

ST. PAUL.

which 25,000 were sold here. Of the 77,000 sheep received, 34,000 were forwarded to Chicago and 43,000 to St. Paul. Horses and mules received, 30,000 head.

The principal improvements in the yards were new sheds over the transfer platforms and new stock yard corrals covering an area of 17,500 feet and cost \$100,000.

The business of the yards above mentioned, is independent of the truck and live stock belonging to emigrants who passed through the transfer yards. Of the other improvements, but not belonging to the transfer, may be mentioned the following:

The Northwestern Elevator Company, 100 feet in height, will add 300,000 bushels capacity to the existing 600,000. The Northwestern Line company completed Oct. 15 a fine warehouse, entirely for shipments of carload lots of lime, at a cost of \$4,300.

Present indications point to increased business for the transfer company in 1886. That is sure the case in the future regarding the future commercial grandeur of the twin cities.

St. Paul and Northern Pacific. The operations of the St. Paul & Northern Pacific Railway company during the year 1885 were mainly confined to the extension of its main line from Minneapolis to St. Paul and the building of the car shops in the company's property between Lake Como and Hamline.

At present 2,694.5 miles of track are being operated by the Northern Pacific Railway company, of which 31.3 miles of main line and 18.5 miles of branch line were added this year.

Work on the Cascade division continues, and as soon as completed the company will have its own outlet to the Pacific.

The marked increase of commercial movement at the head of Lake Superior is one of the most interesting features connected with the traffic of the road.

St. Paul, Minneapolis & Manitoba. Though it has made no very extensive repairs this season, what it did was as much as necessary. It has built 70 miles of new line and has under consideration many extensions, which, when completed, will add a few hundred miles to its system.

pushing previous comprehensively laid out plans. The road is well managed, and particular attention is paid to keeping it in good condition. The only expenditure of any note is made for the improvement of docks and the erection of an elevator, the total amount expended being \$175,000.

The mileage of the road is as follows:

Table with 3 columns: Location, Miles, and Total. Rows include Wisconsin, Nebraska, Iowa, and Dakota.

Minneapolis & St. Louis. The present mileage of this road is 854 1/2 miles from Minneapolis to Angus, Ia., and Hopkins to Morton, Minn., connections are with the Burlington, Cedar Rapids & Northern at Albia, Ia., and Liverpool, Ia.

Work on the Milwaukee & Eastern branch began in August and was completed Oct. 3, 1885. Track laying was completed between St. Paul and Lyle July 4, 1885.

Wisconsin Central. The main feature of the year's history has been the purpose to secure entrance into Chicago and thereby make a through line. Not succeeding in negotiations with the Chicago, Milwaukee & St. Paul, the management is now building a line from Schlesingerville, directly south to Maywood, which will reach Chicago.

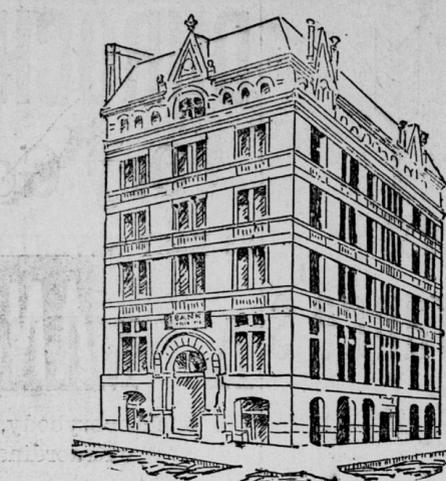
St. Paul & Duluth. This line is an important factor in the railway system of Minnesota, and as long as it remains independent it will be a powerful agent in regulating tariffs.

Milwaukee & St. Paul. The Milwaukee & St. Paul paid out for improvements \$2,130,743. Exclusive of track building, this company is contemplating a line to Kansas City and will probably commence active operations next season.

Chicago & Northwestern. The Northwestern has been acting aggressively in the Black Hills country, and it is now the only road doing business to that country.

Chicago, Burlington & Northern. The company was organized by the stockholders of the Chicago, Burlington & Quincy last August to build a line to St. Paul from Oregon and Fulton Ill. The Winona, Albia & Northern charter and franchise was bought and work was immediately commenced.

Green Bay, Winona & St. Paul. This line was put into the hands of a receiver in April last, and since that time has been practically operated by the Wisconsin Central.



Bank of Minnesota.

lines amounting to 9.5 miles. The line has been considerably improved under the new management. Before it was in bad condition. Rails were broken and short, and the ditches were filling up, seriously affecting the drainage of the road.

Burlington, Cedar Rapids & Northern. No improvements or construction of any nature has been done by this company in Minnesota during the past season of a permanent character. It operates 987.2 miles of track, of which 25.98 are in Minnesota.

Dakota & Great Southern. This line was projected by Eastern capitalists and was to run from Tower City to Sioux City, La. St. November ex-Gov. Marshall and Gen. Bishop purchased the franchise of the company for a consideration of \$40,000, and about Dec. 1 they sold out to the Milwaukee & St. Paul company at an advance of \$10,000 over what it cost them.

Central Iowa. The completion of the Central Iowa extension, from Manly Junction to Lyle, and the opening of the Mississippi river bridge at Keithville, gives this line a direct communication with St. Paul over the Milwaukee & Northwestern.

Chicago, Freeport & St. Paul. Articles of incorporation were filed by this company in March, 1884, to construct a line from Chicago to St. Paul. Three surveys have been made, one of one-half mile from Chicago, and a mile and a half from Chicago, work having commenced about four weeks ago.

James River Valley Line. The completion of the James River Valley line from Jamestown to La Motte, a distance of fifty miles, marks quite an event in the railroad history of Dakota.

Duluth & Iron Range. The Duluth & Iron Range road was chartered in 1874 and the first train passed over it in July, 1884. It is sixty-seven and one-half miles long and cost \$1,975,145 for construction.

Minneapolis Eastern. This little road of four miles of track, that forms freight connection with the various lines in Minneapolis, spent this year \$4,000 to \$5,000 in building 100 feet iron trestle over the Minneapolis mill pond.

Minneapolis Union Railway. Incorporated May, 1881. The union depot building in its outcrop opened for business April 27, 1885. It is 294x25 feet; baggage room 268x30; sheds 204x25; cost \$350,000.

Minnesota Club House. The work on the double tracks between a point two miles east of the main station to First street on the West side, before one and one-half miles east of the union station. It also owns the East side station. During the year the expenditures were:

St. Paul Union Depot. The present building is the one remodeled from the one burned in the summer of 1884, and at a cost of \$125,000. Cost of new baggage room, \$4,000. New track laid this year 400 feet from Sibley street to the Minnesota & Northwestern bridge, cost \$2,000.

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In the bill were to appoint a state inspector, waymasters and necessary clerks; to establish grades of all grain; to prevent discrimination on the part of railroads and to listen to any complaint.

While the commission was unable to estimate the cost of the work, it is estimated that the bill would cost the state about \$100,000.

Money Expended by Each Line. Milwaukee & Northwestern, \$2,550,000. Northern Pacific, 2,120,743. Chicago & Northwestern, 6,040,000. James River Valley, 1,640,000. Manitoba, 1,200,000. Omaha, 1,000,000. Chicago, Burlington & Northern, 1,000,000. St. Paul & Northern Pacific, 1,600,000. Wisconsin Central, 885,000. Minneapolis, Sault Ste. Marie & Atlantic, 440,000. Duluth & Iron Range, 1,975,145. Minneapolis Union, 116,800. Iron Range & St. Louis, 107,993. Iron Range, 100,000. St. Paul & Duluth, 1,275,394. Burlington, Cedar Rapids & Northern, 45,111. Minneapolis Eastern, 1,400,000. Minnesota Transfer, 415,000. St. Paul Union Depot, 2,000.

Grand total of 20 companies, \$20,579,646. Expend for local improvements, \$2,338,792. General improvements, 4,271,854. Total expended for construction, 14,374,000. Total, \$20,579,646.

Miles New Track Laid. Name of Road, Miles in course, Miles in operation. Milwaukee & St. Paul, 130. Northern Pacific, 13. Chicago & Northwestern, 37. James River Valley, 34. Manitoba, 70. Omaha, 70. St. Paul & Northern Pacific, 70. St. Paul & Duluth, 70. Duluth & Iron Range, 62.2. Minneapolis Union, 109.4. Minn. S. Ste. M. & Atlantic, 20.2. Jamestown & Northern, 50. Total increase, 788.8. 166.4.

Mileage and Earnings. Name of Road, Earnings, 11 months, 1885, 1884. Chicago, Mil. & St. Paul, \$22,075,959.4. Chi. & Northwestern, \$2,332,229.8. Minn. Transfer, \$288,000.4. Northern Pacific, 10,586,022.2. Manitoba, 6,804,570.1. C. B. & N. Northern, 2,826,005.9. Minnesota Transfer, 228,000.4. Central Iowa, 1,178,394.4. St. Paul & Duluth, 1,254,390.2. Total, 52,225,225.2.

Fetche's "Paul Morphy" a standard; nine years of steady growth. The above brand of cigars has become a standard.

Public Improvements. The Record Beaten in Several Lines - Paving and Sewers. Public improvements planned and carried out through the board of public works the past year have reached a cost that will be surprising to everyone.

Wholesale Grocers and Tea Importers. No business house in St. Paul has enjoyed a greater degree of prosperity during its many years of existence than that of the P. H. Kelly Mercantile company.

Health in the World. The death rate lower in St. Paul than any other city. The health department, under the supervision of Dr. T. J. Jones, has been doing very creditable work during the year.

Carriage Manufacturers. The oldest carriage manufacturers in the Northwest and the firm of the best reputation is that of Messrs. E. M. Hollowell & Co.

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amounting to \$11,194.00. Sewer connections and street gradings as sanitary measures have been forced at a cost of nearly \$100,000.

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are very complete, there being a department assigned to this purpose where special designs can be made to suit customers; a correct drawing of the vehicle being furnished for inspection before ordering. Some of the work done during the year by this firm last season for fast traveling, weighed, with leather tops, less than 175 pounds.

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