

DDULUTH,
SOUTH
SHORE AND
ATLANTIC,
RAILWAY.

Part II

THE RAILWAY AND SHIPPING WOR

During the year the company completed the extension of its line from Birchwood to Reserve, Wis., 18.85 miles; purchased the line from Rex to Meads Quarry, Mich., 15.54 miles; completed and put in operation the extension from Glenwood to eight miles south of Detroit, Minn., 84 miles, and purchased the Bismarck, Washburn & Great Falls Ry., extending from Bismarck northwesterly to Underwood, N.D., 59.97 miles, making a total addition to mileage, 176.36 miles. The extension north from Glenwood, known as the Winnipeg line, is under construction, and will be completed and in operation not later than Dec. 1. To provide funds for the

construction and purchase of this additional mileage the company issued during the fiscal year 3,572 of its 1st consolidated mortgage bonds; and since the close of the fiscal year has issued 580 more of said bonds, which will provide all the funds required to complete the Winnipeg line and pay for additional equipment contracted for delivery at an early date. With the completion of this line, and after the issuance of the above mentioned bonds, the company will own about 160 miles of railway on which no bonds have as yet been issued.

The equipment was increased during the year by the purchase of 15 locomotives and 5

Oct 1904

WORLD.

[Oct., 1904.]

ditional
he fiscal
ortgage
cal year
, which
omplete
ditional
an early
ine, and
ntioned
out 160
have as
ing the
es and 5

passenger cars, besides considerable second-hand equipment received with the purchase of the Bismarck, Washburn & Great Falls Ry.

The company's property, including road-bed, buildings and equipment, has been not only maintained but greatly improved by many additions, of which no detail mention is made for the reason that the cost of same has been carried in its operating expenses.

The mileage owned and operated is 1,606.51 and 23.13 miles of spur lines. In addition the company has trackage facilities over 18.52 miles of terminal property in Minneapolis, St. Paul and Sault Ste. Marie.

October 1904

under consideration.

Duluth, South Shore and Atlantic Ry.—U.S. press reports state that a project is under consideration to extend the line from Duluth, westerly to Thief River Falls, Minn., and then through North Dakota, about midway between the Great Northern Ry. and the International boundary. Another report states that the line will operate a through service to Winnipeg, running over the old Duluth and Winnipeg Ry. to Foston, under the terms of an old contract. About seven miles from Foston a junction would be effected, with the recently completed line to Emerson of the Minneapolis, St. Paul and Sault Ste. Marie Ry. W. Whyte, Second Vice-President C.P.R., stated in Winnipeg that nothing of the kind was contemplated.

Minneapolis, St. Paul and Sault-Ste. Marie Ry.—In connection with the opening of the extension of the line to the International boundary at Emerson, Man., and the inauguration of a through train service between St. Paul and Winnipeg, the probability of the erection of a union station at Emerson is under discussion. The lines interested would be the C.P.R., the M., St. P. and S.S.M. Ry., the Canadian Northern Ry., and the Great Northern Ry., U.S.

1-1905

Duluth, South Shore and Atlantic Ry.

The report of this subsidiary company of the C.P.R. for the year ended June 30, consists of tabular statements which are printed without comment. The main line owned is 517.34 miles; branch lines owned, 65.61 miles; total owned, 583.05 miles; trackage rights leased, 9.61 miles, total operated, 592.66 miles. The only change from the mileages at June 30, 1905, is in the branch lines owned, where there is an increase of 6.88 miles. The company owns 73 locomotives, 62 passenger cars, 2,876 freight cars, and 97 miscellaneous cars. The new rolling stock added during the last financial year consisted of two sleeping cars, 200 box cars, 100 platform cars, 50 gondola cars, and two cabooses. The income account with the years ended June 30, 1905 and 1906, is as follows:

Gross earnings from operations	\$ 3,657,808.75	\$ 2,746,930.02
Less operating expenses	4,657,450.76	3,842,706.69
Net earnings	\$ 1,000,348.97	\$ 894,233.93
Other income	14,536.15	45,774.13
Net income	\$ 1,014,885.12	\$ 890,008.06
Reduced		
Interest on bonds	\$ 859,700.09	\$ 850,700.00
Interest on current liabilities	16,661.67	121.78
Taxes	392,471.22	216,732.73
Total	\$ 1,171,481.80	\$ 1,096,537.51
Deficit	\$ 156,302.72	\$ 26,330.43

EARNINGS AND OPERATING EXPENSES.**Gross Earnings.****Merchandise freight.****Freight on freight.**

No. through passengers carried	1,935,666	1,603,493
No. local passengers carried	4,875,999	3,343,722
Total earning revenue	\$ 469,638	\$ 412,571
Total number passengers carried, earning revenue	6,18,437	5,54,093
No. passengers carried one mile	34,413,928	31,610,844
Average distance carried	55.65 miles	54.48 miles
Average amount received from each passenger	\$ 14,993.35	\$ 14,944.88
Average receipts per mile for through passengers	2,097 cents	3,603 cents
Average receipts per mile for local passengers	1,807.8	1,738.8
Average receipts per passenger per mile for all passengers	2,694 "	2,673 "
Total passenger earnings	\$ 1,088,612.80	\$ 974,168.80
Passenger earnings per mile of road	\$ 1,846.78	\$ 1,662.84
Passenger earnings per train mile	\$ 1,874.12	\$ 1,669.65

BALANCE SHEET, JUNE 30, 1906.**Cost of road and equipment.****Mackinaw Transportation Co.****L.L. Samuels Terminal & Transfer Ry.**

The gross earnings show an increase of 32.8% over the previous year, the surplus \$1,204,271.21, an increase of 38.4% over the previous year. The operating expenses were 50% of gross earnings. The work of reducing gradients and correcting the alignment Minneapolis to Paynesville, Minn., outlined in last year's report, has been completed and similar improvement extending to the "Dakota" line is rapidly nearing completion. With the exception of one or two short gradients this work will be entirely completed this year and when done will leave a maximum gradient of 0.3% for eastbound traffic into Minneapolis. Since the last report the line from Thief River Falls to Kenmore has been completed and is handling a business beyond expectations; the extension from Underwood to Garrison is also in operation. This year's construction includes a line from Flaxton, North Dakota, westerly to Anbrose, about 20 miles east of the Montana line, a distance of 51 miles; a line from Drake, N.D., westerly to Plaza, N.D., a distance of 87 miles, and an extension of the Garrison line north to a connection with the Plaza line at Max, N.D., a distance of 14 miles. These lines will be completed during 1906. The rapid growth of business made it necessary to acquire additional property for enlargement of terminal facilities at both Minneapolis and St. Paul; a large additional freight house at the former place is building and the work of extending the tracks into the property acquired at St. Paul is underway.

10-1906

DS 59 AF

Oct., 1906]

THE

Duluth, South Shore and Atlantic Ry.

The report of this subsidiary company of the C.P.R. for the year ended June 30, consists of tabular statements which are printed without comment. The main line owned is 517.44 miles; branch lines owned, 65.61 miles; total owned, 583.05 miles; trackage rights leased, 9.64 miles; total operated, 592.69 miles. The only change from the mileages at June 30, 1905, is in the branch lines owned, where there is an increase of 6.88 miles. The company owns 73 locomotives, 62 passenger cars, 2,876 freight cars, and 97 miscellaneous cars. The new rolling stock added during the last financial year consisted of two sleeping cars, 200 box cars, 100 platform cars, 50 gondola cars, and two cabooses. The income account with the years ended June 30, 1905 and 1906, is as follows:

	1905-06.	1904-05.
Gross earnings from operation.	\$3,057,808.73	\$2,706,936.02
Less operating expenses.....	2,057,450.76	1,852,705.09
Net earnings.....	\$1,000,348.97	\$ 854,230.93
Other income.....	14,536.15	15,774.13

10-1906

Following is the percentage of the tonnage of the principal commodities handled: Ores, 43.09; logs, 10.74; lumber, 8.52; other forest products, 7.03; coke, 6.26; stone, sand and other like articles, 5.10; merchandise, 4.37; bituminous coal, 2.99; iron, pig and bloom, 1.75; copper, 1.61; flour, 1.37; grain, 0.84.

PASSENGER TRAFFIC.

	1905-06.	1904-05.
No. through passengers carried, earning revenue.....	148,699	131,522
No. local passengers carried, earning revenue.....	469,638	422,571
Total number passengers carried, earning revenue	<u>618,337</u>	<u>554,093</u>
No. passengers carried one mile.....	34,413,938	31,010,854
Average distance carried.....	55.65 miles	55.98 miles
Average amount received from each passenger	\$1.49935	\$1.49648
Average receipts per mile for through passengers	2.597 cents	2.603 cents
Average receipts per mile for local passengers...	2.807 "	2.755 "
Average receipts per passenger per mile for all passengers	2.694 "	2.673 "
Total passenger earnings.....	\$1,088,642.50	\$ 974,108.80
Passenger earnings per mile of road.....	1,836.78	1,602.84
Passenger earnings per	1.8742	1.06005

10-1906

Mackinaw Transportation Co.....	2,374,374.70	U
Lake Superior Terminal & Transfer Ry.....	28,100.00	P
Lake Michigan and Lake Superior Ry.....	7,662.68	T
S. S. Marie Bridge Co.....	250.00	T
Mineral Range Rd. Co.....	532,295.00	T
Sainte Marie Union Depot Co.....	56,798.38	II
Western Express Co.....	25,000.00	I
Minnesota extension.....	12,067.67	P
E. W. Allen, treasurer.....	43,097.20	P
Sundry account ledger.....	145,230.52	P
Rent ledger.....	900.81	P
Station ledger.....	276,709.83	T
Western Express Co. (current account).....	16,979.73	T
Post Office department.....	14,704.54	C
Material.....	356,803.85	C
Profit and loss.....	2,616,756.32	C
	\$ 50,531,813.92	C

Common capital stock.....	\$12,000,000.00	
Preferred capital stock.....	10,000,000.00	
D. S. S. & A. consols, 4% gold bonds.....	15,107,000.00	
D. S. S. & A. 1st mortgage 5% bonds.....	3,816,000.00	
M. H. & O. 6% bonds of 1925.....	1,077,000.00	
Income certificates.....	3,000,000.00	
Car trust notes, 5th series.....	236,213.19	
Car trust notes, 7th series.....	170,280.00	
C.P.R. guaranteed interest advances.....	3,580,395.18	
C.P.R. general account.....	323,012.68	
South Shore Land Co.....	197,007.82	
M. H. & O. Lands.....	7,270.70	
Bills payable.....	10,500.00	
Vouchers payable.....	313,795.76	
Labor.....	162,483.24	
Coupon ticket ledger.....	146,843.06	
Car service ledger.....	7,175.83	
Accrued interest on bonds.....	267,938.33	
Accrued taxes.....	90,808.23	
	\$ 50,531,813.92	

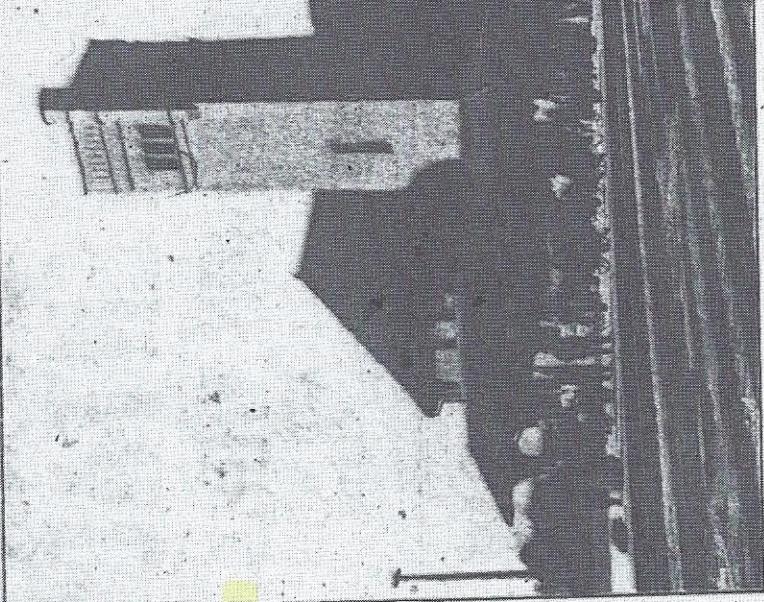
During the year \$341,309.87 was charged construction as follows: New buildings, \$12,516.63; ore dock no. 5, Marquette, \$265,315.78; reducing grade at Strong's, \$3,403.07; new machinery and tools, \$3,007.47; new fence, \$1,791.87; new telegraph line Mason branch, \$54.50; new branches and sidings, \$68,097.58, from which there was deducted \$13,545.37 for tracks taken up, right of way, \$68.34.

Minneapolis, St. Paul and S.S. Marie Ry.

10-1906

The C.P.R. and the United States.

In a recent interview Sir T. G. Shaughnessy, President C.P.R., is reported to have said: "The C.P.R. does not extend into the U.S. It is essentially a Canadian corporation. True, it became interested in some U.S. lines 20 years ago by helping them financially when they needed aid badly. One of these lines, the Duluth, South Shore, and Atlantic, has not added to its mileage for years past. The other, commonly known as the 'Soo' line, has during the past ten years constructed a good many miles of railway, and will, no doubt, in the interest of its traffic, find it desirable to build a good many more. The Soo, fine is a dividend payer, and the C.P.R. like any other reasonable shareholder, gives its support to the board of directors of that property whose policy is progressive and prudent. Neither the C.P.R. in Canada nor the Soo line in the U.S. builds a single mile of railway for the purpose of injuring its neighbors. Every mile added to either system is for the purpose of providing transportation facilities where they appear to be required and of adding to its revenue. The C.P.R. did not build the extension to Spokane, nor did it provide money for building it. Its relation to the Spokane International Ry. Co. is only in the nature of a traffic agreement. The rates from the east to Spokane are made on precisely the same basis as those from eastern points on any of the transcontinental roads to interior N.W. company could



BRANTFORD STATION, GRAND TRUNK RAILWAY.

Revision of Freight Rates.**G.T.R. Betterments, Construction, Etc.**

Montreal Track Elevation—C. M. Hays, Second Vice-President and General Manager, stated Dec. 12, to Alderman Sadler, Chair-

1907

The Canadian Manufacturers' Association issued a circular to its members as

