

Duluth & Winnipeg Road

February 18, 1898

Robert L. Chamberlaine to Benj. Whiteley, Secy.

Duluth & Winnipeg Ry. Co.

Criticizes Whiteley's figures in his letter of Feb. 14. "If Mr. Hill cannot or will not finance a road which earns \$150,000 net in one year, with only \$60,000 fixed charges, I have no doubt Judge Nelson will appoint someone to take charge of the property who can and will." "The Eastern of Minnesota on a capitalization of \$133,000 per mile earns about 18% on its stock and pays 12%." Attached is a clipping of Feb. 16, 1898 re building the Fosston extension "in connection with the Duluth, Superior & Western route into Duluth." Only a maximum grade of 21 feet to the mile. So hereafter "no doubt it will be Great

Northern policy to handle the bulk of wheat shipments by the new [redacted] line instead of sending them down to near St. Paul and Minneapolis and thence over the Eastern & [sic] Minnesota to Duluth. The route will be very direct and will result in considerable saving of cost. Also an undated clipping re St. Paul & Duluth Road's improvement program. "The principal competitor of the St. Paul & Duluth is the East Minnesota [sic]. Part of the Great Northern system. On this road is made the heaviest average trainload in U.S. in spite of its being a single track road.

General Correspondence by Date