1915

Fifty-first Annual Report

of the

Chicago, Milwaukee & St. Paul Railway Company

for the

Fiscal Year Ending June 30th, 1915

CHICAGO, MILWAUKEE & ST. PAUL
RAILWAY COMPANY

DIRECTORS

TERM EXPIRES SEPTEMBER, 1915

DONALD G. GEDDES	NEW YORK
WILLIAM ROCKEFELLER	NEW YORK
JOHN A. STEWART	NEW YORK
H. R. WILLIAMS	NEW YORK

TERM EXPIRES SEPTEMBER, 1916

J. OGDEN ARMOUR	CHICAGO
STANLEY FIELD	CHICAGO
L. J. PETIT	MILWAUKEE
P. A. ROCKEFELLER	NEW YORK

TERM EXPIRES SEPTEMBER, 1917

WALTER P. BLISS	NEW YORK
A. J. EARLING	CHICAGO
CHARLES W. HARKNESS	NEW YORK
SAMUEL McROBERTS	NEW YORK
JOHN D. RYAN	NEW YORK

EXECUTIVE COMMITTEE

JOHN A. STEWART
WILLIAM ROCKEFELLER
CHARLES W. HARKNESS
P. A. ROCKEFELLER
A. J. EARLING
H. R. WILLIAMS

OFFICERS

A. J. EARLING	President	CHICAGO
H. R. WILLIAMS	Vice-President	NEW YORK
J. H. HILAND	Vice-President	CHICAGO
E. S. KEELEY	Vice-President	CHICAGO
E. D. SEWALL	Vice-President	CHICAGO
D. L. BUSH	Vice-President	CHICAGO
H. B. EARLING	Vice-President	SEATTLE
C. A. GOODNOW	Assistant to the President	CHICAGO
J. W. TAYLOR	Assistant to the President	CHICAGO
E. W. ADAMS	Secretary	MILWAUKEE
E. B. FERRY	Vice-Pres't, Ass't Sec'y and Ass't Treas.	NEW YORK
A. C. HAGENSICK	Assistant Secretary	MILWAUKEE
R. J. MARONY	Assistant Secretary and Transfer Agent	NEW YORK
F. G. RANNEY	Treasurer	CHICAGO
JOHN McNAB	Assistant Treasurer	CHICAGO
G. J. BUNTING	General Auditor	CHICAGO
P. C. HART	General Manager	CHICAGO
D. J. WHITTEMORE	Consulting Engineer	MILWAUKEE
C. F. LOWETH	Chief Engineer	CHICAGO
BURTON HANSON	General Counsel	CHICAGO
H. H. FIELD	General Solicitor	CHICAGO
O. W. DYNES	Commerce Counsel	CHICAGO

REPORT

OF THE

BOARD OF DIRECTORS

THE

FIFTY-FIRST ANNUAL REPORT

OF THE DIRECTORS OF THE

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY

TO THE STOCKHOLDERS

For the Fiscal Year ending June 30th, 1915

The Directors submit to the Stockholders the following report of the operations of the Company for the year ending June 30th, 1915, and of the condition of its property and finances at the close of that year.

The operations for the year show the following results:

Operating Revenues		$ 91,435,374.26
Operating Expenses		61,971,701.03
Net Operating Revenue		$ 29,463,673.23
Taxes Accrued		4,746,721.21
Operating Income		$ 24,716,952.02
Other Income:		
Interest on Bonds	$ 342,257.36	
Dividends on Stocks	515,191.00	
Interest on Other Securities, Loans and Accounts	1,974,565.02	
Rents—Received	487,987.73	
Miscellaneous	329,711.97	3,649,713.08
Gross Corporate Income		$28,366,665.10
Deductions:		
Interest Accrued on Funded Debt	$ 14,636,297.91	
Rents—Paid	871,503.67	
Hire of Equipment	173,808.97	
Miscellaneous	716,772.05	16,398,382.60
Net Corporate Income		$11,968,282.50

ACQUISITION OF THE GREAT FALLS TERMINAL RAILWAY

The railway of the Great Falls Terminal Railway Company was constructed at Great Falls, Montana, as a terminal facility of the Great Falls–Lewistown Line. There are 3.45 miles of this railway, all of which has been electrified and is being operated very economically with electric locomotives. It was deemed advisable, both on account of economy and efficiency in operation, to take over these terminals and make them a part of the St. Paul System.

Accordingly the Great Falls Terminal Railway Company conveyed all of its railway property and franchises to this Company by deed dated November 5th, 1914, since which date this Company has operated such railway as a part of its system and as the owner thereof.

SEATTLE, PORT ANGELES & WESTERN RAILWAY

The Seattle, Port Angeles & Western Ry., the outstanding Capital Stock of which is all owned by this Company, has under active construction a line of railway extending from Fairmount, Jefferson County, Washington, westerly through Port Angeles to Earles, a point in Clallam County, Washington, a distance of approximately 62 miles. That portion of the line west of Port Angeles, approximately 24 miles, has been completed and was placed in operation in January, 1915.

This line taps the rich timber country of the Olympic Peninsula and is proving to be an excellent feeder for the St. Paul System.

MILES OF TRACK, JUNE 30TH, 1915.

Owned solely by this Company:		
Main track	9,617.22	
Second main track	1,023.50	
Third main track	21.72	
Fourth main track	13.11	
Connection tracks	46.98	
Yard tracks, sidings and spur tracks	3,104.48	13,827.01
Owned jointly with other Companies:		
Main track	103.45	
Second main track	6.14	
Third main track	1.94	
Fourth main track	1.93	
Connection track	5.92	
Yard tracks, sidings and spur tracks	175.34	294.72
Used by this Company under contracts:		
Main track	354.94	
Second main track	76.47	
Third main track	1.14	432.55
Total miles of track		14,554.28

Average miles of main track in operation during the year:

Owned solely	9,603.62 miles
Owned jointly	103.36 "
Used under contracts	345.60 "
Total average miles operated	10,052.58 miles

The lines of road of this Company are located in the following States:

Wisconsin	1,823.59 miles
Illinois	415.04 "
Iowa	1,868.61 "
Minnesota	1,244.90 "
North Dakota	379.93 "
South Dakota	1,794.89 "
Missouri	140.27 "
Michigan	179.98 "
Montana	1,056.11 "
Idaho	197.37 "
Washington	619.98 "
Total length of main track owned solely and jointly	9,720.67 miles

EQUIPMENT.

During the year twenty-five locomotives and forty cars of various classes have been purchased or built as follows:

25 Locomotives	3 Observation Sleeping Cars
1 Dining Car	4 Parlor Cars
2 Mail and Baggage Cars	2 Observation Parlor Cars
2 Passenger and Baggage Cars	2 Cafe Observation Cars
10 Passenger Cars	1 Track Scale Test Car
13 Sleeping Cars	

During the year eleven locomotives and one thousand four hundred and sixty-one cars of various classes were destroyed by wreck or fire, sold or taken down on account of small capacity, as follows:

11 Locomotives	26 Refrigerator Cars
1 Passenger Car	2 Refrigerator Express Cars
1 Passenger and Baggage Car	2 Vegetable Cars
1 Mail and Baggage Car	15 Ballast Cars
1117 Box Cars	13 Caboose Cars
68 Stock Cars	22 Cinder Dump Cars
179 Flat and Coal Cars	5 Work Train Cars
9 Ore Cars	

The original cost of the equipment retired has been credited to Property Investment—Road and Equipment.

PROPERTY INVESTMENT—ROAD AND EQUIPMENT.

Equipment	$ 818,501.82
Purchase of Great Falls Terminal Ry.	855,902.47
New Branch Lines and Extensions	2,074,731.86
New Additional Main Tracks and Reducing Grade and Perfecting Line	4,461,992.91
Other Additions and Betterments	7,737,238.07
	$15,948,367.13
Credit—Property retired or converted	4,451,350.23
Total as shown by detailed statement on page 38 of this report	$11,497,016.90

IMPROVEMENTS AUTHORIZED.

Equipment

Authority has been given for the purchase or building of additional equipment as follows:

7 Sleeping-Observation Cars.
2 Lounging-Observation Cars.

also to convert 231 forty thousand pounds capacity box cars into cinder-dump cars.

Additional Main Tracks

The construction of the second main track and grade reduction work on the Chicago and Council Bluffs Division in Iowa, was completed on June 30th, 1915, between Green Island and Manilla, Iowa, a distance of 270 miles. On account of unfavorable business conditions, it was deemed advisable to temporarily suspend the work on the Hastings and Dakota Division, but the work has been resumed and 178.70 miles were completed and placed in operation June 30th, 1915.

On June 30th, 1915, the following new sections of second main track were completed and placed in operation:

Chicago and Council Bluffs Division in Iowa:

One mile east of Delmar to Lost Nation, Iowa	12.80	miles
Elberon to Capron, Iowa	40.46	"
Coon Rapids to Manilla, Iowa	31.90	"
Total	85.16	miles

Hastings and Dakota Division:

Hopkins to Cologne, Minn.	23.87	miles
Minnesota Falls to Gt. Northern Tower, Minn.	5.80	"
West of Montevideo, Minn., to Double Track Switch	10.09	"
Total	39.76	miles

Automatic Block Signals

During the year ending June 30th, 1915, installations of automatic block signals have been completed as follows:

La Crosse Division:	
Portage to North La Crosse, Wis.	104.1 miles
River Division:	
Bridge Switch to Minnesota City, Minn.	30.5 "
Hastings and Dakota Division:	
Summit to one mile east of Milbank, S. D.	23.1 "
Chicago and Council Bluffs Division in Iowa:	
Green Island to Capron, Iowa	152.9 "
Slater to Coon Rapids, Iowa	51.8 "
Idaho Division:	
Center Street, Spokane, to Northern Pacific Crossing, Spokane	1.4 "

Since June 30th, automatic signals have also been placed in service on the Chicago and Council Bluffs Division in Iowa, between Coon Rapids and Manilla. These installations comprise a total of 395.2 miles and make the automatic block practically continuous from Chicago to Minneapolis and from Chicago to Manilla.

The installation of automatic signals on the Hastings and Dakota Division from Hopkins to Cologne, Minnesota, a distance of 21.5 miles is now in progress and will be completed in the near future.

The installation of automatic signals on the Rocky Mountain Division from Butte Yard to Finlen, a distance of 16 miles has been authorized, and work will be started in the near future.

Elimination of Grade Crossings

The work of depressing the tracks of the Hastings and Dakota Division, from Hiawatha Avenue to Hennepin Avenue, in the City of Minneapolis, a distance of about three miles, was somewhat delayed during the past year. It includes the elimination of thirty-seven grade crossings. On June 30th, 1915, however, the work was about 64% completed and it is planned to complete all of this work during the season of 1916.

The elevation of the tracks along the Bloomingdale Road, in the City of Chicago, which includes the elimination of 35 grade crossings and extends for a distance of 2.4 miles, was about 95% completed on June 30th, 1915.

The elevation of tracks in the City of Milwaukee has been somewhat delayed during the past fiscal year. This work extends from Kinnickinnick Avenue to Fowler Street, and from Clinton Street to First Avenue, a distance of 1.4 miles, and on June 30, 1915, was 30% completed. It is estimated that it will take at least two years to complete this work, and when completed 14 grade crossings will have been eliminated in that City.

Considerable progress has been made in connection with the elevation of tracks on the Chicago and Evanston Division from Montrose Avenue to Howard Avenue, Chicago, a distance of 4.4 miles, and on June 30, 1915, this work was 30% completed. It will probably take at least two years to complete this track elevation work which will eliminate 36 grade crossings.

New Lines and Extensions

The line of railway from Lewistown to Great Falls, Montana, a distance of 137 miles, was completed and opened for operations early in September, 1914.

The grading of the Choteau Line, extending from Great Falls to Agawam, Montana, a distance of 70 miles, is completed, but track laying has been temporarily suspended.

Construction work on the Newwood River Line, a logging road, extending 18.25 miles northwesterly from Merrill, Wis., was completed and the line placed in operation in December, 1914.

Tunnels

The construction of the Snoqualmie Tunnel at the summit of the Cascade Mountains, was completed, and the tunnel placed in operation on January 17th, 1915. The opening of this tunnel shortens the main line of the Coast Division 3.6 miles, eliminates interruptions from snow slides, and also eliminates 6.4 miles of ruling grade.

ELECTRIFICATION

The electrification of the Puget Sound Lines, which was commenced in April, 1914, has made such progress that the line between Deer Lodge and Three Forks, a distance of 114.4 miles, will be ready for full electric operation during the Spring of 1916. The electrification of the second division, between Three Forks and Harlowton, a distance of 114.2 miles, was commenced in April, 1915, and it is probable that this division will be ready for operation early in 1917.

RESERVE FOR ACCRUED DEPRECIATION.

At the close of the fiscal year, ending June 30th, 1914, there was at the credit of Reserve for Accrued Depreciation the sum of $6,398,789.90.

A certain percentage of the total cost of equipment, aggregating $1,376,091.46, has been credited to this Reserve for the estimated depreciation of locomotives, passenger train cars, freight train cars and work train cars, accrued during the year.

There has been charged to this Reserve an amount of $177,816.39, representing the accrued depreciation, previously credited, on locomotives and cars destroyed, sold or taken down.

The balance of this Reserve, June 30th, 1915, as shown on page 24, is $7,597,064.97, which represents the estimated depreciation of rolling stock subsequent to June 30th, 1907.

CAPITAL STOCK

At the close of the last fiscal year the share capital of the Company amounted to $233,130,300.00 and consisted of $116,855,400.00 of Common Stock and $116,274,900.00 of Preferred Stock. It has been increased during this fiscal year by $506,000.00 of Common Stock issued and sold. The total amount of Capital Stock at the close of this fiscal year is $233,636,300.00, of which $434,400.00 is held by the Company.

FUNDED DEBT.

At the close of the last fiscal year the Funded Debt of the Company was $486,881,154.66.

It has been decreased during the fiscal year by $4,748,000.00 Terminal Mortgage bonds retired.

The amount of bonds at the close of this fiscal year is $482,133,154.66, of which $123,893,800.00 are in the Treasury of the Company and $358,239,354.66 are outstanding.

TREASURY BONDS.

At the close of the last fiscal year the amount of the Company's bonds in its treasury was $153,572,500.00.

It has been decreased as follows:

General and Refunding Mortgage 4½% bonds sold	$ 589,000.00
General and Refunding Mortgage 5% Convertible bonds sold	29,089,700.00
Total decrease	$ 29,678,700.00

At the close of this fiscal year, bonds in treasury amounted to $123,893,800.00, as follows:

General and Refunding Mortgage Bonds, available for the acquisition of additional property or for other additions and betterments		$107,310,800.00
Bonds certified by Trustees, to reimburse the Company for expenditures from earnings for additional property acquired, for other additions and betterments and available for such corporate purposes as the Board of Directors may authorize:		
General and Refunding Mortgage Bonds	$16,424,000.00	
General Mortgage Bonds	159,000.00	16,583,000.00
Total		$123,893,800.00

INSURANCE DEPARTMENT.

INSURANCE RESERVE ACCOUNT.

Income:	
Premium Received:	
For Insurance of Railway Properties	$73,317.34
Less—Reinsurance paid	75,916.52
Net Premium Deficit	2,599.18
Other Income:	
Interest and Dividends on Securities owned	118,820.63
Gross Income	$116,221.45
Disbursements:	
Fire Losses—Net	116,221.45
Insurance Reserve—July 1st, 1914	$2,826,873.62
Add—Appropriation of March, 1915	11,500.00
Insurance Reserve—June 30th, 1915	$2,838,373.62
Less Reinsurance effected applying subsequent to June 30th, 1915	117,101.45
Insurance Reserve as per General Balance Sheet—Page 25	$2,721,272.17

ASSETS AND LIABILITIES.

Assets:	
Funded:	
Securities as shown on page 17	$2,818,100.00
Unfunded:	
Interest Accrued on Securities Owned	43,415.80
Deferred Debits:	
Reinsurance effected applying subsequent to June 30th, 1915	117,101.45
Total Assets	$2,978,617.25
Liabilities:	
Insurance Reserve	$2,838,373.62
C. M. & St. P. Ry. Co. Advances	140,243.63
Total Liabilities	$2,978,617.25

INSURANCE DEPARTMENT.

INVESTMENTS—SECURITIES.

The Insurance Reserve June 30th, 1915, amounts to $2,838,373.62, of which $2,818,100.00 is invested in securities at par, as shown in the following statement:

Chicago, Milwaukee & St. Paul Ry. Co. Stock:	
Preferred Stock	$86,100.00
Common Stock	5,300.00
Chicago, Milwaukee & St. Paul Ry. Co. Bonds:	
Chicago, Milwaukee & Puget Sound Ry. Co. 4%	1,000,000.00
Dakota & Great Southern Ry. Co. 5%	6,000.00
Fargo & Southern Ry. Co. 6%	2,000.00
Milwaukee & Northern R. R. Co. First 4½%	38,000.00
Milwaukee & Northern R. R. Co. Cons., 4½%	20,000.00
General Mortgage 4%	600,000.00
General and Refunding Mortgage Convertible 5%	11,500.00
Twenty-five Year Gold 4%	83,000.00
La Crosse & Davenport Division 5%	4,000.00
Chicago & Pacific Western Division 5%	6,000.00
Convertible Gold 4½%	19,200.00
Bonds of Subsidiary Companies:	
Tacoma Eastern R. R. Co. 5%	37,000.00
	$1,918,100.00
Bonds of other Companies:	
Atchison, Topeka & Santa Fe Ry. Co. 4%	100,000.00
Baltimore & Ohio R. R. Co. 3½%	50,000.00
Chicago, Burlington & Quincy R. R. Co. 4%	50,000.00
Chicago & Western Indiana R. R. Co. 4%	125,000.00
City of New York 4%	75,000.00
Kansas City Belt Ry. Co. 6%	150,000.00
Lake Shore & Michigan Southern Ry. Co. 4%	100,000.00
Northern Pacific Ry. Co. 4%	100,000.00
Pennsylvania R. R. Co. 4%	100,000.00
Union Pacific R. R. Co. 4%	50,000.00
Total	$2,818,100.00

OPERATING REVENUES.

The Operating Revenues for the year were $91,435,374.26—a decrease of $2,178,325.72 compared with the previous year.

The revenue from freight traffic was $63,953,798.62—69.95% of total revenue—a decrease of $1,361,956.17 or 2.09%.

The number of tons of freight carried was 32,959,392—a decrease of 47,885 tons, or .14%.

The following classes of commodities show an increase compared with the previous year: Products of Agriculture, 580,423 tons; Products of Animals, 205,829 tons; Products of Mines, 559,555 tons. The following commodities show a decrease: Products of Forests, 545,140 tons; Manufactures, 404,937 tons and Commodities Not Specified 443,615 tons.

The number of tons of all agricultural products carried during the year was 7,742,673 tons—an increase compared with the previous year of 8.10%. Agricultural products comprised 23.49% of the total tonnage carried, compared with 21.70% of the total tonnage of last year.

The number of tons of commodities other than agricultural products carried during the year was 25,216,719 tons—a decrease compared with the previous year of 628,308 tons, or 2.43%—the per cent of the total being 76.51% against 78.30% last year.

The number of tons of revenue freight carried one mile was 8,185,988,375—an increase of 106,298,870, or 1.32%. The revenue per ton per mile was .7813 cent—a decrease of .0265 cent, or 3.28%. The average miles each ton of revenue freight was carried was 248.37 miles—an increase of 3.58 miles, or 1.46%.

The number of tons of revenue freight carried per loaded car was 16.835, against 16.498 last year—an increase of 2.04%. The number of tons of revenue freight per freight and mixed train mile was 390.21, against 379.78 last year—an increase of 2.75%. The revenue from freight per freight and mixed train mile was $3.0486, as against $3.0678 last year—a decrease of .63%.

The revenue from passenger traffic during the year was $17,952,428.18—19.63% of the total revenue—a decrease of $1,008,796.40 compared with the previous year, or 5.32%.

The number of passengers carried was 16,065,456, a decrease of 360,560 or 2.20%. The number of passengers carried one mile was 858,452,321—a decrease of 53,923,494, or 5.91%.

The revenue per passenger per mile was 2.091 cents—an increase of .013 cent, or .63%. The average miles each passenger was carried was 53.43 miles—a decrease of 2.11 miles, or 3.80%.

OPERATING EXPENSES.

The Operating Expenses for the year were $61,971,701.03, a decrease of $918,600.21 compared witb the previous year.

The expenses of Maintenance of Way and Structures were $10,377,184.60; Maintenance of Equipment, $13,737,535.32; Traffic Expenses, $1,756,800.69; Transportation Expenses, $35,697,961.43; Miscellaneous, $722,635.21; General Expenses, $1,862,938.89; and Transportation for Investment—Cr., $2,183,355.11.

There was an increase in Maintenance of Equipment of $112,439.68; in General Expenses of $198,859.92 (due largely to the additional help required in preparing statistics for the Western Advance Rate Passenger and Freight Cases before the Interstate and State Commissions) and Transportation for Investment—Cr., $364,889.50.

There was a decrease in Maintenance of Way and Structures of $344,915.08; in Traffic Expenses of $42,820.78; in Transportation Expenses of $1,150,972.29; and in Miscellaneous Operations of $56,081.16.

During the year 39 steel bridges, aggregating 2,980 feet in length and 12 masonry bridges, aggregating 1,603 feet in length, were built—replacing 4,026 feet of wooden bridges, 407 feet of iron bridges and 150 feet of embankment; and 19,025 feet of wooden culverts were replaced with iron and concrete pipe. About 3 miles of pile bridges were filled with earth, 44 bridges having been completely filled and 43 reduced in length by filling.

SUBSIDIARY COMPANIES.

The operations for the fiscal year of the Subsidiary Companies named below, show the following results:

These Companies are operated independently and their Revenues and Expenses are not included in the statement of the Chicago, Milwaukee & St. Paul Railway Company, shown on page 7 of this report.

TACOMA EASTERN RAILROAD COMPANY.

Operating Revenues		$405,162.20
Operating Expenses		322,050.46
Net Operating Revenue		$ 83,111.74
Taxes Accrued		48,775.02
Operating Income		$ 34,336.72
Rents Received	$ 23,289.45	
Hire of Equipment	46,658.17	
Miscellaneous	337.89	70,285.51
Gross Corporate Income		$104,622.23
DEDUCTIONS:		
Interest Accrued on Funded Debt	$ 44,200,00	
Interest paid Chicago, Milwaukee & St. Paul Ry. Company	140,166.71	
Non-Operating Property Expenses	29,390.71	
Rents Paid	900.00	
Miscellaneous	213,25	214,870.67
Net Corporate Deficit		$110,248.44

SUBSIDIARY COMPANIES—Continued.

BELLINGHAM & NORTHERN RAILWAY COMPANY.

Operating Revenues		$197,716.04
Operating Expenses		146,233.90
Net Operating Revenue		$51,482.14
Taxes Accrued		24,483.51
Operating Income		$26,998.63
OTHER INCOME:		
Rents Received	$7,058.71	
Hire of Equipment	4,634.28	
Sinking Fund	838.57	12,531.56
Gross Corporate Income		$39,530.19
DEDUCTIONS:		
Interest Accrued on Funded Debt	$29,425.00	
Sinking Fund	16,836.25	
Hire of Equipment	2,815.00	
Rents Paid	2,305.00	
Miscellaneous	159.92	51,541.17
Net Corporate Deficit		$12,010.98

GALLATIN VALLEY RAILWAY COMPANY.

Operating Revenues		$113,614.70
Operating Expenses		88,772.81
Net Operating Revenue		$24,841.89
Taxes Accrued		13,434.25
Gross Corporate Income		$11,407.64
DEDUCTIONS:		
Interest paid Chicago, Milwaukee & St. Paul Ry. Company	$93,300.00	
Hire of Equipment	14,144.40	107,444.40
Net Corporate Deficit		$96,036.76

MILWAUKEE TERMINAL RAILWAY COMPANY.

Operating Revenues		$148,877.99
Operating Expenses		102,927.51
Net Operating Revenue		$45,950.48
Taxes Accrued		8,446.83
Operating Income		$37,503.65
Rents Received		1,999.05
Gross Corporate Income		$39,502.70
DEDUCTIONS:		
Interest paid Chicago, Milwaukee & St. Paul Ry. Company	$41,699.71	
Hire of Equipment	2,873.75	
Non-operating Property Expenses	963.47	
Rents Paid	570.54	$46,107.47
Net Corporate Deficit		$6,604.77

SUBSIDIARY COMPANIES—Concluded.

BIG BLACKFOOT RAILWAY COMPANY

Operating Revenues		$57,327.61
Operating Expenses		30,824.56
Net Operating Revenue		$26,503.05
Taxes Accrued		2,057.93
Operating Income		$24,445.12
Income from Non-Operating Property		1,277.66
Gross Corporate Income		$25,722.78
DEDUCTIONS:		
Interest paid Chicago, Milwaukee & St. Paul Ry. Company	$ 26,513.94	
Hire of Equipment	13,896.73	
Rents Paid	3,296.79	43,707.46
Net Corporate Deficit		$17,984.68

For details of operation, reference is made to the statements of the General Auditor, appended hereto.

By order of the Board of Directors.

August, 1915. A. J. EARLING, *President.*

To the President.

Herewith are submitted the General Accounts and Statements of Operation of the Company for the fiscal year ending June 30th, 1915.

G. J. Bunting,
General Auditor.

GENERAL BALANCE SHEET.

ASSETS—June 30th, 1915.

Property Investment:		
Road and Equipment		$564,740,361.95
Reserve for Accrued Depreciation—Cr.		7,597,064.97
		$557,143,296.98
Securities:		
Securities of Controlled Companies—Unpledged:		
Stocks	$9,026,833.90	
Funded Debt	5,541,000.00	14,567,833.90
Other Investments:		
Advances to Controlled Companies for Construction, Equipment and Betterments	$34,993,758.54	
Miscellaneous Investments:		
Physical Property	620,741.89	
Investment Securities—Unpledged	47,582.05	35,662,082.48
Total Capital Assets		$607,373,213.36
Working Assets:		
Cash	$15,426,097.28	
Traffic and Car-Service Balances	17,961.28	
Due from Agents and Conductors	2,264,099.83	
Miscellaneous Accounts Receivable	3,402,908.76	
Materials and Supplies	8,258,191.89	
Other Working Assets	160,272.08	29,529,531.12
Accrued Income not Due:		
Unmatured Interest		570,334.99
Deferred Debit Items:		
Working Funds	$166,427.79	
Special Deposits	65,664.44	
Taxes Paid applicable to period subsequent to June 30th, 1915	1,056,176.43	
Cash and Securities in Sinking Funds	534,521.23	
Securities in Insurance Fund	2,818,100.00	
Other Deferred Debit Items	2,276,504.88	6,917,394.77
		$644,390,474.24

GENERAL BALANCE SHEET.

LIABILITIES—June 30th, 1915.

Capital Stock:			
Common Stock			
In Hands of Public	$117,356,100.00		
Held by Company	5,300.00	$117,361,400.00	
Preferred Stock			
In Hands of Public	$115,845,800.00		
Held by Company	429,100.00	116,274,900.00	
Premiums Realized on Capital Stock		36,183.87	
Total Capital Stock			$233,672,483.87
Funded Debt:			
Mortgage Bonds			
In Hands of Public	$224,703,200.00		
Held by Company	125,884,300.00	$350,587,500.00	
Debenture Bonds			
In Hands of Public	$131,443,454.66		
Held by Company	102,200.00	131,545,654.66	
Total Funded Debt			$482,133,154,66
Total Capital Stock and Funded Debt			$715,805,638.53
Less Stock and Bonds *unsold*, held by the Company			124,236,800.00
Total Capital Liabilities			$591,568,838.53
Working Liabilities:			
Bills Payable		$30,280.20	
Traffic and Car-Service Balances		554,623.71	
Pay Rolls and Vouchers		7,393,079.56	
Miscellaneous Accounts Payable		389,248,00	
Unclaimed Dividends		3,279.00	
Interest Coupons not Presented		167,830,77	
Matured Funded Debt		5,400.00	
Other Working Liabilities		266,502.45	8,810,243.69
Accrued Liabilities not Due:			
Interest Accrued on Funded Debt		$5,459,273.27	
French Government Tax — European Loan of 1910		832,129.93	6,291,403.20
Deferred Credit Items:			
Insurance Department Fund—Reserve		$2,721,272.17	
Other Deferred Credit Items		550,730.41	3,272,002.58
Appropriated Surplus:			
Reserves from Income or Surplus:			
Invested in Sinking Funds			543,611.23
			$610,486,099.23
Profit and Loss—Balance:			
Surplus			33,904,375.01
			$644,390,474.24

STATEMENT OF INCOME ACCOUNT,

YEAR ENDING JUNE 30TH, 1915.

OPERATING INCOME:		
Rail Operations:		
Operating Revenues		$91,435,374.26
Operating Expenses		61,971,701.03
Net Operating Revenue		$29,463,673.23
Taxes Accrued		4,746,721.21
Operating Income		$24,716,952.02
OTHER INCOME:		
Interest Accrued on Bonds Owned	$ 342,257.36	
Dividends on Stocks Owned	515,191.00	
Interest on Other Securities, Loans and Accounts	1,974,565.02	
Rents—Received	487,987.73	
Miscellaneous	329,711.97	
Total Other Income		3,649,713.08
Gross Corporate Income		$28,366,665.10
DEDUCTIONS FROM GROSS CORPORATE INCOME:		
Interest Accrued on Funded Debt	$14,636,297.91	
Rents—Paid	871,503.67	
Hire of Equipment	173,808.97	
Miscellaneous	716,772.05	
Total Deductions from Gross Corporate Income		16,398,382.60
NET CORPORATE INCOME FOR YEAR CARRIED FORWARD TO CREDIT OF PROFIT AND LOSS.		$11,968,282.50

PROFIT AND LOSS ACCOUNT, JUNE 30TH, 1915.

DEBIT.		CREDIT.	
Insurance Department Reserve	$ 11,500.00	Balance June 30th, 1914	$40,860,896.18
Dubuque Division and Wisconsin Valley Division Sinking Funds	92,270.00		
Extinguishment of book value of equipment destroyed, sold or taken down during the year	409,645.76	Miscellaneous Credits	115,902.42
Net Loss on Property sold or abandoned and not replaced	118,626.26		
Adjustment due to abandonment of property in connection with revision of line on Chicago & Council Bluffs in Iowa and Hastings and Dakota Divisions	3,320,996.37	Balance for Year brought forward from Income Account	$11,968,282.50
Discount on General Mortgage and General and Refunding Mortgage Bonds	828,191.27		
Miscellaneous Debits	7,557.87		
Adjustment by reason of the acquisition of the property and accounts of the Chicago, Milwaukee & Puget Sound Railway Co.	300,207.56		
Dividend declared July 30th, 1914:			
3½% on $115,845,800 Preferred Stock	4,054,603.00		
2½% on $116,850,100 Common Stock	2,921,252.50		
Dividend declared January 19th, 1915:			
3½% on $115,845,800 Preferred Stock	4,054,603.00		
2½% on $116,850,100 Common Stock	2,921,252.50		
Balance Credit, June 30th, 1915, carried to General Balance Sheet	33,904,375.01		
	$52,945,081.10		$52,945,081.10

CAPITAL STOCK JUNE 30th, 1915.

Common Stock June 30th, 1914	$116,855,400.00
Preferred Stock June 30th, 1914	116,274,900.00
Total Capital Stock June 30th, 1914	$233,130,300.00
Common Stock Issued and Sold during the Year	$ 506,000.00
Common Stock June 30th, 1915	117,361,400.00
Preferred Stock June 30th, 1915	116,274,900.00
Total Capital Stock June 30th, 1915	$233,636,300.00

FUNDED DEBT, JUNE 30TH, 1915.

Total Funded Debt, June 30th, 1914, including all liens on purchased roads	$486,881,154.66
Decrease during the year: Terminal Mortgage 5% Bonds matured July 1st, 1914, and retired	4,748,000.00
Total Funded Debt, June 30th, 1915	$482,133,154.66
Of the total amount of Bonds as stated above, there remain in the Treasury	$123,893,800.00

FUNDED DEBT, JUNE 30TH, 1915.

Description of Bonds	Date of Maturity	Interest: Rate	Interest: Payable	Interest: Accrued During the Year	Amount of Bonds
Southwestern Division	July 1, 1909	6 %	Jan. and July	....	$1,000.00
Dakota & Great Southern Ry. Co.	Jan. 1, 1916	5 %	Jan. and July	$142,500.00	2,850,000.00
La Crosse & Davenport Division	July 1, 1919	5 %	Jan. and July	124,800.00	2,496,000.00
Dubuque Division	July 1, 1920	6 %	Jan. and July	275,220.00	4,587,000.00
Wisconsin Valley Division	July 1, 1920	6 %	Jan. and July	91,560.00	1,526,000.00
Chicago & Pacific Western Division	Jan. 1, 1921	5 %	Jan. and July	1,266,700.00	25,334,000.00
Wisconsin & Minnesota Division	July 1, 1921	5 %	Jan. and July	237,750.00	4,755,000.00
Chicago & Lake Superior Division	July 1, 1921	5 %	Jan. and July	68,000.00	1,360,000.00
Fargo & Southern Ry. Co.	Jan. 1, 1924	6 %	Jan. and July	74,880.00	1,248,000.00
European Loan of 1910	June 1, 1925	4 %	June and Dec.	1,930,000.00	48,176,654.66
Chicago & Missouri River Division	July 1, 1926	5 %	Jan. and July	154,150.00	3,083,000.00
Convertible Gold	June 1, 1932	4½%	June and Dec.	2,249,136.00	49,980,800.00
Twenty-five Year Gold	June 1, 1934	4 %	Jan. and July	1,326,776.63	33,286,000.00
Milwaukee & Northern R. R. Co. 1st Mortgage	June 1, 1934	4½%	June and Dec.	95,265.00	2,117,000.00
Milwaukee & Northern R. R. Co. Consolidated	June 1, 1934	4½%	June and Dec.	228,240.00	5,072,000.00
Chicago, Milwaukee & Puget Sound Ry. Co.	Jan. 1, 1949	4 %	Jan. and July	1,047,000.00	26,175,000.00
General Mortgage	May 1, 1989	4 %	Jan. and July	1,929,640.00	48,241,000.00
General Mortgage	May 1, 1989	3½%	Jan. and July	313,250.00	8,950,000.00
General Mortgage	May 1, 1989	4½%	Jan. and July	1,788,345.00	39,741,000.00
General and Refunding Mortgage	Jan. 1, 2014	4½%	Apr. and Oct.	812,218.75	18,089,000.00
General and Refunding Mortgage Convertible	Jan. 1, 2014	5 %	Feb. and Aug.	480,866.53	29,078,200.00
				$14,636,297.91	$356,146,654.66
Bonds in the Treasury of the Company as shown on page 28					123,893,800.00
Bonds in Insurance and Sinking Funds					2,092,700.00
TOTAL					$482,133,154.66

DETAILED STATEMENT OF OPERATING REVENUES, EXPENSES AND INCOME

For the Years Ending June 30th, 1914 and 1915.

OPERATING REVENUES.

	1914	1915	Increase	Decrease
Transportation				
Freight	$65,315,754.79	$63,953,798.62		$1,361,956.17
Passenger	18,961,224.58	17,952,428.18		1,008,796.40
Excess Baggage	230,994.13	218,606.14		12,387.99
Sleeping Car	1,085,727.36	1,028,760.34		56,967.02
Parlor and Chair Car	83,854.39	76,850.65		7,003.74
Mail	1,967,508.20	2,069,083.34	$101,575.14	
Express	2,201,102.17	2,151,496.27		49,605.90
Other Passenger Train	18,384.16	28,782.33	10,398.17	
Milk	641,141.05	859,079.87	217,938.82	
Switching	1,604,235.87	1,710,298.41	106,062.54	
Special Service Train	32,240.72	50,934.03	18,693.31	
Total—Transportation Revenue	$92,142,167.42	$90,100,118.18		$2,042,049.24
Incidental				
Dining and Buffet	$631,154.05	$578,029.96		$53,124.09
Station, Train and Boat Privileges	40,368.59	41,892.87	$1,524.28	
Parcel Room	4,015.60	3,785.85		229.75
Storage—Freight	32,194.35	34,652.39	2,458.04	
Storage—Baggage	12,384.85	12,733.76	348.91	
Demurrage	291,016.45	253,281.74		37,734.71
Telegraph and Telephone	58,758.29	70,246.70	11,488.41	
Stock Yard	27,580.34	26,821.03		759.31
Hotels and Restaurants	2,693.10	2,044.65		648.45
Rents of Buildings and Other Property	100,500.34	111,417.47	10,917.13	
Miscellaneous	94,905.85	79,115.61		15,790.24
Total—Incidental Revenue	$1,295,571.81	$1,214,022.03		$81,549.78
Joint Facility				
Joint Facility—Credit	$176,158.59	$122,545.78		$53,612.81
Joint Facility—Debit	*197.84*	*1,311.73*		1,113.89
Total—Joint Facility Revenue	$175,960.75	$121,234.05		$54,726.70
Total—Operating Revenues	$93,613,699.98	$91,435,374.26		$2,178,325.72

OPERATING EXPENSES.

	1914	1915	Increase	Decrease
Maintenance of Way and Structures				
Superintendence	$558,814.67	$598,214.03	$39,399.36	
Roadway Maintenance	1,035,652.20	1,009,701.47		$25,950.73
Tunnels and Subways	5,783.42	3,301.64		2,481.78
Bridges, Trestles and Culverts	848,088.78	749,836.68		98,252.10
Elevated Structures		105.81	105.81	
Ties	1,677,503.97	1,672,384.03		5,119.94
Rails	458,721.22	466,794.13	8,072.91	
Other Track Material	428,092.95	450,378.02	22,285.07	
Ballast	108,718.78	147,358.10	38,639.32	
Track Laying and Surfacing	3,115,529.91	2,843,010.99		272,518.92
Right of Way Fences	185,972.13	127,773.76		58,198.37
Snow and Sand Fences and Snow Sheds	9,224.67	14,352.71	5,128.04	
Crossings and Signs	150,670.88	139,034.19		11,636.69
Station and Office Buildings	386,728.25	314,297.93		72,430.32
Roadway Buildings	15,643.28	14,025.65		1,617.63
Water Stations	156,200.65	137,679.00		18,521.65
Fuel Stations	59,836.94	43,765.35		16,071.59
Shops and Engine-houses	280,372.63	197,618.79		82,753.84
Grain Elevators	8,707.19	8,033.64		673.55
Storage Warehouses	4,119.92	1,871.40		2,248.52
Wharves and Docks	10,104.88	13,598.81	3,493.93	
Coal and Ore Wharves	3,635.12	7,303.82	3,668.70	
Telegraph and Telephone Lines	113,527.89	155,767.72	42,239.83	
Signals and Interlockers	202,658.12	269,223.38	66,565.26	
Power Plant Buildings	1,488.65	4,675.76	3,187.11	
Power Distribution Systems	8,682.31	8,183.77		498.54
Miscellaneous Structures		782.57	782.57	
Paving	1,232.46	5,892.19	4,659.73	
Roadway Machines	55,132.49	49,003.58		6,128.91
Small Tools and Supplies	115,312.38	120,370.21	5,057.83	
Removing Snow, Ice and Sand	110,753.42	258,671.34	147,917.92	
Assessments for Public Improvements	3,030.95	3,889.36	858.41	
Injuries to Persons	193,423.45	160,528.31		32,895.14
Insurance	17,881.88	17,674.30		207.58
Stationery and Printing	16,443.49	17,321.51	878.02	
Other Expenses	898.81	766.78		132.03
Maintaining Joint Tracks, Yards and other Facilities—Dr.	510,523.18	487,399.89		23,123.29
Maintaining Joint Tracks, Yards and other Facilities—Cr.	*137,012.24*	*143,406.02*		6,393.78
Total—Maintenance of Way and Structures	$10,722,099.68	$10,377,184.60		$344,915.08

OPERATING REVENUES, EXPENSES AND INCOME—CONTINUED.

	1914	1915	INCREASE	DECREASE
MAINTENANCE OF EQUIPMENT				
Superintendence	$299,841.05	$308,048.70	$8,207.65	
Shop Machinery	245,560.06	201,236.09		$44,323.97
Power Plant Machinery	29,553.77	25,188.15		4,365.62
Steam Locomotives—Repairs	5,481,718.06	5,110,816.63		370,901.43
Steam Locomotives—Depreciation	280,932.23	356,019.00	75,086.77	
Steam Locomotives—Retirements	1,977.58	236.01		1,741.57
Freight Train Cars—Repairs	4,923,393.57	5,042,632.25	119,238.68	
Freight Train Cars—Depreciation	520,935.81	785,173.91	264,238.10	
Freight Train Cars—Retirements	23,765.48	83,002.97	59,237.49	
Passenger Train Cars—Repairs	1,131,945.80	1,059,214.82		72,730.98
Passenger Train Cars—Depreciation	140,471.44	202,979.03	62,507.59	
Passenger Train Cars—Retirements	271.10	677.88	406.78	
Motor Equipment of Cars—Repairs	9,334.86	7,797.00		1,537.86
Motor Equipment of Cars—Depreciation	1,104.40	1,518.60	414.20	
Work Equipment—Repairs	268,697.28	300,095.06	31,397.78	
Work Equipment—Depreciation	16,979.01	30,400.92	13,421.91	
Work Equipment—Retirements	11,492.14	4,169.96		7,322.18
Injuries to Persons	120,481.41	111,423.60		9,057.81
Insurance	56,146.13	46,494.20		9,651.93
Stationery and Printing	19,205.15	17,743.74		1,461.41
Other Expenses	93.71	5,671.04	5,577.33	
Maintaining Joint Equipment at Terminals—Debit	43,566.28	39,270.96		4,295.32
Maintaining Joint Equipment at Terminals—Credit	*2,370.68*	*2,275.20*	95.48	
TOTAL—Maintenance of Equipment	$13,625,095.64	$13,737,535.32	$112,439.68	
TRAFFIC				
Superintendence	$426,127.87	$438,690.59	$12,562.72	
Outside Agencies	920,017.64	866,341.62		$53,676.02
Advertising	280,249.68	259,949.19		20,300.49
Traffic Associations	35,051.59	45,153.11	10,101.52	
Industrial and Immigration Bureaus	25,761.71	24,999.22		762.49
Insurance	7.87	270.64	262.77	
Stationery and Printing	111,167.69	118,862.05	7,694.36	
Other Expenses	1,237.42	2,534.27	1,296.85	
TOTAL—Traffic Expenses	$1,799,621.47	$1,756,800.69		$42,820.78

OPERATING REVENUES, EXPENSES AND INCOME—CONTINUED.

	1914	1915	INCREASE	DECREASE
TRANSPORTATION				
Superintendence	$305,049.17	$318,885.14	$13,835.97	
Dispatching Trains	447,705.83	444,119.57		$3,586.26
Station Employes	4,517,087.98	4,521,355.47	4,267.49	
Weighing, Inspection and Demurrage Bureaus	116,922.95	115,679.75		1,243.20
Coal and Ore Wharves	27,955.05	38,463.02	10,507.97	
Station Supplies and Expenses	322,484.42	360,748.43	38,264.01	
Yard Masters and Yard Clerks	273,721.16	281,807.54	8,086.38	
Yard Conductors and Brakemen	2,074,907.04	2,046,856.15		28,050.89
Yard Switch and Signal Tenders	163,127.78	156,100.97		7,026.81
Yard Enginemen	1,194,157.35	1,182,540.33		11,617.02
Fuel for Yard Locomotives	927,141.14	950,438.33	23,297.19	
Water for Yard Locomotives	79,270.54	78,846.90		423.64
Lubricants for Yard Locomotives	26,935.14	25,849.23		1,085.91
Other Supplies for Yard Locomotives	30,178.96	30,799.67	620.71	
Enginehouse Expenses—Yard	454,461.30	467,102.45	12,641.15	
Yard Supplies and Expenses	19,208.78	21,632.95	2,424.17	
Operating Joint Yards and Terminals—Debit	717,479.46	660,264.83		57,214.63
Operating Joint Yards and Terminals—Credit	*141,259.42*	*147,215.94*		5,956.52
Train Enginemen	4,354,454.38	4,168,774.65		185,679.73
Train Motormen	6,839.32	6,300.65		538.67
Fuel for Train Locomotives	8,507,783.16	7,934,860.21		572,922.95
Water for Train Locomotives	451,453.18	442,121.81		9,331.37
Lubricants for Train Locomotives	156,832.77	140,253.57		16,579.20
Other Supplies for Train Locomotives	151,707.42	128,731.79		22,975.63
Enginehouse Expenses—Train	1,606,582.50	1,487,796.27		118,786.23
Trainmen	4,616,584.12	4,386,395.64		230,188.48
Train Supplies and Expenses	1,327,148.99	1,339,705.32	12,556.33	
Operating Sleeping Cars	244,468.80	254,636.38	10,167.58	
Signal and Interlocker Operation	176,793.87	217,578.96	40,785.09	
Crossing Protection	241,245.42	225,246.36		15,999.06
Drawbridge Operation	33,455.49	33,826.76	371.27	
Telegraph and Telephone Operation	70,919.37	59,591.17		11,328.20
Stationery and Printing	169,003.77	168,929.65		74.12
Other Expenses	33,549.18	63,882.43	30,333.25	
Operating Joint Tracks and Facilities—Debit	192,859.29	181,923.08		10,936.21
Operating Joint Tracks and Facilities—Credit	*113,187.06*	*112,060.60*	1,126.46	
Insurance	12,000.44	23,963.86	11,963.42	
Clearing Wrecks	154,327.81	115,696.65		38,631.16
Damage to Property	133,902.72	169,824.62	35,921.90	

OPERATING REVENUES, EXPENSES AND INCOME—Concluded.

	1914	1915	Increase	Decrease
Transportation—Concluded.				
Damage to Live Stock on Right of Way	$63,028.28	$71,690.84	$8,662.56	....
Loss and Damage—Freight	1,724,941.33	1,516,640.36	....	$208,300.97
Loss and Damage—Baggage	8,154.85	9,743.88	1,589.03	....
Injuries to Persons	967,549.69	1,107,632.33	140,082.64	....
Total—Transportation Expenses	$36,848,933.72	$35,697,961.43	....	$1,150,972.29
Miscellaneous Operations				
Dining and Buffet Service	$748,431.89	$689,141.16	....	$59,290.73
Stock Yards	26,885.41	30,285.84	3,400.43	....
Hotels and Restaurants	3,399.07	3,208.21	....	190.86
Other Miscellaneous Operations	....	....	....	....
Total—Miscellaneous Operations	$778,716.37	$722,635.21	....	$56,081.16
General				
Salaries and Expenses of General Officers	$365,692.10	$352,491.41	....	$13,200.69
Salaries and Expenses of Clerks and Attendants	765,518.40	898,684.87	$133,166.47	....
General Office Supplies and Expenses	61,788.06	69,021.27	7,233.21	....
Law Expenses	291,503.44	328,136.84	36,633.40	....
Insurance	9.04	437.60	428.56	....
Stationery and Printing	58,173.66	64,060.14	5,886.48	....
Valuation Expenses	22,499.03	46,900.33	24,401.30	....
Other Expenses	70,477.62	69,437.82	....	1,039.80
General Joint Facilities—Debit	28,930.22	34,294.23	5,364.01	....
General Joint Facilities—Credit	*512.60*	*525.62*	....	13.02
Total—General Expenses	$1,664,078.97	$1,862,938.89	$198,859.92	....
Transportation for Investment—Credit	*$2,548,244.61*	*$2,183,355.11*	$364,889.50	....
Total—Operating Expenses	$62,890,301.24	$61,971,701.03	....	$918,600.21

SUMMARY

	1914	1915	Increase	Decrease
Total Revenues	$93,613,699.98	$91,435,374.26	....	$2,178,325.72
Total Expenses	62,890,301.24	61,971,701.03	....	918,600.21
Net Revenue	$30,723,398.74	$29,463,673.23	....	$1,259,725.51
Taxes Accrued	$4,106,557.41	$4,746,721.21	$640,163.80	....
Operating Income	$26,616,841.33	$24,716,952.02	....	$1,899,889.31

COMPARATIVE STATEMENT OF OPERATING REVENUES AND EXPENSES.

For the Years Ending June 30th, 1914 and 1915.

OPERATING REVENUES.

	1914		1915	
	Amount	Per Cent	Amount	Per Cent
Freight Revenue	$65,315,754.79	69.77	$63,953,798.62	69.95
Passenger Revenue	18,961,224.58	20.26	17,952,428.18	19.63
Other Transportation Revenue	7,865,188.05	8.40	8,193,891.38	8.96
Incidental Revenue	1,295,571.81	1.38	1,214,022.03	1.33
Joint Facility Revenue	175,960.75	.19	121,234.05	.13
Total Operating Revenues	$93,613,699.98	100.00	$91,435,374.26	100.00

OPERATING EXPENSES.

	1914 Amount	1914 Per Cent	1915 Amount	1915 Per Cent
Maintenance of Way and Structures	$10,722,099.68	11.45	$10,377,184.60	11.35
Maintenance of Equipment	13,625,095.64	14.56	13,737,535.32	15.03
Traffic Expenses	1,799,621.47	1.92	1,756,800.69	1.92
Transportation Expenses	36,848,933.72	39.36	35,697,961.43	39.04
Miscellaneous Operations	778,716.37	.83	722,635.21	.79
General Expenses	1,664,078.97	1.78	1,862,938.89	2.04
Transportation for Investment—Credit	*2,548,244.61*	*2.72*	*2,183,355.11*	*2.39*
Operating Expenses	$62,890,301.24	67.18	$61,971,701.03	67.78

RECAPITULATION.

	1914 Amount	1914 Per Cent	1915 Amount	1915 Per Cent
Operating Revenues	$93,613,699.98	100.00	$91,435,374.26	100.00
Operating Expenses	62,890,301.24	67.18	61,971,701.03	67.78
Net Operating Revenue	$30,723,398.74	32.82	$29,463,673.23	32.22
Average miles in operation during the year, including miles of main track used under contracts	9,683.95	....	10,052.58	....

COMPARATIVE SUMMARY OF OPERATION.

For the Years Ending June 30th, 1914 and 1915.

	1914	1915	Increase	Decrease
Operating Revenues	$93,613,699.98	$91,435,374.26		$2,178,325.72
Operating Expenses	62,890,301.24	61,971,701.03		918,600.21
Net Operating Revenue	$30,723,398.74	$29,463,673.23		$1,259,725.51
Freight Revenue per mile of road	$6,744.74	$6,361.93		$382.81
Passenger Revenue per mile of road	1,958.01	1,785.85		172.16
Miscellaneous Revenues per mile of road	964.14	947.93		16.21
Operating Revenues per mile of road	$9,666.89	$9,095.71		$571.18
Operating Expenses per mile of road	6,494.28	6,164.75		329.53
Net Operating Revenue per mile of road	$3,172.61	$2,930.96		$241.65
Average miles in operation during the year, including miles of main track used under contracts	9,683.95	10,052.58	368.63	

OPERATING REVENUES, EXPENSES AND TAXES—MONTHLY.

Year Ending June 30th, 1915.

Month		Operating Revenues	Operating Expenses	Net Operating Revenue	Taxes Accrued	Operating Income
July	1914	$7,824,985.83	$5,045,914.63	$2,779,071.20	$395,173.54	$2,383,897.66
August	"	8,189,201.46	5,592,936.56	2,596,264.90	438,576.82	2,157,688.08
September	"	9,240,207.65	5,631,370.23	3,608,837.42	399,892.31	3,208,945.11
October	"	8,873,520.67	5,789,658.72	3,083,861.95	400,152.08	2,683,709.87
November	"	7,379,909.49	5,332,408.26	2,047,501.23	401,429.15	1,646,072.08
December	"	7,282,244.23	5,058,161.48	2,224,082.75	397,597.57	1,826,485.18
January	1915	6,696,115.52	4,948,291.93	1,747,823.59	398,310.64	1,349,512.95
February	"	6,472,695.82	5,179,181.21	1,293,514.61	386,022.36	907,492.25
March	"	7,544,389.72	4,678,015.61	2,866,374.11	386,465.92	2,479,908.19
April	"	6,877,038.20	4,935,562.74	1,941,475.46	385,437,97	1,556,037.49
May	"	7,244,195.96	5,179,906.63	2,064,289.33	369,823.46	1,694,465.87
June	"	7,810,869.71	4,600,293.03	3,210,576.68	387,839.39	2,822,737.29
Total		$91,435,374.26	$61,971,701.03	$29,463,673.23	$4,746,721.21	$24,716,952.02

CHARGES TO PROPERTY INVESTMENT— ROAD AND EQUIPMENT.

DURING THE YEAR ENDING JUNE 30TH, 1915.

Additional Equipment Purchased or Built:		
25 Locomotives		$488,315.04
1 Dining Car		28,807.25
2 Mail and Baggage Cars		26,236.62
2 Passenger and Baggage Cars		26,607.79
10 Passenger Cars		139,525.80
13 Sleeping Cars		324,560.61
3 Observation Sleeping Cars		73,674.08
4 Parlor Cars		78,319.64
2 Observation Parlor Cars		42,328.04
2 Cafe Observation Cars		44,447.66
1 Track Scale Test Car		1,441.72
Improvements to Locomotives and Cars		468,849.02
Gross Additions and Betterments—Equipment		$1,743,113.27
Less original cost of equipment destroyed, sold or taken down during the year		924,611.45
Net Additions and Betterments—Equipment		$ 818,501.82
Purchase of Great Falls Terminal Ry		855,902.47
New Branch Lines and Extensions		2,074,731.86
New Additional Main Tracks and Reducing Grade and Perfecting Line		4,461,992.91
Other Additions and Betterments:		
Land for Transportation Purposes	$ 209,887.42	
Grading	1,234,800.05	
Tunnels and Subways	661,539.95	
Bridges, Trestles and Culverts	1,026,729.06	
Ties	130,946.35	
Rails	384,182.73	
Other Track Material	404,828.58	
Ballast	624,497.54	
Track Laying and Surfacing	267,981.56	
Right of Way Fences, etc	24,177.47	
Crossings and Signs	373,953.83	
Station and Office Buildings	337,420.86	
Roadway and Miscellaneous Buildings	17,545.92	
Water and Fuel Stations	109,643.16	
Shops and Enginehouses	182,641.13	
Grain Elevators and Storage Warehouses	140,481.73	
Wharves and Docks	6,694.86	
Telegraph and Telephone Lines	15,471.15	
Signals and Interlockers	429,269.46	
Power Stations, Transmission Systems, etc.	709,625.73	
Paving and Assessments	263,028.14	
Roadway Machines and Tools	30,063.69	
Shop Machinery	44,098.10	
Miscellaneous	107,729.60	7,737,238.07
Gross Additions and Betterments—Road and Equipment		$ 15,948,367.13
Credit—Property retired or converted		4,451,350.23
Net Additions and Betterments—Road and Equipment		$ 11,497,016.90
Road and Equipment, June 30th, 1914		553,243,345.05
Road and Equipment, June 30th, 1915		$564,740,361.95

TRANSPORTATION STATISTICS.

FOR THE YEARS ENDING JUNE 30TH, 1914 AND 1915.

	1914	1915
Miles run by freight trains	19,699,961	19,377,921
Miles run by passenger trains	17,567,424	17,042,953
Miles run by mixed trains	1,574,775	1,600,493
Total miles run by revenue trains	38,842,160	38,021,367
Miles run by loaded freight cars	489,731,121	486,262,422
Miles run by empty freight cars	198,240,359	212,679,012
Total miles run by freight cars	687,971,480	698,941,434
Freight Revenue	$65,315,754.79	$63,953,798.62
Tons of revenue freight carried	33,007,277	32,959,392
Tons of revenue freight carried one mile	8,079,689,505	8,185,988,375
Tons of Company freight carried one mile	1,579,407,074	1,439,270,375
Tons of all freight carried one mile	9,659,096,579	9,625,258,750
Tons of revenue freight per freight and mixed train mile	379.78	390.21
Tons of Company freight per freight and mixed train mile	74.24	68.61
Total tons of freight per freight and mixed train mile	454.02	458.82
Average revenue per ton of revenue freight per mile	.8078 ct.	.7813 ct.
Average distance haul of each ton of revenue freight—miles	244.79	248.37
Average amount received per ton of revenue freight	$1.9773	$1.9404
Average revenue from freight per freight and mixed train mile	$3.0678	$3.0486
Tons of revenue freight per loaded car	16.498	16.835
Tons of Company freight per loaded car	3.225	2.960
Total tons of freight per loaded car	19.723	19.795
Average number of loaded freight cars per train	23.019	23.179
Average number of empty freight cars per train	9.318	10.138
Average number of freight cars per train	32.337	33.317
Passenger Revenue	$18,961,224.58	$17,952,428.18
Passengers carried	16,426,016	16,065,456
Passengers carried one mile	912,375,815	858,452,321
Passengers carried per passenger and mixed train mile	47.66	46.05
Average revenue per passenger per mile	2.078 cts.	2.091 cts.
Average distance traveled by each passenger—miles	55.54	53.43
Average amount received per passenger	$1.1543	$1.1175
Average revenue from passengers per passenger and mixed train mile	99.05 cts.	96.29 ct.
Operating expenses per revenue train mile	$1.5790	$1.6299

STATEMENT OF COMMODITIES TRANSPORTED.

During the Years Ending June 30th, 1914 and 1915.

Commodities	1914 Tons	1914 Per Cent	1915 Tons	1915 Per Cent
Products of Agriculture:				
Flour	1,069,068	3.239	1,006,345	3.053
Other Mill Products	682,626	2.068	752,673	2.284
Wheat	1,765,765	5.350	1,919,243	5.823
Rye	134,589	.408	148,033	.449
Barley	551,124	1.670	490,819	1.489
Oats	697,839	2.114	876,026	2.658
Corn	1,173,560	3.556	1,301,341	3.948
Flax Seed	74,573	.226	44,046	.134
Hay	300,774	.911	369,822	1.122
Fruits and Vegetables	401,414	1.216	452,816	1.374
Other Agricultural Products	310,918	.942	381,509	1.158
	7,162,250	21.700	7,742,673	23.492
Products of Animals:				
Live Stock	1,260,767	3.820	1,347,677	4.089
Dressed Meats	153,217	.464	209,631	.636
Other Packing House Products	85,970	.260	106,565	.323
Other Animal Products	298,950	.906	340,860	1.034
	1,798,904	5.450	2,004,733	6.082
Products of Mines:				
Anthracite Coal	622,762	1.887	720,933	2.187
Bituminous Coal	3,339,647	10.118	3,303,115	10.022
Coke	365,179	1.106	276,182	.838
Iron and other Ores	1,506,219	4.563	2,227,396	6.758
Stone, Sand, etc	2,319,147	7.026	2,181,013	6.617
Salt	109,198	.331	113,068	.343
	8,262,152	25.031	8,821,707	26.765
Products of Forests:				
Lumber, Lath and Shingles	2,415,271	7.317	2,175,611	6.601
Sash, Doors and Blinds	58,802	.178	52,842	.160
Other Forest Products	3,563,595	10.797	3,264,075	9.903
	6,037,668	18.292	5,492,528	16.664
Manufactures:				
Petroleum and other Oils	392,383	1.189	415,570	1.261
Iron and Steel	1,130,863	3.426	865,556	2.626
Castings and Machinery	229,160	.694	161,981	.491
Agricultural Implements	190,361	.577	176,360	.534
Wagons, Carriages, Tools, etc.	106,246	.322	104,656	.318
Lime, Cement and Plaster	914,649	2.771	892,446	2.708
Brick	795,487	2.410	826,477	2.508
Wines, Liquors and Beers	550,247	1.667	477,540	1.449
Household Goods & Furniture	166,118	.503	141,949	.431
Paper	150,331	.455	162,825	.494
Other Manufactures	1,150,324	3.485	1,145,872	3.477
	5,776,169	17.499	5,371,232	16.297
Commodities not Specified	3,970,134	12.028	3,526,519	10.700
Total	33,007,277	100.000	32,959,392	100.000

EQUIPMENT, JUNE 30th, 1915.

Locomotives		1,983
Gas Electric Motor Cars		7
Passenger Cars		670
Sleeping Cars		233
Parlor Cars		32
Dining Cars		48
Observation Cars		16
Buffet Cars		8
Baggage, Mail, Express and Combination Cars		592
Freight Cars—		
Box Cars	43,044	
Stock Cars	5,729	
Flat, Coal and Ore Cars	10,890	
Refrigerator and Vegetable Cars	2,247	
Refrigerator Express Cars	48	
Ballast Cars	2,411	64,369
Caboose Cars		1,097
Work Train, Wrecking and Tool Cars		1,696
Office Cars		8
Total		70,759

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