207.95  
... 2.62  
... 126.56  
... 80.94  
... 113.43  
... 21.58  
... 21.61  
... 34.09  
... 3.52  
1,397.35  
968.07  
429.28

		MILES.			
		Main Line.	Second Track.	Sidings	Total.
Fergus Falls Division.	{ Main Line.....	186.41	11.11	59.59	257.11
	{ Branches.....	170.71	.....	12.54	183.25
Breckenridge Division.	{ Main Line.....	205.05	13.39	40.25	258.69
	{ Branches.....	228.88	.....	15.13	244.01
Northern Division.	{ E. Side Main Line...	204.57	.....	38.34	242.91
	{ W. Side Main Line.	207.50	.....	18.72	226.22
	{ Branches .....	194.23	.....	8.76	202.99
Total.....		1,397.35	24.50	193.33	1,615.18

Main and Second Track laid with Steel.....954.28 Miles.

Main Track laid with Iron.....467.57 "

Track relaid with Steel during year ending June 30, 1884..... 96.75 "

The new lines built during the year amount to 44.32 miles, as follows: 34.09 miles from Moorhead north to Halstad, and 10.23 miles from Browerville to Eagle Bend.

The replacement of iron with steel rails has been continued, and the main lines from St. Paul to the International Boundary, on both sides of the Red River, are now fully laid with steel.

This work has also been commenced on the Breckenridge extension in Dakota, and on the line west of Grand Forks, and will be continued as rapidly as the condition of the property demands, consistent with proper economy in the maintenance of the track.

Wherever steel has been laid great attention has been given to the condition of the ties, and all unsound ties have been replaced with new oak ties. All frog and switch ties and connections have been renewed to fit the new rails.

The work of reducing grades and improving the alignment has been continued. The work in hand, at date of last report, on the line between Willmar and Breckenridge has been completed, with a reduction in the ruling grade from sixty feet per mile to twenty-nine feet per mile.

In addition to the improvements and renewals above referred to, ballasting with gravel and widening embankments and cuts have been continued to an extent that will result favorably in the future expense of maintenance of track.

The rapid settlement of that portion of Dakota

between Portland and Mayville and the International Boundary has made a railway necessary to carry to market the grain and other agricultural products of that section. Work was begun on the extension from Portland and Mayville, via Laramore, this spring, and the line will be completed in time to move the present crop. This line, along its entire length, runs through one of the most fertile and productive sections of Northern Dakota, and will, from the day of its opening, have a large local business.

The improvement of the line out of St. Paul, referred to in the last report, is now nearly completed, in accordance with the plans originally made.

During the past five years it has been the policy of the Company to secure, at all terminal and leading points on its lines, ample yard facilities and terminal grounds, and while these have called for the investment of large sums, our own increasing business and the revenue derived from other lines using our facilities will fully justify our action in this direction.

The decrease in gross earnings will be no surprise to those who read the report of last year. The

transportation of material for the construction of the Canadian Pacific Railway was practically finished about the time the present fiscal year began.

The opening of the Thunder Bay branch of the Canadian Pacific Railway, to which reference was made in our last report, will, during the season of navigation, take a portion of the business that previously reached the Canadian Northwest over our lines.

It has been the policy of the Company to reduce, as rapidly as possible, the rates on those commodities which would most assist the settlers. A lower tariff on wheat will take effect before the crop of 1884 begins to move. The average rate per ton per mile for the year just closed has been 1.79 cents, against 1.95 cents the previous year.

The necessity of having additional facilities for repairing engines and cars with economy, and without moving them from the Northern Division to St. Paul, has made it necessary to proceed with the erection of machine, blacksmith and boiler shops, of the requisite capacity, for handling all ordinary repairs on the Northern Division. It is expected that these

shops will be completed and equipped for use early the coming fall.

The country north and west, directly tributary to our lines, is having a steady and healthful growth, and a gratifying increase of area brought under cultivation each year is noted.

The efforts of the Company to foster its local traffic have developed the country served by our lines to an extent that will, for all time, greatly benefit our property, and this development will continue and be more rapid as the fertility and availability of the lands for the production of grain and the raising of live-stock become more widely known.

It is gratifying to note that the farmers in Minnesota and Dakota are, year by year, giving more attention to the raising of cattle and hogs and the rotation of crops. It is found that the pure air, excellent water and nutritious grasses which abound in this country are all conducive to the rapid and healthful growth of live-stock; and the marked increase in this business cannot fail to be further greatly extended, to the mutual advantage and profit of the farmers and the Railway Company.

Since November 25, 1883, our through trains over the St. Cloud and Fergus Falls Division have been run between Minneapolis and St. Cloud, on the new line on the west side of the Mississippi River, making a saving of time and expense in switching the trains at Minneapolis.

Through passenger trains to Winnipeg on the west side of the Red River, via Neche, were put on November 25, 1883.

Regular trains have been run to Devils Lake since July 4, 1883. The settlement and improvement of government lands tributary to this branch have been very satisfactory, and the lands continue to be taken as rapidly as government surveys are completed. The plats of thirty-five townships were placed in the land office at Devils Lake last season, and nearly every available section has been taken under the homestead, pre-emption or tree-claim acts.

More than 100 townships will be surveyed this season, and applications in large numbers await the filing of each surveyed township plat in the local land office at Devils Lake.

The great increase of wheat moved over our lines

the past year (being the crop of 1883), shows conclusively the growth of settlement and the extension of area under cultivation. (*See Report of Land Commissioner, page 19.*)

For the present season the crop outlook is most encouraging. At this time the crop is practically matured, and the harvest will begin two weeks earlier than last year. The indications are that the average yield per acre will be much larger than last season, and the greater care that is, from year to year, being taken in preparing the ground and selecting the seed must result in producing a better average quality.

Ten section houses have been erected at various points during the year.

Depots have been built during the year at the following points: PARKER'S, BROWERVILLE, ARVILLA, MAPES, LAKOTA, ST. HILAIRE, GALESBURG, PAGE CITY and BRIDGMAN. A new depot at HERMAN to replace the one destroyed by fire.

At BARNESVILLE, a two-story building, 36 x 158 feet, used as a hotel and station combined.

At ST. VINCENT, a passenger depot, a freight depot, and building for U. S. Customs use.

At DEVILS LAKE, passenger depot, 24 x 80 feet, and freight depot, 24 x 100 feet.

The erection of several additional stations will be necessary the coming season. There are under construction now station houses at HARWOOD, KELSO and CUMMINGS, and others will be added as the increasing settlement requires.

Standard frost proof water stations have been erected at FELTON, NECHE, NIAGARA, MAPES, MIDWAY, DEVILS LAKE, WILD RICE RIVER, BUFFALO RIVER, and RUSH RIVER.

Engine houses have been erected at NECHE, DEVILS LAKE, and EAGLE BEND.

Additions have been made to the St. Paul shops by the erection of a stone pattern house, and brick sand and pump house.

At BARNESVILLE and WILLMAR iron turntables, with stone foundations, have replaced the wooden tables previously in use.

Stock yards have been built at several points to meet the growing wants in that direction.

Land grant bonds, to the amount of \$400,000, have been redeemed at 105 per cent, under the terms of the Mortgage, from proceeds of land sales during the year. A list of bonds so drawn will be found in this report.

In view of the large expenditures that require to be made from time to time for replacement of iron with steel, purchases of new equipment, and other permanent improvements, it has been deemed wise by the directors to set aside a fund to specially provide for these extraordinary expenses when they occur, and it is their intention in the future to set apart therein each year such sum as the earnings of the road will justify, until this is ample for any contingency. The present condition of this fund may be seen by reference to the balance sheet.

Respectfully submitted,

JAMES J. HILL, *President.*

OFFICE OF THE ST. PAUL, MINNEAPOLIS AND  
 MANITOBA RAILWAY COMPANY, AUGUST 25TH, 1884. }

## LAND DEPARTMENT.

	ACRES.
Total acreage of Land Grant.....	3,848,000
Total acreage certified to June 30, 1884.....	2,796,755
<hr style="width: 100%;"/>	
Total acreage sold to June 30, 1884.....	1,577,332
Less contracts canceled.....	64,443
	<u>1,512,889</u>
Remaining unsold at June 30, 1884.....	2,335,111
Minneapolis & St. Cloud total grant (unsold),	<u>395,242</u>
Total unsold.....	2,730,353

During the year ending June 30, 1884, 83,907.86 acres of land were sold for \$460,982.35, an average price of \$5.50 per acre. There were also sold during the year ending June 30, 1884, 243 town lots for \$16,988.75, an average price per lot of \$69.91.

### CASH RECEIPTS OF LAND DEPARTMENT FOR YEAR ENDING JUNE 30, 1884.

Cash sales and installments on new contracts.....	\$163,581.68
Amount of principal received on old contracts.....	304,581.99
Amount received for trespass, stumpage, etc.....	1,526.83
Amount received for interest on old and new contracts	107,490.76
Amount received for interest on sinking fund.....	4,118.16
	<u>\$581,299.42</u>
Less expenses of Land Department.....	<u>163,029.27</u>
Net receipts.....	\$418,270.15
Amount of deferred payments due the Company, bearing interest at seven per cent.....	\$1,059,141.39

The total number of sales during the year was 1,110, an average of less than seventy-six acres to a purchaser. The sales made, with scarcely an exception, have been to parties wanting the land for immediate cultivation.

Reports from the Government Land Offices at Crookston, Minn., and Grand Forks and Devils Lake, Dakota, show an aggregate of 10,771 pre-emption and homestead and timber-culture entries made in those districts during the past year, representing an area of 1,691,799.34 acres, an increase of 588,365 acres over that of the preceding year.

These entries represent at least 6,500 new farms and an added population of some 20,000 new settlers within the past year on the Government lands immediately tributary to our road.

JAMES B. POWER,  
*Land Commissioner.*

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ACRE  
\$10  
5  
1,691,799.34  
an ave.  
10,771  
\$16,917,993.40  
1,691,799.34  
1,110  
70.15  
1.39

STATEMENT OF GENERAL

	REVENUE.
To Operating Expenses .....	\$3,734,699.40
“ State Tax .....	194,692.93
“ Interest Paid and Accrued .....	1,949,690.00
“ Dividend of 2 per cent July 31, 1883.....	\$400,000.00
“ Dividend of 2 per cent Oct. 31, 1883.....	400,000.00
“ Dividend of 2 per cent Jan. 31, 1884.....	400,000.00
“ Dividend of 2 per cent April 30, 1884.....	400,000.00
	1,600,000.00
“ Fund for Improvements and Renewals ...	381,542.39
“ Transferred to Sinking Fund, net Revenue from Land Department.....	418,270.15
Balance to Income Account.....	610,677.37
	\$8,889,572.24

To Railway, Equipment and Lands..... \$52,010,872.84

Securities and Properties of other Corporations..... \$3,250,664.87

\$55,261,537.71

GENERAL ASSETS.

St. Paul, Minneapolis & Manitoba Ry. Stock	\$5,600.00
Due from Agents.....	41,280.58
Due from U. S. Postal Department.....	38,968.74
Due from Foreign Roads.....	39,444.85
Advanced Charges on Freight.....	7,945.54
Camp Supplies.....	3,213.75
General Supplies.....	5,756.68
Stock of Fuel— <i>Coal</i> .....	55,569.67
Stock of Fuel— <i>Wood</i> .....	34,771.90
Material, Machinery Department.....	113,618.07
Material, Road Department.....	291,597.83
Due from other Companies and Individuals...	473,713.34
Cash in Hands of Trustees, First Mtg. Bonds	2,931.46
Cash on Hand.....	568,732.92
	\$1,683,145.33
	\$56,944.683.04
Less Land Grant Bonds Redeemed.....	2,650,000.00

\$54,294,683.04

BALANCE SHEET, JUNE 30, 1884.

ACCOUNT.

By Earnings .....	\$8,183,950.47
" Rent of Leased Lines .....	72,917.17
" Revenue from other sources.....	214,434.45
" Net Revenue from Land Department .....	418,270.15
	\$8,889,572.24

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

FUNDED DEBT.

First Mortgage Bonds.....	\$8,000,000.00	
Less Land Grant Bonds Re- deemed .....	2,650,000.00	
Balance .....	\$5,350,000.00	
Second Mortgage Bonds.....	8,000,000.00	
St. Paul & Pacific Bonds.....	366,000.00	
Dakota Extension Bonds .....	5,676,000.00	
Consolidated Mortgage Bonds	11,976,000.00	\$31,368,000.00
		\$51,368,000.00
Sinking Fund applicable to Re- demption of First Mortgage Land Grant Bonds.....		\$2,783,593.48
Less Land Grant Bonds Re- deemed.....	\$2,650,000.00	
Premium on Land Grant Bonds	132,500.00	
		\$2,782,500.00
		1,093.48
Sinking Fund Consolidated Mortgage Bonds Fund for Improvements and Renewals.....		6,844.77
State Tax not yet due .....	95,841.23	381,542.39
Accrued Interest on Bonds not yet due and payable.....	176,760.00	
		272,601.23
Audited Bills and Vouchers unpaid.....	\$395,089.24	
Unpaid Pay Rolls.....	321,872.04	
Unpaid Coupons due July 1, 1884, and prior...	584,201.00	
Due Minneapolis Union Railway.....	39,536.57	
Due other Companies and Individuals.....	313,224.95	
		1,653,923.80

PROFIT AND LOSS.

Surplus June 30, 1884.....	610,677.37
	\$54,294,683.04

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THE  
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 110 bonds of \$100 dollars each, 20 bonds of \$500 each, and 379 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 JOHN S. KENNEDY, No. 63 William Street, New York, and the holders thereof are hereby notified that they should be presented on or before first day of July next, as from that date interest will cease to accrue thereon:

**110 BONDS OF \$100 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>
21	216	465	818	1,142	1,431	1,748	1,989
27	229	490	835	1,152	1,470	1,750	1,997
61	246	512	838	1,159	1,509	1,756	2,004
81	285	540	839	1,201	1,529	1,858	2,011
85	296	553	920	1,214	1,537	1,860	2,033
99	297	558	944	1,215	1,558	1,863	2,036
102	339	586	948	1,240	1,563	1,880	2,087
121	367	629	979	1,279	1,570	1,892	2,092
125	369	707	1,001	1,315	1,575	1,895	2,119
130	376	710	1,011	1,319	1,580	1,920	2,134
141	421	734	1,048	1,334	1,586	1,945	2,158
157	426	748	1,084	1,378	1,694	1,955	2,181
165	443	760	1,120	1,392	1,720	1,968	
206	452	794	1,124	1,419	1,737	1,988	

**20 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>
20	93	207	261	307	350	373	386
42	180	224	263	328	357	375	398
55	192	251	303				

379 BONDS OF \$1,000 EACH.

Numbers.	Numbers.	Numbers.	Numbers.	Numbers.	Numbers.	Numbers.	Numbers.
1	879	1,912	2,768	3,686	4,638	5,516	6,471
15	951	1,914	2,782	3,698	4,640	5,569	6,474
31	1,000	1,918	2,790	3,713	4,701	5,590	6,526
39	1,020	1,943	2,799	3,716	4,702	5,658	6,551
63	1,043	1,951	2,815	3,721	4,721	5,681	6,566
80	1,073	1,959	2,826	3,730	4,726	5,716	6,580
85	1,084	1,970	2,855	3,736	4,730	5,753	6,593
119	1,095	1,987	2,859	3,794	4,774	5,755	6,608
121	1,096	1,996	2,869	3,811	4,784	5,835	6,623
148	1,117	2,026	2,888	3,837	4,794	5,852	6,626
166	1,118	2,048	2,894	3,840	4,847	5,856	6,674
171	1,119	2,054	2,964	3,853	4,849	5,890	6,716
203	1,126	2,058	3,011	3,879	4,856	5,896	6,717
236	1,138	2,081	3,016	3,897	4,874	5,903	6,727
284	1,150	2,106	3,028	3,924	4,885	5,922	6,729
297	1,176	2,183	3,036	3,996	4,892	5,923	6,741
313	1,195	2,188	3,060	4,019	4,900	5,930	6,804
332	1,209	2,230	3,066	4,030	4,916	5,940	6,825
339	1,220	2,237	3,082	4,062	4,951	5,954	6,826
354	1,385	2,238	3,157	4,076	5,012	5,962	6,851
394	1,397	2,254	3,207	4,112	5,047	5,964	6,858
422	1,399	2,280	3,212	4,113	5,054	6,006	6,877
449	1,433	2,289	3,233	4,121	5,061	6,065	6,884
450	1,464	2,298	3,242	4,212	5,090	6,081	6,905
457	1,501	2,314	3,269	4,244	5,097	6,139	7,055
499	1,503	2,320	3,270	4,323	5,102	6,140	7,066
529	1,533	2,341	3,283	4,350	5,112	6,190	7,106
537	1,534	2,354	3,289	4,357	5,168	6,220	7,118
540	1,542	2,380	3,296	4,377	5,203	6,221	7,208
567	1,554	2,404	3,298	4,381	5,207	6,247	7,271
574	1,613	2,417	3,356	4,386	5,233	6,251	7,273
596	1,614	2,422	3,371	4,395	5,253	6,252	7,284
598	1,615	2,432	3,373	4,440	5,276	6,281	7,303
641	1,619	2,438	3,395	4,448	5,298	6,282	7,321
644	1,634	2,450	3,397	4,473	5,307	6,297	7,323
657	1,638	2,474	3,429	4,484	5,315	6,300	7,341
688	1,665	2,480	3,434	4,500	5,327	6,306	7,394
711	1,681	2,521	3,461	4,549	5,354	6,314	7,403
722	1,708	2,538	3,503	4,559	5,359	6,330	7,412
724	1,727	2,570	3,509	4,571	5,397	6,349	7,442
746	1,728	2,589	3,523	4,577	5,399	6,357	7,458
763	1,765	2,598	3,526	4,586	5,438	6,389	7,459
770	1,776	2,619	3,536	4,590	5,444	6,397	7,514
831	1,777	2,660	3,538	4,598	5,447	6,405	7,522
832	1,787	2,679	3,592	4,599	5,451	6,458	7,524
834	1,797	2,713	3,608	4,601	5,458	6,466	7,551
843	1,864	2,716	3,617	4,625	5,502	6,469	7,580
876	1,871	2,743					

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NEW YORK, April 12, 1884.