

Handwritten: F9025 C54 YE
Pam 56-2936
NORTH-WESTERN SERIES No. 3.

State Historical Society
OF WISCONSIN.

MADISON, - WIS.

esterday
and
oday

L. & A. W. Ry

A
HISTORY

1899.

F9025
C54
YE

Pam 56-2936 +

YESTERDAY

AND

TODAY

///

A

HISTORY

WISCONSIN
HISTORICAL
SOCIETY

CHICAGO

1899



THE MANAGING OFFICERS

The managing and principal operating officers of the roads forming the System at this time, May 1, 1899, are as follows:

THE CHICAGO & NORTH-WESTERN COMPANY.

MARVIN HUGHITT, *President*, - - - - Chicago.
M. L. SYKES, *Vice-President*, - - - New York City.
M. M. KIRKMAN, *2d Vice-President*, - - Chicago.
H. R. MCCULLOUGH, *3d V.-P. & G. T. M.*, Chicago.
J. M. WHITMAN, *Gen'l Manager*, - - - Chicago.
SHERBURN SANBORN, *Gen'l Superintendent*, Chicago.

CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA COMPANY.

MARVIN HUGHITT, *President*, - - - - Chicago.
M. L. SYKES, *Vice-President*, - - - New York City.
W. A. SCOTT, *Gen'l Manager*, - - - St. Paul, Minn.
J. O. STEWART, *Gen'l Superintendent*, St. Paul, Minn.

FREMONT, ELKHORN & MISSOURI VALLEY COMPANY.

MARVIN HUGHITT, *President*, - - - - Chicago.
ALBERT KEEF, *Vice-President*, - - - Chicago.
GEORGE F. BIDWELL, *Gen'l Manager*, - Omaha, Neb.
CHAS. C. HUGHES, *Gen'l Superintendent*, Omaha, Neb.

State Historical Society
OF WISCONSIN.

MADISON, - THE WIS.

Chicago & North-Western Railway

AND

The North-Western Line or System

WHAT IT IS - WHERE IT IS

HISTORICAL

It is well known that this is the greatest railroad system of the West, but the history of its beginning and growth is not so well known. It is to supply this want of knowledge that this little pamphlet is prepared. We shall not trouble you very much with figures but will now say THE SYSTEM comprises 7,931.96 miles of main line (and thousands of miles of sidings, etc.) and is made up at this date (May 1, 1899) as follows:

FIRST.—THE CHICAGO & NORTH-WESTERN RAILWAY proper.

It is operated under divisions as follows:

	MILES
Its Wisconsin Division	556.85
Its Galena Division	495.76
Its Iowa Division	618.43
Its Northern Iowa Division	545.91
Its Madison Division	509.27
Its Peninsula Division	464.44
Its Winona & St. Peter Division ..	448.48
Its Dakota Division	723.93
Its Ashland Division	803.82

Total miles of main lines .. 5,076.89

In addition to and pertaining to these divisions there are 446.92 miles of second track together with 1,694.10 miles of side track which are not counted in the above mileage but which if counted would make the total mileage 7,217.91 miles.

Its operated main line mileage is found in the following seven states as follows:

	MILES
In Illinois.....	593.97
In Wisconsin.....	1,025.73
In Michigan.....	521.19
In Iowa.....	1,163.12
In Minnesota.....	414.47
In South Dakota.....	744.13
In North Dakota.....	14.28
Total main lines.....	5,076.89

SECOND.—THE CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA RAILWAY.

This is operated under divisions as follows:

	MILES
Its Eastern Division.....	322.67
Its Northern Division.....	338.48
Its St. Paul and Sioux City Division.....	553.27
Its Nebraska Division.....	277.81

Making a total mileage of main line 1,492.23

This road's main line mileage is in the following five states:

	MILES
In Wisconsin.....	621.66
In Minnesota.....	405.75
In Iowa.....	102.05
In South Dakota.....	88.20
In Nebraska.....	274.57
Total as above.....	1,492.23

THIRD.—THE FREMONT, ELKHORN & MISSOURI VALLEY RAILROAD.

This road is operated under divisions as follows:

	MILES
Its South Platte Division.....	334.63
Its Eastern Division.....	381.58
Its Black Hills Division.....	584.32

Making a total mileage of main line owned..... 1,300.53
In addition hereto it operates under trackage rights..... 62.31

Making of main lines operated, total miles 1,362.84

In addition to this there are 130.53 miles of sidings in use. This makes the total miles of track of this company, 1,493.37.

Its operated main line mileage (not including road operated under trackage rights) is found in the following three states, namely:

	MILES
In Nebraska.....	985.19
In South Dakota.....	184.88
In Wyoming.....	130.46
Total.....	1,300.53

THE NORTH-WESTERN PROPER.

The present road is the result of a series of grand consolidations and numerous constructions under various corporate names and during a series of years. Beginning with the earliest built portion of what is now the Chicago & North-Western Railway, we find that on January 16th, 1836, the Galena & Chicago Union Railroad Co. was incorporated by the state of Illinois, with power to construct a railroad from Chicago to Galena, and lateral lines as they might deem advisable, and to "unite" with any other railroad company already chartered or that might be chartered, and to build lines to connect with these lines or any other. It may be noted that at this time Galena was, as a business center, of much more importance than Chicago, and hence its name led in the corporate title of this road. In 1847 they began to build their road, and thus began the first railroad that was built in any direction from Chicago. Previous to 1854, the Galena & Chicago Union Co. had built a branch line from Belvidere, Ill. to Beloit on the border of Wisconsin, a distance of 21 miles, and in 1854, they leased the Madison & Beloit Railroad, a line projected and partly built from Beloit, Wis., towards Madison, Wis., 47 miles. In 1847 the officers of the Galena & Chicago Union Co. visited Janesville and other places in Wisconsin, soliciting aid to construct their projected lines, and incited by promises of

co-operation, on August 19, 1848, an act was procured from the Wisconsin legislature incorporating the Madison & Beloit Railroad, *named above*, which was chartered to be built from Beloit, via Janesville, Madison and La Crosse, to a point on Mississippi river near St. Paul, Minn., and also from Janesville, Wis., to Fond du Lac, Wis. On February 9th, 1850, the name of the Madison & Beloit Railroad Co. was changed to that of The Rock River Valley Union Railroad Company. The line from Janesville was not pushed by the Galena Company, as the people had been led to believe it would be, and as a result of the dissatisfaction a charter was approved by the Governor of Illinois on February 12, 1851, incorporating "The Illinois & Wisconsin Railroad Co.," with power to build a railroad from Chicago north to the Illinois state line, and to consolidate with any railroad in Wisconsin. March 10th, 1855, this last named line was by act of legislature of Wisconsin authorized to be consolidated with the Rock River Valley Union Railroad Co., and was authorized to take such name for the new company as the Board of Directors might see fit. On March 31st, 1855, this consolidation was perfected, and the consolidated company was named The Chicago, St. Paul & Fond du Lac Railroad Co. Here, then, we have the origin of the first portion of the present Wisconsin division of Chicago & North-Western Railway.

CHICAGO, ST. PAUL & FOND DU LAC CO.

The object and desire of the Chicago, St. Paul & Fond du Lac Railroad Co. from the beginning, was the extension of their line from Janesville northwest via Madison and La Crosse to St. Paul, and from Janesville north along the valley of Rock river to Fond

du Lac, and to the great iron and copper regions of Lake Superior." During the first four years of its existence, it succeeded in building a line (6-foot gauge) from Chicago 70 miles to the Wisconsin state line at Sharon, and in the meantime The Rock River Valley Union Railroad Co. had built 30 miles of its road from Fond du Lac southward towards Minnesota (then La Crosse) Junction, Wisconsin. The consolidated company proceeded as fast as possible to close up the gap between the two pieces of road and completed it in 1859, thus forming a continuous line from Chicago via Janesville and Watertown to Fond du Lac, 176 miles. In June, 1856, by the almost unaided efforts of the Chicago, St. Paul & Fond du Lac Railroad, Congress was induced to make a grant of land to the State of Wisconsin, to aid in completing its lines of road. At an extra session of the legislature of Wisconsin, held in September or October, 1856, a contest arose over this grant, and the result was the land upon the northwestern line was given to the La Crosse & Milwaukee Railroad Co., and the lands on the northern line were given to the Wisconsin & Lake Superior Railroad Co., a corporation that was chartered by *this* Legislature for the express purpose of giving it this land grant. The Chicago, St. Paul & Fond du Lac Railway was thus deprived of the grant of lands which had been obtained for the State of Wisconsin by its efforts. By Acts of February 12 and 28, 1857, of the Wisconsin legislature, the Wisconsin & Lake Superior and the Chicago, St. Paul & Fond du Lac Railroad Cos. were authorized to consolidate, and on March 5, 1857, the companies were consolidated and retained the name of the Chicago, St. Paul & Fond du Lac Railroad Co., and thus secured the land grant of six (6) sections

(3,840 acres) per mile along its line in Wisconsin.

THE PANIC OF 1857.

The great financial revulsion came in 1857 and at once put a stop to further construction of this and many other lines of railroad. In February, 1859, in Illinois, and in March (and October), 1859, in Wisconsin, the legislatures authorized the reorganization of the company, and on June 6th, 1859, a new company was organized, under the name of Chicago & North-Western Railway Co., to which was passed all the franchises and rights of the then bankrupt Chicago, St. Paul & Fond du Lac Railroad Co.

THE BEGINNING OF THE NORTH-WESTERN.

Here, then, is the real beginning of the northwestern portion of the present corporation that is now known as the Chicago & North-Western Railway Co. On April 10, 1861, this Company was authorized by the legislature of Wisconsin to build a line from Fond du Lac via Fort Howard or Green Bay to the north line of Wisconsin, at the Menomonee river. During 1859 the road was completed to Oshkosh (194 miles); in 1861 to Appleton, 20 miles further north; and in 1862 the line was extended to Fort Howard (Green Bay), forming a line 242 miles long. In 1862-3, The Kenosha, Rockford & Rock Island Railroad, running from Kenosha, Wisconsin, westwardly, was completed, 72 miles, to Rockford, Ill., where it formed a junction with the Galena & Chicago Union Railroad, and to prevent its falling into the then unfriendly hands of the Galena & Chicago Union Co., it was purchased, in 1863, by and in 1864 was consolidated with the Chicago & North-Western Railway Co., and operated as its Kenosha division.

THE PENINSULA RAILROAD.

To secure the business of the upper Peninsula of Michigan, The Peninsula Railroad Co. was organized in 1862, and was authorized to build a railroad from Escanaba, Michigan, on Little Bay De Noquet, to Marquette, Michigan, on Lake Superior. Work was commenced in 1863, and the road was completed to the Jackson Mines, at the village of Negaunee, Michigan, where (12 miles from Marquette) it formed a junction with the Marquette, Houghton & Ontonagon Railroad. In October, 1864, the Peninsula Railroad was consolidated with the Chicago & North-Western Railway, and was designated "The Peninsula Division."

STEAMERS ON GREEN BAY.

A line of steamboats was established to ply between Green Bay, Wisconsin, and Escanaba, Michigan, and formed the connection between the two pieces of railroad. This brings the history of the original Chicago & North-Western Railway down to the time of the Grand Consolidation that was effected between it and the Galena & Chicago Union Railroad, and offers a chance to give a brief history of the last named of these roads.

WESTWARD FROM CHICAGO

The Galena & Chicago Union Railroad Co. was incorporated January 16, 1836, and was provided with a "saving clause" in its charter whereby the contemplated road *might* be made a "good turnpike" instead of a railroad.

Whether hesitating over *which* it should be, or simply waiting for the "Star of the Empire," it exhibited no especial vitality for some time, and ten years after its organization we find the Directors of the Company seriously

discussing the policy of turning their attention *backward* from the wilds of Illinois, and first building their road *eastward* to meet the Michigan Central Railroad, which was then halting at New Buffalo, Indiana. They, however, did decide to venture *westward*, and the first ten miles of road, Chicago to Harlem, was completed December 30, 1848. At this time the superior advantages of T rail became apparent and the "strap rail," with which the road had been laid, was taken up, and the iron T rail put down. This again, with the further march of improvement, has given place to the eighty pound per yard *steel* rail, with which the line is now laid.

AN AMAZING PROPHECY.

Before the completion of the road to the Fox river, the Chief Engineer placed on the records of the Company a prophetic "estimate," to the effect that when completed to that point, the resources of the country might furnish business sufficient for "two trains each way for two-thirds of the year, and one train each way for one-third of the year." When the line to Freeport, Ill., had been in operation about a year, the Company decided to seek a more direct line to the Mississippi river, and acting upon this decision, the railroad familiarly known as "The Dixon Air Line," from Turner Junction, 30 miles west of Chicago to the Mississippi river, was completed December 10, 1855.

FROM THE MISSISSIPPI WESTWARD

The Chicago, Iowa & Nebraska Railroad Co., a corporation of the State of Iowa, had in 1858 completed its road from Clinton, Iowa, to Cedar Rapids, and leased it on July 3, 1862, to the Galena & Chicago Union Railroad Co. The Cedar Rapids & Missouri River Railroad

Co., another Iowa corporation, commenced the construction of a road from Cedar Rapids, Iowa, westward, of which the first 27 miles were completed in 1860, and extended from time to time, until having 40 miles completed, it also was leased July 8, 1862, to the Galena & Chicago Union Railroad Co. These two Iowa roads, together with the roads built by the Galena & Chicago Union Railroad Co., came under the management of the Chicago & North-Western Railway Co., by consolidation June 2, 1864. The extension of the road through Iowa was continued and finally completed to the Missouri river March 15, 1867.

During the building of the Dixon Air Line from Turner Junction, the Galena & Chicago Union Railroad Co. absorbed and consolidated with its other roads that of the Mississippi & Rock River Junction Railroad Co. In 1854 the Galena & Chicago Union Railroad Co. built a line from Belvidere, Illinois, to Beloit, Wisconsin, and entered into a traffic agreement with the Beloit & Madison Railroad Co., which owned a line between Beloit and Madison, Wisconsin. Some time prior to 1857 the Galena & Chicago Union Railroad Co. had become identified with the Fox River Valley Railroad, which was being built northwardly up the valley of Fox river, and towards the Wisconsin state line. This road was finally reorganized, absorbed by the Galena & Chicago Union Railroad Co., and its name changed to that of The Elgin & State Line Railroad. It was ultimately extended from Elgin to Richmond, Illinois, and was 33 miles long. In 1854 the Galena & Chicago Union Railroad Co. secured control of the Chicago, St. Charles & Mississippi Air Line Railroad, of which only 9 miles, from Chicago to Harlem (now Oak Park) were built. This brings the history of

the Galena & Chicago Union Railroad Co. down to the date of the Grand Consolidation.

BRIDGING THE MISSOURI RIVER.

The great iron bridge that connects the Iowa lines with those in Illinois, was begun in 1860 and was completed in 1865. The Union Pacific Railway was commenced (at Omaha) in 1864. The Central Pacific Railroad was completed this year from Sacramento, California, to Clipper Gap, California, 44 miles. The total mileage of the roads owned by the Galena & Chicago Union Railroad Co. at the time of the grand consolidation was 324 miles. Its completed leased lines were 251 miles.

In 1861-2, the earnings of the Chicago & North-Western Railroad were only \$849,-719.27, and in 1862-3, \$1,083,054.05.

THE GRAND CONSOLIDATION

"The long-continued, unwise and injurious competition which existed between the Galena & Chicago Union Railroad and the Chicago & North-Western Railway Companies, at their several points of contact, and which seemed to be chronic and not likely to terminate, and which induced the companies to give much of their time and attention to the control or construction of inferior, rival and illegitimate lines, naturally gave rise to proposals for the consolidation of these lines, as the only certain and permanent remedy for loss of earnings and increase of expenses, resulting from the senseless, but apparently unavoidable, competition which existed." The stockholders of both companies finally consented to the consolidation, and on June 2, 1864, it was virtually effected and carried out; and on February 15, 1865, was approved and ratified by legislative

enactments. The new corporation retained the title The Chicago & North-Western Railway Company.

About this time the directory of the Company, to secure its interests, and to prevent its falling into hostile hands, found it was essential to obtain control of a line from Chicago to Milwaukee, and The Chicago & Milwaukee Railroad was secured. This railroad connecting the cities of Chicago and Milwaukee was commenced at each end at about the same time, but under two corporations—The Illinois Parallel R. R. Co., afterwards changed by the act of the Illinois legislature of February 3, 1853, to The Chicago & Milwaukee Railroad Co. The Illinois Parallel R. R. Co. was incorporated February 17, 1851, building the line from Chicago northward to the Illinois state line, 45 miles; and the Green Bay, Milwaukee & Chicago Railroad Co., incorporated March 12, 1851, building the line southward from Milwaukee to the Illinois state line, 40 miles. The title of this company was changed in 1857 to The Milwaukee & Chicago Railroad Co. Both lines were completed in 1855, and run in connection until June 5, 1863, when they were consolidated, under the name of the Chicago & Milwaukee Railway Co. This corporation came under the management of the Chicago & North-Western Railway Co., by perpetual lease, May 2, 1866, but afterwards was consolidated with the Chicago & North-Western Ry. Co. Mr. M. L. Sykes now joined the Chicago & North-Western Railway and has remained with it to this day. He is and for many years has been its Vice-President, with office in New York City.

The Sioux City branch of Union Pacific—as the present Sioux City & Pacific Railroad was then called—was commenced this year.

FROM THE ANNUAL REPORTS.

Unless it is specifically stated to the contrary all the excerpts from the annual reports for the fiscal years named herein are made from the reports of the Chicago & North-Western Railway Company *proper* and do not have any reference to the other roads that help to make up **THE SYSTEM**.

At the close of the eighth fiscal year of Chicago & North-Western Railway, it had under its control, by absolute ownership or perpetual lease, 1,152.4 miles.

In October, 1867, the Winona & St. Peter Railroad, a line under construction westwardly from Winona, Minn., and of which 105 miles were built, became, by purchase of the entire capital stock, the property of the Chicago & North-Western Ry. Co., and has since then been operated as a proprietary road. The Chicago & North-Western Company also bought the La Crosse, Trempealeau & Prescott Railroad—a line being built from Winona Junction, Wisconsin, three miles east of La Crosse, Wisconsin, to Winona, Minnesota. The Omaha & California line of the Chicago & North-Western Railway was opened to the Missouri river, opposite Omaha, in April, 1867.

Henry Keep, Esq., the President of the Company, died August, 1869. During the eleventh fiscal year the Winona & St. Peter Railroad was completed to Janesville, Minnesota, making 121 miles finished from Winona. The La Crosse, Trempealeau & Prescott Railroad was also finished this year. Total miles of operated line, 1,186. With the 12th fiscal year Colonel J. H. Howe was General Manager.

THE MADISON EXTENSION.

In this term the Company obtained control of the charter of the Baraboo Air Line Railroad

—a road projected northward from Madison, Wisconsin; and after consolidating it with the Beloit & Madison Railroad, and this with the Chicago & North-Western Railway, rapidly pushed the line from Madison towards Winona Junction. The bridge across the Mississippi river at Winona was commenced in 1870. The Winona & St. Peter line was completed to St. Peter and a charter procured for the Winona, Mankato & New Ulm Railroad, under which the Winona & St. Peter Railroad Co. built a road into Mankato, Minn. Some years before this, the Iowa Central Railroad Company was incorporated to build a line westward from Lyons, Iowa. The Iowa Midland Railroad Company absorbed this company, and this year the Iowa Midland Railroad was taken into the Chicago & North-Western Railway combination with 35 miles of rail laid, and 75 miles of track graded. Many years before, a strap rail line had been operated north of, and in connection with, the Elgin & State Line Railroad; a new charter was now procured, under which the State Line & Union Railroad Co. was authorized to build a line from the Northern line of Illinois, 10 miles, to Lake Geneva, Wisconsin. The line was finished and has been operated from this year.

THE MEMOMONEE EXTENSION.

It will be remembered that the old Chicago & North-Western line terminated at Green Bay, Wis. This year it was arranged to build what was called the "Menomonee extension," and thus close the gap between Green Bay, Wis. and Escanaba, Mich. Total mileage of road reported 1,223.8. With the report of the 13th fiscal year (May 31, 1872), we have Albert Keep, President; and Marvin Hughitt, General Superintendent. February 25, 1871, a line from

Milwaukee northerly to Fond du Lac was incorporated, under the name of The North-Western Union Railway Co. The road was commenced in 1872 and completed in 1873, and operated by Chicago & North-Western Railway Co. It shortened the distance between Chicago and Fond du Lac 29 miles.

THE ELROY ROUTE OPENED.

The West Wisconsin Railroad—a line running from Elroy, Wisconsin, via Hudson, Wisconsin, to St. Paul, Minnesota, was completed and arrangements made by which the Chicago & North-Western Railway Co. was enabled to compete over it for business to St. Paul and beyond. The then West Wisconsin Railroad is now a part of the Chicago, St. Paul, Minneapolis & Omaha Railway. Total mileage reported this year, 1,849 miles. The "Madison extension" was completed to Winona Junction, where it formed connection with the La Crosse, Trempealeau & Prescott Railroad, and perfected the line from Chicago to Winona. The Winona & St. Peter Railroad was completed to Lake Kampeska, in what is now South Dakota, 623 miles from Chicago, and opened with an excursion, leaving Chicago on September 17, 1873. Total miles reported in operation, 1,992. In Illinois, 489; Iowa, 434; Wisconsin, 566; Michigan, 171; Minnesota, 293, and Dakota, 39. With the end of the 16th fiscal year (May 31, 1875), and the beginning of the 17th year, the Company had 369 locomotives, 178 passenger cars, 28 Pullman drawing-room sleepers, 4 parlor chair day coaches, and 9,146 freight and other cars. In the year that had then closed, its passenger trains had run 2,491,956 miles, and its freight trains 6,542,550 miles.

During the 17th fiscal year ending May 31, 1876, the gross earnings reached \$14,013,731.97, to earn which 3,471,927 tons of freight and 3,527,143 passengers were transported. To do this the company owned 369 locomotive engines and 9,237 cars of all kinds. The average earnings per ton per mile for freight, 1.95 cents, and per passenger per mile was 2.85 cents.

During the 18th fiscal year portions of the Menomonee River Railroad in Michigan and of the Maple River Railway in Iowa were built. During the next fiscal year arrangements were made for building branches in Minnesota from Sleepy Eye to Redwood Falls, from Rochester to Zumbrota, and from Rochester to Plainview. These last two were promoted by the owners of the property along their lines. In the 20th fiscal year the mileage had grown to 2,154.03 miles. In the 21st year the mileage was 2,215.83 miles. The Toledo & North-Western Railway in Iowa was extended; the Des Moines & Minneapolis Railroad in Iowa, about 58 miles long, was leased in perpetuity; the Sheboygan & Western Railroad, about 80 miles long, in Wisconsin, was taken up, as was the Galena & Southern Wisconsin and the Chicago & Tomah railroads in the northwest corner of Illinois and southwest corner of Wisconsin. These last named were mostly of narrow gauge, and were about 92 miles long.

TOWARDS FORT PIERRE.

The Chicago & Dakota and the Dakota Central Railways were projected and 170 miles built westward from Tracy, near the western boundary of Minnesota, toward Fort Pierre, on the Missouri river. The length of these roads, as projected, was about 250 miles.

While built under the names above noted they belong to the Chicago & North-Western Railway Co.

During the 22d fiscal year the road reached a length of main line of 2,644.16 miles, 261.68 miles having been added since the last report was made. During this term many of the short roads and branches that have been referred to were consolidated with the Chicago & North-Western Railway, or with its proprietary road, the Winona & St. Peter Railroad, and the original corporations were made void, and their mileage was merged into that of the parent company. During the 23d fiscal year of the company, which ended May 31, 1882, a branch line from Carroll, Iowa, to Kirkman, Iowa, "with an arm" to Audubon, about 52 miles, were built, and 290 miles of the Toledo & North-Western Railway in Iowa, and the Sioux Valley Railroad in (South) Dakota were completed. Branch lines were being built from Watertown, (South) Dakota, to the valley of the James river, and up the James River Valley from Huron. The total mileage of main line had reached 3,278.22 miles, 504 being brought into operation during this fiscal year. During the next fiscal year the road "grew" about 306 miles, so that at the end of the year its main line mileage was 3,584.10 miles. The gross earnings were \$24,081,834.32, the capital stock was \$39,175,720.53, and the bonded indebtedness was \$69,821,000. During this year several of its short lines and branches were consolidated with the parent company.

CONTROLS THE OMAHA ROAD.

The majority of the capital stock of the Chicago, St. Paul, Minneapolis & Omaha Railway was bought and "the management of that

company was reorganized and placed under the control of the Chicago & North-Western Railway in December last" (1882). This "control" covered 1,147 miles of main line road "from Minneapolis and St. Paul (Minnesota) southeast to Elroy (Wisconsin), northwest to Bayfield and Superior City on Lake Superior, and southwest to Sioux City (Iowa), Eastern Nebraska, Omaha, and the Union Pacific Railway." The Toledo & North-Western Railway in Iowa, the Dakota Central & James River Valley railroads in (South) Dakota, branches in Minnesota, and a short branch line in Iowa, were extended. The 25th fiscal year ended by having 3,763.25 miles of main line in operation, 179.15 having been added during the year. The road had 639 engines and 20,984 cars. A road incorporated as the Ottumwa, Cedar Falls & St. Paul Railroad was projected from Belle Plaine, Iowa, southwardly about 64 miles to reach coal fields from which the North-Western Company could draw supplies.

BUYS THE IOWA ROADS.

The Chicago, Iowa & Nebraska and the Cedar Rapids & Missouri River railroads, of which mention was made in a previous part of this history, and which had been leased to the Galena & Chicago Union Railroad Co., and which came under the Chicago & North-Western Railway by the Grand Consolidation of 1864, were bought this year, as were the Maple River Railroad, and the Fremont, Elkhorn & Missouri Valley Railroad. This comprised a little over 906 miles of road that now became the property of the Chicago & North-Western Co. The purchase of the Chicago, Iowa & Nebraska and the Cedar Rapids & Missouri River railroads did not increase the mileage heretofore shown, as its change of owners did

not really change its real status. The mileage of the Fremont, Elkhorn & Missouri Valley Railroad is at no time in this history included in the mileage of the Chicago & North-Western Railway.

During the next fiscal year a road under the corporate name of The Northern Illinois Railroad was begun and pushed southwardly from near De Kalb, Illinois, towards La Salle, on the Illinois river, to reach important coal fields in that vicinity.

At the end of the 27th fiscal year, on May 31, 1886, 3,984.71 miles were being operated, and the Elkhorn line had grown by extensions to be 502.80 miles long. This is the last report of the company that is signed by Albert Keep as President, as at the next annual meeting he retired from the office and became Chairman of the Board of Directors, and Marvin Hughitt was elected to succeed him as President. The annual report for the 28th fiscal year ending May 31, 1887, is the first report signed by Marvin Hughitt as President of the company. During this year 4,101.35 miles were operated; branches in Dakota, Iowa, Wisconsin and Michigan equal to 152.64 miles were added. The gross earnings were \$26,321,315.15; 9,737,312 tons of freight and 9,709,934 passengers were transported to earn this amount. The road had 735 locomotive engines and 23,156 cars of all kinds to work with.

The Elkhorn road had by the end of this year grown by construction to be 800.02 miles long.

During the 29th fiscal year 4,210.75 miles were in operation, and during the next year 4,250.38 were operated. During the 31st, 32d and 33d fiscal years scarcely any new road was added, but during the last named year an agreement was being negotiated

to take over the Milwaukee, Lake Shore & Western Railroad, which controlled and operated 758 miles of road north and northwest of Milwaukee, Wisconsin. During the 35th fiscal year that ended on May 31, 1894, this Milwaukee, Lake Shore & Western Railroad was merged in the Chicago & North-Western Railway, and from this time became the Ashland division of the last named road. This made the mileage operated amount to 5,030.78 miles, and gave gross earnings of \$31,986,182.29. During the 36th fiscal year no material changes were noted, nor was the mileage changed during the 37th fiscal year ending May 31, 1896, the mileage reported being 5,030.78 miles, as follows:

In Illinois	593.97 miles, or 11.81 %
In Iowa	1,163.12 miles, or 23.12 %
In Wisconsin	1,579.62 miles, or 31.40 %
In Michigan	521.19 miles, or 10.36 %
In Minnesota	414.47 miles, or 8.24 %
In South Dakota	744.13 miles, or 14.79 %
In North Dakota	14.28 miles, or 0.28 %

The total cost of the property by this year's report is given as \$170,283,849.91.

THE LAST ANNUAL REPORT.

The President's annual report for the 39th fiscal year that closed May 31, 1898, states that during that year the revival of trade resulted in an increase of gross earnings of over \$5,000,000, the total earnings being \$36,050,561.05; of passengers there were carried 14,036,388 at an average rate of 2.01 cents per mile; of freight 19,693,634 tons were carried at an average rate of only .89 cents per ton per mile. The elevation of its tracks in the city of Chicago which was begun in 1895 had now reached 11.86 miles of its main tracks, and with side tracks and sidings a total of 19.99 elevated miles. This year the total mileage of the road reached 5,076.89

miles. A short line built under the corporate name of the Wisconsin Northern Railway, to open up and develop its land grant in Wisconsin, increased the mileage by about 46 miles.

It now had 1,019 locomotive engines, which during the fiscal year ran 38,018,039 miles and consumed during the year 1,629,253 tons of coal at a cost for fuel alone of \$2,703,967.28. The gross earnings per mile were \$7,109.47. At the end of this fiscal year its Trans-Missouri road, known as the Fremont, Elkhorn & Missouri Valley Railroad, had grown to 1,362.84 operated miles, had earned \$3,881,341.15, and had in use 97 locomotive engines and 4,259 cars. The mileage of this road is not included in that of the Chicago & North-Western Railway Co., although it is all owned by that corporation. When these lines were written the 40th fiscal year was not closed, but it can be said that the mileage of the North-Western proper and of the system will be materially increased when the next annual report is written, as several short lines and branches are being built in Iowa, Minnesota and Wisconsin.

CONSTRUCTION.

To show the gradual growth of this great System, the following table of the progress of the construction of the lines has been prepared. It shows the building from the beginning to the close of the year 1898.

Chicago & North-Western Railway proper.

The various parts of this road were built as follows:

When Built.	TERMINI.		MILES.
	FROM	TO	
1848	Chicago	Ill. Harlem	Ill. 10.00
1849	Harlem	" Elgin	" 33.00
1852	Elgin	" Rockford	" 50.00
1853	Rockford	" Freeport	" 28.00
1853	Belvidere	" Beloit	Wis. 20.10
1854	Turner Jct	" Dixon	Ill. 68.00
1855	Dixon	" Fulton	" 39.00

When Built.	TERMINI.		MILES.
	FROM	TO	
1856	Chicago (2d track)	Ill. Turner Jct	Ill. 30.00
1862	Kenosha	Wis. Rockford	" 72.10
1864	Escanaba	Mich. Negaunee	Mich. 62.00
1870	Winona Jct	Wis. Winona	Wis. 29.00
1860	Beloit	" Magnolia	" 17.00
1864	Magnolia	" Madison	" 31.80
1854	Chicago	Ill. Cary	Ill. 38.50
1854	Minnesota Jct.	Wis. Fond du Lac	Wis. 29.00
1855	Cary	Ill. Janesville	" 52.30
1859	Janesville	Wis. Minnesota Jct.	" 57.00
1859	Fond du Lac	" Oshkosh	" 17.00
1861	Oshkosh	" Appleton	" 20.00
1862	Appleton	" Ft. Howard	" 28.40
1879	Extension to Apple	ton Water Power	3.63
1871	Ft. Howard	Wis. Marinette	Wis. 49.45
1872	Marinette	" Escanaba	Mich. 64.65
1870	Negaunee	Mich. Lake Angeline	" 6.00
	Various branches to	Mines	40.85
1872	Chicago	Ill. Montrose	Ill. 5.20
1872	Geneva	" Batavia	" 3.20
1864	So. Branch Jct.	" Chicago River	" 4.50
1873	Madison	Wis. Winona Jct.	Wis. 129.10
1883	Batavia	Ill. Aurora	Ill. 6.20
1886	Winona Jct.	Wis. La Crosse	Wis. 3.96
1857	Clinton	Iowa Wheatland	Iowa 44.00
1858	Wheatland	" Lisbon	" 20.00
1859	Lisbon	" Cedar Rapids	" 17.30
1860	East end of Bridge	over Mississippi Riv.	
1865	West end of Bridge	over Mississippi Riv.	1.10
1861	Cedar Rapids	Iowa Chelsea	Iowa 41.00
1862	Chelsea	" Marshall	" 29.00
1864	Marshall	" Nevada	" 20.00
1865	Nevada	" Boone	" 23.00
1867	Boone	" Missouri River	149.60
1870	Clinton	Iowa Lyons	Iowa 2.60
1877	Maple River Jct	" Mapleton	" 60.15
1879	Wall Lake	" Sac City	" 12.76
1883	Sac City	" Kingsley	" 58.11
1874	Des Moines	" Ames	" 37.00
1878	Ames	" Callanan	" 20.34
1855	Chicago	Ill. Wis. State Line	44.60
1855	Wis. State Line	Wis. Milwaukee	Wis. 49.40
1873	Milwaukee	Wis. Fond du Lac	" 62.63
1859	Sheboygan	" Plymouth	" 13.90
1860	Plymouth	" Glenbeulah	" 5.70
1868	Glenbeulah	" Fond du Lac	" 23.40
1871	Fond du Lac	" Princeton	" 35.40
1874	Galena	Ill. Platteville	" 31.50
1877	Phillips Center	Wis. Conley	" 8.50
1878	Woodman	" Lancaster	" 31.38
1879	Dancliff Jct	" Montfort	" 13.50
1880	Montfort	" Conley	" 8.00
1881	Madison	" Montfort	" 60.84
1882	Milwaukee	" Madison	" 80.04
1854	Elgin	Ill. Genoa	" 36.34

When Built.	TERMINI		MILES.
	FROM	TO	
1871	Genoa Wis.	Lake Geneva..... Wis.	8.70
1871	Geneva Ill.	St. Charles Ill.	2.40
1877	Powers Mich.	Quinnesec Mich.	24.71
1880	Quinnesec "	State Line Wis.	6.37
1882	Florence Wis.	Crystal Falls..... Mich.	16.69
1882	Iron Riv. Jct. Mich.	Stambaugh "	19.50
1882	Branches to Mines.....		36.13
1880	State Line Wis.	Florence Wis.	11.00
1882	Narenta Mich.	Metropolitan..... Mich.	34.80
1882	Branches to Mines.....		8.44
1883	Trempealeau..... Wis.	Galesville Wis.	6.71
1880	Janesville "	Afton "	6.10
1886	Janesville "	Evansville "	15.68
1872	Stanwood Iowa	Tipton Iowa	8.50
1871	Lyons "	Anamosa "	70.97
1881	Carroll "	Kirkman "	34.81
1882	Manning "	Audubon "	17.00
1884	Belle Plaine "	Muchakinock "	62.43
1884	Muchakinock "	Coal Mines "	1.57
1886	Mapleton "	Onawa "	20.70
1887	Kingsley "	Moveille "	9.00
1887	Out-off near Cedar	Rapids "	5.96
1874	Boone Iowa	Coal Banks "	3.25
1880	Tama "	Toledo "	3.00
1880	Toledo "	Webster City "	80.39
1881	Webster City "	Eagle Grove "	14.76
1882	Eagle Grove "	Elmore "	66.41
1882	Jewell Jct "	D. M. & N. Con. "	1.75
1881	Eagle Grove "	Willow Glen "	29.81
1882	Willow Glen "	Hawarden "	115.39
1881	Jewell Jct "	Stratford "	15.03
1882	Stratford "	Lake City "	42.27
1886	Lake City "	Wall Lake Jct.	15.38
1859	Cortland Ill.	Sycamore Ill.	4.64
1885	Belvidere "	Spring Valley "	75.78
1887	Iron River Mich.	Watersmeet Mich.	35.16
1888	Near Ishpeming "	Republic "	21.96
1888	Clowry "	Michiganville "	10.44
1888	Wabie "	Champion "	1.23
1888	Lake Geneva..... Wis.	Williams Bay..... Wis.	6.00
1889	Montrose Ill.	North Evanston..... Ill.	7.69
1891	Crystal Falls..... Mich.	Island Mine Mich.	15.00
1872	Lake Shore Jc. Wis.	Sheboygan Wis.	48.50
1873	Sheboygan "	Manitowoc "	25.20
1871	Manitowoc "	Brillion "	21.30
1872	Brillion "	1 mile east of Appleton.....	20.00
1874	1 mile east of Appleton.....	Appleton "	1.00
1876	Appleton "	New London "	19.90
1876	New London "	Clintonville "	10.20
1879	Clintonville "	Tigerton "	18.60
1880	Tigerton "	Eland Jct "	12.40
1880	Eland Jct "	Aniwa "	10.30
1881	Aniwa "	Summit Lake "	26.42
1882	Summit Lake "	Three Lakes "	28.80
1883	Three Lakes "	Mich. State Line "	31.00

When Built.	TERMINI		MILES.
	FROM	TO	
1883	Mich. State Line..... Wis.	Gogebic Mich.	26.10
1884	Gogebic Mich.	L. Montreal River ..	40.79
1885	L. Montreal River ..	Ashland Wis.	29.62
1874	Manitowoc Wis.	Two Rivers "	6.35
1879	Hortonville "	Lee "	11.40
1880	Lee "	Oshkosh "	11.70
1880	Eland Jct "	Wausau "	23.87
1892	Wausau "	Marshfield "	40.00
1882	Monico "	Rhineland "	15.70
1888	Rhineland "	Lake Flambeau "	26.80
1889	Lake Flambeau "	Hurley "	45.61
1882	Antigo "	Bryant "	5.00
1883	Bryant "	Malcom "	6.92
1888	Pratt Jct "	Westerly "	13.08
1889	Westerly "	Westerly "	9.31
1887	Hurley Wis.	Southwesterly "	16.91
1887	Watersmeet Mich.	Northerly "	10.36
1889	Northerly "	Northerly "	1.61
1891	Northerly "	Northerly "	12.76
1892	Northerly "	Northerly "	5.76
Branches to Mines.....		off Ashland Div.	24.22
Spurs to Mills off		Ashland Div.	49.55
1897	Northern Jct "	Wabeno Wis.	43.72
1884	Valley Jct Wis.	Necedah "	16.06
1864	Winona Minn.	Rochester Minn.	49.50
1867	Rochester "	Waseca "	53.50
1870	Waseca "	Janesville "	11.00
1871	Janesville "	St. Peter "	23.00
1872	St. Peter "	New Ulm "	30.00
1873	New Ulm "	Watertown S. D.	153.98
1870	Mankato Jct "	Mankato Minn.	3.75
1878	Sleepy Eye "	Redwood Falls "	24.40
1878	Rochester "	Zumbrota "	21.48
1878	Eyota "	Plainview "	15.01
1878	Eyota "	Chatfield "	11.46
1879	Tracy "	Dakota Line S. D.	46.40
1879	Dakota Line S. D.	Volga "	24.51
1880	Volga "	Pierre "	184.60
1881	Ordway Jct "	Ordway "	87.95
1882	Ordway "	Columbia "	5.47
1882	Watertown "	Redfield "	71.00
1883	Castlewood Jct.	Watertown "	43.83
1883	Iroquois "	Hawarden Iowa	125.49
1885	Centerville "	Yankton S. D.	28.46
1886	Columbia "	Oakes N. D.	38.53
1886	Redfield "	Faulton S. D.	32.54
1886	Doland "	Verdon "	24.38
1887	Faulton "	Gettysburg "	42.71
1887	Verdon "	Groton "	14.46
1882	Oconto Wis.	Stiles Jct Wis.	10.00
1883	Stiles Jct "	Oconto Falls "	5.00
1884	Oconto Falls "	Clintonville "	41.00
Spur Tracks.....			4.02

Grand Total, May 31, 1899, 5,076.50

CONSTRUCTION.

Chicago, St. Paul, Minneapolis & Omaha Ry.

This important railroad, the control of which by the Chicago & North-Western Company is referred to on another page, was built under various corporate names and these were finally consolidated under the title now in use. Owing to the changes in ownership, loss by fire of records, etc., it is not possible to give an exact history of the construction of the whole mileage, but the following is accurate as far as it goes and can be relied on.

Dates of construction of the Chicago, St. Paul, Minneapolis & Omaha Railway.

When Built.	TERMINI.		MILES.
	FROM	TO	
EASTERN DIVISION.			
1868	Warren Wis.	Black River Falls Wis.	20.48
1869	Black River Falls	Augusta	33.77
1870	Augusta	Menomonie Jct.	45.60
1871	Menomonie Jct.	Westminster St., St. Paul, Minn.	63.10
1871	Stillwater Jct.	Stillwater	3.30
1872	Elroy	Warren Wis.	32.28
1878	Hudson	River Falls	11.70
1880	Merrillan	Toward Neillsville	4.50
1880	Eau Claire	Shaw's Mill	2.74
1880	Menomonie Jct.	Menomonie City	3.01
1880	St. Croix Draw Bridge	Stillwater Switch	4.55
1881	4 1/2 Miles E. of Merrillan	Neillsville	9.50
1881	East of Menomonie Jct.	Cedar Falls	2.01
1885	River Falls	Ellsworth	13.12
1887	Ext. into Vill. of Neillsville	Ellsworth	1.37
1891	Neillsville	Marshfield	23.30
1888	Fairchild	Osseo (Pur.)	13.90
1889	Osseo	Elleva chased	12.80
1890	Elleva	Hendri in 1891	10.30
NORTHERN DIVISION.			
1871	North Wisconsin Jct	New Richmond Wis.	13.30
1874	New Richmond Wis.	Clayton	24.00
1878	Clayton	Cumberland	17.00
1879	Cumberland	North of Chandler	26.00
1880	North of Chandler	Cable	35.50
1881	Cable	Toward Bayfield	4.00
1881	Chippewa Falls	Bloomer	14.50
1881	Superior Jct.	Toward Superior	0.00
1882	4 Miles North of Cable	North of Mason	26.00
1882	Bloomer	South of Bear Creek	37.00
1882	North of Bear Creek	Chicago Jct.	13.13
1882	9 Miles N. of Superior Jct.	Itasca St. Switch	51.57
1883	North of Mason	Bayfield	28.24

When Built.	TERMINI.		MILES.
	FROM	TO	
1883	Eau Claire Wis.	Chippewa Falls Wis.	10.37
1883	South of Bear Creek	North of Bear Creek	4.65
1883	Ashland Jct.	Ashland	4.38
1884	Ashland Shore Line		1.31
1884	Spar to City Depot, Chippewa Falls	Wis.	.77
1884	Superior Street Line Jct. Wis.	West Superior	6.30
1884	Superior Street Line		.58
1884	Cassara Point Line		1.40
1886	Rice's Point	St. P. & D. R. R. Con. Wis.	2.60
1890	Chicago Jct.	Spooner	.89
ST. PAUL & SIOUX CITY DIVISION.			
1864 to 1869	St. Paul Minn.	Lake Crystal Minn.	98.52
1870	Lake Crystal	St. James	22.50
1871	St. James	West	58.00
1872	58 Miles W. of St. James	Le Mars Iowa	64.74
1877	Sioux Falls Jct.	Sioux Falls S. D.	58.40
1878	Heron Lake	Woodstock Minn.	44.20
1879	Luverne	Doon Iowa	28.00
1880	Sioux Falls S. D.	Salem S. D.	39.60
1880	Lake Crystal Minn.	Elmore Minn.	43.48
1884	Woodstock	Pipestone	10.90
1887	Salem S. D.	Mitchell S. D.	32.73
NEBRASKA DIVISION.			
1871 to 1876	Omaha Neb.	Tekamah Neb.	42.01
1877	Coburn Jct.	Covington	7.74
1877	Coburn Jct.	Ponca	16.23
1879	Tekamah	Oakland	15.76
1880	Oakland	Coburn Jct.	53.51
1880	Missouri River Transfer		2.25
1881	Emerson Jct.	Wayne Neb.	18.70
1882	Wayne	Norfolk	27.80
1883	Wakefield	Hartington	53.76
1886	Wayne	1 mile north of Randolph Junction with Sioux City Bridge Co.'s Tracks	21.68
1888	Covington		1.79
1890	1 mile north of Randolph	Bloomfield	21.08
1891	Bloomfield	End of Track	.38
1893	Ponca	Newcastle	10.62

Grand total, December 31, 1898 1,492.23

CONSTRUCTION.

Fremont, Elkhorn & Missouri Valley R. R.

The various parts of this road were built as follows:

When Built	TERMINI.		MILES.
	FROM	TO	
1871	Fremont Neb.	Wisner Neb.	53.07
1879	Wisner "	Battle Creek "	39.15
1879	Battle Creek "	Oakdale "	19.41
1880	Oakdale "	Neligh "	5.33
1880	Norfolk Jet "	Plainview "	31.76
1881	Plainview "	Creighton "	10.30
1881	Neligh "	O'Neill "	39.66
1881	O'Neill "	Long Pine "	57.98
1882	Long Pine "	Thatcher "	49.72
1883	Thatcher "	Valentine "	6.28
1883	Valentine "	Chadron "	136.75
1885	Chadron "	Buffalo Gap S. D.	55.79
1886	Buffalo Gap S. D.	Rapid City "	48.11
1886	Dakota Jet Neb.	Wyoming State Line Neb.	58.02
1886	Fremont "	Wahoo "	22.40
1886	Wahoo "	Lincoln "	39.71
1886	Scribner "	Lindsay "	60.79
1887	Lindsay "	Oakdale "	53.12
1887	Rapid City S. D.	Whitewood S. D.	36.43
1887	Arlington Neb.	Jct. with C. St. P. M. & O., inc. Y. Neb.	27.76
1887	Jct. near Irvington ... "	Jct. with Stock Yards Trunk, inc. Y near Irvington ... "	10.36
1888	Creighton "	Verdigris "	11.98
1888	Geneva "	Superior "	45.33
1888	Superior "	Kansas State Line "	1.28
1889	Platte River Jet "	S. & M. R. Trunk, Hastings "	120.26
1889	Linwood "	Geneva "	77.53
1890	Buffalo Gap S. D.	Hot Springs S. D.	14.12
1890	Whitewood "	Deadwood "	9.13
1890	Whitewood "	Stock Yards beyond Belle Fourche "	21.19
1891	Deadwood Freight Depot .. "	Lee Street, Deadwood .. "	.39
1891	Deadwood, Lee Street .. "	Pine Street, Deadwood .. "	.12
1891	Deadwood, Pine Street .. "		11.27
1891	Portland Jet "		2.40
1891	Branches to Mines off Ruby Basin .. S. D.		2.53
1891	Branches to Mines off Portland Branch .. "		1.62
1886	Wyoming State Line .. Wyo.	Douglas Wyo.	76.79
1887	Douglas "	Glen Rock "	28.97
1888	Glen Rock "	Casper "	24.70

Grand total, May 31, 1898, 1,300.53

CONSTRUCTION.**The Sioux City & Pacific R. R.**

The various parts of this road were built as follows:

1867	Missouri Valley .. Ia.	California Jet. Ia.	5.84
1867	California Jet. "	Sloan "	49.50
1868	Sloan "	Sioux City "	30.00
1869	California Jet. "	Fremont Neb.	33.08

Total, May 31, 1898, 107.42

CHICAGO & NORTH-WESTERN RAILWAY COMPANY.

A BRIEF FINANCIAL STATEMENT.

We copy from the Annual Report for the fiscal year ending May 31, 1898, the following interesting figures:

GROSS EARNINGS.

The gross earnings for the year were the largest in the history of the company, amounting in all to \$36,050,561.05, being an increase over the earnings of the previous year of \$5,073,317.57 or 16.38 per cent.

The results for the year in detail are as follows:

Average Mileage Operated, 5,070.78 Miles.

GROSS EARNINGS.

From Passengers.....	\$ 7,256,299 23
" Freight.....	27,035,105 39
" Express, Mail and Miscellaneous.....	1,759,156 43

Total Gross Earnings..... \$36,050,561 05

OPERATING EXPENSES AND TAXES.

Operating Expenses (62.81 per cent of Gross Earnings).....	\$23,643,879 31
Taxes (3.06 per cent of Gross Earnings).....	1,102,605 75

Total..... \$23,746,485 06

Net Earnings.....	\$12,304,075 99
Less Interest on Bonds, etc., etc., Net.....	7,005,211 65

Net Receipts..... \$ 5,298,211 34

Compared in detail with the previous year they were as follows:

NORTH-WESTERN RESULTS—Continued.

	1896-7.	1897-8.	Increase.
	Average Miles.	Average Miles.	
	5,030,755	5,070,755	
Passenger Earnings \$	6,963,578 31	\$ 7,258,299 23	\$ 294,720 92
Freight Earnings.	22,236,612 19	27,035,105 39	4,798,493 20
Express, Mail and			
Miscel. Earnings	1,777,052 98	1,759,156 43	Dec. 17,896 55
Total	\$30,977,243 48	\$36,050,561 05	\$5,073,317 57

CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA
RAILWAY COMPANY.

From the Eighteenth Annual Report for the year ending December 31, 1898, we take the following figures:

GROSS EARNINGS, ETC.

Gross Earnings	\$9,590,993 01
Operating Expenses and Taxes (63.51 per cent)	6,091,563 47
Net Earnings	\$3,499,429 54
Less for Interest and Rentals	1,505,374 07
Net Income	\$1,994,054 87

As compared with the previous year, the results from operation were as follows:

Increase in Passenger Earnings	\$361,300 23
Increase in Freight Earnings	546,995 19
Increase in Express, Mail and	
Miscellaneous Earnings	29,904 25
Total	\$938,199 67

FREMONT, ELKHORN & MISSOURI VALLEY
RAILROAD COMPANY.

The operations of the Fremont, Elkhorn & Missouri Valley Railroad Company for the fiscal year ending May 31, 1898, were as follows:

GROSS EARNINGS.

From Passengers	\$ 551,826 35
" Freight	2,985,047 34
" Express, Mail and	
Miscellaneous	344,497 46
Total Gross Earnings	\$3,881,341 15

CHARGES.

Operating Expenses	\$2,441,571 35
Taxes	201,820 28
Interest on Bonds and	
Rental	1,007,368 19
	13,540 32
Total Charges	\$3,604,300 14
Net Income for the year	\$ 217,041 01

The results for the year compared with operations for the preceding fiscal year were as follows:

Gross Earnings increased, as follows:

Passenger	\$ 87,221 90
Freight	729,632 14
Express, Mail and Mis-	
cellaneous	12,504 96

The Total Increase in Gross Earnings was equal to 27.17 per cent. \$829,359 00

PRESIDENTS OF THE
GALENA & CHICAGO UNION RAILROAD Co.

Theophilus W. Smith, - - Elected July 3, 1836
William B. Ogden, - - Elected Feb. 17, 1846
John B. Turner, - - - Elected June 5, 1851
Walter L. Newberry, - - Elected June 1, 1859
William H. Brown, - - - Elected June 4, 1862
John B. Turner, - - - Elected June 1, 1864

PRESIDENTS OF THE
CHICAGO & NORTH-WESTERN RAILWAY.

W. B. Ogden, - From June 7, 1859 to June 4, 1863
Henry Keep, - - From June 4, 1863 to Aug., 1869
Alexander Mitchell, From Sept. 1, 1869 to June 3, 1870
John F. Tracy, - From June 3, 1870 to June 19, 1873
Albert Keep, - - From June 19, 1873 to *June 2, 1887
Marvin Hughitt, From June 2, 1887—still in office

*On this date Mr. Keep was elected Chairman of the Board of Directors and still holds that position.

VICE - PRESIDENTS.

Perry H. Smith, - From June 7, 1869 to April 7, 1869
Henry R. Pierson, From April 7, 1869 to June 30, 1870
M. L. Sykes, - From June 30, 1870—still in office

SECOND VICE - PRESIDENTS.

M. L. Sykes, - From July 23, 1867 to June 30, 1870
Marvin Hughitt, From June 3, 1880 to June 2, 1887
M. M. Kirkman, From Nov. 1, 1889—still in office

THIRD VICE-PRESIDENTS.

W. H. Newman, From Nov. 1, 1889 to Sept. 12, 1896
H. G. Burt, - - From Oct. 1, 1896 to Dec. 31, 1897
H. R. McCullough, From Jan. 1, 1898—still in office



*Is a Standard of Excellence in
Railway Construction, Opera-
tion and Equipment.*

*Everything in connection with its Service is Mod-
ern and Progressive. Its Motto is*

"THE BEST OF EVERYTHING."



THE NORTH-WESTERN LINE

MILEAGE

	Miles.
Chicago & North-Western Railway	5,075.89
St. Paul, Minneapolis & Omaha Railway	1,462.23
Omaha, Elkhorn & Missouri Valley Railroad	1,300.53
Total, May 1, 1899	7,838.65

The North-Western Line

