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THIRTY-SEVENTH ANNUAL REPORT

OF THE

BOARD OF RAILROAD COMMISSIONERS

FOR THE

YEAR ENDING DECEMBER 7, 1914

STATE OF IOWA

PRINTED BY ORDER OF THE GENERAL ASSEMBLY

DES MOINES
 ROBERT JENNISON, STATE PRINTER
 J. M. JAMISON, STATE BINDER
 1915

REPORT OF THE RAILROAD COMMISSIONERS

STATE OF IOWA,
BOARD OF RAILROAD COMMISSIONERS,
DES MOINES.

To the Hon. Geo. W. Clarke, Governor of the State of Iowa:

We herewith submit to you the Thirty-seventh Annual Report of the Board of Railroad Commissioners, as required by law.

This report contains the decisions of the Commission, a brief statement of all cases closed, and the statistics of the transportation companies operating in this state, for the year ended June 30, 1914.

The work of the Commission has been enlarged by the enactment of Chapter 174, Laws of the Thirty-fifth General Assembly, which gives the Railroad Commission power to grant franchises for the establishment and transmission of electricity for light, power and heating purposes, except in cities and towns. This has necessitated the addition of another section to the report, as during the past year, 21 franchises were granted to various individuals and corporations. We recommend that an electrical engineer be provided for the Board in connection with this work.

The Commission adopted rules governing the construction, maintenance and operation of interlocking plants on December 10, 1913, and said rules became effective on February 2, 1914. The handling of this work has not been materially changed by the adoption of these rules, except that the carriers are now required to file each month, a separate statement covering the condition of each interlocking plant for the previous month. These rules are printed in full, on pages 233 to 241 of this report.

Several important interstate rate cases have been handled by the Board during the year, the largest, being the so-called Eastern Advanced Rate Case. The railroads in the Western Classification Territory are now proposing a general advance in their rates, and this Commission has joined with several other State Railroad Commissions to oppose these advances, before the Interstate Commerce Commission. The interstate rate cases are more particularly described in another section of the report.

During the past year 509 cases, involving intrastate matters, of formal or informal character, have been settled by correspondence, formal order, or otherwise, by this Commission.

We have laid the foundation for a Statistical Department. We urge upon your consideration the wisdom of enlarging this department of the Commission's work.

The Interstate Commerce Commission has commenced the national appraisal of American railroads, which will probably be the basis of our state and interstate passenger and freight rates for many years to come. The federal act, under which this work is being performed, requires the findings as to valuation, when completed, to be served upon the chief executive of each state. Thirty days are then given in which to file exceptions, after which there shall be a hearing, if there is any ground for objection on the part of any state. The railroads have made, and are making, exhaustive preparation for these hearings. As yet, this Commission has done nothing, and no party in the state to our knowledge has made any preparation to see that the public's side of the issues involved, is properly presented upon this occasion, so far as the Iowa railroads are concerned.

COMPARATIVE EARNINGS AND OPERATING EXPENSES IN IOWA, INCLUDING MILEAGE AND EARNINGS PER MILE.

Year	Mileage-revenue per track-mile trackage rights	Earnings	Expenses	Net earnings	Net earnings per mile of road
1878	4,157.15	\$20,714,406.07	\$12,565,950.23	\$ 8,148,545.84	\$1,060.12
1879	4,636.04	21,340,709.44	12,904,420.02	8,436,289.42	1,025.88
1880	4,977.01	24,837,545.35	13,982,663.77	10,854,881.58	2,181.00
1881	5,425.08	28,432,181.01	16,788,404.39	11,663,776.62	2,149.03
1882	5,937.43	32,923,969.05	19,512,993.93	13,410,975.12	1,816.44
1883	7,014.05	34,433,354.77	22,827,450.50	11,605,904.27	1,654.45
1884	7,349.25	35,735,271.85	23,250,916.03	12,484,355.82	1,654.45
1885	7,478.43	36,123,287.45	23,003,581.04	13,000,006.41	1,745.34
1886	7,564.67	36,000,106.04	22,001,055.10	13,161,501.44	1,730.87
1887	7,907.50	37,529,730.62	24,132,900.71	13,376,730.91	1,672.30
1888	8,346.31	37,256,586.68	26,257,163.02	10,998,423.76	1,377.73
1889	8,440.01	37,138,299.74	25,299,390.93	11,838,908.81	1,420.19
1890	8,412.72	41,318,133.09	27,286,382.83	14,031,840.26	1,666.75
1891	8,413.16	43,102,399.35	28,639,292.77	14,463,106.58	1,719.15
1892	8,407.24	42,741,088.52	29,650,056.54	14,091,031.98	1,675.52
1893	8,401.76	45,000,080.51	32,622,394.43	12,381,686.09	1,474.81
1894	8,480.88	46,659,679.92	33,059,521.03	12,679,148.89	1,493.50
1895	8,486.36	35,835,910.47	24,739,072.45	11,109,838.02	1,300.25
1896	8,466.67	41,841,256.55	28,755,652.50	13,165,604.05	1,543.83
1897	8,478.63	38,209,963.04	25,336,714.38	12,873,248.66	1,513.54
1898	8,484.10	45,944,606.00	29,813,003.67	16,130,602.33	1,901.84
1899	8,514.51	48,496,158.44	31,476,771.68	16,989,386.76	1,904.54
1900	9,171.49	52,974,371.77	35,449,484.92	16,655,146.79	1,815.04
1901	9,233.90	54,764,685.95	37,449,971.10	17,314,694.85	1,831.06
1902	9,485.23	59,170,626.34	39,876,486.47	19,294,045.87	2,084.12
1903	9,496.00	57,126,083.98	40,732,617.60	16,433,225.49	1,730.55
1904	9,803.52	57,692,065.10	42,004,069.85	14,998,064.25	1,529.86
1905	9,826.77	58,474,377.06	41,954,530.04	16,519,846.72	1,681.11
1906	9,827.28	65,856,083.49	46,710,000.54	19,145,962.95	1,948.24
1907	9,812.23	72,829,831.94	51,112,677.06	21,717,154.88	2,211.82
1908	9,823.34	67,748,279.53	49,491,027.91	18,257,251.62	1,867.61
1909	9,869.22	69,405,318.65	50,673,878.42	18,731,440.23	1,867.96
1910	9,715.05	74,830,255.24	52,981,254.84	19,808,150.89	1,916.23
1911	9,871.81	78,873,415.92	60,628,526.43	18,244,889.49	1,848.08
1912	9,901.86	76,255,881.43	59,791,778.06	16,504,102.77	1,666.79
1913	9,939.20	86,275,192.41	65,162,511.42	21,112,680.99	2,124.12
1914	10,019.02	88,537,612.50	66,338,471.91	22,199,141.59	2,215.92

The mileage of the steam roads shows an increase of 78.82 miles. This is accounted for by .14 mile decrease in the mileage of the Atlantic Northern Railroad and the Atlantic Southern Railway, occasioned by the division of the Atlantic Northern & Southern Railway; the Chicago, Anamosa & Northern Railway report 15.40 miles of new line constructed; the Chicago, Burlington & Quincy Railroad shows an increase of .03 mile; the Chicago, Milwaukee & St. Paul Railway a decrease of 3.15 miles; the Chicago, Rock Island & Pacific Railway report 64.53 miles of new line constructed; and also now includes the mileage of the St. Paul & Kansas City Short Line Railroad; the Colfax Northern Railway shows a decrease of .50 mile; the Creston, Winterset & Des Moines Railroad an increase of .97 mile; and the Muscatine North & South Railway an increase in mileage of 1.68.

COMPENSATION OF RAILROAD EMPLOYEES IN IOWA.

Year	Number	Yearly compensation	Average daily compensation
1876	12,518	•	•
1877	15,341	•	•
1880	18,985	•	•
1881	21,974	•	•
1882	17,473	\$ 3,229,810.31	\$1.72
1883	27,112	13,164,288.07	1.55
1884	26,731	13,970,061.65	1.66
1885	25,600	13,625,047.56	1.69
1886	25,761	13,677,780.53	1.69
1887	29,088	15,146,224.84	1.66
1888	29,794	16,226,542.31	1.66
1889	24,648	14,217,550.37	1.67
1890	24,351	16,215,188.00	2.12
1891	27,569	16,294,559.45	1.88
1892	30,152	17,870,915.80	1.89
1893	31,127	16,266,571.80	1.68
1894	29,208	16,378,749.81	1.78
1895	24,107	14,168,803.25	1.87
1896	28,165	16,002,795.79	1.82
1897	30,690	15,107,519.49	1.81
1898	30,000	17,280,213.01	1.83
1899	32,385	18,409,281.70	1.82
1900	37,690	21,331,319.55	1.80
1901	37,838	22,253,822.70	1.88
1902	40,636	23,115,066.42	1.82
1903	41,484	24,688,568.17	1.83
1904	38,598	25,328,102.20	2.10
1905	39,586	25,184,462.49	2.03
1906	43,554	26,949,587.52	2.06
1907	43,402	29,667,722.85	2.13
1908	39,823	29,043,822.24	2.23
1909	44,919	29,456,772.68	2.22
1910	57,715	24,971,726.19	2.26
1911	59,885	35,205,326.00	2.30
1912	49,478	31,922,522.22	2.41
1913	54,882	27,130,666.63	2.46
1914	49,877	27,980,957.27	2.48

AUTOMATIC COUPLERS AND TRAIN BRAKES.

Number of cars equipped and number of employes and accidents to employes from coupling cars and falling from trains.

Year	Number of all cars	Equipped with automatic couplers	Equipped with air brake	Number of employes	Number killed or coupling cars	Number injured or coupling cars	Number killed falling from trains	Number injured from trains
1876	29,037			13,518				
1879	31,584			15,341				
1880	34,431			18,985				
1881	67,510			21,974				
1882	85,205		1,531	17,473	16	182	31	57
1883	98,100		1,874	27,112	16	188	33	43
1884	100,327		1,917	26,731	8	100	30	57
1885	105,863		2,300	25,600	13	174	16	34
1886	106,178		2,164	25,761	10	126	25	38
1887	91,007		2,545	29,088	9	154	23	39
1888	115,975		1,864	30,794	19	145	32	52
1889	109,757	4,210	2,638	24,648	8	149	5	44
1890	127,464	9,194	10,422	24,351	14	203	17	53
1891	139,103	18,178	14,595	27,569	13	243	23	62
1892	149,721	24,315	29,047	30,152	14	166	38	63
1893	145,790	40,971	30,260	21,127	10	106	39	48
1894	127,171	46,508	37,784	29,208	7	91	17	32
1895	116,721	58,993	35,078	24,107	5	83	29	37
1896	183,629	70,718	87,050	28,165	6	97	10	35
1897	171,000	101,851	90,684	30,690	7	80	14	65
1898	176,005	143,638	106,323	30,000	4	70	18	50
1899	199,730	189,565	127,997	32,385	12	73	12	64
1900	200,814	188,600	134,091	37,690	8	59	20	59
1901	211,893	250,464	128,712	37,838	6	52	21	100
1902	227,289	296,275	183,712	40,636	4	49	6	68
1903	239,055	304,460	217,072	43,484	11	83	37	87
1904	284,748	280,559	227,248	38,598	10	75	20	147
1905	288,123	282,717	245,946	29,586	5	45	11	102
1906	297,095	304,344	267,912	43,554	5	37	21	173
1907	323,715	318,614	300,119	43,402	8	63	13	150
1908	329,588	322,673	319,430	39,823	7	73	20	96
1909	334,345	322,657	323,999	44,919	1	54	8	88
1910	345,623	340,739	336,186	57,715	8	59	13	113
1911	463,868	400,842	400,754	59,885	5	69	5	127
1912	413,002	410,818	408,418	49,478	3	78	10	89
1913	439,259	430,312	448,784	54,882	5	69	12	116
1914	473,805	439,990	432,001	49,877	7	71	15	119

ACCIDENTS TO PERSONS IN IOWA.

Year	Killed				Injured			
	Passengers	Employes	Others	Total	Passengers	Employes	Others	Total
1878	30	29	21	80	51	137	33	223
1879	42	40	40	122	12	101	59	174
1880	37	37	38	112	149	24	153	302
1881	67	64	64	195	145	21	166	361
1882	25	25	25	75	165	60	225	390
1883	22	22	22	66	151	25	176	327
1884	7	7	7	21	129	47	176	306
1885	9	9	9	27	156	89	245	491
1886	8	61	62	131	35	339	74	445
1887	5	59	65	129	38	354	58	440
1888	101	69	180	350	564	86	650	1,314
1889	4	33	33	70	25	442	46	513
1890	9	73	69	151	67	679	101	747
1891	5	82	81	170	80	601	62	743
1892	23	89	75	179	64	558	77	699
1893	17	81	79	177	78	682	64	824
1894	7	47	47	101	62	567	62	691
1895	4	47	47	98	339	74	413	511
1896	6	36	36	78	62	411	84	557
1897	27	45	45	117	81	391	85	457
1898	5	44	44	93	39	339	79	411
1899	14	62	62	138	101	548	128	677
1900	9	70	143	222	82	449	138	667
1901	7	65	151	223	104	630	142	882
1902	9	64	120	194	104	638	129	1,069
1903	7	100	143	250	169	1,001	147	1,317
1904	12	90	113	215	201	1,419	128	1,749
1905	7	74	109	190	146	1,376	130	1,712
1906	11	80	107	198	165	1,565	188	1,953
1907	13	64	134	211	178	1,584	173	1,935
1908	26	78	117	221	173	1,378	148	1,739
1909	5	77	116	198	125	1,378	181	2,279
1910	31	106	147	284	147	1,429	187	2,274
1911	5	81	128	214	221	1,529	248	2,196
1912	10	64	117	191	499	3,561	362	4,362
1913	9	90	126	225	417	3,307	333	3,750
1914	9	88	104	201	429	3,406	331	4,166

TERMINAL COMPANIES.

ALL IN IOWA.

Year	Mileage—all tracks	Gross earnings	Operating ex- penses	Net earnings	Net earnings per mile of road	Amount out- standing— stock	Amount out- standing— debt
1908	80.27	\$501,002.16	\$333,449.05	\$167,553.11	\$ 2,034.42	\$2,800,000.00	\$ 721,500.00
1909	88.98	457,946.63	292,909.63	165,037.00	2,708.19	2,800,150.00	671,000.00
1910	99.24	339,790.88	76,270.63	263,520.25	4,739.55	4,739,825.00	671,000.00
1911	86.60	328,842.91	107,947.00	220,895.91	4,712.00	1,040,800.00	671,000.00
1912	48.62	327,949.94	110,900.55	217,049.39	4,462.93	918,300.00	671,000.00
1913	49.67	348,005.14	106,837.89	241,167.25	4,855.32	918,300.00	671,000.00
1914	49.15	355,322.32	119,839.74	235,482.58	4,802.47	934,800.00	671,000.00

There is a decrease in the mileage of the terminal companies of .42 mile. The Des Moines Terminal Company shows an increase of 1.22 miles of new line constructed; the Des Moines Union Railway a decrease of 2.22 miles, in accordance with decision of the Supreme Court of Iowa, the Chicago, Milwaukee & St. Paul Railway Co. hold title to 2.22 miles of track which has previously been reported as owned by the Des Moines Union Railway Company; the Sioux City Terminal Company shows an increase of .58 mile, account new line constructed.

BRIDGE COMPANIES.

ENTER LINE.

Year	Mileage	Gross earnings	Expenses	Net earnings	Net earnings per mile of road	Amount out- standing— stock	Amount out- standing— debt
1908	26.20	\$973,737.38	\$123,458.61	\$850,278.77	\$ 32,416.03	\$6,875,800.00	\$ 1,274,466.49
1909	27.67	979,873.45	41,976.99	937,896.46	21,856.96	9,875,800.00	3,790,000.00
1910	27.70	638,415.39	19,065.92	619,349.47	22,359.19	9,875,800.00	3,790,000.00
1911	31.38	679,392.65	25,663.85	653,728.80	20,830.48	9,875,800.00	3,790,000.00
1912	35.38	497,446.45	18,447.32	478,999.13	14,782.66	9,875,800.00	1,000,000.00
1913	35.78	415,889.90	63,873.55	352,016.35	10,397.31	9,875,800.00	1,000,000.00
1914	36.28	567,785.64	20,581.67	547,203.97	14,867.18	9,875,800.00	

The mileage of the bridge companies shows an increase of .50 mile, occasioned by .50 mile of new line constructed by the Omaha Bridge & Terminal Company.

ELECTRIC COMPANIES.

COMPARATIVE STATISTICS OF ELECTRIC INTERURBAN COMPANIES.

Year	Mileage—single track	Gross earnings from operation	Operating ex- penses	Net earnings from operation	Net earnings per mile
1908	98.27	\$ 228,444.55	\$ 132,630.87	\$ 95,813.68	\$ 975.10
1909	102.41	343,559.44	217,329.41	126,230.03	1,229.91
1910	151.41	497,644.99	316,795.66	180,849.33	1,194.43
1911	181.30	629,579.31	384,459.54	245,119.77	1,352.54
1912	184.51	770,338.35	476,756.34	293,582.01	1,591.15
1913	184.18	942,780.60	601,746.11	341,034.49	1,850.95
1914	184.89	1,258,373.22	734,286.61	524,086.61	2,832.48
1910	372.92	1,450,150.37	931,863.73	518,286.64	1,441.92
1911	342.25	1,656,913.39	1,100,354.31	556,559.08	1,736.29
1912	342.74	1,823,191.65	1,272,549.69	550,641.96	1,567.19
1913	364.35	2,250,385.31	1,455,651.17	794,734.14	2,182.68
1914	427.73	2,692,107.34	1,722,672.12	969,435.22	2,244.48

Year	Stock			Debt		
	Mileage	Amount out- standing	Amount per mile	Mileage	Amount out- standing	Amount per mile
1908	192.37	\$ 6,709,500.00	\$ 35,359.60	188.47	\$ 3,912,000.00	\$20,756.61
1909	370.86	15,789,319.22	37,172.22	394.45	9,924,700.00	27,359.43
1910	355.39	14,773,081.11	37,368.22	388.59	11,208,000.00	28,959.46
1911	389.84	14,995,987.49	38,467.00	386.54	12,112,000.00	31,326.73
1912	491.20	16,225,964.66	40,443.40	397.90	13,272,544.00	33,356.48
1913	452.87	16,437,228.00	39,822.63	423.02	16,215,000.00	38,333.65
1914	636.17	19,722,724.00	31,018.29	585.42	22,946,300.00	49,382.47

There is an increase of 33.50 miles in the mileage of the electric companies. The Davenport & Muscatine Railway shows a decrease of 10 miles, as in the report for the year 1913, there was included the mileage of the street railway lines in Muscatine, which has been eliminated from this report; the Ft. Dodge, Des Moines & Southern Railroad show an increase of .22 mile; the Iowa Railway & Light Company reports an increase of 20.06 miles, being new line constructed; and the Waterloo, Cedar Falls & Northern Railway shows an increase of 25.81 miles of new line constructed. There is also a decrease of 2.59 miles; being the mileage of the Ames & College Railway, this company being controlled by the Ft. D., D. M. & S. R. R. Co., and the mileage is included in that of the later company under Line of Proprietary Companies.

ORGANIZATION OF THE BOARD.

The organization of the Board was continued during the present year, retaining Clifford Thorne as Chairman, and George L. McCaughan, as Secretary.

Respectfully submitted,

CLIFFORD THORNE, *Chairman*,
D. J. PALMER, *Commissioner*,
N. S. KETCHUM, *Commissioner*.

Attest: GEO. L. MCCAUGHAN, *Secretary*.
Des Moines, Iowa, December 7, 1914.

Decisions and Rulings of the Commission in General Cases

DECISIONS

No. 5999—1913.

THE CARLIEFF GYPSUM PLASTER COMPANY

VS.

ILLINOIS CENTRAL RAILROAD COMPANY; CHICAGO, GREAT WESTERN RAILROAD COMPANY; MINNEAPOLIS & ST. LOUIS RAILROAD COMPANY; FORT DODGE, DES MOINES & SOUTHERN RAILROAD COMPANY, HOMER LORING AND PARLEY SHELDON, RECEIVERS.

Decided January 29, 1914.

SWITCHING CHARGES—ESTABLISHMENT OF.

This is an order for the establishment of certain switching charges. See opinion and finding in original case, 1913 Ia. Ry. Com. Rep. 55.

ORDER.

This case being at issue upon complaint and answer on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on November 29, 1913, made and filed an opinion containing its findings of fact and conclusions thereon, which said opinion is hereby referred to and made a part hereof; and the said defendants having failed to publish tariffs in conformity with said opinion:

It is hereby ordered: That the defendants are hereby notified and required to cease and desist from charging, demanding, collecting or receiving the present rates for the transportation of the products of the complainant to the city of Fort Dodge, and industries located within the said city which are held to be unreasonable and excessive, in said opinion;

It is further ordered that there be, and there is now established as the reasonable charges applicable to such switching services for the transportation of gypsum products in carload quantities from the plant of the complainant to industries in Fort Dodge, over a single line of railroad, such charges as shall not exceed one cent per hundred pounds, with a minimum charge of five dollars; and if such transportation is over two railroads the rates and charges shall not exceed the aforesaid charge for the originating railroad and three dollars additional for the terminating railroad; and the defendant carriers: Illinois Central Railroad Company, Chicago, Great Western Railroad Company, the Minneapolis & St. Louis Railroad Company and the Fort Dodge, Des Moines & Southern Railroad Company, Homer Loring and Parley Sheldon, receivers, are hereby ordered to prepare and file tariffs for such switching services in accordance with this order, within ten days from the date of this order.

Dated at Des Moines, Iowa, this 29th day of January, 1914.

No. 6653-1914.

THE ATCHISON, TOPEKA & SANTA FE RAILWAY COMPANY

vs.

WILLIAM H. ATLEE, ET AL.

Decided February 18, 1914.

CONDEMNATION PROCEEDINGS—CERTIFICATE OF NECESSITY—JURISDICTION.

Under Sec. 1998, Supp. to the Code, 1912, and Sec. 1999 of the Code of 1897, where, in an application to the Railroad Commission for certificate of necessity for additional right of way, it is shown the land owner had not refused to grant the additional right of way, or that the parties were unable to agree upon the compensation to be paid for the land, the Railroad Commission lacks jurisdiction to issue certificate of necessity authorizing condemnation.

JURISDICTION TO ISSUE CERTIFICATE OF NECESSITY.

Until there has been a bona fide attempt to reach an agreement for the additional lands, jurisdiction in the Railroad Commission to certify the necessity therefor, upon which to base condemnation proceedings, does not arise. (Citing *C. B. & S. L. Ry. Co. v. Bentley et al.*, 62 Iowa, 446; *Crandall v. D. M. N. & W. Ry. Co.*, 103 Iowa, 684.)

For The Atchison, Topeka & Santa Fe Railway Company—

J. M. C. Hamilton.

For William H. Atlee, et al—

George B. Stuart, J. R. Frailey, Walter R. Hall.

OPINION.

This case involves the condemnation of certain land in the vicinity of Ft. Madison, Iowa, by The Atchison, Topeka & Santa Fe Railway Company. The said company petitions for a certificate of necessity, at the hands of this Commission, as provided by Code Sec. 1998.

The Commission made a personal inspection of the premises and took evidence on the 23d day of January, 1914. Written briefs and arguments were submitted by counsel for the parties.

In certain instances we find that said railway company has failed to make a bona fide tender, or attempt to settle before this action was brought. It is a well recognized principle in our law that condemnation proceedings cannot be instituted until after such attempt to settle with the land owners has been made, Code Sec. 1999. (*Council Bluffs, etc., v. Bentley, et al.*, 62 Iowa, 446; *Crandall vs. D. M. N. & W.*, 103 Iowa, 685, 687.)

The statute cited does not refer to actions before this Commission; however, no bona fide necessity for condemnation can exist in our judgment until such efforts have been made and failed.

Therefore, the Commission declines to issue the certificate of necessity upon the record as made in this proceeding. This does not involve the merits of the case, nor does it preclude application for certificate of necessity and granting of the same after proper jurisdictional facts and legitimate grounds for such certificate have been established.

Des Moines, Iowa, February 18, 1914.

No. 6654-1914.

IN RE APPLICATION FOR REHEARING IN THE APPLICATION OF THE IOWA COMMERCIAL COAL ASSOCIATION FOR AN ORDER ESTABLISHING A SCALE OR TARIFF OF MAXIMUM RATES APPLICABLE TO THE TRANSPORTATION OF SOFT COAL WITHIN THE STATE OF IOWA WHICH SHALL BE REASONABLE AND JUST.

Decided March 21, 1914.

COAL RATES—APPLICATION FOR REHEARING GRANTED.

For original opinion, see 1911 Ia. Ry. Com. Rep., 41.

ORDER.

On March 18, 1914, there was filed with this Commission an application for rehearing as to its order rendered in the case entitled: Application of the Iowa Commercial Coal Association for an Order Establishing a Scale or Tariff of Maximum Rates Applicable to the Transportation of Soft Coal Within the State of Iowa which Shall be Reasonable and Just.

The original decision of the Commission in this case was rendered December 8, 1910, effective December 31, 1910.

The Commission having examined the aforesaid application, and finding that practically all of the complainants, as well as all the defendants, petition for a rehearing in regard to the same, hereby orders and directs that the application be granted and that the said schedule of maximum rates, as fixed in the opinion and order filed herein on the eighth day of December, 1910, be, and the same is hereby withheld pending said rehearing, and not to be in force and effect until further order of this Commission.

Des Moines, Iowa, March 24, 1914.

No. 6655-1914.

THE WESTERN WHOLESALE OIL JOBBERS' ASSOCIATION.

vs.

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY, ET AL.

Decided June 3, 1914.

RECEIPT AND SHIPMENT OF OIL—ORDER OF COMMISSION.

OIL when tendered in proper iron or steel barrels or drums, must be received and shipped on all days, except Sundays and holidays.

ORDER.

Now, on this date, to-wit, June 3, 1914, this cause having been reached in regular order, after due notice to all parties concerned, appearances having been entered of all parties present, and the Commission upon hearing of testimony and being fully advised in the premises, finds that the complainant is entitled to the relief asked.

It is, therefore, ordered by the Commission that the carriers in this state, on all intrastate shipments of oil and gasoline, be and they are hereby ordered and required to receive for shipment and to ship from all distributing points and transfer points in this state on regularly scheduled freight or mixed trains, all of such oil and gasoline tendered for shipment on each day of the week, except Sundays and legal holidays, when tendered in proper iron or steel barrels or drums. This order is not intended nor to be construed as affecting present rules as to transportation of oil and gasoline except as above stated.

This order to be effective in thirty days from this date.

Des Moines, Iowa, June 3, 1914.

No. 6556—1914.

CONSUMERS ICE COMPANY OF SIOUX CITY, IOWA, AND SIOUX CITY BRICK & TILE COMPANY OF SIOUX CITY, IOWA,

vs.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY.

Decided June 3, 1914.

SWITCHING SERVICE—MAXIMUM RATES FOR.

Complainants ship ice and brick locally within the city limits of Sioux City and within the yard limits of defendant railroad company. The transportation is by switch engines and switch cars. Maximum rate of $\frac{3}{4}$ c per hundred pounds, actual weight, subject to a minimum of \$4.00 per car, for haul of three miles or less and \$5.00 per car haul of over three miles, prescribed. Following *Iowa State Mfrs' Assn. v. C. & N. W. Ry. Co., et al.*, 1913 Ia. Ry. Com. Rep. 2; *Cordiff Gypsum Plaster Co. v. Ill. Cent. Rd. Co., et al.*, 1913 Ia. Ry. Com. Rep. 55; *Cedar Rapids Com'l Club v. C. M. & St. P. Ry. Co., et al.*, 1913 Ia. Ry. Com. Rep. 14.

For Complainants—

W. L. Harding, Attorney.

J. A. Mallory,

A. P. Solberg,

D. N. Lewis, Assistant Commerce Counsel.

For Defendant—

O. W. Dynes, Commerce Counsel, C. M. & St. P. Ry. Co.

E. C. Taylor, Sioux City.

OPINION.

Petitioners are asking for the establishment of industrial switching rates for the transportation of ice and brick in carload quantities between their plants located within the city limits of Sioux City, Iowa, and other industries within the said city limits of Sioux City, located upon or adjacent to the tracks of the defendant carrier. The evidence presented to the Commission shows that the complainant, the Consumers

Ice Company, ships locally within the city limits of Sioux City, and within the yard limits of the Chicago, Milwaukee & St. Paul Railway Company to industries located in said territory over one thousand (1,000) cars of ice yearly. This transportation is conducted with switch engines and switch cars. The complainant, Sioux City Brick & Tile Company, handled last year, approximately two hundred fifty (250) cars of brick locally within the said limits of Sioux City. These companies have some cars of their own. The loading of the ice averages around sixty-four thousand (64,000) pounds per car. The loading of the brick company's products averages from sixty thousand (60,000) to sixty-four thousand (64,000) pounds per car, consisting of pressed brick, vitrified or common brick, and building tile or hollow block. The handling of the brick has also the general features of switching service. The facts as set out in the record are very analogous to those established in former cases before this board, entitled the Des Moines Switching Case, more specifically, *Iowa State Manufacturers' Association, Des Moines Branch, vs. Chicago & North-Western Railway Company, et al.*, decided June 14, 1913, also, *Cedar Rapids Commercial Club vs. Chicago, Milwaukee & St. Paul Railway Company, et al.*, decided January 14, 1913. Some features in this case are very analogous to those presented in the case of the *Cordiff Gypsum Plaster Company vs. Illinois Central Railroad Company, et al.*, decided November 20, 1913. In these former decisions, extended discussions were given to the meaning of terms and basic questions involved in the fixing of reasonable charges for switching services, also legal propositions involved in connection with the jurisdiction of the board. We will not repeat this discussion. In view of all the facts established of record, we find that the reasonable maximum charge for the transportation of ice, and pressed brick, vitrified or common brick, building tile or hollow blocks, between the plants of the complainants herein and other industries located within the industrial vicinity of Sioux City, said shipments being made in carload quantities, to be three-fourths ($\frac{3}{4}$ c) of a cent per hundred pounds, actual weight, subject to the minimum charge of four (\$4) dollars per car if the said haul is three (3) miles or less in extent, and five (\$5) dollars per car if the said haul is over three (3) miles in length.

The maximum charges above stated shall not apply where the carriers absorb the charges at the present time. The defendant herein will be expected to revise its tariffs to correspond to the foregoing findings, on June 15, 1914, and, upon failing to make such revision, this Commission will proceed to make formal orders in regard to the same.

Des Moines, Iowa, June 4, 1914.

No. 6654—1914.

IN THE MATTER OF THE APPLICATION OF THE IOWA COMMERCIAL COAL ASSOCIATION FOR AN ORDER ESTABLISHING A SCHEDULE OR TARIFF OF MAXIMUM RATES APPLICABLE TO THE TRANSPORTATION OF SOFT COAL.

Decided June 5, 1914.

COAL RATES—REHEARING ON.

Former order in same case (1911 Ia. Ry. Com. Rep. 41) set aside and cancelled, and rates in force prior to December 8, 1910, declared in full force and effect.

ORDER.

This day this matter came on for further hearing upon the application heretofore filed, March 18, 1914, on behalf of the Railroad Companies operating in the State of Iowa, interested in the local carrying of coal in this state, which application was joined in by a large number of coal producers of this state, including substantially all the members of the original petitioner in this controversy to-wit, the voluntary association known as the Iowa Commercial Coal Association.

And the Commission, upon further consideration of said application, finds that the petition asking for a rehearing asked further that the order of December 8, 1910, effective December 31, 1910, heretofore entered in this controversy, be set aside and cancelled.

The Commission further finds that, since the order of March 24, 1914, granting a rehearing in this matter, there have been no objections or protests of any kind or character filed in this controversy.

The Commission further finds that all of the original complainants in this controversy are now petitioning for the cancellation of the order of December 8, 1910, heretofore made in this case, and the Commission further finds that at this time there is no one before the Commission in this controversy asking for any change in the coal rates in Iowa that existed prior to the original filing of this petition, and prior to the order entered December 8, 1910, and further finds that the schedule as fixed by order of December 8, 1910, is not now and never has been in effect.

It is, therefore, ordered by the Commission that the order of this Commission heretofore entered in this proceeding, on the 5th day of December, 1910, effective December 31, 1910, and the schedule of rates issued under said order, being the commodity rates appearing at pages 148 and 169, Item 59, Printed Classification of Freights No. 15, effective May 1, 1913, being the commodity rates on coal in this state, be and the same are hereby cancelled and set aside, as of the date of December 31, 1910, so that said order of December 8, 1910, shall be cancelled and of no effect, and the rates in force prior to December 8, 1910, are hereby declared to be in full force and effect.

It is further expressly stated that this order is without prejudice to any future application that may be made by any interested party in the matter of coal rates effective in the State of Iowa.

Des Moines, Iowa, June 5, 1914.

No. 6657—1914.

JOHN O'DONNELL, ET AL, MONTI, IOWA.

VS.

CHICAGO, ANAMOSA & NORTHERN RAILWAY COMPANY, AND G. E. FARMER, RECEIVER.

Decided June 23, 1914.

STATION FACILITIES—FLAG STATION.

Upon agreement of the parties, and a consideration of all the facts, *Held*, complainants are entitled to a flag station at Monti, including a sufficient sidetrack with platform, at the cost of the complainants, to receive and discharge passengers; and with permission to complainants, at their own expense, to build a live stock chute, all billing to be done at Klene.

For the complainants—

Hon. J. H. Henderson, Commerce Counsel.
J. J. Ney, Attorney, Iowa City, Iowa.

For the defendant—

L. E. Myers, President, Chicago, Ill.
W. J. Gorman, Vice-Pres., Chicago, Ill.
C. E. Collins, Gen'l Supt., Chicago, Ill.
G. E. Farmer, Receiver, Chicago, Ill.
R. C. Braley, Engineer, Chicago, Ill.
T. J. Fitzpatrick, Attorney, Dubuque, Iowa.

OPINION.

This cause having been fully heard, the complainants appearing by Hon. John J. Ney, of Iowa City, as attorney, and by Hon. J. H. Henderson, Commerce Counsel, and the defendants appearing by Mr. T. J. Fitzpatrick, its attorney, the Board, upon agreement of parties, and upon full consideration of all of the facts disclosed in the hearings of this cause, and being fully advised, finds that the complainants are entitled to an order in reference to station facilities at the town of Monti, and upon the conditions as fully stated in this order as hereinafter provided.

It is, therefore, ordered that the defendants, The Chicago, Anamosa & Northern Railway Company, and G. E. Farmer, Receiver, shall, upon compliance with the conditions herein named, build a sufficient side track with platform to receive and discharge passengers, same being situated west of and near to the highway north and south on the east side of section two, township eighty-seven, range seven, west of the 5th P. M., and being on the land known as the McDowell land, and east of Buffalo Creek, the cost and the expense thereof to be paid by the complainants, the citizens of Monti, and provision therefor to be provided or guaranteed.

Also the citizens of Monti have the permission, at their own expense, to build a live stock chute at that point, for the purpose of loading or unloading live stock on the cars, all billing to be done from Klene. The

railway company agrees to receive and ship carload freight at said point. No station agent is to be provided for or required of the company in this order. The station is to be known and used as the Montl Flag Station, and all local trains passing through the said point to stop at said flag station on flag, or on request of passenger on said train, for the purpose of receiving or discharging one or more passengers.

Des Moines, Iowa, June 24, 1914.

No. 6658—1914.

IN THE MATTER OF THE HEARING OF THE NECESSITY AND THE APPROVAL OF PLANS AND SPECIFICATIONS OF THE SEVENTH STREET VIADUCT, CITY OF DES MOINES, IOWA.

Decided June 26, 1914.

VIADUCTS—FINDING OF NECESSITY FOR—APPROVAL OF PLANS.

In an application of the city of Des Moines for a finding of necessity of, and the approval of plans for, a viaduct over certain railway tracks in the city of Des Moines, as provided in section 770 of the code of 1897, *Held that*,

(1) The evidence of the danger and peril incident to crossing the tracks in question at grade, and considering the character of the proposed crossing and the expense to be assessed against the railroads, does not warrant a finding of necessity.

(2) The plans submitted by the city for the proposed viaduct include a portion of a bridge across a river, together with structures connecting said bridge with the structure over the railroad tracks, as well as a viaduct over the railway tracks in question and are not such plans as the Commission is authorized or ought to approve. (Section 770 of the code of 1897.)
Commissioner Thorne, dissenting.

H. W. Byers, Corporation Counsel, for the City of Des Moines.

Geis Botsford, B. S. Walker and Frank Miner for the Des Moines Commercial Club.

Judge Geo. H. Carr, L. C. Fritch, Chief Engineer, and W. R. Roof,

Bridge Engineer, for the Chicago, Great Western Railroad Company.

J. L. Parrish and C. F. Hewitt, for the Des Moines City Railway Company, and the Inter-Urban Railway Company.

J. L. Parrish and F. C. Hubbell, for the Des Moines Terminal Company.

OPINION.

Seventh street as now laid out and used, extends from the north bank of the Racoon river northerly through the business district of the city of Des Moines. Within a recent period the city of Des Moines has extended Seventh street across the Racoon river, and southerly to connect with Clifton avenue, which is a street extending at this point in a generally easterly and westerly direction some three or four hundred feet south of the river. The city council has passed an ordinance looking to the construction of a bridge across the Racoon river on Seventh street, and in connection therewith viaducts over the tracks of the Des Moines Terminal Company, which has a single track lying on the north bank

of the Racoon river, and the tracks of the Chicago, Great Western Railroad Company, and of the Inter-Urban Railway Company, which lie immediately north of Clifton avenue.

The Commission is asked by the city to make a finding of necessity for a viaduct over the tracks of these railway companies and to approve the plans for the same presented by the city, as provided in Section 770 of the Code of 1897.

By the resolution of the City Council, which forms the basis of the requested action of the Commission, it is proposed to assess to the Chicago Great Western Railroad Company and to the Inter-Urban Railway Company, each, 13.5 per cent, of the total structures, including the bridge across the river, and to the Des Moines Terminal Company, 15.5 per cent of such total cost. Using these percentages as a basis, the estimated cost contained in the resolution to each of the railway companies is as follows:

To the Chicago Great Western Railroad Company.....	\$25,000.00
To the Inter-Urban Railway Company.....	25,000.00
To the Des Moines Terminal Company.....	28,750.00

The evidence taken at the hearing shows that the Des Moines Terminal Company is engaged exclusively in the business of furnishing terminal service; that it has a single track crossing Seventh street on the north bank of the river; that the only movement over this track is two trains a day each way, with a switch engine hauling on an average of two cars at each movement, at a speed of six or eight miles an hour, and all the movements in the day time. If a bridge is constructed across the Racoon river at Seventh street, a traveler upon Seventh street approaching this crossing from either direction, will have a good, unobstructed view of a train approaching from either direction.

The track of the Chicago Great Western Railroad Company in question is located something more than one hundred feet south of the south bank of the river. It is an exclusively freight track, over which are operated approximately four trains a day, each way, at a slow rate of speed. South of the Chicago Great Western tracks, and between them and Clifton avenue, lie the street car tracks of the Des Moines City Railway Company, over which move the cars operated by the Inter-Urban Railway Company. The evidence does not disclose definitely the amount of traffic handled by the Inter-Urban Railway Company over these tracks, but the evidence is that the traffic is very limited.

The plans presented by the city, and which we are requested to approve, contemplate that the Chicago Great Western Railroad Company and the Inter-Urban Railway Company shall pay not only the estimated cost of the viaduct over their tracks, and the approach thereto, but also the elevated structure extending from the tracks of the Great Western Company to the bridge over the Racoon river, including the cost of the south abutment of this bridge, and about forty-one feet of the bridge itself; and also contemplate that the Des Moines Terminal Company shall pay not only the estimated cost of the approach to the viaduct over the track of that company from the north, but also the elevated structure between that track and the bridge over the Racoon river, including

one-half of the cost of the north abutment of the bridge. The evidence further shows that the cost of the abutment to the bridge is great, by reason of the character of the bridge, and not because of the viaduct over the tracks of the railway companies.

The evidence also shows that to the west of the proposed structure there is a bridge across the river at Ninth street, and to the east a bridge across the river at Fifth street, and that these two streets at present furnish the main avenue of travel from the business district of West Des Moines to points south of the river.

There is at present on Seventh street a viaduct extending from about Elm street north to about Mulberry street, which viaduct crosses the tracks of the principal railroads operating through Des Moines, and which viaduct is very little used, due both to the fact that the public are disinclined to go out of their way and use a viaduct for the purpose of avoiding danger at grade crossings, and because of the steepness of the approaches to this viaduct.

The street car line extending from the business district of Des Moines to the south side of the river crosses the tracks of the principal railroads at grade, on First street, and crosses the river over a bridge on the same street. These crossings are dangerous and should be eliminated, but the construction of the viaduct in question is not necessary to the elimination of these dangerous crossings. The Commission is impressed with the necessity and feasibility of a bridge across the Raccoon river at Seventh street, and believes that it is important that the street car company should be required to operate its tracks across the present Seventh street viaduct and thereby eliminate the dangerous crossings on First street, and that it is highly desirable to construct a bridge across the Raccoon river at Seventh street and require the street car company to operate its tracks over said bridge in connection with the viaduct before mentioned, and if this were the proposition being presented to the Commission, it would have no hesitancy in approving it. The Commission, however, has no power or jurisdiction to require or advise the city with respect to the construction of such a bridge; its powers and duties being limited to the finding of a necessity or non-necessity for a viaduct over the tracks of these railway companies, and the approval or disapproval of the city's plans therefor.

The Commission has given this case careful consideration, and has listened attentively to all the testimony desired to be introduced by any persons, and has several times visited the scene of the proposed improvement. It is of the opinion that it is entirely feasible and practicable to construct a bridge across the Raccoon river on Seventh street and across these railroad tracks at grade. This can be accomplished by lowering the grade on Clifton avenue in the vicinity of its connection with Seventh street, at a comparatively small expense, and using this dirt to raise the grade between the south end of the bridge and the railway tracks.

The evidence submitted in this case fails to show that there would be any peculiar dangers or perils incident to crossing these tracks at grade. The Commission knows of its own personal knowledge of many crossings, both in the cities and in the country in this state, where by

reason of the amount of traffic, the speed of trains and the topography of the country, the danger is much greater than it would be at the crossings in question; indeed, the case presents only the dangers incident to an ordinary railway crossing where the traffic is light and the rate of speed slow.

So far as the Inter-Urban Railway Company is concerned, the evidence shows that it owns no tracks across Seventh street, but simply operates over the tracks of the Des Moines City Railway Company, which tracks should, and by the plans of the city, are, proposed to go over this structure instead of crossing under it.

The Commission concludes that in view of the character of the proposed crossings and of the expense which it is proposed to assess against these railroads for this viaduct, that the evidence fails to show a necessity for a viaduct over these tracks.

Even if we believed the evidence to justify a finding of necessity for this viaduct, we are of the opinion that we could not approve the plans submitted by the city. As we have heretofore shown, these plans not only contemplate that the railroads shall build a viaduct over their tracks, and the approaches thereto, but also a portion of the bridge across the river, together with the structures connecting the bridge with the structure over the tracks of the railroads. Section 770 of the Code provides that railroads may, under certain circumstances, be required to build viaducts over their tracks, and the necessary approaches thereto (not exceeding a total length of eight hundred feet), and it is plans for such a structure that we are authorized to approve. The plans presented by the city are not such plans as we are authorized or ought to approve.

Des Moines, Iowa, June 26, 1914.

Commissioner Thorne (dissenting):

A proceeding similar to this one, between the same parties, and involving the same viaduct, was formerly heard before this Commission. The said proceeding resulted in an opinion under date of September 11, 1912. (This decision is not in published form, and will be referred to by date.)

On November 26, 1913, a petition was filed with the Commission, by the City of Des Moines, asking for a reopening of the aforesaid case, at which time amended plans and specifications were submitted by the said City of Des Moines, which had been prepared at great expense of both time and money, in an attempted compliance with the recommendations plainly stated in our former opinion.

The majority opinion at this time is practically a reversal of the main propositions laid down in our former decision, involving the same parties, the same viaduct, the same issues, and rendered by the same three commissioners nine months ago.

In our former opinion a full description of the material facts were set out, accompanied by a somewhat extended discussion of the questions of law involved. These need not be repeated, save the conclusions arrived at, and such essential facts as have been materially altered in the present application.

There are two distinct portions of the proposed structure that must be kept in mind: One is that portion over the tracks of the Chicago Great Western Railroad Company, and the Inter-Urban Railway Company, on the south side of the Raccoon river; the other being that portion over the track of the Des Moines Terminal Company, which lies along the north bank of the Raccoon river. It is proposed that the foregoing shall be connected by a bridge to be built over the said river.

In our former opinion, we specifically held as to that part of the proposed structure over the Great Western and Inter-Urban tracks, as follows:

"The lay of the ground and the location of the tracks on the south side of the river are such that it would be extremely difficult to construct a grade crossing over the said tracks, and, at the same time, to permit of a reasonable approach to the Seventh street bridge. And, even if this were possible and practicable, it would require crossing at grade the tracks of the main line of the Chicago Great Western Railroad Company, which handles the freight traffic of that road, as well as the tracks of the Inter-Urban Railway Company, if they remain where located at present. The probable volume of traffic over the proposed bridge, the physical lay of the land, the steep grade of the bank on the south side of the river, the undesirability, from a public standpoint, and the impracticability of a grade crossing at said point, the volume of traffic on the railroad tracks in question, these facts and many others presented to the Commission, as well as the information obtained from a personal inspection of the premises by the Commission, might lead us to find in favor of the City, as to the necessity of a viaduct over the tracks of the Great Western and Inter-Urban Companies. The probable cost has been estimated at \$25,000 for the Great Western, and \$25,000 for the Inter-Urban Company. We have no jurisdiction of the determination of how much, if any, of this expense shall be borne by either of these companies. But the total expense of this part of the proposed improvement is not so large, in view of the entire situation, as to be unreasonable. However, we do not at this time approve the plans and specifications which have been submitted, for reasons hereinafter set forth." (Italics are mine.)

The only reason "hereinafter set forth," was the large expense attached to the viaduct on the other side (north) of the river, over the tracks of the Des Moines Terminal Company. It was our conclusion, as stated in the decision, that we could not reject a part of the plans and approve another part.

In the former proceeding, the city proposed a viaduct on the north side of the Raccoon river, over the tracks of the Des Moines Terminal Company, that would have cost said company, alone, approximately \$89,000. At that time, the said track accommodated only two trains daily in each direction and they were engaged in switching service. We held in the said opinion, in view of all the evidence adduced before the board, that the viaduct proposed by the city was "at an expense entirely out of proportion with the hazard sought to be removed; and that there is no necessity for the said viaduct, as proposed."

Relying upon our former decision, the City of Des Moines, in good faith, has undertaken to meet the conditions stated. Under the plans now pro-

posed, the cost to the three defendant carriers has been reduced approximately ninety thousand dollars, (\$90,000); the cost to the railroads originally contemplated being \$139,000, and the cost now proposed being in the neighborhood of \$49,000. This reduction in cost to the railroads has been effected, first, by certain changes in construction that do not sacrifice in any manner the safety or substantial character of the structure; second, by a bid much less than had been anticipated; and third, by the city not requiring the railroads to build any part of the bridge or abutments.

Entirely aside from the conclusion formerly announced by the Board, it would seem that the present action of the Commission is unwarranted on the merits of the case.

Large discretionary powers being lodged in the Commission, it may be that the city is now helpless to proceed. Our present methods for the elimination of grade crossings in Iowa may be inadequate. The machinery may be too cumbersome to secure practical results. Impatience with existing conditions should not cause us to go too far in the opposite direction. The question is, in effect, a matter of public policy. The Commission is not concerned with the law as it ought to be, but with the law as it is.

In this case the expense which it is proposed that the carrier shall pay, has been made the controlling issue. The Board was unanimous in the former proceeding that the expense of a proposed overhead crossing or public improvement of that character, in its relation to the benefit resulting therefrom, is a proper factor to be considered in the determination of public necessity for such an improvement, and it is still unanimous upon that proposition. On the question when the expense becomes disproportionately large, there is room for great difference of opinion; it is largely a matter of judgment dependent upon the circumstances in each case. But there should be some well defined principles to guide in the consideration of said facts. The Commission does not have the duty of determining the cost to be borne by each railroad. That is a function of the city prescribed by statute.

The courts have been very loath to interfere with the conclusions of a city on the matter of cost, unless there is a clear abuse of their powers. In the case of Missouri Pacific Railway Co. vs. City of Omaha, 197 Fed. 516 (1912), the railroad objected because the City of Omaha compelled them to build the approach to a viaduct 200 feet longer than otherwise was necessary, simply because "according to a projected scheme of municipal improvement, a boulevard was planned to run at right angles to the viaduct, near the east end", and the location of the beginning of the approach to the viaduct would be within the limits of this proposed boulevard which the city "claims may in some future time be built". Again in the same case the railroad was required to make the structure strong enough to support street car traffic. This was said to add \$50,000 to the cost of the viaduct, to be paid by the Union Pacific Railroad Company, alone. While the court conceded the latter might be inequitable on principle, yet it held on the proposition of interference with the judgment of city officials, as follows:

"The Nebraska statute expressly conferred upon the city the power to determine the dimensions of the viaduct and approaches; but it is objected

that the power had been abused. A court should regard such an objection with extreme caution, and all reasonable doubts should be resolved in favor of the valid exercise of the power. The case should be a clear one, to justify judicial interference; debatable differences of opinion are not sufficient. It would be intolerable if the courts should lightly substitute their judgment for that of city officers as to details of municipal improvements such as the sufficiency of grades, the necessity for public highways, the dimensions and strength of bridges and viaducts, and the like." (id p. 518.)

The laws in Iowa and Nebraska differ. In this state both the city and state commission must find the improvement necessary. In considering the necessity the majority opinion states that the evidence fails to show "any peculiar danger or perils incident to crossing their tracks at grade." The hazard or danger is not the only factor to be considered. The statute requires us to consider the convenience of the public, as well as public safety. (Code Sec. 770.)

A crossing in the heart of a city, where it is sought to concentrate travel, is far different from one in an outlying, sparsely settled, or agricultural district. It is also necessary to consider probable future developments. A viaduct of this character should be constructed to last one, or possibly, several generations.

The section close to the tracks of the terminal company, north of the river, is considered the probable location of future growth along manufacturing lines. This will increase the traffic of the Des Moines Terminal Company, whose tracks run at right angles to the end, and at the very edge of the proposed structure across the Raccoon river. What is known as South Des Moines, is said to have a population of 10,000 people; it is separated from the main portion of the city of Des Moines by the Raccoon river. The evidence shows that the city plans to concentrate, over the proposed viaduct, the bulk of the travel between these two portions of the city. The territory and population sought to be accommodated is large. One witness testified: "All the traffic from that part of the city, and all the country tributary to the city comes in over these tracks and will, if this viaduct is erected, pass over the bridge and viaduct in safety. The Army Post is a town now by itself. The regiment of soldiers and all the different employes out there use it. There is another town incorporated in that neighborhood that is growing rapidly, and they all use it. All the farmers, south, southeast and southwest, for a considerable distance, use it; besides, there is a large and rapidly growing population on the south side which is inside of the city limits."

These circumstances may well justify the plans for city improvement proposed.

The Supreme Court of Michigan has approved the following language:

"The term necessary does not mean that it is indispensable or imperative, but only that it is convenient and useful, and therefore, if you find that the improvement is useful and a convenience, and a benefit to the public, sufficient to warrant the expense of making it, then you may find it necessary." (Comm. of Parks, etc., vs. Meosta, 91 Mich., 149-153.)

The City of Minneapolis has compelled a railroad to build a bridge in order to accommodate a proposed canal with walks along the side, constructed in a public park for pleasure and recreation purposes; and the action has been sustained by the Supreme Court of the United States, *Chicago, M. & St. P. vs. Minneapolis* (34 Sup. Ct. Rep. 400, 1914).

Some countries have eliminated practically all grade crossings. New Jersey recently passed an act requiring the railroads to eliminate annually one grade crossing for every thirty miles of track, this to be done wholly at the expense of the railroads; while the cities share the expense in cases brought by them. Ultimately, if this law is enforced, there will be no grade crossings in New Jersey.

The opinion of the Commission states that the city proposes to compel the railroads to build one of the abutments in the bridge, the half of one other abutment, and forty-one feet of the bridge, in addition to a few feet between the right of way and the abutment on the south side. These were the only subjects covered in the written briefs filed by counsel after the conclusion of the oral testimony.

The city finally offered to pay the cost of the said abutments, and the 41 feet of the bridge; and to that extent the majority opinion does not fully state the facts. This offer was made in a written communication to the Board by the attorney for the city, after the briefs had been filed. The attorneys for the carriers objected to the informality of the offer. In connection with the construction of viaducts, it has been the custom of this Commission to permit numerous changes before the final plans are formally approved. An illustration of this custom is the Marshalltown viaduct case, recently pending before the Board. At the conclusion, the requisite formal steps required by statute should be taken. The procedure here described has been compelled by the practical necessities of the case.

No objectionable features in the plans are cited in the majority opinion, save the fact that there will be some expense to the railroads. Several objections to the specifications were made during the trial, and all of them were met by the offer of the city, made during the public hearings, to wholly eliminate the causes of the objections, with only one exception, this one being that the structure should not cross the tracks of the three railroads. It is possible the city should share in the expense of building the viaduct itself. This is customary in some parts of the country; but the opposite custom prevails elsewhere. However, the apportionment of cost is not a duty cast upon this Board.

It is my opinion that the Commission should have permitted a modification of the plans, to be followed by proper ordinance, and the other necessary steps as required by law, and should have found a necessity for the viaduct at the location proposed by the city of Des Moines.

Dated June 26, 1914.

No. 6659—1914.

SIoux CITY BRICK & TILE COMPANY

VS.

CHICAGO & NORTH WESTERN RAILWAY COMPANY.

Decided July 26, 1914.

RATE ON BRICK—REASONABLENESS OF.

The present maximum rate of 3 cents a hundred pounds, in carloads of 50,000 pounds minimum, for the transportation of brick produced by the complainant, from the station of Sargent's Bluffs to the city of Sioux City, held unreasonably high, and a rate of 2 cents per hundred pounds for such shipments prescribed.

RATE ON BRICK—RATE PRESCRIBED NOT TO BE USED AS PRECEDENT.

The rates here prescribed are made because of peculiar circumstances surrounding the industry in question, and are not to be used as a precedent for fixing other rates generally in Iowa. Commissioner Thorne, dissenting in part.

ORDER.

This case being at issue upon complaint and answer on file, and having been duly heard and submitted by the parties, and full investigation having been made by the Commission of the issues involved,

It is hereby ordered: That the defendant, the Chicago & North Western Railway Company, is required to cease and desist from charging, demanding, collecting, or receiving the present maximum rate of three cents (3c) a hundred pounds on carloads with minimum of 50,000 pounds, for transportation of brick produced by the complainant, from the station of Sargent's Bluffs to the city of Sioux City.

It is further ordered and found by the Commission that owing to the peculiar circumstances surrounding this particular controversy, that a rate of two cents (2c) per hundred on carload brick, with a minimum of 50,000 pounds, instead of three cents (3c), would be reasonable, it being expressly found by the Commission that this order is made because of peculiar circumstances surrounding this industry, this not to be used as a precedent as far as compensation for rates generally in Iowa is concerned, and will not be held to affect the general maximum rates in force in this state. This order to be effective ten days from the date hereof. To which order and finding the Chicago & North Western Railway Company, at the time, duly excepted.

Dated at Des Moines, Iowa, July 26, 1914.

Commissioner Thorne (concurring, in part):

I concur with the order directing the rate of 2 cents per hundred on brick in carload quantities between the points in question.

I believe, however, that this Commission should make no orders which are not precedents for the state generally, where circumstances and conditions may be found to be analogous. I am heartily in favor of

abandoning the rigid rule which has controlled the Iowa rate structure for such a long period, that rates must be the same for the same distance in every part of the state, regardless of differences in conditions. At the same time, I am most sincerely opposed to going to the other extreme and establishing rates differing in all parts of the state, without regard to whether conditions justify such differences. The granting of special rates to favored shippers years ago was the chief occasion for the creation of a railroad commission in Iowa. It will be a sad day for public regulation when the Iowa Commission uses its offices to the granting of special favors.

Other shippers are entitled to know what are the facts and circumstances justifying this lower rate. A mere generalization that they are peculiar informs nobody. Other shippers may contemplate asking for the same rate, and they are entitled to know what facts existed justifying this rate. This custom is universally followed among the better commissions of the country. I, therefore, shall state what the conditions are justifying the rate ordered, in my judgment.

This case involves the rate on brick between the town of Sargent's Bluffs and Sioux City. The following conditions surrounding this traffic render it peculiar and different from the ordinary transportation of brick in the state of Iowa. Sargent's Bluffs is a town of about five or six hundred people, the depot being seven miles from the Chicago & North Western Railway Company's depot in Sioux City. Sioux City has a population of between fifty and sixty thousand (estimated). Practically the only industry at Sargent's Bluffs is the brick plant of the complainant in this case. The clay at this place is peculiarly adapted to the making of brick. The said plant of complainant is equipped to make both face brick and common brick. It was testified that for about forty years the rate on brick between Sioux City and Sargent's Bluffs was five dollars a car. At the present time the defendant carrier is charging the full maximum, under the Iowa distance tariff, of three cents per hundred pounds, which makes a minimum charge of \$15.00 per car.

The plant of the complainant has a capacity of fifteen million brick. Complainant is able to market face brick in Sioux City and other towns.

The uncontradicted evidence shows it becomes a commercial necessity to market the surplus common brick in Sioux City, if that part of the manufacturing of complainant is carried on successfully. The uncontradicted evidence also shows that the present freight rates on common brick between Sargent's Bluffs and Sioux City are practically prohibitive. The petitioner claims a 2 cent rate would be reasonable, and the defendant company offered no testimony or argument to the contrary. If this rate is granted, the defendant carrier will secure revenue not now obtainable.

In view of all the fact and circumstances surrounding this traffic, aside from competitive conditions, which are exempted from consideration in this connection by the Iowa statutes, I concur in that part of the order prescribing the rate at issue.

No. 5992—1913.

MORRIS-JOHNSON-BROWN MANUFACTURING COMPANY

VS.

ILLINOIS CENTRAL RAILROAD COMPANY, ET AL.

Decided August 31, 1914.

RATE OF EXCELSIOR—ILEANO NABLENBERG vs.

Held: Charges not to exceed 14 cents per hundred pounds, with a minimum weight of 20,000 pounds, to be a reasonable rate for the transportation of excelsior between Dubuque and Council Bluffs, Iowa. Respondent carriers ordered to prepare and file tariffs in accordance with this finding. (See 1913 Ia. Ry. Com. Rep., 31.)

ORDER.

This case being at issue upon complaint and answer on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on July 15, 1913, made and filed an opinion containing its findings of fact and conclusions thereon, which said opinion is hereby referred to and made a part hereof; and the said defendants having failed to publish tariffs in conformity with said opinion:

It is hereby ordered: That the defendants are hereby notified and required to cease and desist from charging, demanding, collecting or receiving the present rate for the transportation of excelsior between Dubuque, Iowa, and Council Bluffs, Iowa, which is held to be unreasonable and excessive, in said opinion:

It is further ordered that there be and there is now established as the reasonable charge applicable to the transportation of excelsior between Dubuque, Iowa, and Council Bluffs, Iowa, in carload quantities, such charges as shall not exceed 14 cents per hundred pounds, with a minimum weight of 20,000 pounds; and the defendant carriers: Illinois Central Railroad Company, Chicago, Burlington & Quincy Railroad Company, Chicago, Milwaukee & St. Paul Railway Company, Chicago Great Western Railroad Company, Chicago, Rock Island & Pacific Railway Company, and Chicago & North Western Railway Company, are hereby ordered to prepare and file tariffs for such service in accordance with this order, within ten days from the date of this order.

Dated at Des Moines, Iowa, August 31, 1914.

No. 6660—1914.

CITY COUNCIL, MELCHER, IOWA.

VS.

ST. P. & K. C. S. L. R. R. CO.

1. CHANGE IN NAME OF STATION—JURISDICTION OF THE COMMISSION.

Application by the Town of Melcher for an order of the Commission compelling the respondent railroad company to name its station "Melcher." *Held,* where it appeared that it was a question of legal dispute whether or not the depot and the right of way of the respondent railroad had ever been legally included within the incorporated limits of the Town of Melcher, the Commission should not assume jurisdiction for the purpose of changing the name of the station until the legal question involved had been properly adjudicated by a court of competent jurisdiction. Petition dismissed.

2. DEPOT AND STATION FACILITIES—PUBLIC CONVENIENCE.

Application by citizens of Dallas, Iowa, for an order compelling the respondent railroad company to establish and maintain a depot and station facilities within the corporate limits of said town. *Held,* the present location of respondent's depot and station grounds immediately south of the south boundary line of Dallas is best situated to accommodate the convenience of the community interested, and is properly located for the most economical and convenient operation of the road; and further the topography of the land in Dallas is such that it is not feasible or practicable to establish a station at any place which would be a material advantage to the business center of the town over the present location. Petition dismissed.

Commissioner Thorne, dissenting in part.

W. G. Van Der Ploeg, Counsel for the town of Melcher, Iowa.

W. T. Newkirk, Real Estate, Melcher, Iowa.

J. B. Elliott, President, Knoxville Bank, Knoxville, Iowa.

J. F. Mentzer, Post Master, Knoxville, Iowa.

R. L. Welch, Attorney, Knoxville, Iowa.

J. H. Henderson, Commerce Counsel, Des Moines, Iowa.

F. W. Sargent, Attorney, Rock Island Lines, Des Moines, Iowa.

Thos. J. Newkirk, R. E. & T. A., Rock Island Lines, Chicago.

E. E. BALDWIN, ET AL, BY CROZIER & WELSH, DALLAS, IA.

VS.

ST. P. & K. C. S. L. R. R. CO.; C. R. I. & P. RY. CO.

W. G. Van Der Ploeg, Counsel for town of Melcher, Iowa.

H. B. Leavengood, Guy Owens, I. W. Stilwell, B. C. Leavengood, R. A.

Miller, D. L. McCoy, C. C. Brickford, E. E. Baldwin, J. H. Stilwell, J. K.

Willis, Albert Logan, J. W. Brillhart, and Roy Huenenbaugh, Dallas,

Iowa.

C. A. Hollingsworth, W. T. Newkirk, Melcher, Iowa.

James Waber, Engineer, Carlisle, Iowa.

J. F. Mentzer, R. L. Welch, W. J. Lyon, and J. B. Elliott of Knoxville,

Iowa.

J. H. Henderson, Commerce Counsel, Des Moines, Iowa.
F. W. Sargent, Attorney, Rock Island Lines, Des Moines, Iowa.
T. J. Newkirk, R. E. & T. A., Rock Island Lines, Chicago.
W. P. Brady, Right of Way Agent, Rock Island Lines, Des Moines.

Decided October 13, 1911.

OPINION.

The first above entitled cause is an application by the so-called Town of Melcher asking for an order of this Board compelling the Railroad Company to name its station Melcher, the claim being that the name of the town and station must correspond, and this Board must make an order accordingly, as provided by the statutes of Iowa.

The second above entitled cause is an application of the citizens of Dallas to compel the railroad companies to install and maintain a depot and station facilities within the corporate limits of said town.

In these cases evidence on behalf of claimants and defendants has been presented in each case, the causes fully submitted, arguments had and taken under advisement by this Commission, and both cases may, therefore, be covered by one opinion.

In the application of the Town of Melcher asking for an order to compel the railroad company to name the station Melcher, certain citizens of Dallas intervened, objecting to such change in name and asking that the petition be dismissed, and among other grounds urged the claim that the present station and station grounds have never been legally included within the corporate limits of the Town of Melcher. It is unnecessary to discuss the evidence at length bearing on this question, but it is sufficient to say that there was enough testimony introduced, including the records and proceedings relating to the incorporation of the Town of Melcher, to convince this Board that there is at least a serious legal question involved as to whether or not the depot and right of way of the railroad company has ever been legally included within the incorporated limits of the Town of Melcher, and until this question is decided, and a proper adjudication thereon had in some Court of competent jurisdiction, it is the opinion of the Commission that an order compelling the railway company to name the station Melcher should not be issued, and said petition is, therefore, hereby dismissed.

With reference to the second above entitled cause, it appears that when the line of railroad known as the St. Paul & Kansas City Short Line Railroad was constructed south from Des Moines, in Polk County, to Allerton, in Wayne County, Iowa, it passed through the Town of Dallas, and the people of Dallas were led to believe by officials of the railroad company that they would be furnished with a depot and station facilities when said line was put in operation. It appears, however, from all of the evidence that after the surveys were run and the grade established, it was discovered that the track would pass through the corporate limits of Dallas on the maximum grade of the road, and that the track would necessarily be in a deep cut until it emerged at about the south corporate line of the town; that it was explained to the town council and the business men of Dallas by railway employes in charge of right of way mat-

ters and construction of the road, that it was impracticable from an operating standpoint, to locate a station within the corporate limits of the town because of the heavy grade and the deep cut, and the people of Dallas quite well understood this situation and acquiesced in the placing of the depot at some point south of the town.

Thereafter the railroad company commenced the construction of its said tracks, station grounds and depot at the present site, which is approximately three-quarters of a mile south of the postoffice in Dallas, and is some distance south of the south corporate line of said town; and the people of Dallas and the complainants herein knew at the time that said depot was being erected and station facilities and ground prepared of the present location thereof, and made no objections or complaints until they were advised, or learned that the station in its present site would be named Melcher. Upon learning this fact they appeared before this Board in an informal way, but were represented, however, by the Commerce Counsel of the State, asking this Board to make an order compelling said railroad company to locate its station and depot grounds within the corporate limits of Dallas. At that time a conference was had between the parties thus complaining and officials of the railroad company and it was agreed that if the railroad company would name the station where it is now located Dallas, the complaint made at that time would be dismissed; it appearing at that time that the principal complaint made by the people of Dallas was as to the name, and not the location of the station.

The railroad company through its vice-president, A. C. Ridgway, at that time, agreed to name the present station Dallas, and the people of Dallas, who at that time asked for a station within the corporate limits of Dallas, being in the main the same parties as are the complainants in this cause, agreed that if the present station would be named Dallas, it would be satisfactory so far as the location was concerned, and their complaint would be dismissed. It was the understanding of this Board at that time that all parties had agreed that the station should be in its present location and its name should be Dallas.

The ground south of Dallas had previously been incorporated under the name of Melcher by those who occupied the same but, as before stated, the incorporation proceedings did not include the right of way of the railroad company and the station when put in operation was named Melcher.

Thereafter the matter was called to the attention of the Commerce Counsel and another conference was had between the Commerce Counsel and the railway officials, at which the latter again agreed to name the station Dallas. An order was issued accordingly by the proper railway officials and the name of the station was made Dallas in the passenger time tables and the time cards and tariffs of the company in accordance with this latter arrangement. When the citizens of Melcher learned that that railway company had issued such an order and was calling the station by the name of Dallas, they brought an action in the District Court of Marion county for an injunction restraining the company from continuing to use the name Dallas. Thereafter, the petitioners in the first above entitled cause brought a complaint asking for an order of this

Commission compelling said railway company to change the name of Dallas back to Melcher.

After the road was put in operation a considerable portion of the business men of Dallas, and in fact, most of them, purchased lots in Melcher and have since erected or leased buildings with a view of moving their business to Melcher, and a prosperous town under the name of Melcher has now grown up, the population of which is uncertain, but it is fair to estimate, is from somewhere between two and four hundred people.

Immediately south of Melcher are some new mines which have been opened up and are now being developed. A considerable mining community has grown up around these mines and there are now in the neighborhood of seventy-five or eighty families occupying well-built houses in the vicinity of the mines, which are approximately a mile south of Melcher. To the north of Melcher and adjoining its north boundary line is the town of Dallas, with a population of approximately three to four hundred people. It will, therefore, appear that the present depot and station grounds is located at about the center of the three communities. In addition it is at the top of the maximum grade of the railroad and is properly located for the most economical and convenient operation. It is so situated also as to best serve a large farming community to the west, southwest, south, east and southeast, and in its present location equally distributes the distance between the first station to the south and the first station to the north, and this Commission is therefore of the opinion that the present location of the depot and station facilities is the best that could be secured for the convenience of all of the shipping public, including all three communities mentioned and the farming districts tributary thereto; that it is in the best location possible so far as the convenient and economical operation of the railroad is concerned.

The Commission is also of the opinion that the circumstances are not such to justify two depots and station grounds and facilities, one at Melcher and one at Dallas, for under any circumstances they would be less than three-quarters of a mile apart, as the only practical place that depot could be constructed and maintained nearer Dallas would be along the south corporate line of the town, and this would bring the depot very little nearer to the business center of Dallas than its present location.

Considering all of these matters and also the further fact that it quite clearly appears that the principal complaint of the people of Dallas is as to the name and not the location of the station, the Commission is of the opinion that it should not issue an order requiring or compelling the railroad company to change its depot or station grounds, nor would it be justified in issuing an order compelling said railroad company to construct and maintain a depot and station grounds within the corporate limits of the Town of Dallas, and the petition of complainants in the second above entitled cause is therefore dismissed.

The Commission, however, desires to express its opinion further to the effect that so far as the name is concerned there was, as this Commission understood, a fair agreement entered into between the citizens of Dallas on the one hand and the railroad officials on the other, that the station in its present location would be named Dallas, and this Commission believes

that the railroad company ought in good faith carry out said agreement and name the present station Dallas.

Dated at Des Moines, Iowa, this 13th day of October, 1914.

Commissioner Thorne (dissenting):

In my judgment, the foregoing opinion, denying relief to the citizens of Dallas, is not just, and is not based upon the facts as proved of record in the case.

No. 5996—1913.

W. S. HART, ET AL.

VS.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY.

Decided October 14, 1914.

STATION FACILITIES—SIDE TRACKS—PETITION FOR REHEARING.

Petition for rehearing in the matter of side track and station facilities at Roseville, Iowa, *denied*, on failure of respondent to present any new questions of law or matters of fact or alleged fact sufficient in law or right to warrant the Commission in entering an order reopening the original hearing. (See 1913 Ia. Ry. Com. Rep. 53.)

ORDER.

The petition for rehearing in the above entitled case was filed by the defendant, the Chicago, Milwaukee & St. Paul Railway Company before the Board of Railroad Commissioners of Iowa, June 2, 1914. Thereafter due and legal notice of said application for a rehearing was given to all parties and said application was set down for hearing June 30, 1914, 10 o'clock a. m., in the office of the Board.

The original petition in this case was heard on May 20, 1913, upon proper notice to all the parties. At that time opportunity was given for a full presentation of the case and therefore on the 12th day of November, 1913, the Commission made its order and decision after having fully considered all of the testimony, evidence and arguments presented at said hearing, and after having personally inspected and considered the location upon defendant's railroad at the place where the petitioners prayed for additional facilities.

And now this matter coming up for consideration, the petition for rehearing having been submitted and fully heard on June 30, 1914, the Board finds:

That said petition, upon its face and the arguments upon the same, fails to present any new questions of law or any matters of fact or alleged fact sufficient in law or right to warrant this Commission to enter an order reopening the original hearing, and the prayer in the application for rehearing is therefore denied, and it is ordered that the decision and order of this Commission in the above entitled case entered on the 12th day of November, 1913, stand:

And it is further ordered that the defendant herein, the Chicago, Milwaukee & St. Paul Railway Company, proceed at once to furnish the facilities, in obedience to the said original order hereinbefore entered.

Dated at Des Moines, Iowa, the 14th day of October, A. D., 1914.

No. 6661—1914.

To All Whom It May Concern:

We, the Board of Railroad Commissioners of the State of Iowa, do hereby certify that the plans and specifications for an interlocking device for installation at Des Moines, Iowa, situated at the crossing of the tracks of the St. Paul & Kansas City Short Line Railroad and the Chicago Great Western Railroad, having been filed in this department, and having been examined and approved by the Railroad Commission as required by law, and such interlocking plant having been installed in accordance with such plans and specifications and rules governing the installing of interlocking plants;

Now, THEREFORE, authority is hereby granted to operate said interlocking plant in accordance with the prescribed rules of the Commission.

Des Moines, Iowa, February 4, 1914.

No. 6662—1914.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY,

vs.

ELIZABETH SCHOFF AND S. H. CLARK.

Condemnation, Tama, Tama County, Iowa.

On December 16, 1913, the Commission granted certificates authorizing condemnation of the following described real estate:

A strip seven (7) feet in width off the southerly side of Block 15, Appleton's Addition to Tama, said strip lying northerly of, adjacent to and parallel with the present 100 foot right of way of the Chicago, Milwaukee & St. Paul Railway Company, and extending from the east side to the west side of said block.

A strip ten (10) feet in width off the southerly side of the east one-fourth ($\frac{1}{4}$) of Block 16, Appleton's Addition to Tama city, said strip lying north of, adjacent to and parallel with the present 100 foot right of way, and extending from the east to the west side of said east one-fourth of Block 16.

Such certificates were filed with the clerk of the district court of Tama, county, Iowa.

Filed October 15, 1913. Closed February 26, 1914.

No. 6653—1914.

ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY,

vs.

WILLIAM H. ATLEE, ET AL.

Condemnation, Fort Madison, Lee county, Iowa.

On April 24, 1914, the Commission granted certificate authorizing condemnation of the following described real estate:

All that part of Lot No. Two (2), Block Thirty-five (35), in the South-west addition to the city of Fort Madison, Lee county, Iowa, a plat of which is now on file in the office of the Recorder of Deeds for Lee county, Iowa, lying south of the right of way now owned by the Atchison, Topeka & Santa Fe Railway Company, and north of a line beginning at a point in the west line of and three hundred and four (304) feet south of the northwest corner of said Lot 2; thence running in a northeasterly direction to a point in the east line of and two hundred and forty four (244) feet south of the Northeast corner of said Lot 2, being an irregular tract of land, containing twenty-seven thousand and four hundred and forty-one (27,441) square feet, more or less.

All that part of Lot No. Two (2), Block Thirty-four (34), in Southwest addition to the city of Fort Madison, Lee county, Iowa, according to the plat thereof, on file in the office of the Recorder of Deeds for Lee county, Iowa, lying north of a line beginning at a point on the west line of said lot, one hundred and three (103) feet south of the northwest corner thereof; thence northeastwardly to a point on the east line of said lot, fifty-five and six tenths (55.6) feet south of the northeast corner thereof; being an irregular tract of land, containing thirteen thousand and six hundred and ninety-nine (13,669) square feet, more or less.

Such certificate was filed with the Clerk of the District Court of Lee county, Iowa.

Filed January 8, 1914. Closed October 14, 1914.

No. 6663—1914.

DUBUQUE & SIOUX CITY RAILROAD COMPANY,

VS.

DOUGLAS RYAN AND ANN E. RYAN.

Condemnation, Dubuque, Dubuque county, Iowa.

On June 2, 1914, the Commission granted certificate authorizing condemnation of the following described real estate:

A part of Lots 1, 2, 3, 4, and 5, in Block 27, of the Dubuque Harbor Company's addition to the City of Dubuque, Iowa, bounded and more particularly described as follows, to-wit: Beginning at the intersection of the south line of Camp street and east line of Water street, said point of beginning being the northwest corner of Block 27; thence south along the east line of Water street 348.95 feet more or less along the north line of Railroad avenue, thence east along the north line of Railroad avenue 65 feet; thence northerly and parallel to the east line of Water street 67.4 feet; thence northerly 271.6 feet more or less to a point in the south line of Camp street; thence west 13 feet to the point of beginning.

Such certificate was filed with the Clerk of the District Court of Dubuque county, Iowa.

Filed December 9, 1913. Closed June 15, 1914.

No. 6664—1914.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY,

VS.

MICHAEL LARKIN, ET AL.

Condemnation, Allamakee county, Iowa.

On August 7, 1914, the Commission granted certificate authorizing condemnation of the following described real estate:

A part of the east half (E½) of the southwest quarter (SW¼) of Section Thirty-one (31), Township Ninety-seven (97), North, Range Three (3) West, Allamakee county, Iowa, described as follows:

Start at the point where the west line of the northeast quarter (NE¼) of the southwest quarter (SW¼) of Section Thirty-one (31), Township Ninety-seven (97), Range Three (3), West, intersects the center line of the main track of the Chicago, Milwaukee & St. Paul Railway Company; thence southeasterly along said center line one hundred eighty-six (186) feet to a point; thence southwesterly at right angles twenty-five (25) feet to a point in the southerly boundary line of the Chicago, Milwaukee & St. Paul Railway Company's right of way, known

as the point of beginning of the land to be described; thence continuing southwesterly in a direction at right angles to said main track thirty-five (35) feet to a point; thence southeasterly parallel to said main track two hundred thirty (230) feet more or less to a point in the center line of the highway which extends in a southwesterly direction across the right of way of the Chicago, Milwaukee & St. Paul Railway Company, in the northeast quarter (ne¼) of the southwest quarter (sw¼) aforesaid; thence southwesterly along the center line of said highway to a point which is one hundred twenty-five (125) feet southwesterly measured at right angles from the center line of said main track; thence in a general easterly direction along a curved line which is parallel to and one hundred twenty-five (125) feet southerly measured at right angles from the center line of said main track eight hundred eighty (880) feet to a point; thence northeasterly one hundred seventy-five (175) feet more or less to a point in the east line of said northeast quarter (ne¼) of the southwest quarter (sw¼) of Section Thirty-one (31), which is eighty (80) feet south, measured along said east line from the southerly boundary line of the right of way of the Chicago, Milwaukee & St. Paul Railway Company; thence north eighty (80) feet to a point in said southerly right of way line, thence in a general westerly direction along said southerly right of way line, being a line parallel to and twenty-five (25) feet southerly, measured at right angles from the center line of said main track, one thousand two hundred fifteen (1215) feet more or less to the point of beginning. Containing two and 45-100 (2.45) acres more or less.

Such certificate was filed with the Clerk of the District Court of Allamakee county, Iowa.

Filed July 11, 1914. Closed October 14, 1914.

DECISIONS REFERRING

TO

Classification, Rates and Rules

No. 6686—1914.

IN RE SUPPLEMENT NUMBER THREE TO IOWA CLASSIFICATION NUMBER FIFTEEN.

The Board issued the following notice for hearing on all rate and classification matters:

To Whom It May Concern:

Notice is hereby given that the Board of Railroad Commissioners of the State of Iowa, will, on April 7, 1914, 10 o'clock a. m., at its office in Des Moines, Iowa, hold a public hearing for the purpose of making such changes in its schedules of rates and classification of freights as may appear just and reasonable.

By order of the Board of Railroad Commissioners of the State of Iowa.

GEORGE L. MCCAUGHAN,
Secretary.

Upon date named the following persons appeared before the Commission representing the railroad companies:

J. C. Davis, Attorney, C. & N. W. Ry. Co., Des Moines, Iowa; M. J. Golden, A. G. F. A., C. & N. W. Ry. Co., Chicago, Ill.; H. C. Howe, Freight Claim Agent, C. & N. W. Ry. Co., Chicago, Ill.; E. J. Seymour, A. G. F. A., C. & N. W. Ry. Co., Chicago, Ill.; R. C. Fyfe, Chairman, Western Classification Committee, Chicago, Ill.; B. J. Rowe, A. G. F. A., Illinois Central R. R. Co., Chicago, Ill.; F. W. Sargent, Attorney, Rock Island Lines, Des Moines, Iowa; M. A. Patterson, A. G. F. A., Rock Island Lines, Chicago, Ill.; A. W. Eberhart, D. F. A., Rock Island Lines, Des Moines, Iowa; E. R. Puffer, G. F. A., C. B. & Q. R. R. Co., Chicago, Ill.; W. G. Wagner, A. G. F. A., C. B. & Q. R. R. Co., Chicago, Ill.; D. A. Pence, D. F. A., C. B. & Q. R. R. Co., Burlington, Iowa; S. G. Love, A. G. F. A., C. M. & St. P. Ry. Co., Chicago, Ill.; C. E. Hilliker, D. F. A., C. M. & St. P. Ry. Co., Des Moines, Iowa; J. G. Morrison, Assistant to Vice President, C. G. W. R. R. Co., Chicago, Ill.; Will Clapper, D. F. A., Wabash Railroad Company, Des Moines, Iowa; Fred Steele, C. A., Ft. D., D. M. & S. R. R. Co., Boone, Iowa; L. M. Allen, District Superintendent, Western Weighing & Inspection Bureau, Omaha, Nebr.

The following named persons appeared representing shippers:

P. S. Fawkes, Dubuque, Iowa; R. D. Waller, Dubuque, Iowa; C. M. Gould, Secretary, Commercial Club, Muscatine, Iowa; F. J. Danner, Commissioner, Davenport Commercial Club, Davenport, Iowa; H. W. Davis, T. M., John Morrell Company, Ottumwa, Iowa; C. D. Collins, Clinton, Iowa; H. M. Nichols, R. R. Nichols, Edw. Barrick, for Nichols Roofing Company, Des Moines, Iowa; J. C. Atchison, and L. M. O'Leary, for Freight Rate Adjustment Bureau, Des Moines, Iowa; R. P. Purchase, Des Moines Flour & Feed Company, Des Moines, Iowa; D. L. Howard, Iowa Stock Remedy Company, Jefferson, Iowa; F. W. Knoche, T. M., Iowa State Mfrs. Ass'n, Des Moines, Iowa; E. A. Kimball, Assistant Secretary, Iowa State Mfrs. Ass'n, Des Moines, Iowa; G. A. Leonard, Keystone Silo Company, Sheffield, Iowa; W. B. Martin, Commissioner, Dubuque Shippers' Ass'n, Dubuque, Iowa; C. O. Dawson, T. M., Commercial Ass'n, Ottumwa,

Iowa; A. B. Combs, T. M., Marshall Oil Company, Marshalltown, Iowa; M. D. Smiley, Secretary, Clinton Mfrs. Ass'n, Clinton, Iowa; E. H. Draper, T. M., Western Grocer Company, Marshalltown, Iowa; E. G. Wylie, Freight Commissioner, Greater Des Moines Committee, Des Moines, Iowa; C. E. Childs, Assistant T. M., Commercial Club, Council Bluffs, Iowa.

The petitioners were represented by Dwight N. Lewis, Assistant Commerce Counsel.

Chairman Thorne and Commissioner Palmer were present, Chairman Thorne presiding at the hearing.

The following cases were taken up, and after a full hearing was had, the Board made the following disposition of same:

WESTERN WHOLESALE OIL JOBBERS' ASSOCIATION, MARSHALLTOWN, IOWA:

Application that carriers accept daily shipments of oil and gasoline and that such shipments should not be restricted to certain specified days. Continued for further hearing.

C. HAYES LUMBER CO., COUNCIL BLUFFS, IOWA:

Application to change the minimum weight on Red Cedar shingles in cars loaded to the full visible capacity, so as to be relieved of 30,000 lb. minimum on small cars of shingles. Continued for further hearing.

NICHOLS ROOFING CO., DES MOINES, IOWA, ET AL:

Application for commodity rate on roofers' outfit corresponding to present rate on gravel.

The Commission granted the following rating: If car contains 75% gravel, C. L., class D, minimum weight 30,000 lbs., C., B. & Q. R. R. Co., ET AL:

Application that Item 25, page 129, Iowa Classification No. 15, making special rating on sorghum seed, be stricken from the classification, and, in lieu thereof, the classification be so amended as to make the rating on cane seed (sorghum) in bags, barrels or boxes, L. C. L. 3d class, C. L. minimum weight, 30,000 lbs., Class A.

The Commission ordered that the words "or Sorghum" be added after the word Cane, in Item 6, page 129, Iowa Classification No. 15.

C. & N. W. RY CO., ET AL:

Application for cancellation of commodity rate on harness and saddlery. Denied.

GIESLER & CO., MURCATINE, IOWA:

Application for fourth class L. C. L. rating on farm wagon brake locks, packed and wired in bundles. Continued for further hearing.

LOUGEN MACHINERY CO., FAIRFIELD, IOWA:

Application for third class L. C. L. and Class A—C. L. ratings on hay slings, in bundles, and privilege of mixture under agricultural implements. Continued for further hearing.

LOUGEN MACHINERY CO., FAIRFIELD, IOWA:

Application for third class L. C. L. and Class A—C. L. ratings on feed carriers K. D. and crated, and privilege of mixture under agricultural implements. Continued for further hearing.

C., R. I. & P. RY. CO., ET AL:

Application for adoption of the following rule: Owners are required to load and unload heavy or bulky freight carried at L. C. L. ratings that cannot be handled by the regular station employes, or at stations where the carrier's loading or unloading facilities are not sufficient for handling. Continued for further hearing.

INTERNATIONAL HARVESTER CO. OF AMERICA, CHICAGO, ILL.:

Application for third class L. C. L. and Class A—C. L. ratings on lifting jacks, K. D. loose, C. L. minimum weight 20,000 lbs. and privilege of mixture under agricultural implements. Continued for further hearing.

INTERNATIONAL HARVESTER CO. OF AMERICA, CHICAGO, ILL.:

Application for third class L. C. L. and Class A—C. L. ratings on Disc and Hopper combined, S. U., C. L. minimum weight 20,000 lbs., and privilege of mixture under agricultural implements. Continued for further hearing.

INTERNATIONAL HARVESTER CO. OF AMERICA, CHICAGO, ILL.:

Application for third class L. C. L. and Class A—C. L. ratings on wagon elevator, K. D., one end crated, spout loose, C. L. minimum weight 20,000 lbs., and privilege of mixture under agricultural implements. Continued for further hearing.

SUNDERLAND BROTHERS CO., OMAHA, NEBR.:

Application for ruling as to application of joint rate order to shipments moving over two lines of railway, where a line haul out of point of origin and a line haul into point of destination are performed by one carrier, and the other carrier makes a line haul which is intermediate thereto.

The Commission ruled that 80% of the rate for each separate haul should apply on such shipments.

DES MOINES SAW MILL CO., DES MOINES, IOWA:

Application for lumber rate on walnut lumber. Continued for further hearing.

C. & N. W. RY CO., ET AL:

Application for adoption of Rule 7 of Western Classification No. 52, in lieu of Rule 27 of Iowa Classification No. 15. Granted.

ILLINOIS CENTRAL R. R. CO., ET AL:

Application for adoption of Western Classification ratings on burial cases (caskets or coffins) and parts, wooden, and elimination of ratings in Iowa classification on shipments crated, but not wrapped, or wrapped but not crated. Granted.

KETCHUM & GASTON, MARSHALLTOWN, IOWA:

Application for third class L. C. L. rating on wagon wood seats, K. D. with springs and lazy back (if with lazy back) securely bundled. The Commission granted the rating desired with the following description: Seats, wagon, wood, K. D. with springs and lazy back detached and packed on bed of seat (if with lazy back) securely bundled.

DAVENPORT COMMERCIAL CLUB, DAVENPORT, IOWA:

Application for first class L. C. L. rating on cyclocar, S. U. and blocked in car, minimum weight 2,000 pounds each. Continued for further hearing.

BOARD OF CONTROL, DES MOINES, IOWA:

Application for carload rating on felted cotton. The Commission granted carload rating of second class, minimum weight 10,000 pounds, subject to Rule 6-B.

BERNARD MERCKE CO., BURLINGTON, IOWA:

Application for fourth class L. C. L. rating on hydrated lime in 100 lb. cloth bags and 40 lb. paper bags. The Commission granted the classification as provided in Item 1, page 171, of Western Classification No. 52.

E. H. DRAPER, MARSHALLTOWN, IOWA:

Application for adoption of the following rule in lieu of Rule 32:
 "When the consignee of a shipment of freight refuses or neglects to receive same, it shall be the duty of the carrier at point of destination to promptly send or give notice to agent at point of origin, who, in turn, will promptly send or give to consignor and said consignor shall not be liable for storage charges accruing on said shipment until such notice is sent or given."

"A deposit in the United States post office of a written notice, addressed to the consignor at the address given upon B. L. will constitute a service of notice upon the consignor provided for above, copy of such written notice to be retained by the agent as a matter of record."

Above rule adopted with the exception of the words "or neglects" being stricken from the first paragraph.

DES MOINES FLOUR & FEED CO., DES MOINES, IOWA:

Application for promulgation of corn tariff rates on digester tankage and mill products (feed), in bags weighing 100 lbs. each, C. L. minimum weight 24,000 lbs. Granted.

CRESCENT COAL CO., OSKALOOSA, IOWA:

Petition for application of soft coal lump rates on mine (pit) ties, bars, collar bars, legs and tracking (wooden). Granted except as to tracking.

WESTERN CLASSIFICATION COMMITTEE:

Application for adoption of rule 42 of Western Classification No. 52 in lieu of Rule 14 of Iowa Classification No. 15. Granted, with addition of the following to section 7-c of the rule, "except vessel of one gallon or less capacity in single container".

INTERNATIONAL HARVESTER CO. OF AMERICA, CHICAGO, ILL.:

Application for third class L. C. L. and Class A—C. L. ratings on fertilizer and lime sower, K. D. in bundles and crates, wheels detached, C. L. minimum weight 20,000 lbs., and privilege of mixture under agricultural implements. Continued for further hearing.

INTERNATIONAL HARVESTER CO. OF AMERICA, CHICAGO, ILL.:

Application for third class L. C. L. and Class A—C. L. rating on grain shocker, crated, C. L. minimum weight 20,000 lbs. and privilege of mixture under agricultural implements. Continued for further hearing.

RAILROAD COMMISSION:

Suggestion to change released valuation on emigrant movables to \$10.00 per 100 lbs., as now provided on household goods in Iowa Classification and on emigrant movables in Western Classification. Granted.

CLINTON MFRS. & SHIPPERS' ASSN., CLINTON, IOWA:

Application for revision in rates and minimum weights and authority for mixed C. L. on chicken coops, S. U. loose and K. D. in bundles. The carriers and petitioner agreed to the following ratings, which were adopted by the Commission: Chicken Coops: N. O. S., min. C. L. weight 10,000 lbs., subject to Rule 6-B. L. C. L. D-1. C. L. 2. Compactly folded, K. D. flat or with bottoms or tops detached and bottoms nested L. C. L. 2. C. L. B.

W. B. MARTIN, COMMISSIONER, DUBUQUE, IOWA:

Application for change in foot note on page 26 of Iowa Classification No. 15, to read as follows: "Liquor packages which have been used may be shipped at fourth class L. C. L." Granted.

W. B. MARTIN, COMMISSIONER, DUBUQUE, IOWA:

Application to change item 26, page 172, of Iowa Classification No. 15, to conform to ruling of Commission made on October 11, 1912, concerning commodity rate on stone. Granted.

W. B. MARTIN, DUBUQUE, IOWA:

Application for definition of particular articles covered by classification on cotton garments not further finished than seams closed. Dismissed without prejudice, account agreement with carriers.

ANDERSON MANUFACTURING COMPANY, DES MOINES, IOWA:

Application for first class L. C. L. rating on roof ventilators, partly K. D. or nested, crated. The Commission granted the rating desired with the following description: Ventilators, roof or barn, base detached and head nested therein, crated.

UNIVERSAL IRON & SUPPLY CO., ST. LOUIS, MO.:

Application for third class L. C. L. rating on plate iron tanks, loose, S. U., under ten feet long, and first class over ten feet long, C. L. Class A., minimum weight 20,000 lbs. Denied.

C. & N. W. RY. CO., ET AL:

Application for increase in the carload minimum weight on cement from 30,000 lbs. to 50,000 lbs. Minimum C. L. weight of 40,000 lbs. granted.

GEO. T. BELL, STOUX CITY, IOWA:

Application to have Western Classification ratings on plate glass substituted for Iowa Classification ratings. Withdrawn by petitioner.

ILLINOIS OIL COMPANY, ROCK ISLAND, ILLS.:

Application for following ratings on steel drum for shipping oil and paint, loose, empty, L. C. L. third class; paints shipped in this carrier, not crated, L. C. L. fourth class; oils shipped in this carrier, not crated, L. C. L. fourth class. Continued for further hearing.

IOWA STOCK REMEDY CO., JEFFERSON, IOWA:

Application for change in Rule 28 of Iowa Classification, so as to permit consignments on order bills of lading or on straight bills of lading to be shipped to a certain point whether the shipper's address is at the station to which the shipment is made or at some other post-office. Continued for further hearing.

GRAIN BELT SUPPLY CO., SOUTH OMAHA, NEBR.:

Application for adoption of item 6, of supplement No. 2, of Western Classification No. 52, providing ratings on ashes, garbage or manure. Granted.

RAILROAD COMMISSION:

Suggestion to consider the application of Index No. 45, of Supplement No. 2 to Iowa Classification No. 15, to item 13, on page 39 of the classification, regarding stoneware. The Commission directed that articles mentioned in Index 45 of Supplement No. 2 be carried under the provisions of item 13, page 39, of the classification.

KRATZER CARRIAGE COMPANY, DES MOINES, IOWA:

Application for first class L. C. L. rating on Carriage, Buggy and Wagon Gears, including wheels crated, not exceeding 34 inches in height. Continued for further hearing.

COMMERCIAL ASSOCIATION, OTTUMWA, IOWA:

Application for addition of Pork Butts, to item 14, page 110, Iowa Classification No. 15. Granted.

COMMERCIAL CLUB, COUNCIL BLUFFS, IOWA:

Application for carload rating on Glauber's Salts (Sulphate of Soda) in barrels, bags and in bulk. The desired rating being the common salt basis, min. wt. 50,000 lbs.

The Commission granted carload rating of Class C, minimum weight 50,000 lbs.

COMMERCIAL CLUB, COUNCIL BLUFFS, IOWA:

Application for carload rating on Sal Soda in bags, barrels, half barrels, 50 lb. boxes and 100 lb. boxes. The rating desired being the common salt basis, minimum weight 40,000 lbs.

The Commission granted carload rating of Class C, minimum weight 40,000 lbs.

E. H. DRAPER, MARSHALLTOWN, IOWA:

Application for first class L. C. L. rating on Assorted Groceries and Cigars, shipped in wooden cases or corrugated fibreboard containers (conforming to Rule 14), strapped with metal straps passing through lock discs and securely crimped together at ends. Granted, see Supplement No. 3.

The Commission instructed the Secretary to prepare a supplement to Iowa Classification No. 15, and to embody therein all changes as ordered on the foregoing pages and also to include the changes as now carried in Supplement No. 2, such supplement to be known as Supplement No. 3 to Iowa Classification No. 15, dated May 25, 1914, and effective July 25, 1914.

In accordance with such instructions, the following supplement was prepared and published, as provided by law:

SUPPLEMENT NO. 3 (CANCELS SUPPLEMENT NO. 2) CONTAINS ALL CHANGES TO IOWA CLASSIFICATION NO. 15 AND SCHEDULE OF REASONABLE MAXIMUM RATES OF CHARGES FOR THE TRANSPORTATION OF FREIGHT AND CARS.

Dated May 25, 1914. Effective July 25, 1914 (except as noted).
By order of the Board of Railroad Commissioners of the State of Iowa.

GEORGE L. MCCAUGHIAN,
Secretary.

Des Moines, Iowa, May 25, 1914

CLASSIFICATION OF RAILROADS AND APPLICATION OF SCHEDULE AND CLASSIFICATION THERETO.

CHANGE—(Reissue—in Supp. No. 1) Chicago, Anamosa & Northern Railway will use Class "C" rates on all freight except on car load shipments of Coal, Cement, Stone, Gravel, Brick, Tile and Lime, which take Class "A" rates. Effective July 15, 1912.

ADDITION—(Reissue—in Supp. No. 1. Effective Sept. 15, 1913) Creston, Winterset & Des Moines Railroad. Add to Class "C" railroads.

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Inbr. No.	Date Effective	ARTICLE	L. C. L.	C. L.
1	September 15, 1912. (Release-In Supp. No. 1) Cancels Rule 13, page 4.	An allowance, not to exceed 500 lbs., will be made for Racks, Standards, Strips, Supports and Blocks furnished by shippers in box, stock, ventilated or refrigerator cars, or on flat or gondola cars loaded with freight requiring their use. Provided, that in no case shall less than the specified minimum weight be charged on the property.		
2	September 15, 1912. (Release-In Supp. No. 1) Cancels Item 23, page 11.	Agricultural Implements: Engines: Traction (Steam or internal combustion) on own wheels, min. wt. 10,000 lbs. each. Traction (Steam or internal combustion) on own wheels.....	2 1	
3	September 15, 1912. (Release-In Supp. No. 1) Cancels Item 22, page 14.	Internal Combustion Engines, packed as required under Machinery, Farm Wagons and Farm Trucks may be shipped in mixed C. L. with Agricultural Implements at Class A, min. wt. 50,000 lbs.		
4	September 15, 1912. (Release-In Supp. No. 1) Cancels Item 26, page 18.	Beeswax Cracklings or Refuse.....	2	
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6	September 15, 1912. (Release-In Supp. No. 1) Cancels Item 5, page 35.	Plain Wall Board, invoice value not exceeding three cents per square foot (same to be shown on bill of lading).....	4	C
7	September 15, 1912. (Release-In Supp. No. 1) Cancels last paragraph of Item 5, page 35.	Confectionery: In barrels, wooden pails, boxes or drums; in tin pails; in crates, in glass packed in boxes; in iron or steel pails; in iron or steel bustle measures with tight wooden covers; in hand wood jointed stave baskets reinforced with iron or steel bands (staves not less than one-eighth inch thick), with tight wooden covers and double bottoms, covers wired and sealed, average invoice value not exceeding 15 cents per pound.....	2	
8	September 15, 1912. (Release-In Supp. No. 1) Cancels Items 11 and 19, page 28.	Crean Separator (detachable parts removed) and parts thereof, boxed or crated, min. C. L. wt. 24,000 lbs. (Note: Internal Combustion Engines, packed as required under machinery may be loaded in mixed carloads with Crean Separators, and parts thereof, at Class A, min. wt. 21,000 lbs. Crean separators and parts thereof, may be shipped in mixed carloads with Agricultural Implements, C. L. min. wt. 20,000 lbs.)	1	A
9	September 15, 1912. (Release-In Supp. No. 1) Add to Item 27, page 40.	Cotton Garments, not further finished than seams closed.....	3	
10	September 15, 1912. (Release-In Supp. No. 1) Cancels Item 13, page 42.	Combined Engines and Dynamos, steam or internal combustion, and extra parts for such engines not exceeding 10% of the weight in the car, light and easily breakable parts removed and boxed.....	1	A
11	September 15, 1912. (Release-In Supp. No. 1) Cancels Item 31, page 40.	Iron and Steel and Articles of: Castings, not otherwise indexed by name, including Sprocket Wheels, not otherwise indexed by name, as from mold, except being cleaned and drilled with bolt holes and dipped to preserve from rust, not machine finished; forgings not otherwise indexed by name, not further finished than being drilled with bolt holes. Weighing each less than 50 lbs. loose, or in bundles weighing less than 50 lbs. Weighing each 50 lbs. or over, loose, or in bundles weighing 50 lbs. or over..... In bags, barrels or boxes..... In barrels with luting tops..... In barrels without tops..... In packages or loose, straight or mixed C. L., min. wt. 30,000 lbs.....	1 4 4 3 1	S
12	September 15, 1912. (Release-In Supp. No. 1) Cancels Item 26, page 18.	Boiler Attachments, consisting of Fvents, Grate Bars, Doors, Boiler Tubes, Iron or Steel Boiler Suspensions, Boiler Pipe Ties, Fire Brick and Clay, may be loaded with Boilers at the same carload rating.		
13	September 15, 1912. (Release-In Supp. No. 1) Cancels Items 23, 24 and 1 footnote, page 27.	Machinery and Machines: Engines: Internal Combustion, N. O. S., including Portable Internal Combustion Engines, extra parts of such engines not exceeding 10% of the weight in car, boxed or crated, or with light and easily breakable or detachable parts removed and boxed, or if attached protected by crating..... Internal Combustion, Portable, and extra parts for such engines not exceeding 10% of the weight in car, with elevator attachments, small parts detached and boxed, min. C. L. weight 21,000 lbs..... (Note: Batteries used in connection with Internal Combustion Engines may be shipped in carloads with engines to which they belong at Class A rates. Internal Combustion Engines, returned to factory making them, to branches thereof, or original point of shipment, provided same are accompanied by an order from the original shipper or manufacturer authorizing the return of goods and name and address of the consignor plainly shown on billing, will be charged half tariff rates, otherwise full tariff rates will be charged. All charges to be prepaid.)	1 1	A A
14	September 15, 1912. (Release-In Supp. No. 1) Cancels Item 15, page 100.	Quadricycles and Tricycles, with motor attachments, boxed or crated.....	241	

Index No.	Date Effective	ARTICLE	L. O. L.	C. L.
15	September 15, 1912. (Reissue-In Supp. No. 1) Cancels Item 9, page 105.	Petroleum, in tank cars, (See Rule 33) as described in items 14 and 15 on page 104, (except crude Petroleum and Fuel Oil), 6.6 lb. per gallon (exception to Rule 1)....		5
16	September 15, 1912. (Reissue-In Supp. No. 1) Cancels Item 26, page 131.	Motorcycles and Bicycles with Motor attachments: In boxes or crates, straight C. L. or in mixed C. L. with Motorcycle Side Cars, K. D., in boxes or crates, min. wt. 12,000 lbs., Subject to Rule 6-B.....	13	1
17	September 15, 1912. (Reissue-In Supp. No. 1) Cancels Item 28, page 133.	Skates, Ice and Roller, boxed.....	2	4
18	September 15, 1912. (Reissue-In Supp. No. 1) Cancels Item 9, page 142.	Chautauqua Outfits, consisting of Circus Seats and Supports, Fence and Wall Poles, Folding Camp Chairs, Settees, (wooden, folded flat) Cots and Bedding, Tents, Tent Poles, Poles and Tackle, Lumber and Platform Material, K. D., mixed Carloads, min. wt. 20,000 lbs., Subject to Rule 5-B.....		5
19	September 15, 1912. (Reissue-In Supp. No. 1) Cancels Items 44 and 49, page 146.	Traps: Animal or Bird, packed flat, in bundles..... Rat: N. O. S. In bundles..... Boxed.....	1 1 2	4
20	September 15, 1912. (Reissue-In Supp. No. 1) Cancels Item 4, page 149. Include in bracket.	Vegetables: Citrons and Melons, prepack In packages..... In bulk.....	2	0
21	September 15, 1912. (Reissue-In Supp. No. 1) Cancels Items 1 and 2, page 152.	Automobiles: S. U., N. O. S., not boxed or crated, min. wt. 4,000 lbs. each.....	1	
22	September 15, 1912. (Reissue-In Supp. No. 1) Cancels Item 5, page 155.	Automobile Parts: Metal Parts, consisting of Fly Wheels, Sprockets, Crank Shafts, Cylinder Heads, Brake Drums and Shafts, Springs, Cylinder Connecting Rods, Axles and Bolsters, boxed or crated..... Chains, Tire, in barrels or boxes.....	1 2	
23	September 15, 1912. (Reissue-In Supp. No. 1) Cancels Item 4, page 161.	Windmills, Windmill Parts and Internal Combustion Engines, min. wt. 24,000 lbs.....		A
24	September 15, 1912. (Reissue-In Supp. No. 1) Add to second paragraph on page 165 and 167.	Fractions of one-half mile (.5) or over will be counted as one mile and when less than one-half mile (.5) will be dropped.		
25	September 15, 1912. (Reissue-In Supp. No. 1) Cancels Item 10, page 170.	Sash, Doors and Blinds (Item No. 62), C. L.: Sash, Doors and Blinds, in straight or mixed C. L. Same rates will apply to articles listed in Rule 850 of Circular 1-1 of Western Trunk Lines, I. O. C. No. A-349, supplement thereto or releases thereof, when shipped in straight or mixed carloads, min. wt. in cars 34 feet or under in length, inside measurement, 20,000 lbs.; in cars over 34 feet in length, inside measurement, 24,000 lbs.		
26	September 15, 1912. (Reissue-In Supp. No. 1) Cancels Item 11, page 170.	Sash, Doors and Blinds with Lumber, etc. (Item No. 63), C. L.: Sash, Doors or Blinds, mixed C.L. with lumber (hard and soft), lath or shingles. Same rates will apply to articles listed in Rules 849 and 850 of Circular No. 1-1 of Western Trunk Lines, I. C. C. No. A-349, supplements thereto or releases thereof, when shipped in mixed carloads, min. wt. in cars 34 feet or under in length, inside measurement, 24,000 lbs.; in cars over 34 feet in length, inside measurement, 30,000 lbs.		
27	September 15, 1912. (Reissue-In Supp. No. 1) Cancels 80% of Class B Rate for 15 miles, page 180.	80% of Class B rate for 15 miles should be 4.3c.		
28	September 15, 1912. (Reissue-In Supp. No. 1)	Agricultural Implements: Engines and Plows combined, or Plows, self-propelling, on own wheels, small detachable parts removed and in boxes or protected by crating, min. C. L. wt. 20,000 lbs.....	1	A
29	September 15, 1912. (Reissue-In Supp. No. 1)	Agricultural Implements: Litter Carriers, min. C. L. wt. 30,000 lbs.....	2	A
30	September 15, 1912. (Reissue-In Supp. No. 1)	Agricultural Implements: Traction Engine Plowing Goggles: K. D. in bundles..... K. D. in bundles, C. L. min. wt. 30,000 lbs.....	3 3	A
31	September 15, 1912. (Reissue-In Supp. No. 1)	Animal Foods and Medicines: Powdered American Wormseed.....	2	

Index No.	Date Effective	ARTICLE	L. C. L.	C. L.
82	September 15, 1913. (Reissue-In Supp. No. 1)	Barn Door Hangers and Track, Hay Rack Clamps, Cow Stalls and Stanchions may be shipped in mixed carloads with Agricultural Implements at the highest carload rate and highest minimum weight on any article contained in car.		
83	September 15, 1913. (Reissue-In Supp. No. 1)	Butter, Peanut: In glass or earthenware, packed in barrels or boxes..... In pails..... In boxes or crates..... In metal cans in crates..... In metal cans in boxes..... In bulk in barrels..... In packages named, min. wt. 35,000 lbs.	4 2 4 3 4 4	6
84	September 15, 1913. (Reissue-In Supp. No. 1)	Grain Sprouters or Grain Germinating Cabinets: S. U., in boxes or crates..... K. D., flat or folded flat, in boxes or crates.....	11 2	
85	September 15, 1913. (Reissue-In Supp. No. 1)	Malleable Buggy and Wagon Steps, Japanned, in barrels or boxes.....	3	
86	September 15, 1913. (Reissue-In Supp. No. 1)	Washing Machines: Laundry, other than Steam Laundry: Hand and other than Hand: In boxes or crates, mixed C. L., min. wt. 14,000 lbs., subject to Rule 6-B.....		4
87	September 15, 1913. (Reissue-In Supp. No. 1)	Grain and seeds in mixed carload, will be taken at the carload rate on each, subject to a minimum weight of 30,000 lbs. Any deficiency between actual weight of the entire shipment and minimum weight of 30,000 lbs. to be charged for at the rate of the lowest rated commodity in the car, provided said commodity constitutes fifty per cent (50%) or more of the entire shipment, otherwise said deficiency to be charged for at the rate of the highest rated commodity in the car. Shipper will be required to furnish on bill of lading specific weights of the different kinds of grain or seeds contained in said car. All but one kind of grain or seeds must be sacked; the entire carload being shipped to the same consignee.		

COMMODITY RATES
(In Cents Per 100 Lbs.)
HARNESS AND SADDLERY, C. L. MINIMUM WEIGHT 50,000 LBS.
Effective Sept. 15, 1913. Reissue in Supp. No. 1.

Miles	Rate	Miles	Rate
5	11.9	180	38.2
10	12.6	185	38.7
15	13.3	190	39.2
20	14.0	195	39.7
25	14.5	200	40.0
30	15.0	210	39.5
35	15.5	220	39.0
40	16.0	230	38.5
45	16.5	240	38.0
50	17.0	250	37.5
55	17.5	260	37.0
60	18.0	270	36.5
65	18.5	280	36.0
70	19.0	290	35.5
75	19.5	300	35.0
80	20.0	310	34.5
85	20.4	320	34.0
90	20.8	330	33.5
95	21.2	340	33.0
100	21.6	350	32.5
105	22.0	360	32.0
110	22.4	370	31.5
115	22.8	380	31.0
120	23.2	390	30.5
125	23.6	400	30.0
130	24.0	410	29.5
135	24.4	420	29.0
140	24.8	430	28.5
145	25.2	440	28.0
150	25.6	450	27.5
155	26.0	460	27.0
160	26.4	470	26.5
165	26.8	480	26.0
170	27.2	490	25.5
175	27.6	500	25.0

Index No.	Date Effective	ARTICLE	L. C. L.	C. L.
38	February 2, 1914. (Reissue-In Supp. No. 2) Cancels item 8, page 19. Include in bracket.	Agricultural Implements, except hand: Barrel carts: K. D. flat, wheels detached..... Set up, on wheels.....	3 11	A A
39	February 2, 1914. (Reissue-In Supp. No. 2) Cancels item 46, page 17.	Automatic Stock Fountains: Other than galvanized iron, nested, crated..... Galvanized iron, loose.....	4 1	3 A
40	February 2, 1914. (Reissue-In Supp. No. 2) Cancels item 17, page 20.	Acids: Acetic, glacial or liquid, in bbls., C. L., min. wt. 30,000 lbs.....	3	4
41	February 2, 1914. (Reissue-In Supp. No. 2) Cancels item 18, page 20.	Boric, in bbls., C. L., min. wt. 36,000 lbs.....	2	5
42	February 2, 1914. (Reissue-In Supp. No. 2) Cancels item 25, page 20.	Pyroligneous, in bbls., C. L., min. wt. 30,000 lbs.....	4	5
43	February 2, 1914. (Reissue-In Supp. No. 2) Cancels item 3, page 70.	Iron and Steel Articles: Cess Pools: Galvanized iron, weighing 100 lbs. or over, each..... Other than galvanized iron: Under 100 lbs. each..... 100 lbs. or over each..... in boxes or crates.....	3 11 11 11	A 5
44	February 2, 1914. (Reissue-In Supp. No. 2) Cancels item 6, page 113. Include in bracket.	Paper, Wrapping: Printed wrappers (exclusive of labels) in bundles, boxes or crates..... Printed, in rolls and bundles.....	21 23	5
45	February 2, 1914. (Reissue-In Supp. No. 2) Cancels item 5, page 114.	Paper Articles: Patterns, in bundles, boxes or crates.....	1	
46	February 2, 1914. (Reissue-In Supp. No. 2) Insert between items 17 and 18, page 142.	Tile: Hollow building and drain, mixed C. L.....		E
47	February 2, 1914. (Reissue-In Supp. No. 2) Cancels item 34, page 159.	Passenger Vehicles, N. O. S., including hearses, and finished parts thereof, min. wt. 12,000 lbs. for cars not exceeding 45 feet in length, outside measurement (exception to Rule 6-B). A deduction of 5 per cent per foot to be made in minimum weight for each foot or fraction thereof less than 45 feet, and an addition of 5 per cent per foot to be made in minimum weight for each foot or fraction thereof in excess of 45 feet in length, charges on any carload shipment not to be less than for 4,000 lbs. at 1st class rate.....		3
48	February 2, 1914. (Reissue-In Supp. No. 2) Cancels item 12, page 102.	Wire Articles: Shelves, refrigerator or stove, in boxes, bales or crates. C. L., min. wt. 36,000 lbs.....	3	5
49	February 2, 1914. (Reissue-In Supp. No. 2)	Agricultural Implements, other than hand, Cream Separators, Farm Wagons, and Farm Trucks, Internal Combustion Engines, Stationary, Portable and Traction, Pump Jacks, Sawing Outfits, Spraying Machines, and parts of the foregoing, in mixed carloads; min. wt. 24,000 lbs.....		A
50	February 2, 1914. (Reissue-In Supp. No. 2) Insert between items 32 and 33, page 12. In- clude in bracket.	Agricultural Implements, except hand: Foot Grinding Mills, K. D., small and detachable parts crated.....	3	A
51	February 2, 1914. (Reissue-In Supp. No. 2)	Carriers, second hand, empty, returned: Baskets, bread shipping.....	4	
52	February 2, 1914. (Reissue-In Supp. No. 2) Add to item 19, page 67.	Crackers, Cakes, Fruit Cakes, Fruit Biscuit, Pretzels and Rusks: In wheeled carriers (see note)..... Note: Wheeled carriers to be made of combined wood veneer and pulpboard securely glued and riveted together, all corners, joints, and seams protected and reinforced with iron or steel, carrier mounted on castors and locked or sealed with metal seals.	2	
53	February 2, 1914. (Reissue-In Supp. No. 2) Insert between items 21 and 22, page 27.	Carriers, second hand, empty, returned: Cracker carriers (combined wood veneer and pulpboard, mounted on castors) filled with cracker cans, tin or tin and glass combined.....	4	
54	February 2, 1914. (Reissue-In Supp. No. 2)	Limestone, ground, in bulk, min. wt., C. L., 50,000 lbs.....		Crushed stone rate

Index No.	Date Effective	ARTICLE	L. C. L.	C. I.
55	February 2, 1914..... (Reissue--In Supp. No. 2)	Lime Cake or Refuse Lime in bulk, C. L., min. wt. 50,000 lbs.....		[Slack coal rate
		RULE NO. 14.		
56	July 25, 1914..... Cancels Rule 14-A, page 5; also Index 2, Supp. No. 2. Ratings applicable on dif- ferent kinds of pack- ages.	<p>Unless otherwise provided for in the Classification, all freight shipped in crates, racks, bales, bags or bundles will take when shipped in crates or racks the next class higher (greater) than in boxes, and when shipped in bales, bags or bundles one class higher (greater) than in crates. Where same rating is provided for articles shipped in bundles or boxes, the rating given will apply upon shipments of the same articles crated. When no rating is shown for articles in boxes, the rating shown for the same article in crates will apply. When not otherwise specified in the Classification, where the same rating is provided for articles shipped in crates or boxes, the same articles shipped in bundles will take the next class higher (greater). When not otherwise specified in the Classification, the rating given on shipments in boxes shall apply upon shipments in barrels or kegs and vice versa. The terms, "boxed," "in boxes," and "in barrels," used in the Classification are intended to mean completely enclosed, and will apply only on such packages made of wood, except as provided in Rule 41, and the term "crated" or "in crates" to mean enclosed on all sides, including bottom, with frame work, so as to allow of their being taken in and out of a car within the crate, and so as to fully protect the article from damage by contact with other freight, and the terms "in bags" and "in sacks" to mean bags or sacks made of other material than paper. All parts of articles provided for boxed or crated must be fully protected, as above stated, in order to entitle them to ratings provided, otherwise they are ratable as not boxed or crated. Shipments made in basket work packages (woven wood and wire) or in boxes with slatted tops, are ratable as crated. Shipments in pressed steel kegs are ratable same as if shipped in wooden kegs. Shipments in fibre pails, veneer lined, tin tops and bottoms, are ratable same as if shipped in wooden pails. Chests filled with goods are ratable same as boxes filled with goods. Covers of chests must be securely fastened with nails or screws. Liquor packages smaller than barrels are ratable as kegs. Carriers shall have the right to decline shipments in insecure packages.</p> <p>Ratings shown in the Classification for articles made of iron will apply on the same articles when made of steel and vice versa.</p>		
		RULE NO. 27.		
57	July 25, 1914..... Cancels Rule 27, page 7.	<p>Section 1. Freight, when delivered to carriers to be transported at less than carload or any-quantity ratings, must be marked in accordance with the following requirements and specifications, except as provided in Section 2 (b) of this Rule, or otherwise provided in specific items in this Classification. If these requirements and specifications are not complied with, freight will not be accepted for transportation.</p> <p>Section 2. (a) Each package, bundle or loose piece of freight must be plainly, legibly and durably marked by brush, stencil, marking crayon (not chalk), rubber type, metal type, pasted label (see Note 1), tag (see Note 2), or other method which provides marks equally plain, legible and durable, showing the name of the consignee, and of Town or City and State to which destined.</p> <p>When consigned to a place of which there are two or more of the same name in the same State, the name of the County must also be shown.</p> <p>When consigned to a place not located on the line of a carrier, it must also be marked with the name of the station at which the consignee will accept delivery.</p> <p>When consigned "To Order," it must be so marked and further marked with an identifying symbol or number which must be shown in shipping order and bill of lading.</p> <p>Note 1. Labels must be securely attached with glue or equally good adhesive.</p> <p>Note 2. Tags must be made of metal, leather, cloth or rope stock or sulphite fibre tag board, sufficiently strong and durable to withstand the wear and tear incident to transportation; and</p> <p>When such cloth or board tag is tied to any bag, bale, bundle or piece of freight, it must be securely attached through a reinforced eyelet.</p> <p>Tags used to mark wooden pieces or wooden containers must be fastened at all corners and center with large-headed tacks or tag fasteners; or</p> <p>Tags may be tied to wooden pieces when the freight would be injured by the use of tacks or tag fasteners.</p> <p>Tags tied to bags, bales, bundles or pieces must be securely attached by strong cord or wire, except that when tied to bundles or pieces of metal, they must be securely attached by strong wire or strong tarred cord.</p> <p>(b) A shipment that fully occupies the visible capacity of a car, or that weighs 24,000 pounds or more, when shipped from one station, in or on one car, in one day, by one shipper for delivery to one consignee at one destination, need not be marked.</p>		

Index No.	Date Effective	ARTICLE	I. C. C.	C. I.
		<p>(c) The marks on bundles, packages or pieces must be compared with the shipping order or bill of lading, and corrections, if necessary, made by the shipper or his representative before receipt is signed.</p> <p>(d) Out consignments marks must be removed or effaced.</p> <p>(e) Freight in excess full cars, except where such excess is the result of carrier's failure to furnish car ordered by shipper (see Rule 54), must be marked as required for less than carload freight.</p> <p style="text-align: center;">RULE NO. 39.</p>		
26	July 25, 1914. Canada Rule 29, page 9.	<p>When the consignee of a shipment of freight refuses to receive same, it shall be the duty of the carrier at point of destination to promptly send or give notice to agent at point of origin, who, in turn, will promptly send or give notice to consignee and said consignee shall not be liable for storage charges accruing on said shipment until such notice is sent or given.</p> <p>A deposit in the United States Post Office of a written notice, addressed to the consignee at the address given upon R. L., will constitute a service of notice upon the consignee provided for above; copy if such written notice to be retained by the agent as a matter of record.</p> <p style="text-align: center;">RULE NO. 41.</p>		
29	July 25, 1914. Canada Rule 119, page 5. Fibreboard, Pulpboard or Strawboard boxes.	<p>Section 1. (a) Unless otherwise provided, ratings on articles in Wooden Boxes will apply on the same articles in Fibreboard, Pulpboard or Double-Faced Corrugated Strawboard Boxes, with or without wooden frames, provided the following requirements and specifications are fully complied with:</p> <p>(b) Unless otherwise provided in separate description of articles, when the requirements and specifications of Rule 41 are not fully complied with, the freight rates on articles in Fibreboard, Pulpboard or Double-Faced Corrugated Strawboard Boxes with or without wooden frames, shall be increased 50% with a minimum increase of 3 cents per 100 lbs., above the rates applicable on such articles in boxes that do comply with the requirements and specifications of Rule 41.</p>		
	Specifications for three-ply or more Fibreboard or pulpboard boxes without frames.	<p>Section 2. (a) Fibreboard or Pulpboard used in making Fibreboard or Pulpboard Boxes, without frames, must be three-ply or more, all plies firmly glued together, the outer ply waterproofed and no single ply less than .016 of an inch in thickness; and</p>		
	Weight limit 40 lbs.	<p>(b) When the combined board is not less than .080 of an inch in thickness, having a resistance of not less than 275 pounds to the square inch, Mullen Test, and the outside dimensions of the box, length, width and depth added, do not exceed 40 inches, the gross weight of the box and its contents shall not exceed 40 pounds, see Sections 6, 7, 8, 9 and 11 of this Rule; or</p>		
	Weight limit 60 lbs.	<p>(c) When the combined board is not less than .080 of an inch in thickness, having a resistance of not less than 200 pounds to the square inch, Mullen Test, and the outside dimensions of the box, length, width and depth added, do not exceed 45 inches, the gross weight of the box and its contents shall not exceed 65 pounds, see Sections 6, 7, 8, 9 and 11 of this Rule; or</p>		
	Weight limit 90 lbs.	<p>(d) When the combined board is not less than .100 of an inch in thickness, having a resistance of not less than 275 pounds to the square inch, Mullen Test, and the outside dimensions of the box, length, width and depth added, do not exceed 50 inches, the gross weight of the box and its contents shall not exceed 90 pounds, see Sections 6, 7, 8, 9 and 11 of this Rule.</p>		
	Specifications for Double-Faced Corrugated Strawboard Boxes without frames.	<p>Section 2.(a) Double-Faced Corrugated Strawboard used in making Double-Faced Corrugated Strawboard Boxes, without frames, must be made of corrugated strawboard with outer and inner facings of fibreboard or pulpboard, both facings having proper bending qualities, firmly glued to the corrugated sheet and the outer facing waterproofed; and</p>		
	Weight Limit 40 lbs.	<p>(b) When the outer facing is not less than .016 of an inch in thickness, having a resistance of not less than 85 pounds to the square inch, Mullen Test, and the inner facing is not less than .016 of an inch in thickness, having a resistance of not less than 65 pounds to the square inch, Mullen Test, the combined board having a resistance of not less than 175 pounds to the square inch, Mullen Test, and the outside dimensions of the box, length, width and depth added, do not exceed 40 inches, the gross weight of the box and its contents shall not exceed 40 pounds, see Sections 6, 7, 8, 9 and 11 of this Rule; or</p>		
	Weight Limit 65 lbs.	<p>(c) When the outer facing is not less than .018 of an inch in thickness, having a resistance of not less than 85 pounds to the square inch, Mullen Test, and the inner facing is not less than .018 of an inch in thickness, having a resistance of not less than 85 pounds to the square inch, Mullen Test, the combined board having a resistance of not less than 200 pounds to the square inch, Mullen Test, and the outside dimensions of the box, length, width and depth added, do not exceed 45 inches, the gross weight of the box and its contents shall not exceed 65 pounds, see Sections 6, 7, 8, 9 and 11 of this Rule; or</p>		

Index No.	Date Effective	ARTICLE	L. C. L.	C. L.
	<p>Double Boxes, Weight Limit 90 lbs.</p> <p>Specifications for Single-Ply Fibreboard or Pulpboard Boxes with Wooden Frames.</p> <p>Weight Limit 50 lbs.</p> <p>Weight Limit 100 lbs.</p> <p>Weight Limit 200 lbs.</p>	<p>(d) When two complete Double-Faced Corrugated Strawboard boxes, one fitted closely inside the other and each box made of Double-Faced Corrugated Strawboard fully complying with the requirements and specifications shown in Section 3 (a) and (b) of this Rule, are used and the outside dimensions of the box, length, width and depth added, do not exceed 70 inches, the gross weight of the box and its contents shall not exceed 90 pounds, see Sections 6, 7, 8, 10 and 11 of this Rule.</p> <p>Section 4. (a) Single Ply Fibreboard or Pulpboard used in making Fibreboard or Pulpboard Boxes with wooden frames, must have the outer surface waterproofed; and</p> <p>(b) When the single ply board is not less than .060 of an inch in thickness, having a resistance of not less than 225 pounds to the square inch, Mullen Test, all sides, top and bottom of the box being completely surrounded by a wooden frame made of strips less than $\frac{3}{8}$ by $\frac{3}{8}$ inches, or $\frac{1}{2}$ by $1\frac{1}{4}$ inches, with cross strips not less than $\frac{3}{8}$ x $\frac{3}{8}$ inches, or $\frac{1}{2}$ by $1\frac{1}{4}$ inches and not more than 14 inches apart, the gross weight of the box and its contents shall not exceed 50 pounds, see Sections 5, 6, 7 and 8 of this Rule; or</p> <p>(c) When the single ply board is not less than .060 of an inch in thickness, having a resistance of not less than 250 pounds to the square inch, Mullen Test, all sides, top and bottom of the box being completely surrounded by a wooden frame made of strips not less than $\frac{3}{8}$ by $1\frac{1}{4}$ inches, or $\frac{1}{2}$ by 2 inches, with cross strips not less than $\frac{3}{8}$ by $1\frac{1}{4}$ inches, or $\frac{1}{2}$ by 2 inches and not more than 14 inches apart, the gross weight of the box and its contents shall not exceed 100 pounds, see Sections 5, 6, 7 and 8 of this Rule; or</p> <p>(d) When the single ply board is not less than .080 of an inch in thickness, having a resistance of not less than 300 pounds to the square inch, Mullen Test, all sides, top and bottom of the box being completely surrounded by a wooden frame made of strips not less than $\frac{3}{8}$ by $1\frac{1}{4}$ inches, with cross strips not less than $\frac{3}{8}$ by $1\frac{1}{4}$ inches and not more than 12 inches apart, the gross weight of the box and its contents shall not exceed 200 pounds, see Sections 5, 6, 7 and 8 of this Rule.</p>		
<p>Specifications for Strawboard or Three-Ply or more Fibreboard or Pulpboard Boxes with Wooden Frames.</p> <p>Weight Limit 50 lbs.</p> <p>Weight Limit 100 lbs.</p> <p>Weight Limit 200 lbs.</p> <p>Packing requirements against sifting.</p> <p>Packing requirements for fragile articles</p> <p>Weight limit (fragile articles) 65 lbs.</p> <p>Liquids in glass or earthenware containers exceeding one quart measure.</p> <p>Packing requirements fragile articles, not exceeding 30 lbs.</p>		<p>Section 5. (a) Three Ply or more Fibreboard or Pulpboard, or Double-Faced Corrugated Strawboard may be used in the construction of Fibreboard, Pulpboard or Strawboard Boxes with wooden frames, provided:</p> <p>(b) That three ply or more Fibreboard or Pulpboard as specified in Section 2 (a) and (b), or Double-Faced Corrugated Strawboard as specified in Section 3 (a) and (b), is used in making wooden frame boxes as specified in Section 4 (a) and (b) of this Rule. The gross weight of the box and its contents shall not exceed 50 pounds.</p> <p>(c) That three ply or more Fibreboard or Pulpboard as specified in Section 2 (a) and (c), or Double-Faced Corrugated Strawboard as specified in Section 3 (a) and (c), is used in making wooden frame boxes as specified in Section 4 (a) and (c) of this Rule. The gross weight of the box and its contents shall not exceed 100 pounds.</p> <p>(d) That three ply or more Fibreboard or Pulpboard as specified in Section 2 (a) and (d), or double thickness of Double-Faced Corrugated Strawboard as specified in Section 3 (a) and (d) is used in making wooden frame boxes as specified in Section 4 (a) and (d) of this Rule. The gross weight of the box and its contents shall not exceed 200 pounds.</p> <p>Section 6. All articles (except as provided for by Section 7) liable to loss from sifting or leakage must be in cans, cartons or other receptacles, so packed in the box as to completely fill it.</p> <p>Section 7. (a) Glassware, other fragile articles or articles packed in glass or earthenware in Fibreboard, Pulpboard or Double-Faced Corrugated Strawboard Boxes:</p> <p>(b) When the gross weight of the package exceeds 65 pounds, will not be accepted for transportation.</p> <p>(c) Liquids in glass or earthenware containers, exceeding one quart measure, will not be accepted for transportation in Fibreboard, Pulpboard or Double-Faced Corrugated Strawboard Boxes, except vessel of one gallon or less capacity in single container, may be accepted.</p> <p>(d) Glassware or other fragile articles, when gross weight of the box and its contents does not exceed 30 pounds, must be enclosed in corrugated strawboard or cork lined paper wrappers or separated by double-faced corrugated strawboard or tight fitting flexible wooden partitions and so packed in the box as to completely fill it.</p>		

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	Packaging requirements for fragile articles, over 30 lbs., but not exceeding 40 lbs.	(c) Glassware or other fragile articles, when gross weight of the box and its contents must be enclosed in corrugated, plywood or similar material, or cork in the outside separated by double-faced corrugated strawboard or light fitting material. The inside and bottom must be packed in the box as to completely fill it, and all sides, top and bottom must be lined with double-faced corrugated strawboard unless double corrugated strawboard is used as described in Section 2 (a) and (d) of this Rule are used.		
	Packaging requirements for Articles in Glass or earthenware, not exceeding 30 lbs.	(d) When articles are packed in glass or earthenware and the weight of the box and its contents does not exceed 30 lbs., the articles must be completely encased in fitting double-faced corrugated strawboard or cork in the outside and packed as to completely fill the box, or separated by light fitting material, and the inside and bottom of the box must be lined with double-faced corrugated strawboard unless double corrugated strawboard is used as described in Section 2 (a) and (d) of this Rule are used, or when the inside and bottom of the outer flaps meet or overlap 2 inches or more, such surface need not be lined.		
	Packaging requirements for Articles in Glass or earthenware, over 30 lbs. but not exceeding 40 lbs.	(e) When articles are packed in glass or earthenware and the weight of the box and its contents exceeds 30 lbs., each bottle, jar or similar container must be completely encased in double-faced corrugated strawboard or flexible wooden partitions touching all sides, top and bottom of the box. All sides, top and bottom of box must be lined with double-faced corrugated strawboard unless double corrugated strawboard is used as described in Section 2 (a) and (d) of this Rule are used.		
	Certificate of Box Maker.	Sections 4, (a), (b) All Fibreboard, Pulpboard, or Double-Faced Corrugated Strawboard boxes, with or without water-proofing, that are made to conform to the requirements and specifications of this Rule, and are stamped with the name of the maker, labeled, printed or stamped in ink, showing that the boxes do not exceed 30 inches in length, 20 inches in width and 30 inches in height, and to be a facsimile of the following in form and style of type and wording:		

(Name and address of box maker, and figures showing thickness, resistance, dimension limit and gross weight limit, to be inserted by box maker.)

For Boxes complying with Section 2 of this Rule:

CERTIFICATE OF BOX MAKER THIS BOX IS MADE OF THREE PLY OR MORE FIBREBOARD OR PULPBOARD, OUTER PLY WATERPROOFED	
THICKNESS NOT LESS THAN	{ EACH PLY INCH COMBINED BOARD INCH
RESISTANCE (MULLEN TEST)	{ LBS. PER SQ. INCH COMBINED BOARD LBS. PER SQ. INCH
DIMENSION LIMIT:	
LENGTH, WIDTH AND DEPTH ADDED	..... INCHES
GROSS WEIGHT LIMIT	..... POUNDS
*	

*Insert box maker's name and address.

For Boxes complying with Section 3 (a), (b), (c) of this Rule:

CERTIFICATE OF BOX MAKER THIS BOX IS MADE OF DOUBLE FACED CORRUGATED STRAWBOARD	
NOT LESS THAN	{ OUTER FACE WATERPROOFED INCH THICKNESS { INNER FACE INCH
RESISTANCE (MULLEN TEST)	{ OUTER FACE LBS. PER SQ. INCH { INNER FACE LBS. PER SQ. INCH { COMBINED BOARD LBS. PER SQ. INCH
DIMENSION LIMIT:	
LENGTH, WIDTH AND DEPTH ADDED	..... INCHES
GROSS WEIGHT LIMIT	..... POUNDS
*	

*Insert box maker's name and address.

For Boxes complying with Section 3 (a) and (d) of this Rule:

CERTIFICATE OF BOX MAKER THIS IS A DOUBLE BOX EACH BOX IS MADE OF DOUBLE FACED CORRUGATED STRAWBOARD	
THICKNESS NOT LESS THAN	{ OUTER FACE WATERPROOFED 016 INCH { INNER FACE 016 INCH
RESISTANCE (MULLEN TEST)	{ OUTER FACE 85 LBS. PER SQ. INCH { INNER FACE 85 LBS. PER SQ. INCH { COMBINED BOARD 175 LBS. PER SQ. INCH
DIMENSION LIMIT:	
LENGTH, WIDTH AND DEPTH ADDED	..... 70 INCHES
GROSS WEIGHT LIMIT	..... 30 POUNDS
*	

*Insert box maker's name and address.

For Single Ply Fibreboard or Pulpboard Wooden Frame Boxes complying with Section 4 of this Rule:

CERTIFICATE OF BOX MAKER THIS WOODEN FRAME BOX IS MADE OF SINGLE PLY FIBREBOARD OR PULPBOARD, OUTER SURFACE WATERPROOFED	
THICKNESS NOT LESS THAN.....	INCH
RESISTANCE (MULLEN TEST).....	LBS. PER SQ. INCH
FRAME CROSS { STRIPS NOT LESS THAN.....	INCH BY.....
	INCH
GROSS PIECES SPACED NOT MORE THAN.....	INCHES
GROSS WEIGHT LIMIT.....	POUNDS
*.....	

*Insert box maker's name and address.

For Corrugated Strawboard Wooden Frame Boxes complying with Section 5 (a), (b) and (c) of this Rule:

CERTIFICATE OF BOX MAKER THIS WOODEN FRAME BOX IS MADE OF DOUBLE FACED CORRUGATED STRAWBOARD	
THICKNESS NOT LESS THAN { OUTER FACE WATERPROOFED.....	INCH
	INCH
RESISTANCE (MULLEN TEST) { OUTER FACE.....	LBS. PER SQ. INCH
	LBS. PER SQ. INCH
	LBS. PER SQ. INCH
FRAME CROSS { STRIPS NOT LESS THAN.....	INCH BY.....
	INCH
GROSS PIECES SPACED NOT MORE THAN.....	INCHES
GROSS WEIGHT LIMIT.....	POUNDS
*.....	

*Insert box maker's name and address.

For Three-Ply or more Fibreboard or Pulpboard Wooden Frame Boxes complying with Section 5 (a), (b), (c) or (d) of this Rule:

CERTIFICATE OF BOX MAKER THIS WOODEN FRAME BOX IS MADE OF THREE PLY OR MORE FIBREBOARD OR PULPBOARD, OUTER PLY WATERPROOFED.	
THICKNESS NOT LESS THAN { EACH PLY.....	INCH
	INCH
RESISTANCE (MULLEN TEST): COMBINED BOARD.....	LBS. PER SQ. INCH
GROSS WEIGHT LIMIT.....	POUNDS
*.....	

*Insert box maker's name and address.

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	For Double Thickness Double Faced Corrugated Strawboard Boxes with Wooden Frame complying with Section 5 (c) and (d) of this Rule.	<p style="text-align: center;">CERTIFICATE OF BOX MAKER THIS WOODEN FRAME BOX IS MADE OF TWO THICKNESSES OF DOUBLE FACED CORRUGATED STRAWBOARD</p> <p>EACH THICKNESS { OUTER FACE WATERPROOFED.....⁰¹⁶ INCH NOT LESS THAN.....⁰¹⁶ INCH</p> <p>RESISTANCE OF EACH THICKNESS { OUTER FACE.....⁸⁵ LBS. PER SQ. INCH { INNER FACE.....⁶⁵ LBS. PER SQ. INCH (MULLEN TEST) { COMBINED BOARD.....¹⁷⁵ LBS. PER SQ. INCH</p> <p>GROSS WEIGHT LIMIT.....²⁰⁰ POUNDS</p> <p>*.....</p>		
	Boxes to show description of contents. Reference to Rule on the subject of labels and bills of lading.	<p style="text-align: center;">*Insert box maker's name and address.</p> <p>(b) Boxes must also show description of contents. (c) When shipments are tendered for transportation in Fibreboard, Pulpboard or Double Faced Corrugated Strawboard boxes conforming to the requirements and specifications of this Rule, THE SHIPPER MUST CERTIFY ON SHIPPING ORDERS AND BILLS OF LADING AS FOLLOWS: "The fiber boxes used for this shipment conform to the specifications set forth in the box-makers certificate thereto, and all other requirements of Rule 41 of Iowa Classification." Section 5, (a) Joists or stems of boxes, made of Fibreboard or Pulpboard as specified in Section 2 of this Rule, must be secured as follows:</p>		
	Joint or Seam Construction for Fibreboard or Pulpboard Boxes.			

Index No.	Date Effective	ARTICLE	L. C. L.	C. L.
	Lapped Joint or Seam Glued.	(b) The sides of the box forming the joint or seam must lap not less than 1½ inches and be firmly glued together throughout the entire area of contact and when the joint or seam is over 18 inches in length a metal rivet, staple or stitch must also be placed at each end of the joint or seam; or		
	Lapped Joint or Seam stitched.	(c) The sides of the box forming the joint or seam must lap not less than 1½ inches and be fastened together with metal rivets, staples or stitches not more than 3 inches apart, but when the length of the joint or seam is more than 18 inches, the metal rivets, staples or stitches must not be more than 2½ inches apart.		
	Joint or Seam Construction for Strawboard Boxes.	Section 10. Joints or seams of boxes, made of Double-Faced Corrugated Strawboard, as specified in Section 3 of this Rule, must join and be secured together by a cloth or paper sealing strip not less than two inches in width and having a resistance of not less than 60 pounds to the square inch, Mullen Test, extending the entire length of the joint or seam and firmly glued to the box.		
	Outer Joints, Openings or Seams must be tightly closed.	Section 11. (a) Boxes, without wooden frames, must have all outer joints, openings or seams that are not secured as provided by Sections 9, 10 and 12, tightly closed as follows:		
	Requirements and specifications for Sealing Strips.	(b) All sealing strips must be made of paper having a resistance of not less than 60 pounds to the square inch, Mullen Test, must be 2 inches or more in width, the ends must lap ¾ inches or more over the sides or ends of the box and must be firmly glued to all surfaces with which they come in contact; and		
	Glued Flaps or Sealing Strips, required.	(c) When the ends of the inner flaps of boxes are not more than 6 inches apart, and the ends of the outer flaps meet making a close joint or seam, or overlap 2 inches or more, all flaps must be firmly glued to each other throughout the entire area of contact; or all outer joints, openings or seams must be completely covered with sealing strips, except as provided in Section 11 (f); or		
	Glued Flaps and Sealing Strips, required.	(d) When the ends of the inner flaps of boxes are not more than 6 inches apart and the ends of the outer flaps overlap less than 2 inches, all flaps must be firmly glued to each other throughout the entire area of contact and the joint or seam made by the end of the outer flap must be completely covered with a sealing strip, except as provided in Section 11 (f); or		
	Glued Flaps and Sealing Strips with reinforcement or Sealing Strips with reinforcement, required.	(e) When the ends of the inner flaps of boxes are more than 6 inches apart, and the ends of the outer flaps meet making a close joint or seam, or overlap 2 inches or more, all flaps must be firmly glued to each other throughout the entire area of contact and each joint or seam made by the ends of the outer flaps must be completely covered with a sealing strip and then reinforced with a sealing strip placed at right angles across the middle of each joint or seam made by the ends of the outer flaps, except as provided in Section 11 (f); or all outer joints, openings or seams must be sealed with sealing strips and then reinforced with a sealing strip placed at right angles across the middle of each joint or seam made by the ends of the outer flaps, except as provided in Section 11 (f).		
	Sealing Strips not required.	(f) When two opposite flaps of boxes completely overlap each other and all flaps are firmly glued to each other throughout the entire area of contact, sealing strips will not be required; or when the outer flaps of boxes meet but do not completely overlap and a liner of double-faced corrugated strawboard extending to both sides and ends of the box is placed inside the flaps, and the liner and all flaps are glued to each other throughout the entire area of contact, sealing strips will not be required. Or when boxes are constructed with four flaps on each end and the flaps are secured by a screw and cap, the neck projecting from the inside through each flap and the top punctured through neck so that it cannot be unscrewed, sealing strips will be required; or when the ends of boxes are recessed, and a wooden frame made of strips not less than ½x1 inch is set inside the recess, and the tops, bottoms and sides are encircled by metal bands fastened with nails not more than 2 inches apart driven through strap and board into the frame, and the ends of metal bands secured by metal rivet, sealing strips will not be required.		
	Stapled or Stitched Flaps.	(g) When boxes are constructed with four flaps on each end the flaps overlapping each other 2 inches or more and are secured by metal staples or stitches not more than 2 inches apart, ends must be sealed to sides by sealing strips.		
	Flaps Must Not Project Over Sides.	(h) The flaps must not project over the sides of box.		
	Sealing and Tying Telescope Fibreboard, Pulpboard or Strawboard Boxes.	Section 12. (a) Telescope Boxes must be securely tied with heavy cord or tape completely encircling the box at least once around the ends and once around the sides, securely knotted at each crossing; the cover must extend entirely to the bottom of the box and the top must remain perfectly flat; the cover must be sealed to the bottom of the box at opposite sides with not less than two paper seals; seals to bear identification marks, to be not less than 2 by 6 inches in size and to have a resistance of not less than 60 pounds to the square inch, Mullen Test.		
	Sealing and Tying Two-piece Fibreboard, Pulpboard or Strawboard boxes.	(b) Two piece boxes other than Telescope Boxes (see Section 12 (a)) must be securely tied with heavy cord or tape completely encircling the box at least once around the ends and once around the sides, securely knotted at each crossing; the cover must be sealed to the sides of the box at opposite sides with not less than two paper seals, seals to bear identification marks, to be not less than 4 by 3 inches in size, and to have a resistance of not less than 60 pounds to the square inch, Mullen Test, or the tying will not be required if the cover extends not less than three inches over the sides and ends of the box, is firmly glued to the sides and ends of the box throughout the entire area of contact and a paper sealing strip not less than 4 inches in width and having resistance of not less than 60 pounds to the square inch, Mullen Test, completely covers and is firmly glued over all outer joints, openings and seams.		

Index No.	Date Effective	ARTICLE	L. C. L.	C. L.
	Sealing and Tying Three-piece Fibreboard, Pulpboard or Strawboard boxes.	(c) Three piece boxes must be securely tied with heavy cord or tape, completely encircling the box at least once around the ends and once around the sides, securely knotted at each crossing; each cover must be sealed to the sides of the box at opposite sides with not less than two paper seals; seals to bear identification marks, to be not less than 4 by 2 inches in size and to have a resistance of not less than 60 pounds to the square inch, Mullen Test; or the tying will not be required if each cover extends not less than three inches over the sides and ends of the box, is firmly glued to the sides and ends of the box throughout the entire area of contact and a paper sealing strip not less than 4 inches in width and having a resistance of not less than 60 pounds to the square inch, Mullen Test, completely covers and is firmly glued over all outer joints, openings or seams.		
	Gluing triple-slide Fibreboard, Pulpboard or Strawboard Boxes.	(d) Triple Slide Boxes must have the top and bottom of the inner slide firmly glued to the outer tube of the box throughout the entire area of contact.		
	Fibreboard or Pulpboard Pails of Drums.	Section 13. (a) Unless otherwise provided in separate description of articles, when the following requirements and specifications are fully complied with, articles, except as provided in Section 13 (e):		
	Wooden Drum rating.	(b) When shipped in Fibreboard or Pulpboard Drums (see Section 13 (d)) will be rated the same as if shipped in Wooden Drums; or		
	Wooden Pail rating.	(c) When shipped in Fibreboard or Pulpboard Pails (see Section 13 (d)), will be rated the same as if shipped in Wooden Pails.		
	Measurement of Drum or Pail.	(d) The cylindrical container having either diameter or height of more than 13 inches (outside measurement) will be considered a drum. The cylindrical container having both diameter and height of 15 inches or less each (outside measurement) will be considered a Pail.		
	Exception to Glassware, etc.	(e) Glassware, other fragile articles, articles packed in glass or earthenware, liquids and articles that are not dry, will not be accepted for transportation in Fibreboard or Pulpboard Drums or Pails.		
	Shipments in Drums or Pails not meeting requirements.	(f) Unless otherwise provided in separate descriptions of articles, when the requirements and specifications of Rule 41 are not fully complied with, the freight rates on articles in Fibreboard or Pulpboard Drums or Pails shall be increased 25%, with a minimum increase of 3 cents per 100 pounds above the rates applicable on such articles in Drums or Pails that do comply with the requirements and specifications of Rule 41.		
	Specifications for Fibreboard or Pulpboard Drums or Pails.	Section 14. (a) Fibreboard or Pulpboard used in making Fibreboard or Pulpboard Drums or Pails may be single ply with the outer surface water-proofed or if more than single ply must have all plies firmly glued together, the outer ply water-proofed and no single ply less than .010 of an inch in thickness; and		
	Weight limit 55 lbs.	(b) When the single ply or combined board in the body, bottom and top is not less than .100 of an inch in thickness, having a resistance of not less than 200 pounds to the square inch, Mullen Test, and in the rims not less than .060 of an inch in thickness, having a resistance of not less than 175 pounds to the square inch, Mullen Test (except as provided in Section 14 (d)), the gross weight of the Drum or Pail and its contents shall not exceed 55 pounds, see Sections 15, 16, 17 and 18 of this Rule; or		
	Weight limit 90 lbs.	(c) When the single ply or combined board in the body, bottom and top is not less than .110 of an inch in thickness, having a resistance of not less than 275 pounds to the square inch, Mullen Test, and in the rims not less than .100 inch in thickness, having a resistance of not less than 250 pounds to the square inch, Mullen Test, the gross weight of the Drum or Pail and its contents shall not exceed 90 pounds, see Sections 15, 16, 17 and 18 of this Rule; or		
	Weight limit 55 lbs. when rims of top and bottom meet.	(d) When the single ply or combined board, in the body and rims is not less than .060 of an inch in thickness, having a resistance of not less than 175 pounds to the square inch, Mullen Test, and in the bottom and top is not less than .100 of an inch in thickness, having a resistance of not less than 200 pounds to the square inch, Mullen Test, and the rims of the bottom and top meet, completely covering the body, the gross weight of the Drum or Pail and its contents shall not exceed 55 pounds, see Sections 15, 16, 17 and 18 of this Rule.		
	Packing requirements against shifting or leakage.	Section 15. Articles, except as provided for by Section 13 (e), liable to loss from shifting or leakage must be in bags, cans or cartons or the Drum or Pail must be lined with tough paper or cloth; articles must be so packed in the Drum or Pail as to completely fill it.		
	Certificate of Drum or Pail maker.	Section 16. (a) All Fibreboard or Pulpboard Drums or Pails that are made to conform to the requirements and specifications of this Rule, must bear certificate of Drum or Pail maker, labeled, printed or stamped in ink, showing that the Drums or Pails do so conform; this certificate to be not less than 2 1/2 by 4 inches, and to be a facsimile of the following in form and style of type and wording:		

Index No.	Date Effective	ARTICLE	L. C. L.	C. L.
64	July 25, 1914. Canada item 25, 26, and 21, page 45.	(*) Unusual Movable, property of intending articles only, prepaid or guaranteed Value of unseasoned goods declared by shippers not to exceed 60.00 per 100 lbs. Min. wt. 5,000 lbs. N. O. S., min. wt. 25,000 lbs. [*] Coal Tugs: In bulk In barrels [*] Mine Pops, Mine Caps, Mine (No) Ties, Bars, Collar Beams and Legs (wooden) Limes (Cokeby): In bags [*] Building (Hydrated or Quicklime) or Slaked: In bulk In barrels In bulk In bags [*] Pork Sausks, Pork Butts, Pork Scraps, Pork Trimmings, Fresh Hog Shins, Leaf Lard, Sausks (uncured), Spare ribs, Pork Loins, Pork Tenderloins and Baw [*] Packing and Sealing Outfits (second-hand), consisting of Asphaltum, Cement, Gravel, mixed C. L. Sausks, Mixing Machines, Pish, Roofing Paper, Sausk and Tools, in [*] Note—It contains 75% gravel, C. L., Class D, min. wt. Sausk: [*] Alkali, Canary, Case or Saphum, Clever, Brown Corn, Rape, Sunflower and Grass Seed, in barrels or sacks Wagon, Wood: Crated or boxed [*] K, boxed or crated [*] K, with Springs and Lazy Back (if with lay lock), detached and packed in bolt of waf, severely handled [*] Advice. [*] Reduction. [*] Change in Reading.	2 3 2 3 3	B A O Min. Wt. 25,000 lbs 5 Min. 54,000 lbs A Min. 54,000 lbs
65	July 25, 1914. Canada item 15, page 79.			
66	July 25, 1914. Canada item 6, page 84.			
67	July 25, 1914. Canada item 15, page 90.			
68	July 25, 1914. Canada item 14, page 110.			
69	July 25, 1914. Canada item 25, page 114.			
70	July 25, 1914. Canada item 6, page 119.			
71	July 25, 1914. Canada item 28, page 156.			

72	July 25, 1914. Item 64, Canada item 6, page 108.	Cement, Lime, Sals, Stucco (Item No. 90), C. L.: The minimum weight on lime, plaster and stucco, in straight or mixed carloads will be 3,000 lbs. [*] Minimum C. L. weight on Cement, 40,000 lbs. Minimum C. L. weight on Salt, Plaster Board and Plaster Studing, 40,000 lbs. Corn (Item No. 60), C. L.: Corn, oats, barley, flaxseed screenings, hemp seed and other articles taking same rates. Mill products, mixed carloads: The highest carload rate will apply on mixed car-loads of mill products, such as flour, meal, bran, chop feed and grain in sacks. [*] Mill products (Feed) and Digester Tankage in bags, mixed carloads, minimum C. L. weight 24,000 lbs. Flour and other grain products, taking grain tariff rates in straight or mixed car-loads, minimum weight 24,000 lbs. Stucco (Item No. 20), C. L.: [*] Stucco (all kinds, including south or dressed, not polished, bittered or figured) rough quarried or crushed, gypsum rock, sand, gravel, burnt earth, Coal Chalks or Chalks, Crushed Brick or Crushed Tile, Clay and Shale, min. C. L. weight 30,000 lbs. *Ashes: Garbage or Manure: In bags, barrels or boxes, L. C. L. In packages named, C. L., minimum weight 40,000 lbs. *Fels, Matrices or Upholstering, cotton: In bales, C. L., minimum weight 10,000 lbs., subject to Rule 6-B. *Slits: Cement or Concrete, including their equipment of Iron or Steel Door Frames, Door in packages or boxes, C. L., min. wt. 30,000 lbs. *Ventilators, roof or bars, base detached and head nested therein, crated. Sausk: [*] Sulphate of (Gibber's Salt), in boxes, barrels, sacks, and bags. In packages named and in bulk, min. C. L. weight 30,000 lbs. [*] Reduction. [*] Change in Reading. *New Item. [*] Advice.	4 1 1 1 4	2 3 D C
73	July 25, 1914. Canada item 14-4, Canada item 14, page 120.			
74	July 25, 1914. Canada item 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.			
75	July 25, 1914.			
76	July 25, 1914.			
77	July 25, 1914.			
78	July 25, 1914.			
79	July 25, 1914. Canada item 25, page 25.			

Index No.	Date Effective	ARTICLE	L. C. L.	C. L.
80	July 25, 1914..... Cancels Item 58, page 33.	Soda: [r] Carbonate of (Sal Soda), in boxes, bbls., kegs or casks, min. C. L. weight 40,000 lbs.	4	0
81	July 25, 1914.....	*Cigars and Cigarettes: In fibreboard, pulpboard or strawboard boxes (complying with Rule 41) fastened with two or more flat metal straps (not less than No. 29 gauge nor under 3/8 inch in width) passing around the box at right angles to each other and drawn absolutely tight so as to cut into the edges of box, thus guarding against the slipping of straps. The lapped ends of each tightened strap shall pass through a metal sleeve and the strap and sleeve clamped together so as to form a seal of such character as to prevent the removal of straps or opening of box without mutilating the seal or box. In addition to sealing the ends of straps, a metal sleeve shall be applied where the straps cross at right angles in center of package and the straps shall be clamped on each side of the sleeve so as to interlock the two straps and effectually prevent sliding	3	1
82	July 25, 1914.....	*Groceries, assorted, N. O. S., and Cigars, packed in same box: In fibreboard, pulpboard or strawboard boxes (complying with Rule 41) fastened with two or more flat metal straps, (not less than No. 29 gauge nor under 3/8 inch in width) passing around the box at right angles to each other and drawn absolutely tight so as to cut into the edges of the box, thus guarding against the slipping of straps. The lapped ends of each tightened strap shall pass through a metal sleeve and the strap and sleeve clamped together so as to prevent the removal of straps or opening of box without mutilating the seal or box. In addition to sealing the ends of straps, a metal sleeve shall be applied where the straps cross at right angles in center of package and the straps shall be clamped on each side of the sleeve so as to interlock the two straps and effectually prevent sliding	1	

[r] Reduction.

*New Item.

No. 6687—1914.

CHAMBER OF COMMERCE, DES MOINES, BY GEIS BOTSFORD VS. CHICAGO & NORTH WESTERN RAILWAY COMPANY, ET AL.

Classification on Watermelons.

By agreement between the carriers and the Commission, the following supplement to Iowa Classification No. 15, was issued, providing ratings on watermelons:

SUPPLEMENT NO. 4—SUPPLEMENTS NOS. 3 AND 4 IN EFFECT AND CONTAIN ALL CHANGES TO IOWA CLASSIFICATION NO. 15, AND SCHEDULE OF REASONABLE MAXIMUM RATES OF CHARGES FOR THE TRANSPORTATION OF FREIGHT AND CARS.

Dated June 23, 1914.

Effective June 25, 1914, except as noted.

By order of the Board of Railroad Commissioners of the State of Iowa.

GEORGE L. McCAUGHAN,
Secretary.

Des Moines, Iowa, June 23, 1914.

Index No.	Date Effective	ARTICLE	L. C. L.	C. L.
1	June 25, 1914..... Cancels Index No. 39, Sup. No. 3, include in bracket page 149.	Vegetables: Citrons or Watermelons, prepaid In barrels with cloth or slatted wooden tops..... In baskets with solid or slatted wooden tops..... In barrels, boxes or crates..... Watermelons, Loose (exception to Rule 27)..... In packages or loose, straight or mixed C. L., min. wt. 24,000 lbs.	2 2 2 13	0
2	July 25, 1914..... Cancels Index No. 67, Sup. No. 5.	Lime (Calcium): Building (Hydrated or Quicklime) or slaked, In bags..... In paper-lined bags..... In barrels..... In bulk.....	2 4 4	0 min. wt. 24,000 lbs.

No. 6888—1914.

CHAMBER OF COMMERCE, BY GEIS BOISFORD, DES MOINES, IOWA,

VS.

CHICAGO & NORTH-WESTERN RAILWAY COMPANY, ET AL.

Decided August 26, 1914.

MARKING L. C. L. SHIPMENTS OF GRAPES NOT REQUIRED—CARRIERS ORDERED TO REVISE TARIFFS.

Held, unreasonable to require baskets of grapes, L. C. L. to be marked with the names and addresses of consignees.

For Complainants:

Dwight N. Lewis, Assistant Commerce Counsel,
E. C. Davidson, Davidson Bros., Des Moines, Iowa.
F. G. Nesbit, Davidson Bros., Des Moines, Iowa.
C. C. Taft, C. C. Taft Co., Des Moines, Iowa.

For Defendants:

J. C. Davis, Attorney, C. & N. W. Ry. Co., Des Moines, Iowa.
E. J. Seymour, A. G. F. A. C. & N. W. Ry. Co., Chicago.
M. J. Golden, A. G. F. A. C. & N. W. Ry. Co., Chicago.
F. W. Sargent, Attorney, C. R. I. & P. Ry. Co., Des Moines.
M. A. Patterson, A. G. F. A. C., R. I. & P. Ry. Co., Chicago.
W. G. Wagner, A. G. F. A. C., E. & Q. Rd. Co., Chicago.
C. W. Welch, C. A., Ft. D.-D. M. & S. Rd. Co., Des Moines.
Will Clapper, D. F. A., Wabash Rd. Co., Des Moines.
C. E. Hübker, D. F. A., C., M. & St. P. Ry. Co., Des Moines.
Lloyd Joden, D. F. A., C., G. W. Rd. Co., Des Moines.

OPINION.

This case involves the requirement to mark fruit baskets with the names and addresses of consignees on intrastate L. C. L. shipments in Iowa.

A hearing was held, at which the railway companies, and interested shippers and jobbers were represented.

It is a general requirement in the transportation business that L. C. L. shipments shall be plainly marked with the names and addresses of consignees. This requirement has been in existence for many years. Because of peculiar conditions surrounding the transportation of brick and tile, the railroads have made an exception of those commodities. Likewise it was testified before the board by large shippers, that up to last year this requirement was not enforced as to shipments of grapes going out of Des Moines and other large jobbing centers of the state. This testimony was not seriously questioned by the carriers. It is now sought to enforce the requirement as to grapes.

The purpose of marking L. C. L. packages is to avoid loss and damage through failure to deliver to proper parties, or mixing of the packages. On ordinary traffic this works no hardship whatever on the shipper, and is a reasonable requirement.

It was conclusively shown, however, that when grapes are handled in baskets, by the carriers, in this territory, the large volume of the shipments, and the necessity for prompt shipment, works a very serious hardship on the shippers, if they are required to mark each basket. It was further testified by several shippers, handling several hundred thousand baskets of grapes annually, that they could not remember of ever having a damage claim, because of lost packages of this character, or failure to deliver the proper basket to the proper party. The carriers were asked to name any instance of the kind, and failed to do so. The carriers asked for opportunity to present a witness later, on that issue, and also to file a statement concerning damage claims paid during a representative period, the time and places of shipment being mutually agreed to at the time of the request. Both requests were granted, and the carriers failed to present any evidence of loss or damage for the causes stated.

In view of all the facts, especially the peculiar conditions surrounding the traffic, and the experience of the past, this Commission is of the opinion that it is not reasonable to require baskets of grapes in L. C. L. quantities to be marked with the names, or the names and addresses of consignees. The railway companies, operating in Iowa, are hereby ordered to revise their rules and regulations applicable to Iowa intrastate traffic, so as not to require the said marking.

This matter being of immediate importance, the said carriers are hereby required to make the aforesaid revision of their rules and requirements to take effect on or before the first day of September, 1914.

Dated at Des Moines, Iowa, this 26th day of August, 1914.

In accordance with this order, the following supplement was prepared and published, as provided by law:

SUPPLEMENT NO. 5.—(Cancels Supplement No. 4) SUPPLEMENTS NOS. 3 AND 5 IN EFFECT AND CONTAIN ALL CHANGES TO IOWA CLASSIFICATION NO. 15, AND SCHEDULE OF REASONABLE MAXIMUM RATES AND CHARGES FOR THE TRANSPORTATION OF FREIGHT AND CARS.

Dated August 26, 1914.

Effective September 1, 1914, except as noted.

By order of the Board of Railroad Commissioners of the State of Iowa.

GEORGE L. McCAUGHAN,
Secretary.

Des Moines, Iowa, August 31, 1914.

Index No.	Date Effective	ARTICLE	L. O. L.	O. L.
1	June 25, 1914 Cancels Index No. 59, Sup. No. 3, include in bracket page 149.	Vegetables: Citrons or watermelons, prepaid In bbls. with cloth or slatted wooden tops..... In baskets with solid or slatted wooden tops..... In bbls. or crates..... Watermelons, loose: (Exception to Rule 27)..... In packages or loose, straight, or mixed C. L., min. wt. 24,000 lbs.....	2 2 2 1½	0
2	July 25, 1914 Cancels Index No. 67, Sup. No. 2.	Lime (Caleum): Building (Hydrated or Quicklime) or slaked, In bags..... In paper lined bags..... In barrels..... In bulk.....	2 4 4	C min. wt. 24,000 lbs.
3	Sept. 1, 1914	*Fruit: Grapes, fresh, prepaid or guaranteed, In boxes, crates or casks..... In baskets with tight or slatted covers (Exception to Rule 27)..... In baskets with cloth tops (Exception to Rule 27)..... *New Item. In mixed carload with fresh fruit, N. O. S., 3d class.	1 1 1½	8

FRANCHISES GRANTED
FOR
Electric Transmission Lines

No. 6665-1914.

FRANK T. HULSWIT AND F. J. HANLON,

VS.

CITIZENS OF CERRO GORDO COUNTY AND WORTH COUNTY, IOWA.

Decided January 7, 1914.

Cliggitt & Smith, Attorneys for Applicants.

No objections filed.

OPINION.

In the Matter of the Application of
Frank T. Hulswit and F. J. Han-
lon and their Assigns for a Fran-
chise to Construct, Operate and
Maintain an Electrical Transmis-
sion Line.

ORDER GRANTING FRANCHISE.

BE IT REMEMBERED, That on this 13th day of November, A. D. 1913, at ten o'clock in the forenoon, the application of Frank T. Hulswit, and F. J. Hanlon, and their assigns, for authority to build, construct, maintain and operate a proposed electrical transmission line from the northerly limits of the city of Mason City, Cerro Gordo county, Iowa, to the southerly limits of the town of Manly, Worth county, Iowa, came on for hearing at the court house in the city of Mason City, Iowa, the applicants appearing by Messrs. Cliggitt & Smith, their attorneys, and no appearance being made by any person in opposition to said application, the Board proceeded to the inspection of the application, proofs of notices, and the evidence submitted in support of said application, and finds that notice of the time and place of said hearing as prescribed by law was published more than ten days prior to the 13th day of November, 1913, in the Mason City Globe Gazette, the Mason City Times, the Clear Lake Reporter and the Clear Lake Mirror, each being official papers, and all of the official papers published in Cerro Gordo county; that said notice was also published as required by law more than ten days before said hearing in the Northwood Anchor, the Kensett News, and the Worth County Index, each being official papers, and all of the official papers published in Worth County, Iowa; and that proofs of the said publications of said notice in each of said newspapers are on file in the office of the Board of Railroad Commissioners.

The Board further finds that the allegations contained in said application are true; that the applicants do not own or control any electric line or lines whatsoever, and are, therefore, not required to file their consent that the provisions of Chapter 174, Acts of the Thirty-fifth General Assembly of Iowa, shall apply to any existing line or lines.

The Board further finds that the applicants have procured, and now own a franchise granted to them by the town of Manly, Worth county, Iowa, authorizing them or their assigns to construct, maintain and operate upon,

over and along the streets, lanes, alleys and public grounds in said town, poles and wires upon and over which to transmit electric current for heat, light and power, and to sell the same to the said municipality and the inhabitants thereof; that the said applicants have arranged and agreed with the People's Gas & Electric Company, a corporation maintaining and operating an electric plant in the city of Mason City, Iowa, for the said People's Gas & Electric Company to furnish and supply the said electric current with which to furnish the said town of Manly and the inhabitants thereof with heat, light and power; that in order to convey and transmit the said current from the plant of the said People's Gas & Electric Company in the city of Mason City, Iowa, to the town of Manly, Iowa, it is necessary for said petitioners or their assigns to construct, build, maintain and operate an electric transmission line between the said city of Mason City, Iowa, and the said town of Manly, Iowa; that the said proposed transmission line will be located wholly upon the roads and public highways of the state within the counties of Cerro Gordo and Worth.

The Board further finds that it is to the interest and for the benefit of the public, as well as the applicants, that they be authorized to construct, equip, re-construct, maintain and operate an electrical transmission line over, along and across the roads and public highways of the state from the northerly corporate limits of the city of Mason City, Cerro Gordo county, Iowa, to the southerly corporate limits of the town of Manly, Worth county, Iowa; that the said transmission line will be constructed wholly along, upon and across the said roads and public highways; and that the starting point, route and terminus of said proposed transmission line required by the applicants, in order to build, construct, equip, re-construct, maintain and operate the same, are described as follows, to-wit:

Beginning at the northerly limits of the said city of Mason City on west side of road number 6 in township number ninety-seven, north range number twenty west, thence running in a northerly direction along the west side of said highway to the north line of the highway running east and west along the south line of section number twenty-two, thence west along the north line of said highway to the west line of road number 108, thence north along the west line of said road or highway number 108 through the center of sections numbered twenty-two and fifteen; thence crossing said highway to the east line thereof and from thence running north along the east line of said highway through sections numbered ten and three to the north line of the highway running east and west along the south line of Worth county, Iowa; thence west along the north line of said highway to the east line of the highway running north and south along the west line of sections numbered 34 and 27 in said Worth county, Iowa; thence north along the east line of said highway to the corporate limits of the said town of Manly.

It is THEREFORE ORDERED, That said Frank T. Hulswit and F. J. Hanlon and their assigns are hereby granted the right to build, construct, reconstruct, use, equip, maintain, and operate the above described transmission line for the purpose of distributing electrical current for light, power and heating purposes, across, along and upon the roads and highways herein

above described, and across and over any roads and highways intersecting or embracing any portion of said described course and route of said transmission line as herein above described as fully and completely as may be conferred by this Board under and by virtue of Chapter 174, Acts of the Thirty-fifth General Assembly of Iowa, authorizing this Board to grant franchise for the construction of electric transmission lines for the purposes herein set out; provided, however, that the said transmission lines shall be so constructed and maintained as not to interfere with the use by the public of the roads and highways of the state; and provided further that the said transmission line be constructed and maintained by the said Frank T. Hulswit and F. J. Hanlon, according to the specifications attached to their application or hereafter made by the Board of Railroad Commissioners of Iowa; it is further provided that all of the material used in the said transmission line shall be of good quality, and the workmanship first-class and in accordance with the approved standards, and the construction of said line shall also fully comply with the Act of the Thirty-fifth General Assembly of Iowa authorizing the granting of the franchise herein permitted, entitled:

"An Act to Confer Power upon the Railroad Commission of the State of Iowa, to Grant a Franchise to Any Individual or Corporation Organized under the Laws of Iowa, or Corporation Authorized to Transact Business in Iowa under the General Incorporation Laws of the State Engaged in the Manufacture, Sale or Distribution for Sale of Electric Current to Construct Transmission Lines and Obtain the Necessary Interests in Real Estate Therefor, and the Manner of Making Compensation to said Owner of Said Lands for Said Rights."

Dated at Des Moines, Iowa, January 7, 1914.

No. 6566—1914.

CENTRAL IOWA LIGHT & POWER COMPANY,

vs.

CITIZENS OF WEBSTER COUNTY, IOWA.

Decided February 13, 1914.

For Central Iowa Light & Power Company:

D. J. Price, Attorney.

S. R. Dyer, Attorney.

No appearance for the citizens of Webster county.

OPINION.

In the Matter of the Application of
Central Iowa Light & Power Company, for a Franchise to Construct, Operate, and Maintain an Electric Transmission Line. } ORDER GRANTING FRANCHISE.

This is an application of the Central Iowa Light & Power Company, for a franchise to build, construct, reconstruct, equip, maintain and operate a proposed transmission line for the purpose of conducting electricity for light, power and heating purposes from its sub-station located on the southwest quarter of section thirty-four, Cooper Township, Webster County, Iowa, to the east corporate limits of the city of Fort Dodge, Webster County, Iowa. The case came on for hearing at the office of the Board of Supervisors in the court house at Fort Dodge, Iowa, at the hour of one o'clock p. m., on the 5th day of February, 1914, pursuant to notice ordered published in the official newspapers of Webster County, Iowa, as by law provided, and after an inspection of the notice of said hearing and copies of publication thereof.

The Board finds: That the notice prescribed by order of the Board on the 13th day of January, 1914, has been published in the following newspapers, to-wit: "The Fort Dodge Chronicle," "Lehigh Valley Argus," and the "Messenger," as by law required, ten days before said hearing, and that said newspapers are the three official newspapers of Webster County, Iowa.

That D. J. Price and S. R. Dyer appeared as attorneys for the said applicant, and that no appearance was made by the citizens of Webster County, Iowa.

That the said company did file its consent on February 12, 1914, that the provisions of Chapter 174, of the Thirty-fifth General Assembly, and of all laws or acts relating to public utilities, or to the regulation, supervision, or control thereof, which are now in force or which may be hereafter enacted shall apply to its existing line or lines with the same force and effect, as though said line or lines had been constructed under the permit provided for in section one of said act.

The Board further finds that said applicant is engaged in the manufacture, sale, and distribution for sale, of electric current for lighting and heating purposes, and owns and operates power plants for the generation of electricity and for the carrying on of its business in Webster County, Iowa, as alleged in paragraph one (1) of its application, and that the location of the proposed transmission line lies wholly within Webster County, Iowa.

That it is to the interest and for the benefit of the public as well as the applicant, that it be authorized to construct, equip, reconstruct, maintain and operate a transmission line over, along and across any public lands, highways, streams and lands of any person or persons and to acquire the necessary interest in the real estate therefor, from the sub-station of said applicant located on the southwest quarter of Section Thirty-four, Cooper Township, Webster County, Iowa, to the east corporate limits of the city of Fort Dodge, Webster County, Iowa, and that the starting point, route and terminus of said proposed transmission line, and the interest in the real estate, required by the applicant in order to build, construct, equip, reconstruct, maintain and operate the same, are described as follows, to-wit:

The use and right of way over a strip of land not to exceed twenty-five feet in width commencing at the sub-station located on the southwest quarter of section thirty-four, Cooper Township, Webster County, Iowa, thence in an easterly direction over the land of the American Cement Plaster Company in said section to the quarter section line of said section thirty-four; thence north, three feet west of said quarter section line, crossing over the east and west public highway running through said section thirty-four, to a point three feet west of the intersection of the continuation of said quarter line with the right of way of the Lehigh Branch of the Chicago Great Western Railroad Company on said section thirty-four; thence northwest and three feet southwest of the right of way line of said railroad company across the lands of the United States Gypsum Company being the northwest quarter of said section thirty-four. F. W. Kruckman, being the west half of section twenty-seven in said township, Amelia Kessler, being the southeast quarter of section twenty-eight in said township, E. H. Parker and A. H. Northrup, being the southwest quarter of the northeast quarter and the southeast quarter of the northeast quarter of section twenty-eight in said township, thence into the city of Fort Dodge along said right of way.

The location of the said line is as shown by plat filed herein by the applicant, showing the location of said right of way, as heretofore described, of said transmission line as now located and as hereby authorized and permitted and established.

It is THEREFORE ORDERED, That the said Central Iowa Light & Power Company, its successors or assigns, is hereby granted the right to build, construct, reconstruct, use, equip, maintain and operate the above described transmission line for the purpose of distributing electric current for light, power and heating purposes, across, along and upon the real estate and highways, hereinbefore described, and any public grounds and

highways intersecting or embracing any portion of said described right of way, and shall be possessed of the rights of ingress and egress to their said transmission line over any of the lands hereinbefore described, as fully and completely as may be conferred by this Board under and by virtue of the Act of the Thirty-fifth General Assembly of Iowa, authorizing this Board to grant a franchise for the construction of electric transmission lines for the purposes herein set out; provided, however, that the said transmission line shall be so constructed and maintained as not to interfere with the use by the public of the highways or streams of the state, nor to unnecessarily interfere with the use of any lands by the occupant thereof; and provided further, that the said transmission line to be constructed by the Central Iowa Light & Power Company and hereinbefore permitted, shall be constructed and maintained according to specifications hereafter made by the Board of Railroad Commissioners.

It is further specifically conditioned that no guy wires shall be stretched across or located on private property, unless the same shall be attached to posts not less than seven feet above the ground, if same can be done with entire safety without requiring additional wire supports or braces; provided, however, that guy wires may be used on private property if the said wires are enclosed within a lawful fence, so as to give adequate protection to animals on said property from said wires; and provided further, that these requirements as to any guy wires may be waived by mutual agreement between the property owner and the said company.

It is further provided that all of the material used in said transmission line, shall be of good quality and the workmanship of first-class and in accordance with the approved standards, and the construction of said line shall also fully comply with the Act of the Thirty-fifth General Assembly of Iowa, authorizing the granting of the franchise herein permitted, entitled:

"An Act to Confer Power upon the Railroad Commission of the State of Iowa to Grant a Franchise to Any Individual or Corporation Organized under the Laws of Iowa, or Corporation Authorized to Transact Business in Iowa under the General Incorporation Laws of the State Engaged in the Manufacture, Sale or Distribution for Sale of Electric Current to Construct Transmission Lines and Obtain the Necessary Interests in Real Estate Therefor, and the Manner of Making Compensation to said Owner of Said Lands for Said Rights."

It is FURTHER ORDERED, That the said applicant, herein, shall have authority and be possessed of the right of eminent domain for the purpose of acquiring any of said right of way, as provided and authorized by the Act of the Thirty-fifth General Assembly of Iowa, hereinbefore referred to, and the right of exercising the said rights of eminent domain under the Provision of Chapter Four (4), Title Ten (10) of the Code of 1897, of the Laws of the State of Iowa, and all amendments thereto.

Dated at Des Moines, Iowa, February 13, 1914.

No. 6667—1914.

CENTERVILLE LIGHT AND TRACTION COMPANY

vs.

CITIZENS OF APPANOOSE COUNTY, IOWA.

Decided February 18, 1914.

For Centerville Light and Traction Company—

Frank S. Payne, President and Manager.

No appearance for the citizens of Appanoose County.

OPINION.

In the Matter of the Application of Centerville Light and Traction Company for a Franchise to Construct, Operate, and Maintain an Electric Transmission Line.

ORDER
GRANTING A FRANCHISE.

This is an application of the Centerville Light and Traction Company for a franchise to build, construct, reconstruct, equip, maintain and operate a proposed transmission line for the purpose of conducting electricity for light, power and heating purposes from a station known as North Brazil on the interurban line of the Centerville Light and Traction Company to the Drum and Monkey Coal Mine, and also a branch line therefrom, all of said line being located in Appanoose County, Iowa, and fully described hereafter. The case came on for hearing at the office of the Centerville Light and Traction Company in Centerville, Appanoose County, Iowa, at the hour of 1 o'clock p. m., on the 3d day of February, 1914, pursuant to notice ordered published in the official newspapers of Appanoose County, Iowa, as by law provided, and after an inspection of the notice of said hearing and proofs of publication thereof.

The Board finds: That the notice prescribed by order of the Board on the 16th day of January, 1914, has been published in the following newspapers, to-wit: "Moulton Weekly Sun," "Centerville Weekly Journal," "Semi-Weekly Iowegian," and "The Centerville Daily Citizen," as by law required, ten days before said hearing, and that said newspapers are the four official newspapers of Appanoose County, Iowa.

That Frank S. Payne appeared as president and manager for the said applicant, and that no appearance was made by the citizens of Appanoose County, Iowa.

That the said company did file its consent on December 29, 1913, that the provisions of Chapter 174, of the Thirty-fifth General Assembly, and all laws or acts relating to public utilities, or to the regulation, supervision, or control thereof, which are now in force, or which may be hereafter enacted, shall apply to its existing line or lines with the same force

and effect as though said line or lines had been constructed under the permit provided for in section one of said act.

The Board further finds that said applicant is engaged in the manufacture, sale, and distribution for sale, of electric current for lighting and heating purposes, and owns and operates power plants for the generation of electricity and for the carrying on of its business in Appanoose County, Iowa, and that the location of the proposed transmission line lies wholly within Appanoose County, Iowa.

That it is to the interest and for the benefit of the public as well as the applicant that it be authorized to construct, equip, reconstruct, maintain and operate a transmission line over, along and across any public lands, highways, streams and lands of any person or persons and to acquire the necessary interest in the real estate therefor, from a station known as North Brazil on the Interurban line of the Centerville Light and Traction Company to the Drum and Monkey Coal Mine, and also a branch line therefrom, in Appanoose County, Iowa, and that the starting point, route, and termini of said proposed transmission line, and the interest in the real estate required by the applicant in order to build, construct, equip, reconstruct, maintain and operate the same, are described as follows, to-wit:

The use and right of way over a strip of land not to exceed twenty-five feet in width, commencing about 346 feet west of the northwest corner of the northwest quarter of the southeast quarter of Section twenty (20), Township sixty-nine (69), Range eighteen (18) west, in Appanoose County, Iowa, being at a point on the Interurban line of the Centerville Light and Traction Company near its station known as North Brazil, thence running west along the public highway to the center of said section twenty (20), thence west on private right of way for a distance of three quarters of a mile, thence directly west on the public highway for a distance of three-quarters of a mile, thence south on the public highway for a distance of three-quarters of a mile, thence west on the south side of the dividing line between the south half and the north half of the southeast quarter of Section twenty-five (25), Township sixty-nine (69), Range eighteen (18) west, for a distance of approximately one-half mile and terminating at a coal mine known as the Drum and Monkey Coal Mine; also a branch line therefrom, beginning at the center of Section twenty (20), Township sixty-nine (69), Range eighteen (18) west, in Appanoose County, Iowa, thence south and west along the public highway until it intersects with the public highway running northwest and southeast, thence along said public highway as the same runs through the northeast quarter of the southwest quarter and the southwest quarter of the southeast quarter of said Section Twenty.

The location of the said line is as shown by plat filed herein, by the applicant, showing the location of said right of way, as heretofore described, of said transmission line as now located and as hereby authorized and permitted and established.

It is THEREFORE ORDERED, That the said Centerville Light and Traction Company, its successors or assigns, is hereby granted the right to build, construct, reconstruct, use, equip, maintain and operate the

above described transmission line for the purpose of distributing electric current for light, power and heating purposes, across, along and upon the real estate and highways hereinbefore described, and any public grounds and highways intersecting or embracing any portion of said described right of way, and shall be possessed of the rights of ingress and egress to their said transmission line over any of the lands hereinbefore described, as fully and completely as may be conferred by this Board under and by virtue of the Act of the Thirty-fifth General Assembly of Iowa, authorizing this Board to grant a franchise for the construction of electric transmission lines for the purposes herein set out; provided, however, that the said transmission line shall be so constructed and maintained as not to interfere with the use by the public of the highways or streams of the state, nor to unnecessarily interfere with the use of any lands by the occupant thereof; and provided further, that the said transmission line to be constructed by the Centerville Light and Traction Company and hereinbefore permitted, shall be constructed and maintained according to specifications hereafter made by the Board of Railroad Commissioners.

It is further specifically conditioned that no guy wires shall be stretched across or located on private property, unless the same shall be attached to posts not less than seven feet above the ground, if same can be done with entire safety without requiring additional wire supports or braces; provided, however, that guy wires may be used on private property if the said wires are enclosed within a lawful fence so as to give adequate protection to animals on said property from said wires; and, provided further, that these requirements as to any guy wires may be waived by mutual agreement between the property owner and the said company.

It is further provided that all of the material used in said transmission line shall be of good quality, and the workmanship of first-class and in accordance with the approved standards, and the construction of said line shall also fully comply with the Act of the Thirty-fifth General Assembly of Iowa, authorizing the granting of franchise herein permitted; entitled:

"An Act to Confer Power upon the Railroad Commission of the State of Iowa to Grant a Franchise to Any Individual or Corporation Organized under the Laws of Iowa, or Corporation Authorized to Transact Business in Iowa under the General Incorporation Laws of the State Engaged in the Manufacture, Sale, or Distribution for Sale of Electric Current to Construct Transmission Lines and Obtain the Necessary Interests in Real Estate Therefor, and the Manner of Making Compensation to said Owner of Said Lands for Said Rights."

It is FURTHER ORDERED, That the said applicant, herein, shall have authority and be possessed of the right of eminent domain for the purpose of acquiring any of said right of way, as provided and authorized by the Act of the Thirty-fifth General Assembly of Iowa, hereinbefore referred to, and the right of exercising the said rights of eminent domain under the Provision of Chapter Four (4), Title Ten (10), of the Code of 1897, of the Laws of the State of Iowa, and all amendments thereto.

Dated at Des Moines, Iowa, February 18, 1914.

No. 6668—1914.

G. S. DONALDSON

VS.

CITIZENS OF CLAYTON COUNTY, IOWA.

*Decided March 3, 1914.**D. D. Murphy*, attorney, appeared for the applicant.*J. L. Parrish*, attorney, Iowa Telephone Company.

OPINION.

In the Matter of the Application of
G. S. Donaldson for a Franchise
Authorizing him to Construct,
Operate and Maintain a Trans-
mission Line Between McGregor,
Iowa, and Monona, Iowa,

ORDER
GRANTING A FRANCHISE.

Now, to-wit, on this 3d day of March, A. D. 1914, at 10 o'clock a. m., this being the time heretofore fixed for the hearing upon the matter of the granting of the franchise above referred to, G. S. Donaldson, the applicant, appeared in person, and by D. D. Murphy, his attorney, and the Iowa Telephone Company appeared by J. L. Parrish, its attorney, and the matter coming on for hearing, it appears that the applicant has entered into contracts with the Standard Telephone Company and the Iowa Telephone Company, governing their respective rights and liabilities, with respect to the use and occupancy of the highways involved, copies of which contracts are filed with the Commission, and which contracts provide for the withdrawal by said companies of their objections to the granting of said franchise.

The Board finds that the said applicant, G. S. Donaldson, is engaged in the manufacture and sale of electric current for light, power and heating purposes in the city of McGregor, Clayton County, Iowa, and that he owns and operates a plant in said city for said purpose, and that it is desired that he furnish light, power and heat for use by the incorporated town of Monona and its inhabitants, and also by persons living convenient to the highway running from the said city of McGregor to the town of Monona in said county.

The Board also finds that for such purpose it is necessary to erect, use and maintain a transmission line for the purpose of transmitting electric current from the city of McGregor to the said town of Monona in said county, and that it is to the interest and for the benefit of the public, as well as the applicant that he be authorized to construct, equip, reconstruct, maintain and operate a transmission line, and to erect, use and maintain poles, wires, guy wires, fixtures and other necessary construction for the purpose of conducting electricity as aforesaid, from the city of McGregor to the said town of Monona; and further finds that it is for the public

interest, as well as the interest of applicant, that he be authorized to construct, maintain and operate said transmission line over, along and within the limits of the public highway running from the city of McGregor to the said town of Monona, commonly known as the McGregor & Monona road, and more specifically described as follows, to-wit:

Commencing at the westerly end of Main street in the city of McGregor, where said street opens into and continues as a highway, the same being alteration No. 811 N. S. of highway No. 84 O. S., and continuing over and along said alteration to the westerly end thereof, where same merges into said highway No. 84 O. S.; thence continuing over and along said highway No. 84 O. S. westerly to and through the town of Glard, as the said highway is now traveled on re-survey No. 780 N. S. thereof; thence westerly on alteration No. 195 of said highway No. 84 O. S. to the westerly end of said alteration, where same opens into and continues as highway No. 84 O. S., and continuing westerly on said highway to where the same opens into and continues as No. 70 N. S.; thence westerly on said highway No. 70 N. S., to where it crosses highway No. 300 N. S.; thence northerly on said highway No. 300 N. S. to alteration No. 254 O. S.; thence following said alteration northerly to where it ends in highway No. 84 O. S.; thence northerly on said highway No. 84 O. S. to highway No. 290 N. S.; thence northerly on said highway No. 290 N. S. to the boundary line of the incorporated town of Monona, being, as aforesaid, the common traveled road from the city of McGregor to the town of Monona, and commonly known as the McGregor & Monona road, a total distance of about thirteen (13) miles, and being the highway No. 84 O. S. with the re-surveys and alterations thereof made since the first location.

Also, that it is necessary to cross the tracks and right of way of the Chicago, Milwaukee & St. Paul Railway Company at the village of Froelich, as shown on the map on file in this matter, which is hereby referred to and made a part of this order; and also the streams and the crossroads intersected by the highway hereinbefore described.

It is, therefore, ordered that the said G. S. Donaldson, his heirs, successors, grantees and assigns, is hereby granted the right to build, construct, reconstruct, use, equip, maintain and operate the above described transmission line for the purpose of transmitting electric current for light, power and heating purposes along and over the highway hereinbefore described; and also over and across any streams that may be intersected by said highway; and also over and across the right of way of the Chicago, Milwaukee & St. Paul Railway Company at the village of Froelich, as shown on the map on file in this matter, which is hereby described; and also over and across all highways intersected by the said highway hereinbefore described; and that he shall be possessed of all rights in connection with the said transmission line upon, over and along said highway, as fully and completely as such rights may be conferred upon him by this Board under and by virtue of the Act of the Thirty-fifth General Assembly of Iowa, authorizing this Board to grant a franchise for the construction of electric transmission lines for the purposes herein set out; provided, however, that the said transmission line shall be so constructed and maintained as not to interfere with the use by the

public of the highways or streams of the state; and provided further, that the right to prescribe specifications for the construction and maintenance of said transmission line is hereby expressly reserved by this Board.

It is further provided that all of the material used in said transmission line shall be of good quality and the workmanship first-class and in accordance with the approved standards, and the construction of the said line shall also fully comply with the act of the Thirty-fifth General Assembly of Iowa authorizing the granting of the franchise herein permitted, entitled:

"An Act to Confer Power upon the Railroad Commission of the State of Iowa to Grant a Franchise to any Individual or Corporation Organized under the Laws of Iowa, or Corporation Authorized to Transact Business in Iowa under the General Incorporation Laws of the State, Engaged in the Manufacture, Sale or Distribution for Sale of Electric Current, to Construct Transmission Lines and Obtain the Necessary Interests in Real Estate Therefor and the Manner of Making Compensation to said Owner of said Lands for said Rights."

Des Moines, Iowa, March 3, 1914.

No. 6669—1914.

FRED NOTT,

vs.

CITIZENS OF O'BRIEN COUNTY, IOWA.

Decided March 27, 1914.

For Petitioner—

Fred Nott.

No appearance for the Citizens of O'Brien County, Iowa.

OPINION.

In the Matter of the Application of
Fred Nott for a Franchise to Construct, Operate and Maintain an
Electric Transmission Line.

ORDER
GRANTING A FRANCHISE.

This is an application of Fred Nott for a franchise to build, construct, reconstruct, equip, maintain and operate a proposed transmission line for the purpose of conducting electricity for light, power and heating purposes along and upon the roads and highways hereinafter more particularly described in O'Brien County, Iowa, between the corporate limits of the town of Sutherland, Iowa, and the corporate limits of the town of Calumet, Iowa. The case came on for hearing at the office of Fred Nott in the town of Calumet, O'Brien County, Iowa, at the hour of 2:30 p. m., on the 25th day of March, 1914, pursuant to notice ordered published in the official newspapers of O'Brien County, as by law provided, and after

an inspection of the notice of said hearing and proofs of publication thereof.

The Board finds: That the notice prescribed by order of this Board on the 4th day of March, 1914, has been published in the following newspapers, to-wit: "O'Brien County Bell," "Sheldon Sun" and the "Sheldon Mail," as by law required, ten (10) days before said hearing, and that said newspapers are the three (3) official newspapers of O'Brien County, Iowa.

That Fred Nott, the applicant, appeared in person, and that no objections have been filed by the citizens of O'Brien County, Iowa.

That the applicant does not own or control any electric transmission line or lines whatsoever, and is, therefore, not required to file his consent that the provisions of Chapter 174, Acts of the Thirty-fifth General Assembly of Iowa, shall apply to any existing line or lines.

The Board further finds that said applicant is engaged in the manufacture, sale, and distribution for sale, of electric current for lighting and heating purposes, and owns and operates a power plant in Calumet, O'Brien County, Iowa, for the generation of electricity and for the carrying on of his business in O'Brien County, Iowa, and that the location of the proposed transmission line lies wholly within said county.

That it is to the interest and for the benefit of the public, as well as the applicant, that he be authorized to construct, equip, reconstruct, maintain and operate an electrical transmission line over, along and across the public highways of the state from the corporate limits of the town of Calumet, O'Brien County, Iowa, to the corporate limits of the town of Sutherland, O'Brien County, Iowa; that the said transmission line will be constructed wholly along, upon and across the said roads and public highways; and that the starting point, route and terminus of said proposed transmission line required by the applicant, in order to build, construct, equip, reconstruct, maintain and operate the same, are described as follows, to-wit:

Beginning in the public highway at the southwest corner of the corporate limits of Sutherland, O'Brien County, Iowa, thence running south in the public highway, and along the west side thereof, between Section 13 in Liberty Township, and Section 18 in Waterman Township one mile, thence west two miles along the south side of the public highway between Sections 13 and 24 in Liberty Township, and Sections 14 and 23 in Liberty Township, thence south along the east side of the public highway between Sections 22 and 23 in Liberty Township for the distance of about one-half of a mile, thence to the corporate limits of Calumet, O'Brien County, Iowa.

It is THEREFORE ORDERED, That the said Fred Nott, his heirs, successors, grantees and assigns, is hereby granted the right to build, construct, reconstruct, use, equip, maintain and operate the above described transmission line for the purpose of distributing electrical current for light, power and heating purposes, across, along and upon the roads and highways herein above described, and across and over the roads and highways intersecting or embracing any portion of said described course and route of said transmission line as herein above de-

scribed as fully and completely as may be conferred by this Board under and by virtue of Chapter 174, Acts of the Thirty-fifth General Assembly of the State of Iowa, authorizing this Board to grant franchises for the construction of electric transmission lines for the purposes herein set out; provided, however, that the said transmission line shall be so constructed and maintained as not to interfere with the use by the public of the roads and highways of the state; and provided further that the said transmission line be constructed and maintained by Fred Nott according to the specifications of his application or hereafter made by the Board of Railroad Commissioners of the State of Iowa.

It is further provided that all of the material used in said transmission line shall be of good quality and the workmanship first-class and in accordance with the approved standards, and the construction of said line shall also fully comply with the Act of the Thirty-fifth General Assembly of Iowa, authorizing the granting of the franchise herein permitted, entitled:

"An Act to Confer Power upon the Railroad Commission of the State of Iowa to Grant a Franchise to any Individual, or Corporation Organized under the Laws of Iowa, or Corporations Authorized to Transact Business in Iowa under the General Incorporation Laws of the State, Engaged in the Manufacture, Sale or Distribution for Sale of Electric Current, to Construct Transmission Lines and Obtain the Necessary Interests in Real Estate Therefor, and the Manner of Making Compensation to said Owner of said Lands for said Rights."

Des Moines, Iowa, March 27, 1914.

No. 6670-1914.

SUMNER LIGHT & POWER COMPANY

VS.

CITIZENS OF FAYETTE COUNTY, IOWA.

Decided March 28, 1914.

For Sumner Light & Power Company—

W. R. McClure, Attorney.

No objections by the Citizens of Fayette County.

OPINION.

In the Matter of the Application of the Sumner Light & Power Company for a Franchise to Construct, Operate, and Maintain an Electric Transmission Line.

ORDER
GRANTING A FRANCHISE.

This is an application of the Sumner Light & Power Company for a franchise to build, construct, reconstruct, equip, maintain and operate a proposed transmission line for the purpose of conducting electricity for light, power and heating purposes along and upon the roads and high-

ways hereinafter more particularly described in Fayette County, Iowa, between the corporate limits on the west of the town of Hawkeye, Fayette County, Iowa, and the east corporate limits of the town of Sumner, Bremer County, Iowa. The case came on for hearing at the office of W. R. McClure in the town of Sumner, Bremer County, Iowa, at the hour of 3 p. m., on the 26th day of March, 1914, pursuant to notice ordered published in the official newspapers of Fayette County, as by law provided, and after an inspection of the notice of said hearing and proofs of publication thereof.

The Board finds: That the notice prescribed by order of this Board on the 4th day of March, 1914, has been published in the following newspapers, to-wit: "Argo-Gazette," "Fayette County Union," and "The Oelwein Register," as by law required, ten (10) days before said hearing, and that said newspapers are the three (3) official newspapers of Fayette County, Iowa.

That W. R. McClure appeared as attorney for the said applicant, and that no objections have been filed by the citizens of Fayette County, Iowa.

That the said company by its manager, Chas. R. Hurmance, did file its consent on March 21, 1914, that the provisions of Chapter 174, Acts of the Thirty-fifth General Assembly, and of all laws or acts relating to public utilities, or to the regulation, supervision, or control thereof, which are now in force or which may be hereafter enacted shall apply to its existing line or lines with the same force and effect as though said line or lines had been constructed under the permit provided for in section one of said act.

The Board further finds that the said applicant is engaged in the manufacture, sale, and distribution for sale, of electric current for lighting and heating purposes, and owns and operates a power plant in Sumner, Bremer County, Iowa, for the generation of electricity and for the carrying on of its business in Bremer County, Iowa, and that the location of the proposed transmission line lies wholly within Fayette County.

That it is to the interest and for the benefit of the public, as well as the applicant, that it be authorized to construct, equip, reconstruct, maintain and operate an electrical transmission line over, along and across the public highways of the state from the west corporate limits of the town of Hawkeye, Fayette County, Iowa, to the east corporate limits of the town of Sumner, Bremer County, Iowa; that the said transmission line will be constructed wholly along, upon and across the said roads and public highways; and that the starting point, route and terminus of said proposed transmission line required by the applicant, in order to build, construct, equip, reconstruct, maintain and operate the same, are described as follows, to-wit:

Commencing at the west limits of the town of Hawkeye, Fayette County, Iowa, at the southeast corner of the southwest quarter of the southwest quarter of Section 19, Township No. 94, Range No. 9 in Fayette County, Iowa, and thence running west on the north side of the public highway one and one-fourth (1 $\frac{1}{4}$) miles to the southwest corner of Section 24, Township No. 94, Range No. 10 in Fayette County, Iowa, thence south one (1) mile on the east side of the public highway to the southwest corner

of Section 25, Township No. 94, Range No. 10 in Fayette County, Iowa, thence west four (4) miles on the south side of the public highway to the southeast corner of Section 30, Township No. 94, Range No. 10 in Fayette County, Iowa, thence south four (4) miles on the west side of the public highway to the northeast corner of Section 13, Township No. 93, Range No. 10 in Fayette County, Iowa, thence west one (1) mile on the south side of the public highway to the northwest corner of said Section 13.

It is therefore ordered, That the said Sumner Light & Power Company, its successors or assigns, is hereby granted the right to build, construct, reconstruct, use, equip, maintain and operate the above described transmission line for the purpose of distributing electrical current for light, power and heating purposes, across, along and upon the roads and highways herein above described, and across and over the roads and highways intersecting or embracing any portion of said described course and route of said transmission line as herein above described as fully and completely as may be conferred by this Board under and by virtue of Chapter 174, Acts of the Thirty-fifth General Assembly of the State of Iowa, authorizing this Board to grant franchise for the construction of electric transmission lines for the purposes herein set out; provided, however, that the said transmission line shall be so constructed and maintained as not to interfere with the use by the public of the roads and highways of the state; and provided further that the said transmission line be constructed and maintained by the Sumner Light & Power Company according to the specifications of its application or as hereafter made by the Board of Railroad Commissioners of the State of Iowa.

It is further provided that all of the material used in said transmission line shall be of good quality and the workmanship first-class and in accordance with the approved standards, and the construction of said line shall also fully comply with the Act of the Thirty-fifth General Assembly of Iowa, authorizing the granting of the franchise herein permitted, entitled:

"An Act to Confer Power upon the Railroad Commission of the State of Iowa to Grant a Franchise to Any Individual or Corporation Organized under the Laws of Iowa, or Corporation Authorized to Transact Business in Iowa under the General Incorporation Laws of the State Engaged in the Manufacture, Sale or Distribution for Sale of Electric Current to Construct Transmission Lines and Obtain the Necessary Interests in Real Estate Therefor, and the Manner of Making Compensation to said Owner of said Lands for said Rights."

Des Moines, Iowa, March 28, 1914.

No. 6671-1914.

NORTHERN IOWA POWER COMPANY,

vs.

CITIZENS OF POCAHONTAS AND CALHOUN COUNTIES, IOWA.

Decided April 9, 1914.

For Northern Iowa Power Company:

Lovrien & Lovrien, Attorneys.

No objections by the citizens of Pocahontas and Calhoun Counties, Iowa.

OPINION.

In the Matter of the Application of the Northern Iowa Power Company for a Franchise to Construct, Operate, and Maintain an Electric Transmission Line.

ORDER
GRANTING A FRANCHISE.

This is an application of the Northern Iowa Power Company, for a franchise to build, construct, reconstruct, equip, maintain and operate a proposed transmission line for the purpose of conducting electricity for light, power and heating purposes between the northwest corner of Section 7, Township 92 North, Range 22, Pocahontas County, Iowa, and the west corporation limits of the town of Palmer, Pocahontas County, Iowa, the north corporation limits of the town of Pomeroy, Calhoun County, Iowa, and the north corporation limits of the town of Fonda, Pocahontas County, Iowa, along and upon the roads and highways hereinafter more particularly described. The case came on for hearing at the office of Lovrien & Lovrien in the town of Humboldt, Humboldt County, Iowa, at the hour of one o'clock p. m., on the first day of April, 1914, pursuant to notice ordered published in the official newspapers of Pocahontas County and Calhoun County, Iowa, respectively, as by law provided, and after an inspection of the notice of said hearing and proofs of publication thereof.

The Board finds: That the notice prescribed by order of this Board on the 4th day of March, 1914, has been published in the following newspapers to-wit: "The Manson Journal," "Manson Democrat," "Lake City Graphic," and the "Rockwell City Advocate," as by law required, ten (10) days before said hearing, and that said newspapers are the three (3) official newspapers of Calhoun County, Iowa; that said notice was also published in the "Pocahontas Democrat" and "The Arrow," as by law required, ten (10) days before said hearing, said newspapers being the two (2) official newspapers of Pocahontas County, Iowa, and that the newspapers, aforesaid, are all of the official newspapers of Calhoun County, and Pocahontas County, Iowa.

That Lovrien & Lovrien appeared as attorneys for said applicant, and that no objections have been filed by the citizens of Calhoun County, or Pocahontas County, Iowa.

That the said company by its president, W. W. Sterns, did file its consent on August 9, 1913, that the provisions of Chapter 174, of the Thirty-fifth General Assembly, and of all laws or acts relating to public utilities, or to the regulation, supervision, or control thereof, which are now in force or which may be hereafter enacted shall apply to its existing line or lines with the same force and effect as though said line or lines had been constructed under the permit provided for in section one (1) of said act.

The Board further finds that the said applicant is engaged in the manufacture, sale and distribution for sale, of electric current for lighting and heating purposes, and owns and operates power plants for the generation of electricity and for the carrying on of its business in Calhoun and Pocahontas Counties, Iowa, and that the location of the proposed transmission line lies wholly within said counties.

That it is to the interest and for the benefit of the public, as well as the applicant, that it be authorized to construct, equip, reconstruct, maintain and operate a transmission line over, along and across the public highways of the state, from the northwest corner of Section 7, Township 92 North, Range 32, Pocahontas County, Iowa, to the west corporation limits of the town of Palmer, Pocahontas County, Iowa, the north corporation limits of the town of Pomeroy, Calhoun County, Iowa, and to the north corporation limits of the town of Ponda, Pocahontas County, Iowa; that the said transmission line will be constructed wholly along, upon and across the said roads and public highways; and that the starting point, route and terminus of said proposed transmission line required by the applicant, in order to build, construct, equip, reconstruct, maintain and operate the same, are described as follows, to-wit:

Beginning on the public highway at the northwest corner of Section 7, Township 92 North, Range 32, Pocahontas County, Iowa, and running thence due south along the public highway between Sherman and Center Townships, said County and State, to the north corporation line of the town of Pocahontas, Iowa; and beginning at the point of intersection of the township line with the south corporation line of said town of Pocahontas, Iowa, and running thence south along the public highway between said Sherman and Center Townships, and between Grant and Lincoln Townships and Colfax and Belleville Townships, said County and State, to the south boundary line of said Pocahontas County; and beginning at the northeast corner of Section 25, Township 90, Range 33, and running thence west along the public highway to the northwest corner of Section 25, Township 90, Range 33; and beginning at the northeast corner of Section 27, Township 90, Range 33, and running thence west along the public highway to the center of the north line of Section 27, Township 90, Range 34, and beginning at the northeast corner of Section 24, Township 90, Range 33, and running thence west along the public highway to the northwest corner of Section 23, said township and range, thence south along the public highway to the southwest corner of said section 23; and beginning at the northwest corner of Section 7, Township 90, Range 32, Pocahontas County, Iowa, and running thence due east along the public highway to the west corporation limits of the town of Palmer, Iowa; and

beginning at the northeast corner of Section 6, Township 89, Range 32, Calhoun County, Iowa, and running thence south along the public highway to the north corporation line of the town of Pomeroy, Iowa.

IT IS THEREFORE ORDERED, That the said Northern Iowa Power Company, its successors or assigns, is hereby granted the right to build, construct, reconstruct, use, equip, maintain and operate the above described transmission line for the purpose of distributing electrical current for light, power, and heating purposes, across, along and upon the roads and highways herein above described, and across and over the roads and highways intersecting or embracing any portion of said described course and route of the proposed transmission line as herein above described, as fully and completely as may be conferred by this Board under and by virtue of Chapter 174, Acts of the Thirty-fifth General Assembly of the State of Iowa, authorizing this Board to grant franchise for the construction of electric transmission lines for the purposes herein set out; provided, however, that the said transmission line shall be so constructed and maintained as not to interfere with the use by the public of the roads and highways of the state; and provided further that the said transmission line be constructed and maintained by the Northern Iowa Power Company according to the specifications attached to their application or hereafter made by the Board of Railroad Commissioners of the State of Iowa.

It is further provided that all of the material used in said transmission line shall be of good quality and the workmanship first-class and in accordance with the approved standards, and the construction of said line shall also fully comply with the Act of the Thirty-fifth General Assembly of Iowa, authorizing the granting of the franchise herein permitted, entitled:

"An Act to Confer Power upon the Railroad Commission of the State of Iowa to Grant a Franchise to any Individual, or Corporation, Organized under the Laws of Iowa, or Corporation Authorized to Transact Business in Iowa under the General Incorporation Laws of the State, engaged in the Manufacture, Sale or Distribution for Sale of Electric Current, to Construct Transmission Lines and Obtain the Necessary Interests in Real Estate Therefor, and the Manner of Making Compensation to said Owner of said Lands for said Rights."

Des Moines, Iowa, April 9, 1914.

No. 6672—1914.

IOWA RAILWAY AND LIGHT COMPANY,

vs.

CITIZENS OF TAMA, BENTON AND LINN COUNTIES, IOWA.

Decided April 16, 1914.

For Iowa Railway and Light Company:

John A. Reed, Attorney.

For Citizens of Benton County, Iowa:

H. A. Goulding.

No appearance for citizens of Tama and Linn Counties, Iowa.

OPINION.

In the Matter of the Application of
Iowa Railway and Light Com-
pany for a Franchise to Construct,
Operate and Maintain an Electric
Transmission Line.

ORDER
GRANTING A FRANCHISE.

This is an application of Iowa Railway and Light Company for a franchise to build, construct, reconstruct, equip, maintain and operate a proposed transmission line for the purpose of conducting electricity for light, power and heating purposes from the west boundary line of the private railroad right of way of the Interurban Railway of the applicant herein through Section Five (5), Township Eighty-two (82) North, Range Seven (7) West of the 5th P. M., at or near the center of said section, where the said right of way crosses the main freight line of the Chicago & North-Western Railway Company, which runs in an east and west direction at said point and on the southerly side of said right of way of the said Chicago & Northwestern Railway Company, and extending from said point to the easterly corporate limits of the cities of Tama and Toledo, Tama County, Iowa.

This cause came on for hearing at the Montrose Hotel in the city of Cedar Rapids, Linn County, Iowa, at the hour of ten (10) o'clock a. m., on the 26th day of January, A. D. 1914, pursuant to notice ordered published in the official newspapers of Tama County, Iowa, Benton County, Iowa, and Linn County, Iowa, respectively, as by law provided, and after inspection of the notice of said hearing and the proofs of publication thereof, the Board finds that the notice prescribed by order of this Board on the 6th day of January, A. D. 1914, has been published in the following newspapers, to-wit:

Tama County Democrat, The Toledo Chronicle and The Traer Star Clipper, as by law required, ten (10) days before this hearing, said newspapers being the three official newspapers of Tama County, Iowa.

That said notice was published in Vinton Eagle, Benton County Times and Belle Plaine Union, as by law required, ten (10) days before this hearing, said newspapers being the three official newspapers of Benton County, Iowa.

That said notice was also published in the Cedar Rapids Republican, The Cedar Rapids Gazette, and Marion Register, as by law required, ten (10) days before this hearing, said newspapers being the three official newspapers of Linn County, Iowa.

That the aforesaid newspapers are all of the official newspapers of Tama, Benton and Linn Counties, Iowa.

That John A. Reed appeared as attorney for the applicant and no objections in writing to the proposed line, either as to its establishment or location, were filed with the Commission, and it further appearing that the expense of the publication of said notice had been paid by the applicant prior to said hearing.

That the said company through its board of directors by a resolution passed on the 1st day of December, 1913, did file its consent that the provisions of Chapter 174 of the Acts of the Thirty-sixth General Assembly of Iowa, and all laws and acts relating to public utilities or to the regulation, supervision and control thereof which are now in force or which may be hereafter enacted, shall apply to its existing line or lines with the same force and effect as though said line or lines had been constructed under the permit provided for in Section One of said Act.

The Board thereupon proceeded to hear the evidence and proofs of the applicant and being fully advised in the premises finds that said applicant is engaged in the manufacture, sale and distribution for sale of electric current for lighting, power and heating purposes and owns and operates plants for the generation of electricity and for the carrying on of its business in Marshalltown, Marshall County, Iowa; Tama and Toledo, Tama County, Iowa; Chelsea, Tama County, Iowa; Blairstown, Benton County, Iowa; Cedar Rapids, Linn County, Iowa, and Marion, Linn County, Iowa, as stated in paragraph one of its said application, and that said applicant also owns and operates an electric interurban railway from Cedar Rapids, Iowa, to Iowa City, Iowa, and from Cedar Rapids, Iowa, to Mount Vernon, Iowa, and from the City of Toledo, Iowa, to the City of Tama, Iowa, and that the power to be transmitted over the proposed line will be used for lighting, power and heating purposes, and in the operation of said electric railways, and that the location of the proposed transmission line lies wholly within the Counties of Tama, Benton and Linn Counties, Iowa.

That the said transmission line when so constructed, together with the transmission line now constructed between the Cities of Tama and Toledo, Tama County, Iowa, on the east and the City of Marshalltown, Marshall County, Iowa, on the west, under a franchise granted by the Board of Railroad Commissioners to the applicant herein on the 15th day of July, A. D. 1913, together with the transmission line already constructed from Cedar Rapids, Iowa, to Marion, Iowa, will constitute a single transmission line connecting the power plants of the applicant herein, and extending from its power plant in Marshalltown, Iowa, to its power plant in Marion, Iowa.

That it is in the interest and for the benefit of the public as well as the applicant that it be authorized to construct, equip, reconstruct, maintain and operate a transmission line along and across any public lands, highways, streams and lands of any person or persons, and to acquire the necessary interest in the real estate therefor from the east corporate limits of the Cities of Tama and Toledo, Tama County, Iowa, and terminating at the private railroad right of way of the applicant herein, running north and south through Section Five (5), Township Eighty-two (82) North, Range Seven (7) West of the 5th P. M., at or near the center of said section and on the southerly side of the right of way of the main freight line of the Chicago & North-Western Railway Company; and that the starting point, route and termini of said proposed transmission line and the interest in the real estate required by the applicant in order to build, construct, reconstruct, maintain and operate the same except inside the corporate limits of the towns of Norway, Blairstown, Luzerne, Chelsea and the City of Belle Plaine, Iowa, are as follows, to-wit:

The use of and right of way over a strip of ground or real estate of the uniform width of twenty-five (25) feet lying on the south side of the southerly side of the right of way of the main freight line of the Chicago & North Western Railway Company, sometimes known as Linn County Railway, and parallel to and abutting upon said right of way; and commencing at the west boundary line of the private railroad right of way of Iowa Railway and Light Company running in a north and south direction through Section Five (5), Township Eighty-two (82) North, Range Seven (7) West of the 5th P. M., and extending in a westerly direction to a point known as Beverly Station, where the rights of way of said main freight line of said Chicago & North Western Railway Company intersect the right of way of the Chicago, Milwaukee & St. Paul Railway Company and the right of way of the main passenger line of said Chicago & North Western Railway Company through Cedar Rapids, Iowa; said Beverly Station being in Section Six (6), Township Eighty-two (82) North, Range Seven (7) West of the 5th P. M.

Thence in a westerly direction, the use of and right of way over and across said rights of way of said railway companies to the northwesterly boundary line of the right of way of said main line passenger track of the said Chicago & North Western Railway Company. Thence the use of and right of way over a strip of ground or real estate of the uniform width of twenty-five (25) feet lying north of and abutting upon said northwesterly line of said right of way of said main passenger track of said Chicago & North Western Railway Company from said point of proposed crossing at or near Beverly Station to the east line of Section Thirty-five (35), Township Eighty-three (83) North, Range Fifteen (15) West of the 5th P. M., Iowa, except all of that part of said twenty-five (25) foot strip as lies wholly within the corporate limits of the towns of Norway, Blairtown, Luzerne, Chelsea and the City of Belle Plaine, Iowa, and where any part or portion of said twenty-five (25) foot strip is included in any public highway, thence the use of and right of way upon and along said public highway; and also the use of and right of way along and upon the following public highways which do not abut upon the north boundary line of said right of way of said Chicago & North Western Railway Company.

The public highway extending in an easterly and westerly direction from a point at or near the southeast corner of Section Seventeen (17), Township Eighty-two (82) North, Range Nine (9) West of the 5th P. M., to the east corporate limits of the incorporated town of Norway, Benton County, Iowa.

The public highway running in an east and west direction through the unincorporated town or village of Watkins, and commencing at a point where the south line of said public highway is approximately fifty-three (53) feet north of the north boundary line of said right of way of said Chicago & North Western Railway Company.

Also along the public highway extending along the west side of the unincorporated town or village of Watkins, lying north of the right of way of the Chicago & North Western Railway Company, being on the west side of Sections Twenty-three (23) and Twenty-six (26), Township Eighty-two (82) North, Range Ten (10) West of the 5th P. M., and from the point where said east and west public highway through the said village of Watkins, above described, intersects said north and south highway and to the point where said north and south highway intersects the right of way of the Chicago & North Western Railway Company.

Also the public highway running in an east and west direction along the north boundary line of Sections Nineteen (19) and Twenty (20), Township Eighty-two (82) North, Range Ten (10) West of the 5th P. M., from the northwest corner of the northwest quarter ($nw\frac{1}{4}$) of said Section Twenty (20), to the point where said east and west highway intersects the right of way of the said Chicago & North Western Railway Company.

Also the public highway running in an easterly and westerly direction through parts of Sections Twenty-one (21) and Twenty (20), Township Eighty-two (82) North, Range Twelve (12) West of the 5th P. M., from the northwest corner of the northeast quarter ($ne\frac{1}{4}$) of the northeast quarter ($ne\frac{1}{4}$) of said Section Twenty-one (21) and extending to the east corporate limits of the City of Belle Plaine, Benton County, Iowa.

Also the public highway extending north and south through the center of Section Twenty (20), Township Eighty-two (82) North, Range Twelve (12) West of the 5th P. M., along the east boundary line of the City of Belle Plaine, Iowa, to the public highway running in an east and west direction along the north boundary line of the corporate limits of the City of Belle Plaine, Iowa.

Also the public highway extending along the south side of Sections Seventeen (17) and Eighteen (18), Township Eighty-two (82) North, Range Twelve (12) West of the 5th P. M., from the northeast corner of the corporate limits of the said City of Belle Plaine to the west boundary line of said Section Eighteen (18) aforesaid.

Also the public highway extending along the west side of Sections Twenty-five (25) and Thirty-six (36), Township Eighty-three (83) North, Range Fifteen (15) West of the 5th P. M., from the north side of the right of way of the said Chicago & North Western Railway Company to the point where said public highway turns to the east along the west side of said Section Twenty-five (25).

Also the use and right of way over strips of land of the uniform width of twenty-five (25) feet located as follows:

Along the north and south center section line of Section Twenty (20), Township Eighty-two (82) North, Range Ten (10) West of the 5th P. M., extending from the north line of the right of way of the said Chicago & North Western Railway Company to the public highway extending along the north side of said Section Twenty (20).

Also across a point of land extending into the public highway and intersecting all public highways at or about the northwest corner of said Section Twenty (20) aforesaid.

Also a strip of land running north and south from the north boundary line of the right of way of the said Chicago & North Western Railway Company to a point where the center line of said strip is one hundred forty-four (144) feet east of the east end of an east and west highway running through the unincorporated village of Watkins, the south side of said highway being approximately fifty-three (53) feet north of the north boundary line of the right of way of the said Chicago & North Western Railway Company.

Also a strip of land twenty-five (25) feet in width abutting upon, adjacent to and lying outside of the corporate limits of that portion of the incorporated town of Luzerne, which lies north of the tracks of the Chicago & North Western Railway Company through said town, except such portion of said twenty-five (25) foot strip as would lie in the public highways, more specifically described as the west twenty-five feet (25) feet of all of that part of the east half ($e\frac{1}{2}$) of the southeast quarter ($se\frac{1}{4}$) of Section Eighteen (18), Township Eighty-two (82) North, Range Eleven (11) West of the 5th P. M., as lies north of the right of way of the Chicago & North Western Railway Company; and the south twenty-five (25) feet of the northwest quarter ($nw\frac{1}{4}$) of Section Eighteen (18), Township Eighty-two (82) North, Range Eleven (11) West of the 5th P. M.; and the south twenty-five (25) feet of the northeast quarter ($ne\frac{1}{4}$) of Section Thirteen (13), Township Eighty-two (82) North, Range Twelve (12) West of the 5th P. M., and the east twenty-five (25) feet of the east half ($e\frac{1}{2}$) of the southwest quarter ($sw\frac{1}{4}$) of Section Thirteen (13), Township Eighty-two (82) North, Range Eleven (11) West of the 5th P. M., also the east twenty-five (25) feet of that part of the northwest quarter ($nw\frac{1}{4}$) of Section Twenty-four (24), Township Eighty-two (82), North, Range Twelve (12) West of the 5th P. M., as lies north of the right of way of the Chicago & North Western Railway Company.

Also a strip of land twenty-five (25) feet in width along the west side of the southeast quarter ($se\frac{1}{4}$) of the southeast quarter ($se\frac{1}{4}$) of Section twenty-one (21), Township Eighty-two (82) North, Range Twelve (12) West of the 5th P. M., and extending from the north side of the right of way of the Chicago & North Western Railway Company to the public highway running through said Section Twenty-one (21) aforesaid.

Also a strip twenty-five (25) feet in width along the east side of Section Twenty-four (24), Township Eighty-two (82) North, Range Thirteen (13) West of the 5th P. M., and extending from the north boundary line of the right of way of the Chicago & North Western Railway Company to the north line of said Section Twenty-four.

Also a strip twenty-five (25) feet in width commencing at a point one hundred twelve (112) feet north of the point on the north main track line of the Chicago & North Western Railway Company, which point on said main line track is three hundred thirty (330) feet easterly of the point where the center line of the public highway running in a northerly and southerly direction through Section Four (4), Township Eighty-two (82) North, Range Fourteen (14) West of the 5th P. M., intersects the center line of said north main line track of said Chicago & North Western Railway Company. Thence in a northwesterly direction until the center line of said strip at a distance of two hundred twenty-three (223) feet intersects a line parallel with the north boundary line of the right of way of said Chicago & North Western Railway Company at a point thereon two hundred twenty-three (223) feet east of the center line of said public highway aforesaid running in a northerly and southerly direction through said Section Four (4) aforesaid; said point in the center of said highway being two hundred sixty (260) feet measured on the center line of said highway from the center line of the north main line track of said Chicago & North Western Railway Company as the same is now located; thence along the center line of said strip two hundred forty-eight (248) feet in a southwesterly direction until the same intersects the north boundary line of the right of way of the said Chicago & North Western Railway Company, said location being commonly known as Long Point Station.

Also a strip twenty-five (25) feet wide off of the east side of the northeast quarter ($ne\frac{1}{4}$) of the northeast quarter ($ne\frac{1}{4}$) of Section Twenty-six (26), Township Eighty-three (83) North, Range Fifteen (15) West of the 5th P. M., commencing at the point where the public highway along the east side of said Section Twenty-six (26) turns east and extending to the north line of said Section Twenty-six.

Also the north twenty-five (25) feet of the northeast quarter ($ne\frac{1}{4}$) of the northeast quarter ($ne\frac{1}{4}$) of Section Twenty-six (26), Township Eighty-three (83) North, Range Fifteen (15) West of the 5th P. M.

At points where the location of said twenty-five (25) foot strip as herein set out, owing to the variance in the width of the right of way of the Chicago & North Western Railway Company, the change in direction of said twenty-five (25) foot strips would be greater than forty-five (45) degrees in order to conform to and follow the north boundary line of said right of way, then said strip shall be so located that the angle at which said strip shall change direction shall be an angle of forty-five (45) degrees.

The location of said transmission line as hereinbefore specified and hereby authorized, more fully appears on plat hereto attached, marked Exhibit "A" and made a part hereof.

The foregoing use and right of way shall also include the right to build, construct, reconstruct, use, maintain and operate said transmission line over and across and along all public highways and other public grounds intersecting or embracing any part of the location of the right of way or right of way strips hereinbefore described, together with the right to build, construct, reconstruct, use, maintain and operate said

transmission line over and across any flowing stream or streams which may cross or intersect the right of way hereinbefore described, provided the same is done so as not to interfere with the use by the public of the highways or streams of the state.

It further appears that the construction of the said transmission line requires that the applicant have the rights of ingress and egress over the lands abutting upon said right of way twenty-five (25) feet in width, as herein set out.

And the Board further finds that the proper and suitable location for said transmission line is as hereinbefore set out, but that there is a variance between the location of said transmission line as described in the application of the applicant therefor and in the notice of the hearing of said application on January 20, 1914, as published in the official papers of Linn, Benton and Tama Counties, Iowa, as hereinbefore set out and the location as hereinbefore set out in this order. It was therefore ordered by the Board that the prayer of said application be granted so far as the location of said transmission line as set forth in said original application and notice of the hearing of January 20, 1914, conformed to the location and route of said transmission line as herein described, but that at points where the location of said transmission line as hereinbefore set out in this order deviated from the route set forth in said application and notice of the hearing of January 20, 1914, that a new notice should be published setting forth and prescribing the route to be followed as set out in this order where the same varied or deviated from the route as set out and fixed in the application and in the notice of the hearing of January 20, 1914, and fixing March 17, 1914, as the date upon which the Board would hear the objections to the location of said transmission line as hereinbefore set out where the same deviated from the location as set forth in said original application and notice of the hearing of January 20, 1914, at the office of said Board in the Capitol Building at Des Moines, and that said notice be published more than ten (10) days prior to the date of said hearing.

And the Board further finds that a good and sufficient notice of the said hearing of March 17, 1914, was duly published in the official newspapers of Tama County, Iowa, and Benton County, Iowa, in accordance with the order of said Board, except that there was included therein all of the public highways which lie along the corporate limits of the incorporated town of Luzerne, Benton County, Iowa, and located on the south and east sides of Section Thirteen (13), Township Eighty-two (82) North, Range Twelve (12) West of the 5th P. M.

And afterwards, to-wit, on the 17th day of March, 1914, at the hour of ten (10) o'clock a. m., at the office of the Board of Railroad Commissioners in the Capitol Building at Des Moines, Iowa, the said further hearing was had before the Board, the entire Board being present. John A. Reed appeared as attorney for the petitioner and Mr. H. A. Goulding of Luzerne, Iowa, appeared for himself and all of the owners of property lying outside, abutting upon and adjacent to that portion of the corporate limits of the town of Luzerne, Benton County, Iowa, as lies north of the right of way of the Chicago & North-Western Railway Company in Section Thirteen (13),

Township Eighty-two (82) North, Range Twelve (12) West of the 5th P. M., and Section Eighteen (18), Township Eighty-two (82) North, Range Eleven (11) West of the 5th P. M., to-wit:

Mary E. Powers, owner of the northeast quarter (ne $\frac{1}{4}$) of Section Thirteen (13), Township Eighty-two (82) North, Range Twelve (12) West of the 5th P. M.

F. H. Kluss, owner of the east half (e $\frac{1}{2}$) of the southwest quarter (sw $\frac{1}{4}$) of Section Thirteen (13), Township Eighty-two (82) North, Range Twelve (12) West of the 5th P. M.

Wm. Peterman, owner of the west half (w $\frac{1}{2}$) of the northwest quarter (nw $\frac{1}{4}$) of Section Eighteen (18), Township Eighty-two (82) North, Range Eleven (11) West of the 5th P. M.

Fred Tiederman, owner of the east half (e $\frac{1}{2}$) of the northwest quarter (nw $\frac{1}{4}$) of Section Eighteen (18), Township Eighty-two (82) North, Range Eleven (11) West of the 5th P. M., and that portion of the west half (w $\frac{1}{2}$) of the southeast quarter (se $\frac{1}{4}$) of Section Eighteen (18), Township Eighty-two (82) North, Range Eleven (11) West of the 5th P. M., as lies north of the right of way of the Chicago & North Western Railway Company; all of said persons being present at said hearing except the said Mary E. Powers.

And the Board after having heard the statements for and on behalf of said petitioner and for and on behalf of said objectors, and being fully advised in the premises orders that the said Iowa Railway and Light Company, its successors or assigns, is hereby granted the right to build, construct, reconstruct, use, equip, maintain and operate the above described transmission line for the purpose of distributing electric current for light, power and heating purposes, across, along and upon the real estate and highways hereinbefore described and any public grounds or highways intersecting or embracing any portion of said described right of way, also over and across any floating streams intersecting said right of way and shall be possessed of the rights of ingress and egress to their said transmission lines over the lands abutting thereon, as fully and completely as may be conferred by this Board under and by virtue of the Act of the Thirty-fifth General Assembly of Iowa, authorizing this Board to grant a franchise for the construction of electric transmission lines for the purposes herein set out; provided, however, that the said transmission line shall be so constructed and maintained as not to interfere with the use by the public of the highways or streams of the state, nor to unnecessarily interfere with the use of any lands by the occupant thereof; and provided further, that the said transmission line to be constructed by the Iowa Railway and Light Company and hereinbefore permitted, shall be constructed and maintained according to specifications hereafter made by the Board of Railroad Commissioners.

It is further specifically conditioned that no guy wires shall be stretched across or located on private property, unless the same shall be attached to posts not less than seven (7) feet above the ground, if same can be done with entire safety without requiring additional wires, supports or braces; provided, however, that guy wires may be used on private property if the said wires are enclosed within a lawful fence so as to give adequate pro-

tection to animals on said property from said wires; and provided further, that these requirements as to any guy wires may be waived by mutual agreement between the property owner and said company.

It is further provided that all of the material used in said transmission line shall be of good quality and the workmanship first-class and in accordance with approved standards, and the construction of said line shall also fully comply with the Act of the Thirty-fifth General Assembly of Iowa, authorizing the granting of the franchise herein permitted, entitled:

"An Act to Confer Power upon the Railroad Commission of the State of Iowa to Grant a Franchise to any Individual or Corporation Organized under the Laws of Iowa, or Corporation Authorized to Transact Business in Iowa under the General Incorporation Laws of the State Engaged in the Manufacture, Sale, or Distribution for Sale of Electric Current to Construct Transmission Lines and Obtain the Necessary Interests in Real Estate Therefor, and the Manner of Making Compensation to said Owner of said Lands for said Rights."

It is FURTHER ORDERED, That said applicant herein shall have authority and be possessed of the right of eminent domain for the purpose of acquiring any of said right of way, as provided and authorized by the Act of the Thirty-fifth General Assembly of Iowa hereinbefore referred to, and the right of exercising the said rights of eminent domain under the provision of Chapter Four (4) of Title Ten (10) of the Code of 1897 of the Laws of Iowa, and all amendments thereto.

Dated April 16, 1914.

No. 6673-1914.

A. L. PECK,

vs.

THE CITIZENS OF DICKINSON COUNTY, IOWA.

Decided April 24, 1914.

For A. L. Peck:

Francis & Owen, of Spirit Lake, Iowa, Attorneys.

For citizens of Dickinson County, Iowa:

None.

OPINION.

In the Matter of the Application of A. L. Peck for a Franchise to Construct, Operate and Maintain an Electric Transmission Line.	}	ORDER GRANTING A FRANCHISE.
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This is an application of A. L. Peck, of Arnold's Park, Dickinson County, Iowa, for a franchise to build, construct, reconstruct, equip, maintain and operate a proposed transmission line for the purpose of conducting electricity for light, power and heating purposes, between the southwesterly corporate limits of the town of Spirit Lake, in Dickinson County, Iowa, and the northwesterly corporate limits of the town of Arnold's Park, in

Dickinson County, Iowa, and through a territory adjacent to said town of Arnold's Park, in Dickinson County, Iowa, extending from a point near the drawbridge between East and West Okoboji Lakes along and adjacent to the lake shore of West Okoboji Lake to a point known as Dixon's Beach, all in Dickinson County, Iowa.

This cause came on for hearing in the rooms of the Railroad Commission, at the Capitol, in Des Moines, Iowa, at the hour of 10 o'clock a. m., on the 24th day of April, 1914, pursuant to notice ordered published in the official papers of Dickinson County, Iowa, as by law provided, and after an inspection of the notice so published and proofs of publication thereof, it is found that said notices are in due form and have been properly and sufficiently published as required by law.

That the said A. L. Peck has filed with this Commission his consent under the provisions of Chapter 174 of the Acts of the Thirty-fifth General Assembly and of all laws or acts relating to public utilities, or to the regulation, supervision or control thereof, which are now in force, or which may be hereafter enacted, and that said consent authorizes the application of said laws to the existing line or lines now owned and operated by said A. L. Peck, with the same force and effect as though said line or lines had been constructed under the permit provided for in Section One of said Act.

The Board further finds that the said A. L. Peck, applicant, is now engaged in the manufacture, sale and distribution for sale of electric current for lighting, heating and power purposes, and owns and operates a power plant for the generation of electricity at the town of Arnold's Park, in Dickinson County, Iowa, but that said plant is insufficient for the purposes required and for the needs of said community, and that at Spirit Lake, in Dickinson County, Iowa, is a good and sufficient electric generating plant, and that the said A. L. Peck has contracted with the manager and owner of said electric generating plant at Spirit Lake, in Dickinson County, Iowa, to furnish him, the said A. L. Peck, with all electricity for heating, lighting and power purposes which he may require at Arnold's Park and in the vicinity thereof, and upon the way to Arnold's Park from Spirit Lake, Iowa, and that the said A. L. Peck desires to obtain the franchise herein applied for, for the purpose of constructing, equipping, operating and maintaining an electric transmission line to connect with said electric lighting plant at the town of Spirit Lake, Iowa, and therefrom transmit to said town of Arnold's Park and vicinity, and to such persons as may desire to use same along the way, electric current for lighting, heating and power purposes.

That it is to the interest and for the benefit of the public, as well as the applicant, that he be authorized to construct, equip, reconstruct, maintain and operate the said transmission line over, along and across any public lands, highways, streets and other public grounds between the said towns of Spirit Lake and Arnold's Park, and along the course to Dixon's Beach, hereinbefore referred to, and as hereinafter more specifically described, and that the said A. L. Peck should be granted the right to so construct, equip, operate and maintain said electric transmission line, described as follows, to-wit:

Along and within the limits of the public highway beginning at the southwest corner of the incorporated town of Spirit Lake, in Dickinson County aforesaid, at the point where Barkmans Street running north and south, and Spruce Street running east and west, join, thence extending in a southwesterly direction along the right of way of the Chicago, Milwaukee & St. Paul Railway to the north line of Section 9, in Center Grove Township, about half way between the northeast corner and the northwest corner of the northwest quarter of the northwest quarter of said Section 9, thence following the section line between said Section 9 and Section 4 of said Township, to the west line of said section, thence west along the line between Sections 5 and 8, in said township, to the southwest corner of the southeast quarter of the southeast quarter of said Section 5, thence south about eighty rods along the line between the northeast quarter and the northwest quarter of the northeast quarter of said Section 8, thence west along the south line of the northwest quarter of the northeast quarter of said Section 8, and the northeast quarter of the northwest quarter of said Section 8, to the northwest corner of the southeast quarter of the northwest quarter of said Section 8, thence south about 100 rods on the line between the southwest quarter of the northwest quarter and the northwest quarter of the southwest quarter and the northeast quarter of the southwest quarter and the southeast quarter of the northwest quarter of said Section 8, thence angling to the west and south and back again to the east until said road reaches the quarter line between the southeast quarter and the southwest quarter of the northwest quarter of Section 17, thence south along the line between the west half of the southwest quarter of Section 17 and the east half of said quarter, to a point where said road approaches approximately the right of way of the Chicago, Milwaukee & St. Paul Railway Company aforesaid, thence following said right of way slightly to the west and thence to the south and near the line between the west half of the northwest quarter of Section 20, and the east half of said northwest quarter of said Section 20, all of the above described land being in Center Grove Township, Dickinson County, Iowa, following said public highway to a point where same crosses East and West Okoboji Lakes, at the division line between said lakes, thence along the grade forming the division line between said lakes to a point where said public highway enters the town of Arnold's Park aforesaid, at the termination of said grade, and using said grade in crossing between said East and West Okoboji Lakes, and also beginning at a point approximately 350 feet north of the drawbridge upon said public highway between said lakes aforesaid, said point being upon Union Street of Okoboji Park where said Union Street crosses said public highway, running thence along said Union Street west, and thence in a southerly direction to where said street enters into Front Street, thence along said Front Street in a southerly direction to where said Front Street intersects with Given Street, thence along said Given Street in a westerly and northwesterly direction to where said Given Street merges into the street or road known as the Lake Shore road, said road being the road platted as a part of Haskell's and Smith's First Addition to Okoboji City, thence along said lake shore road in a westerly direction, thence in

a northerly direction, and thence in a northwesterly direction to a point where said road terminates at Promenade Walk, of the plat of Okoboji City.

Also asking the right to construct, operate and maintain said electric transmission line over, across, and along all public highways or through all public grounds hereinbefore described, together with the right to build, construct, reconstruct, use, maintain and operate said transmission line over and across the lakes known as East and West Okoboji Lakes, at the point where said public highway crosses same at the point of connection between said lakes; provided, however, that the same is so done as not to interfere with the use by the public of the said lakes.

It is, therefore, ordered, adjudged and decreed, that the said A. L. Peck, of Arnold's Park, Iowa, his heirs, successors or assigns, is hereby granted the right to build, construct, reconstruct, use, equip, maintain and operate the above described transmission line for the purpose of distributing electric current for light, power and heating purposes, across, along and upon the public highways hereinbefore described, and any public grounds and highways intersecting or embracing any portions of said described right of way, also over and across the said Okoboji Lakes at the point of connection between East and West Okoboji Lakes, as hereinbefore described, and he, the said A. L. Peck, his heirs, successors or assigns, shall be granted the right of ingress and egress to the said transmission lines, over the said public highways hereinbefore described, as fully and completely as may be conferred by this Board by virtue of the Act of the Thirty-fifth General Assembly of Iowa, authorizing this Board to grant a franchise for the construction of an electric transmission line for the purpose herein set out; provided, however, that said transmission line shall be so constructed and maintained as not to interfere with the use by the public of the highways or public waters of the state, nor to unnecessarily interfere with the use of any lands adjacent thereto, by the occupant thereof, and provided further that said transmission line to be so constructed by the said A. L. Peck, as hereinbefore authorized, shall be constructed and maintained according to the specifications hereafter made by the Board of Railroad Commissioners as authorized by law.

It is further provided that all the material used in said transmission lines shall be of good quality and the workmanship first-class and in accordance with approved standards, and the construction of said lines shall also fully comply with the Acts of the Thirty-fifth General Assembly of Iowa, authorizing the granting of the franchise herein permitted, known as Chapter 174 of the Acts of the Thirty-fifth General Assembly.

Dated at Des Moines, Iowa, April 24, 1914.

No. 6674—1914.

INTER-URBAN RAILWAY COMPANY

VS.

CITIZENS OF POLK COUNTY, IOWA.

Decided June 23, 1914.

For Inter-Urban Railway Company—
Parker, Parrish & Miller, Attorneys.
 For Citizens of Polk County, Iowa—
 None.

OPINION.

In the Matter of the Application of
 the Inter-Urban Railway Com-
 pany for a Franchise to Con-
 struct, Operate, and Maintain an
 Electric Transmission Line.

ORDER
 GRANTING A FRANCHISE.

This is an application of the Inter-Urban Railway Company for a franchise to build, construct, reconstruct, equip, maintain and operate a proposed transmission line for the purpose of conducting electricity for light, power and heating purposes along and upon the roads and highways hereinafter more particularly described, in Polk County, Iowa. The case came on for hearing at the office of the Board in Des Moines, Iowa, at 10 o'clock a. m., on the 13th day of May, A. D. 1914, pursuant to notice ordered published in the official newspapers of Polk County, Iowa, as by law provided, and after an inspection of the notice of said hearing, and proofs of publication thereof.

The Board finds: That notice of the time and place of said hearing, as prescribed by law, was published more than ten days prior to the 13th day of May, 1914, in *The National Democrat*, Des Moines, Iowa; *The Mitchellville Index*, Mitchellville, Iowa; *Altoona Herald*, Altoona, Iowa; *The Ankeny Times*, Ankeny, Iowa; *Plain Talk*, Des Moines, Iowa, and *The Evening Tribune*, Des Moines, Iowa, being the six official newspapers of Polk County, Iowa.

That Parker, Parrish & Miller appeared as attorneys for the said applicant, and that no objections have been filed by the citizens of Polk County, Iowa.

That the said company, by its attorneys, did file its consent on March 28, 1914, that the provisions of Chapter 174, of the Thirty-fifth General Assembly, and of all laws or acts relating to public utilities, or to the regulation, supervision, or control thereof, which are now in force, or which may be hereafter enacted, shall apply to its existing line or lines with the same force and effect as though said line or lines had been constructed under the permit provided for in section 1 of said act.

The Board further finds that said applicant is engaged in the manufacture, sale, and distribution for sale, of electric current for lighting and heating purposes, and owns and operates power plants for the generation of electricity and for the carrying on of its business in Polk County, Iowa, and that the location of the proposed transmission line lies wholly within said county.

That it is to the interest and for the benefit of the public, as well as the applicant, that it be authorized to construct, equip, reconstruct, maintain and operate a transmission line over, along and across the roads and public highways of the state in Polk County, Iowa; that the said transmission line will be constructed wholly along, upon and across the said roads and highways; and that the starting point, route and terminus of said proposed transmission line required by the applicant, in order to build, construct, equip, reconstruct, maintain and operate the same, are described as follows, to-wit:

Over, along and across what is known as Grimes road or highway from a point on the railway line of said Inter-Urban Railway Company in Section One (1) in Webster Township, Polk County, Iowa, where said railway line crosses the said Grimes road or highway, west on the south side of said Grimes road or highway through Sections One (1), two (2), three (3), four (4) and five (5), in Webster Township, Polk County, Iowa, to a point on said Grimes road or highway one-half mile west of the north and south section lines between Sections four (4) and five (5) in said Webster Township.

It is THEREFORE ORDERED, That the said Inter-Urban Railway Company, its successors or assigns, is hereby granted the right to build, construct, reconstruct, use, equip, maintain and operate the above transmission line for the purpose of distributing electrical current for light, power and heating purposes, across, along and upon the roads and highways herein above described, and across and over the roads and highway intersecting or embracing any portion of said described course and route of said transmission line as hereinabove described as fully and completely as may be conferred by this Board under and by virtue of Chapter 174, Acts of the Thirty-fifth General Assembly of Iowa, authorizing this Board to grant franchise for the construction of electric transmission lines for the purposes herein set out; provided, however, that the said transmission line shall be so constructed and maintained as not to interfere with the use by the public of the roads and highways of the state; and provided further that the said transmission line be constructed and maintained by the Inter-Urban Railway Company according to the specifications attached to their application or hereafter made by the Board of Railroad Commissioners of the State of Iowa.

It is further provided that all of the material used in said transmission line shall be of good quality and the workmanship first-class and in accordance with the approved standards, and the construction of said line shall also fully comply with the Act of the Thirty-fifth General Assembly of Iowa, authorizing the granting of the franchise herein permitted, entitled:

"An Act to Confer Power upon the Railroad Commission of the State of Iowa to Grant a Franchise to any Individual or Corporation Organized

under the Laws of Iowa, or Corporation Authorized to Transact Business in Iowa under the General Incorporation Laws of the State Engaged in the Manufacture, Sale or Distribution for Sale of Electric Current to Construct Transmission Lines and Obtain the Necessary Interests in Real Estate therefor, and the manner of making Compensation to said Owner of said Lands for said Rights."

Dated at Des Moines, Iowa, June 23, 1914.

No. 6675—1914.

GRINNELL ELECTRIC AND HEATING COMPANY,

vs.

CITIZENS OF POWESHIEK COUNTY, IOWA.

Decided June 25, 1914.

For Grinnell Electric and Heating Company:

Rayburn & Lyman, Attorneys.

For citizens of Poweshiek County, Iowa:

None.

OPINION.

In the Matter of the Application of the Grinnell Electric and Heating Company for a Franchise to Construct, Operate, and Maintain an Electric Transmission Line.

ORDER
GRANTING A FRANCHISE.

This is an application of the Grinnell Electric and Heating Company for a franchise to build, construct, reconstruct, equip, maintain and operate a proposed transmission line for the purpose of conducting electricity for light, power and heating purposes along and upon the roads and highways between the City of Grinnell on the west and the incorporated Towns of Brooklyn and Malcom on the east, all in Poweshiek County, Iowa. The case came on for hearing at the office of the Board in Des Moines, Iowa, at ten o'clock a. m., on the 25th day of June, A. D. 1914, pursuant to notice ordered published in the official newspapers of Poweshiek County, Iowa, as by law provided, and after an inspection of the notice of said hearing and proofs of publication thereof.

The Board finds: That the notice of the time and place of said hearing, as prescribed by law, was published more than ten days prior to the 25th day of June, 1914, in the Grinnell Herald, Grinnell, Iowa; Grinnell Register, Grinnell, Iowa; Poweshiek County Palladium, Montezuma, Iowa; Montezuma Republican, Montezuma, Iowa, and the Brooklyn Chronicle, Brooklyn, Iowa, being the five official newspapers of Poweshiek County, Iowa.

That Rayburn & Lyman appeared as attorneys for the said applicant, and that no objections have been filed by the citizens of Poweshiek County, Iowa.

That the said company by its president, did file its consent on June 3, 1914, that the provisions of Chapter 174, of the Thirty-fifth General Assembly, and of all laws or acts relating to public utilities, or to the regulation, supervision, or control thereof, which are now in force or which may be hereafter enacted shall apply to its existing line or lines with the same force and effect as though said line or lines had been constructed under the permit provided for in section one of said act.

The Board further finds that said applicant is engaged in the manufacture, sale, and distribution for sale, of electric current for lighting and heating purposes, and owns and operates power plants for the generation of electricity and for the carrying on of its business in Poweshiek County, Iowa, and that the location of the proposed transmission line lies wholly within said county.

That it is to the interest and for the benefit of the public, as well as the applicant, that it be authorized to construct, equip, reconstruct, maintain and operate a transmission line over, along and across the roads and public highways of the state in Poweshiek County, Iowa; that the said transmission line will be constructed wholly along, upon and across the said roads and highways; and that the starting point, route and terminus of said proposed transmission line required by the applicant, in order to build, construct, equip, reconstruct, maintain and operate the same, are described as follows, to-wit:

Starting at a point on the southern corporate limits of the City of Grinnell, Iowa, one-half mile west of the east corporate limits of said city, and running east along the highway between Sections Sixteen (16) and Twenty-one (21), Township Eighty (80) North, Range Sixteen (16) West of the fifth P. M., and continuing east along said highway for a distance of approximately fourteen miles to the west corporate limits of Brooklyn, Iowa; and starting from a point on said proposed line where the highway, running north and south between Sections Thirteen (13) and Fourteen (14) and Sections Twenty-three (23) and Twenty-four (24), in Township Eighty (80) North, Range Fifteen (15) West, intersects the highway running east and west between said sections, running thence south along the highway one mile; thence west along the east and west highway between Sections Twenty-three (23) and Twenty-six (26), Township Eighty (80) North, Range Fifteen (15) West, for approximately eight hundred feet to the highway running north and south through the northeast quarter of Section Twenty-six (26), Township Eighty (80) North, Range Fifteen (15) West, which highway is an extension of Washington street in the Town of Malcom; thence south on said highway, which is an extension of Washington street in the Town of Malcom to the north corporate limits of the Town of Malcom.

It is THEREFORE ORDERED, That the said Grinnell Electric and Heating Company, its successors or assigns, is hereby granted the right to build, construct, reconstruct, use, equip, maintain and operate the above transmission line for the purpose of distributing electrical current for light, power and heating purposes, across, along and upon the roads and highways herein above described, and across and over the roads and highways intersecting or embracing any portion of said described course

Iowa, as alleged in paragraph one (1) of its application, and that the location of the proposed transmission line lies wholly within Polk, Jasper, Marion and Mahaska Counties, Iowa.

That it is for the interest and for the benefit of the public, as well as the applicant, that it be authorized to construct, equip, reconstruct, maintain and operate a transmission line over, along and across any public lands, highways, streams and lands of any person or persons, and to acquire the necessary interest in the real estate therefor, and that the starting point, route and termini of said proposed transmission line, and the interest in the real estate required by the applicant in order to build, construct, equip, reconstruct, maintain and operate the same, are described as follows, to-wit:

Beginning at a point in the easterly corporation line in the city of Des Moines, on the north side of what is known as the Prairie City road, and adjacent to Section 33, Township 79 north, range 23 west, of the 5th principal meridian, Iowa; thence easterly along the north side of said highway to the east line of Section 3, Township 78 north, range 23 west; thence crossing to the south side of the said highway and continuing easterly along the south side of said highway to a point 1,225 feet west of the extension of the section line, between Sections 33 and 34, Township 79 north, range 22 west; thence crossing to the north side of said highway and continuing east on the north side of said highway to the east line of Polk County, Iowa.

Beginning on the north side of the Prairie City road, at a point in the west line of Jasper County, Iowa, which line is also the west line of Section 31, Township 79, range 21 west, and Section 1, Township 78 north, range 21 west, between which sections said Prairie City road extends; thence east on the north side of said highway to a point 125 feet west from the section line, between Sections 31 and 32, Township 79 north, range 22 west; thence crossing to the south side of said highway, and continuing east to the west side of the highway, between Sections 3 and 4, Township 78 north, range 21 west; thence south along the west side of the last named highway, to a point 2½ feet south of an extension of the south line of the north tier of lots in said Section 3; thence east, crossing last named highway, and then requiring the use and right of way over a strip of land ten feet in width off of, along and adjacent to the north line of Lots 5 and 6, in Section 3, Township 78 north, Range 21 west; thence east along the north side of the east and west highway, entering Prairie City from the west, in Section 2, Township 78 north, Range 21 west, to the west corporation line of Prairie City.

Beginning at a point in the south corporation line of Prairie City on the east side of the section road between Sections 1 and 2, Township 78 north, range 21 west; thence south along the east side of said highway to the south side of said highway, where it turns east in the northeast corner of Section 25, Township 78 north, Range 21 west; thence east on the south side of said road to the east side of said road, where it turns south in said Section 25; thence south along the east side of said road to the south side of the east and west section road between Sections 25 and 36, Township 78 north, range 21 west; thence east along the south side of the

last named highway to a point 100 feet west of the north and south quarter line of Section 32, range 20 west, Township 78 north; thence crossing to the north side of the highway, and following east along the north side of said highway to a point 90 feet west of the section line between Sections 26 and 27, Township 78 north, range 20 west; thence crossing to the south side of said highway and following east along the south side of said highway, to the west side of the north and south road, on which is located the west corporate line of the city of Monroe; thence south along the west side of said road to a point 270 feet from the north line of Section 36, Township 78 north, Range 20 west; thence crossing diagonally to the east side of said street into the city of Monroe.

Beginning at a point on the east corporation line of the city of Monroe, 305 feet north of east and west quarter line of Section 31, Township 78 north, Range 19 west; thence east to the northerly side of the Chicago, Rock Island and Pacific Railway's right of way; thence in a southeasterly direction, requiring the use and right of way over a strip of land 10 feet in width, lying on the northerly side of and parallel to and adjoining the Chicago, Rock Island and Pacific Railway Company's right of way through Section 31, Township 78 North, Range 19 West, to the south line of Jasper County.

Beginning at the north line of Marion County, and adjoining the Chicago, Rock Island and Pacific Railway Company's right of way, on the northeast side of said right of way, in Section 6, Township 77 North, Range 19 West; thence in a southeasterly direction, requiring the use and right of way over a strip of land 10 feet in width (except as otherwise provided lying on the northerly side of and parallel to and adjoining the Chicago, Rock Island and Pacific Railway Company's right of way, through Sections 5, 6, 8, 9, 16, and that part of Section 15 north of a line 330 feet north of and parallel to the south line of said Section 15, all of Township 77 north, Range 19 west. A portion of the right of way strip of land described above as lying in Section 8, Township 77 north, Range 19 west, will require a greater width than 10 feet, due to the necessity of removing standing timber, and is particularly described as follows: A strip of land 25 feet in width and 260 feet in length (said 260 feet being measured along the northeasterly line of the Chicago, Rock Island & Pacific Railway Company's right of way), located on the northeast side of said railroad right of way and immediately adjoining said railroad right of way, and the south side of the road on the east and west quarter line of said Section 8; thence east to a point 337 feet east and 330 feet north of the south quarter corner of said Section 15; thence in a southeasterly direction to a point in the north fence line of Main street, in Otley, which point is 445 feet east of the north and south quarter line of said Section 15; thence south on the west side of Union street, in Otley, to the Chicago, Rock Island & Pacific Railway Company's right of way; thence in a southeasterly direction 2½ feet northeasterly from, and parallel to, the Chicago, Rock Island & Pacific Railway Company's right of way through Sections 22 and 23, Township 77 north, Range 19 west, to the highway in the southwest corner of said section 23.

The pole line will then follow along the southwesterly side of the highway which extends in a southeasterly direction over and through the southwest corner of Section 23, the northwest quarter of Section 26, and southwest corner of northeast quarter of Section 26, all in Township 77 north, Range 19 west; thence in a southeasterly direction, requiring the use and right of way over a strip of land 10 feet in width, lying on the northeasterly side of, and parallel and adjoining, the Chicago, Rock Island & Pacific Railway Company's right of way, through the east half of Section 26, Sections 25 and 26, Township 77 north, Range 19 west, and a similar strip of land 25 feet in width similarly located in Section 31, Township 77 north, range 18 west, lying immediately northwest of what is known as the "Four-mile Crossing" on the public highway, leading east, to Pella, said crossing being located in the southwest corner of the northwest quarter of said Section 31.

The pole line will then follow along the southwesterly side of said last named highway, leading to Pella, through Sections 31 and 32, Township 77 north, Range 18 west, and Section 5, Township 76 north, Range 18 west, to a point in said road in the easterly part of Section 5, where the road turns directly east; thence crossing to the north side of said highway and continuing easterly along the north side of said highway to the east side of the said highway, where it turns south between Sections 4 and 5, Township 76 north, Range 18 west; thence south along the east side of said highway, where it turns south between Sections 4 and 5, Township 76 north, Range 18 west; thence south along the east side of said highway to the south side of said highway, where it turns east and leaves said Section 5 and enters Section 4; thence south on the west side of, and adjacent to, the section line between Sections 4 and 5, Township 76 north, Range 18 west, to the south side of the east and west highway, along the south line of said Sections 4 and 5; thence east along south side of said highway 610 feet; thence in a southeasterly direction to a point in a north and south fence line 972 feet east of the west line of Section 9, Township 77 north, Range 18 west, and 550 feet south of the north line of said Section 9; thence south 2,937 feet along the east side of a semi-public road, thence along the northeasterly side of said road in a southeasterly direction 2,052 feet, to a point 2½ feet north and 530 feet west of the south quarter corner of said Section 9; thence east 530 feet; thence southeasterly to a point alongside of the public highway 23 feet south and 281 feet east of said south quarter corner of said Section 9; thence east along the south side of the highway between Sections 9 and 16, Township 76 north, Range 18 west, to the east side of the north and south road, in the east portion of said Section 16; thence south along the easterly side of this last named road, commonly known as "The Scrub Board Road," to the north side of the east and west roads between Sections 16 and 21, Township 76 north, Range 18 west; thence east along the north side of said road to a point 80 feet west of the center line of the main road leading directly south from Pella in Section 15, Township 76 north, Range 18 west; thence crossing to the south side of said road and continuing east along the south side of said road to a point 20 feet west of the section line between Sections 23 and 24,

Township 76 north, Range 18 west; thence crossing to the north side of said road, and continuing east to the east line of Marion County.

Beginning at a point in the proposed transmission line location on the southwesterly side of the highway which extends through the southwest corner of Section 23, Township 77 north, Range 19 west, where the same is intersected by an extension of the north line of the highway between Sections 22 and 27, Township 77 north, Range 19 west; thence in a southwesterly direction to the east side of the highway at the northwest fence corner of said Section 26; thence south along the east side of the highway between Sections 26 and 27, Township 77 north, Range 19 West, to the south side of said highway where it turns west on the section line between Sections 26 and 35, Township 77 North, Range 19 West; thence west on the south side of said highway to the west side of said highway where it turns south into Section 34, Township 77 north, Range 19 west; thence south on the west side of said highway to the south side of said highway where it first turns west in said Section 34; thence west on the south side of said highway to the west side of said highway where it again turns south in said Section 34; thence on private right of way at an angle to the south of 31 degrees, 58 minutes, 1,810 feet; thence at an angle to the south of 25 degrees, 25 minutes, 1,834 feet; thence at an angle to the south of 5 degrees, 15 minutes, 89 feet, to the southwesterly side of the northeast end of that portion of the public highway south of the bridge, and which extends in a southwesterly direction, to the southwest corner of Section 34, Township 77 north, Range 19 west; thence along the southeasterly, south and east side of said highway through said Section 34 and Sections 3 and 4, Township 76 north, Range 19 west, to the west side of said highway where it turns south and crosses the Wabash railway tracks, in said Section 4; thence south along the westerly side of said highway to a point opposite a point in the center of said highway which is 10 chains west of the southwest quarter corner of said Section 4; thence in a general southwesterly direction along the northwesterly, westerly and northerly sides of said highway, the center line description of which is: South 75 degrees, 30 minutes west, 10.42 chains; thence south 4.99 chains, thence south 88 degrees, 37 minutes west, 3.62 chains; thence south 34 degrees, west 8.41 chains.

Thence in a southwesterly direction (over the highway to the old ferry landing crossing the Des Moines river to the northwest of the Roseau bridge) to a point 25 feet west of, and 785 feet north, the east quarter corner of Section 8, Township 76 north, Range 19 west; thence south to a point 25 feet west of said quarter corner; thence south along the westerly side of the highway between Sections 8, 9, 16 and 17, Township 76 north, Range 19 west, to a point 730 feet south of the section line between said Sections 8 and 17; thence crossing to the east side of said highway and continuing south on east side to the south side of the highway between Sections 28 and 33, Township 76 north, Range 19 west; thence crossing to the west side of said highway and continuing south on said west side to a point 2½ feet south of the east and west quarter line of Section 5, Township 75 north, Range 19

west; thence west and parallel to the present quarter line fence to the south side of the east and west public highway location in the center of Section 6, Township 75 north, Range 19 west, which is within the corporate limits of the city of Knoxville.

Beginning at a point in the west line of Mahaska County on the north side of the highway between Sections 18 and 19, Township 76 north, Range 17 west; thence east along the north side of said road, and continuing east to a point 800 feet west of the section line between Sections 17 and 18, Township 76 north, Range 17 west; thence crossing to the south side of said highway and continuing east along the south side of said highway to the northeasterly side of the main highway, commonly known as the "Great White Way," between Pella and Oskaloosa; thence following in the direction of Oskaloosa on the northeasterly, easterly, and northerly sides of said highway, through Sections 21, 22, 23, 24, 25, Township 76 north, Range 17 west, and through Sections 30 and 31, Township 76 north, Range 16 west, to a point 1,452 feet along said highway and northwesterly from the section line between Sections 31 and 32, Township 76 north, range 16 west; thence crossing to the southwesterly side of said highway and continuing along the southwesterly side of said highway through said Sections 31 and 32, and through Sections 4, 5, 9, 10, 11 and 14, Township 75 north, Range 16 west, to the western corporation line of the city of Oskaloosa.

Beginning at a point in the proposed location of the main transmission line to Oskaloosa, located at the northeast corner of the main highway in Section 26, Township 76 north, Range 17 west; thence south along the east side of the highway located on the north and south quarter line to the extension of the south line of Chester street in the town of Leighton; thence west to the east corporate line of Leighton.

The location of the said line is as shown by plat filed herein by the applicant, showing the location of said right of way, as heretofore described, of said transmission line as now located and as hereby authorized and permitted and established.

It is THEREFORE ORDERED, That the said Des Moines Electric Company, its successors or assigns, is hereby granted the right to build, construct, reconstruct, use, equip, maintain and operate the above described transmission line for the purpose of distributing electric current for light, power and heating purposes, across, along and upon the real estate and highways, hereinbefore described, and any public grounds and highways intersecting or embracing any portion of said described right of way, and shall be possessed of the rights of ingress and egress to their said transmission line over any of the lands hereinbefore described, as fully and completely as may be conferred by this Board under and by virtue of the Act of the Thirty-fifth General Assembly of Iowa, authorizing this Board to grant a franchise for the construction of electric transmission lines for the purposes herein set out; provided, however, that the said transmission line shall be so constructed and maintained as not to interfere with the use by the public of the highways or streams of the state, nor to unnecessarily interfere with the use of any lands by the occupant thereof; and pro-

vided, further, that the said transmission line to be constructed by the Des Moines Electric Company, and hereinbefore permitted, shall be constructed and maintained according to specifications hereafter made by the Board of Railroad Commissioners.

It is further specifically conditioned that no guy wires shall be stretched across or located on private property, unless the same shall be attached to posts not less than seven feet above the ground, if same can be done with entire safety without requiring additional wire supports or braces; provided, however, that guy wires may be used on private property if the said wires are enclosed within a lawful fence so as to give adequate protection to animals on said property from said wires; and provided further, that these requirements as to any guy wires may be waived by mutual agreement between the property owner and the said company.

It is further provided that all of the material used in said transmission line shall be of good quality and the workmanship of first-class and in accordance with the approved standards, and the construction of said line shall also fully comply with the Act of the Thirty-fifth General Assembly of Iowa, authorizing the granting of the franchise herein permitted, entitled:

"An Act to Confer Power upon the Railroad Commission of the State of Iowa, to Grant a Franchise to any Individual or Corporation Organized under the Laws of Iowa, or Corporation Authorized to Transact Business in Iowa under the General Incorporation Laws of the State Engaged in the Manufacture, Sale, or Distribution for Sale of Electric Current to Construct Transmission Lines and Obtain the Necessary Interests in Real Estate therefor, and the manner of making Compensation to said Owner of said Lands for said Rights."

It is FURTHER ORDERED, That the said applicant, herein, shall have authority and be possessed of the right of eminent domain for the purpose of acquiring any of said right of way, as provided and authorized by the Act of the Thirty-fifth General Assembly of Iowa, hereinbefore referred to, and the right of exercising the said rights of eminent domain under the provision of Chapter Four (4), Title Ten (10), of the Code of 1897, of the laws of the State of Iowa, and all amendments thereto.

Dated at Des Moines, Iowa, August 19, 1914.

No. 6677—1914.

E. S. THAYER

VS.

CITIZENS OF SIOUX COUNTY, IOWA.

Decided August 25, 1914.

For the applicant—

E. S. Thayer.

For Citizens of Sioux County—

None.

OPINION.

In the Matter of the Application of
E. S. Thayer, Rock Valley, Iowa,
for a Franchise to Construct,
Operate and Maintain an Electric
Line.

ORDER
GRANTING A FRANCHISE.

This is an application of E. S. Thayer, Rock Valley, Iowa, for a franchise to build, construct, reconstruct, equip, maintain and operate a proposed transmission line for the purpose of conducting electricity for light, power and heating purposes along and upon the route hereinafter more particularly described, in Sioux County, Iowa. The case came on for hearing at Rock Valley, Iowa, on Thursday, July 30th, at 1 o'clock p. m., pursuant to notice ordered published in the official newspapers of Sioux County, Iowa, as by law provided, and after an inspection of the notice of said hearing and proofs of publication thereof.

The Board finds: That the notice prescribed by order of the Board on the 26th day of July, 1914, has been published in the following newspapers, to-wit: "De Vrije Hollander," the "Hawarden Independent," the "Alton Democrat" and the "Hawarden Chronicle," as by law required, ten days before said hearing, and that said newspapers are the four official newspapers of Sioux County, Iowa.

That E. S. Thayer appeared for the said applicant, and that no appearance was made by the citizens of Sioux County.

That the said applicant did file his consent on May 23, 1914, that the provisions of Chapter 174, of the Thirty-fifth General Assembly, and of all laws or acts relating to public utilities, or to the regulation, supervision, or control thereof, which are now in force, or which may be hereafter enacted, shall apply to its existing line or lines with the same force and effect as though said line or lines had been constructed under the permit provided for in section one of said act.

The Board further finds that said applicant is engaged in the manufacture, sale, and distribution for sale, of electric current for lighting and heating purposes, and owns and operates power plants for the

generation of electricity and for the carrying on of its business in Sioux County, Iowa, as alleged in paragraph one (1) of its application, and that the location of the proposed transmission line lies wholly within Sioux County, Iowa.

That it is to the interest and for the benefit of the public, as well as the applicant, that it be authorized to construct, equip, reconstruct, maintain and operate a transmission line over, along and across any public lands, highways, streams and lands of any person or persons and to acquire the necessary interest in the real estate therefor, as hereinafter described, in Sioux County, Iowa.

Commencing at the southwest corner of the northeast quarter of the northwest quarter of Section 21-97-46, thence north 80 rods, thence east 80 rods, thence north 160 rods, thence west 34 rods, thence north 160 rods more or less to the south line of Section 9-97-46; thence east along the south line of said Section 9 to the southeast corner of said section, thence north along the east line of said Section 9 and along the east line of Section 4-97-46 to the north line of Sioux County, Iowa.

The location of the said line is as shown by plat filed herein by the applicant, showing the location of said right of way, as heretofore described, of said transmission line as now located and as hereby authorized and permitted and established.

It is THEREFORE ORDERED, That the said E. S. Thayer, his successors or assigns, is hereby granted the right to build, construct, reconstruct, use, equip, maintain and operate the above described transmission line for the purpose of distributing electric current for light, power and heating purposes, across, along and upon the real estate and highways, hereinbefore described, and any public grounds and highways intersecting or embracing any portion of said described right of way, and shall be possessed of the rights of ingress and egress to his said transmission line over any of the lands hereinbefore described, as fully and completely as may be conferred by this Board under and by virtue of the Act of the Thirty-fifth General Assembly of Iowa, authorizing this Board to grant a franchise for the construction of electric transmission lines for the purpose herein set out; provided, however, that the said transmission line shall be so constructed and maintained as not to interfere with the use by the public of the highways or streams of the state nor to unnecessarily interfere with the use of any lands by the occupant thereof; and provided, further, that the said transmission line to be constructed by E. S. Thayer and hereinbefore permitted, shall be constructed and maintained according to specifications attached to his application, or as hereafter made by the Board of Railroad Commissioners.

It is further specifically conditioned that no guy wires shall be stretched across or located on private property, unless the same shall be attached to posts not less than seven feet above the ground, if same can be done with entire safety without requiring additional wire supports or braces; provided, however, that guy wires may be used on private property if the said wires are enclosed within a lawful fence so as to give adequate protection to animals on said property from said wires; and, provided,

further, that these requirements as to any guy wires may be waived by mutual agreement between the property owner and the said company.

It is further provided that all of the material used in said transmission line shall be of good quality and the workmanship of first-class and in accordance with the approved standards, and the construction of said line shall also fully comply with the Act of the Thirty-fifth General Assembly of Iowa, authorizing the granting of the franchise herein permitted, entitled:

"An Act to Confer Power upon the Railroad Commission of the State of Iowa, to Grant a Franchise to any Individual or Corporation Organized under the Laws of Iowa, or Corporation Authorized to Transact Business in Iowa under the General Incorporation Laws of the State Engaged in the Manufacture, Sale, or Distribution for Sale of Electric Current to Construct Transmission Lines and Obtain the Necessary Interests in Real Estate Therefor, and the Manner of Making Compensation to said Owner of said Lands for said Rights."

It is FURTHER ORDERED, That the said applicant, herein, shall have authority and be possessed of the right of eminent domain for the purpose of acquiring any of said right of way, as provided and authorized by the Act of the Thirty-fifth General Assembly of Iowa, hereinbefore referred to, and the right of exercising the said rights of eminent domain under the provision of Chapter Four (4), Title Ten (10), of the Code of 1897, of the Laws of the State of Iowa, and all amendments thereto.

Dated at Des Moines, Iowa, August 25, 1914.

No. 6678—1914.

TOWN OF FARNHAMVILLE, IOWA, BY THOS. PARSONS, MAYOR,

VS.

CITIZENS OF WEBSTER AND CALHOUN COUNTIES, IOWA.

Decided August 25, 1914.

For Town of Farnhamville, Iowa—
Thos. Parsons, Mayor.

For Citizens of Webster and Calhoun Counties, Iowa—
None.

OPINION.

In the Matter of the Application of
the Town of Farnhamville, Iowa,
for a Franchise to Construct,
Operate and Maintain an Electric
Transmission Line.

ORDER
GRANTING A FRANCHISE.

This is an application of the Town of Farnhamville, Iowa, for a franchise to build, construct, reconstruct, equip, maintain and operate a proposed transmission line for the purpose of conducting electricity for light, power and heating purposes along and upon the roads and highways hereinafter more particularly described, in Webster and Calhoun

Counties, Iowa. The case came on for hearing at the Town Hall in the Town of Farnhamville, Iowa, at 1 o'clock p. m., on the 28th day of July, 1914, pursuant to notice ordered published in the official newspapers of Calhoun County and Webster County, respectively, as by law provided, and after an inspection of the notice of said hearing and proofs of publication thereof.

The Board finds: That notice of the time and place of said hearing, as prescribed by law, was published more than ten days prior to the 28th day of July, 1914, in the following newspapers, to-wit: "Messenger" and the "Duncombe Tribune," and "The Fort Dodge Chronicle," being the three official newspapers of Webster County, Iowa; "Lake City Graphic," "The Manson Democrat," "Rockwell City Advocate," and "The Manson Journal," being the four official newspapers of Calhoun County, Iowa.

That the said applicant did file its consent on June 5th, 1914, that the provisions of Chapter 174, of the Thirty-fifth General Assembly, and of all laws or acts relating to public utilities, or to the regulation, supervision, or control thereof, which are now in force or which may be hereafter enacted shall apply to its existing line or lines with the same force and effect as though said line or lines had been constructed under the permit provided for in section one of said act.

That Thomas Parsons, Mayor, appeared for the said applicant, and that no objections have been filed by the citizens of either county.

The Board further finds that said applicant is engaged in the manufacture, sale, and distribution for sale, of electric current for lighting and heating purposes, and owns and operates power plants for the generation of electricity and for the carrying on of its business in Calhoun and Webster Counties, Iowa, and that the location of the proposed transmission line lies wholly within said counties.

That it is to the interest and for the benefit of the public, as well as the applicant, that it be authorized to construct, equip, reconstruct, maintain and operate a transmission line over, along and across the roads and public highways of the state in Calhoun and Webster Counties; that the said transmission line will be constructed wholly along, upon and across the said roads and public highways; and that the starting point, route and terminus of said proposed transmission line required by the applicant, in order to build, construct, equip, reconstruct, maintain and operate the same, are described as follows, to-wit:

Beginning at the south side of the Ft. Dodge, Des Moines and Southern Railway right of way, near the northeast corner of Section thirty-six (36), Township eighty-seven (87), Range thirty-one (31), Calhoun County, Iowa, and running thence south on west side of highway to about forty rods north of the southeast corner of Section one (1), Township eighty-six (86), Range thirty-one (31), thence across the highway and south to the southwest corner of Section six (6), Township eighty-six (86), Range thirty (30), Webster county; thence back across the highway to the northeast corner of Section twelve (12), Township eighty-six (86), Range thirty-one (31); thence south to the right of way of the Chicago and North Western Railway, near the southeast corner of the northeast quarter (¼) of Section twelve (12), Township eighty-six (86), Range thirty-one (31).

IT IS THEREFORE ORDERED, That the said Town of Farnhamville, Iowa, its successors or assigns, is hereby granted the right to build, construct, reconstruct, use, equip, maintain and operate the above transmission line for the purpose of distributing electrical current for light, power and heating purposes, across, along and upon the roads and highways hereinabove described, and across and over the roads and highways intersecting or embracing any portion of said described course and route of said transmission line as hereinabove described as fully and completely as may be conferred by this Board under and by virtue of Chapter 174, Acts of the Thirty-fifth General Assembly of Iowa, authorizing this Board to grant franchise for the construction of electric transmission lines for the purposes herein set out; provided, however, that the said transmission lines shall be so constructed and maintained as not to interfere with the use by the public of the roads and highways of the state; and provided further, that the said transmission line be constructed and maintained by the Town of Farnhamville, Iowa, according to the specifications attached to their application or hereafter made by the Board of Railroad Commissioners of the State of Iowa.

It is further provided that all of the material used in said transmission line shall be of good quality and the workmanship first-class and in accordance with the approved standards, and the construction of said line shall also fully comply with the Act of the Thirty-fifth General Assembly of Iowa, authorizing the granting of the franchise herein permitted, entitled:

"An Act to Confer Power upon the Railroad Commission of the State of Iowa to Grant a Franchise to Any Individual or Corporation Organized under the Laws of Iowa, or Corporation Authorized to Transact Business in Iowa under the General Incorporation Laws of the State Engaged in the Manufacture, Sale or Distribution for Sale, of Electric Current, to Construct Transmission Lines and Obtain the Necessary Interests in Real Estate Therefor, and the Manner of Making Compensation to said Owner of Said Lands for Said Rights."

Dated at Des Moines, Iowa, August 25, 1914.

No. 6679—1914.

G. A. HEALY

vs.

CITIZENS OF O'BRIEN COUNTY.

Decided August 26, 1914.

For Geo. A. Healy—

W. H. Downing, Attorney.

For Citizens of O'Brien County, Iowa:

None.

OPINION.

In the Matter of the Application of
Geo. A. Healy, Sanborn, Iowa, for
a Franchise to Construct, Main-
tain and Operate an Electric
Transmission Line.

ORDER
GRANTING A FRANCHISE.

This is an application of Geo. A. Healy, Sanborn, Iowa, for a franchise to build, construct, reconstruct, equip, maintain and operate a proposed transmission line for the purpose of conducting electricity for light, power and heating purposes along and upon the roads and highways hereinafter more particularly described, in O'Brien County, Iowa. The case came on for hearing at the office of Geo. A. Healy in the town of Sanborn, Iowa, at 1 o'clock p. m., on the 14th day of August, A. D. 1914, pursuant to notice ordered published in the official newspapers of O'Brien County, as by law provided, and after an inspection of the notice of said hearing and proofs of publication thereof.

The Board finds: That notice of the time and place of said hearing, as prescribed by law, was published more than ten days prior to the 14th day of August, 1914, in the "O'Brien County Bell," the "Sheldon Sun" and the "Sheldon Mail," published in O'Brien County, each being official newspapers in said county.

That W. H. Downing appeared as attorney for the said applicant, and that no objections have been filed by the citizens of said county.

That the applicant does not own or control any electric transmission line or lines whatsoever, and is, therefore, not required to file his consent that the provisions of Chapter 174, Acts of the Thirty-fifth General Assembly of Iowa, shall apply to any existing line or lines.

The Board further finds that said applicant is engaged in the manufacture, sale, and distribution for sale, of electric current for lighting and heating purposes, and owns and operates power plants for the generation of electricity and for the carrying on of his business in O'Brien County, Iowa, and that the location of the proposed transmission line lies wholly within said county.

That it is to the interest and for the benefit of the public, as well as the applicant, that he be authorized to construct, equip, reconstruct, main-

tain and operate a transmission line over, along and across the roads and public highways of the state in O'Brien County; that the said transmission line will be constructed wholly along, upon and across the said roads and public highways; and that the starting point, route and terminus of said proposed transmission line required by the applicant, in order to build, construct, equip, reconstruct, maintain and operate the same, are described as follows, to-wit:

From the corporate limits of the Town of Sanborn on the east, thence east to the public right of way, thence south across the Chicago, Milwaukee and St. Paul Railway right of way and to the town of Pringhar, O'Brien County, Iowa, along and across the lands and highways situated in said county as follows: Beginning in the public highway at the corporation limits, thence east to the public highway between Sections 35 and 36 in said Franklin Township, thence south on and along said highway between said sections and across the railway right of way of the Chicago, Milwaukee & St. Paul Railway to the Summit Township line between Sections One (1) and Two (2), thence south on said public highway a distance of five (5) miles in said Summit Township between Sections One (1), Twelve (12), Thirteen (13), Twenty-four (24) and Twenty-five (25) on the east and Sections Two (2), Eleven (11), Fourteen (14), Twenty-three (23) and Twenty-six (26), on the west and other side, thence east on said public highway between Sections Twenty-five (25) and Thirty-six (36) about a distance of three-fourths of a mile, thence due south one-half mile on an established public highway running through the north-east quarter of Section Thirty-six (36), Township Ninety-six (96), Range Forty-one (41), O'Brien County, Iowa, a distance of one-half (½) mile to the corporate limits of the Town of Pringhar, Iowa.

IT IS THEREFORE ORDERED, That said Geo. A. Healy, his successors and assigns, is hereby granted the right to build, construct, reconstruct, use, equip, maintain and operate the above transmission line for the purpose of distributing electrical current for light, power and heating purposes, across and over the roads and highways intersecting or embracing any portion of said described course and route of said transmission line as herein above described as fully and completely as may be conferred by this Board under and by virtue of Chapter 174, Acts of the Thirty-fifth General Assembly of Iowa, authorizing this Board to grant franchise for the construction of electric transmission lines for the purposes herein set out; provided, however, that the said transmission line shall be so constructed and maintained as not to interfere with the use by the public of the roads and highways of the state; and provided further that the said transmission line be constructed and maintained by the said Geo. A. Healy according to the specifications attached to his application or hereafter made by the Board of Railroad Commissioners of the State of Iowa.

It is further provided that all of the material used in said transmission line shall be of good quality and the workmanship first-class and in accordance with the approved standards, and the construction of said line shall also fully comply with the Act of the Thirty-fifth General Assembly of Iowa, authorizing the granting of the franchise herein permitted, entitled:

"An Act to Confer Power upon the Railroad Commission of the State of Iowa to Grant a Franchise to Any Individual or Corporation Organized under the Laws of Iowa, or Corporation Authorized to Transact Business in Iowa under the General Incorporation Laws of the State Engaged in the Manufacture, Sale or Distribution for Sale of Electric Current, to Construct Transmission Lines and Obtain the Necessary Interests in Real Estate Therefor, and the Manner of Making Compensation to said Owner of Said Lands for Said Rights."

Dated at Des Moines, Iowa, August 26, 1914.

No. 6680—1914.

DOON ELECTRIC COMPANY,

vs.

CITIZENS OF LYON COUNTY, IOWA.

Decided August 26, 1914.

For Doon Electric Company:

C. R. McDowell.

For citizens of Lyon County:

None.

OPINION.

In the Matter of the Application of the Doon Electric Company, Doon, Iowa, for a Franchise to Construct, Operate, and Maintain an Electric Transmission Line.

ORDER
GRANTING A FRANCHISE.

This is an application of the Doon Electric Company, Doon, Iowa, for a franchise to build, construct, reconstruct, equip, maintain and operate a proposed transmission line for the purpose of conducting electricity for light, power and heating purposes along and upon the route hereinafter more particularly described in Lyon County, Iowa. The case came on for hearing in the office of the Doon Electric Company, Doon, Iowa, at nine o'clock, a. m., on the 30th day of July, 1914, pursuant to notice ordered published in the official newspapers of Lyon county, as by law provided, and after an inspection of the notice of said hearing and proofs of publication thereof.

The Board finds: That notice of the time and place of said hearing, as prescribed by law, was published more than ten days prior to the 30th day of July, 1914, in the following newspapers to-wit: "The Reporter," and "The Review", being the two official newspapers of Lyon county, Iowa.

That C. R. McDowell, President, appeared for the said applicant, and that no objections have been filed by the citizens of Lyon county.

That the applicant does not own or control any electric transmission line or lines whatsoever, and is, therefore, not required to file his consent that the provisions of Chapter 174, Acts of the Thirty-fifth General Assembly of Iowa, shall apply to any existing line or lines.

The Board further finds that said applicant will obtain the electric current by purchase from E. S. Thayer of Rock Valley, Iowa, for the carrying on of its business in Lyon County, Iowa, and that the location of the proposed transmission line lies wholly within Lyon County, Iowa.

That it is to the interest and for the benefit of the public as well as the applicant, that it be authorized to construct, equip, reconstruct, maintain and operate a transmission line over, along and across any public lands, highways, streams and lands of any person or persons and to acquire the necessary interest in the real estate therefor, and that the starting point, route and terminal of said proposed transmission line, and the interest in the real estate required by the applicant in order to build, construct, equip, reconstruct, maintain and operate the same, are described as follows, to-wit:

Commencing at the county line at the southeast corner of Section 33, Township 98, Range 46, thence north along east line to the northeast corner of said Section 33, Township 98, Range 46, thence east across highway and along north line of Section 34, Township 98, Range 46, to the northeast corner of said Section 24, Township 98, Range 46, thence in a southeasterly direction about 45 rods to Rock river at a point 12 rods south of the north line of Section 25, Township 98, Range 46, thence across Rock river, thence in a northeasterly direction to the northeast corner of the northwest quarter of the northwest quarter of Section Thirty-five, Township 98, Range 46, thence east along the south line of Section 26, Township 98, Range 46, to the southeast corner of said Section 26, Township 98, Range 46, thence east across highway.

Commencing at the northeast corner of Section 33, Township 98, Range 46, thence west along north line of said Section 33, Township 98, Range 46, three-quarters of a mile, thence north across highway.

Commencing at the northeast corner of Section 26, Township 98, Range 46, thence north along the east line of Section 23, Township 98, Range 46 three-eighths of a mile, thence east across highway. Commencing at a point about 450 feet north of the southeast corner of Section 23, Township 98, Range 46, on east line of said Section 23, Township 98, Range 46, where public highway running west connects with section line road north and south, thence west along north side of said public highway to where it connects with section line road between Sections 23 and 26, Township 98, Range 46, thence west along south line of Section 23, Township 98, Range 46 to the southwest corner of the southeast quarter of Section 23, Township 98, Range 46.

The location of the said line is as shown by plat filed herein by the applicant, showing the location of said right of way, as heretofore described, of said transmission line as now located and as hereby authorized and permitted and established.

It is THEREFORE ORDERED, That the Doon Electric Company, Doon, Iowa, its successors or assigns, is hereby granted the right to build, construct, reconstruct, use, equip, maintain and operate the above described transmission line for the purpose of distributing electric current for light, power and heating purposes, across and upon the real estate and highways, hereinbefore described, and any public grounds and high-

ways intersecting or embracing any portion of said described right of way, and shall be possessed of the rights of ingress and egress to their said transmission line over any of the lands hereinbefore described, as fully and completely as may be conferred by this Board under and by virtue of the Act of the Thirty-fifth General Assembly of Iowa, authorizing this Board to grant a franchise for the construction of electric transmission lines for the purposes herein set out; provided, however, that the said transmission line shall be so constructed and maintained as not to interfere with the use by the public of the highways or streams of the state, nor to unnecessarily interfere with the use of any lands by the occupant thereof; and provided further, that the said transmission line to be constructed by the Doon Electric Company and hereinbefore permitted, shall be constructed and maintained according to specifications attached to their application or as hereafter made by the Board of Railroad Commissioners.

It is further specifically conditioned that no guy wires shall be stretched across or located on private property, unless the same be attached to posts not less than seven feet above the ground, if same can be done with entire safety without requiring additional wire supports or braces; provided, however, that guy wires may be used on private property if the said wires are enclosed within a lawful fence so as to give adequate protection to animals on said property from said wires; and provided further, that these requirements as to any guy wires may be waived by mutual agreement between the property owner and the said company.

It is further provided that all of the material used in said transmission line shall be of good quality and the workmanship of first-class and in accordance with the approved standards, and the construction of said line shall also fully comply with the Act of the Thirty-fifth General Assembly of Iowa, authorizing the granting of the franchise herein permitted, entitled:

"An Act to Confer Power upon the Railroad Commission of the State of Iowa to Grant a Franchise to Any Individual or Corporation Organized under the Laws of Iowa, or Corporation Authorized to Transact Business in Iowa under the General Incorporation Laws of the State Engaged in the Manufacture, Sale or Distribution for Sale of Electric Current, to Construct Transmission Lines and Obtain the Necessary Interests in Real Estate Therefor, and the Manner of Making Compensation to said Owner of Said Lands for Said Rights."

It is FURTHER ORDERED, That the said applicant, herein, shall have authority and be possessed of the right of eminent domain for the purpose of acquiring any of said right of way, as provided and authorized by the Act of the Thirty-fifth General Assembly of Iowa, hereinbefore referred to, and the right of exercising the said rights of eminent domain under the provision of Chapter Four (4), Title Ten (10) of the Code of 1897, of the laws of the State of Iowa, and all amendments thereto.

Dated at Des Moines, Iowa, August 26, 1914.

No. 6681—1914.

TOWNS OF ALVORD, IOWA,

VS.

CITIZENS OF LYON COUNTY, IOWA.

Decided October 9, 1914.

For the Town of Alvord:

W. H. Grill, Town Clerk.

No appearance for the citizens of Lyon County.

OPINION.

In the Matter of the Application of
the Town of Alvord, Iowa, for a
Franchise to Construct, Operate,
and Maintain an Electric Trans-
mission Line.

ORDER
GRANTING A FRANCHISE.

This is an application of the Town of Alvord, Iowa, for a franchise to build, construct, reconstruct, equip, maintain and operate a proposed transmission line for the purpose of conducting electricity for light, power and heating purposes from the north east corner of Section 33, Doon, Lyon County, Iowa, to the corporate limits of Alvord, Lyon County, Iowa. The case came on for hearing at the office of the Town Clerk, in Alvord, Iowa, at the hour of nine o'clock a. m., on the 17th day of September, 1914, pursuant to notice ordered published in the official newspapers of Lyon County, Iowa, as by law provided, and after an inspection of the notice of said hearing and proofs of publication thereof.

The Board finds: That the notice prescribed by order of the Board on the 27th day of August, 1914, has been published in the following newspapers to-wit: "The Review," "Alvord Register," and "Reporter," as by law required, ten days before said hearing, and that said newspapers are the three official newspapers of Lyon County, Iowa.

That W. H. Grill, Town Clerk, appeared for the said applicant, and that no appearance was made by the citizens of Lyon County, Iowa.

That the applicant does not own or control any electric transmission line or lines whatsoever, and is therefore, not required to file its consent that the provisions of Chapter 174, Acts of the Thirty-fifth General Assembly of Iowa, shall apply to any existing line or lines.

The Board further finds that said applicant will obtain the electric current by purchase from E. S. Thayer of Rock Valley, Iowa, for the carrying on of its business in Lyon County, Iowa, and that the location of the proposed transmission line lies wholly within Lyon County, Iowa.

That it is to the interest and for the benefit of the public as well as the applicant, that it be authorized to construct, equip, reconstruct, maintain and operate a transmission line over, along and across any public lands, highways, streams and lands of any person or persons and to acquire the necessary interest in the real estate therefor, from the north-

east corner of Section 33, Doon, Lyon County, Iowa, to the corporate limits of Alvord, Lyon County, Iowa, and that the starting point, route and terminl of said proposed transmission line, and the interest in the real estate, required by the applicant in order to build, construct, equip, reconstruct, maintain and operate the same, are described as follows; to-wit:

Commencing at the northeast corner of Section 33, Doon, Lyon County, (connecting therewith the Rock Valley-Doon electric line), extending north two (2) miles therefrom along the public highway, between Sections 28 and 27, and Sections 21 and 22, then north one-half mile on private property along east line of S. E. quarter of Section 16, crossing Mud Creek about 80 rods from south line of Section 16, then north one-half mile on private property along west line of N. W. quarter of Section 15, crossing Great Northern Railway about 10 rods from south line of northwest quarter of Section 15 and crossing Mud Creek twice, 20 rods south and 70 rods south of north line of Section 15; then north one mile along the public highway between Sections 9 and 10, then west one mile between Sections 9 and 4, crossing Mud Creek 20 rods east of west line of Sections 9 and 4, and west between N. E. quarter of Section 8 and S. E. quarter of Section 5, crossing Great Northern railway 50 rods from east line of Sections 8 and 5, then north along public highway between S. E. quarter and S. W. quarter of Section 5, to the limits of the incorporated town of Alvord, Iowa.

The location of the said line is as shown by plat filed herein by the applicant, showing the location of said right of way, as heretofore described, or said transmission line as now located and as hereby authorized and permitted and established.

It is THEREFORE ORDERED, That the said Town of Alvord, Iowa, its successors or assigns, is hereby granted the right to build, construct, reconstruct, use, equip, maintain and operate the above described transmission line for the purpose of distributing electric current for light, power and heating purposes, across, along and upon the real estate and highways, hereinbefore described, and any public grounds and highways intersecting or embracing any portion of said described right of way, and shall be possessed of the rights of ingress and egress to their said transmission line over any of the lands hereinbefore described, as fully and completely as may be conferred by this Board under and by virtue of the Act of the Thirty-fifth General Assembly of Iowa, authorizing this Board to grant a franchise for the construction of electric transmission lines for the purposes herein set out; provided, however, that the said transmission line shall be so constructed and maintained as not to interfere with the use of the public highways or streams of the State, nor to unnecessarily interfere with the use of any lands by the occupant thereof; and provided further, that the said transmission line to be constructed by the Town of Alvord, Iowa, and hereinbefore permitted shall be constructed and maintained according to specifications attached to their application or as hereafter made by the Board of Railroad Commissioners.

It is further specifically conditioned that no guy wires shall be stretched across or located on private property, unless the same shall be attached

to posts not less than seven feet above the ground, if same can be done with entire safety without requiring additional wire supports or braces; provided, however, that guy wires may be used on private property if the said wires and enclosed within a lawful fence so as to give adequate protection to animals on said property from said wires; and provided further, that these requirements as to any guy wires may be waived by mutual agreement between the property owner and the said company.

It is further provided that all of the material used in said transmission line shall be of good quality and the workmanship of first-class and in accordance with the approved standards, and the construction of said line shall also fully comply with the Act of the Thirty-fifth General Assembly of Iowa, authorizing the granting of the franchise herein permitted, entitled:

"An Act to Confer Power upon the Railroad Commission of the State of Iowa, to Grant a Franchise to Any Individual or Corporation Organized under the Laws of Iowa, or Corporation Authorized to Transact Business in Iowa, under the General Incorporation Laws of the State Engaged in the Manufacture, Sale or Distribution for Sale of Electric Current, to Construct Transmission Lines and Obtain the Necessary Interests in Real Estate Therefor, and the Manner of Making Compensation to said Owner of Said Lands for Said Rights."

It is FURTHER ORDERED, That the said applicant, herein, shall have authority and be possessed of the right of eminent domain for the purpose of acquiring any of said right of way, as provided and authorized by the Act of the Thirty-fifth General Assembly of Iowa, hereinbefore referred to, and the right of exercising the said rights of eminent domain under the Provisions of Chapter Four (4), Title Ten (10) of the Code of 1897, of the Laws of the State of Iowa, and all amendments thereto.

Dated at Des Moines, Iowa, October 9, 1914.

No. 6682—1914.

INTER-URBAN RAILWAY COMPANY,

vs.

CITIZENS OF DALLAS COUNTY, IOWA.

Decided October 9, 1914.

For Inter-Urban Railway Company:

A. G. Rippey, Attorney.

F. C. Chambers, Chief Engineer.

For citizens of Dallas County:

None.

OPINION.

In the Matter of the Application of Inter-Urban Railway Company, for a Franchise to Construct, Operate, and Maintain an Electric Transmission Line.	}	ORDER GRANTING A FRANCHISE.
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This is an application of the Inter-Urban Railway Company for a franchise to build, construct, reconstruct, equip, maintain and operate a proposed transmission line for the purpose of conducting electricity for light, power and heating purposes along and upon the roads and highways hereinafter more particularly described in Dallas County, Iowa. The case came on for hearing at the office of the Board at Des Moines, Iowa, at 9 a. m., on the 23d day of September, 1914, pursuant to notice ordered published in the official newspapers of Dallas County, as by law provided, and after an inspection of the notice of said hearing and proofs of publication thereof.

The Board finds: That notice of the time and place of said hearing, as prescribed by law, was published more than ten days prior to the 23d day of September, 1914, in "The Perry Advertiser," the "Daily Chief," and "The Dallas County News," being the three official newspapers of Dallas County, Iowa.

That A. G. Rippey appeared as attorney for the said applicant, and that no objections have been filed by the citizens of said county.

That the said company by its attorneys, did file its consent on August 31, 1914, that the provisions of Chapter 174, of the Thirty-fifth General Assembly, and of all laws or acts relating to public utilities, or to the regulation, supervision, or control thereof, which are now in force or which may be hereafter enacted shall apply to its existing line or lines with the same force and effect as though said line or lines had been constructed under the permit provided for in section one of said act.

The Board further finds that said applicant is engaged in the manufacture, sale, and distribution for sale, of electric current for lighting and heating purposes, and owns and operates power plants for the generation

of electricity and for the carrying on of its business in Dallas County, Iowa, and that the location of the proposed transmission line lies wholly within said county.

That it is to the interest and for the benefit of the public, as well as the applicant, that it be authorized to construct, equip, reconstruct, maintain and operate a transmission line over, along and across the roads and public highways of the state in Dallas County; that the said transmission line will be constructed wholly along, upon and across the said roads and public highways; and that the starting point, route and terminus of said proposed transmission line required by the applicant, in order to build, construct, equip, reconstruct, maintain and operate the same, are described as follows, to-wit:

Over, along and across a public highway known as Taylor Road, from a point where the railway of the Inter-Urban Railway Company as now constructed crosses the said Taylor Road in Section Two (2) of Grant Township, Dallas County, Iowa, north along the west side of said Taylor Road, through Section Two (2), in Grant Township, and Sections Thirty-five (35), and Twenty-six (26) in Des Moines Township, Dallas County, Iowa, a distance of two (2) miles, to a point at the northwest corner of the intersection of the said Taylor Road with an east and west highway which runs to and past the mine and plant of the Dallas County Coal Company; thence east from the said point at the northwest corner of said intersection along, over and across the north side of said east and west highway a distance of one-quarter of a mile, to the mine and plant of the said Dallas County Coal Company as now located in said Dallas County, Iowa; and to cross any highways, streams or public lands crossed by said highways above described, and to acquire the necessary interests and real estate therefor.

It is THEREFORE ORDERED, That the said Inter-Urban Railway Company, its successors or assigns, is hereby granted the right to build, construct, reconstruct, use, equip, maintain and operate the above transmission line for the purpose of distributing electrical current for light, power and heating purposes, across, along and upon the roads and highways herein above described, and across and over the roads and highways intersecting or embracing any portion of said described course and route of said transmission line as herein above described as fully and completely as may be conferred by this Board under and by virtue of Chapter 174, Acts of the Thirty-fifth General Assembly of Iowa, authorizing this Board to grant franchise for the construction of electric transmission lines for the purposes herein set out; provided, however, that the said transmission lines shall be so constructed and maintained as not to interfere with the use by the public of the roads and highways of the State; and provided further that the said transmission line be constructed and maintained by the Inter-Urban Railway Company according to the specifications attached to their application or hereafter made by the Board of Railroad Commissioners of the State of Iowa.

It is further provided that all of the material used in said transmission line shall be of good quality and the workmanship first-class and in accordance with the approved standards, and the construction of said line

shall also fully comply with the Act of the Thirty-fifth General Assembly of Iowa, authorizing the granting of the franchise herein permitted, entitled:

"An Act to Confer Power upon the Railroad Commission of the State of Iowa to Grant a Franchise to Any Individual or Corporation Organized under the Laws of Iowa, or Corporation Authorized to Transact Business in Iowa under the General Incorporation Laws of the State Engaged in the Manufacture, Sale or Distribution for Sale of Electric Current to Construct Transmission Lines and Obtain the Necessary Interests in Real Estate Therefor, and the Manner of Making Compensation to said Owner of said Lands for said Rights."

Dated at Des Moines, Iowa, October 9, 1914.

No. 5683-1914.

PETERSON POWER & MILLING COMPANY,

VS.

CITIZENS OF CLAY AND BUENA VISTA COUNTIES, IOWA.

Decided October 29, 1914.

For Peterson Power & Milling Company:

A. W. Jones.

For citizens of Clay and Buena Vista Counties, Iowa:

None.

OPINION.

In the Matter of the Application of Peterson Power & Milling Com- pany for a Franchise to Con- struct, Operate and Maintain an Electric Transmission Line.	}	ORDER GRANTING A FRANCHISE.
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This is an application of the Peterson Power & Milling Company, for a franchise to build, construct, reconstruct, equip, maintain and operate a proposed transmission line for the purpose of conducting electricity for light, power and heating purposes along and upon the roads and highways hereinafter more particularly described in Clay and Buena Vista Counties, Iowa. This case came on for hearing at Peterson, Iowa, at one o'clock P. M., County of Clay, Iowa, on the 18th day of September, 1914, pursuant to notice ordered published in the official newspapers of Clay and Buena Vista Counties, respectively, as by law provided, and after an inspection of the notice of said hearing and proofs of publication thereof.

The Board finds: That the notice prescribed by order of the Board on the 24th day of August, 1914, has been published in the following newspapers, to-wit: "The Herald," "The Spencer News," and the "Spencer Reporter," as by law required, ten days before said hearing, and that

said newspapers are the three official newspapers of Clay County, Iowa; "The Republican-Press," "Storm Lake Pilot-Tribune," and the "Buena Vista Vidette," as by law required, ten days before said hearing, and that said newspapers are the three official newspapers of Buena Vista County, Iowa.

That A. W. Jones appeared for the said applicant and that no objections have been filed by the citizens of either county.

That the said company by its manager, A. W. Jones, did file its consent on April 16, 1914, that the provisions of Chapter 174, of the Thirty-fifth General Assembly, and of all laws or acts relating to public utilities, or to the regulation, supervision, or control thereof, which are now in force or which may be hereafter enacted shall apply to its existing line or lines with the same force and effect as though said line or lines had been constructed under the permit provided for in Section One of said Act.

The Board further finds that said applicant is engaged in the manufacture, sale, and distribution for sale, of electric current for lighting and heating purposes, and owns and operates power plants for the generation of electricity and for the carrying on of its business in Clay and Buena Vista Counties, Iowa, and that the location of the proposed transmission line lies wholly within said counties.

That it is to the interest and for the benefit of the public, as well as the applicant, that it be authorized to construct, equip, reconstruct, maintain and operate a transmission line over, along and across the roads and public highways of the state in Clay and Buena Vista Counties; that the said transmission line will be constructed wholly along, upon and across the said roads and public highways; and that the starting point, route and terminus of said proposed transmission line required by the applicant, in order to build, construct, equip, reconstruct, maintain and operate the same, are described as follows, to-wit:

Beginning at the east corporation line of the Town of Peterson, Iowa, on the public highway leading eastward through Sections 33 and 34 to the northwest corner of Section 35, thence east along the north side of Sections 25 and 36, thence south along the east side of Section 36, all in Township 94, Range 28, thence east along the south side of Section 31, of Township 94, Range 37, all in Clay County, Iowa, thence following the public highway southeast through Sections 6 and 5 of Township 93, Range 27, of Buena Vista County, Iowa, to the north corporation line of the town of Linn Grove, Iowa.

It is THEREFORE ORDERED, That the said Peterson Power & Milling Company, its successors or assigns, is hereby granted the right to build, construct, reconstruct, use, equip, maintain and operate the above transmission line for the purpose of distributing electrical current for light, power and heating purposes, across, along and upon the roads and highways herein above described, and across and over the roads and highways intersecting or embracing any portion of said described course and route of said transmission line as hereinabove described as fully and completely as may be conferred by this Board under and by virtue of Chapter 174, Acts of the Thirty-fifth General Assembly of Iowa, authorizing this Board to grant franchise for the construction of electric trans-

mission lines for the purposes herein set out; provided, however, that the said transmission lines shall be so constructed and maintained as not to interfere with the use by the public of the roads and highways of the state; and provided further that the said transmission line be constructed and maintained by the Peterson Power & Milling Company according to the specifications attached to their application or hereafter made by the Board of Railroad Commissioners of the State of Iowa.

It is further provided that all of the material used in said transmission line shall be of good quality and the workmanship first-class and in accordance with the approved standards, and the construction of said line shall also fully comply with the Act of the Thirty-fifth General Assembly of Iowa, authorizing the granting of the franchise herein permitted, entitled:

"An Act to Confer Power upon the Railroad Commission of the State of Iowa to Grant a Franchise to Any Individual or Corporation Organized under the Laws of Iowa, or Corporation Authorized to Transact Business in Iowa under the General Incorporation Laws of the State Engaged in the Manufacture, Sale or Distribution for Sale of Electric Current to Construct Transmission Lines and Obtain the Necessary Interests in Real Estate Thereof, and the Manner of Making Compensation to said Owner of said Lands for said Rights."

Dated at Des Moines, Iowa, October 29, 1914.

No. 6684—1914.

SALISBURY BROS. & FISCH.

vs.

CITIZENS OF O'BRIEN COUNTY, IOWA.

Decided November 30, 1914.

For Salisbury Bros. & Fisch—

N. W. Salisbury.

For Citizens of O'Brien County, Iowa—

None.

OPINION.

In the Matter of the Application of
Salisbury Brothers & Fisch for a
Franchise to Construct, Operate
and Maintain an Electric Trans-
mission Line.

ORDER
GRANTING FRANCHISE.

This is an application of Salisbury Bros. & Fisch for a franchise to build, construct, reconstruct, equip, maintain and operate a proposed transmission line for the purpose of conducting electricity for light, power and heating purposes along and upon the roads and highways hereinafter more particularly described in O'Brien County, Iowa. This

case came on for hearing at Gaza, Iowa, at 4 o'clock p. m., County of O'Brien, Iowa, on the 13th day of November, 1914, pursuant to notice ordered published in the official newspapers of O'Brien County, as by law provided, and after an inspection of the notice of said hearing and proofs of publication thereof.

The Board finds: That the notice prescribed by order of the Board of the 23d day of October, 1914, has been published in the following newspapers, to-wit: "The Sheldon Sun," "The Sheldon Mail," and the "O'Brien County Bell," as by law required, ten days before said hearing, and that said newspapers are the three official newspapers of O'Brien County, Iowa.

That N. W. Salisbury appeared for the said applicant and that no objections have been filed by the citizens of O'Brien County.

That the applicant does not own or control any electric line or lines whatsoever, and is, therefore, not required to file his consent that the provisions of Chapter 174, Acts of the Thirty-fifth General Assembly of Iowa, shall apply to any existing line or lines.

The Board further finds that said applicant is engaged in the manufacture, sale, and distribution for sale, of electric current for lighting and heating purposes, and owns and operates power plants for the generation of electricity and for the carrying on of its business in O'Brien County, Iowa, and that the location of the proposed transmission line lies wholly within said county.

That it is to the interest and for the benefit of the public, as well as the applicant, that it be authorized to construct, equip, reconstruct, maintain and operate a transmission line over, along and across the roads and public highways of the state in O'Brien County; that the said transmission line will be constructed wholly along, upon and across the said roads and public highways; and that the starting point, route and terminus of said proposed transmission line required by the applicant, in order to build, construct, equip, reconstruct, maintain and operate the same, are described as follows, to-wit:

Said line is to commence at or near the north side of Lot One in Block Two in the Village of Gaza, Iowa; thence running southerly along the east side of said Block Two to the southeastern corner of said Block; thence on all sides of the following described blocks in said village, namely, Block One, Block Two, Block Three, Block Four, Block Five and Block Six; said lines to be constructed along the streets, alleys and highways that run through and along the sides of said block and also in the highway immediately south of said Blocks Five and Six.

It is THEREFORE ORDERED, That the said Salisbury Bros. & Fisch, its successors or assigns, is hereby granted the right to build, construct, reconstruct, use, equip, maintain and operate the above transmission line for the purpose of distributing electrical current for light, power and heating purposes, across, along and upon the roads and highways herein above described, and across and over the roads and highways intersecting or embracing any portion of said described course and route of said transmission line as herein above described as fully and completely as may be conferred by this Board under and by virtue of Chapter 174, Acts of the

Thirty-fifth General Assembly of Iowa, authorizing this Board to grant franchise for the construction of electric transmission lines for the purposes herein set out; provided, however, that the said transmission lines shall be so constructed and maintained as not to interfere with the use by the public of the roads and highways of the state; and provided further that the said transmission line be constructed and maintained by the said Salisbury Bros. & Fisch, according to the specifications attached to their application or hereafter made by the Board of Railroad Commissioners of the State of Iowa.

It is further provided that all of the material used in said transmission line shall be of good quality and the workmanship first-class and in accordance with the approved standards, and the construction of said line shall also fully comply with the Acts of the Thirty-fifth General Assembly of Iowa, authorizing the granting of the franchise herein permitted, entitled:

"An Act to Confer Power upon the Railroad Commission of the State of Iowa to Grant a Franchise to Any Individual or Corporation Organized under the Laws of Iowa, or Corporation Authorized to Transact Business in Iowa under the General Incorporation Laws of the State Engaged in the Manufacture, Sale or Distribution for Sale of Electric Current to Construct Transmission Lines and Obtain the Necessary Interests in Real Estate Therefor, and the Manner of Making Compensation to said Owner of said Lands for said Rights."

Dated at Des Moines, Iowa, November 30, 1914.

No. 6685--1914.

CEDAR VALLEY POWER COMPANY

vs.

CITIZENS OF BUTLER COUNTY, IOWA.

Decided November 30, 1914.

For Cedar Valley Power Company--

A. L. Dodd.

For Citizens of Butler County, Iowa--

None.

OPINION.

In the Matter of the Application of
Cedar Valley Power Company for
a Franchise to Construct, Operate
and Maintain an Electric Trans-
mission Line.

ORDER
GRANTING A FRANCHISE.

This is an application of the Cedar Valley Power Company for a franchise to build, construct, reconstruct, equip, maintain and operate a proposed transmission line for the purpose of conducting electricity for light,

power and heating purposes along and upon the roads and highways hereinafter more particularly described, in Butler County, Iowa. This case came on for hearing at Parkersburg, Iowa, at 2 o'clock p. m., County of Butler, Iowa, on the 4th day of November, 1914, pursuant to notice published in the official newspapers of Butler County, as by law provided, and after an inspection of the notice of said hearing and proofs of publication thereof.

The Board finds: That the notice prescribed by order of the Board on the 29th day of October, 1914, has been published in the following newspapers, to-wit: "The Iowa Recorder," "The Clarksville Star" and the "Parkersburg Eclipse," as by law required, ten days before said hearing, and that said newspapers are the three official newspapers of Butler County, Iowa.

That A. L. Dodd appeared for the said applicant and that no objections have been filed by the citizens of Butler County.

That the said company by its president, H. H. Caughlan, did file its consent, on October 17, 1914, that the provisions of Chapter 174, of the Acts of the Thirty-fifth General Assembly, and of all laws or acts relating to public utilities, or to the regulation, supervision, or control thereof, which are now in force, or which may be hereafter enacted, shall apply to its existing line or lines with the same force and effect as though said line or lines had been constructed under the permit provided for in section one of said act.

The Board further finds that said applicant is engaged in the manufacture, sale, and distribution for sale, of electric current for lighting and heating purposes, and owns and operates power plants for the generation of electricity and for the carrying on of its business in Butler County, Iowa, and that the location of the proposed transmission line lies wholly within said county.

That it is to the interest and for the benefit of the public, as well as the applicant, that it be authorized to construct, equip, reconstruct, maintain and operate a transmission line over, along and across the roads and public highways of the state in Butler County; that the said transmission line will be constructed wholly along, upon and across the said roads and public highways; and that the starting point, route and terminus of said proposed transmission line required by the applicant, in order to build, construct, equip, reconstruct, maintain and operate the same, are described as follows, to-wit:

Starting at a point in the public highway on the west (W) corporation line of the town of Parkersburg, which is approximately the northwest (NW) corner of the northeast (NE) quarter ($\frac{1}{4}$) of the southeast (SE) quarter ($\frac{1}{4}$) of section twenty-five (25), township ninety (90) north (N), range seventeen (17), and running thence due west (W) on the public highway, which highway crosses the center of section twenty-five (25), twenty-six (26) and twenty-seven (27) to the northwest (NW) corner of the southwest (SW) quarter ($\frac{1}{4}$) of section twenty-seven (27); thence running due north (N) along the public highway eighty (80) rods, to the northeast (NE) corner of the southeast (SE) quarter ($\frac{1}{4}$) of the northeast (NE) quarter ($\frac{1}{4}$) of section twenty-eight (28); thence due

west (W) along the public highway across section twenty-eight (28) to the east (E) corporation line of the town of Aplington, at a point which is approximately the southwest (SW) corner of the northeast (NE) quarter ($\frac{1}{4}$) of the northeast (NE) quarter ($\frac{1}{4}$) of section twenty-nine (29), township ninety (90) north (N), range seventeen (17) west (W), all in Mohrre Township, Butler County, Iowa.

It is THEREFORE ORDERED, That the said Cedar Valley Power Company, its successors or assigns, is hereby granted the right to build, construct, reconstruct, use, equip, maintain and operate the above transmission line for the purpose of distributing electrical current for light, power and heating purposes, across, along and upon the roads and highways hereinabove described, and across and over the roads and highways intersecting or embracing any portion of said described course and route of said transmission line as hereinabove described as fully and completely as may be conferred by this Board under and by virtue of Chapter 174, Acts of the Thirty-fifth General Assembly of Iowa, authorizing this Board to grant franchise for the construction of electric transmission lines for the purposes herein set out; provided, however, that the said transmission lines shall be so constructed and maintained as not to interfere with the use by the public of the roads and highways of the state; and provided further that the said transmission line be constructed and maintained by the Cedar Valley Power Company according to the specifications attached to their application or hereafter made by the Board of Railroad Commissioners of the State of Iowa.

It is further provided that all of the material used in said transmission line shall be of good quality and the workmanship first-class and in accordance with the approved standards, and the construction of said line shall also fully comply with the Act of the Thirty-fifth General Assembly of Iowa, authorizing the granting of the franchise herein permitted, entitled:

"An Act to Confer Power upon the Railroad Commission of the State of Iowa to Grant a Franchise to Any Individual or Corporation Organized under the Laws of Iowa, or Corporation Authorized to Transact Business in Iowa under the General Incorporation Laws of the State Engaged in the Manufacture, Sale or Distribution for Sale of Electric Current to Construct Transmission Lines and Obtain the Necessary Interests in Real Estate Therefor, and the Manner of Making Compensation to said Owner of said Lands for said Rights."

Dated at Des Moines, Iowa, November 30, 1914.

GENERAL CASES CLOSED

BY

CORRESPONDENCE

No. 6689—1914.

C. L. Hays, et al, Eldora, vs. Iowa Central Railway Company.

Highway Crossing.

Dismissed without prejudice.

Filed April 16, 1910. Closed June 15, 1914.

No. 6690—1914.

City Council of Marshalltown vs. Chicago & North Western Railway Company, et al.

Viaduct.

The Commission unanimously adopted the following resolution:
Resolved by the Iowa Board of Railroad Commissioners, that Ordinance No. 183, passed and enacted by the City Council of Marshalltown, Iowa, on the 9th day of March, 1914, providing for the construction of a viaduct on South Third Avenue, in the City of Marshalltown, be and the same is hereby approved by the Iowa Board of Railroad Commissioners.

See Case No. 5384—1912.

Filed March 31, 1911. Closed December 1, 1914.

No. 6691—1914.

Delbert R. Lang, Avon, vs. Chicago, Burlington & Quincy Railroad Company.

Relocation of Station Known as Coon Valley.

* Closed without prejudice.

Filed May 27, 1911. Closed April 10, 1914.

No. 6692—1914.

Wallace Brothers, Modale, vs. Chicago & North Western Railway Company.

Site for Portable Grain Dump.

The Commerce Counsel prepared and filed formal complaint, and the Commission set date for hearing. As the complainants did not appear nor show any interest in the case, the Commerce Counsel recommended that the complaint be dismissed.

Filed July 22, 1911. Closed April 10, 1914.

No. 6693—1914.

D. W. Turner, Corning, vs. Chicago, Burlington & Quincy Railroad Company.

Train Service at Brooks.

Closed without prejudice.

Filed August 8, 1911. Closed October 14, 1914.

No. 6694—1914.

Wallace Brothers, Modale, vs. Chicago & North Western Railway Company.

Site for Portable Grain Dump at Mondamin.

The Commerce Counsel filed formal complaint, and as the complainants did not appear nor show any interest on date of the hearing, recommended that the case be dismissed.

Filed August 11, 1911. Closed April 10, 1914.

No. 6695—1914.

Lehigh Sewer Pipe & Tile Co., Ft. Dodge, vs. Chicago, Great Western Railroad Company, et al.

Track Connection at Lohrville.

Closed without prejudice.

Filed August 15, 1911. Closed June 15, 1914.

No. 6696—1914.

W. J. McLaughlin, et al, Prile, vs. Chicago Great Western Railroad Company.

Highway Crossing.

On February 9, 1914, the Commerce Counsel advised that the crossing had been satisfactorily repaired.

Filed September 5, 1911. Closed April 10, 1914.

No. 6697—1914.

M. McDermott, Buffalo Center, vs. Chicago, Rock Island & Pacific Railway Company.

Train Service Between Germania and Douc.

The Commerce Counsel returned this file on February 5, 1914, advising that the railway company had scheduled an additional passenger train; this service to be given a six months' trial.

Dismissed without prejudice.

Filed September 15, 1911. Closed April 10, 1914.

No. 6698—1914.

Wm. Lantz, Mason City, vs. Minneapolis & St. Louis Railroad Company.

Fence.

Fence constructed as desired by complainant.

For papers in this file, see Case No. 5504—1912.

Re-opened October 31, 1912. Closed April 10, 1914.

No. 6699—1914.

W. E. Spelling, et al, Marshalltown, vs. Minneapolis & St. Louis Railroad Company.

Depot Facilities at Marietta.

Company agreed to construct depot.

Filed November 20, 1911. Closed April 10, 1914.

No. 6700—1914.

G. H. Gerlach, Griswold, vs. Atlantic Northern & Southern Railroad Company.

Track Facilities at Lyman.

This company being in the hands of a Receiver, improvements could not be made until road was sold.

Filed November 20, 1911. Closed April 10, 1914.

No. 6701—1914.

Keosauqua Hardware Co., Keosauqua, vs. Chicago, Rock Island & Pacific Railway Company.

Delay to Shipments.

Dismissed without prejudice.

Filed March 19, 1912. Closed December 1, 1914.

No. 6702—1914.

J. L. Lupton, Toledo, vs. Chicago & North Western Railway Co. and Chicago Great Western Railroad Co.

Fence.

Fences were properly repaired.

Filed March 29, 1912. Closed April 10, 1914.

No. 6703—1914.

J. Auman, et al, Clarinda, vs. Chicago, Burlington & Quincy Railroad Company.

Train Service—E. & W. Branch.

The railroad company installed the additional passenger train requested by complainants, and on motion of the Commerce Counsel, the hearing, which had been set, was indefinitely postponed, subject to re-opening at any time the complainants might so desire.

Filed May 10, 1912. Closed December 1, 1914.

No. 6704—1914.

Chas. A. Reynolds, Harlan, vs. Chicago Great Western Railroad Co.

Highway Crossing.

The Commerce Counsel returned this file on February 5, 1914, advising that the case had been satisfactorily adjusted.

Filed June 7, 1912. Closed April 10, 1914.

No. 6705—1914.

Tom J. White, Whittemore, vs. Chicago, Milwaukee & St. Paul Railway Company.

Lack of Water at Stock Yards.

Railway company advised that instructions would be issued so as a proper supply of water would be maintained at the stock yards.

For papers in this file, see Case No. 5802—1912.

Re-opened November 1, 1913. Closed June 15, 1914.

No. 6706—1914.

John Donovan, Lawler, vs. Chicago, Milwaukee & St. Paul Railway Company.

Private Crossing.

The Commerce Counsel advised on February 5, 1914, that the railway company was building the crossing desired.

Filed August 28, 1912. Closed April 10, 1914.

No. 6707—1914.

C. H. Crooks, G. M., Ft. D.-D. M. & S. R. R., Boone, vs. Chicago & North-Western Railway Company.

Installation of Gates at Railroad Crossing near Oralabor.

Interlocker installed.

Filed September 16, 1912. Closed December 1, 1914.

No. 6708—1914.

Mary D. Allen, Rock Falls, vs. Chicago, Rock Island & Pacific Railway Company.

Fence.

Fence constructed.

Filed September 18, 1912. Closed February 26, 1914.

No. 6709—1914.

Trimble Brothers, Omaha, Neb., vs. Chicago, Burlington & Quincy Railroad Company, et al.

Refusal to Carry Passengers on Freight Trains.

The Commerce Counsel advised the complainant that, in his opinion, no order could be lawfully made compelling a railway company to carry passengers on purely freight trains, and, as no reply was received to this letter, he suggested that the case be closed without prejudice.

Filed October 1, 1912. Closed April 10, 1914.

No. 6710—1914.

E. G. Smeltzer, Creston, vs. Chicago, Burlington & Quincy Railroad Company.

Overhead Highway Crossing.

The Commerce Counsel suggested to the complainant that a new case be brought, under the terms of the law governing highway crossings, passed by the Thirty-fifth General Assembly, and accordingly recommended that this case be dismissed without prejudice.

Filed October 4, 1912. Closed April 10, 1914.

No. 6711—1914.

Citizens of Monti vs. Chicago, Anamosa & Northern Railway Company.

Application for Siding and Station.

See No. 6757—1914.

Filed October 18, 1912. Closed December 1, 1914.

No. 6712—1914.

L. B. Pierce, et al, Winfield, vs. Chicago, Burlington & Quincy Railroad Company, et al.

Transfer Track.

The Commerce Counsel advised on February 4, 1914, that the case had been amicably adjusted between the carriers and complainant.

Filed November 7, 1912. Closed April 10, 1914.

No. 6713—1914.

Edw. Owens, Carlisle, vs. St. Paul & Kansas City Short Line Railroad Company.

Private Crossing.

Satisfactorily adjusted.
Filed November 21, 1912. Closed April 10, 1914.

No. 6714—1914.

G. H. Valentine, Oelwein, vs. Chicago, Milwaukee & St. Paul Railway Company, et al.

Freight Service at Donnan Jct.

Freight house satisfactorily improved.
Filed November 26, 1912. Closed June 15, 1914.

No. 6715—1914.

Wm. E. Miller, et al. Mason City, vs. Chicago, Rock Island & Pacific Railway Company, et al.

Delay to Interurban Cars at Clear Lake Junction.

Satisfactorily adjusted.
Filed November 26, 1912. Closed August 5, 1914.

No. 6716—1914.

H. C. Meyer, Preston, vs. Chicago, Milwaukee & St. Paul Railway Company.

Stiding.

Commerce Counsel advised that in his belief, case could not be presented as would warrant the Board in making an order, and recommended that same be dismissed without prejudice.

Filed December 7, 1912. Closed April 10, 1914.

No. 6717—1914.

Western Grain Dealers' Association, by Geo. A. Wells, Secretary, Des Moines, vs. Chicago, Rock Island & Pacific Railway Company, et al.

Car Shortage.

Tried before Interstate Commerce Commission.
Filed December 27, 1912. Closed April 3, 1914.

No. 6718—1914.

R. H. McVicker, Eagle Grove, vs. Chicago, Rock Island & Pacific Railway Company, et al.

Distribution of Grain Cars.

Presented to Interstate Commerce Commission.
Filed January 16, 1913. Closed April 3, 1914.

No. 6719—1914.

L. S. Helphrey, Newton, vs. Chicago, Rock Island & Pacific Railway Company.

Highway Crossing.

Dismissed without prejudice.
Filed January 28, 1913. Closed October 14, 1914.

No. 6720—1914.

L. A. Gordon, Ottumwa, vs. Chicago, Burlington & Quincy Railroad Company, et al.

Relocation of Tracks.

Commerce Counsel advised that it was impossible for him to obtain any information from complainants which would enable him to act intelligently in this matter, and suggested that the case be dismissed.

Filed February 8, 1913. Closed April 10, 1914.

No. 6721—1914.

J. G. Martinson, Madrid, vs. Chicago, Milwaukee & St. Paul Railway Company.

Private Crossing.

After proper investigation, the Commerce Counsel suggested that the case be dismissed.

Filed February 20, 1913. Closed October 14, 1914.

No. 6722—1914.

W. A. Morris, Angus, vs. Minneapolis & St. Louis Railroad Co. and Ft. Dodge, Des Moines & Southern Railroad Co.

Depot at Wolfe.

The Commerce Counsel returned this file to the Board, stating that the companies involved had agreed to construct a station at Wolfe, and that the companies had agreed to abide by the conclusion of the Board as to

what proportion each company should pay for the maintenance of the depot.

The carriers were advised on December 10, 1913, that it was the opinion of the Commission that the expense for agent, heating and lighting of the station building should be apportioned on the basis of the ratio in which the business is transacted by the respective companies, taking the last preceding fiscal year as the basis for such apportionment.

Filed February 22, 1912. Closed October 14, 1914.

No. 6723—1914.

Jno. C. Petersen, Ogden, vs. Minneapolis & St. Louis Railroad Co. and Ft. Dodge, Des Moines & Southern Railroad Co.

Depot at Wolfe.

See No. A-1481—1914.

Filed March 6, 1913. Closed December 1, 1914.

No. 6724—1914.

C. E. Axtell, et al, Deep River, vs. Chicago, Rock Island & Pacific Railway Company and Chicago & North Western Railway Company.

Train Connections at Carnsforth.

Satisfactorily adjusted.

Filed March 13, 1913. Closed February 26, 1914.

No. 6725—1914.

R. W. Young, Paullina, vs. Chicago & North Western Railway Company.

Application for Site at Granville.

The Commerce Counsel advised on May 21, 1914, that the complainant desired the application withdrawn.

Filed March 27, 1913. Closed June 15, 1914.

No. 6726—1914.

Daniel & Mitts, et al, Page Center, vs. Chicago, Burlington & Quincy Railroad Company.

Re-establishment of Depot.

Commerce Counsel returned the papers in File on February 11, 1914, advising that the railroad company had employed a custodian to take care of the depot.

Filed March 31, 1913. Closed February 26, 1914.

No. 6727—1914.

D. D. Neblett, Marshalltown, vs. Chicago, Rock Island & Pacific Railway Company.

Telephone in Depot at Abbott Crossing.

Telephone installed.

Filed April 15, 1913. Closed April 10, 1914.

No. 6728—1914.

J. Auracher, Shenandoah, vs. Chicago, Burlington & Quincy Railroad Company.

Refusal to Allow Loading of Cars at Conway Crossing.

The Commerce Counsel returned the papers in this file on February 9, 1914, advising that the matter was satisfactorily adjusted.

Filed March 27, 1913. Closed April 10, 1914.

No. 6729—1914.

Board of Railroad Commissioners, by Commerce Counsel, vs. Chicago, Rock Island & Pacific Ry. Co., et al.

Distribution of Grain Cars.

Submitted to Interstate Commerce Commission.

Filed February 6, 1913. Closed April 3, 1914.

No. 6730—1914.

J. J. Cosgrove, Woden, vs. Chicago, Rock Island & Pacific Railway Company.

Condition of Track Between Garner and Tionka.

Railway company advised that track was being put in proper condition.

Filed April 23, 1913. Closed February 26, 1914.

No. 6731—1914.

Avoca Commercial Club, Avoca, vs. Chicago, Rock Island & Pacific Railway Company.

Dangerous Highway Crossing.

Bell installed at crossing.

Filed May 1, 1913. Closed February 26, 1914.

No. 6732—1914.

Citizens of Fairmount, vs. Chicago, Rock Island & Pacific Railway Company.

Telegraph Facilities.

After investigation, the Commerce Counsel returned this file, advising that in his opinion there was no public necessity for telegraph facilities at Fairmount.

Filed May 22, 1913. Closed April 10, 1914.

No. 6733—1914.

Farmers Elevator Company, Lynnville, vs. Minneapolis & St. Louis Railroad Company.

Elevator Site and Facilities.

On May 25, 1914, the Commerce Counsel reported that satisfactory arrangements had been made with the railroad company, and suggested that the case be closed without prejudice.

Filed May 24, 1913. Closed June 15, 1914.

No. 6734—1914.

Commercial Club, Marengo, et al, vs. Chicago, Rock Island & Pacific Railway Company and Chicago, Milwaukee & St. Paul Railway Company.

Depot at Junction East of South Amana.

The Commerce Counsel returned this file on May 13, 1914, reporting that complainant failed to answer any of his letters regarding investigation, and suggesting that case be dismissed without prejudice.

Filed May 28, 1913. Closed June 15, 1914.

No. 6735—1914.

R. E. Miller, Woodward, vs. Chicago, Milwaukee & St. Paul Railway Company.

Overhead Highway Crossing.

Railway company advised that overhead highway crossing would be constructed but not at the crossing desired by complainant. This appeared to satisfy complainant, as further investigation was not requested.

Filed May 28, 1913. Closed June 15, 1914.

No. 6736—1914.

Citizens of Enterprise, vs. Chicago, Rock Island & Pacific Railway Company.

Train Service.

Dismissed without prejudice.

Filed June 13, 1913. Closed February 26, 1914.

No. 6737—1914.

C. Hafer Lumber Co., Council Bluffs, vs. Chicago & North Western Railway Company.

Elimination of End Doors in Box Cars.

Commerce Counsel advised on February 4, 1914, that complainants did not desire to prosecute this case before the Board.

Filed June 13, 1913. Closed April 10, 1914.

No. 6738—1914.

Henry Lorensen, Garwin, vs. Chicago & North Western Railway Company.

Fence.

Fence constructed.

Filed June 13, 1913. Closed February 26, 1914.

No. 6739—1914.

J. H. Allen, Pocahontas, vs. Chicago, Rock Island & Pacific Railway Company.

Failure to Furnish Grain Cars.

Available equipment furnished.

Filed June 26, 1913. Closed February 26, 1914.

No. 6740—1914.

Elsworth Gibson, Maxwell, vs. Chicago, Milwaukee & St. Paul Railway Company.

Inadequate Stock Train Service.

Satisfactorily adjusted.

Filed July 1, 1913. Closed February 26, 1914.

No. 6741—1914.

Commercial Club, Des Moines, vs. Transfer Companies.

Application for Ruling as to the Jurisdiction of the Commission over Transfer Companies at Junction Points.

Commerce Counsel returned the file on May 15, 1914, advising that the complainant did not desire to press the case.

Filed July 1, 1913. Closed August 5, 1914.

No. 6742—1914.

F. Nebendahl, Tama, vs. Chicago Great Western Railroad Company.

Fence.

Fence properly repaired.

Filed June 26, 1913. Closed February 26, 1914.

No. 6743—1914.

C. C. Scott, Murray, vs. Chicago, Burlington & Quincy Railroad Company.

Water Facilities at Stock Yards.

Satisfactorily adjusted.

Filed July 9, 1913. Closed February 26, 1914.

No. 6744—1914.

Slifer Elevator Co., Gowrie, vs. Chicago, Rock Island & Pacific Railway Company.

Delay in Transit—Grain.

Satisfactorily adjusted.

Filed July 12, 1913. Closed February 26, 1914.

No. 6745—1914.

C. Jobst, Charlotte, vs. Chicago & North Western Railway Company.

Train Service—Clinton-Anamosa Branch.

The Commerce Counsel returned the file on February 4, 1914, reporting that the complainant advised that a new petition would be filed, and suggesting that this case be dismissed without prejudice.

Filed July 12, 1913. Closed February 26, 1914.

No. 6746—1914.

F. C. Robinson, Valley Junction, vs. Minneapolis & St. Louis Railroad Company.

Dangerous Highway Crossings.

Satisfactorily repaired.

Filed July 18, 1913. Closed December 1, 1914.

No. 6747—1914.

W. Lang, Wilton Junction, vs. Chicago, Rock Island & Pacific Railway Company.

Undergrade Highway Crossing.

Dismissed without prejudice.

Filed July 15, 1913. Closed August 5, 1914.

No. 6748—1914.

T. A. Trauger, Lu Verne, vs. Minneapolis & St. Louis Railroad Company.

Refusal to Sell Ticket.

Company explained failure of agent to sell ticket after arrival of train, and advised that bulletin board would be installed in this depot.

Filed July 23, 1913. Closed February 26, 1914.

No. 6749—1914.

O'Brien Brothers, Waukon, vs. Chicago, Milwaukee & St. Paul Railway Company.

Failure to Furnish Stock Cars.

Cars furnished.

Filed July 25, 1913. Closed February 26, 1914.

No. 6750—1914.

The H. F. Kath Co., Muscatine, vs. Chicago, Rock Island & Pacific Railway Company, and Muscatine, North & South Railway Company.

Switching Service.

The Railway Company advised that a change had been made in the yardmasters at Muscatine, and that the service was improved. As nothing further was heard from the complainant, the case was closed without prejudice.

Filed July 25, 1913. Closed February 26, 1914.

No. 6751—1914.

Neil Hanson, Kanawha, vs. Minneapolis & St. Louis Railroad Company.

Train Bulletins.

Dismissed without prejudice.

Filed July 25, 1913. Closed February 26, 1914.

No. 6752—1914.

Neil Hanson, et al, Kanawha, vs. Minneapolis & St. Louis Railroad Company.

Sanitary Closet.

Sanitary closet installed.

Filed July 25, 1913. Closed October 14, 1914.

No. 6753—1914.

C. E. Sparks, et al, Council Bluffs, vs. Illinois Central Railroad Company.

Application to Stop Trains at East End of Bridge.

As complainants failed to answer letter from the Board asking whether hearing was desired, the case was dismissed without prejudice.

Filed July 30, 1913. Closed October 14, 1914.

No. 6754—1914.

W. F. Kelly, Des Moines, vs. Chicago, Milwaukee & St. Paul Railway Company.

Train Service—East of Manila.

The Commerce Counsel returned the file on May 13, 1914, suggesting that the case be dismissed without prejudice, inasmuch as complainant failed to answer his letters.

Filed July 30, 1913. Closed June 15, 1914.

No. 6755—1914.

The Booster Club, Elliott, vs. Chicago, Burlington & Quincy Railroad Company.

Unsanitary Stock Yards.

Satisfactorily adjusted.

Filed August 22, 1913. Closed February 26, 1914.

No. 6756—1914.

Joseph Mattes, Odebolt, vs. Chicago & North Western Railway Company.

Train Service.

Closed without prejudice.

Filed August 22, 1913. Closed October 14, 1914.

No. 6757—1914.

Rembrandt Elevator Co., Rembrandt, vs. Minneapolis & St. Louis Railroad Company.

Failure to Furnish Cars.

Available equipment furnished.

Filed August 26, 1913. Closed February 26, 1914.

No. 6758—1914.

Schumake & Davidson, by Huston, Holstein & Hill, Burlington, vs. Chicago, Burlington & Quincy Railroad Company.

Stock Train Service.

The Commerce Counsel returned this file on February 9, 1914, advising that the complainants had concluded to drop this matter.

Filed September 10, 1913. Closed April 10, 1914.

No. 6759—1914.

A. G. Anes, Melbourne, vs. Chicago Great Western Railroad Company.

Fence.

Fence satisfactorily constructed.

Filed September 12, 1913. Closed February 26, 1914.

No. 6760—1914.

H. R. Naiden, Woodward, vs. Inter-Urban Railway Company.

Wires Crossing Right-of-Way.

Satisfactorily adjusted.

Filed September 12, 1913. Closed February 26, 1914.

No. 6761—1914.

Edward Pfile, Melbourne, vs. Chicago Great Western Railroad Company.

Fence.

Fence repaired.

Filed September 12, 1913. Closed February 26, 1914.

No. 6762—1914.

Investigation of an accident on the Chicago, Rock Island & Pacific Railway near Maynard, Iowa, on September 1, 1913.

Thorough investigation conducted by Commission. For full text of the proceedings, see transcript of reporter's notes.

Filed September 12, 1913. Closed August 5, 1914.

No. 6763—1914.

Iowa Stock Remedy Co., Jefferson, vs. Chicago, Milwaukee & St. Paul Railway Company.

Delay in Transit.

Satisfactorily adjusted.

Filed September 15, 1913. Closed June 15, 1914.

No. 6764—1914.

Iowa Stock Remedy Co., Jefferson, vs. Chicago & North Western Railway Company.

Delay in Transit.

Satisfactorily adjusted.

Filed September 18, 1913. Closed June 15, 1914.

No. 6765—1914.

Mac J. Randall, Cedar Rapids, vs. Chicago, Great Western Railroad Company, Chicago, Rock Island & Pacific Railway Company and Chicago, Milwaukee & St. Paul Railway Company.

Unsanitary Condition of Depot at Manly, Iowa.

Conditions remedied.

Filed September 18, 1913. Closed February 26, 1914.

No. 6766—1914.

Citizens of Hayfield, Crystal Lake, Woden and Titonka, vs. Chicago, Rock Island & Pacific Railway Company.

Train Service on Garner-Titonka Branch.

Dismissed without prejudice.

Filed September 25, 1913. Closed October 14, 1914.

No. 6767—1914.

Trimble Brothers, Omaha, Nebr., vs. Chicago & North Western Railway Company.

Train Service.

Dismissed without prejudice.

Filed September 25, 1913. Closed April 10, 1914.

No. 6768—1914.

John Hall, Creston, vs. Chicago, Burlington & Quincy Railroad Company. Application for order compelling Chicago, Burlington & Quincy Railroad Company to handle cars of Creston, Winterset & Des Moines Railroad Company over its terminals at Creston.

Dismissed without prejudice.

Filed September 30, 1913. Closed December 1, 1914.

No. 6769—1914.

C. F. Kepple, Nashua, vs. Chicago, Milwaukee & St. Paul Railway Company.

Highway Crossing.

Crossing repaired.

Filed October 4, 1913. Closed February 26, 1914.

No. 6770—1914.

Chas. E. Scholz, Guttenberg, vs. Chicago, Milwaukee & St. Paul Railway Company.

Depot and Stock Yards at Millville Crossing.

Satisfactorily adjusted.

Filed October 4, 1913. Closed February 26, 1914.

No. 6771—1914.

Harry E. Davis, Oskaloosa, vs. Chicago, Rock Island & Pacific Railway Company.

Failure to Furnish Cars for Gravel.

Satisfactorily adjusted.

Filed October 8, 1913. Closed February 26, 1914.

No. 6772—1914.

Farmers' Co-operative Association, Hull, vs. Chicago, Milwaukee & St. Paul Railway Company.

Refusal to Accept and Forward Telegram for Grain Cars.

Satisfactorily adjusted.

Filed October 8, 1913. Closed February 26, 1914.

No. 6773—1914.

J. Schindler, Dyersville, vs. Iowa Northern Railway Company.

Condition of Fences and Crossings.

Road not in operation. Case dismissed.

Filed October 9, 1913. Closed April 10, 1914.

No. 6774—1914.

Isaac C. Balthis, Des Moines, vs. Chicago Great Western Railroad Company.

Depot at Berwick.

New depot constructed.

Filed October 9, 1913. Closed February 26, 1914.

No. 6775—1914.

H. O. Seiffert Lumber Company, Davenport, vs. Chicago, Rock Island & Pacific Railway Company.

Failure to Switch Cars Promptly.

Satisfactorily adjusted.
Filed October 11, 1913. Closed February 26, 1914.

No. 6776—1914.

Walling Trust Company, Anthon, vs. Illinois Central Railroad Company.

Stockyards.

Satisfactorily adjusted.
Filed October 11, 1913. Closed April 19, 1914.

No. 6777—1914.

A. G. Aves, Melbourne, vs. Chicago Great Western Railroad Company.

Fence.

Fence built.
Filed October 11, 1913. Closed February 26, 1914.

No. 6778—1914.

J. M. Kutch, Drakesville, vs. Chicago, Rock Island & Pacific Railway Company.

Failure to Furnish Cars.

Satisfactorily adjusted.
Filed October 15, 1913. Closed February 26, 1914.

No. 6779—1914.

Skinner & Coe, Clinton, vs. Chicago & North Western Railway Company

Train Service on Anamosa Branch.

Dismissed without prejudice.
Filed October 15, 1913. Closed October 14, 1914.

No. 6780—1914.

Farmers' Elevator Company, Badger, vs. Minneapolis & St. Louis Railroad Company.

Failure to Furnish Cars.

Satisfactorily adjusted.
Filed October 24, 1913. Closed February 26, 1914.

No. 6781—1914.

J. F. Melberry, Marshalltown, vs. Chicago Great Western Railroad Company.

Crossing.

Crossing repaired.
Filed October 25, 1913. Closed February 26, 1914.

No. 6782—1914.

D. N. Johnson, Columbus Junction, vs. Chicago, Rock Island & Pacific Railway Company and Chicago, Milwaukee & St. Paul Railway Company.

Track Connection at Cone.

Dismissed without prejudice.
Filed October 27, 1913. Closed December 1, 1914.

No. 6783—1914.

Jos. B. Carl, Joliet, Ill., vs. Minneapolis & St. Louis Railroad Company.

Overcharge, Passenger.

Investigation revealed that correct fare was charged.
Case dismissed without prejudice.
Filed October 27, 1913. Closed February 26, 1914.

No. 6784—1914.

W. F. Stebbins, Des Moines, vs. Chicago, Rock Island & Pacific Railway Company, Ft. Dodge, Des Moines & Southern Railroad Company, and Chicago Great Western Railroad Company.

Application to have Railroads Erect Shelter at Easton Boulevard, Des Moines.

Commerce Counsel returned this file May 13, 1914, with the recommendation that the case be closed at the request of the complainant in order that a formal complaint might be filed.
Filed October 27, 1913. Closed June 15, 1914.

No. 6785—1914.

Eland & Isenhour, Milton, vs. Chicago, Burlington & Quincy Railroad Company.

Failure to Move Car of Hogs Promptly.

Investigation revealed that the railroad company used best efforts to move shipment in question promptly.
Case dismissed without prejudice.
Filed October 29, 1913. Closed February 26, 1914.

No. 6786—1914.

C. H. Taylor, Guthrie Center, vs. Chicago, Rock Island & Pacific Railway Company.

Train Service.

Service was improved and case satisfactorily adjusted.
Filed October 31, 1913. Closed April 10, 1914.

No. 6787—1914.

Otto Lutteken, et al, Rhodes, vs. Chicago, Milwaukee & St. Paul Railway Company.

Train Service.

Dismissed without prejudice.
Filed November 4, 1913. Closed October 14, 1914.

No. 6788—1914.

H. W. Noelting, Dumont, vs. Chicago Great Western Railroad Company.

Dangerous Condition of Overhead Bridge.

Bridge satisfactorily repaired.
Filed November 7, 1913. Closed February 26, 1914.

No. 6789—1914.

J. E. Buland, et al, Storm Lake, vs. Chicago, Milwaukee & St. Paul Railway Company.

Station Service.

Service improved satisfactorily to complainants.
Filed November 12, 1913. Closed February 26, 1914.

No. 6790—1914.

Jas. F. Johnston, Chariton, for Board of Supervisors of Lucas County, vs. Chicago, Burlington & Quincy Railroad Company.

Highway Crossings.

Dismissed without prejudice.
Filed November 13, 1913. Closed December 1, 1914.

No. 6791—1914.

Blinn N. Smith, Coon Rapids, vs. Chicago, Milwaukee & St. Paul Railway Company.

Highway Crossings.

Buildings which obstructed view of track moved and electric crossing bells repaired.
Filed November 15, 1913. Closed June 15, 1914.

No. 6792—1914.

W. E. Harvey, Tennant, vs. Chicago Great Western Railroad Company.

Train Service.

Service improved to the satisfaction of complainant.
Filed November 19, 1913. Closed February 26, 1914.

No. 6793—1914.

Adel Clay Products Company, Adel, vs. Chicago, Rock Island & Pacific Railway Company.

Breakage of Tile.

Satisfactorily adjusted.
Filed November 19, 1913. Closed April 10, 1914.

No. 6794—1914.

Lena Elevator Company, Lena, vs. Minneapolis & St. Louis Railroad Company.

Refusal to Route Car as Requested.

Satisfactorily adjusted.
Filed November 21, 1913. Closed February 26, 1914.

No. 6795—1914.

Farmers' Grain Company, Fernald, vs. Chicago, Rock Island & Pacific Railway Company.

Failure to Furnish Cars.

Satisfactorily adjusted.
Filed November 22, 1913. Closed April 10, 1914.

No. 6796—1914.

Tama Telephone Company by Wm. G. Gallagher, Tama, vs. Iowa Railway & Light Company.

Objection to High Tension Wires Crossing Telephone Wires Without Protection.

Dismissed without prejudice.
Filed December 1, 1913. Closed June 15, 1914.

No. 6797—1914.

Joseph Freese, et al, Haverhill, vs. Chicago, Milwaukee & St. Paul Railway Company.

Application for Electric Signal Bell at Highway Crossing.

Dismissed without prejudice.

Filed November 28, 1913. Closed October 14, 1914.

No. 6798—1914.

Board of Railroad Commissioners, vs. Chicago, Burlington & Quincy Railroad Company.

Highway Crossing.

Case dismissed.

Filed November 28, 1913. Closed April 10, 1914.

No. 6799—1914.

F. A. Toovey, Dedham, vs. Chicago, Milwaukee & St. Paul Railway Company.

Train Service.

Service improved to the satisfaction of the complainant.

Filed December 1, 1913. Closed February 26, 1914.

No. 6800—1914.

Commercial Travelers' Congress of Iowa, Waterloo, vs. Chicago, Rock Island & Pacific Railway Company.

Train Service.

Service improved to the satisfaction of the complainant.

Filed December 3, 1913. Closed April 10, 1914.

No. 6801—1914.

Henry E. Schoening, et al, Council Bluffs, vs. Chicago, Burlington & Quincy Railroad Company.

Inadequate Depot Facilities at Island Park.

Satisfactorily adjusted.

Filed December 3, 1913. Closed February 26, 1914.

No. 6802—1914.

Farmers' Co-operative Association, Sheldon, vs. Chicago, St. Paul, Minneapolis & Omaha Railway Company.

Refusal to Switch Cars.

As soon as this matter was brought to the attention of the officers of the railway company the switching was properly arranged for.

Filed December 6, 1913. Closed February 26, 1914.

No. 6803—1914.

C. D. Childs, Rockwell City, vs. Minneapolis & St. Louis Railroad Company.

Delay in Forwarding Shipment from Rockwell, Iowa.

Dismissed without prejudice.

Filed December 6, 1913. Closed April 10, 1914.

No. 6804—1914.

B. T. Marks, Chicago, Ill., vs. Chicago, Rock Island & Pacific Railway Company.

Crowded Condition of No. 19, Cedar Rapids to Waterloo.

Dismissed without prejudice.

Filed December 11, 1913. Closed June 15, 1914.

No. 6805—1914.

James A. Coad, Alton, vs. Chicago, St. Paul, Minneapolis & Omaha Railway Company.

Refusal of Railroad Company to Spot Cars.

Dismissed without prejudice.

Filed December 12, 1913. Closed February 26, 1914.

No. 6806—1914.

H. C. Finch, Northwood, vs. Chicago, Rock Island & Pacific Railway Company and Pullman Company.

Discourteous Treatment of Invalid Passenger.

Railway company advised that steps had been taken to avoid a repetition of an occurrence of this kind.

Filed December 16, 1913. Closed April 10, 1914.

No. 6807—1914.

M. M. Keller, et al, Des Moines, vs. Chicago, Rock Island & Pacific Railway Company.

Application to Have Railway Company Stop Certain Trains at Elkhart, Ia.

Hearing held June 3, 1914. Hon. J. H. Henderson, Commerce Counsel appeared for complainants. Satisfactory agreement reached as to train service. Railway company agreed to furnish additional express service on two trains a week during certain summer months, the exact days and months to be determined and agreed to at a later date by the parties in the case.

Filed December 16, 1913. Closed December 1, 1914.

No. 6808—1914.

Mrs. Addie Downing, Corning, vs. Chicago, Burlington & Quincy Railroad Company.

Elevator Site.

Satisfactorily adjusted.

Filed December 16, 1913. Closed June 15, 1914.

No. 6809—1914.

T. W. Purcell, Hampton, vs. Chicago, Rock Island & Pacific Railway Company.

Train Service at Bradford.

Dismissed without prejudice.

Filed December 19, 1913. Closed October 14, 1914.

No. 6810—1914.

National Sewer Pipe Company, Webster City, vs. Chicago & North Western Railway Company and Minneapolis St. Louis Railroad Company.

Track Connection at Story City.

Complaint withdrawn.

Filed December 19, 1913. Closed April 10, 1914.

No. 6811—1914.

Farmers' Elevator Company, Minburn, vs. Minneapolis & St. Louis Railroad Company.

Failure to Furnish Grain Cars.

Satisfactorily adjusted.

Filed December 19, 1913. Closed April 10, 1914.

No. 6812—1914.

Farmers' Co-operative Produce Co., Des Moines, vs. Chicago, Milwaukee & St. Paul Railway Company.

Stenciling of Cream Cans.

Satisfactorily adjusted.

Filed December 22, 1913. Closed October 14, 1914.

No. 6813—1914.

Rembrandt Elevator Company, Rembrandt, vs. Minneapolis & St. Louis Railroad Company.

Failure to Furnish Cars.

Satisfactorily adjusted.

Filed December 22, 1913. Closed February 26, 1914.

No. 6814—1914.

A. A. Moore, Marshalltown, vs. Minneapolis & St. Louis Railroad Company.

Highway Crossing.

Satisfactory arrangements made between complainant and the railroad company to improve the crossing.

Filed December 26, 1913. Closed October 14, 1915.

No. 6815—1914.

Frank Mills, Riverside, vs. Chicago, Rock Island & Pacific Railway Company.

Train Service.

Complainant did not reply to request for specific instances of poor service and case was dismissed without prejudice.

Filed December 29, 1913. Closed June 15, 1914.

No. 6816—1914.

J. W. Edgerly & Co., Ottumwa, vs. Western Weighing & Inspection Bureau.

Objection to Rule Barring Use of Second Hand Linsced Oil Barrels.

Suspension of the rule secured.

Filed December 31, 1913. Closed June 15, 1914.

No. 6817—1914.

Farmers' Elevator Company, Moneta, vs. Chicago, Rock Island & Pacific Railway Company.

Delay in Spotting Grain Cars.

Satisfactorily adjusted.

Filed December 31, 1913. Closed April 10, 1914.

No. 6818—1914.

Green-Wheeler Shoe Co., Fort Dodge, vs. Illinois Central Railroad Company.

Delay in Transit.

Satisfactorily adjusted.

Filed December 31, 1913. Closed June 15, 1914.

No. 6819—1914.

Snow & Gorman, Polk City, vs. Chicago & North Western Railway Company.

Freight Service.

Service improved to the satisfaction of the complainant.

Filed January 7, 1914. Closed April 10, 1914.

No. 6820—1914.

C. J. Holmes Company, Hartford, vs. Chicago, Rock Island & Pacific Railway Company.

Delay in Transit.

Satisfactorily adjusted.

Filed January 7, 1914. Closed April 10, 1914.

No. 6821—1914.

E. P. Adler, Davenport, vs. Chicago, Burlington & Quincy Railroad Company and Chicago, Rock Island & Pacific Railway Company.

Connections at Fairfield.

Dismissed without prejudice.

Filed January 8, 1914. Closed June 15, 1914.

No. 6822—1914.

A. Brandvig, Truman, vs. Chicago & North Western Railway Company.

Insufficiently Heated Cars.

Satisfactorily adjusted.

Filed January 8, 1914. Closed April 10, 1914.

No. 6823—1914.

D. W. Camp, Arispe, vs. Chicago Great Western Railroad Company.

Fence.

Fence repaired.

Filed January 9, 1914. Closed June 15, 1914.

No. 6824—1914.

J. N. Gaughnour, Slifer, vs. Chicago, Rock Island & Pacific Railway Company.

Delay to Shipments.

Satisfactorily adjusted.

Filed January 9, 1914. Closed April 10, 1914.

No. 6825—1914.

W. L. Davis, Scandia, vs. Chicago, Milwaukee & St. Paul Railway Company.

Depot at Zook's Spur.

Satisfactorily adjusted.

Filed January 10, 1914. Closed June 30, 1914.

No. 6826—1914.

Ketchum & Gaston Co., Marshalltown, vs. Chicago, Rock Island & Pacific Railway Company.

Delay in Transit.

Railway Company advised that action had been taken to avoid further cases of this character.

Filed January 14, 1914. Closed June 15, 1914.

No. 6827—1914.

H. J. Eusden, Marne, vs. Chicago, Rock Island & Pacific Railway Company.

Objection to Closing Depot at 7 P. M.

Satisfactorily adjusted.

Filed January 21, 1914. Closed April 10, 1914.

No. 6828—1914.

Jno. McKinney, Adelphi, vs. Wabash Railroad Company.

Farm Crossing.

Crossing installed.

Filed January 26, 1914. Closed October 14, 1914.

No. 6829—1914.

Jno. W. Condra, Seymour, vs. Chicago, Rock Island & Pacific Railway Company.

Dangerous Highway Crossings.

Satisfactorily adjusted.

Filed January 26, 1914. Closed April 10, 1914.

No. 6830—1914.

Frank Schnlter, Templeton, vs. Chicago, Milwaukee & St. Paul Railway Company.

Train Service.

Service improved to the satisfaction of the complainant.
Filed January 26, 1914. Closed June 13, 1914.

No. 6831—1914.

D. E. Milford, Atlantic, vs. Chicago, Rock Island & Pacific Railway Company.

Dangerous Highway Crossing.

Electric crossing bell installed.
Filed January 29, 1914. Closed August 5, 1914.

No. 6832—1914.

C. C. Horton, Marshalltown, vs. Minneapolis & St. Louis Railroad Company.

Delay in Transit.

Satisfactorily adjusted.
Filed January 29, 1914. Closed April 16, 1914.

No. 6833—1914.

H. C. LaRue, Chariton, vs. Chicago, Burlington & Quincy Railroad Company.

Two Single-Deck Cars Furnished for Loading Sheep When Double-Deck Was Ordered.

Complainant advised that on shipments within the state of Iowa, the same rate and minimum weight would apply on two single-deck cars when furnished in place of double-deck car. The railroad company did not make such a provision on interstate shipments.

Filed December 29, 1913. Closed April 10, 1914.

No. 6834—1914.

I. N. Davis, Flois, vs. Chicago, Rock Island & Pacific Railway Company.

Train Service.

Complainants satisfied with improved service provided by the company.
Filed February 6, 1914. Closed June 15, 1914.

No. 6835—1914.

Orvil Kiger, Montrose, vs. Chicago, Burlington & Quincy Railroad Company.

Uncivil Treatment on Train.

Dismissed.
Filed February 6, 1914. Closed June 15, 1914.

No. 6836—1914.

J. N. Loeltz, Earling, vs. Chicago, Milwaukee & St. Paul Railway Company.

Stopping Train at Templeton.

Satisfactorily adjusted.
Filed February 2, 1914. Closed June 15, 1914.

No. 6837—1914.

H. D. Freeman, Wyoming, vs. Chicago, Milwaukee & St. Paul Railway Company.

Connections at Oxford.

Company advised that connections would be made as requested by complainants.
Filed February 2, 1914. Closed April 10, 1914.

No. 6838—1914.

G. J. Hughes, Scotch Grove, vs. Chicago, Milwaukee & St. Paul Railway Company.

Telephone in Depot.

Telephone installed.
Filed February 2, 1914. Closed April 10, 1914.

No. 6839—1914.

C. C. Young, East Peru, vs. Chicago Great Western Railroad Company.

Fence.

Constructed.
Filed January 29, 1914. Closed April 16, 1914.

No. 6840—1914.

E. P. Stacy & Sons Co., Mason City, vs. Minneapolis & St. Louis Railroad Company.

Heated Refrigerator Service.

Service provided as desired by complainant.
Filed February 7, 1914. Closed April 16, 1914.

No. 6841—1914.

T. M. Rasmussen, Mayor, Extra, vs. Chicago, Rock Island & Pacific Railway Company.

Haulage of Gravel for Public Use.

The Board did not make an order, but advised the applicant that it would not initiate any proceedings against the company if the services were performed free of charge.

Filed February 12, 1914. Closed June 15, 1914.

No. 6842—1914.

Joseph Farnl, Durango, vs. Chicago, Great Western Railroad Company.

Track Scales.

Track scales installed.

Filed February 12, 1914. Closed April 10, 1914.

No. 6843—1914.

A. H. Waterhouse, et al, Cedar Rapids, vs. Chicago, Rock Island & Pacific Railway Company.

Connections at West Liberty.

The company fully explained the reason for failure to make connection at West Liberty, and as the complainants failed to answer letter from the Board regarding further investigation, the case was dismissed without prejudice.

Filed February 17, 1914. Closed October 14, 1914.

No. 6844—1914.

C. C. Burr, et al, Charlton, vs. Chicago, Burlington & Quincy Railroad Company.

Undergrade Crossing—Highway.

As the complainants failed to answer letter from the Board regarding further investigation, the case was dismissed without prejudice.

Filed February 19, 1914. Closed December 1, 1914.

No. 6845—1914.

Farmers' Shipping Co., Kimballton, vs. Chicago, Rock Island & Pacific Railway Company.

Failure to Furnish Cars.

Cars furnished.

Filed February 14, 1914. Closed April 10, 1914.

No. 6846—1914.

B. A. Webb, Montgomery, vs. Chicago, Rock Island & Pacific Railway Company.

Stopping Train at Montgomery.

Company agreed to stop train on flag, which was satisfactory to the complainant.

Filed February 23, 1914. Closed April 10, 1914.

No. 6847—1914.

Chas. E. Scholz, et al, Guttenberg, vs. Chicago, Milwaukee & St. Paul Railway Company.

Fences Near Milleville.

Fences properly repaired.

Filed February 23, 1914. Closed October 14, 1914.

No. 6848—1914.

E. G. Dunn, Mason City, vs. Mason City & Clear Lake Railroad Company, et al.

Delay to Stock Shipment.

Cars traced and delivered.

Filed February 24, 1914. Closed June 15, 1914.

No. 6849—1914.

Kate E. Ryan, Masonville, vs. Chicago, Anamosa & Northern Railway Company.

Private Undergrade Crossing.

At a hearing before the Board on June 24, 1914, the following agreement was entered into:

It is agreed by the parties to this case, as a settlement of the same, that the Chicago, Anamosa & Northern Railway Company shall construct a grade crossing over its right of way, in the northwest corner of the southeast quarter of the northwest quarter of Section 2, Township 37, Range 7, west of the 5th P. M., the same being the property of the complainant herein. The said crossing is to go over the tracks of the defendant at station 84 or 85, or at such other point as the complainant shall select, reasonably near to that location. Said crossing to be 12 feet in width, exclusive of the embankments on the side. The said crossing to cross at right angles, or diagonally, as the complainant may select, the grade of the approaches not to exceed 10 per cent, and not to extend into the complainant's ground more than 20 feet.

Filed February 24, 1914. Closed December 1, 1914.

No. 6850—1914.

C. Hafer Lumber Co., Council Bluffs, vs. Chicago, Rock Island & Pacific Railway Company.

Minimum Weight on Lumber.

Satisfactorily adjusted.

Filed February 24, 1914. Closed April 10, 1914.

No. 6851—1914.

A. C. Lau & Son, Klemme, vs. Chicago, Rock Island & Pacific Railway Company.

Failure to Furnish Cars.

Available equipment furnished.

Filed February 25, 1914. Closed June 15, 1914.

No. 6852—1914.

Ora Miller, St. Charles, vs. Chicago, Rock Island & Pacific Railway Company.

Delay to Shipment.

Traced and delivered.

Filed February 26, 1914. Closed April 10, 1914.

No. 6853—1914.

Black Hawk Fruit & Commission Co., Waterloo, vs. Chicago, Rock Island & Pacific Railway Company.

Refusal to Accept Perishable Freight.

Service provided, which was satisfactory to complainant.

Filed February 26, 1914. Closed June 15, 1914.

No. 6854—1914.

Farmers' Elevator Co., Farnhamville, vs. Chicago & North Western Railway Company.

Failure to Furnish Grain Cars.

Available equipment furnished.

Filed February 26, 1914. Closed June 15, 1914.

No. 6855—1914.

Farmers' Incorporated Co-operative Society, Aredale, vs. Chicago & North Western Railway Company.

Failure to Furnish Grain Cars.

Cars furnished.

Filed February 26, 1914. Closed June 15, 1914.

No. 6856—1914.

H. G. Radcliff, Ft. Dodge, vs. Chicago, Rock Island & Pacific Railway Company.

Failure to Properly Bulletin Trains.

Action taken by company so as to avoid similar errors.

Filed February 26, 1914. Closed June 15, 1914.

No. 6857—1914.

Geo. Ekert, Curley, vs. Minneapolis & St. Louis Railroad Company.

Failure to Furnish Cars.

Available equipment furnished.

Filed February 28, 1914. Closed June 15, 1914.

No. 6858—1914.

Centennial Mill Co., Des Moines, vs. Chicago, Rock Island & Pacific Railway Company.

Refusal to Return Claim Papers.

Papers returned.

Filed March 4, 1914. Closed June 15, 1914.

No. 6859—1914.

Harold L. Beyer, Grinnell, vs. Chicago, Rock Island & Pacific Railway Company.

Unsatisfactory Depot Conditions.

Satisfactorily adjusted.

Filed March 10, 1914. Closed June 15, 1914.

No. 6860—1914.

J. B. Clark, Halfa, vs. Chicago & North Western Railway Company.

Agent.

Inasmuch as the complainant failed to answer letter from the Board with reference to further investigation, the case was closed.

Filed March 10, 1914. Closed December 1, 1914.

No. 6861—1914.

J. C. Dille, Benton, vs. Chicago Great Western Railroad Company.

Fence.

Fence satisfactorily repaired.

Filed March 12, 1914. Closed August 5, 1914.

No. 6862—1914.

Frank Leimkuehler, Mosecow, vs. Chicago, Rock Island & Pacific Railway Company.

Stopping Train on Flag.

Dismissed without prejudice.

Filed March 13, 1914. Closed October 14, 1914.

No. 6863—1914.

Wm. Tackaberry Co., Sioux City, vs. Chicago, Rock Island & Pacific Railway Company.

Delay to Shipments.

Company advised that conditions were improved, and as the complainant did not desire any further action or investigation, the case was dismissed without prejudice.

Filed March 18, 1914. Closed June 15, 1914.

No. 6864—1914.

E. B. Stiles, Manchester, vs. Illinois Central Railroad Company.

Dangerous Highway Crossing.

Satisfactorily adjusted.

Filed March 18, 1914. Closed October 14, 1914.

No. 6865—1914.

F. W. Arney, Lake City, et al, vs. Minneapolis & St. Louis Railroad Company.

Freight Facilities at Mallard.

Certain improvements made which appeared to be satisfactory to the complainants.

Filed March 23, 1914. Closed October 23, 1914.

No. 6866—1914.

A. C. Balley, Sutherland, vs. Chicago & North Western Railway Company.

Private Undergrade Crossing.

The company declined to provide an under crossing, but were willing to furnish a grade crossing, and as the complainant apparently did not wish any further action taken, the case was dismissed without prejudice.

Filed March 23, 1914. Closed October 14, 1914.

No. 6867—1914.

Farmers' Co-operative Company, Napier, vs. Ft. Dodge, Des Moines & Southern Railroad Company.

Station Facilities.

Satisfactory improvements were made by the railroad company.

Filed March 23, 1914. Closed June 15, 1914.

No. 6868—1914.

L. J. Nason, Van Cleve, vs. Chicago, Milwaukee & St. Paul Railway Company.

Dangerous Highway Crossing.

Railway company cut down trees that obstructed the view, and this apparently satisfied complainant.

Filed March 23, 1914. Closed October 14, 1914.

No. 6869—1914.

J. C. Mason, Altoona, vs. Inter-Urban Railway Company and Chicago, Rock Island & Pacific Railway Company.

Dangerous Highway Crossings.

Investigation developed that certain improvements would be made, and as complainant did not desire further action taken, the case was dismissed without prejudice.

Filed March 23, 1914. Closed October 14, 1914.

No. 6870—1914.

Albert Anselme, State Center, vs. Chicago & North Western Railway Company.

Stopping Trains on Flag.

The railway company declined to grant petition, and as the complainant failed to advise if formal hearing was desired, the case was dismissed without prejudice.

Filed March 23, 1914. Closed October 14, 1914.

No. 6871—1914.

Groat & Blake, Winterset, vs. Chicago, Rock Island & Pacific Railway Company.

Delay to Shipment.

Cars traced and delivered.

Filed March 23, 1914. Closed June 15, 1914.

No. 6872—1914.

J. W. Fowler, Grinnell, vs. Minneapolis & St. Louis Railroad Company.

Train Service—State Center Branch.

Satisfactorily adjusted.

Filed March 23, 1914. Closed June 15, 1914.

No. 6873—1914.

Conference between the Iowa Highway Commission, Representatives of the Railroad Companies, and the Board of Railroad Commissioners of the State of Iowa, in the matter of Highway Crossings.

Dangerous Highway Crossings.

Pursuant to notice, conference was held on March 3, 1914, in the office of the Railroad Commission at Des Moines, Iowa. For full report of same, see transcript of reporter's notes attached to papers in this file.

Filed December 6, 1913. Closed October 14, 1914.

No. 6874—1914.

J. W. Guy, Sewall, vs. Chicago, Milwaukee & St. Paul Railway Company.

Failure to Bulletin Trains.

Instructions issued by railway company to agent at Sewall to give bulleting of trains proper attention, as provided by law.

Filed April 1, 1914. Closed June 15, 1914.

No. 6875—1914.

E. E. Carder, Marshalltown, vs. Chicago & North Western Railway Company.

Side Track.

Track constructed as desired by complainant.

Filed April 1, 1914. Closed June 15, 1914.

No. 6876—1914.

Hugh Lawrence, Waucoma, vs. Chicago, Milwaukee & St. Paul Railway Company.

Fence.

Fence properly repaired.

Filed April 3, 1914. Closed October 14, 1914.

No. 6877—1914.

Monarch Telephone Mfg. Co., Fort Dodge, vs. Ft. Dodge, Des Moines & Southern Railroad Company, et al.

Delay to Shipments.

Cars traced and delivered.

Filed April 10, 1914. Closed June 15, 1914.

No. 6878—1914.

John E. Lundy, Cincinnati, Ohio, vs. Chicago, Milwaukee & St. Paul Railway Company.

Delay to Passenger Train.

Delay caused by derailment of car in freight train ahead of passenger train.

Filed April 14, 1914. Closed June 15, 1914.

No. 6879—1914.

N. D. Shinn, Knoxville, vs. Chicago, Burlington & Quincy Railroad Company, et al.

Dangerous Highway Crossing.

Dismissed.

Filed April 16, 1914. Closed December 1, 1914.

No. 6880—1914.

W. H. Brock, Monroe, vs. Chicago, Rock Island & Pacific Railway Company.

Stock Train Service—Interstate.

Satisfactorily adjusted.

Filed April 16, 1914. Closed August 5, 1914.

No. 6881—1914.

A. B. Brownlee, Shannon City, vs. Chicago Great Western Railroad Company.

Fence.

Fence satisfactorily repaired.

Filed April 17, 1914. Closed June 15, 1914.

No. 6882—1914.

Lanigan & Kleeckner, Dunkerton, vs. Illinois Central Railroad Company et al.

*Delay in Switching Cars.*Action taken to remedy cause of delay.
Filed April 17, 1914. Closed October 14, 1914.

No. 6883—1914.

Andy Murry, Jr., Lawler, vs. Chicago, Milwaukee & St. Paul Railway Company.

*Fence.*Fence constructed satisfactorily.
Filed April 22, 1914. Closed June 15, 1914.

No. 6884—1914.

C. F. Whittlesey, Arispe, vs. Chicago Great Western Railroad Company.

*Fence.*Repaired satisfactorily.
Filed April 25, 1914. Closed December 1, 1914.

No. 6885—1914.

Foster Winslow, Chelsea, vs. Chicago & North Western Railway Company.

*Private Undergrade Crossing.*Satisfactorily adjusted.
Filed April 25, 1914. Closed August 5, 1914.

No. 6886—1914.

W. T. Wright, et al, Oakland Mills, vs. Chicago, Burlington & Quincy Railroad Company.

*Stock Pens.*Small pen constructed at Oakland Mills, which satisfied complainant.
Filed April 25, 1914. Closed October 14, 1914.

No. 6887—1914.

Fostoria Elevator Co., Fostoria, vs. Chicago, Milwaukee & St. Paul Railway Company.

*Elevator Site.*Satisfactorily adjusted.
Filed April 27, 1914. Closed October 14, 1914.

No. 6888—1914.

Town Council of Emerson, vs. Chicago, Burlington & Quincy Railroad Company.

*Inadequate Station Facilities.*Improvements made by the railroad company.
Filed May 7, 1914. Closed December 1, 1914.

No. 6889—1914.

Bert W. Perkins, Mt. Ayr, vs. Chicago Great Western Railroad Company.

*Failure to Feed Stock Enroute—Interstate.*No jurisdiction.
Filed May 11, 1914. Closed October 14, 1914.

No. 6890—1914.

F. C. Aldrich, Rowan, vs. Chicago, Rock Island & Pacific Railway Company.

*Fence.*Woven wire fence constructed as desired.
Filed May 12, 1914. Closed October 14, 1914.

No. 6891—1914.

Matz Jungmann, De Soto, vs. Chicago, Rock Island & Pacific Railway Company.

*Stock Scales—Van Meter.*Adjusted.
Filed May 12, 1914. Closed December 1, 1914.

No. 6892—1914.

J. F. Bray, Sigourney, vs. Chicago, Milwaukee & St. Paul Railway Company.

Overhead Highway Crossing.

After refusal of the railway company to comply with the request in petition, the complainant did not advise whether or not hearing was desired.

Filed May 13, 1914. Closed December 1, 1914.

No. 6893—1914.

W. C. Mullenburg, Grant, vs. Atlantic Southern Railroad Company.

Express Rates and Service.

The Commission informally advised the complainants that it had no authority to order the Atlantic Southern Railroad and the United States Express Company to enter into a contract for the carrying of express shipments. On investigation it was found that rates as provided in Express Order No. 2 of the Board of Railroad Commissioners were being charged by the railroad company.

Filed May 15, 1914. Closed October 14, 1914.

No. 6894—1914.

Geo. Koster, Gladbrook, vs. Chicago Great Western Railroad Company.

Fence.

Repairs made as desired by complainant.

Filed May 15, 1914. Closed August 5, 1914.

No. 6895—1914.

Cruise & Devore, Massena, vs. Chicago, Burlington & Quincy Railroad Company.

Lack of Water at Stock Yards.

Satisfactorily adjusted.

Filed May 15, 1914. Closed October 14, 1914.

No. 6896—1914.

J. W. Doze & Co., Gilman, by Commerce Counsel, vs. Minneapolis & St. Louis Railroad Company.

Site for Lumber Yard.

Satisfactorily adjusted.

Filed May 25, 1914. Closed October 14, 1914.

No. 6897—1914.

Farmers' Elevator Co., Gilman, by Commerce Counsel, vs. Minneapolis & St. Louis Railroad Company.

Elevator Site.

Satisfactorily adjusted.

Filed May 25, 1914. Closed October 14, 1914.

No. 6898—1914.

Grinnell Brick & Tile Co., Grinnell, vs. Minneapolis & St. Louis Railroad Company.

Delay in Transit.

Car traced and delivered.

Filed May 25, 1914. Closed August 5, 1914.

No. 6899—1914.

John R. Johnston, Chariton, vs. St. Paul & Kansas City Short Line Railroad Company.

Private Undergrade Crossing.

After investigation, it appeared that contract had been entered into between the parties, and, as nothing further was heard from the complainant, the case was dismissed without prejudice.

Filed May 26, 1914. Closed October 14, 1914.

No. 6900—1914.

J. D. Brown, Leon, vs. Chicago, Burlington & Quincy Railroad Company.

Station Facilities.

Inasmuch as complainants failed to answer letter from the Board regarding further investigation, the case was closed.

Filed May 26, 1914. Closed December 1, 1914.

No. 6901—1914.

L. A. McKinney, Runnells, vs. Wabash Railroad Company.

Fence.

Satisfactorily repaired.

Filed May 26, 1914. Closed August 5, 1914.

No. 6902—1914.

R. W. Blakely, Melbourne, vs. Chicago Great Western Railroad Company.

Fence.

Fence repaired.

Filed May 27, 1914. Closed October 14, 1914.

No. 6903—1914.

Monarch Telephone Mfg. Co., Ft. Dodge, vs. Illinois Central Railroad Company, et al.

Delay to Shipment.

Car traced and delivered.

Filed May 25, 1914. Closed October 14, 1914.

No. 6904—1914.

John W. Condra, Seymour, vs. Chicago, Milwaukee & St. Paul Railway Company.

Defective Culvert.

Railway company advised that culvert would be replaced and put in good condition.

Filed June 2, 1914. Closed October 14, 1914.

No. 6905—1914.

Oswald Strand, Manly, vs. Minneapolis & St. Louis Railroad Company.

Water Facilities at Stock Yards.

Satisfactorily adjusted.

Filed June 8, 1914. Closed October 14, 1914.

No. 6906—1914.

Burt Grain Co., et al, Galt, vs. Chicago, Rock Island & Pacific Railway Company.

Failure to Furnish Cars.

Cars furnished.

Filed June 12, 1914. Closed August 5, 1914.

No. 6907—1914.

Farmers' Grain & Live Stock Co., Dedham, vs. Chicago, Milwaukee & St. Paul Railway Company.

Elevator Site.

Satisfactorily adjusted.

Filed June 12, 1914. Closed October 14, 1914.

No. 6908—1914.

E. W. Oates & Co., Storm Lake, vs. Minneapolis & St. Louis Railroad Company.

Claims.

Instructions issued by company to relieve condition complained of.

Filed June 13, 1914. Closed December 1, 1914.

No. 6909—1914.

Schaller Produce Co., Schaller, vs. Chicago & North Western Railway Company.

Failure to Furnish Cars.

Cars furnished.

Filed June 13, 1914. Closed October 14, 1914.

No. 6910—1914.

M. B. Capron, Melbourne, vs. Chicago Great Western Railroad Company.

Planking Crossing.

Crossings replaced and put in satisfactory condition.

Filed June 17, 1914. Closed August 5, 1914.

No. 6911—1914.

A. E. Brown, Osage, vs. Chicago Great Western Railroad Company.

Water Facilities at Stock Yards in Riceville.

Repairs made, and facilities put in satisfactory condition.

Filed June 18, 1914. Closed August 5, 1914.

No. 6912—1914.

Ashby & McGee, Lucas, vs. Chicago, Burlington & Quincy Railroad Company.

Water Facilities in Stock Yards.

Facilities satisfactorily improved.

Filed June 20, 1914. Closed October 14, 1914.

No. 6913—1914.

Vienna H. Gaylord, Nora Springs, vs. Chicago, Milwaukee & St. Paul Railway Company.

Claim for Damages.

No jurisdiction.

Filed June 25, 1914. Closed December 1, 1914.

No. 6914—1914.

Joe J. Kutnia, Manly, vs. Chicago Great Western Railroad Company.

Refusal to Sell Tickets Ten Minutes Prior to Departure of Train.

Company advised that it was the custom of their agents to remain at the ticket window until trains were actually in sight.

Filed June 25, 1914. Closed October 14, 1914.

No. 6915—1914.

Samuel Flickinger, et al, Cambridge, vs. Chicago, Milwaukee & St. Paul Railway Company.

Telephone at Elwell Station.

Telephone installed.

Filed June 26, 1914. Closed October 14, 1914.

No. 6916—1914.

Johnston Brothers Clayworks, Clayworks, vs. Chicago Great Western Railroad Company, et al.

Delay in Moving Cars.

Switching tariff amended so as to take care of the complaint.
Filed June 26, 1914. Closed October 14, 1914.

No. 6917—1914.

T. O. Sims, St. Joseph, Mo., vs. Chicago, Rock Island & Pacific Railway Company.

Refusal of Agent to Load Baggage.

Satisfactorily adjusted.
Filed June 30, 1914. Closed October 14, 1914.

No. 6918—1914.

J. H. Larey, Afton, vs. Chicago Great Western Railroad Company.

Private Crossing.

Crossing put in satisfactory shape.
Filed July 2, 1914. Closed October 14, 1914.

No. 6919—1914.

H. O. Bernbrock, Waterloo, vs. Chicago Great Western Railroad Company.

Train Service Between McIntire, Iowa, and Rochester, Minn.

Company advised that additional equipment was furnished when large crowd was anticipated, and, as nothing further was heard from the complainant, the case was dismissed without prejudice.
Filed July 8, 1914. Closed December 1, 1914.

No. 6920—1914.

P. N. McDermott, Massena, vs. Chicago, Rock Island & Pacific Railway Company.

Train Service.

Company advised that on the train in question seats were provided for all passengers shortly after leaving the depot, and, as nothing further was heard from the complainant, the case was dismissed without prejudice.
Filed July 8, 1914. Closed October 14, 1914.

No. 6921—1914.

D. H. Pennamacoor, New York City, vs. Chicago, Burlington & Quincy Railroad Company.

Failure to Carry Baggage.

Satisfactorily adjusted.

Filed July 23, 1914. Closed October 14, 1914.

No. 6922—1914.

R. R. Baillie, Mitchellville, vs. Inter-Urban Railway Company.

Dangerous Highway Crossing.

The railway company advised that instructions would be issued that all trains must reduce speed to not more than five miles per hour upon approaching crossing.

Filed July 23, 1914. Closed December 1, 1914.

No. 6923—1914.

W. E. Miller, Mason City, vs. Chicago Great Western Railroad Company, et al.

Dangerous Highway Crossings.

Signal bells installed, which satisfied complainant.

Filed July 25, 1914. Closed December 1, 1914.

No. 6924—1914.

W. B. White, by D. V. Ferris, Diagonal, vs. Chicago Great Western Railroad Company.

Fence.

Fence repaired.

Filed July 29, 1914. Closed December 1, 1914.

No. 6925—1914.

W. B. Greenman, by D. V. Ferris, Diagonal, vs. Chicago Great Western Railroad Company.

Fence.

Fence repaired.

Filed July 29, 1914. Closed December 1, 1914.

No. 6926—1914.

F. J. Dvorak, Calmar, vs. Chicago, Milwaukee & St. Paul Railway Company.

Relocation of Depot.

Complainant apparently did not object to erection of depot at location proposed by the railway company.

Filed July 29, 1914. Closed December 1, 1914.

No. 6927—1914.

G. P. Linville, Cedar Rapids, vs. Iowa Railway & Light Company.

Highway Crossing.

Satisfactorily adjusted.

Filed July 29, 1914. Closed October 14, 1914.

No. 6928—1914.

Younglove Construction Co., Sioux City, vs. Chicago, Rock Island & Pacific Railway Company, et al.

Delay in Moving Car of Lumber.

Car traced and delivered.

Filed July 31, 1914. Closed October 14, 1914.

No. 6929—1914.

Zitzspenger Brothers, Dedham, vs. Chicago, Milwaukee & St. Paul Railway Company.

Warehouse Accommodations.

Company advised that it had provided building of sufficient capacity to care for all freight awaiting delivery, and, as nothing further was heard from the complainant, the case was dismissed without prejudice.

Filed August 1, 1914. Closed December 1, 1914.

No. 6930—1914.

F. E. Jamison, Oakville, vs. Minneapolis & St. Louis Railroad Company.

Stock Scales.

New scale installed.

Filed August 1, 1914. Closed December 1, 1914.

No. 6931—1914.

Durst Brothers, Danbury, vs. Chicago, Milwaukee & St. Paul Railway Company.

Delay to Shipment.

Car traced and delivered.

Filed August 6, 1914. Closed December 1, 1914.

No. 6932—1914.

Hills Milling Co., Shambaugh, vs. Chicago, Burlington & Quincy Railroad Company.

Failure to Furnish Cars.

Cars furnished.

Filed August 6, 1914. Closed October 14, 1914.

No. 6933—1914.

D. Milligan Co., Jefferson, vs. Chicago, Milwaukee & St. Paul Railway Company.

Repairing Grain Cars.

Satisfactorily adjusted.

Filed August 8, 1914. Closed October 14, 1914.

No. 6934—1914.

Henry J. Kots, by Gerrit Klay, Orange City, vs. Chicago, St. Paul, Minneapolis & Omaha Railway Company.

Private Undergrade Crossing.

Hearing was held in the office of the Board on November 10, 1914, and before decision was rendered the parties entered into a satisfactory agreement as to the construction of an undergrade crossing.

Filed August 8, 1914. Closed December 1, 1914.

No. 6935—1914.

W. B. Wayt & Son, Sac City, vs. Chicago, Milwaukee & St. Paul Railway Company.

Delay to Shipment.

Company advised that adjustment would be made at once.

Filed August 8, 1914. Closed December 1, 1914.

No. 6936—1914.

Board of Supervisors, Linn County, vs. Waterloo, Cedar Falls & Northern Railway Company.

Dangerous Highway Crossing Near Robins.

Crossing bell installed.

Filed August 11, 1914. Closed December 1, 1914.

No. 6937—1914.

A. E. Peris, Bunch, vs. Chicago, Rock Island & Pacific Railway Company.

Opening of Street Crossing.

Permission was given by company to place turn-stile in fence, which apparently satisfied complainant.

Filed August 11, 1914. Closed December 1, 1914.

No. 6938—1914.

L. P. Bennett, Valley Junction, vs. Minneapolis & St. Louis Railroad Company.

Failure to Furnish Grain Doors.

Instructions issued by company to supply lumber for grain doors when necessary.

Filed August 11, 1914. Closed October 14, 1914.

No. 6939—1914.

N. B. Olson, Rowan, vs. Chicago, Rock Island & Pacific Railway Company.

Fence.

Hog tight fence constructed, as desired.

Filed August 15, 1914. Closed October 14, 1914.

No. 6940—1914.

Farmers Elevator Co., Walford, vs. Chicago, Milwaukee & St. Paul Railway Company.

Failure to Furnish Grain Cars.

Cars furnished.

Filed August 16, 1914. Closed October 14, 1914.

No. 6941—1914.

F. F. Cold, Berlin, vs. Chicago Great Western Railroad Company.

Fence.

Fence repaired.

Filed August 15, 1914. Closed December 1, 1914.

No. 6942—1914.

F. W. Noelting, Dumont, vs. Chicago Great Western Railroad Company.

Dangerous Overhead Highway Crossing.

Bridge repaired and put in safe condition.

Filed August 20, 1914. Closed October 14, 1914.

No. 6943—1914.

L. A. McKinney, Runnells, vs. Wabash Railroad Company.

Cattle Guards.

Company advised that cattle guard in use was standard, and, as complainant did not desire any further action taken, the case was closed.

Filed August 21, 1914. Closed December 1, 1914.

No. 6944—1914.

H. Erickson, Thompson, vs. Chicago, Rock Island & Pacific Railway Company.

Private Crossing.

Crossing installed as desired.

Filed August 29, 1914. Closed October 14, 1914.

No. 6945—1914.

H. C. Dorcas, Iowa City, vs. Cedar Rapids & Iowa City Railway Company.

Failure to Stop at Stations.

Satisfactorily adjusted.

Filed September 2, 1914. Closed October 14, 1914.

No. 6946—1914.

J. W. Leuty, Percy, vs. Wabash Railroad Company.

Track Scales.

Dismissed without prejudice.

Filed September 2, 1914. Closed December 1, 1914.

No. 6947—1914.

K. M. Persing, Exira, vs. Chicago, Rock Island & Pacific Railway Company.

Delay to Shipment.

Car traced and delivered.

Filed September 2, 1914. Closed December 1, 1914.

No. 6948—1914.

Skears Brothers, Raleigh, vs. Minneapolis & St. Louis Railroad Company.

Failure to Pick Up Egg Shipments.

Satisfactorily adjusted.

Filed September 3, 1914. Closed December 1, 1914.

No. 6949—1914.

Johnson Grain Co., Audubon, vs. Chicago, Rock Island & Pacific Railway Company.

Switching Service.

Satisfactorily adjusted.

Filed September 8, 1914. Closed December 1, 1914.

No. 6950—1914.

Sarah Voorhees, Marble Rock, vs. Chicago, Rock Island & Pacific Railway Company.

Fence.

Fence repaired.

Filed September 8, 1914. Closed October 14, 1914.

No. 6951—1914.

C. F. Packer, Centerville, vs. Chicago, Rock Island & Pacific Railway Company.

Dangerous Crossing.

Crossing satisfactorily replanked.

Filed November 3, 1914. Closed December 1, 1914.

No. 6952—1914.

D. W. Camp, Arispe, vs. Chicago Great Western Railroad Company.

Fence.

Fence repaired.

Filed October 28, 1914. Closed December 1, 1914.

No. 6953—1914.

J. S. Farley, Grinnell, vs. Minneapolis & St. Louis Railroad Company.

Gates.

Gates constructed as desired.

Filed October 28, 1914. Closed December 1, 1914.

No. 6954—1914.

Albert Horn, Des Moines, vs. Des Moines Union Railway.

Closing Freight House.

Satisfactorily adjusted.

Filed October 27, 1914. Closed December 1, 1914.

No. 6955—1914.

Callender Grain Co., Callender, vs. Minneapolis & St. Louis Railroad Company.

Delay to Shipments.

Cars traced and delivered.

Filed October 27, 1914. Closed December 1, 1914.

No. 6956—1914.

S. W. DeWolf, for P. H. Sleh, Reinbeck, vs. Chicago Great Western Railroad Company.

Fence.

Fence repaired.

Filed October 27, 1914. Closed December 1, 1914.

No. 6957—1914.

Board of Supervisors, Union County, Creston, vs. Chicago Great Western Railroad Company.

Dangerous Overhead Highway Crossing.

Bridge put in proper condition.

Filed October 24, 1914. Closed December 1, 1914.

No. 6958—1914.

A. T. Jacobson, Madrid, vs. Chicago, Milwaukee & St. Paul Railway Company.

Blocking Private Crossing.

Instructions issued by railway that crossing be kept open.

Filed October 22, 1914. Closed December 1, 1914.

No. 6959—1914.

Martin Dammann, Melbourne, vs. Chicago Great Western Railroad Company.

Fence.

Fence repaired.

Filed October 17, 1914. Closed December 1, 1914.

No. 6960—1914.

T. E. Leftwich, Carlisle, vs. Chicago, Rock Island & Pacific Railway Company.

Private Crossing.

Satisfactorily adjusted.

Filed October 17, 1914. Closed December 1, 1914.

No. 6961—1914.

Hill City Green Houses, Forest City, vs. Adams Express Company.

Refusal to Receive and Load Express at Night.

Satisfactorily adjusted.

Filed October 13, 1914. Closed December 1, 1914.

No. 6962—1914.

E. F. Hamilton, Tiffin, vs. Chicago, Rock Island & Pacific Railway Company.

Depot.

Company advised that depot would be constructed without unnecessary delay.

Filed October 10, 1914. Closed December 1, 1914.

No. 6963—1914.

J. H. Bagley, Melbourne, vs. Minneapolis & St. Louis Railroad Company.

Dangerous Crossings.

Satisfactorily adjusted.

Filed October 2, 1914. Closed December 1, 1914.

No. 6964—1914.

L. F. Craver & Co. vs. Minneapolis & St. Louis Railroad Company.

Inadequate Loading Facilities.

Satisfactorily adjusted.

Filed October 2, 1914. Closed December 1, 1914.

No. 6965—1914.

A. J. Whinery, Bentley, vs. Chicago Great Western Railroad Company.

Depot.

New station to be built in near future.

Filed September 29, 1914. Closed December 1, 1914.

No. 6966—1914.

S. F. Steigleder & Sons, Packwood, vs. Chicago, Rock Island & Pacific Railway Company.

Delay to Shipment.

Delivered.

Filed September 29, 1914. Closed December 1, 1914.

No. 6967—1914.

M. D. Taylor, Barnes City, vs. Chicago, Rock Island & Pacific Railway Company.

Obstruction to Elevator Driveway.

Satisfactorily adjusted.

Filed September 23, 1914. Closed October 14, 1914.

No. 6968—1914.

H. C. Wohlrabe, Council Bluffs, vs. Chicago, Milwaukee & St. Paul Railway Company.

Removal from Service.

Company advised that circumstances under which employe was discharged would not permit of his being reinstated.

Filed September 22, 1914. Closed December 1, 1914.

No. 6969—1914.

Joe S. Utterback, Delta, vs. Chicago, Rock Island & Pacific Railway Company.

Lights in Depot.

Lights installed as desired.

Filed September 22, 1914. Closed December 1, 1914.

No. 6970—1914.

J. L. McQueen, Modale, vs. Chicago and North Western Railway Company.

Stock Scales.

Scales installed.

Filed September 11, 1914. Closed December 1, 1914.

No. 6971—1914.

Martin H. Troup, Maxwell, vs. Chicago, Milwaukee & St. Paul Railway Company.

Dangerous Crossing.

Satisfactorily adjusted.

Filed September 11, 1914. Closed December 1, 1914.

No. 6972—1914.

P. W. Schenkelberg, Halbur, vs. Chicago Great Western Railroad Company.

Fences, Weeds on Right of Way, and Dangerous Crossing.

Satisfactorily adjusted.

Filed September 8, 1914. Closed December 1, 1914.

No. 6973—1914.

Chicago, Milwaukee & St. Paul Railway Company vs. C. C. Frok Estate and M. J. Hart.

Condemnation, Allamakee County, Iowa.

Railway company abandoned condemnation proceedings.

Filed September 30, 1913. Closed February 28, 1914.

No. 6974—1914.

Ft. Dodge, Des Moines & Southern Railroad Company, vs. Charles Laufersweller.

Condemnation, Ft. Dodge, Webster County, Iowa.

Dismissed on application of the railroad company.

Filed June 3, 1914. Closed October 14, 1914.

No. 6975—1914.

Wabash Railroad Company, vs. School for the Deaf, Council Bluffs.

Demurrage.

Dismissed.

Filed November 20, 1913. Closed December 1, 1914.

No. 6976—1914.

Jas. E. Kegley, Wyoming, vs. Chicago, Rock Island & Pacific Railway Company.

Claim.

Certain information requested of the complainant, which was not furnished. Dismissed.

Filed February 18, 1913. Closed February 26, 1914.

No. 6977—1914.

W. B. Martin, Dubuque, vs. Western Weighing & Inspection Bureau.

Nested Iron Tanks.

Dismissed without prejudice.

Filed March 21, 1913. Closed December 1, 1914.

No. 6978—1914.

Carl Spaulding, Soldier, vs. Chicago & North Western Railway Company.

Overcharge on Hogs—Interstate.

No jurisdiction.

Filed April 3, 1913. Closed October 14, 1914.

No. 6979—1914.

R. L. Scribner, Waterloo, vs. Illinois Central Railroad Company.

Switching Charges at Waterloo.

The Commerce Counsel returned the file, advising that the complaint had been satisfactorily adjusted.

Filed April 29, 1913. Closed June 15, 1914.

No. 6980—1914.

Haarman Vinegar & Pickle Co., Sioux City, vs. Chicago & North Western Railway Company, et al.

Switching Charges.

Satisfactorily adjusted.

Filed May 24, 1913. Closed February 26, 1914.

No. 6981—1914.

Minneapolis & St. Louis Railroad Company.

Switching Charge on Ice at Gowrie.

Under the circumstances as disclosed in this case, the Board advised the railroad company that it would interpose no objections to the charge of \$3.00 per car on the services in question.

Filed June 13, 1913. Closed April 19, 1914.

No. 6982—1914.

W. T. Kidd, Akron, vs. Chicago, Milwaukee & St. Paul Railway Company.

Claim.

The railway company refused to make settlement of claim, and as the Board was without jurisdiction, the complainant was advised that his proper remedy was in the courts.

Filed June 13, 1913. Closed June 15, 1914.

No. 6983—1914.

J. E. Cowgill, Wayland, vs. Minneapolis & St. Louis Railroad Company.

Claim.

Inasmuch as the company refused to allow the claim, the claimant was advised that his proper remedy was in the courts.

Filed June 23, 1913. Closed February 26, 1914.

No. 6984—1914.

Farmers' Creamery Co., Albert City, vs. Chicago, Milwaukee & St. Paul Railway Company.

Claim.

No jurisdiction.

Filed July 30, 1913. Closed October 14, 1914.

No. 6985—1914.

Barber Asphalt Paving Co., Des Moines, vs. Wabash Railroad Company.

Absorption of Switching Charges.

Satisfactorily adjusted.

Filed August 26, 1913. Closed October 14, 1914.

No. 6986—1914.

S. L. Collins Oil Co., Knoxville, vs. Chicago, Burlington & Quincy Railroad Company.

L. C. L. Shipments of Oil in Tank Cars.

Hearing was held on October 7, 1913. On November 25, 1913, the Commission directed the Secretary to advise the complainant that in its opinion, after a careful review of the testimony introduced at the hearing on October 7, 1913, and the papers submitted in the case, that the shipment in question would properly take carload minimum weight, regardless of amount of oil in the tank car.

Filed September 10, 1913. Closed February 26, 1914.

No. 6987—1914.

Earl Kepford, Arion, vs. Chicago & North Western Railway Company.

Claim for Unused Portion of Ticket.

The Interstate Commerce Commission advised the railway company that it would not appear to be proper to make the refund in question, and as this Commission was without jurisdiction, the case was closed.

Filed September 10, 1913. Closed June 15, 1914.

No. 6988—1914.

A. L. Lybess, Walnut, Kansas, vs. Chicago, Milwaukee & St. Paul Railway Company.

Claim.

Adjusted.

Filed September 25, 1913. Closed February 26, 1914.

No. 6989—1914.

Ed. Donaker & Son, Jolley, vs. Chicago, Milwaukee & St. Paul Railway Company.

Claims.

One claim was satisfactorily adjusted, and as the Commission was without jurisdiction, the complainant was advised that his proper remedy was in the courts as to the other claim which the company refused to settle.

Filed October 8, 1913. Closed February 26, 1914.

No. 6990—1914.

Farmers' Elevator Co., Hawarden, vs. Chicago, Milwaukee & St. Paul Railway Company.

Switching Charges.

Switching rate published as desired.

Filed October 15, 1913. Closed April 10, 1914.

No. 6991—1914.

What Cheer Clay Products Co., What Cheer, vs. Chicago & North Western Railway Company.

Switching Charges.

Switching charge reduced from \$5.00 to \$3.00 per car, which satisfied complainant.

Filed October 16, 1913. Closed June 15, 1914.

No. 6992—1914.

Fred Conrey, Leon, vs. Chicago, Burlington & Quincy Railroad Company.

Overcharge.

Refund made.

Filed October 20, 1913. Closed February 26, 1914.

No. 6993—1914.

N. A. Blackburn, Cresco, vs. Chicago, Milwaukee & St. Paul Railway Company.

Overcharge.

Refund made.

Filed October 21, 1913. Closed August 5, 1914.

No. 6994—1914.

The Commercial Association, Ottumwa, vs. Western Weighing & Inspection Bureau.

Refusal to Accept Shipments of Celery in Strawboard Containers.

Carriers complied with provisions of the classification and as the complainant did not desire the matter docketed for hearing, the case was closed.

Filed October 31, 1913. Closed February 26, 1914.

No. 6995—1914.

Central Coal Commission Co., Waterloo, vs. Illinois Central Railroad Company.

Switching Service.

Satisfactorily adjusted.

Filed November 7, 1913. Closed February 26, 1914.

No. 6996—1914.

Farmers' Grain Dealers' Association, Colo. vs. Chicago, Rock Island & Pacific Railway Company.

Rates on Grain from Royal to Chicago, Ill.

After investigation, the complainant apparently did not desire any further action taken.

Filed November 12, 1913. Closed February 26, 1914.

No. 6997—1914.

L. J. Barr, Lamoni, vs. Chicago, Burlington & Quincy Railroad Company.

Overcharge.

Refund made.

Filed November 12, 1913. Closed February 26, 1914.

No. 6998—1914.

P. J. Sippel Lumber Co., Dubuque, vs. Chicago Great Western Railroad Company.

Overcharge.

Refund made.

Filed November 15, 1913. Closed February 26, 1914.

No. 6999—1914.

C. L. Little, Montrose, vs. Chicago, Burlington & Quincy Railroad Company.

Claim.

Company declined to settle claim, and as the Commission was without jurisdiction, the case was closed.

Filed November 19, 1913. Closed February 26, 1914.

No. 7000—1914.

Dan O'Grady, Des Moines, vs. Des Moines Union Railway Company.

Demurrage.

Satisfactorily adjusted.

Filed November 21, 1913. Closed April 10, 1914.

No. 7001—1914.

Delbert Wheeler, Ireton, vs. Great Northern Railway Company.

Refusal to Surrender Freight Receipts.

Satisfactorily adjusted.

Filed November 24, 1913. Closed October 14, 1914.

No. 7002—1914.

E. I. Sargent & Sons, Des Moines, vs. Chicago, Rock Island & Pacific Railway Company.

Team Track Storage Charges.

Claim satisfactorily adjusted.

Filed November 24, 1913. Closed August 5, 1914.

No. 7003—1914.

Geo. F. Urry, Des Moines, vs. Chicago, Milwaukee & St. Paul Railway Company.

Loss of Shipment.

Traced and delivered.

Filed November 28, 1913. Closed February 26, 1914.

No. 7004—1914.

Omaha Grain Exchange, Omaha, Neb., vs. Chicago, Milwaukee & St. Paul Railway Company.

Switching Charge at Hawarden.

Switching rate of \$2.00 per car established by the company, which was satisfactory to complainant.

Filed December 1, 1913. Closed April 10, 1914.

No. 7005—1914.

Doud Milling Co., Manning, vs. Chicago & North Western Railway Company.

Milling-in-Transit Rates.

Complainant advised of proper rates to apply on shipments within the state.

Filed December 1, 1913. Closed February 26, 1914.

No. 7006—1914.

J. Rosenbaum & Sons, Centerville, v. Chicago, Milwaukee & St. Paul Railway Company.

Switching Charges.

Satisfactorily adjusted.

Filed December 3, 1913. Closed June 15, 1914.

No. 7007—1914.

The Cartersville Supply Co., Cartersville, vs. Chicago, St. Paul, Minneapolis & Omaha Railway Company.

Rates on Flour and Feed.

Complainant advised of correct rates to apply.

Filed December 3, 1913. Closed April 10, 1914.

No. 7008—1914.

Le Claire Stone Co., Davenport, vs. Davenport, Rock Island & North-Western Railway Company.

Switching Charges.

Complainant failed to answer letter from the Board regarding further investigation. Case dismissed.

Filed December 3, 1913. Closed October 14, 1914.

No. 7009—1914.

E. Conner, Coon Rapids, vs. Chicago, Rock Island & Pacific Railway Company.

Overcharge.

Refund made.

Filed December 9, 1913. Closed February 26, 1914.

No. 7010—1914.

H. H. Noar, South Omaha, Neb., vs. Chicago, Burlington & Quincy Railroad Company.

Overcharge, Passenger Fares.

Satisfactorily adjusted.

Filed December 16, 1913. Closed April 10, 1914.

No. 7011—1914.

Howard Dale, Omaha, Neb., vs. Chicago, Rock Island & Pacific Railway Company.

Claim.

Company refused to adjust claim, and the complainant was advised that his proper recourse was in the courts.

Filed December 31, 1913. Closed April 10, 1914.

No. 7012—1914.

Henry Strampe, Paullina, vs. Chicago & North Western Railway Company.

Claim.

The railway company refused to settle claim, and the claimant was advised that his proper recourse was in the courts.

Filed January 7, 1914. Closed June 15, 1914.

No. 7013—1914.

Snyder & King, Strawberry Point, vs. Chicago, Milwaukee & St. Paul Railway Company.

Claim.

Adjusted.

Filed January 8, 1914. Closed June 15, 1914.

No. 7014—1914.

J. A. Long, Malcom, vs. Minneapolis & St. Louis Railroad Company.

Claim.

No jurisdiction.

Filed January 14, 1914. Closed April 10, 1914.

No. 7015—1914.

J. A. Walrod, Sac City, vs. Chicago & North Western Railway Company.

Claim.

Company made offer in full settlement of claim, and has nothing further was heard from the claimant. It was presumed the matter was adjusted.

Filed January 14, 1914. Closed April 10, 1914.

No. 7016—1914.

D. W. Camp, Arispe, vs. Chicago Great Western Railroad Company.

Claim.

Complainant advised that claim was placed in the hands of an attorney; case closed accordingly.

Filed January 14, 1914. Closed January 30, 1914.

No. 7017—1914.

L. W. Mitchell, Packwood, vs. Chicago, Milwaukee & St. Paul Railway Company.

Overcharge.

Refund made.

Filed January 14, 1914. Closed June 15, 1914.

No. 7018—1914.

Crescent Coal Co., Oskaloosa, vs. Chicago & North Western Railway Company.

Claim.

Adjusted.

Filed January 19, 1914. Closed April 10, 1914.

No. 7019—1914.

A. W. Pringle, Keota, vs. Chicago, Rock Island & Pacific Railway Company.

Overcharge.

Refund made to shipper.

Filed January 26, 1914. Closed April 10, 1914.

No. 7020—1914.

Carl C. Carlsen, Harlan, vs. Chicago, Rock Island & Pacific Railway Company.

Claim.

Rate was found to be correctly assessed.
Filed January 26, 1914. Closed June 15, 1914.

No. 7021—1914.

W. S. Frees, Sibley, vs. Chicago, Rock Island & Pacific Railway Company.

Overcharge.

Refund made.
Filed January 26, 1914. Closed August 5, 1914.

No. 7022—1914.

J. I. Meeks, Riverside, vs. Chicago, Rock Island & Pacific Railway Company.

Demurrage.

After investigation, it was found that charges had been properly assessed.
Filed January 29, 1914. Closed April 10, 1914.

No. 7023—1914.

M. W. Fitz, Manson, vs. Chicago, Rock Island & Pacific Railway Company, and Illinois Central Railroad Company.

Establishment of Switching Rate.

Switching charge of \$3.00 per car established, which was satisfactory to complainant.
Filed February 2, 1914. Closed June 15, 1914.

No. 7024—1914.

Brown-Camp Hardware Co., Des Moines, vs. Chicago, Burlington & Quincy Railroad Company.

Overcharge.

No jurisdiction.
Filed February 6, 1914. Closed April 10, 1914.

No. 7025—1914.

G. Hoeven, Alton, vs. Chicago, St. Paul, Minneapolis & Omaha Railway Company.

Claim.

Adjusted.
Filed February 7, 1914. Closed June 15, 1914.

No. 7026—1914.

D. O. Dockendorf, Sheldon, vs. Chicago, St. Paul, Minneapolis & Omaha Railway Company.

Overcharge—Passenger Fare.

On investigation it was found that correct charge had been collected.
Filed February 12, 1914. Closed April 10, 1914.

No. 7027—1914.

T. J. Sawyer, Hornick, vs. Chicago, Milwaukee & St. Paul Railway Company.

Overcharge.

Refund made.
Filed February 12, 1914. Closed June 15, 1914.

No. 7028—1914.

C. A. Erickson, Albert City, vs. Chicago, Milwaukee & St. Paul Railway Company.

Claim.

Settled satisfactorily.
Filed February 23, 1914. Closed April 10, 1914.

No. 7029—1914.

A. C. Lau & Son, Klemme, vs. Chicago, Rock Island & Pacific Railway Company.

Claim.

No jurisdiction.
Filed February 25, 1914. Closed October 14, 1914.

No. 7030—1914.

Snell & Randall, Hawarden, vs. Chicago, Milwaukee & St. Paul Railway Company.

Switching Charges.

The company refused to grant the request of the complainant, and as a letter from the Board regarding further investigation was not answered, the case was dismissed without prejudice.
Filed February 28, 1914. Closed June 15, 1914.

No. 7031—1914.

Iowa Stock Remedy Co., Jefferson, vs. Chicago & North Western Railway Company.

Claim.

Inasmuch as the company declined settlement on the amount claimed by shipper, the case was closed, and the claimant was advised that his proper recourse was in the courts.

Filed March 3, 1914. Closed August 5, 1914.

No. 7032—1914.

L. O'Loughlin, Kalona, vs. Chicago, Rock Island & Pacific Railway Company.

Claim.

Adjusted.

Filed March 10, 1914. Closed October 14, 1914.

No. 7033—1914.

A. C. Vradenburg, Mt. Pleasant, vs. Chicago, Burlington & Quincy Railroad Company.

Overcharge—Interstate.

Rate as charged was found to be correct.

Filed March 12, 1914. Closed June 15, 1914.

No. 7034—1914.

Frank Seo, Kennedy, vs. Chicago, Milwaukee & St. Paul Railway Company.

Overcharge.

Proper rate was assessed.

Filed March 12, 1914. Closed June 15, 1914.

No. 7035—1914.

Brown-Camp Hardware Co., Des Moines, vs. Minneapolis & St. Louis Railroad Company.

Claim.

Satisfactorily adjusted.

Filed March 13, 1914. Closed August 5, 1914.

No. 7036—1914.

Nels Olson, Pomeroy, vs. Illinois Central Railroad Company.

Claim.

The company declined to settle claim, and the shipper was advised that his only recourse was in the courts.

Filed March 23, 1914. Closed June 15, 1914.

No. 7037—1914.

S. B. Clift, Hornick, vs. Chicago, Milwaukee & St. Paul Railway Company.

Overcharge—Interstate.

Refund made.

Filed March 26, 1914. Closed August 5, 1914.

No. 7038—1914.

Iowa Dairy Separator Co., Waterloo, vs. Chicago, Rock Island & Pacific Railway Company.

Claim.

Satisfactorily adjusted.

Filed March 28, 1914. Closed August 5, 1914.

No. 7039—1914.

Albia Brick Co., Albia, vs. Chicago, Burlington & Quincy Railroad Company.

Overcharge.

Adjusted.

Filed March 28, 1914. Closed October 14, 1914.

No. 7040—1914.

Claude Brooks, Balfour, vs. Chicago, Burlington & Quincy Railroad Company.

Overcharge.

No jurisdiction.

Filed April 1, 1914. Closed June 15, 1914.

No. 7041—1914.

Geo. A. Hawthorne, Braddyville, vs. Chicago, Burlington & Quincy Railroad Company.

Claim.

Withdrawn by complainant.

Filed April 9, 1914. Closed June 15, 1914.

No. 7042—1914.

Leon Brown, Des Moines, vs. Chicago Great Western Railroad Company.

Passenger Transfer Charges at Reinbeck.

Satisfactorily adjusted.

Filed April 11, 1914. Closed June 15, 1914.

No. 7043—1914.

W. D. Kayser, Milford, vs. Chicago, Milwaukee & St. Paul Railway Company.

Overcharge.

Refund made.

Filed April 11, 1914. Closed June 15, 1914.

No. 7044—1914.

Albert Horn, Des Moines, vs. Chicago, Rock Island & Pacific Railway Company.

Claim.

Claim adjusted satisfactorily.

Filed April 16, 1914. Closed December 1, 1914.

No. 7045—1914.

Albert Horn, Des Moines, vs. Chicago & North Western Railway Company.

Claim.

The company refused settlement on basis claimed, and the claimant was advised that his proper recourse was in the courts.

Filed April 16, 1914. Closed June 15, 1914.

No. 7046—1914.

Wm. Cook, Ft. Madison, vs. Atchison, Topeka & Santa Fe Railway Company.

Excessive Passenger Fare.

The fare in question being for an interstate haul, the complainant was advised that this Commission was without jurisdiction.

Filed April 22, 1914. Closed October 14, 1914.

No. 7047—1914.

H. D. Thatcher, Oskaloosa, vs. Chicago, Burlington & Quincy Railroad Company.

Overcharge—Interstate.

Rates checked, and claimant advised of proper rate to apply on shipment.

Filed April 27, 1914. Closed August 5, 1914.

No. 7048—1914.

F. Brody & Sons Co., Des Moines, vs. Chicago, Burlington & Quincy Railroad Company.

Claim.

Company refused to consider claim, and the complainant was advised that his proper recourse was in the courts.

Filed May 11, 1914. Closed June 15, 1914.

No. 7049—1914.

Crescent Coal Co., Oskaloosa, vs. Chicago & North Western Railway Company.

Claim.

Refund made.

Filed May 25, 1914. Closed August 5, 1914.

No. 7050—1914.

F. L. Conroy, Cheyenne, Wyoming, vs. Chicago, Burlington & Quincy Railroad Company.

Claim.

Refund made.

Filed June 3, 1914. Closed August 5, 1914.

No. 7051—1914.

Gus W. Strohmeier, Sac City, vs. Chicago & North Western Railway Company.

Claim.

Adjusted.

Filed June 12, 1914. Closed October 14, 1914.

No. 7052—1914.

M. W. Eikenberry, Dallas Center, vs. Minneapolis & St. Louis Railroad Company.

Claim.

Claim paid in full.

Filed June 13, 1914. Closed August 5, 1914.

No. 7053—1914.

Farmers' Lumber Co., Omaha, Neb., vs. Chicago, Rock Island & Pacific Railway Company.

Bridge Toll—Omaha to Council Bluffs.

No jurisdiction. Complaint filed with Interstate Commerce Commission by complainant.

Filed June 25, 1914. Closed August 5, 1914.

No. 7054—1914.

R. A. Doty, Waterloo, vs. Chicago, Milwaukee & St. Paul Railway Company.

Failure of Agent to Sell Ticket.

Refund made of ten cent excess fare paid on train.
Filed June 25, 1914. Closed August 5, 1914.

No. 7055—1914.

Red Oak Grocer Co., Red Oak, vs. Chicago, Burlington & Quincy Railroad Company.

Claim—Demurrage.

Refund made.
Filed April 25, 1914. Closed October 14, 1914.

No. 7056—1914.

Harkes Coal Co., Chicago, Ill., vs. Chicago, Milwaukee & St. Paul Railway Company.

Application for Switching Rate on Grit or Material for Concrete from Jerome to Proposed Mine of Harkes Coal Co., About One Mile from Jerome.

Under date of August 23, 1914, the Commission approved the switching rate in a letter as follows:

"This Commission, after consideration of the facts as laid before it in the correspondence, and to assist in the experiment of the use of concrete in underground mine construction for greater safety and to encourage a new industry, and as an urgent and emergency measure, will approve of a rate of four (\$4.00) dollars per car to apply on movement of grit or material in coal mine burned dump heaps and slack coal from Jerome to the new proposed mine of the Harkes Coal Co., about one mile from Jerome on the line of the C. M. & St. P. Ry. Co., this rate to be effective for a period of ninety (90) days from date hereof.

"This rate is approved for the reasons given above, and is not to be considered as a precedent to govern on any movement at any other point in the state of Iowa."

Chairman Thorne refused to concur in the approval in a letter written to the Secretary of the Commission, as follows:

"Your esteemed favor of the 28th instant with enclosure of proposed letter to Mr. Dynes at hand. I regret that I cannot agree to any such communication. The establishment of a special rate for certain parties not applicable to other parties under substantially the same conditions is contrary to the letter and spirit of the Iowa laws as well as of the national laws. Such practices by railway companies constituted the chief cause for the creation of Railroad Commissions. It would certainly be the irony of fate if a Commission in turn should commence indulging in such meas-

ures. I believe such an order would be illegal and wholly contrary to good public policy. I will not consent to the same for an instant. If such a letter is agreed to by the majority of the Iowa Commission, you will please send the parties concerned a copy of this communication at the same time."

Filed July 2, 1914. Closed October 14, 1914.

No. 7057—1914.

Lederer, Strauss & Co., Des Moines, vs. Chicago, Rock Island & Pacific Railway Company.

Claim.

Satisfactorily adjusted.
Filed July 10, 1914. Closed October 14, 1914.

No. 7058—1914.

The McCaul-Webster Elevator Co., Minneapolis, Minn., vs. Chicago, Milwaukee & St. Paul Railway Company.

Switching Charge—Calliope.

Satisfactorily adjusted.
Filed July 20, 1914. Closed October 14, 1914.

No. 7059—1914.

National Sewer Pipe Co., Webster City, vs. Illinois Central Railroad Company.

Switching Charges.

Withdrawn by complainant.
Filed July 29, 1914. Closed October 14, 1914.

No. 7060—1914.

Frank Leimkuehler, Moscow, vs. Chicago, Rock Island & Pacific Railway Company.

Rates on Hard Coal—Interstate.

Voluntary adjustment of rates made by the railway companies, which appeared to satisfy complainant.

Filed August 6, 1914. Closed December 1, 1914.

No. 7061—1914.

Inter-Urban Railway Company, Des Moines.

Application to Publish Rate from Flint Junction, to Balzer Switch.

The Commission authorized the Inter-Urban Railway Company to publish tariff applying a rate of 15 cents per ton of 2,000 lbs., minimum weight \$6,000 lbs., from Flint Junction, Iowa, to Balzer Switch, Iowa, to become effective August 1, 1914, and to expire December 1, 1914, unless sooner cancelled, changed or extended for the purpose of handling paving material.

Filed August 15, 1914. Closed October 14, 1914.

No. 7062—1914.

De Soto Brick & Tile Co., De Soto, vs. Chicago, Rock Island & Pacific Railway Company.

Claim.

The Company declined settlement on basis claimed by shipper, and as the Commission was without jurisdiction, the complainant was advised that his proper recourse was in the courts.

Filed August 28, 1914. Closed October 14, 1914.

No. 7063—1914.

Chicago & North Western Railway Company vs. Warren Gammon and G. W. Bourne.

Application to Cancel Undercharge Claim on Shipment of Cattle from Havelock to St. Mary's.

The Commission was of the opinion that the claim should be canceled, and so advised the railway company.

Filed August 29, 1914. Closed October 14, 1914.

No. 7064—1914.

Chicago, Milwaukee & St. Paul Railway Co., vs. Numa Block Coal Co., Seymour.

Application to Authorize Refund.

The Commission authorized refund of \$233.72, to the Numa Block Coal Co., Seymour, Iowa, being the difference between Iowa Distance Tariff rate of 5.2 cents per cwt. and the commodity rate as carried in G. F. D. 11644-A, of 2.4 cents per cwt., on 35 tank carloads of water shipped from Sewal, Iowa, to Seymour, Iowa, in January and February, 1914.

Filed August 31, 1914. Closed October 14, 1914.

No. 7065—1914.

D. W. Camp, Arispe, vs. Chicago Great Western Railroad Company.

Fire Set By Engine.

Action brought in District Court to recover damages, and on suggestion of the complainant this case was closed.

Filed September 10, 1914. Closed October 14, 1914.

No. 7066—1914.

F. S. Barnett, Linden, vs. Chicago, Milwaukee & St. Paul Railway Company.

Claim.

Satisfactorily adjusted.

Filed September 12, 1914. Closed December 1, 1914.

No. 7067—1914.

A. K. Berry, Lake View, vs. Chicago & North Western Railway Company

Overcharge.

Refund made.

Filed September 21, 1914. Closed December 1, 1914.

No. 7068—1914.

Farmers' Co-operative Produce Co., Des Moines, vs. American Express Company.

Overcharge.

Satisfactorily adjusted.

Filed October 6, 1914. Closed December 1, 1914.

No. 7069—1914.

A. R. Miller, Storm Lake, vs. Illinois Central Railroad Company.

Switching Charges.

Satisfactorily adjusted.

Filed October 6, 1914. Closed December 1, 1914.

No. 7070—1914.

J. & W. C. Shull, Minneapolis, Minn., vs. Illinois Central Railroad Company.

Excessive Rental Charge.

Satisfactorily adjusted.

Filed October 13, 1914. Closed December 1, 1914.

No. 7071—1914.

H. D. Everingham, Ft. Madison, vs. Chicago, Burlington & Quincy Railroad Company.

Switching Service.

Satisfactorily adjusted.

Filed October 13, 1914. Closed December 1, 1914.

No. 7072—1914.

Peterson Manufacturing Co., New London, vs. Chicago, Burlington & Quincy Railroad Company.

Claim.

No jurisdiction. Complainant advised that his proper recourse was in the courts.

Filed October 24, 1914. Closed December 1, 1914.

No. 7073—1914.

S. E. Weitzell, Gowrie, vs. Minneapolis & St. Louis Railroad Company.

Demurrage.

The railroad company commenced suit to collect demurrage charges, and as the Commission was without jurisdiction, the case was closed.

Filed October 27, 1914. Closed December 1, 1914.

No. 7074—1914.

John Eilers, Akron, vs. Chicago, Milwaukee & St. Paul Railway Company.

Claim.

Satisfactorily adjusted.

Filed November 3, 1914. Closed December 1, 1914.

No. 7075—1914.

Francino Coon, Osceola, vs. Chicago, Burlington & Quincy Railroad Company.

Refund on Tickets.

No jurisdiction. Complainant advised that her proper recourse was in the courts.

Filed November 3, 1914. Closed December 1, 1914.

No. 7076—1914.

H. E. Eaton, Des Moines, vs. Chicago Great Western Railroad Company.

Application for Refund on Parlor Car Seats.

Dismissed.

Filed November 5, 1914. Closed December 1, 1914.

No. 7077—1914.

Ferd Haak Co., Davenport, vs. Chicago, Rock Island & Pacific Railway Company.

Claim.

The company refused to settle claim, and as the Commission was without jurisdiction, the complainant was advised that his proper remedy was in the courts.

Filed November 24, 1914. Closed December 1, 1914.

No. 7078—1914.

Interior Iowa and Mississippi River Rate Cases.

Interstate Freight Rates.

For papers in these cases, see above file number. For adjustment of rates secured and ordered by the Interstate Commerce Commission, see 1912 Annual Report, pages 217 and 218, and 1913 Annual Report, pages 251 to 265.

Filed June 3, 1910. Closed December 1, 1914.

No. 7079—1914.

Illinois Central Railroad Company.

Protest to the Application of New Coal Rates to Articles in Iowa Classification Taking Soft Coal Rates.

Dismissed without prejudice.

Filed January 19, 1911. Closed October 14, 1914.

No. 7080—1914.

Chicago, Rock Island & Pacific Railway Company, et al.

Live Stock, Application for Increased Rates.

Dismissed without prejudice.

Filed December 1, 1911. Closed May 16, 1912.

No. 7081—1914.

Chicago & North Western Railway Company, et al.

Rates on Live Stock.

Dismissed without prejudice.

Filed August 12, 1912. Closed February 26, 1914.

No. 7082—1914.

Chicago & North Western Railway Company, et al.
*Application for Change in Classification on Coffin Boxes and Farm Imple-
 ments Returned.*

Dismissed without prejudice.

Filed August 12, 1912. Closed February 26, 1914.

No. 7083—1914.

Chicago & North Western Railway Company and Illinois Central Railroad
 Company, et al.

Protest Against Order in Minimum Live Stock Case.

While the carriers complied with the order of the Board in Case No.
 5285—1912, Minimum Weights on Live Stock, some roads filed protest
 against the reduction.

Filed December 7, 1912. Closed February 26, 1914.

No. 7084—1914.

Board of Railroad Commissioners, Des Moines.
Application to Suspend Transcontinental Tariff S. R. 1016, Naming Certain

Refrigeration Charges.

Suspension denied by the Interstate Commerce Commission.

Filed December 7, 1912. Closed February 26, 1914.

No. 7085—1914.

Board of Railroad Commissioners vs. Chicago and North Western Railway
 Company.

Advance in Coal Rates—Interstate.

Withdrawn.

Filed December 11, 1912. Closed February 26, 1914.

No. 7086—1914.

Louden Machinery Company, et al. Fairfield, vs. Western Classification
 Committee.

Missing Litter Carriers and Agricultural Implements.

Presented to Western Classification Committee and denied.

Filed March 1, 1913. Closed February 26, 1914.

No. 7087—1914.

Board of Railroad Commissioners for Sioux City Commercial Club, vs.
 Railroad Companies.

Application to Suspend Tariff Advancing Grain Rates—Interstate.

Referred to Commerce Counsel, who joined in objections filed by Sioux
 City Commercial Club.

Filed March 27, 1913. Closed October 14, 1914.

No. 7088—1914.

Board of Railroad Commissioners, Des Moines, vs. Chicago, Rock Island &
 Pacific Railway Company, et al.

Demurrage.

Dismissed without prejudice.

Filed April 4, 1913. Closed February 26, 1914.

No. 7089—1914.

Chicago, Great Western Railroad Company.

Classification of Wood Bolts for Stoves.

Closed without prejudice.

Filed May 8, 1913. Closed August 5, 1914.

No. 7090—1914.

Iowa State Mfrs.' Assn., Des Moines, Iowa.

Application to Change Rule 5.

Denied.

Filed May 8, 1913. Closed February 26, 1914.

No. 7091—1914.

Chicago, Burlington & Quincy Railroad Company vs. Fowler & Wilson
 Coal Company.

Definition of Nut Coal

Satisfactorily adjusted.

Filed May 24, 1913. Closed February 26, 1914.

No. 7092—1914.

Board of Railroad Commissioners, for Dubuque Shippers' Association,
 Dubuque, Iowa, et al.

Eastern Advance Rate Case.

For full account of this case, see "Eastern Advanced Rate Case" under
 another section of the Report headed "Interstate Cases."

Filed May 29, 1913. Closed December 1, 1914.

No. 7093—1914.

National Biscuit Company, Chicago, Ill.

Rating on Cracker Boxes.

Granted. See Supplement No. 2 to Iowa Classification No. 15.
Filed June 4, 1913. Closed February 26, 1914.

No. 7094—1914.

Jos. W. Christy, Des Moines, vs. Chicago, Rock Island & Pacific Railway Company.

Application for Lower Rating on Crushed Stone.

Dismissed without prejudice.
Filed June 10, 1913. Closed August 5, 1914.

No. 7095—1914.

Nichols Roofing Company, et al, Des Moines.

Application for Commodity Rating on Roofers' Outfits and Materials.

Granted. See Supplement No. 3 to Iowa Classification No. 15.
Filed June 12, 1913. Closed August 5, 1914.

No. 7096—1914.

Auburn Brick & Tile Co., Auburn, vs. Chicago & North Western Railway Company.

Excessive Rating on Drain Tile to Omaha.

Company agreed to establish a rate of 6 cents per 100 pounds on brick and tile from Auburn, Iowa, to Omaha, Neb., which was satisfactory to complainant.

Filed July 1, 1913. Closed February 26, 1914.

No. 7097—1914.

Adel-Clay Products Company, Adel.

Classification of Crushed Chinkers, Etc.

Granted. See Supplement No. 2 to Iowa Classification No. 15.
Filed July 11, 1913. Closed February 26, 1914.

No. 7098—1914.

Greater Des Moines Committee, Des Moines.

Rating on Creosote Oil.

Denied.
Filed July 25, 1913. Closed February 26, 1914.

No. 7099—1914.

Brown-Camp Hardware Company, et al, Des Moines, by Commerce Counsel of Iowa, vs. Des Moines Union Railway.

Advance in Switching Rates.

Withdrawn.
Filed July 30, 1913. Closed February 26, 1914.

No. 7100—1914.

Western Grocer Company, Marshalltown.

Application to Change Rule 38 of Iowa Classification.

Granted. See Supplement No. 3 to Iowa Classification No. 15.
Filed September 18, 1913. Closed February 26, 1914.

No. 7101—1914.

Chicago & North Western Railway Company, et al.

Application to Have Cane Seed and Sorghum Seed Take Some Rating.

Dismissed without prejudice.
Filed September 20, 1913. Closed August 5, 1914.

No. 7102—1914.

Chicago & North Western Railway Company.

Application for Cancellation of Commodity Rating on Harness and Saddlery.

Denied.
Filed September 26, 1913. Closed June 15, 1914.

No. 7103—1914.

Louden Machinery Company, Fairfield.

Classification of Mangers and Manger Partitions for Cows Stalls.

Withdrawn by petitioners.
Filed October 1, 1913. Closed February 26, 1914.

No. 7104—1914.

Louden Machinery Company, Fairfield.

Classification of Iron Fence in Panel.

Withdrawn by petitioners.
Filed October 1, 1913. Closed April 10, 1914.

No. 7105—1914.

Western Grocer Company, Marshalltown.

Application for Amendment to Section 7 of Rule 14-B.

Withdrawn.

Filed October 6, 1913. Closed February 26, 1914.

No. 7106—1914.

Sunderland Bros. Company, Omaha, Neb.

Joint Rate Order.

The Board ruled that 80% of each rate should apply to shipments moving over two lines of railway where a line haul out of point of origin and a line haul into point of destination are performed by one carrier, the other carrier making a line haul which is intermediate thereto.

Filed October 11, 1913. Closed June 15, 1914.

No. 7107—1914.

Chicago and North Western Railway Company, et al.

Application for Adoption of Rule 7 of Western Classification No. 52 in lieu of Rule 27 of Iowa Classification No. 15.

Granted. See Supplement No. 3 to Iowa Classification No. 15.

Filed November 12, 1913. Closed August 5, 1914.

No. 7108—1914.

Illinois Central Railroad Company.

Change in Classification of Burial Cases.

Granted. See Supplement No. 3 to Iowa Classification No. 15.

Filed November 13, 1913. Closed August 5, 1914.

No. 7109—1914.

Farmers Grain Dealers' Association, Colo. vs. St. Paul & Kansas City Short Line Railroad Company.

Grain Rate, Nevada to Kansas City, Mo.

Referred to Commerce Counsel and satisfactory adjustment secured by that department.

Filed December 11, 1913. Closed August 5, 1914.

No. 7110—1914.

Standard Leather Products Company, Sioux City, vs. Western Weighing & Inspection Bureau.

Classification of Leather Scraps.

Dismissed.

Filed December 22, 1913. Closed October 14, 1914.

No. 7111—1914.

Board of Railroad Commissioners, Des Moines, vs. Railroads.

Advance in Rating on Eggs.

Dismissed.

Filed December 21, 1913. Closed June 15, 1914.

No. 7112—1914.

Ketchum & Gaston Company, Marshalltown.

Classification of Wagon Seats, K. D.

Granted. See Supplement No. 3 to Iowa Classification No. 15.

Filed January 19, 1914. Closed August 5, 1914.

No. 7113—1914.

Davenport Commercial Club, Davenport, by F. J. Danner.

Application for Rate on Cyclecar.

Dismissed without prejudice.

Filed January 21, 1914. Closed October 14, 1914.

No. 7114—1914.

Board of Control of State Institutions, Des Moines.

Application for C. L. Rating on Felted Cotton.

Granted. See Supplement No. 3 to Iowa Classification No. 15.

Filed January 29, 1914. Closed August 5, 1914.

No. 7115—1914.

Wm. Hendricks, Muscatine, vs. Chicago, Rock Island & Pacific Railway Company.

Excessive Rating on Manure.

Satisfactorily adjusted.

Filed February 12, 1914. Closed June 15, 1914.

No. 7116—1914.

Bernard Mercer Company, Burlington.

Application for Lower Rating on Hydrated Lime.

Granted. See Supplement No. 3 to Iowa Classification No. 15.
Filed February 12, 1914. Closed August 5, 1914.

No. 7117—1914.

Western Grocer Company, Marshalltown, by E. H. Draper, T. M.

Application for Change in Rule 38 of Iowa Classification.

Granted. See Supplement No. 3 to Iowa Classification No. 15.
Filed February 12, 1914. Closed August 5, 1914.

No. 7118—1914.

Des Moines Flour & Feed Company, Des Moines.

Application for change in Rating on Tankage, Digester and Mill Products (Feed).

Granted. See Supplement No. 3 to Iowa Classification No. 15.
Filed February 17, 1914. Closed August 5, 1914.

No. 7119—1914.

Crescent Coal Company, Oskaloosa.

Rating on Mine Ties, Bars, Collar Beams, Legs and Tracking.

Granted. See Supplement No. 3 to Iowa Classification No. 15.
Filed February 17, 1914. Closed August 5, 1914.

No. 7120—1914.

Western Classification Committee, Chicago, Ill.

Application for Adoption of Rule 42 of Western Classification in Lieu of Rule 14 of Iowa Classification.

Granted, with the exception of the following addition to Section 7-C of Rule 42: "Except vessel of one gallon or less capacity in single container." See Supplement No. 3 to Iowa Classification No. 15.
Filed February 17, 1914. Closed August 5, 1914.

No. 7121—1914.

Western Grocer Co., Marshalltown, by E. H. Draper, T. M.

Application for Change in Section 7, Rule 14, Iowa Classification No. 15.

Rule 42 of Western Classification was adopted, with the exception of the following addition to Section 7-C of the Rule: "Except vessel of one gallon or less capacity in single container."

Filed February 17, 1914. Closed August 5, 1914.

No. 7122—1914.

Board of Railroad Commissioners, Des Moines.

Coal Drills.

Classification corrected.
Filed February 24, 1914. Closed June 15, 1914.

No. 7123—1914.

Iowa Board of Railroad Commissioners, Des Moines.

Released Valuation on Household Goods.

Granted. See Supplement No. 3 to Iowa Classification No. 15.
Filed March 5, 1914. Closed October 14, 1914.

No. 7124—1914.

Clinton Mfrs. & Shippers' Association, Clinton.

Chicken Coops.

Granted. See Supplement No. 3 to Iowa Classification No. 15.
Filed March 5, 1914. Closed August 5, 1914.

No. 7125—1914.

Dubuque Shippers' Association, Dubuque.

Liquor Packages.

Granted. See Supplement No. 3 to Iowa Classification No. 15.
Filed March 5, 1914. Closed August 5, 1914.

No. 7126—1914.

Dubuque Shippers' Association, Dubuque.

Rating on Stone.

Granted. See Supplement No. 3 to Iowa Classification No. 15.
Filed March 5, 1914. Closed August 5, 1914.

No. 7127—1914.

Dubuque Shippers' Association, Dubuque.

Cotton Garments.

Carriers agreed to instruct inspectors as to articles covered by rating, which satisfied complainant.

Filed March 5, 1914. Closed June 5, 1914.

No. 7128—1914.

Anderson Mfg. Company, Des Moines.

Roof or Barn Door Ventilator.

The following rating granted: "Roof or Barn Ventilator, base detached and head nested therein, crated, LCL.....L"

Filed March 5, 1914. Closed August 5, 1914.

No. 7129—1914.

Universal Iron & Supply Company, St. Louis, Mo.

Rating on Plate Iron Tanks.

Denied.

Filed March 18, 1914. Closed October 14, 1914.

No. 7130—1914.

Chicago & North Western Railway Company, et al.

Application for Advance in Minimum Weight on Cement.

Granted. See Supplement No. 3 to Iowa Classification No. 15.

Filed March 18, 1914. Closed August 5, 1914.

No. 7131—1914.

Sioux City Commercial Club, by Geo. T. Bell, Sioux City.

Rating on Plate Glass.

Withdrawn by petitioners.

Filed March 23, 1914. Closed June 15, 1914.

No. 7132—1914.

Grain Belt Supply Company, South Omaha, Neb.

Rating on Ash, Garbage or Manure.

Granted. See Supplement No. 3 to Iowa Classification No. 15.

Filed March 23, 1914. Closed August 5, 1914.

No. 7133—1914.

Board of Railroad Commissioners, Des Moines.

Rating on Stonecare.

Commission directed that articles named in Index 45, Supplement No. 2 to Iowa Classification No. 15, be carried under provisions of item 13, page 39, Iowa Classification No. 15.

Filed March 23, 1914. Closed October 14, 1914.

No. 7134—1914.

Detroit Soda Products Company, Council Bluffs, by E. J. McVann.

Rating on Sal Soda.

Class "C" rate adopted.

Filed March 25, 1914. Closed October 14, 1914.

No. 7135—1914.

Detroit Soda Products Company, Council Bluffs, by E. J. McVann.

Rating on Glauber's Salts.

Class "C" rate adopted.

Filed March 25, 1914. Closed August 5, 1914.

No. 7136—1914.

The Seal & Fastener Company, Marshalltown, by E. H. Draper.

Groceries and Cigars Shipped in Same Case.

Granted. See Supplement No. 3 to Iowa Classification No. 15.

Filed March 28, 1914. Closed August 5, 1914.

No. 7137—1914.

The Seal & Fastener Company, Marshalltown, by E. H. Draper.

Rating on Cigars.

Granted. See Supplement No. 3 to Iowa Classification No. 15.

Filed March 28, 1914. Closed August 5, 1914.

No. 7138—1914.

Keystone Silo Company, Sheffield.

Rating on Silo.

Granted. See Supplement No. 3 to Iowa Classification No. 15.

Filed April 6, 1914. Closed October 14, 1914.

No. 7139—1914.

The Commercial Association, Ottumwa.

Classification of Pork Butts.

Granted. See Supplement No. 2 to Iowa Classification No. 15.
Filed April 6, 1914. Closed August 5, 1914.

No. 7140—1914.

Greater Des Moines Committee, Des Moines.

Classification of Skates.

Granted.
Filed April 16, 1914. Closed October 14, 1914.

No. 7141—1914.

Corn Belt Meat Producers' Association, Des Moines.

*Application for Suspension of Certain Rules in Western Trunk Line
Circular.*

Satisfactorily adjusted.
Filed May 29, 1914. Closed December 1, 1914.

No. 7142—1914.

The Commercial Association, Ottumwa, by Commerce Counsel.

*Objections to Advance in Rating on Roof Trimmings, Gutterings, Etc., in
Western Classification, Interstate.*

Satisfactorily adjusted.
Filed September 8, 1914. Closed December 1, 1914.

No. 7143—1914.

Omaha Grain Exchange, Omaha, Neb., vs. Chicago & North Western Railway Company and Chicago, St. Paul, Minneapolis & Omaha Railway Company.

*Application to Have Both Roads Considered as One for Rate-Making
Purposes.*

Dismissed without prejudice.
Filed October 13, 1914. Closed December 1, 1914.

No. 7144—1914.

J. W. Stoddard, Gowrie, vs. Minneapolis & St. Louis Railroad Company.

Claim.
Satisfactorily adjusted.
Filed December 10, 1914. Closed December 14, 1914.

CASES RELATING

TO

Complaints Against Express Companies
Closed by Correspondence

CASES RELATING TO COMPLAINTS AGAINST EXPRESS
COMPANIES.

No. 7145—1914.

Underwood Candy Co., Oskaloosa, vs. American Express Company and
United States Express Company.

Agent at Atwood.

Withdrawn by complainant.

Filed June 7, 1912. Closed October 14, 1914.

No. 7146—1914.

C. O. Dawson, Ottumwa, vs. Adams Express Company and Wells Fargo
& Company.

Refusal to Accept Shipment.

Satisfactorily adjusted.

Filed September 6, 1913. Closed June 5, 1914.

No. 7147—1914.

Underwood Candy Company, Oskaloosa, vs. United States Express Com-
pany.

Pick-Up Service.

Satisfactorily adjusted.

Filed September 18, 1913. Closed April 10, 1914.

No. 7148—1914.

J. P. Brady, Farmington, vs. United States Express Company.

Inadequate Express Service.

Company instructed agent as to form of receipts to be given for certain
shipments.

Filed September 25, 1913. Closed April 10, 1914.

No. 7149—1914.

Waterloo Steam Laundry, Waterloo, vs. American Express Company.

Unsatisfactory Express Service.

Service improved satisfactorily.

Filed January 26, 1914. Closed April 10, 1914.

No. 7150--1914.

Lederer Strauss & Co., Des Moines, vs. United States Express Company.

Claim.

Claim paid.

Filed February 19, 1914. Closed April 10, 1914.

No. 7151--1914.

Henry Field Seed Co., Shenandoah, vs. Adams Express Company and Wells Fargo & Company.

Inadequate Express Service.

Service improved.

Filed February 19, 1914. Closed June 5, 1914.

No. 7152--1914.

Prairie du Chien Creamery Co., Prairie du Chien, Wis., vs. Wells Fargo & Company.

Express Service.

Dismissed without prejudice.

Filed March 18, 1914. Closed December 1, 1914.

No. 7153--1914.

Model Laundry, Waterloo, vs. Wells Fargo & Company.

Express Service.

Satisfactorily adjusted.

Filed March 31, 1914. Closed June 15, 1914.

No. 7154--1914.

Central Auto & Supply Co., Waterloo, vs. Wells Fargo & Company.

Claim.

Satisfactorily adjusted.

Filed May 7, 1914. Closed December 1, 1914.

No. 7155--1914.

Waterloo Fruit & Commission Company, Waterloo, vs. American Express Company.

Express Service.

Satisfactorily adjusted.

Filed May 13, 1914. Closed October 14, 1914.

No. 7156--1914.

Western Newspaper Union, Omaha, Neb., vs. Great Northern Express Company.

Claim.

No jurisdiction.

Filed July 10, 1914. Closed December 1, 1914.

No. 7157--1914.

Underwood Candy Company, Oskaloosa, vs. Wells Fargo & Company, et al.

Ice Cream Rate from Oskaloosa to Hedrick.

Companies were charging rates as provided in tariffs, and, as the complainant did not advise whether hearing was desired or not, the case was dismissed without prejudice.

Filed June 26, 1914. Closed December 1, 1914.

No. 7158--1914.

The Creamery Package Mfg. Company, Chicago, Ill., vs. Wells Fargo & Company.

Express Rate on Iron Pipe.

Refund made.

Filed August 6, 1914. Closed October 14, 1914.

No. 7159--1914.

Lagamarcino-Grups Company, Davenport, vs. American Express Company.

Unloading in Transit.

Withdrawn by petitioner.

Filed September 14, 1914. Closed December 1, 1914.

RULES

GOVERNING THE

**Construction, Maintenance and Operation
of Interlocking Plants**

RULES
GOVERNING THE
CONSTRUCTION, MAINTENANCE AND OPERATION OF INTERLOCK-
ING PLANTS.

The Commission adopted the following rules governing the construction, maintenance and operation of interlocking plants, on December 10, 1913, to be effective February 2, 1914:

PRELIMINARY REQUIREMENTS.

Section 1.—Indications and Aspects:

(a) As far as practicable, a uniform system of indications and aspects must be used for each operating division. When requested, every railroad company operating in this state shall submit plans to the Commission showing the system of indications and aspects in use, or which it proposes to use, for fixed signaling for each operating division.

(b) If changes are made by any railroad company in its system of signal indications and aspects on any operating division in this state, subsequent to the filing of plans, it shall notify the Commission accordingly.

Section 2.—Plans to be Submitted:

(a) Prior to the construction, reconstruction or rehabilitation of any interlocking plant, there shall be filed with the Commission, as a basis for approval, the following plans:

(b) A station map or other plat, drawn to scale, showing all tracks, bridges, buildings, water tanks, and other physical surroundings located on the right-of-way of each company.

(c) Profiles showing the grade of each railroad company's main tracks for a distance of not less than two miles in each direction from the crossing or junction.

(d) A track plan in duplicate (and as many more as the roads desire approved) showing the location of all interlocking units, the tower and its general dimensions and any appurtenances necessary to show a complete layout of the proposed interlocking plant. When not expedient to locate accurately all physical characteristics by figures, they should be established by scaled distances within the interlocking limits, hereinafter specified.

(e) When merely changes and additions are involved, no station maps or profiles need be filed with the track plans, except when requested by the Commission.

(f) All plans filed with the Commission under this and other sections must be of light weight paper when in the form of blue prints.

Section 3.—Symbols:

In the preparation of plans, the symbols approved by the Railway Signal Association shall be used to indicate switches, derails, signals and other essential parts of the interlocking plant.

Section 4.—Limits of Interlocking Plants:

The interlocking limits are defined by the home or dwarf signals, situate on any specified track and located farthest from the point to be protected. Any appliances operated in conjunction with the interlocking plant, and situate beyond the limits herein designated, are considered as auxiliaries.

Section 5.—Approval of Plans:

(a) When possible, the railway companies concerned should agree on the plans before submitting them to the Commission.

(b) If the preliminary plans are satisfactory, or if, in the judgment of the Commission, modifications are necessary, the plans will be approved accordingly. Of the plans so approved, one copy will be retained by the Commission and the duplicate returned to the petitioning company.

(c) The approval herein described will stand for a period of one year. If the work is not commenced within that period, a new approval must be obtained.

Section 6.—Physical Changes, Reconstruction and Rehabilitation:

No interlocking plant shall be reconstructed or rehabilitated, nor shall any changes be made in the locking or in the location of any unit, until plans have first been submitted to and approved by the Commission.

Section 7.—Conditional Service:

(a) Upon the completion of any work on interlocking plants which involves changes in the locking, the units must be connected and adjusted, the plant placed in conditional service for not less than twenty-four (24) hours and remain so until relieved by order of the Commission.

(b) When minor changes are made in the locking under plans previously approved by the Commission, it will not be necessary to place the plant in conditional service prior to the time it is ready for inspection; and in cases when permission is received from the Commission in advance, the plant may be placed in full operation if the Commission is unable to inspect it within twenty-four (24) hours after it is ready for inspection.

(c) Conditional service is hereby interpreted to mean that all units and other apparatus involved be connected and operated from the interlocking machine in the tower. All trains shall come to a stop at the governing home or dwarf signal, regardless of its position, and that such signal shall not be operated to give a proceed indication until after the train has made the prescribed stop.

Section 8.—Petition for Inspection:

(a) Prior to or accompanying the petition for inspection of completed interlocking plants, the following detailed plans will be required.

(b) A track plan, similar to the one referred to in Section 2, showing all tracks and interlocking units as actually constructed, the terminal ends of each track to be numbered or lettered for use in connection with the manipulation sheet. A locking sheet and dog chart showing the arrangement of locking in the machine as installed; wiring plans showing in detail all circuits used in connection with the plant; a manipulation

sheet with or without track diagram, as required by the Commission, showing in tabulated form the numbers of all levers necessary to be manipulated for any given route designated on the track plan.

(c) A suitably framed manipulation chart and track diagram shall be properly placed in the interlocking tower. The terminal ends of each track on this chart shall be numbered or lettered to correspond with the track plans above mentioned.

(d) The petition for inspection of any interlocking plant, when possible, shall give three days notice in advance of the time when the plant will be ready for inspection. Upon receipt of such notice, the Commission will endeavor to have the plant inspected within three days after receiving such advice. If the Commission is not able to make the inspection within the time specified, it will authorize the railroad company in charge to place the plant in full operation, subject to future inspection.

(e) If, upon the inspection of any interlocking plant by the Commission, it is found to be installed in accordance with the approved plans, a temporary permit will be issued to the railway company in charge, pending the issuance of formal permits.

REQUISITES OF INSTALLATION.**Section 9.—Type of Signals:**

(a) Except when approved by the Commission, all interlocking signals must be of the semaphore type. The apparatus connected with the operation of these signals must be so constructed that the failure of any part directly controlling the signal will cause it to display its least favorable indication.

(b) Semaphore arms must display indications to the right of the signal post, except where the physical conditions on a road require the display of signal indications to the left.

Section 10.—Location of Signals:

(a) All fixed signals must be located either over or upon the right and next to the track over which train movements are governed, except on roads operating with the current of traffic to the left, or where physical conditions require placing the signals to the left of the track.

(b) Bracket post signals may be used on roads operating trains over two or more tracks in the same direction when such practice is uniform for any specified operating division, or where local conditions require their use.

Section 11.—Locking of Signals:

The locking between the levers of the interlocking machine must be arranged so that a home or dwarf signal cannot be cleared for any given route unless all switches, derails, movable point frogs and other units in the route are in proper position and locked.

Section 12.—Home Signals:

(a) When required by the Commission, all home signals must be equipped with not less than two arms. Unless operated by power, all home signals in mechanical plants must be pipe connected, except when otherwise approved by the Commission.

(b) When used in connection with automatic train stopping devices, the home signal may be located immediately opposite the means for controlling the apparatus of the train stopping device.

(c) When used in connection with derails and other units, the home signal must be located as far in advance of such units as is necessary to secure full protection, but in no case shall it be less than five feet in advance of such units.

(d) When home signals are semi-automatic, or form a part of an automatic block signal system, calling-on-arms or some other means may be used for advancing trains.

(e) All high-speed signals located in automatic block signal territory shall be semi-automatic and form a part of the block signal system.

Section 13.—*Dwarf Signals:*

Dwarf signals indicate slow speed movements, and may be used to govern train movements on all tracks other than main tracks, except as hereinafter specified; on main tracks, to govern train movements against current of traffic, and, when approved by the Commission, as intervening signals to facilitate switching movements. When used, they must be located and connected in the same manner as home signals.

Section 14.—*Advance Signals:*

Advance signals may be used when necessary, and must be installed in the same manner as home signals.

Section 15.—*Distant Signals:*

(a) On level and ascending grades, distant signals shall be located not less than twenty-five hundred (2500) feet in advance of their respective home signals. On descending grades, the minimum distance of twenty-five hundred (2500) feet shall be increased at the rate of one hundred (100) feet for each one-tenth (1-10th) of one per cent of gradient.

(b) Where conditions justify, the location and character of distant signals, or the method of operation, may be varied or the signals be omitted, depending upon the conditions surrounding each particular case.

(c) Except as hereinafter provided, all high speed tracks must be equipped with power-operated distant signals having electric locks or other suitable apparatus to prevent changing of the route until such signals have indicated their normal position.

(d) When required by the Commission, distant signals shall be so arranged as automatically to indicate stop when the track between the home and distant signal is occupied, or when any intervening switch is not in its normal position.

Section 16.—*Switches:*

All switches, derails, movable point frogs and other units within the interlocking limits hereinbefore defined must be incorporated in the plant.

Section 17.—*Derails on Steam Roads:*

(a) *Main Tracks*—On level grades, facing derails must be located not less than five hundred (500) feet from a drawbridge or the fouling point of a crossing or junction. On descending grades, facing derails must be located to give practically the same measure of protection as for level grades; and the minimum distance of five hundred (500) feet must be increased at the rate of ten (10) feet for each one-tenth (1-10th) of one per

cent gradient. On ascending grades, the minimum distance of five hundred (500) feet may be reduced at the rate of ten (10) feet for each one-tenth (1-10th) of one per cent gradient, but in no case shall such derails be placed less than four hundred (400) feet from a drawbridge or fouling point of a crossing or junction.

(b) *Pocket Derails*—Where such are used they shall be placed so as to derail the first pair of wheels on the ties at a point not less than fifty (50) feet from the fouling point of a crossing or junction.

(c) *Backup Derails*—These shall be placed not less than two hundred and fifty (250) feet from a drawbridge or fouling point of a crossing or junction.

(d) *Secondary Tracks*—All tracks other than main tracks shall be termed secondary tracks. On such tracks, derails shall be placed not less than two hundred (200) feet from a drawbridge or fouling point of a crossing and not less than fifty (50) feet from the fouling point of a junction.

(e) The fouling point is where two trains moving toward a common center would come in contact.

(f) Where conditions justify, the location of derails may be varied, or they may be omitted when approved by the Commission.

Section 18.—*Derails on Electric Roads:*

The location of derails on electric roads shall be determined in the same manner as for steam roads. In placing derails in the tracks of such roads, consideration will be given to speed and character of traffic.

Section 19.—*Type of Derail:*

Derails must be of an approved pattern, suitable for the purposes intended, and so placed, with reference to curvature, bridges and other tracks, as to secure a maximum of efficiency and safety.

Section 20.—*Guard Rails:*

Where physical conditions require their use, guard rails shall be installed in connection with derails. When used, they shall be placed between the track rails, parallel to and not less than ten (10) inches distant in the clear therefrom, and must be of sufficient height, length and strength and be properly secured to the track ties.

Section 21.—*Automatic Train Control:*

Automatic train stopping devices which are a part of a system of automatic train control, approved by the Commission, may be used in lieu of derails. In such devices, the means for automatically applying the train brakes, shall be located a sufficient distance in advance of the fouling point as to insure a safe braking distance.

Section 22.—*Locks:*

(a) In mechanical plants, all facing switches, split point derails in main tracks and all slip switches and movable point frogs, must be locked with facing point locks. All other derails, switches and other units must be locked either with facing point locks or with switch and lock movements.

(b) In plants equipped with mechanical signals, all derails must be provided with bolt locks; also all switches, movable point frogs and other units where conditions require them.

(c) In power plants the arrangement must be such that signals operating in connection with derails, facing point switches and other units cannot be operated unless these units are in proper position.

Section 22.—Detector Bars:

(a) Unless otherwise provided, all derails, switches, movable point frogs and other units shall be equipped with detector bars of approved design not less than fifty-three (53) feet in length, or longer, if required.

(b) Except as hereinafter provided, all crossings shall be equipped with detector bars of suitable length, so interlocked as to insure a clear crossing before an opposing route can be set up or a proceed signal given.

(c) Crossing detector bars will not be required where electric locking is installed, nor at outlying crossings of simple character where no switching is performed when the plant is equipped with time locks.

Section 24.—Time Locks:

Unless equipped with electric locking, time locks must be installed to prevent the changing of high speed route until after the home signal has displayed the stop indication a predetermined time.

Section 25.—Electric Locking:

Electric locking may be provided in place of time locks and crossing bars. When used, the circuits must be arranged to prevent the changing of the route until the train has passed through the interlocking limits or through a predetermined part of the plant.

Section 26.—Detector Circuits:

When a railway company is equipped with sufficient maintenance forces for properly maintaining electric detector circuits, such circuits may be used in place of mechanical detector bars.

Section 27.—Machines:

(a) All mechanical interlocking machines shall be equipped with locking of the preliminary type.

(b) All power interlocking machines shall have the locking so arranged as to be effective before the operating condition of any circuit directly controlling a unit can be changed. Suitable indicating and locking apparatus shall be provided to prevent the placing of a lever in complete normal or reverse position until the unit controlled has completed the intended operation, except that signals shall indicate the normal position only.

Section 28.—Locking of Levers:

(a) The locking must be so arranged that conflicting routes cannot be given at any stage in the setting up of a route, nor a proceed indication given until all switches, derails, movable point frogs, facing point locks and other units in the route affected are in proper position.

(b) When a separate lever is used to operate distant signals, the locking between the home and distant signals shall be so arranged as to prevent the distant signals from giving the proceed indication until home signals operating in connection with such distant signals are in the proceed position.

Section 29.—Locks and Seals:

(a) All interlocking machines must, when practicable, be provided with means for locking or sealing the mechanical locking and indication apparatus in such a manner as to prevent access to any except authorized employes.

(b) All power interlocking cabinets, time locks, time releases, emergency switches, indicator and relay cases must be provided with suitable covers and fastenings and be properly sealed or locked and must not be opened by any but authorized employes.

Section 30.—Cross Protection:

(a) As far as practicable, cross protection apparatus must be provided in connection with electric interlocking plants to prevent the operation of any unit by cross or grounds.

(b) Low voltage circuits, as far as practicable, must be designed to prevent the operation of apparatus by cross or grounds.

Section 31.—Annunciators:

When operating conditions require annunciators, they shall be installed.

Section 32.—Signal Towers:

(a) Signal towers shall be so placed and be of such height and size as to best serve the purpose for which they are intended.

(b) The use of interlocking towers for purposes other than interlocking, dispatching and block work is undesirable.

(c) If work other than interlocking is carried on in the tower, a suitable partition or railing must be provided to prevent outsiders from having access to interlocking apparatus and interfering with the duties of the operator or towerman.

Section 33.—Tower Lights:

The tower lights must be screened off so that they cannot be mistaken for signals exhibited to control train movements.

Section 34.—Material and Workmanship:

Materials and workmanship must be first-class throughout. When complete, the interlocking plant must be, in every way, suitable and sufficient for the purpose intended.

MAINTENANCE AND OPERATION.

Section 35.—

(a) Interlocking plants must at all times be properly maintained and efficiently operated. Any rules or regulations that the railway companies may have adopted for the guidance of employes in operating and maintaining interlocking plants must be appropriately framed and conveniently placed in interlocking towers.

(b) When an interlocking plant is taken out of service the Commission must be notified immediately. Under such circumstances train movements must not be governed by interlocking signals, but by the usual precautions prescribed by statute, governing train movements over and across railroad grade crossings, junctions and drawbridges.

Section 36.—Interlocking Reports:

Reports for each interlocking plant shall be filed with the Commission by each railroad company concerned, which reports must be filed in manner and form prescribed by the Commission.

INTERSTATE CASES

Interstate Rate Cases

The State Railroad Commission has been leaving to the Commerce Counsel of Iowa most of the cases involving interstate matters. The Commission has taken active part in conjunction with the Commerce Counsel in a few of the more important proceedings which will be described.

VALUATION OF LIVE STOCK.

The State of Iowa, by law, provides that no railroad shall limit its liability by contract. Similar provisions are in force in many other states. This law has been applied to many cases, involving loss and damage to live stock, or arising out of live stock contracts, which contained limitations of recovery, unenforceable in law. On January 5, 1913, in the case of *Adams Express Company v. Croninger*, 225 U. S., 491, the Supreme Court of the United States, held to be valid, for interstate transportation, those provisions in the live stock contract, which limited recovery, in a case of loss, to specified sums, much below the actual value: for a horse, \$100; colt, \$50; steer, \$50; cow, \$30; calf, \$10; hog, \$10; sheep, \$3.

In order to meet the situation, and take care of the large live stock shipments from Iowa, on March 27, 1914, the Board of Railroad Commissioners of Iowa, and the Commerce Counsel, filed a petition with the Interstate Commerce Commission, attacking the low valuations in the railroad live stock contracts, and asking for a readjustment of those valuations to such sums as would more nearly approximate the actual values of the animals shipped. This action was taken at the request of the Corn Belt Meat Producers' Association. We were joined by the American National Live Stock Association, the Cattle Raisers' Association of Texas, and other organizations.

A hearing was held, July 15th and 16th, at Colorado Springs, Colorado, at which representatives of the petitioners and also of the South Omaha Live Stock Exchange, State Railroad Commission of Colorado, Arizona Corporation Commission, South Dakota Board of Railroad Commissioners, National Live Stock Exchange, Military Tract Shippers of Live Stock Association of Illinois, and the Arkansas Valley Stock Growers' and Feeders' Association, appeared, and offered evidence to show the unreasonableness of the live stock contract provisions and limitations. The railroad defendants offered no evidence whatever. The oral argument was heard by the Commission at Washington, D. C., November 4, 1914. No decision was announced during the calendar year 1914.

MISSISSIPPI RIVER CITIES' CASE.

The railroads attempted in what is known as the Quincy Rate Case (32 I. C. C. Rep., 471) to place Quincy, Hannibal and Louisiana, Missouri, upon the basis of the Upper Mississippi River Crossings, on traffic to and from the east, thereby removing the discriminations against the Upper Mississippi River Crossings except as to St. Louis and East St. Louis. They sought to place St. Louis and East St. Louis in a class by themselves, on a lower basis than any other Mississippi River Crossing, on traffic to and from the Atlantic Seaboard. At the request of the commercial clubs of Dubuque, Davenport, Clinton, Burlington, Muscatine and Keokuk, the State Commission intervened in the said case. Mr. W. B. Martin, of Dubuque, president of the traffic association of the Mississippi River cities, cooperated with a committee representing the business men of Keokuk, in the hearing before the Commission.

While the Upper Mississippi River Crossings, located in the State of Iowa, would have welcomed an equality with Quincy, Hannibal and Louisiana, it was felt to be of far greater importance to secure equality with St. Louis, and the temporary benefit was disregarded for the more lasting importance of securing equality with St. Louis. The effort of the railroads to place Quincy, Hannibal and Louisiana upon an equality with the Upper Mississippi River Crossings was therefore vigorously opposed by the Upper Crossings. The Interstate Commerce Commission denied the petition of the railroads, and preserved the lower crossings on parity with the city of St. Louis.

Application was made to have the Interstate Commerce Commission place the Upper Crossings, located on the Mississippi River in the State of Iowa, on a parity with the lower crossings. Up to the close of the calendar year 1914 no action was taken upon this subject. The subsequent action of the Interstate Commerce Commission will be stated in our next annual report.

EASTERN ADVANCED RATE CASE.

The bulk of the class traffic affecting this state is transported to and from the east. The same is true of most of the middle western states. Many of our raw products are also marketed in the east.

In the fall of 1913, the railroads operating between the Mississippi River and the Atlantic Coast, petitioned the Interstate Commerce Commission for a general advance in their freight rates, amounting to approximately \$50,000,000 annually. In November, 1913, a conference was held at Washington, D. C., of the representatives of eight western states as follows: Iowa, Missouri, Kansas, South Dakota, North Dakota, Nebraska, Oklahoma and Arkansas. Upon this occasion it was decided that these states would join forces in presenting the evidence on the public's side as against the proposed advances in freight rates. Hon. Henderson S. Martin, Chairman of the Public Utilities Commission of Kansas, was chosen as chairman of the committee to represent the said states and have charge of the presentation before the Interstate Commerce Commis-

sion. He acted in said capacity at several hearings before the Interstate Commerce Commission, but in the latter part of December, 1913, he was appointed Vice Governor General of the Philippine Islands, and resigned his position as chairman of the aforesaid committee. Upon the unanimous request of the other states, the chairman of the Iowa Railroad Commission was then chosen chairman of the said committee, to have charge of the presentation of the evidence on their behalf in the Advanced Rate Case, before the Interstate Commerce Commission.

This committee cooperated in this work with the Hon. Louis D. Brandeis, special counsel for the Interstate Commerce Commission, also with the representatives of various shippers' organizations, Hon. J. H. Henderson, Commerce Counsel of Iowa, assisted throughout the entire case.

The Commission granted advances in C. F. A. territory and denied the advances in the balance of the territory involved. The advances granted constituted but a small portion of those prayed for by the carriers.

On September 15, 1914, a petition for reopening this case was filed with the Interstate Commerce Commission. This was supported in a public manner by the President of the United States. The petition was granted, and the case was reopened.

On December 16, 1914, the Interstate Commerce Commission rendered its decision, reversing its former opinion and granting an advance on approximately 50 per cent of the traffic involved in the proceeding.

The Commission justified its action mainly on two grounds: First, the results of the war, and second, the small net return the carriers were earning on their property investment.

As to the war, the Commission did for the railroads precisely what Congress refused to do for the cotton industry. They created a favored industry; they made a war tax for the benefit of one interest.

The Commission increased the tax burden of the railroads upon the American public when a world crisis was pending, which was claimed would affect the railroads, but would likewise affect other lines of industry, and some were already prostrated.

The Commission increased this tax burden on the basis of property investment, which is nothing but book value, and of which the Commission itself in 1908, in its annual report, at page 85, deliberately said:

"No court or commission or accountant, nor financial writer, would for a moment consider that the present balance sheet statement purporting to give the cost of property suggests even in a remote degree a reliable measure either of money invested or of present value."

The commission increased this tax burden on the basis of a comparison which no recognized accountant in the United States would claim as sound, because the chief witness for the largest railroad in the whole territory conceded that the method of compiling the property investment changed during the years that were compared. This was Mr. Bunting, comptroller of the Pennsylvania, at page 1,150 of the transcript in the case.

The Commission increased this tax burden on the basis of a property investment which includes all the water of that notorious example of

high finance, the Erie, with its unsavory printing press scandal of Gould and Fiske fame; on the basis of a property investment which exceeds the capitalization for each one of twenty other great railroads in this territory.

The Commission increased this tax burden at the end of a decade of unparalleled prosperity, just preceding the depression, at a time when under ordinary circumstances the railroads actually earned a return sufficient to pay all operating expenses, all taxes, and interest on all bonds and debts, and have enough left over to equal, in round numbers, from 7 per cent to 9 per cent on the capital stock, water and all, of all the strong and the weak properties, including the Erie, Wabash, C. H. & D., the New Haven, and all the rest put together, in one lump sum.

This decision marks an epoch of stupendous importance. From the invention of the steam engine down to 1898 there was a steady decline in the average freight charges in the United States for each ton hauled a mile. The railroads had shared with the public the benefits arising from improved methods and inventions. They did not do it from philanthropic motives, but because competition forced them to do so.

The railroads got together about that time, competition was throttled, and they forced a sudden stop to the decline in freight charges. Not content with preserving the existing level, they then combined to force rates up.

This movement finally culminated in a combination in 1910 of practically all the railroads in America, in plain, direct violation of the Sherman Anti-Trust law. A suit was instituted, but a compromise was effected. A hearing was had before the Commission. The railroads were denied the advance. After a four years' struggle, however, they succeeded. By the delay we saved the country as a whole \$200,000,000. It is not just this advance alone that is at stake. The effect will necessarily be felt in every part of the country.

If this case is adopted as a precedent for the future, public regulation has become largely a failure, so far as the consumer is concerned. So long as competition lasted, rates declined. When competition ceased, that decline stopped. And now, when we have finally given practically full power to the Interstate Commerce Commission, rates start upward.

The vast consolidations effected in the railroad industry during the past fifteen years have been the subject of frequent comment in the annual reports of the Commission. The railroads have combined for the purpose of eliminating competition and effecting economies. In what way has the public profited by permitting these violations of our Anti-Trust laws? The average freight charge per ton mile today in the United States is almost identically what it was sixteen years ago.

During this same period the net revenues of American railroads, above all expenses, have increased more than \$400,000,000. The average dividends on all outstanding stock of these railroads that have been granted the increase is almost double what it was sixteen years ago. The railroads have absorbed practically all the benefits growing out of the marvelous inventions and improvements that have completely revolutionized the railroad industry during the past fifteen years.

In 1910 this same Commission held that American railroads that year were the most prosperous of any year in their entire history. There was no general reduction in rates. At this time, because of a depression admittedly not due to freight rates, but due to a war on the other side of the globe, the railroads secured an advance.

If the rates are kept on a level during periods of prosperity and advanced during periods of depression, we will face a constantly ascending scale of freight rates. After the present depression has passed, if the Commission declines to make a general reduction, it would pay the consuming and producing public to abandon regulation and to force our railroads to go back onto the competitive basis, or else for the government to purchase them. So far, only the shippers have been adequately organized.

It may be doubtful whether it is wise for us to permit further consolidations, national in size. Many had come to believe this was a natural evolution of commercial development that would result in economies for the public at large. It seems that these combinations have the power to absolutely prevent the very result which constituted the sole excuse for permitting such consolidations to exist.

The following tables show the growth in both gross and net earnings, in total, per mile of line, and per train mile, also the increase in single track mileage, compared to the increase in capitalization, dividends, as well as the increase in the rate of dividends, on American railways as a whole, during the past twenty years of regulation.

TENDENCY OF EARNINGS AND EXPENSES AMERICAN RAILWAYS.

Year	Total revenue	Total expense (including taxes)	Net revenue	Increase over year 1890
1890.....	\$ 1,051,877,625	\$ 725,301,549	\$ 328,576,108	
1901.....	1,098,701,360	755,167,368	331,534,007	
1902.....	1,171,407,843	815,051,421	356,356,422	
1903.....	1,229,735,874	864,181,588	365,554,286	
1904.....	1,013,361,797	709,389,536	303,972,261	
Average.....	\$ 1,125,825,008	\$ 787,499,321	\$ 338,325,728	2.00%
1905.....	\$ 1,075,371,402	765,522,548	\$ 309,848,854	
1906.....	1,159,169,756	812,308,855	346,860,901	
1907.....	1,192,889,713	795,092,468	397,797,245	
1908.....	1,317,225,021	861,865,530	455,359,491	
1909.....	1,213,610,118	809,306,621	404,303,497	
Average.....	\$ 1,181,715,270	\$ 827,856,694	\$ 358,458,586	7.00%
1900.....	\$ 1,187,044,814	\$ 1,300,759,784	\$ 477,284,530	
1901.....	1,308,320,027	1,081,211,562	507,108,465	
1902.....	1,726,289,597	1,179,714,184	556,575,413	
1903.....	1,940,846,867	1,215,386,421	725,460,446	
1904.....	1,575,174,001	1,409,692,097	575,481,904	
Average.....	\$ 1,735,564,423	\$ 1,195,606,228	\$ 540,001,896	64.30%

TENDENCY OF EARNINGS—Continued

Year	Total revenues	Total expense (including taxes)	Net revenue	Increase over year 1896
1900.....	\$ 2,602,530,460	\$ 1,454,070,501	\$ 628,465,573	
1901.....	2,335,705,107	1,611,692,880	714,102,581	
1902.....	2,569,150,578	1,828,558,169	790,577,289	
1903.....	*2,816,805,989	1,754,103,322	626,702,967	
1904.....	2,443,312,332	1,794,523,400	738,788,772	
Average.....	\$ 2,361,967,330	\$ 1,607,728,670	\$ 694,228,065	111.29%
1910.....	\$ 2,730,607,435	\$ 1,956,485,124	\$ 814,211,291	150.85%
1911.....	2,780,761,600	2,025,562,517	766,206,132	123.22%
1912.....	2,708,969,832	2,001,879,377	737,584,476	124.48%
1913.....	2,677,163,763	2,242,941,921	814,221,842	147.80%

Basic figures from 1896 to 1911 (both included) taken from statistical reports of the Interstate Commerce Commission. Those for years 1912 and 1913 taken from Bulletin of Revenues and Expenses of steam roads in the United States for month of June, 1912,—summary for United States, of large roads (having miles operated in 1912 of \$19,664.45, and in 1913 of 221,748.58 miles), having more than \$1,000,000 operating revenue.

*Revenues and expenses for years subsequent to 1907 are not entirely comparable to previous years because of change in classification of accounts.

Figures for 1899-1907, are taken from the Annual Statistical Report of the Interstate Commerce Commission. Commencing in 1908 the Commission omitted, in said annual reports, the figures for switching and terminal companies.

A somewhat comparable figure would therefore be obtained by using the Commission's Bulletin of Revenues and Expenses, which continued to include said switching and terminal companies. We have done this in the table given below.

Final figures for 1912 and 1913, however, will probably be larger than given in this table, because for those years the Bulletins only give the statistics for companies having more than \$1,000,000, operating revenues, while for previous years they also gave the figures for smaller roads.

The use of the final figures given in the Commission's Annual Reports of Statistics of Railways for the United States, or those given in the Bulletin, does not materially change the general trend; illustrating this, we here insert figures from 1905, using the said Bulletins.

Year	Total revenues	Total expense (including taxes)	Net revenue	Increase over year 1890
1908.....	\$ 2,427,343,040	\$ 1,770,929,815	\$ 656,621,100	
1909.....	2,443,312,332	1,794,523,400	738,788,772	
Average.....	\$ 2,372,441,478	\$ 1,674,952,442	\$ 698,639,085	112.57%
1910.....	\$ 2,780,679,616	\$ 1,951,591,125	\$ 835,155,461	124.17%
1911.....	2,818,780,338	2,044,028,071	774,169,322	125.25%
1912.....	2,798,969,832	2,001,879,377	737,584,476	124.48%
1913.....	2,677,163,763	2,242,941,921	814,221,842	147.80%

*The above average is computed for the five year period 1905-1909, by using the figures for 1905-1907, as given on preceding pages, with these revised figures for 1908-1909.

TENDENCY OF EARNINGS AND EXPENSES AMERICAN RAILWAYS PER TRAIN MILE.

Year	Revenue per train mile (all trains)	Increase over year 1890 (per cent)	Cost of running one mile	Increase over year 1890 (per cent)	Net revenue per train mile (all trains)	Increase over year 1890 (per cent)
1890.....	\$ 1.44231		\$.96000		\$.48231	
1891.....	1.43343		.95797		.47546	
1892.....	1.44619		.96283		.48336	
1893.....	1.43229		.97272		.45957	
1894.....	1.50658		.94478		.56180	
Average.....	\$ 1.47482	1.21%	\$.95908	0.77%	\$.51574	3.22%
1895.....	\$ 1.25947		\$.91829		\$.34118	
1896.....	1.37067		.90828		.46239	
1897.....	1.36194		.92918		.43276	
1898.....	1.45410		.95653		.49757	
1899.....	1.50430		.98240		.52190	
Average.....	\$ 1.41919	1.00%	\$.94222	1.50%	\$.47697	1.73%
1900.....	\$ 1.67921		\$ 1.02288		\$.65633	
1901.....	1.79208		1.22292		.66916	
1902.....	1.80359		1.17900		.62459	
1903.....	1.91280		1.25604		.65676	
1904.....	1.92960		1.21375		.66585	
Average.....	\$ 1.81979	25.68%	\$ 1.19104	24.00%	\$.62876	28.91%
1905.....	\$ 1.97960		\$ 1.22140		\$.75820	
1906.....	2.07547		1.37000		.70547	
1907.....	2.17741		1.46953		.70788	
1908.....	2.12909		1.47310		.65599	
1909.....	2.16780		1.43070		.73710	
Average.....	\$ 2.10250	45.77%	\$ 1.41380	47.50%	\$.68870	42.81%
1910.....	\$ 2.24678	53.74%	\$ 1.48095	53.00%	\$.76583	57.19%
1911.....	2.34834	53.85%	1.54338	60.70%	.79496	46.19%

Note—Basic figures taken from statistical report of the Interstate Commerce Commission.

No figures are obtainable for year subsequent to 1911.

TENDENCY OF EARNINGS AND EXPENSES AMERICAN RAILWAYS
PER MILE OF LINE.

Year	Gross earnings from operation	Operating expenses	Net earnings	Increase over year 1899
1895.....	\$ 4,800	\$ 4,328	\$ 2,502	
1896.....	7,213	4,800	2,494	
1897.....	7,190	4,820	2,314	
1898.....	6,109	4,162	1,946	
1st group (mean).....	\$ 6,807	\$ 4,362	\$ 2,315	(Decrease) 2.36%
1905.....	6,000	4,982	1,567	
1906.....	6,339	4,548	2,072	
1907.....	6,722	4,100	2,016	
1908.....	9,750	4,430	2,323	
1909.....	7,905	4,370	2,435	
2d group (mean).....	\$ 6,430	\$ 4,367	\$ 2,302	(Decrease) 3.59%
1900.....	7,722	4,903	2,739	
1901.....	8,123	5,200	2,854	
1902.....	8,625	5,277	3,048	
1903.....	9,258	6,125	3,133	
1904.....	9,500	6,368	3,268	
3d group (mean).....	\$ 8,907	\$ 5,654	\$ 3,422	(Increase) 38.59%
1905.....	9,508	6,400	3,180	
1906.....	10,400	6,912	3,548	
1907.....	11,283	7,697	3,696	
1908.....	10,491	7,209	3,171	
1909.....	10,350	6,801	3,505	
4th group (mean).....	\$ 10,458	\$ 7,000	\$ 3,422	48.78%
1910.....	11,503	7,668	3,805	69.35%
1911.....	11,432	7,869	3,563	55.78%
1912.....	12,465	8,718	3,888	65.95%
1913.....	13,787	9,354	4,233	81.04%

Figures for 1890-1907, are taken from the Annual Statistical Report of the Interstate Commerce Commission. Commencing in 1908, the Commission omitted, in said annual reports, the figures for switching and terminal companies; a somewhat comparable figure would therefore, be obtained by using the Commission's Bulletin of Revenues and Expenses which continued to include said switching and terminal companies. We have done this in the table following.

Final figure for 1912 and 1913 however, will probably be larger than given in this table, because for those years the Bulletins only give the statistics for companies having more than \$1,000,000 operating revenue, while for previous years they also gave the figures for smaller roads.

The use of the final figures given in the Commission's Annual Reports of Statistics of Railways for the United States, or those given in the Bulletin, does not materially change the general trend; illustrating this, we here insert figures from 1908, using the said Bulletins:

Year	Gross earnings from operation	Operating expenses	Net earnings	Increase over year 1899
1908.....	\$ 10,613	\$ 7,304	\$ 3,219	
1909.....	10,486	6,053	2,502	
*1st group (mean).....	\$ 10,508	\$ 7,007	\$ 3,441	49.61%
1910.....	11,650	7,711	3,955	76.69%
1911.....	11,080	7,568	3,601	67.86%
1912.....	12,005	8,718	3,388	62.04%
1913.....	13,787	9,354	4,233	84.04%

*The above mean is derived by using the foregoing figures for the years 1908-9, with those for the years 1905-7 as shown in the preceding table.

Authority: Annual Statistical Reports of the Interstate Commerce Commission for years 1899-1911; for the years 1912 and 1913, figures were taken from Bulletin of Revenues and Expenses of steam roads for the month of June, 1913.

TENDENCY OF CAPITAL STOCK AND DIVIDENDS AMERICAN RAILWAYS.

Year	Single track mileage operated, including trucking and fighting	Increase over year 1890	Capital stock	Increase over year 1890
1890.....	\$150,404.00		\$ 4,400,608,485	
1891.....	161,375.17		4,450,040,027	
1892.....	162,307.39		4,628,108,705	
1893.....	169,779.84		4,698,055,418	
1894.....	170,690.36		4,884,073,620	
Average.....	\$165,109.47	5.07%	\$ 4,500,386,470	4.3%
1905.....	\$177,746.25		4,901,328,656	
1906.....	181,362.64		5,220,237,269	
1907.....	183,294.20		5,304,442,255	
1908.....	184,648.31		5,388,208,231	
1909.....	187,584.08		5,515,011,220	
Average.....	\$182,029.22	17.05%	\$ 5,201,141,645	19.95%
1900.....	\$192,556.00		5,845,579,563	
1901.....	195,501.92		5,800,600,304	
1902.....	200,154.36		6,031,301,205	
1903.....	205,313.54		6,105,500,022	
1904.....	212,243.50		6,530,600,329	
Average.....	\$201,160.80	26.02%	\$ 6,081,361,001	36.50%
1905.....	\$216,022.61		6,554,387,051	
1906.....	222,540.30		6,807,700,000	
1907.....	227,454.80		7,236,801,001	
*1908.....	230,404.00		7,373,212,222	
1909.....	235,402.00		7,680,578,545	
Average.....	\$226,522.97	44.84%	\$ 7,154,052,943	62.39%
1910.....	\$240,800.75	53.98%	\$ 8,113,637,380	84.00%
1911.....	246,299.00	57.44%	8,470,717,211	92.95%
1912.....	249,238.41	63.09%	8,439,500,697	92.07%

TENDENCY OF CAPITAL STOCK AND DIVIDENDS—Continued.

Year	Total divi- dends de- clared	Increase over year 1890
1890.....	\$ 87,071,613	
1891.....	91,117,913	
1892.....	97,814,745	
1893.....	109,229,885	
1894.....	95,515,238	
Average.....	\$ 94,449,876	5.47%
1895.....	85,387,543	
1896.....	87,692,571	
1897.....	87,119,569	
1898.....	95,152,889	
1899.....	111,009,822	
Average.....	\$ 93,432,845	7.31%
1900.....	\$ 129,597,972	
1901.....	136,735,784	
1902.....	185,391,655	
1903.....	186,728,178	
1904.....	231,941,049	
Average.....	\$ 180,078,927	106.82%
1905.....	\$ 237,964,182	
1906.....	272,795,074	
1907.....	308,088,627	
1908.....	300,695,351	
1909.....	331,071,020	
Average.....	\$ 306,123,212	251.58%
1910.....	\$ 406,771,416	306.02%
1911.....	450,195,573	428.33%
1912.....	400,432,732	359.86%

The capital stock includes the stock held by both railway companies and the public. The factors for 1905 and subsequent years are not entirely comparable with previous years, because different rules of classification are followed and because switching and terminal companies are not covered by the figures since 1907; but for the purpose of this comparison, the use we have made of such figures is entirely fair so far as the railway companies are concerned.

(a) Figures for 1908-1911, exclude returns for switching and terminal companies.

Authority: Figures given above for 1890-1911 were taken from the Annual Statistical Reports of the Interstate Commerce Commission. Figures for 1912 were taken from a preliminary statement issued by the Interstate Commerce Commission for the press under date of July 1, 1912; the figures given cover only those roads reporting to the Commission, whose gross operating revenues exceeded \$100,000 for the year and excludes returns for switching and terminal companies. Figures for 1893-1910 inclusive, are consolidated figures for Groups 1, 2 and 3; those for 1911, and 1912, cover the Eastern District.

Notes: The decrease in dividends from 1911 to 1912 for the United States was not due to any net decrease in the Eastern District. The compiled figures for the Eastern District have not been as yet published by the Interstate Commerce Commission (Feb. 2, 1914); but the exhibits introduced by the carriers in this case, covering the 45 system figures and purporting to exclude duplications, show a net increase in dividends paid for the fiscal year 1912, over 1911, amounting to approximately \$26,000,000. There is shown a decrease in 1913

of \$15,000,000, compared to 1912, but an increase of \$7,050,069 compared to 1911. The dividends of 1912 in the Eastern District, according to these exhibits, were greater than for any previous year, exceeding the former high water mark, 1910, by more than \$11,000,000.

AMOUNT AND PER CENT OF CAPITAL STOCK UPON WHICH DIVIDENDS WERE DECLARED, AND AMOUNT AND RATE PER CENT OF DIVIDENDS DECLARED, FOR THE YEARS ENDING JUNE 30th, 1890 TO 1912.

Year	Per cent of capital stock upon which dividends	Increase over year 1890	Amount of stock yield- ing divi- dends	Increase over year 1890
1890.....	30.24		\$ 1,098,121,023	
1891.....	40.36		1,796,300,636	
1892.....	29.43		1,825,705,427	
1893.....	58.78		1,800,000,548	
1894.....	30.37		1,707,925,563	
First group:				
Average.....	38.30	5.57%	\$ 1,700,500,880	19.10%
1895.....	39.94		\$ 1,485,618,613	
1896.....	39.83		1,359,024,075	
1897.....	39.59		1,030,549,978	
1898.....	33.71		1,818,115,062	
1899.....	40.61		2,239,562,545	
Second group:				
Average.....	32.91	(Decrease) 9.10%	\$ 1,741,161,027	8.96%
1900.....	45.00		\$ 2,008,000,800	
1901.....	51.27		2,977,575,179	
1902.....	53.49		5,337,034,081	
1903.....	56.00		3,450,737,869	
1904.....	57.47		3,043,427,219	
Third group:				
Average.....	53.20	(Increase) 47.09%	\$ 3,215,670,989	101.23%
1905.....	62.54		\$ 4,119,086,714	
1906.....	60.54		4,706,956,799	
1907.....	67.27		4,918,750,200	
*1908.....	65.69		4,843,375,749	
*1909.....	64.61		4,929,174,118	
Fourth group:				
Average.....	66.29	80.10%	\$ 4,671,600,507	192.23%
*1910.....	68.71	84.69%	\$ 5,412,578,437	228.69%
*1911.....	67.43	86.37%	5,738,250,226	218.59%
*1912.....	65.65	81.15%	5,329,805,814	247.95%

TENDENCY OF DIVIDENDS AMERICAN RAILWAYS—Continued.

Year	Average rate paid on yielding stock	Increase over year 1900	Average rate on all stock	Increase over year 1900
1900.....	5.45		1.97	
1907.....	5.97		2.95	
1908.....	5.35		2.11	
1909.....	5.58		2.56	
1910.....	5.49		1.97	
First group:				
Average.....	5.37	(Decrease) 1.47%	2.05	4.09%
1900.....	5.74		1.72	
1906.....	5.03		1.58	
1907.....	5.43		1.82	
1908.....	5.79		1.78	
1909.....	4.90		2.01	
Second group:				
Average.....	5.37	(Decrease) 1.42%	1.77	(Decrease) 10.15%
1900.....	5.23		2.30	
1902.....	5.39		2.70	
1903.....	5.55		3.08	
1904.....	5.70		3.20	
1905.....	6.09		3.50	
Third group:				
Average.....	5.00	(Increase) 2.70%	2.08	(Increase) 31.27%
1905.....	5.78		3.03	
1906.....	6.05		4.01	
*1908.....	6.23		4.19	
*1909.....	6.07		5.30	
*1910.....	6.53		4.18	
Fourth group:				
Average.....	6.05	30.18%	4.28	117.39%
*1910.....	7.50	37.61%	5.00	152.81%
*1911.....	9.03	47.34%	5.43	175.69%
*1912.....	7.30	33.11%	4.73	140.19%

*Does not include returns for switching and terminal companies.

Authority: 24th Annual Report on the Statistics of Railways in the United States.

(a) Figures for 1912 are taken from a preliminary statement given out by the Interstate Commerce Commission for the press under date of July 1, 1912. The figures given cover only those roads reporting to the Commission whose gross operating revenues exceeded \$100,000 for the year and excludes returns for switching and terminal companies.

WESTERN ADVANCED RATE CASE.

In May, 1914, a conference of western railroads was held in an office in Chicago. The minutes of the said meeting were as follows:

STRICTLY PRIVATE AND CONFIDENTIAL.

Proceedings of Meeting of Chief Traffic Officers of Lines Embraced in Western Trunk Line Committee, Trans-Missouri Freight Bureau and Southwestern Tariff Committee, Held in Chicago, May 11th, 12th and 13th, 1914.

The lines to whom the call for this meeting was sent and the representation at the meeting was as follows:

A. T. & S. F. Ry.—F. B. Houghton, J. S. Bartle.
 C. & A. RR.—C. W. Galligan.
 C. & N. W. RR.—H. R. McCullough.
 C. B. & Q. RR.—C. G. Burnham.
 C. G. W. RR.—Jos. W. Blahon.
 C. M. & St. P. Ry.—E. S. Keeley.
 C. R. I. & P. Ry.—J. E. Gorman.
 Colo. Mid. RR.—Not represented.
 D. & R. G. Ry.—J. M. Johnson.
 E. P. & S. W. Ry.—Not represented.
 Ft. S. & W. RR.—Not represented.
 C. C. & S. F. Ry.—F. B. Houghton.
 Ill. Cent. RR.—F. B. Bowea.
 I. G. N. Ry.—N. M. Leach.
 Kans. City Sou. Ry.—J. F. Holden, R. R. Mitchell.
 L. & A. Ry.—Not represented.
 Mallory S. S. Co.—Not represented.
 Midland Valley RR.—Not represented.
 M. & St. L. RR.—S. G. Lutz.
 M. St. P. & S. S. M. Ry.—W. L. Martin.
 Mo. Pac. Ry.—J. M. Johnson, H. M. Adams, W. A. Rambach, C. E. Perkins.
 M. K. & T. Ry.—C. Halle, J. L. West.
 M. O. & G. Ry.—O. G. Pareley.
 M. & N. A.—Not represented.
 N. O. T. & M. RR.—S. S. Butler.
 S. A. & A. P. Ry.—Not represented.
 St. J. & G. I. Ry.—S. E. Stohr.
 St. L. & S. F. RR.—W. B. Biddle, F. C. Reilly.
 St. L. S. F. & T. RR.—W. C. Preston.
 St. L. S. W. Ry.—H. E. Farrell.
 Sou Pac Lines—L. J. Spence.
 Tex. Cent. Ry.—Not represented.
 Tex. City S. S. Co.—Not represented.
 V. S. & P. Ry.—Not represented.
 Union Pac. RR.—Not represented.
 Western Trunk Line—F. G. Banister.

Trans-Mo. Frt. Bureau—W. A. Poteet.
 Southwestern Tariff Co.—F. A. Leland.
 Wabash RR.—W. C. Maxwell.

After very careful consideration of the subject submitted to the Chief Traffic Officers by the Presidents conclusions were reached as set forth in the following report:

The traffic territories involved are those of the Western Trunk Line Committee, the Trans-Missouri Bureau and the Southwestern Tariff Committee.

1. It is believed to be practicable to secure substantial advances in the class rates in Western Trunk Line territory by a re-adjustment of the relationship as between the classes to more nearly conform to the grouping of articles in the Western Classification.

2. That advances should be made in the general list of commodity rates in the three territories where the present rates do not bear a proper relationship to the class rates which would govern in the absence of commodity rates.

3. That on all other interstate traffic a horizontal advance of ten (10) per cent be made to be so applied as to not disturb established differential relationships. Such advances on interstate traffic to be made without regard to intrastate rates which it may be impossible to change.

4. That on the following commodities advances be made as shown:

Lumber	2 cents per 100 lbs.
Grain and grain products.....	1 cent per 100 lbs.
Coal and coke.....	10 cents per 100 lbs.

5. That reasonable charges be made for all special services rendered. The following are some of the special services which may properly be enumerated under this recommendation:

- A—A charge for milling and malting of grain in transit.
- B—A charge for transit privileges on grain.
- C—A charge for stopping cars in transit to finish loading or to partially unload.
- D—A charge for reconsigning carload shipments of freight.
- E—A charge for handling trap cars.
- F—A charge for spotting cars.
- G—A charge for storage of all classes of freight whether stored in transit or at destination.
- H—Discontinue the payment of elevation charges on grain.
- I—Discontinue allowances for loading and unloading of live stock.
- J—Discontinue the concentration of dairy products.
- K—Discontinue the allowances, account of dunnage.
- L—Consideration to be given to the question of per diem versus mileage on private cars.
- M—Discontinue the practice of allowing free time at ports on export traffic. A reasonable charge to be made therefor.
- N—Discontinue the payment of handling charges at ports in connection with import and export traffic.
- O—A charge for all out-of-town line hauls.
- P—That switching and other absorptions be restricted within reasonable limits.

Under this section the view was expressed that the absorption of switching charges should be confined strictly to competitive traffic.

Several of the subjects under Section 5 were taken up for discussion, but owing to the fact that the representation on the first day of the meeting was not complete and the further fact that several of the representatives present at the first day's session were unable to remain for the second and third day's session, it was not possible to definitely dispose of them. In addition to the foregoing it was recognized that some commodities should be given special consideration, of which verbal explanation will be made.

ADJOURNED,

J. M. JOHNSON,

Chairman of the meeting.

(Rate on coal and coke evidently a typographical error. Should read per ton.)

Effective December first, the railroads commenced filing tariffs proposing these general advances in western rates. Something like a thousand tariffs and supplements were filed at that time. This was followed by many other tariffs during subsequent weeks.

The State Commissions of Iowa, Oklahoma, South Dakota, Nebraska, Arizona, California, North Dakota, Minnesota, Kansas, Texas, Arkansas, New Mexico, Nevada, Montana, and the Traffic Service Bureau of Utah, organized a committee at Washington, D. C., during a meeting of the National Association of Railway Commissioners, to gather and present evidence to the Interstate Commerce Commission, on behalf of the shippers and consuming public in our respective states, as contemplated by our state and federal laws. The chairman of this commission was chosen chairman of the said committee.

The Interstate Commerce Commission suspended the tariffs as petitioned for by the said state commissions. No hearings were held during the calendar year of 1914.

Interstate Cases Handled by Commerce Counsel for the Year Ending Dec. 7, 1914.

Burlington Basket Co., Burlington, Ia., v. Western Trunk Line Carriers, I. & S. No. 276. Advance in rates on baskets. Petition filed with I. C. C. for suspension, which was granted. Carriers apply third class differential of 4 cents over Omaha rate; satisfactory.

Iowa Railroad Commission v. C., R. I. & P. Ry. Co., I. C. C. No. 5700. Car shortage and distribution. Complaint filed February 10, 1913. Hearing was had on July 18, 1913.

Farmers' Grain & Mercantile Company v. C. & N. W. Ry. Co., and C. G. W. R. R. Co., I. C. C. No. 6372. In re rates on grain Kirkman, Iowa, to Omaha and Kansas City. Complaint filed on November 26, 1912. Complaint dismissed at request of complainant, as rate was adjusted satisfactorily.

Clinton Sugar Refining Company, Clinton, Iowa, et al., I. & S. No. 232. Petition filed asking for suspension of tariffs advancing rates on grain and starch. Suspension granted.

Marshall Oil Company, Marshalltown, Iowa, v. C. & N. W. Ry. Co., et al., I. C. C. No. 5280. Rate on petroleum and its products, Marshalltown to Kansas City and other points. Rates found unreasonable and reparation awarded.

Tisdale Lumber Company v. C., R. I. & P. Ry. Co., lumber rates from south to certain Iowa stations. Included in I. & S. No. 282. Assigned for hearing December 10, 1913. Iowa towns get proper adjustment.

Apple rates. Opened July 18, 1913, by State Railway Commissions of Missouri, Kansas, Iowa and Nebraska, relative to carload rates on apples. Hearing at St. Louis, October 28, 1914.

Campbell Heating Co., Des Moines, Iowa, v. The A. T. & S. F. Ry. Co., et al., I. C. C. No. 5865. In matter of shipment of iron and steel furnaces, and parts thereof. Hearing December 8, 1912. Case dismissed, but shipper sustained in dividing furnace into parts, thus securing a lesser rate.

Hoopes & Sons, Muscatine, Iowa, v. C., M. & St. P. Ry. Co., et al., I. C. C. No. 6016. Referring to switching and asking reparation. Dismissed.

Iowa & Southwestern Railway Company v. C., B. & Q. R. R. Co., I. C. C. No. 5441, asking for through routes and switching arrangements. Complaint filed with I. C. C. December 19, 1912. Hearing at Des Moines March 31, 1913. Briefs filed and oral argument had; decided by Commission, requiring defendant to maintain and apply reasonable rates on switching cars received from complainant, outside of Iowa, destined to industries located on line of defendant at Clarinda; did not provide for switching cars from industries located on Burlington tracks to points outside of Iowa on line of complainant.

Iron and Steel, I. & S. No. 287. Protest against and application for suspension of advances in rates on iron and steel from Chicago, etc., to Iowa points. Suspension granted. Advances found to be justified, and advance allowed.

Iowa Board of Railroad Commissioners, et al., v. The A. T. & S. F. Ry. Co., et al. In re transportation of live stock, unreasonable rules, regulations, tariffs, bills of lading, etc. I. C. C. No. 6766 and I. & S. 409. Pending.

Louden Machinery Company, Fairfield, Iowa, v. The A. T. & S. F. Ry. Co., et al., I. C. C. No. 6251. Classification of feed and litter carriers. Pending.

I. & S. No. 333, Rate Increases in Official Classification Territory, in connection with Docket No. 5860, known as Five Per Cent Rate Case. Hearings began in November, 1913. Suspension dockets having particular reference to the rates on glucose, coffee, sugar, coal, salt, etc.

Decker & Sons, Mason City, Iowa, v. C., M. & St. P. Ry. Co., et al., I. C. C. No. 6329. Rates on packing house products, Mason City to Chicago. Dismissed by I. C. C.

Sinclair & Company, Cedar Rapids, Iowa, I. & S. No. 290. Rates on packing house products, Cedar Rapids, Iowa, and other points to St. Paul, Minn., and other points. I. C. C. finds respondents justified rate.

H. Rhynsburger, Pella, Iowa, v. C., R. I. & P. Ry. Co., I. C. C. No. 5598. Rates on butter and eggs, and reparation claimed. Dismissed by I. C. C.; rates found not unreasonable.

Commerce Council, for Iowa shippers. Rates on bananas. Application for suspension filed July 28, 1914. Suspension denied.

I. & S. No. 458. Commerce Council entered case; rates on coal, anthracite. Suspension granted. Pending.

Commerce Council for Iowa Shippers. Advance in transportation charges on tropical fruits. Protest and application for suspension filed October 30, 1914. Declined.

Glesler & Company v. The A. T. & S. F. Ry. Co., et al. I. C. C. 6499. Wagon brakes and hardware. Hearing May 21, 1914. Pending.

Commerce Council for Clinton Sugar Refining Company and J. C. Hubinger Bros. Co., I. & S. No. 563. Advances in rates on glucose. Protest and application for suspension filed. Suspension granted; decision pending.

Commerce Council for Clinton Sugar Refining Company, et al., I. & S., 556. Protest and application for suspension filed November 14, 1914. Suspension granted. Pending. Grain by-products.

Commerce Council for Grain Producers and Shippers of Iowa. I. & S. No. 555. Protest and application for suspension filed. Pending.

Douglas Company, Cedar Rapids, Iowa, v. C. I. & S. R. R. Co. Proportional rate on starch in C. F. A. territory. Protest and application filed May 14, 1914. Suspension denied. Awaiting decision in 5 per cent advance rate case.

Commerce Council for Douglas Company Intermountain case. Fourth Section Applications, 205, 205, et al. Pending.

Commerce Council for Dubuque Shippers' Ass'n. Rates on pig iron. I. C. C. 4800. Intervener in Sloss-Sheffield Co. case.

Commerce Council. Application filed with I. C. C. April 16, 1914, in matter of lake and rail rates. Suspension denied. Pending.

Jacob E. Decker & Sons, et al., v. W. T. L. Committee. Stopping in transit charges. I. C. C. 6394 and I. & S. 410. Hearing July 13, 1914; oral argument, October 24, 1914. Pending.

Rath Packing Company, Waterloo, Iowa, v. Ill. Cent. R. R. Co., et al. I. C. C. 6621. Rate on packing house products. Hearing May 20, 1914. Pending.

Commerce Council for T. M. Sinclair & Co., et al., I. & S. 562. Advance in rates on fresh meats, packing house products and hides. Pending.

Manhattan Oil Company, et al., v. The A. T. & S. F. Ry. Co., et al. I. C. C. 6307. Petroleum rates. Hearing at Kansas City, Mo., October 19, 1914. Pending.

Commerce Council for Commercial Association of Ottumwa. Wrought and cast iron pipe. Suspension denied.

Proportional rates in C. F. A. Territory. I. & S. No. 432. Hearing Nov. 23, 1914. Pending.

Commerce Council for Iowa Shippers. I. & S. No. 523. Demurrage charge on refrigerator cars. Suspension granted. Decision pending.

Board of Railroad Commissioners of Iowa v. The A. T. & S. F. Ry. Co., et al., I. C. C. 6963; rates on red cedar shingles from the Pacific Coast. Hearing August 3, 1914. Pending.

Commerce Council for Shippers. I. & S. 522. Suspension of items in W. H. Hoemer's Western Trunk Line Circular 1-K. Suspended until March 31, 1915. Decision pending.

I. C. C. Nos. 6943-6944. Commerce Council entered appearance; Greater Des Moines Committee v. M. & St. L. R. R. Co., et al. Pending.

Commerce Council of Iowa for Shippers. Intervener in I. & S. No. 444, restricting shape of baggage. Hearing November 9, 1914. Pending.

Commerce Council of Iowa for Iowa Shippers. I. C. C. 4844. Uniform bill of lading. Hearing at Chicago January 1, 1914. Commerce Council intervened. Limit four months as heretofore; not finally determined by I. C. C.

Commerce Council for Shippers. Application for suspension of tariffs in C. F. A. territory. Denied.

Commerce Counsel for Board of Railroad Commissioners and Shippers. Suspension of tariffs in C. F. A. territory. Denied.

Mac Clemons, Mt. Ayr, v. C. B. & Q. R. R. Co. Rate on horses and mules. Dismissed at request of complainant, as he had no further interest in case.

Commerce Counsel for Shippers. Rates on coke. Protest filed April 18, 1914. Hearing July 22, 1914. Pending.

Morris-Johnson-Brown Mfg. Co. v. Ill. Cent. R. R. Co. I. C. C. 5215. Carload rates on excelsior from Dubuque to Chicago, Peoria and St. Louis, Mo., not unreasonable or discriminatory. Rates from Dubuque to Missouri River points held to be unreasonable and reasonable rates for future prescribed.

Commerce Counsel for Shippers. Protest as to rules regulating shipment of perishable freight, filed June 13, 1914. Rules complained of withdrawn.

Commerce Counsel for Associated Manufacturers Co., Waterloo, Iowa. Carload shipments of gasoline engines. Protest denied.

Commerce Counsel for Shippers. Advance in rates on grain to Kansas City and Wichita. I. C. C. concludes advances reasonable.

Commerce Counsel, Intervenor for Railroad Commission in Lindsay & Company, et al., v. Northern Pacific Railway Co., I. C. C. 6172. Hearing April 16, 1914, at Helena, Mont. Decision pending.

Commerce Counsel for Railroad Commission and Iowa Shippers. I. & S. No. 442. Rates on shipments of live poultry, carload. Protest and application for suspension filed April 15, 1914. Oral argument October 24, 1914. Decision pending.

Commerce Counsel for Board of Railroad Commissioners. I. & S. No. 432. Advance in proportional rates between C. F. A. territory and Iowa points. Protest and application for suspension filed April 2, 1914. Hearing November 23, 1914. Pending.

Commerce Counsel for Merchants and Shippers of Iowa. Protest and application for suspension of advances in rates on salt. Pending.

U. S. Button Company, Muscatine, Iowa, v. C. R. I. & P. Ry. Co., I. C. C. 6879. Switching. Petition filed April 21, 1914. Hearing July 16, 1914. Switching privilege granted complainant, the same as to the other manufacturers similarly situated, of defendant's line.

Commerce Counsel for Iowa Shippers. I. & S. No. 411. Class and commodity rates to Salt Lake City, Utah, and other points. Hearing at Salt Lake City on July 20, 1914. Orally argued November 5, 1914. Pending.

Weighing of freight by carriers. I. C. C. 4631. The State of Iowa has been represented by the Commerce Counsel and Assistant at a number of hearings in the matter of investigation of alleged irregularities and discrepancies in the weighing of freight by the carriers. By Opinion 2392, 28 I. C. C. Report, Commission makes report.

Wheeler Lumber Company, Des Moines, Iowa, v. The A. T. & S. F. Ry. Co., et al., I. C. C. 6089. Rates on fir lumber and fir lumber products from Pacific Coast points to Iowa points. Hearing had, and on May 5, 1914. Commission dismisses complaint.

Western Rate Case. Railroad Commission v. Arizona Eastern R. R. Co., et al., I. C. C. 5241. Reopened.

Commerce Counsel for Douglas Company, et al., Dunnage Allowances. Protest filed with I. C. C. on September 3, 1914. I. C. C. declines to suspend rule abolishing dunnage allowances.

Commerce Counsel for Board of Railroad Commissioners. I. & S. No. 372. Potato rates in Western Classification territory. Protest and request for suspension of advances, filed January 8, 1914. Respondents cancel rates and restore rates formerly in effect, thereby removing cause of complaint.

Commerce Counsel for Iowa Shippers. Increase in charge for icing refrigerator cars and re-icing carload shipments of perishable freight. Protest and application for suspension filed September 28, 1914. Items protested against withdrawn and cause for complaint dismissed.

MATTERS AFFECTING INTERSTATE RATES BUT ADJUSTED WITHOUT NECESSITY OF FILING COMPLAINT WITH INTERSTATE COMMERCE COMMISSION.

Commerce Counsel for Farmers' Grain Dealers' Ass'n. of Iowa, v. C. & N. W. Ry. Co. Corn, carload, from Goldfield to Kansas City. Adjustment probable.

Fred Lynch, Dallas, Iowa, v. C., R. I. & P. and St. L. & K. C. S. L. R. R. Co. Excessive freight and claim for reparation. Adjustment probable.

Curtis C. Bent, Bedford, Iowa. Rates on hardwood rollers. Overcharge; satisfactorily adjusted.

Aluminum Mfg. Co., Des Moines. Rate adjustment on aluminum kitchen utensils from Des Moines to various points. Pending.

Kratzer Carriage Company, Des Moines. Application to Western Classification Committee for third class L. C. L. rate on malleable iron buggy and wagon steps. Pending.

Commerce Counsel for Douglas Company, Cedar Rapids, Iowa. Relative to omission, through error, of Ill. Cent. of rule; I. C. C. grants permission to Ill. Cent. to correct error.

Commerce Counsel for Monarch Telephone Mfg. Co., Ft. Dodge, Iowa, v. Ft. D., D. M. & S. Ry. Co. Classification on telephone and telegraph fixtures. Western Weighing and Inspection Bureau decides they shall take same rate as applied on hardware.

Commerce Counsel for Luthé Hardware Company. Classification on feed troughs. Matter taken up with I. C. C., which presents it to Western Classification Committee. Application filed with Western Classification Committee for rating. Pending.

Commerce Counsel for Western Grocer Company, et al. Rates on cucumbers in brine from Colorado points. Pending.

OFFICERS AND DIRECTORS

OF

Steam Railway Companies

Officers and Directors of Steam Railway Companies.

THE ATCHISON, TOPEKA & SANTA FE RAILWAY COMPANY

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
Edward P. Ripley.....	Chicago, Ill.....	October 22, 1914
Henry S. Pritchett.....	New York, N. Y.....	October 22, 1914
Charles Steele.....	New York, N. Y.....	October 22, 1914
Howell Jones.....	Topeka, Kansas.....	October 22, 1914
H. Rieman Duval.....	New York, N. Y.....	October 28, 1915
Thomas P. Fowler.....	New York, N. Y.....	October 28, 1915
Walker D. Hines.....	New York, N. Y.....	October 28, 1915
Charles S. Glead.....	Topeka, Kansas.....	October 28, 1915
Edward J. Berwind.....	New York, N. Y.....	October 26, 1916
John G. McCullough.....	New York, N. Y.....	October 26, 1916
Henry C. Pirk.....	Pittsburgh, Pa.....	October 26, 1916
Andrew C. Jobs.....	Merriam, Kansas.....	October 26, 1916
Benjamin P. Cheney.....	Boston, Mass.....	October 25, 1917
Augustus D. Julliard.....	New York, N. Y.....	October 25, 1917
T. De Witt Cuyler.....	Philadelphia, Pa.....	October 25, 1917

PRINCIPAL OFFICERS.

Title	Name	Official Address
President.....	E. P. Ripley.....	Chicago, Ill.
Vice President.....	W. B. Storey.....	Chicago, Ill.
Vice President.....	Edward Chambers.....	Chicago, Ill.
Secretary and Treasurer.....	E. L. Copeland.....	Topeka, Kas.
Assistant Secretary and Treasurer.....	G. Holterhoff, Jr.....	Los Angeles, Calif.
General Counsel.....	Walker D. Hines.....	New York, N. Y.
General Solicitor.....	Gardner Lathrop.....	New York, N. Y.
Comptroller.....	D. L. Gallup.....	New York, N. Y.
Deputy Comptroller.....	A. E. Waterhouse.....	New York, N. Y.
General Auditor.....	W. E. Bailey.....	Chicago, Ill.
Assistant General Auditor.....	J. E. Baxter.....	Chicago, Ill.
General Manager Eastern Lines.....	A. L. Conrad.....	Chicago, Ill.
General Manager Western Lines.....	C. W. Kouns.....	Topeka, Kas.
General Manager Coast Lines.....	F. C. Fox.....	Amarillo, Tex.
General Manager S. F. P. & P. Lines.....	A. G. Wells.....	Los Angeles, Calif.
Chief Engineer System.....	W. A. Drake.....	Prescott, Ariz.
General Superintendent.....	C. F. W. Felt.....	Chicago, Ill.
General Superintendent.....	R. J. Parker.....	Topeka, Kas.
General Superintendent.....	E. Raymond.....	Newton, Kas.
Acting General Superintendent.....	C. H. Bristol.....	La Junta, Colo.
General Superintendent.....	G. C. Starkweather.....	Amarillo, Tex.
General Superintendent.....	I. L. Hibbard.....	Los Angeles, Calif.
Freight Traffic Manager.....	F. B. Houghton.....	Chicago, Ill.
Passenger Traffic Manager.....	W. J. Black.....	Chicago, Ill.
General Freight Agent.....	J. E. Koontz.....	Topeka, Kas.
General Freight Agent.....	H. P. Answalt.....	Los Angeles, Calif.
General Passenger Agent.....	J. M. Connell.....	Topeka, Kas.
Land Commissioner.....	Howell Jones.....	Topeka, Kas.

ATLANTIC NORTHERN & SOUTHERN RAILWAY COMPANY.

OFFICERS.

Name	Title	Official Address
W. A. Follett.....	Receiver.....	Atlantic, Iowa
F. D. Le Fieber.....	General Manager.....	Atlantic, Iowa

ATLANTIC NORTHERN RAILWAY COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
S. C. Pedersen.....	Elkhorn, Iowa.....	September 1, 1914
John Petersen.....	Elkhorn, Iowa.....	September 1, 1914
Wilsede Ralstonberg.....	Elkhorn, Iowa.....	September 1, 1914
Peter Sykke.....	Kimbalton, Iowa.....	September 1, 1914

PRINCIPAL OFFICERS.

Title	Name	Official Address
Chairman of the Board.....	S. C. Pedersen.....	Elkhorn, Iowa
President.....	S. C. Pedersen.....	Elkhorn, Iowa
Vice President.....	John Petersen.....	Elkhorn, Iowa
Secretary.....	Peter Sykke.....	Kimbalton, Iowa
Treasurer.....	Peter Sykke.....	Kimbalton, Iowa
General Counsel.....	W. A. Follett.....	Atlantic, Iowa
Comptroller.....	W. A. Follett.....	Atlantic, Iowa
Auditor.....	W. A. Follett.....	Atlantic, Iowa
General Manager.....	C. E. Spar.....	Atlantic, Iowa

ATLANTIC SOUTHERN RAILROAD COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
Robert Ables.....	St. Louis, Mo.....	May, 1915
Robert Ables, Jr.....	St. Louis, Mo.....	May, 1915
J. D. Ables.....	St. Louis, Mo.....	May, 1915
H. F. Schluemaker.....	St. Louis, Mo.....	May, 1915
John M. Road.....	Des Moines, Iowa.....	May, 1915
Geo. W. Coffin.....	Atlantic, Iowa.....	May, 1915
De Roo Weber.....	Atlantic, Iowa.....	May, 1915

PRINCIPAL OFFICERS.

Title	Name	Official Address
President.....	Robert Ables.....	St. Louis, Mo.
First Vice President.....	De Roo Weber.....	Atlantic, Iowa
Second Vice President.....	J. D. Ables.....	St. Louis, Mo.
Secretary.....	John M. Road.....	Des Moines, Iowa
Treasurer.....	Robert Ables, Jr.....	St. Louis, Mo.
General Solicitor.....	John M. Road.....	Des Moines, Iowa
Attorney.....	W. A. Follett.....	Atlantic, Iowa
Auditor.....	H. F. Schluemaker.....	St. Louis, Mo.
General Manager.....	George W. Coffin.....	Atlantic, Iowa
Assistant General Manager.....	W. E. Engel.....	Atlantic, Iowa
Chief Engineer.....	Wm. Osborne.....	Atlantic, Iowa
Traffic Manager.....	E. S. Harlan.....	Atlantic, Iowa

CENTERVILLE, ALBIA & SOUTHERN RAILWAY COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
D. C. Bradley.....	Centerville, Iowa.....	January, 1915
Frank S. Payne.....	Centerville, Iowa.....	January, 1915
C. M. Bradley.....	Centerville, Iowa.....	January, 1915
G. D. Payne.....	Centerville, Iowa.....	January, 1915
John B. Turner.....	Jersey City, N. J.....	January, 1915

PRINCIPAL OFFICERS.

Title	Name	Official Address
President.....	D. C. Bradley.....	Centerville, Iowa
Vice President.....	Frank S. Payne.....	Centerville, Iowa
Secretary.....	G. D. Payne.....	Centerville, Iowa
Treasurer.....	C. M. Bradley.....	Centerville, Iowa
Auditor.....	J. P. Boyle.....	Centerville, Iowa
General Manager.....	Frank S. Payne.....	Centerville, Iowa
Traffic Manager.....	J. P. Boyle.....	Centerville, Iowa

CHARLES CITY WESTERN RAILWAY COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
C. W. Hart.....	Charles City, Iowa.....	January 11, 1915
A. F. Ellis.....	Charles City, Iowa.....	January 11, 1915
N. Probeson.....	Charles City, Iowa.....	January 11, 1915
C. D. Ellis.....	Charles City, Iowa.....	January 11, 1915
E. M. Sherman.....	Charles City, Iowa.....	January 11, 1915
C. H. Parr.....	Charles City, Iowa.....	January 11, 1915
F. W. Fisher.....	Charles City, Iowa.....	January 11, 1915

PRINCIPAL OFFICERS.

Title	Name	Official Address
Chairman of the Board	C. W. Hart	Charles City, Iowa
President	C. W. Hart	Charles City, Iowa
Vice President	E. M. Sherman	Charles City, Iowa
Secretary	C. H. Parr	Charles City, Iowa
Treasurer	C. H. Parr	Charles City, Iowa
General Manager	E. R. Kruenberg	Charles City, Iowa

CHICAGO, ANAMOSA & NORTHERN RAILROAD COMPANY.

PRINCIPAL OFFICERS.

Title	Name	Official Address
President	Louis F. Myers	Chicago, Ill.
First Vice President	W. J. Gorman	Chicago, Ill.
Secretary	G. E. Farmer	Anamosa, Iowa
Treasurer	Clifford L. Niles	Anamosa, Iowa
Attorney	T. J. Fitzpatrick	Dubuque, Iowa
Auditor	G. E. Farmer	Anamosa, Iowa
Assistant Auditor	S. B. Fuller	Anamosa, Iowa

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
Geo. F. Baker	New York, N. Y.	November 4, 1914
George C. Clark	New York, N. Y.	November 4, 1914
William P. Clough	New York, N. Y.	November 4, 1914
George B. Harris	Chicago, Ill.	November 4, 1914
James J. Hill	St. Paul, Minn.	November 4, 1914
James N. Hill	New York, N. Y.	November 4, 1914
Hale Hobben	Chicago, Ill.	November 4, 1914
Darius Miller	Chicago, Ill.	November 4, 1914
Edward T. Nichols	New York, N. Y.	November 4, 1914
Charles E. Perkins	Burlington, Iowa	November 4, 1914
Samuel Thorne	New York, N. Y.	November 4, 1914

PRINCIPAL OFFICERS.

Title	Name	Official Address
Chairman of the Board	Geo. B. Harris	Chicago, Ill.
President	D. Miller	Chicago, Ill.
Vice President	H. Holden	Chicago, Ill.
Vice President	C. G. Burnham	Chicago, Ill.
Vice President	H. E. Byram	Chicago, Ill.
Vice President	T. S. Howland	Chicago, Ill.
Vice President	W. W. Baldwin	Burlington, Iowa
Secretary	T. S. Howland	Chicago, Ill.
Treasurer	T. S. Howland	Chicago, Ill.
General Counsel	C. M. Davis	Chicago, Ill.
General Solicitor	O. M. Spencer	St. Joseph, Mo.
Solicitor	Byron Clark	Omaha, Nebr.
General Auditor	C. I. Sturgis	Chicago, Ill.
Assistant General Auditor	H. D. Foster	Chicago, Ill.
Auditor	W. P. Burkes	Chicago, Ill.
General Manager	E. P. Bracken	Chicago, Ill.
General Manager	G. W. Holdrege	Omaha, Nebr.
Assistant General Manager	E. S. Koller	Omaha, Nebr.
Chief Engineer	T. E. Calvert	Chicago, Ill.
General Superintendent	P. L. Johnson	Galesburg, Ill.
General Superintendent	Robert Rice	Burlington, Iowa
General Superintendent	P. H. Ustick	St. Louis, Mo.
General Superintendent	L. B. Allen	Lincoln, Nebr.
General Superintendent	F. E. Young	Alliance, Nebr.
Freight Traffic Manager	G. H. Crosby	Chicago, Ill.
Assistant Freight Traffic Manager	C. O. Spens	Chicago, Ill.
General Freight Agent	E. R. Puffer	Chicago, Ill.
General Freight Agent	W. Gray	St. Louis, Mo.
General Freight Agent	H. H. Holcomb	Omaha, Nebr.
Passenger Traffic Manager	P. S. Fustle	Chicago, Ill.
General Passenger Agent	John Francis	Chicago, Ill.
General Passenger Agent	L. W. Walsley	Omaha, Nebr.
General Passenger Agent	W. A. Lator	St. Louis, Mo.

CHICAGO GREAT WESTERN RAILROAD COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
S. M. Felton	Chicago, Ill.	October, 1914
Charles Steele	New York, N. Y.	October, 1914
O. H. Morron	New York, N. Y.	October, 1914
C. H. Conover	Chicago, Ill.	October, 1915
C. M. Carr	Chicago, Ill.	October, 1915
A. A. Sprague, II	Chicago, Ill.	October, 1915
F. C. Pinkblue	Des Moines, Iowa	October, 1915
J. S. Bell	Minneapolis, Minn.	October, 1916
J. A. Speed	Chicago, Ill.	October, 1916
Millon Tootle, Jr.	St. Joseph, Mo.	October, 1916
E. P. Whitney	Kansas City, Mo.	October, 1917
E. N. Hurley	Chicago, Ill.	October, 1917
*F. Weyerhaeuser	St. Paul, Minn.	October, 1917

*Deceased.

PRINCIPAL OFFICERS.

Title	Name	Official Address
President	S. M. Felton	Chicago, Ill.
Vice President	J. W. Blabon	Chicago, Ill.
Assistant Secretary	F. L. Purdy	New York, N. Y.
Assistant Secretary	A. H. Gillaro	New York, N. Y.
Secretary	M. P. Nugent	New York, N. Y.
Treasurer	J. F. Coykendall	Chicago, Ill.
General Counsel	J. F. Coykendall	Chicago, Ill.
Auditor	John Barton Payne	Chicago, Ill.
General Manager	Con F. Krebs	Chicago, Ill.
Chief Engineer	J. A. Gordon	Chicago, Ill.
General Freight Agent	C. G. Delo	Chicago, Ill.
General Passenger Agent	Oscar Townsend	Chicago, Ill.
	A. L. Craig	Chicago, Ill.

MASON CITY & FORT DODGE RAILROAD COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
J. W. Blabon	Chicago, Ill.	September 15, 1914
Luther Drake	Omaha, Neb.	September 15, 1914
S. M. Felton	Chicago, Ill.	September 15, 1914
E. C. Pinkbine	Des Moines, Iowa	September 15, 1914
C. H. McNider	Mason City, Iowa	September 15, 1914
G. W. Wattles	Omaha, Nebr.	September 15, 1914

PRINCIPAL OFFICERS.

Title	Name	Official Address
President	S. M. Felton	Chicago, Ill.
Vice President	J. W. Blabon	Chicago, Ill.
Secretary & Treasurer	J. F. Coykendall	Chicago, Ill.
Auditor	Con F. Krebs	Chicago, Ill.

WISCONSIN, MINNESOTA & PACIFIC RAILROAD COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
S. M. Felton	Chicago, Ill.	September 11, 1914
J. W. Blabon	Chicago, Ill.	September 11, 1914
J. H. Rich	Red Wing, Minn.	September 11, 1914
H. Sommers	St. Paul, Minn.	September 11, 1914
C. J. McConville	St. Paul, Minn.	September 11, 1914

PRINCIPAL OFFICERS.

Title	Name	Official Address
President	S. M. Felton	Chicago, Ill.
Vice President	J. W. Blabon	Chicago, Ill.
Secretary	J. F. Coykendall	Chicago, Ill.
Treasurer	J. F. Coykendall	Chicago, Ill.
Auditor	Con F. Krebs	Chicago, Ill.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
Walter P. Blas	New York, N. Y.	September, 1914
A. J. Earling	Chicago, Ill.	September, 1914
Chas. W. Harkness	New York, N. Y.	September, 1914
Samuel McRoberts	New York, N. Y.	September, 1914
John D. Ryan	New York, N. Y.	September, 1914
Donald G. Geddes	New York, N. Y.	September, 1915
William Rockefeller	New York, N. Y.	September, 1915
John A. Stewart	New York, N. Y.	September, 1915
H. R. Williams	New York, N. Y.	September, 1915
J. Ogden Armour	Chicago, Ill.	September, 1916
Stanley Field	Chicago, Ill.	September, 1916
L. J. Pett	Milwaukee, Wis.	September, 1916
P. A. Rockefeller	New York, N. Y.	September, 1916

PRINCIPAL OFFICERS.

Title	Name	Official Address
President	A. J. Earling	Chicago, Ill.
Assistant to President	J. W. Taylor	Chicago, Ill.
Assistant to President	C. A. Goodnow	Chicago, Ill.
Vice President	H. B. Williams	New York, N. Y.
Vice President	E. W. McKenna	Chicago, Ill.
Vice President	J. H. Hilland	Chicago, Ill.
Vice President	E. S. Keeley	Chicago, Ill.
Vice President	E. D. Sewell	Chicago, Ill.
Vice President	D. L. Bush	Chicago, Ill.
Vice President	H. B. Earling	Seattle, Wash.
Vice President	O. B. Ferry	New York, N. Y.
Secretary	E. W. Adams	Milwaukee, Wis.
Treasurer	F. G. Ranney	Chicago, Ill.
General Solicitor	H. H. Field	Chicago, Ill.
Attorney or General Counsel	Burton Hanson	Chicago, Ill.
General Auditor	B. A. Dousman	Chicago, Ill.
Assistant General Auditor	G. J. Dumling	Chicago, Ill.
Assistant General Auditor	J. Welch	Chicago, Ill.
Assistant General Auditor	W. V. Wilson	Chicago, Ill.
General Manager	P. O. Hart	Chicago, Ill.
Assistant to the General Manager	J. T. Gillick	Chicago, Ill.
Chief Engineer	C. P. Loweth	Chicago, Ill.
General Superintendent	W. S. Cooper	Chicago, Ill.
General Superintendent	P. C. Eldredge	Chicago, Ill.
General Superintendent	J. H. Foster	Milwaukee, Wis.
General Superintendent	W. B. Foster	Seattle, Wash.
Freight Traffic Manager	H. E. Pierpont	Chicago, Ill.
General Freight Agent	J. T. Conley	Chicago, Ill.
Passenger Traffic Manager	P. A. Miller	Chicago, Ill.
General Ticket Agent	G. B. Haynes	Chicago, Ill.

CHICAGO & NORTH WESTERN RAILWAY COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
William K. Vanderbilt	New York, N. Y.	October, 1914
Fredrick W. Vanderbilt	New York, N. Y.	October, 1914
Harold B. Vanderbilt	New York, N. Y.	October, 1914
Cyrus H. McCormick	Chicago, Ill.	October, 1914
Chamusee Keep	Chicago, Ill.	October, 1914
William A. Gardner	Chicago, Ill.	October, 1915
Chauncey M. Depew	New York, N. Y.	October, 1915
James C. Fargo	New York, N. Y.	October, 1915
Henry C. Frick	Pittsburgh, Pa.	October, 1915
John P. Kimball	Hoston, Mass.	October, 1915
David P. Kimball	Chicago, Ill.	October, 1915
John V. Farwell	Des Moines, Iowa	October, 1915
Homer A. Miller	Chicago, Ill.	October, 1916
Marvin Huggitt	Chicago, Ill.	October, 1916
William K. Vanderbilt, Jr.	New York, N. Y.	October, 1916
James Stillman	New York, N. Y.	October, 1916
Oliver Ames	Dalton, Mass.	October, 1916
Zenas Crane	Dalton, Mass.	October, 1916

PRINCIPAL OFFICERS.

Title	Name	Official Address
Chairman of the Board	Marvin Huggitt	Chicago, Ill.
President	William A. Gardner	Chicago, Ill.
Vice President	Samuel A. Lynde	New York, N. Y.
Vice President	Hiram R. McCullough	Chicago, Ill.
Vice President	Richard H. Abtton	Chicago, Ill.
Vice President and General Counsel	Edward M. Hyzer	Chicago, Ill.
Secretary	John D. Caldwell	Chicago, Ill.
Treasurer and Asst. Secretary	Milton B. Van Zandt	New York, N. Y.
General Solicitor	Carl O. Wright	Chicago, Ill.
Comptroller	Lewis A. Robinson	Chicago, Ill.
General Auditor	Charles D. Brandriff	Chicago, Ill.
General Manager	Samuel G. Strickland	Chicago, Ill.
General Manager	Frank Walters	Omaha, Nebr.
Asst. General Manager	Walter J. Towne	Chicago, Ill.
Chief Engineer	William H. Finley	Chicago, Ill.
General Superintendent	George B. Vitas	Chicago, Ill.
General Superintendent	Chester T. Dike	Huron, S. D.
General Superintendent	Stanley M. Braden	Chicago, Ill.
Freight Traffic Manager	Marvin Huggitt, Jr.	Chicago, Ill.
Passenger Traffic Manager	Alexander C. Johnson	Chicago, Ill.
Asst. Freight Traffic Manager	Edmund D. Brigham	Chicago, Ill.
Asst. Freight Traffic Manager	Frank P. Eysman	Chicago, Ill.
General Freight Agent	Samuel F. Miller	Chicago, Ill.
General Passenger and Ticket Agent	Charles A. Calmes	Chicago, Ill.
Land Commissioner	Joseph F. Cleveland	Chicago, Ill.

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

DIRECTORS.

Title	Postoffice Address	Date of Expiration of Term
Marvin Huggitt	Chicago, Ill.	October, 1914
Harold B. Vanderbilt	New York, N. Y.	October, 1914
Chauncey M. Depew	New York, N. Y.	October, 1914
David P. Kimball	Hoston, Mass.	October, 1914
Zenas Crane	Dalton, Mass.	October, 1915
Oliver Ames	St. Paul, Minn.	October, 1915
James T. Clark	New York, N. Y.	October, 1915
Samuel A. Lynde	Chicago, Ill.	October, 1915
John D. Caldwell	New York, N. Y.	October, 1916
Wm. K. Vanderbilt	New York, N. Y.	October, 1916
Wm. K. Vanderbilt, Jr.	New York, N. Y.	October, 1916
Fredrick W. Vanderbilt	New York, N. Y.	October, 1916
Wm. A. Gardner	Chicago, Ill.	October, 1916

PRINCIPAL OFFICERS.

Title	Name	Official Address
Chairman of the Board	Marvin Huggitt	Chicago, Ill.
President	Wm. A. Gardner	Chicago, Ill.
Vice President	S. A. Lynde	New York, N. Y.
Vice President	James T. Clark	St. Paul, Minn.
Second Vice President	Edward M. Hyzer	Chicago, Ill.
Vice President and General Counsel	T. A. Foley	Hudson, Wis.
Treasurer and Asst. Secretary	M. B. Van Zandt	New York, N. Y.
General Solicitor	J. D. Rhoads	St. Paul, Minn.
Comptroller	L. A. Robinson	Chicago, Ill.
General Auditor	Charles Jench	St. Paul, Minn.
General Manager	A. W. Trenholm	St. Paul, Minn.
General Superintendent	F. H. Prehn	St. Paul, Minn.
Traffic Manager (Freight)	H. M. Fox	St. Paul, Minn.
General Freight Agent	E. B. Ober	St. Paul, Minn.
General Passenger and Ticket Agent	G. H. Mac Rae	St. Paul, Minn.
Land Commissioner	G. W. Bell	Hudson, Wis.
Chief Engineer	H. Hottinghouse	St. Paul, Minn.

THE CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
D. G. Reid	New York, N. Y.	October 8, 1914
E. S. Moore	Chicago, Ill.	October 8, 1914
Robert Walker	New York, N. Y.	October 8, 1914
John J. Mitchell	Chicago, Ill.	October 8, 1914
J. H. Moore	Chicago, Ill.	October 14, 1915
F. L. Hine	New York, N. Y.	October 14, 1915
Arthur Curtiss James	New York, N. Y.	October 14, 1915
Gröben Mills	New York, N. Y.	October 14, 1915
T. M. Schumacher	New York, N. Y.	October 14, 1915
W. H. Moore	New York, N. Y.	October 15, 1916
H. U. Mudge	Chicago, Ill.	October 15, 1916
Geo. G. McMurtry	New York, N. Y.	October 15, 1916
James McLenn	New York, N. Y.	October 15, 1916

PRINCIPAL OFFICERS.

Title	Name	Official Address
Chairman of the Board.....	T. M. Schumacher.....	New York, N. Y.
Chairman of the Executive Committee.....	T. M. Schumacher.....	New York, N. Y.
President.....	H. U. Madge.....	Chicago, Ill.
First Vice President.....	J. E. Gorman.....	Chicago, Ill.
Second Vice President.....	A. C. Ridgway.....	Chicago, Ill.
Vice President.....	E. S. Moore.....	Chicago, Ill.
Vice President, Secretary and Treas.....	Geo. H. Crosby.....	Chicago, Ill.
General Solicitor.....	M. L. Bell.....	Chicago, Ill.
Vice Pres., Asst. Sec'y & Asst. Treas.....	J. J. Quinlan.....	New York, N. Y.
Asst. to President.....	H. M. Sloan.....	Chicago, Ill.
Comptroller.....	Frank Nay.....	Chicago, Ill.
General Auditor.....	W. H. Burns.....	Chicago, Ill.
General Managers.....	C. W. Jones.....	Des Moines, Iowa
	A. E. Reel.....	Topeka, Kas.
	T. H. Deacon.....	El Reno, Okla.
	F. J. Easley.....	Des Moines, Iowa
Asst. General Manager.....	G. W. Hooke.....	Topeka, Kas.
Chief Engineer.....	C. A. Morse.....	Chicago, Ill.
Sup't. of Telegraph.....	C. H. Hubbell.....	Chicago, Ill.
Freight Traffic Manager.....	H. Gower.....	Chicago, Ill.
Passenger Traffic Manager.....	L. M. Allen.....	Chicago, Ill.
Real Estate and Tax Agent.....	T. J. Newkirk.....	Chicago, Ill.

COLFAX NORTHERN RAILWAY COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
Thos. W. Griggs.....	Davenport, Iowa.....	June 15, 1915
W. A. Seever.....	Des Moines, Iowa.....	June 15, 1915
M. B. Seever.....	Des Moines, Iowa.....	June 15, 1915
Robert Ryan.....	Des Moines, Iowa.....	June 15, 1915
J. R. Ryan.....	Colfax, Iowa.....	June 15, 1915

PRINCIPAL OFFICERS.

Title	Name	Official Address
President.....	Thos. W. Griggs.....	Davenport, Iowa
Vice President.....	M. B. Seever.....	Des Moines, Iowa
Secretary.....	W. Blakeley.....	Colfax, Iowa
Treasurer.....	M. B. Seever.....	Des Moines, Iowa
General Manager.....	W. Blakeley.....	Colfax, Iowa

CRESTON, WINTERSET & DES MOINES RAILROAD COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
R. Brown.....	Creston, Iowa.....	January 20, 1915
James Brog.....	Creston, Iowa.....	January 20, 1915
S. N. Wilkins.....	Creston, Iowa.....	January 20, 1915
J. C. Sullivan.....	Creston, Iowa.....	January 20, 1915
Theo. S. Delay.....	Creston, Iowa.....	January 20, 1915
John Rambottom.....	Orient, Iowa.....	January 20, 1915
Henry Rambottom.....	Orient, Iowa.....	January 20, 1915
Frank Rambottom.....	Orient, Iowa.....	January 20, 1915
A. S. Lynn.....	Orient, Iowa.....	January 20, 1915
C. E. Wilson.....	Macksburg, Iowa.....	January 20, 1915
E. B. Marsh.....	Macksburg, Iowa.....	January 20, 1915
F. C. Phillips.....	Macksburg, Iowa.....	January 20, 1915
M. E. Harris.....	Macksburg, Iowa.....	January 20, 1915

PRINCIPAL OFFICERS.

Title	Name	Official Address
President.....	R. Brown.....	Creston, Iowa
Vice President.....	C. E. Wilson.....	Macksburg, Iowa
Secretary.....	A. S. Lynn.....	Orient, Iowa
Treasurer.....	W. W. Walker.....	Macksburg, Iowa
General Manager.....	R. T. Hubbs.....	Macksburg, Iowa
Chief Engineer.....	C. R. Judd.....	Creston, Iowa

CROOKED CREEK RAILROAD & COAL COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
O. E. Burnham.....	Milwaukee, Wis.....	September 17, 1914
F. Paul Stone.....	Oconomowoc, Wis.....	September 17, 1914
M. M. Wilson.....	Webster City, Iowa.....	September 17, 1914
Chas. L. Burnham.....	Milwaukee, Wis.....	September 17, 1914
F. M. Johnston.....	Boone, Iowa.....	September 17, 1914
C. H. Crooks.....	Boone, Iowa.....	September 17, 1914
H. V. Wallace.....	Chicago, Ill.....	September 17, 1914

PRINCIPAL OFFICERS.

Title	Name	Official Address
President.....	O. E. Burnham.....	Milwaukee, Wis.
Secretary.....	Chas. L. Burnham.....	Milwaukee, Wis.
Treasurer.....	F. M. Johnston.....	Boone, Iowa
Auditor.....	H. K. Deaton.....	Webster City, Iowa
General Superintendent.....	Boy W. Clark.....	Webster City, Iowa
General Freight Agent.....	Jno. L. Sullivan.....	Boone, Iowa
General Passenger Agent.....	Jno. L. Sullivan.....	Boone, Iowa
General Ticket Agent.....	Jno. L. Sullivan.....	Boone, Iowa

DAVENPORT, ROCK ISLAND & NORTHWESTERN RAILWAY
COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
E. P. Braeken.....	Chicago, Ill.....	January 13, 1915
D. L. Bush.....	Chicago, Ill.....	January 13, 1915
J. M. Dering.....	Chicago, Ill.....	January 13, 1915
J. H. Ellard.....	Chicago, Ill.....	January 13, 1915
J. C. Hutchins.....	Chicago, Ill.....	January 13, 1915
C. S. Jefferson.....	Chicago, Ill.....	January 13, 1915
Darius Miller.....	Chicago, Ill.....	January 13, 1915

PRINCIPAL OFFICERS.

Title	Name	Official Address
President.....	E. P. Braeken.....	Chicago, Ill.
Vice President.....	J. C. Hutchins.....	Chicago, Ill.
Secretary.....	P. L. Hinrichs.....	Davenport, Iowa
Treasurer.....	P. L. Hinrichs.....	Davenport, Iowa
Auditor and Asst. Treasurer.....	J. H. Ells.....	Davenport, Iowa
General Manager.....	O. B. Grant.....	Davenport, Iowa

DUBUQUE & SIOUX CITY RAILROAD COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
C. H. Markham.....	Chicago, Ill.....	October, 1914
R. W. Goslet.....	New York, N. Y.....	October, 1914
Cornelius Vanderbilt.....	New York, N. Y.....	October, 1914
W. A. Hartman.....	New York, N. Y.....	October, 1914
R. S. Lovett.....	New York, N. Y.....	October, 1914
Chas. A. Penbody.....	New York, N. Y.....	October, 1914
W. L. Park.....	Chicago, Ill.....	October, 1914
A. J. Wykes.....	New York, N. Y.....	October, 1914
D. R. Burbank.....	New York, N. Y.....	October, 1914
Philip Stockton.....	Boston, Mass.....	October, 1914
J. T. Adams.....	Dubuque, Iowa.....	October, 1914
Walter Lotgen.....	New York, N. Y.....	October, 1914
Henry de Forest.....	New York, N. Y.....	October, 1914
J. W. Archincloss.....	New York, N. Y.....	October, 1914
A. R. Loomis.....	Fort Dodge, Iowa.....	October, 1914

PRINCIPAL OFFICERS.

Title	Name	Official Address
President.....	C. H. Markham.....	Chicago, Ill.
Vice President.....	W. L. Park.....	Chicago, Ill.
Vice President.....	F. B. Bowes.....	Chicago, Ill.
Vice President.....	C. F. Parker.....	Chicago, Ill.
Secretary and Asst. Treasurer.....	Miss P. E. Couch.....	Dubuque, Iowa
Treasurer.....	A. J. Wykes.....	New York, N. Y.
Asst. Secretary.....	D. R. Burbank.....	New York, N. Y.
Comptroller.....	M. P. Blauvelt.....	Chicago, Ill.
Asst. Secretary in Chicago.....	B. A. Beck.....	Chicago, Ill.

GREAT NORTHERN RAILWAY COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
James J. Hill.....	St. Paul, Minn.....	October, 1914
Louis W. Hill.....	St. Paul, Minn.....	October, 1914
W. B. Deas.....	St. Paul, Minn.....	October, 1914
E. T. Nichols.....	New York, N. Y.....	October, 1915
P. L. Howe.....	Minneapolis, Minn.....	October, 1915
Ralph Budd.....	St. Paul, Minn.....	October, 1915
R. A. Jackson.....	St. Paul, Minn.....	October, 1916
Samuel Thorne.....	New York, N. Y.....	October, 1916
L. E. Katzenbach.....	St. Paul, Minn.....	October, 1916

PRINCIPAL OFFICERS.

Title	Name	Official Address
Chairman of the Board.....	Louis W. Hill.....	St. Paul, Minn.
President.....	Louis W. Hill.....	St. Paul, Minn.
Vice President.....	R. A. Jackson.....	St. Paul, Minn.
Vice President and Asst. Secretary.....	E. T. Nichols.....	New York, N. Y.
Vice President.....	J. M. Gruber.....	St. Paul, Minn.
Vice President.....	W. P. Kenney.....	St. Paul, Minn.
Secretary.....	L. E. Katzenbach.....	St. Paul, Minn.
Treasurer.....	L. E. Katzenbach.....	St. Paul, Minn.
General Solicitor.....	E. C. Lindley.....	St. Paul, Minn.
General Counsel.....	R. A. Jackson.....	St. Paul, Minn.
Comptroller.....	G. R. Martin.....	St. Paul, Minn.
Asst. Comptroller.....	J. H. Parker.....	St. Paul, Minn.
Asst. Auditor.....	W. H. Fortier.....	Spokane, Wash.
General Manager.....	G. H. Emerson.....	St. Paul, Minn.
Chief Engineer.....	A. H. Hogeland.....	St. Paul, Minn.
General Superintendent (Lake Dist.).....	C. O. Jenks.....	Superior, Wis.
General Superintendent (Eastern Dist.).....	F. Bell.....	St. Paul, Minn.
General Superintendent (Central Dist.).....	F. S. Elliott.....	Great Falls, Mont.
General Superintendent (Western Dist.).....	J. H. O'Neill.....	Seattle, Wash.
General Superintendent of Transportation.....	W. C. Watrous.....	St. Paul, Minn.
General Passenger Agent.....	H. A. Noble.....	St. Paul, Minn.
Right of Way and Land Commissioner.....	James T. Maher.....	St. Paul, Minn.

IOWA & OMAHA SHORT LINE RAILWAY COMPANY.

Name	Postoffice Address	Title
August F. Dammrow.....	Treynor, Iowa.....	Receiver

THIRTY-SEVENTH ANNUAL REPORT OF THE
IOWA & SOUTHWESTERN RAILWAY COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
W. S. Farquhar	College Springs, Iowa	
A. M. Abbott	College Springs, Iowa	
J. H. Walkinshaw	Blanchard, Iowa	
W. N. Dewhurst	Blanchard, Iowa	
M. F. Russell	Blanchard, Iowa	
A. F. Galloway	Clarinda, Iowa	
G. W. Richardson	Clarinda, Iowa	
E. E. Lee	Clarinda, Iowa	
I. H. Taggart	Clarinda, Iowa	
H. F. McCowen	Clarinda, Iowa	
J. M. Rumbaugh	Clarinda, Iowa	

PRINCIPAL OFFICERS.

Title	Name	Official Address
Chairman of the Board	W. S. Farquhar	College Springs, Iowa
President	W. S. Farquhar	College Springs, Iowa
First Vice President	G. W. Richardson	Clarinda, Iowa
Second Vice President	J. H. Walkinshaw	Blanchard, Iowa
Secretary	A. F. Galloway	Clarinda, Iowa
Attorney	Win. Orr	Clarinda, Iowa
Auditor	A. Harvey	Clarinda, Iowa
General Manager	A. F. Galloway	Clarinda, Iowa
Chief Engineer	C. B. Judd	Albia, Iowa
Traffic Manager	A. F. Galloway	Clarinda, Iowa

MANCHESTER & ONEIDA RAILWAY COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
Chas. J. Seeds	Manchester, Iowa	1915
E. M. Carr	Manchester, Iowa	1915
E. H. Hoyt	Manchester, Iowa	1915
G. W. Dunham	Manchester, Iowa	1915
W. H. Hutchinson	Manchester, Iowa	1915
A. S. Blair	Manchester, Iowa	1916
L. Matthews	Manchester, Iowa	1916
Hubert Carr	Manchester, Iowa	1916
Jos. Hutchinson	Manchester, Iowa	1916
Wm. Hoekaday	Manchester, Iowa	1916
A. R. Le Roy	Manchester, Iowa	1917
A. D. Long	Manchester, Iowa	1917
A. A. Morse	Manchester, Iowa	1917
R. W. Tirrell	Manchester, Iowa	1917
J. S. Jones	Manchester, Iowa	1917

PRINCIPAL OFFICERS.

Title	Name	Official Address
Chairman of the Board	E. M. Carr	Manchester, Iowa
Vice President	Jos. Hutchinson	Manchester, Iowa
Secretary	E. H. Hoyt	Manchester, Iowa
Treasurer	A. R. Le Roy	Manchester, Iowa
Attorney	A. S. Blair	Manchester, Iowa
Auditor	Chas. J. Seeds	Manchester, Iowa
General Manager	E. M. Carr	Manchester, Iowa
Traffic Manager	W. F. Grossman	Manchester, Iowa
General Freight Agent	W. H. Hutchinson	Manchester, Iowa
General Passenger Agent	Hubert Carr	Manchester, Iowa

THE MINNEAPOLIS & ST. LOUIS RAILROAD COMPANY

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
T. P. Shonts	New York, N. Y.	October, 1914
H. E. Huntington	New York, N. Y.	October, 1914
Frank Trumbull	New York, N. Y.	October, 1914
Newman Erb	New York, N. Y.	October, 1915
F. P. Frazier	New York, N. Y.	October, 1915
F. H. Davis	New York, N. Y.	October, 1915
Ward E. Pearson	New York, N. Y.	October, 1916
W. J. Wollman	New York, N. Y.	October, 1916
A. C. Doan	New York, N. Y.	October, 1916

PRINCIPAL OFFICERS.

Title	Name	Official Address
President	Newman Erb	New York, N. Y.
Vice President	F. H. Davis	New York, N. Y.
Vice President	C. W. Huntington	Minneapolis, Minn.
Secretary	A. C. Doan	New York, N. Y.
Treasurer	F. H. Davis	New York, N. Y.
General Solicitor	W. H. Bromet	Minneapolis, Minn.
Consulting Counsel	G. W. Severs	Oskaloosa, Iowa
General Attorney	F. M. Miner	Minneapolis, Minn.
Auditor	A. E. Smith	Minneapolis, Minn.
General Manager	C. W. Huntington	Minneapolis, Minn.
Chief Engineer	R. G. Kenly	Minneapolis, Minn.
General Superintendent	E. E. Kerwin	Minneapolis, Minn.
Traffic Manager	S. G. Lutz	Minneapolis, Minn.

MUSCATINE NORTH & SOUTH RAILWAY COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
E. H. Ryan.....	Davenport, Iowa.....	1914
C. N. Voss.....	Davenport, Iowa.....	1914
John E. Dolman.....	St. Joseph, Mo.....	1914
C. F. Enright.....	St. Joseph, Mo.....	1914
Henry Vollmer.....	Davenport, Iowa.....	1914

PRINCIPAL OFFICERS.

Title	Name	Official Address
President.....	E. H. Ryan.....	Davenport, Iowa
Vice President.....	Chas. N. Voss.....	Davenport, Iowa
Secretary.....	H. B. Holbert.....	Muscatine, Iowa
Treasurer.....	Chas. N. Voss.....	Davenport, Iowa
Attorney or General Counsel.....	Henry Vollmer.....	Davenport, Iowa
Auditor.....	H. B. Holbert.....	Muscatine, Iowa
General Manager.....	M. Dalley.....	Muscatine, Iowa
Traffic Manager.....	H. B. Holbert.....	Muscatine, Iowa

ST. PAUL & KANSAS CITY SHORT LINE RAILROAD COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
H. U. Mudge.....	Chicago, Ill.....	October 15, 1914
J. E. Gorman.....	Chicago, Ill.....	October 15, 1914
A. C. Ridgway.....	Chicago, Ill.....	October 15, 1914
Geo. H. Crosby.....	Chicago, Ill.....	October 15, 1914
A. T. Hert.....	Louisville, Ky.....	October 15, 1914

PRINCIPAL OFFICERS.

Title	Name	Official Address
President.....	H. U. Mudge.....	Chicago, Ill.
Vice President.....	J. E. Gorman.....	Chicago, Ill.
Vice President.....	A. C. Ridgway.....	Chicago, Ill.
Vice President.....	John Sebastian.....	Chicago, Ill.
Vice President.....	E. S. Moore.....	Chicago, Ill.
Vice Pres., Treas. and Asst. Secretary.....	Geo. H. Crosby.....	Chicago, Ill.
Vice President.....	F. C. Dillard.....	Chicago, Ill.
Vice Pres., Asst. Sec. and Asst. Treas.	J. J. Quinnan.....	New York, N. Y.
Secretary and Asst. Treas.....	F. W. Sargent.....	Des Moines, Iowa
Comptroller.....	F. Nay.....	Chicago, Ill.
General Auditor.....	W. H. Burns.....	Chicago, Ill.
General Manager.....	C. W. Jones.....	Des Moines, Iowa
Chief Engineer.....	C. A. Morse.....	Chicago, Ill.
Freight Traffic Manager.....	A. Gower.....	Chicago, Ill.
General Passenger Agent.....	W. J. Leahy.....	Chicago, Ill.
Real Estate and Tax Agent.....	T. J. Newkirk.....	Chicago, Ill.

THE TABOR & NORTHERN RAILWAY COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
Robert McClelland.....	Tabor, Iowa.....	June 10, 1915
Thomas McClelland.....	Galesburg, Ill.....	June 10, 1915
R. S. McClelland.....	Austin, Colo.....	June 10, 1915
J. M. Barbour.....	Los Angeles, Calif.....	June 10, 1915

PRINCIPAL OFFICERS.

Title	Name	Official Address
Chairman of the Board.....	Robert McClelland.....	Tabor, Iowa
W. A. Harriman.....	Robert McClelland.....	Tabor, Iowa
Vice President.....	Thomas McClelland.....	Galesburg, Ill.
Treasurer.....	M. McClelland.....	Tabor, Iowa
Auditor.....	M. McClelland.....	Tabor, Iowa

UNION PACIFIC RAILROAD COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
Oliver Ames.....	Boston, Mass.....	October 13, 1914
A. J. Earling.....	Chicago, Ill.....	October 13, 1914
Robert W. Goshel.....	Newport, R. I.....	October 13, 1914
W. A. Harriman.....	Arden, N. Y.....	October 13, 1914
Marvin Hughitt.....	Chicago, Ill.....	October 13, 1914
Otto H. Kahn.....	Morristown, N. J.....	October 13, 1914
Robert S. Lovett.....	New York, N. Y.....	October 13, 1914
Charles A. Peabody.....	New York, N. Y.....	October 13, 1914
William Rockefeller.....	New York, N. Y.....	October 13, 1914
William G. Rockefeller.....	New York, N. Y.....	October 13, 1914
Mortimer L. Schiff.....	Oyster Bay, N. Y.....	October 13, 1914
Joseph F. Smith.....	Salt Lake City, Utah.....	October 13, 1914
W. V. S. Thorne.....	New York, N. Y.....	October 13, 1914
Frank Trumbull.....	New York, N. Y.....	October 13, 1914
Frank A. Vanderbilt.....	New York, N. Y.....	October 13, 1914

PRINCIPAL OFFICERS.

Title	Name	Official Address
Chairman of the Executive Committee.....	R. S. Lovett.....	New York, N. Y.
President.....	A. J. Mohler.....	Omaha, Nebr.
Vice President and Comptroller.....	C. B. Seger.....	New York, N. Y.
*Vice President.....	W. A. Hartman.....	New York, N. Y.
Vice President in Charge of Traffic.....	J. A. Munroe.....	Omaha, Nebr.
Director of Traffic.....	B. J. Winchell.....	Chicago, Ill.
Secretary.....	Alex Millar.....	New York, N. Y.
Treasurer.....	F. Y. S. Crosby.....	New York, N. Y.
General Solicitor.....	N. H. Loomis.....	Omaha, Nebr.
Counsel.....	H. W. Clark.....	New York, N. Y.
Asst. Comptroller.....	H. S. Bradt.....	New York, N. Y.
Asst. Comptroller.....	G. F. Blissenet.....	New York, N. Y.
Auditor.....	H. J. Stirling.....	Omaha, Nebr.
Asst. Auditor.....	W. B. Wilkins.....	Omaha, Nebr.
Asst. Comptroller.....	F. W. Sercombe.....	New York, N. Y.
General Manager.....	Charles Ware.....	Omaha, Nebr.
Asst. Treasurer.....	C. W. Weston.....	New York, N. Y.
Chief Engineer.....	B. L. Hunley.....	Omaha, Nebr.
Superintendent, M. P. & M.....	C. E. Fuller.....	Omaha, Nebr.
Traffic Manager, Freight.....	E. H. Wood.....	Omaha, Nebr.
Traffic Manager, Passenger.....	Gerrit Port.....	Omaha, Nebr.
General Freight Agent.....	C. J. Lane.....	Omaha, Nebr.
General Passenger Agent.....	W. S. Bastinger.....	Omaha, Nebr.
Asst. Treasurer.....	W. H. Sanford.....	Omaha, Nebr.
Land Commissioner.....	J. A. Griffith.....	Omaha, Nebr.

*Effective July 1, 1914.

THE WABASH RAILROAD COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
Geo. J. Gould.....	New York, N. Y.....	October, 1914
Edward T. Jeffery.....	New York, N. Y.....	October, 1914
A. W. Krech.....	New York, N. Y.....	October, 1914
Robert Goelt.....	New York, N. Y.....	October, 1914
Frederick A. DeBaro.....	Chicago, Ill.....	October, 1914
Winslow S. Pierce.....	New York, N. Y.....	October, 1914
Thos. H. Hubbard.....	New York, N. Y.....	October, 1914
J. J. Slocum.....	New York, N. Y.....	October, 1914
Robert M. Galloway.....	New York, N. Y.....	October, 1914
J. Horace Harding.....	New York, N. Y.....	October, 1914
Henry E. Cooper.....	New York, N. Y.....	October, 1914
E. B. Pryor.....	St. Louis, Mo.....	October, 1914
H. Rogers Winthrop.....	New York, N. Y.....	October, 1914

PRINCIPAL OFFICERS.

Title	Name	Official Address
Chairman of the Board.....	Winslow S. Pierce.....	New York, N. Y.
Vice President.....	Edgar T. Welles.....	New York, N. Y.
Vice President.....	E. B. Pryor.....	St. Louis, Mo.
Secretary.....	J. C. Otteson.....	New York, N. Y.
Treasurer.....	F. L. O'Leary.....	St. Louis, Mo.
General Solicitor.....	J. I. Minnis.....	St. Louis, Mo.
Vice President and General Counsel.....	Wells H. Blodgett.....	St. Louis, Mo.
Auditor.....	T. J. Tobin.....	St. Louis, Mo.
Vice President and General Manager.....	Henry Miller.....	St. Louis, Mo.
Chief Engineer.....	A. O. Cunningham.....	St. Louis, Mo.
General Superintendent.....	S. E. Cotter.....	St. Louis, Mo.
Traffic Manager.....	W. C. Maxwell.....	St. Louis, Mo.
General Freight Agent.....	O. H. Stinson.....	St. Louis, Mo.
General Passenger Agent.....	J. D. McNamara.....	St. Louis, Mo.

OFFICERS AND DIRECTORS
OF
Terminal Railway Companies

Officers and Directors of Terminal Railway Companies

DES MOINES TERMINAL COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
F. M. Hubbell.....	Des Moines, Iowa.....	January 7, 1915
H. D. Thompson.....	Des Moines, Iowa.....	January 7, 1915
O. Huttenlocher.....	Des Moines, Iowa.....	January 7, 1915

PRINCIPAL OFFICERS.

Title	Name	Official Address
President.....	F. M. Hubbell.....	Des Moines, Iowa
Vice President.....	H. D. Thompson.....	Des Moines, Iowa
Secretary.....	C. Huttenlocher.....	Des Moines, Iowa
Treasurer.....	C. Huttenlocher.....	Des Moines, Iowa
Auditor.....	Walter Mauthe.....	Des Moines, Iowa
General Superintendent.....	O. H. Huston.....	Des Moines, Iowa

DES MOINES UNION RAILWAY COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
F. M. Hubbell.....	Des Moines, Iowa.....	April 24, 1915
F. C. Hubbell.....	Des Moines, Iowa.....	April 24, 1915
H. D. Thompson.....	Des Moines, Iowa.....	April 24, 1915
N. T. Guernsey.....	New York, N. Y.....	April 24, 1915
G. C. Hubbell.....	Des Moines, Iowa.....	April 24, 1915
J. O. Cook.....	Chicago, Ill.....	April 24, 1915
D. L. Rush.....	Chicago, Ill.....	April 24, 1915
E. B. Pryor.....	St. Louis, Mo.....	April 24, 1915

PRINCIPAL OFFICERS.

Title	Name	Official Address
President.....	F. C. Hubbell.....	Des Moines, Iowa
Vice President.....	H. D. Thompson.....	Des Moines, Iowa
Secretary.....	F. M. Hubbell.....	Des Moines, Iowa
Treasurer.....	H. D. Thompson.....	Des Moines, Iowa
Attorney or General Counsel.....	J. L. Parrish.....	Des Moines, Iowa
Auditor.....	Geo. W. Baras.....	Des Moines, Iowa
General Superintendent.....	J. A. Wagner.....	Des Moines, Iowa

DES MOINES WESTERN RAILWAY COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
F. M. Hubbell.....	Des Moines, Iowa.....	
H. D. Thompson.....	Des Moines, Iowa.....	
C. Huttenlocher.....	Des Moines, Iowa.....	
O. P. Thompson.....	Des Moines, Iowa.....	
G. C. Hubbell.....	Des Moines, Iowa.....	

PRINCIPAL OFFICERS.

Title	Name	Official Address
President.....	F. M. Hubbell.....	Des Moines, Iowa
Vice President.....	O. P. Thompson.....	Des Moines, Iowa
Secretary.....	H. D. Thompson.....	Des Moines, Iowa
Treasurer.....	H. D. Thompson.....	Des Moines, Iowa
Auditor.....	C. H. Hueston.....	Des Moines, Iowa
General Superintendent.....	C. H. Hueston.....	Des Moines, Iowa

IOWA TRANSFER RAILWAY COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
W. A. Garrett.....	Chicago, Ill.	January 16, 1915
E. J. Gibson.....	Des Moines, Iowa.....	January 16, 1915
F. C. Hubbell.....	Des Moines, Iowa.....	January 16, 1915
Robert Rice.....	Burlington, Iowa.....	January 16, 1915
F. W. Sargent.....	Des Moines, Iowa.....	January 16, 1915
J. A. Wagner.....	Des Moines, Iowa.....	January 16, 1915

PRINCIPAL OFFICERS.

Title	Name	Official Address
President.....	F. C. Hubbell.....	Des Moines, Iowa
Vice President.....	Robert Rice.....	Burlington, Iowa
Secretary.....	J. A. Wagner.....	Des Moines, Iowa
Treasurer.....	J. A. Wagner.....	Des Moines, Iowa
Auditor.....	W. A. Hahnen.....	Des Moines, Iowa
General Superintendent.....	J. A. Wagner.....	Des Moines, Iowa

SIOUX CITY TERMINAL RAILWAY COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
F. L. Eaton.....	Sioux City, Iowa.....	October 13, 1914
Wm. Milchrist.....	Sioux City, Iowa.....	October 13, 1914
Edward Tilden.....	Chicago, Ill.	October 13, 1914

PRINCIPAL OFFICERS.

Title	Name	Official Address
President.....	F. L. Eaton.....	Sioux City, Iowa
Vice President.....	Wm. Milchrist.....	Sioux City, Iowa
Secretary.....	Geo. E. Burdick.....	Sioux City, Iowa
Treasurer.....	Geo. E. Burdick.....	Sioux City, Iowa
Attorney or General Counsel.....	Wm. Milchrist.....	Sioux City, Iowa
General Superintendent.....	C. F. Morrison.....	Sioux City, Iowa
Traffic Manager.....	W. H. Benn.....	Sioux City, Iowa

OFFICERS AND DIRECTORS

OF

Railway Bridge Companies

Officers and Directors of Railway Bridge Companies

DUNLEITH AND DUBUQUE BRIDGE COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
C. H. Markham.....	Chicago, Ill.	June, 1915
F. B. Bowen.....	Chicago, Ill.	June, 1915
W. L. Park.....	Chicago, Ill.	June, 1915
M. P. Blauvelt.....	Chicago, Ill.	June, 1915
Blewett Lee.....	Chicago, Ill.	June, 1915

PRINCIPAL OFFICERS.

Title	Name	Official Address
President.....	C. H. Markham.....	Chicago, Ill.
Vice President.....	W. L. Park.....	Chicago, Ill.
Secretary.....	Miss F. E. Couch.....	Dubuque, Iowa
Treasurer.....	A. J. Hykes.....	New York, N. Y.
Comptroller.....	M. P. Blauvelt.....	Chicago, Ill.
Assistant Secretary.....	D. R. Burbank.....	New York, N. Y.
Assistant Secretary in Chicago.....	H. A. Beck.....	Chicago, Ill.
Local Treasurer.....	Otto F. Nau.....	Chicago, Ill.
General Manager.....	T. J. Foley.....	Chicago, Ill.
Superintendent.....	L. A. Downs.....	Dubuque, Iowa

KEOKUK AND HAMILTON BRIDGE COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
Andrew Carnegie.....	New York, N. Y.	June, 1915
Theodore H. Hicks.....	New York, N. Y.	June, 1915
David Paton.....	New York, N. Y.	June, 1915
Joseph J. Asch.....	New York, N. Y.	June, 1915
Mathias Nicoll.....	New York, N. Y.	June, 1915
James F. Secor.....	New York, N. Y.	June, 1915
Winthrop S. Gilman.....	New York, N. Y.	June, 1915
Theodore Gilman.....	New York, N. Y.	June, 1915
Henry E. Smith.....	Philadelphia, Pa.	June, 1915

PRINCIPAL OFFICERS.

Title	Name	Official Address
President.....	Andrew Carnegie.....	New York, N. Y.
Vice President.....	Mathias Nicoll.....	New York, N. Y.
Secretary.....	Theodore Gilman.....	New York, N. Y.
Auditor.....	Mathias Nicoll.....	New York, N. Y.
Assistant Auditor.....	James F. Secor.....	New York, N. Y.
General Superintendent.....	J. H. Cole.....	Keokuk, Iowa

MISSOURI VALLEY AND BLAIR RAILWAY AND BRIDGE COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
Marvin Hughitt	Chicago, Ill.	May, 1915
David P. Kimball	Boston, Mass.	May, 1915
William A. Gardner	Chicago, Ill.	May, 1915
Hiram B. McCullough	Chicago, Ill.	May, 1915
John D. Caldwell	Chicago, Ill.	May, 1915

PRINCIPAL OFFICERS.

Title	Name	Official Address
President	Marvin Hughitt	Chicago, Ill.
Vice President	William A. Gardner	Chicago, Ill.
Secretary	John D. Caldwell	Chicago, Ill.
Treasurer	Arthur B. Jones	Chicago, Ill.
Comptroller	Lewis A. Robinson	Chicago, Ill.
Asst. Secretary	James C. Davis	Des Moines, Iowa
Asst. Treasurer	Frederick Mates	Chicago, Ill.

OMAHA BRIDGE AND TERMINAL RAILWAY COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
C. H. Markham	Chicago, Ill.	October, 1914
Bonett Lee	Chicago, Ill.	October, 1914
W. L. Park	Chicago, Ill.	October, 1914
F. Parker	Chicago, Ill.	October, 1914
M. P. Blauvelt	Chicago, Ill.	October, 1914
F. B. Brown	Chicago, Ill.	October, 1914
John R. Webster	Omaha, Nebr.	October, 1914

PRINCIPAL OFFICERS.

Title	Name	Official Address
President	C. H. Markham	Chicago, Ill.
Vice President	W. L. Park	Chicago, Ill.
Secretary	John R. Webster	Omaha, Nebr.
Treasurer	Otto F. Nau	Chicago, Ill.
Comptroller	M. P. Blauvelt	Chicago, Ill.
Asst. Secretary	B. A. Beck	Chicago, Ill.

SIOUX CITY BRIDGE COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
Marvin Hughitt	Chicago, Ill.	May, 1915
William A. Gardner	Chicago, Ill.	May, 1915
David P. Kimball	Boston, Mass.	May, 1915
Hiram B. McCullough	Chicago, Ill.	May, 1915
Lewis A. Robinson	Chicago, Ill.	May, 1915
James T. Clark	St. Paul, Minn.	May, 1915
John D. Caldwell	Chicago, Ill.	May, 1915

PRINCIPAL OFFICERS.

Title	Name	Official Address
President	Marvin Hughitt	Chicago, Ill.
Vice President	William A. Gardner	Chicago, Ill.
Secretary	John D. Caldwell	Chicago, Ill.
Treasurer	Arthur B. Jones	Chicago, Ill.
Comptroller	Lewis A. Robinson	Chicago, Ill.
Asst. Secretary	James C. Davis	Des Moines, Iowa
Asst. Treasurer	Frederick Mates	Chicago, Ill.

OFFICERS AND DIRECTORS

OF

Electric Interurban Railway Companies

Officers and Directors of Electric Interurban Ry. Companies

ALBIA INTERURBAN RAILWAY COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
Calvin Manning	Ottumwa, Iowa	April, 1915
O. B. Judd	Albia, Iowa	April, 1915
O. A. Ross	Los Angeles, Cal.	April, 1915
J. C. Mabry	Albia, Iowa	April, 1915
E. C. Manning	Albia, Iowa	April, 1915

PRINCIPAL OFFICERS.

Title	Name	Official Address
President	C. B. Judd	Albia, Iowa
Secretary	E. C. Manning	Albia, Iowa
Treasurer	E. C. Manning	Albia, Iowa
General Manager	E. C. Manning	Albia, Iowa

CEDAR RAPIDS & MARION CITY RAILWAY COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
Glen M. Averill	Cedar Rapids, Ia.	March, 1915
Ed H. Smith	Cedar Rapids, Ia.	March, 1915
E. G. Armstrong	Cedar Rapids, Ia.	March, 1915
F. C. Allen	Cedar Rapids, Ia.	March, 1915
Frank T. Hubwit	Grand Rapids, Mich.	March, 1915
R. Schaddelee	Grand Rapids, Mich.	March, 1915
B. J. Denman	Davenport, Iowa	March, 1915

PRINCIPAL OFFICERS.

Title	Name	Official Address
President	Glen M. Averill	Cedar Rapids, Ia.
First Vice President	R. Schaddelee	Grand Rapids, Mich.
Second Vice President	B. J. Denman	Davenport, Iowa
Secretary	F. C. Allen	Cedar Rapids, Ia.
Treasurer	C. M. Hoyd	Grand Rapids, Mich.
Attorney or General Counsel	Barnes, Chamberlain & Randall	Cedar Rapids, Ia.
Auditor	Alex. M. WEAKE	Cedar Rapids, Ia.
General Manager	F. C. Allen	Cedar Rapids, Ia.
Supt. Transportation	Martin Evans	Cedar Rapids, Ia.

CENTERVILLE LIGHT AND TRACTION COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
D. C. Bradley.....	Centerville, Iowa.....	May, 1914
Frank S. Payne.....	Centerville, Iowa.....	May, 1914
C. M. Bradley.....	Centerville, Iowa.....	May, 1914
G. D. Payne.....	Centerville, Iowa.....	May, 1914

PRINCIPAL OFFICERS.

Title	Name	Official Address
Chairman of the Board.....	Frank S. Payne.....	Centerville, Iowa
President.....	Frank S. Payne.....	Centerville, Iowa
Vice-President.....	C. M. Bradley.....	Centerville, Iowa
Secretary.....	G. D. Payne.....	Centerville, Iowa
Treasurer.....	D. C. Bradley.....	Centerville, Iowa
Attorney.....	Frank S. Payne.....	Centerville, Iowa
Auditor.....	J. P. Boyle.....	Centerville, Iowa
General Manager.....	Frank S. Payne.....	Centerville, Iowa
Chief Engineer.....	F. E. Holbrook.....	Des Moines, Iowa
General Superintendent.....	H. P. Longenecker.....	Centerville, Iowa
Traffic Manager.....	J. P. Boyle.....	Centerville, Iowa

COLFAX SPRINGS RAILWAY COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
James P. Donahue.....	Colfax, Iowa.....	March, 1915
E. S. H. Donahue.....	Colfax, Iowa.....	March, 1915
Dick R. Lane.....	Davenport, Iowa.....	March, 1915

PRINCIPAL OFFICERS.

Title	Name	Official Address
President.....	James P. Donahue.....	Colfax, Iowa
Vice President.....	E. S. H. Donahue.....	Colfax, Iowa
Secretary.....	E. S. H. Donahue.....	Colfax, Iowa
Treasurer.....	James P. Donahue.....	Colfax, Iowa

DAVENPORT & MUSCATINE RAILWAY COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
Joseph T. Porter.....	Davenport, Iowa.....	February 1, 1915
P. P. Crafts.....	Davenport, Iowa.....	February 1, 1915
H. E. Weeks.....	Davenport, Iowa.....	February 1, 1915
H. C. Blackwell.....	Davenport, Iowa.....	February 1, 1915
Joe R. Lane.....	Davenport, Iowa.....	February 1, 1915

PRINCIPAL OFFICERS.

Title	Name	Official Address
President.....	Joseph F. Porter.....	Davenport, Iowa
Vice President.....	J. G. Huntoon.....	Davenport, Iowa
Secretary.....	H. E. Weeks.....	Davenport, Iowa
Treasurer.....	H. E. Weeks.....	Davenport, Iowa
Attorney or General Counsel.....	Joe R. Lane.....	Davenport, Iowa
General Manager.....	J. G. Huntoon.....	Davenport, Iowa
Asst. General Manager.....	C. G. Anderson.....	Davenport, Iowa
General Superintendent.....	C. F. Dege.....	Davenport, Iowa

FORT DODGE, DES MOINES & SOUTHERN RAILROAD.

HOMER LORING AND PARLEY SHELDON, RECEIVERS.

DIRECTORS.

Name	Postoffice Address
Homer Loring.....	Boston, Mass.....
Frederick A. Farrar.....	Boston, Mass.....
George G. Beals.....	Boston, Mass.....
L. H. Parkhurst.....	Boston, Mass.....
L. E. Armstrong.....	Fort Dodge, Iowa.....
C. P. Duncome.....	Fort Dodge, Iowa.....
Parley Sheldon.....	Ames, Iowa.....

PRINCIPAL OFFICERS.

Title	Name	Official Address
Receiver.....	Homer Loring.....	Boston, Mass.
Receiver.....	Parley Sheldon.....	Ames, Iowa
President.....	Homer Loring.....	Boston, Mass.
Secretary.....	L. H. Parkhurst.....	Boston, Mass.
Treasurer.....	George G. Beals.....	Boston, Mass.
General Counsel.....	S. R. Dyer.....	Boone, Iowa
Auditor.....	F. M. Johnston.....	Boone, Iowa
General Manager.....	C. H. Crooks.....	Boone, Iowa
General Freight Agent.....	Jno. L. Sullivan.....	Boone, Iowa
General Passenger Agent.....	Jno. L. Sullivan.....	Boone, Iowa

FORT DODGE, DES MOINES & SOUTHERN RAILROAD COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
Homer Loring	Boston, Mass.	Until successors elected
O. Sidney Shepard	New Haven, N. Y.	Until successors elected
Wallace B. Donham	Boston, Mass.	Until successors elected
Parley Sheldon	Ames, Iowa.	Until successors elected
George G. Beale	Boston, Mass.	Until successors elected

PRINCIPAL OFFICERS.

Title	Name	Official Address
President	Homer Loring	Boston, Mass.
Secretary	George G. Beale	Boston, Mass.
Treasurer	F. M. Johnston	Boone, Iowa
General Counsel	S. B. Dyer	Boone, Iowa
Auditor	F. M. Johnston	Boone, Iowa
General Manager	C. H. Crooks	Boone, Iowa
Superintendent	C. E. Carson	Boone, Iowa
General Freight Agent	J. L. Sullivan	Boone, Iowa
General Passenger Agent	J. L. Sullivan	Boone, Iowa

INTERURBAN RAILWAY COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
N. W. Harris	Chicago, Ill.	January, 1915
A. W. Harris	Chicago, Ill.	January, 1915
Edw. F. Smith	Chicago, Ill.	January, 1915
Emil G. Schmidt	Des Moines, Iowa.	January, 1915
Homer A. Miller	Des Moines, Iowa.	January, 1915
F. W. Harris	Des Moines, Iowa.	January, 1915
Jas. B. Green	Des Moines, Iowa.	January, 1915

PRINCIPAL OFFICERS.

Title	Name	Official Address
President	Emil G. Schmidt	Des Moines, Iowa
Vice President	Edw. F. Smith	Chicago, Ill.
Secretary	O. H. Bernd	Des Moines, Iowa
Treasurer	F. M. Harris	Des Moines, Iowa
Auditor	O. H. Bernd	Des Moines, Iowa
Chief Engineer	J. R. Sterling	Des Moines, Iowa
Traffic Manager	C. T. Chapman	Des Moines, Iowa

IOWA AND ILLINOIS RAILWAY COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
J. F. Porter	Davenport, Iowa.	January, 1915
P. W. Ellis	Clinton, Iowa.	January, 1915
P. P. Crafts	Davenport, Iowa.	January, 1915
H. E. Weeks	Davenport, Iowa.	January, 1915
J. K. Lane	Davenport, Iowa.	January, 1915
G. E. Lamb	Clinton, Iowa.	January, 1915
R. B. McCoy	Clinton, Iowa.	January, 1915
J. G. Huntoon	Rock Island, Ill.	January, 1915
R. Schadelce	Grand Rapids, Mich.	January, 1915

PRINCIPAL OFFICERS.

Title	Name	Official Address
President	J. F. Porter	Davenport, Iowa
First Vice President	P. W. Ellis	Clinton, Iowa
Secretary	H. E. Weeks	Davenport, Iowa
Treasurer	H. E. Weeks	Davenport, Iowa
Attorney or General Counsel	Joe B. Lane	Davenport, Iowa
Auditor	H. E. Littig	Davenport, Iowa
General Manager	J. G. Huntoon	Davenport, Iowa
Asst. General Manager	C. G. Anderson	Davenport, Iowa
General Superintendent	C. F. Dege	Davenport, Iowa

IOWA RAILWAY AND LIGHT COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
William G. Dows	Cedar Rapids, Iowa.	May 25, 1915
Isaac B. Smith	Cedar Rapids, Iowa.	May 25, 1915
John A. Reed	Cedar Rapids, Iowa.	May 25, 1915
B. S. Cook	Cedar Rapids, Iowa.	May 25, 1915
E. E. Finney	Cedar Rapids, Iowa.	May 25, 1915
W. F. Seveca	Cedar Rapids, Iowa.	May 25, 1915
Ed. H. Smith	Cedar Rapids, Iowa.	May 25, 1915
M. H. Houser	Cedar Rapids, Iowa.	May 25, 1915
R. I. Safely	Cedar Rapids, Iowa.	May 25, 1915
W. J. Morrison	Cedar Rapids, Iowa.	May 25, 1915
Sutherland C. Dows	Cedar Rapids, Iowa.	May 25, 1915
Benjamin Thaw	Pittsburgh, Pa.	May 25, 1915

PRINCIPAL OFFICERS.

Title	Name	Official Address
President	William G. Dows	Cedar Rapids, Iowa
Vice President	Isaac B. Smith	Cedar Rapids, Iowa
Vice President	John A. Reed	Cedar Rapids, Iowa
Secretary	C. S. Woodward	Cedar Rapids, Iowa
Treasurer	Isaac B. Smith	Cedar Rapids, Iowa
Attorney or General Counsel	John A. Reed	Cedar Rapids, Iowa
Auditor	O. S. Woodward	Cedar Rapids, Iowa
General Manager	William G. Dows	Cedar Rapids, Iowa
Traffic Manager	Isaac B. Smith	Cedar Rapids, Iowa

MASON CITY AND CLEAR LAKE RAILROAD COMPANY.

DIRECTORS.

Name	Postoffice Address
W. E. Brice	Mason City, Iowa
C. H. McNider	Mason City, Iowa
F. J. Hanlon	Mason City, Iowa
L. H. Heinke	Grand Rapids, Mich.
Benj. C. Robinson	Grand Rapids, Mich.

PRINCIPAL OFFICERS.

Title	Name	Official Address
President	W. E. Brice	Mason City, Iowa
Vice President	C. H. McNider	Mason City, Iowa
Secretary	F. J. Hanlon	Mason City, Iowa
Treasurer	L. H. Heinke	Grand Rapids, Mich.
Attorney	Earl Smith	Mason City, Iowa
Auditor	G. E. Peek	Mason City, Iowa
General Manager	F. J. Hanlon	Mason City, Iowa

OSKALOOSA AND BUXTON ELECTRIC RAILWAY COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
W. B. McKinley	Champaign, Ill.	June 18, 1915
Geo. M. Mattis	Champaign, Ill.	June 18, 1915
W. H. Thomson, Jr.	Des Moines, Iowa	June 18, 1915
E. A. Mennutt	Montreal, Canada	June 18, 1915
H. W. Garner	Des Moines, Iowa	June 18, 1915
W. B. Lacy	Oskaaloosa, Iowa	June 18, 1915
C. E. Laland	Oskaaloosa, Iowa	June 18, 1915

PRINCIPAL OFFICERS.

Title	Name	Official Address
President	W. B. McKinley	Champaign, Ill.
Vice President	Geo. M. Mattis	Champaign, Ill.
Secretary	W. H. Thomson, Jr.	Des Moines, Iowa
Asst. Secretary	Geo. M. Mattis	Champaign, Ill.
Treasurer	Geo. M. Mattis	Champaign, Ill.
Attorney	Geo. W. Burton	Peoria, Ill.
Auditor	B. E. Bramble	Champaign, Ill.
Asst. Auditor	Geo. R. McComb	Champaign, Ill.
General Manager	A. H. R. Jackson	Oskaaloosa, Iowa

OSKALOOSA TRACTION AND LIGHT COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
E. A. Mennutt	Montreal, Canada	June 7, 1915
Geo. Kalback	Oskaaloosa, Iowa	June 7, 1915
W. H. Carriahan	Champaign, Ill.	June 7, 1915
M. J. Cruger	Oskaaloosa, Iowa	June 7, 1915
A. Rosenblatt	Oskaaloosa, Iowa	June 7, 1915
W. B. McKinley	Champaign, Ill.	June 7, 1915
Geo. M. Mattis	Champaign, Ill.	June 7, 1915
H. W. Garner	Des Moines, Iowa	June 7, 1915
B. E. Bramble	Champaign, Ill.	June 7, 1915

PRINCIPAL OFFICERS.

Title	Name	Official Address
President	W. B. McKinley	Champaign, Ill.
Vice President	Geo. M. Mattis	Champaign, Ill.
Asst. Secretary	B. E. Bramble	Champaign, Ill.
Secretary	H. W. Garner	Des Moines, Iowa
Treasurer	Geo. M. Mattis	Champaign, Ill.
Attorney	Geo. W. Burton	Peoria, Ill.
Auditor	B. E. Bramble	Champaign, Ill.
Asst. Auditor	Geo. R. McComb	Champaign, Ill.
General Manager	A. H. R. Jackson	Oskaaloosa, Iowa

SOUTHERN IOWA RAILWAY AND LIGHT COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
C. B. Judd	Albia, Iowa	January, 1915
E. C. Manning	Albia, Iowa	January, 1915
W. J. Read	Albia, Iowa	January, 1915
Bert C. Durkin	Albia, Iowa	January, 1915
Win. J. Maloney	Wilmington, Delaware	January, 1915

PRINCIPAL OFFICERS.

Title	Name	Official Address
President	C. B. Judd	Albia, Iowa
Secretary	E. C. Manning	Albia, Iowa
Treasurer	E. C. Manning	Albia, Iowa
General Manager	E. C. Manning	Albia, Iowa

THE WATERLOO, CEDAR FALLS & NORTHERN RAILWAY COMPANY.

DIRECTORS.

Name	Postoffice Address
L. S. Cass	Waterloo, Iowa
J. F. Cass	Waterloo, Iowa
C. D. Cass	Waterloo, Iowa

PRINCIPAL OFFICERS.

Title	Name	Official Address
President	L. S. Cass	Waterloo, Iowa
Vice President	J. F. Cass	Waterloo, Iowa
Secretary	F. E. Parwell	Waterloo, Iowa
Treasurer	W. H. Burk	Waterloo, Iowa
General Solicitor	Pickett & Swisher	Waterloo, Iowa
Attorney or General Counsel	Pickett & Swisher	Waterloo, Iowa
Auditor	W. H. Burk	Waterloo, Iowa
General Manager	C. D. Cass	Waterloo, Iowa
Asst. General Manager	W. H. Given	Waterloo, Iowa
Chief Engineer	T. E. Rust	Waterloo, Iowa
General Freight Agent	C. M. Cheney	Waterloo, Iowa
General Passenger Agent	C. M. Cheney	Waterloo, Iowa
General Ticket Agent	C. M. Cheney	Waterloo, Iowa

OFFICERS AND DIRECTORS

OF

Express Companies

Officers and Directors of Express Companies

AMERICAN EXPRESS COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
George C. Taylor.....	New York, N. Y.....	When succe's'r is elected
James C. Fargo.....	New York, N. Y.....	When succe's'r is elected
Francis F. Piagg.....	New York, N. Y.....	When succe's'r is elected
Charles M. Pratt.....	New York, N. Y.....	When succe's'r is elected
John H. Bradley.....	New York, N. Y.....	When succe's'r is elected
Cornelius Vanderbilt.....	New York, N. Y.....	When succe's'r is elected
J. Horace Harding.....	New York, N. Y.....	When succe's'r is elected
John G. Milburn.....	New York, N. Y.....	When succe's'r is elected
James S. Alexander.....	New York, N. Y.....	When succe's'r is elected

PRINCIPAL OFFICERS.

Title	Name	Official Address
President.....	George C. Taylor.....	New York, N. Y.
1st Vice President.....	Francis F. Piagg.....	New York, N. Y.
Secretary.....	William C. Fargo.....	New York, N. Y.
Vice President and Treasurer.....	James F. Fargo.....	New York, N. Y.
General Counsel.....	William E. Powelson.....	New York, N. Y.
Comptroller.....	William E. Powelson.....	New York, N. Y.
Vice President and General Manager Eastern Dept.....	Henry S. Juller.....	New York, N. Y.
Vice President and General Manager Western Dept.....	J. A. D. Vickers.....	Chicago, Ill.
General Manager of Foreign Dept., U. S. & Canada.....	Marcellus P. Berry.....	New York, N. Y.
Director General of Foreign Dept., Europe.....	William S. Daliba.....	Paris, France
Manager Dept. of Equipment and Supplies.....	Elisha Piagg.....	New York, N. Y.
Vice President and General Traffic Manager.....	John H. Bradley.....	New York, N. Y.
Ast. General Traffic Manager.....	Edwin E. Bush.....	New York, N. Y.

THE ADAMS EXPRESS COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
William M. Barrett.....	New York, N. Y.....	No date fixed
William H. Dammed.....	Chicago, Ill.....	No date fixed
Charles Steele.....	New York, N. Y.....	No date fixed
George F. Baker.....	New York, N. Y.....	No date fixed
William D. Guthrie.....	New York, N. Y.....	No date fixed
Joseph Zimmerman.....	New York, N. Y.....	No date fixed
Caleb S. Spencer.....	New York, N. Y.....	No date fixed

PRINCIPAL OFFICERS.

Title	Name	Official Address
President	William M. Barrett	New York, N. Y.
Vice President in charge of Western Dept.	William H. Damsel	Chicago, Ill.
Secretary	Horatio H. Gates	New York, N. Y.
Treasurer	Calab S. Spencer	New York, N. Y.
General Counsel	Guthrie, Bangs & Van Sinderen	New York, N. Y.
General Auditor	Henry G. Waters	New York, N. Y.
General Manager in charge of Traffic	Joseph Zimmerman	Philadelphia, Pa.
General Manager of Eastern Dept.	Henry E. Huff	Chicago, Ill.
General Manager of Western Dept.	Grant D. Curtis	Boston, Mass.
Supt. of New England Dept.	Charles H. Hiner	New York, N. Y.
Supt. of New York Dept.	Charles McKay	New York, N. Y.

GREAT NORTHERN EXPRESS COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
D. S. Elliott	St. Paul, Minn.	October 8, 1914
L. W. Hill	St. Paul, Minn.	October 8, 1915
J. M. Gruber	St. Paul, Minn.	October 8, 1915
W. P. Kenney	St. Paul, Minn.	October 8, 1915
G. R. Martin	St. Paul, Minn.	October 8, 1915

PRINCIPAL OFFICERS.

Title	Name	Official Address
President	D. S. Elliott	St. Paul, Minn.
Vice President	W. P. Kenney	St. Paul, Minn.
Secretary	L. E. Katzenbach	St. Paul, Minn.
Treasurer	L. E. Katzenbach	St. Paul, Minn.
Comptroller	G. R. Martin	St. Paul, Minn.
Auditor	G. A. Yates	St. Paul, Minn.
General Manager	D. S. Elliott	St. Paul, Minn.

UNITED STATES EXPRESS COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
Duncan I. Roberts	New York, N. Y.	When succ'r is elected
Frank H. Platt	New York, N. Y.	When succ'r is elected
Charles C. Tegethoff	New York, N. Y.	When succ'r is elected
Joseph W. Hartman	New York, N. Y.	When succ'r is elected
Edward T. Platt	New York, N. Y.	When succ'r is elected
William H. Averell	St. George, L. I., N. Y.	When succ'r is elected

PRINCIPAL OFFICERS.

Title	Name	Official Address
President	Duncan I. Roberts	New York, N. Y.
Secretary	Charles C. Tegethoff	New York, N. Y.
Treasurer	B. H. Morgan, Jr.	New York, N. Y.
Counsel	Joseph P. Kerfoot	New York, N. Y.
Comptroller	Chas. A. Lutz	New York, N. Y.
Traffic Manager	M. T. Jones	New York, N. Y.

WELLS FARGO & COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
B. D. Caldwell	New York, N. Y.	October, 1914
P. D. Underwood	New York, N. Y.	October, 1914
C. A. Peabody	New York, N. Y.	October, 1914
H. W. de Forest	New York, N. Y.	October, 1914
R. Delafield	New York, N. Y.	October, 1914
P. M. Warburg	New York, N. Y.	October, 1914
W. V. S. Thorne	New York, N. Y.	October, 1914
W. Mahl	New York, N. Y.	October, 1914
L. P. Love	New York, N. Y.	October, 1914
H. E. Huntington	New York, N. Y.	October, 1914
E. A. Stedman	Chicago, Ill.	October, 1914
A. Christison	San Francisco, Cal.	October, 1914
W. F. Herrin	San Francisco, Cal.	October, 1914

PRINCIPAL OFFICERS.

Title	Name	Official Address
President	B. D. Caldwell	New York, N. Y.
Vice President	A. Christison	San Francisco, Cal.
Efficiency Engineer	E. A. Stedman	Chicago, Ill.
Secretary	C. D. Martin	New York, N. Y.
Treasurer	O. H. Gardner	New York, N. Y.
General Counsel	B. H. River	New York, N. Y.
Vice President & Comptroller	C. W. Strickton	New York, N. Y.
Asst. Comptroller	J. W. Newlan	Chicago, Ill.
General Manager	B. Burr	Chicago, Ill.
General Manager	A. Christison	San Francisco, Cal.
Vice President in charge of Traffic	E. A. Stedman	Chicago, Ill.
Traffic Manager	P. S. Holbrook	New York, N. Y.
	G. S. Lee	New York, N. Y.

COMPILED RETURNS
OF
Steam Railway Companies

TABLE NO. 1—CAPITAL STOCK—STEAM ROADS

Number	Name of Road	Total Par Value Authorized		Total Par Value Outstanding		Total Par Value Held by Respondent in Treasury		Number
		Common	Preferred	Common	Preferred	Common	Preferred	
1	Atchinson, Topeka & Santa Fe	\$ 250,000,000.00	\$ 131,486,000.00	\$ 165,856,000.00	\$ 114,199,830.00	\$ 44,500.00	\$ 25,800.00	1
2	*Atlantic Northern & Southern	150,000.00		150,000.00				2
3	**Atlantic Northern	300,000.00		242,000.00				3
4	**Atlantic Southern	300,000.00		300,000.00				4
5	Centerville, Albia & Southern	300,000.00		300,000.00				5
6	Charles City Western	300,000.00	500,000.00	290,400.00	1,000.00			6
7	Chicago, Anamosa & Northern	110,000.00		113,000.00				7
8	Chicago, Burlington & Quincy	110,839,100.00		110,839,100.00				8
9	Chicago Great Western	45,000,000.00	50,000,000.00	45,246,912.00	44,137,492.00		238,000.00	9
10	M. C. & Ft. D.	20,000,000.00	14,000,000.00	19,205,400.00	13,685,702.00			10
11	Wisconsin, Minnesota & Pacific	10,000,000.00		5,805,400.00				11
12	Chicago, Milwaukee & St. Paul	100,855,400.00	116,394,000.00	116,856,400.00	116,374,000.00	d 2,338,502.15	e 343,000.00	12
13	Chicago & North-Western	200,000,000.00		b 132,455,530.97	c 22,308,954.56	d 2,844,206.01	e 8,884.50	13
14	Chicago, St. Paul, Minneapolis & Omaha	30,000,000.00	20,000,000.00	21,400,473.33	12,943,721.56		1,380,321.00	14
15	Chicago, Rock Island & Pacific	75,000,000.00		74,877,322.50		4,877.50		15
16	Colfax Northern	100,000.00		10,000.00				16
17	Oreston, Winterset & Des Moines	200,000.00		98,000.00				17
18	Crooked Creek	500,000.00		112,500.00				18
19	Davenport, Rock Island & Northwestern	3,000,000.00		3,000,000.00				19
20	Dubuque & Sioux City (Illinois Central)	15,000,000.00		11,759,500.00				20
21	Great Northern		250,000,000.00		e 238,820,492.80	f 151,525.00		21
22	Iowa & Omaha Short Line	1,000,000.00		1,000,000.00		1,000,000.00		22
23	Iowa & Southwestern	300,000.00		123,000.00				23
24	Manchester & Onedia	75,000.00		62,730.00				24
25	Minneapolis & St. Louis	18,000,000.00	12,000,000.00	15,370,200.00	5,917,500.00	164,180.00	84,320.00	25
26	Muscatine North & South	450,000.00		450,000.00				26
27	**St. Paul & Kansas City Short Line	45,000,000.00		20,000.00				27
28	Tabor & Northern	150,000.00		25,300.00				28
29	Union Pacific	206,178,700.00	200,000,000.00	222,305,200.00	99,569,300.00	13,000.00	25,800.00	29
30	Wabash	150,000,000.00	40,000,000.00	53,200,213.00	39,500,213.00	275,300.00	21,000.00	30
	Total	\$1,919,218,200.00	\$1,034,700,000.00	\$1,031,191,710.30	\$ 796,768,766.02	\$ 6,685,566.29	\$2,280,229.82	

a Includes common.

b Includes \$2,730.97 scrip.

c Includes \$254.56 scrip.

d Includes \$202.15 scrip.

e Includes \$184.50 scrip.

f Includes \$7,854.372 so receipts outstanding for installments paid.

g Includes \$4,723.00 receipts outstanding for installments paid.

h In hands of receiver.

i Includes \$7,854,372.80 receipts outstanding for installments paid.

j Includes \$4,753.60 receipts outstanding for installments paid.

**This report covers the period from June 30, 1913, to October 9, 1913.

***This report covers the period from October 10, 1913, to June 30, 1914.

****This report covers 4 months, June 30, 1915, to October 31, 1915.

TABLE NO. 2—CAPITAL STOCK—CONTINUED—STEAM ROADS

Number	Name of Road	Total Par Value Held by Respondent		Total Par Value Not Held by Respondent		Dividends Declared During Year				Number
		In Sinking or Other Funds				Common		Preferred		
		Common	Preferred	Common	Preferred	Rate	Amount	Rate	Amount	
1	Atchinson, Topeka & Santa Fe			\$ 195,811,500.00	\$114,173,730.00	6	\$ 11,001,750.00	5	\$ 5,708,600.00	1
2	*Atlantic Northern & Southern									2
3	**Atlantic Northern			150,000.00						3
4	**Atlantic Southern			242,000.00						4
5	Centerville, Albia & Southern			300,000.00						5
6	Charles City Western			290,400.00	1,000.00					6
7	Chicago, Anamosa & Northern			112,000.00						7
8	Chicago, Burlington & Quincy			110,839,100.00		8	8,867,128.00			8
9	Chicago Great Western			45,246,912.00	43,800,402.00					9
10	Mason City & Fort Dodge			19,205,400.00	13,685,702.00					10
11	Wisconsin, Minnesota & Pacific			5,805,400.00						11
12	Chicago, Milwaukee & St. Paul	\$ 5,300.00	\$ 85,100.00	116,856,100.00	115,845,800.00	5	5,819,770.00	7	8,199,200.00	12
13	Chicago & North-Western			a 130,117,025.82	b 22,308,130.50	7	9,198,013.00	8	1,791,050.00	13
14	Chicago, St. Paul, Minneapolis & Omaha			18,556,266.67	11,256,600.00	7	1,268,051.00	7	787,976.00	14
15	Chicago Rock Island & Pacific			74,877,322.50		25	1,871,702.50			15
16	Colfax Northern			10,000.00						16
17	Oreston, Winterset & Des Moines			98,000.00						17
18	Crooked Creek			3,000,000.00						18
19	Davenport, Rock Island & Northwestern			11,759,500.00		20	223,360.25	7	15,003,948.00	19
20	Dubuque & Sioux City (Illinois Central)									20
21	Great Northern				238,068,520.20					21
22	Iowa & Omaha Short Line									22
23	Iowa & Southwestern			123,000.00						23
24	Manchester & Onedia			62,730.00						24
25	Minneapolis & St. Louis			15,370,200.00	5,832,170.00					25
26	Muscatine North & South			450,000.00						26
27	**St. Paul & Kansas City Short Line			20,000.00						27
28	Tabor & Northern			25,300.00						28
29	Union Pacific			222,305,200.00	99,569,300.00	c 50	401,149.94	4	3,081,740.00	29
30	Wabash			53,200,213.00	39,179,213.00					30
	Total	\$ 5,300.00	\$ 85,100.00	\$1,024,500,844.01	\$704,432,426.20		\$132,381,806.69		\$ 35,442,200.00	

a Includes \$2,528.82 scrip.

b Includes \$130.00 scrip.

c Includes \$74,039,372.20 extra dividend on common stock.

d In hands of receiver.

**This report covers the period from June 30, 1912, to October 9, 1913.

***This report covers the period from October 10, 1913, to June 30, 1914.

****This report covers 4 months, June 30, 1915, to October 31, 1915.

TABLE NO. 3—CAPITAL STOCK

Number	Name of Road	Total Number of Shares						
		For Cash		For Construction of New Properties		For Additions and Betterments		Purchase or Other
		Common	Preferred	Common	Preferred	Common	Preferred	Common
1	A. T. & S. F.	20						
2	*Atlantic N. & S.							
3	**Atlantic Northern						1,500	
4	**Atlantic Southern							
5	C. A. & S.							
6	Charles City Western							
7	C. A. & Northern	1,120						
8	C. B. & Q.							
9	C. G. W.	19						802,670
10	M. O. & Ft. D.							
11	W. M. & P.							228,411
12	C. M. & St. P.							18,224
13	C. & N.-W.	184,138	51,980	111,256		213,480	300	200,000
14	C. St. P. M. & O.	910,071	30,400					205,276
15	C. R. I. & P.	55,427	30,698					62,782
16	Colfax Northern	202,753						46,417
17	C. W. & D. M.	100						
18	Crooked Creek							
19	D., R. I. & N. W.							
20	D. & S. O. (Ill. O.)	80,000						37,699
21	Great Northern		300,070					
22	L. & O. B. I.							
23	I. & S. W.							
24	M. & O.	6,278						
25	M. & St. L.							25,722
26	M. N. & S.							4,550
27	**St. P. & K. C. S. I.	500						
28	Tabor & Northern	217		119				
29	Union Pacific	30						
30	Wabash							
	Total	1,628,700	318,024	111,274	246,745	213,480	300	1,705,624

*This report covers the period from June 30, 1912, to October 3, 1913.

**This report covers the period from October 30, 1912, to June 30, 1914.

***This report covers 4 months, June 30, 1913, to October 21, 1913.

—CONTINUED—STEAM ROADS

Number	Name of Road	Outstanding—Purpose of the Issue							Total cash realized	Number of stock-holders	Number					
		Of Ry. Property		For Acquisition of Securities		For Reorganization		For Other Purposes								
		Preferred	Common	Preferred	Common	Preferred	Common	Total								
1	A. T. & S. F.	92,000			1,019,380	1,049,965	108,300	2,120,555	\$ 2,000	20,825	1					
2	*Atlantic N. & S.															
3	**Atlantic Northern							1,500	100,000	138	3					
4	**Atlantic Southern															
5	C. A. & S.															
6	Charles City Western															
7	C. A. & Northern							1,120			7					
8	C. B. & Q.															
9	C. G. W.															
10	M. O. & Ft. D.							21,160		806	8					
11	W. M. & P.								806,843	1,800	9					
12	C. M. & St. P.								228,411		10					
13	C. & N.-W.	106,107	31,100	341,538	20,800			20,650	28,534	4,000,000	11					
14	C. St. P. M. & O.	119,400	5,973	32,000				1,095,272	2,231,306	128,982,164	12					
15	C. R. I. & P.	22,795						27,218	1,648,244	94,000,314	9,544	13				
16	Colfax Northern							69,222	340,441	4,212,067	1,134	14				
17	C. W. & D. M.							419,800	745,772	74,827,350	485	15				
18	Crooked Creek								100	16,000		5	16			
19	D., R. I. & N. W.													453	17	
20	D. & S. O. (Ill. O.)									1,125				8	18	
21	Great Northern									30,000	2,000,000			9	19	
22	L. & O. B. I.									79,990	117,505	11,730,500		22	20	
23	I. & S. W.	1,759,592									2,309,692	28,687,400		20,623	21	
24	M. & O.														22	
25	M. & St. L.														201	24
26	M. N. & S.									6,278				829	25	
27	**St. P. & K. C. S. I.									19,175	90,000	40,000		212,877	26	
28	Tabor & Northern										4,500	450,000		54	26	
29	Union Pacific										500	50,000		6	27	
30	Wabash										505	32,300		42	28	
	Total	2,160,908	41,061	723,700	4,344,680	2,506,997	2,265,258			2,218,745	2,000	25,407	29	4,072	30	

TABLE NO. 4—FUNDED

Number	Name of Road	Recapitulation of		
		Total Par Value Outstanding	Total Par Value Held by	
			In treasury	Pledged as collateral
1	Atchison, Topeka & Santa Fe.....	\$ 216,669,045.00	\$ 3,292,806.50	
2	**Atlantic Northern & Southern.....			
3	**Atlantic Northern.....	100,000.00		
4	**Atlantic Southern.....			
5	Centerville, Albia & Southern.....	170,000.00		
6	Charles City Western.....			
7	Chicago, Anamosa & Northern.....	230,000.00	\$ 350,000.00	
8	Chicago, Burlington & Quincy.....	214,827,600.00	11,372,100.00	21,800.00
9	Chicago Great Western.....	25,270,000.00	2,250,000.00	
10	Mason City & Fort Dodge.....	12,000,000.00		
11	Wisconsin, Minnesota & Pacific.....	6,222,000.00		
12	Chicago, Milwaukee & St. Paul.....	180,886,124.00	122,272,200.00	
13	Chicago & North Western.....	220,244,000.00	4,112,000.00	31,469,000.00
14	Chicago, St. Paul, Minn. & Omaha.....	20,287,624.00	50,624.00	
15	Chicago, Rock Island & Pacific.....	247,912,000.00	12,659,000.00	
16	Collfax Northern.....			
17	Creston, Waterloo & Des Moines.....	890,000.00		
18	Crooked Creek.....	112,500.00		
19	Davenport, Rock Island & Northwestern.....			
20	Dubuque & Sioux City (Illinois Central).....	17,150,000.00		
21	Great Northern.....	200,726,400.00	83,540,000.00	14,106,000.00
22	Iowa & Omaha Short Line.....	150,000.00		
23	Iowa & Southwestern.....			
24	Manchester & Onida.....	65,000.00		
25	Minneapolis & St. Louis.....	50,697,094.91	1,948,472.32	3,200,000.00
26	Mountaineer North & South.....			
27	**St. Paul & Kansas City Short Line.....	9,854,110.00		
28	Tabor & Northern.....	50,000.00		
29	Union Pacific.....	158,128,865.00	1,128,000.00	
30	Wabash.....	109,194,149.00	1,689,269.00	5,000,000.00
	Total.....	\$2,284,918,969.00	\$218,477,511.01	\$59,178,000.00

a In hands of receiver.

**This report covers the period from June 30, 1913, to October 9, 1913.

**This report covers the period from October 26, 1913, to June 30, 1914.

**This report covers 4 months, June 30, 1912, to October 31, 1912.

DEBT—STEAM ROADS

Funded Debt					Number
Respondent	Total par value not held by Respondent	Interest Accrued During Year		Interest Paid During Year	
		Charged to Income	Charged to construction		
	\$ 215,176,148.50	\$ 12,624,700.00		\$ 12,628,972.06	1
					2
	100,000.00	2,000.00		2,000.00	3
					4
	170,000.00				5
					6
					7
					8
	\$ 20,634,300.00	182,508,000.00	8,469,662.11	8,428,845.00	9
		25,827,000.00	1,322,720.00	1,322,720.00	10
		12,000,000.00	40,000.00	40,000.00	11
		6,222,000.00			12
		321,226,454.00	13,254,827.26	13,000,252.22	13
	2,081,268.00	21,800,500.00	9,220,805.59	8,977,807.48	14
	2,078,268.00	20,227,000.00	2,092,001.42	2,040,000.00	15
		225,216,000.00	9,934,108.74	28,125.00	16
					17
		830,000.00	12,000.00		18
		112,500.00	5,625.00	5,925.00	19
					20
	180,000.00	16,000,000.00	724,610.00	718,307.50	21
		251,000,450.00	10,726,061.60	10,726,210.11	22
		150,000.00	9,000.00		23
					24
		65,000.00	3,250.00	3,200.00	25
		42,008,622.29	1,850,192.41	1,783,205.00	26
		9,854,110.00	148,022.59	222,326.31	27
		50,000.00	2,750.00	2,500.00	28
		191,000,505.00	7,023,726.47	8,121,629.07	29
		102,504,240.00	2,127,627.35	2,127,627.35	30
	\$ 36,000,000.00	\$ 1,822,237,440.18	\$ 81,754,871.24	\$ 89,812.91	\$ 81,822,128.33

TABLE NO. 5—FUNDED DEBT

Number	Name of Road	Total Par Value Outstanding		
		For cash	For construction of new properties	For additions and betterments
1	Atholton, Topeka & Santa Fe.....	\$ 80,154,000.00	\$ 24,988,073.19	\$ 27,530,505.19
2	*Atlantic Northern & Southern.....	25,000.00		
3	**Atlantic Northern.....			
4	*Atlantic Southern.....			
5	Centerville, Albia & Southern.....			
6	Charles Clay Western.....			
7	Chicago, Anamosa & Northern.....			
8	Chicago, Burlington & Quincy.....	150,040,700.00		
9	Chicago Great Western.....		100,000.00	4,000,000.00
10	Mason City & Fort Dodge.....			
11	Wagoner, Minnesota & Pacific.....	458,607.00	571,000.00	
12	Chicago, Milwaukee & St. Paul.....	21,332,500.00	15,052,000.00	132,215,000.00
13	Chicago & North Western.....	98,594,000.00	27,803,000.00	
14	Chicago, St. Paul, Minneapolis & Omaha.....	18,300,000.00	9,300,000.00	
15	Chicago, Rock Island & Pacific.....	27,500,000.00	20,207,000.00	55,255,000.00
16	Colfax Northern.....			
17	Oronota, Winterset & Des Moines.....			
18	Crooked Creek.....			
19	Davenport, Rock Island & Northwestern.....			
20	Dulacoe & Sioux City (Illinois Central).....		5,730,000.00	500,000.00
21	Great Northern.....	45,000,000.00		12,000,000.00
22	Iowa & Omaha Short Line.....			
23	Iowa & Southwestern.....			
24	Manchester & Onoda.....			
25	Minneapolis & St. Louis.....	5,000,000.00	5,000,000.00	2,522,000.00
26	Moscatine North & South.....		4,515,000.00	
27	**St. Paul & Kansas City Short Line.....			
28	Tabor & Northern.....	28,072,225.00	68,323,010.00	
29	Union Pacific.....		7,488,000.00	13,310,900.00
30	Wabash.....			
	Total.....	\$400,282,921.00	\$251,820,612.10	\$ 298,437,074.19

a To reimburse treasury for expenditures on property and placed in treasury.

b Issued for advances to other companies and held in treasury.

c Assumed with roads acquired.

d Includes \$200,000.00 issued for securities pledged.

e Includes \$2,500,000.00 issued for collateral.

**This report covers the period from June 30, 1913, to October 9, 1913.

***This report covers the period from October 5, 1913, to June 30, 1914.

****This report covers 4 months, June 20, 1913, to October 21, 1913.

—CONTINUED—STEAM ROADS

Number	Purpose of the Issue	For purchase of railway or other property	For acquisition of securities	For refundment of securities	For reorganization	Total	
						Total	Total cash realized
1		\$ 11,921,613.55			\$ 100,374,156.10	\$ 216,400,945.00	\$ 120,047,805.27
2		75,000.00				100,000.00	100,000.00
3							
4							
5							
6							
7							
8		9,150,400.00	\$ 12,181,000.00	\$ 26,500,400.00	\$ 5,000,000.00	\$14,827,800.00	142,210,158.00
9		19,000,000.00	6,175,000.00			25,175,000.00	21,850,000.00
10		12,000,000.00				12,000,000.00	
11		2,289,300.00		2,000,000.00		4,289,300.00	17,007.00
12		50,749,000.00	17,011,000.00	12,152,000.00	\$ 222,736,154.00	480,888,154.00	200,107,308.00
13			20,437,000.00	20,716,000.00		41,153,000.00	25,716,457.13
14			9,019,000.00	0,000,000.00	0,000,000.00	9,019,000.00	
15		2,068,000.00	21,272,000.00	110,512,000.00		133,852,000.00	222,074,566.84
16							
17							
18		112,500.00				112,500.00	
19							
20		6,825,000.00		2,000,000.00		8,825,000.00	17,155,000.00
21		122,280,000.00	121,148,000.00			243,428,000.00	25,000,000.00
22							
23							
24							
25		15,420,004.91	672,000.00	9,228,000.00	48,114,000.00	73,434,004.91	22,770,350.16
26		5,320,110.00				5,320,110.00	8,770,810.00
27			6,584,000.00		80,078,000.00	86,662,000.00	60,120,046.45
28		2,472,000.00	45,118,180.00		27,730,000.00	75,320,180.00	21,650,000.00
29							
30		\$20,075,000.55	\$20,363,000.00	\$21,201,400.00	\$ 124,477,330.16	\$ 266,016,730.61	\$1,000,433,000.51

TABLE NO. 7.—EXPENDITURES FOR ADDITIONS AND

Number	Name of Road	For Year Ending			
		Right of way and station grounds	Real estate	Wearing cuts and fills	Protection of banks and drains
1	Aetchison, Topeka & Santa Fe.....	\$ 232,867.17	\$ 68,408.02	\$ 168,761.12	\$ 138,082.76
2	*Atlantic Northern & Southern.....				
3	**Atlantic Northern.....				
4	Atlantic Southern.....				
5	Centerville, Albia & Southern.....				
6	Charles City Western.....				
7	Chicago, Anamosa & Northern.....				
8	Chicago, Burlington & Quincy.....				
9	Chicago Great Western.....	1,195,620.41	9,321.44	19,931.22	17,264.29
10	Mason City & Fort Dodge.....	610,310.42		4,131.26	1,612.08
11	Wisconsin, Minnesota & Pacific.....	2,322.48			
12	Chicago, Milwaukee & St. Paul.....	62,228.53		2,117.06	
13	Chicago & North-Western.....	370,242.66	129,543.66	838,726.84	155,999.12
14	Chicago, St. Paul, Minneapolis & Omaha.....	195,335.84	64,324.64	87,244.28	75,283.79
15	Chicago, Rock Island & Pacific.....	4,155.17	63,134.19	2,730.82	15,771.18
16	Colfax Northern.....	76,782.43	2,500.00	94,129.02	3,996.32
17	Creston, Whiteset & Low Moines.....				
18	Crooked Creek.....				
19	Davenport, Rock Island & Northwestern.....				
20	Dubuque & Sioux City (Illinois Central).....	22,025.70			15,000.00
21	Great Northern.....	677,307.60	67,201.23	60,746.00	68,801.37
22	Iowa & Omaha Short Line.....				
23	Iowa & Southwestern.....				
24	Manchester & Oskola.....				
25	Minneapolis & St. Louis.....				
26	Muscataine North & South.....	22,427.70		1,847.32	
27	**St. Paul & Kansas City Short Line.....	150.67			
28	Tabor & Northern.....				
29	Union Pacific.....	4,005.99	450.95	32,209.89	
30	Wabash.....	8,827.10	51,500.60		21,194.72
	Total.....	\$3,527,728.88	\$ 155,471.16	\$ 792,153.07	\$ 227,266.30

a Credit.

*This report covers the period from June 30, 1913, to October 9, 1913.

**This report covers the period from October 10, 1913, to June 30, 1914.

***This report covers 4 months, June 30, 1913, to October 31, 1913.

BETTERMENTS DURING THE YEAR—ENTIRE LINE—STEAM ROADS

June 30, 1914								Number
Grade reductions and changes of line	Tunneled improvements	Bridges, trestles, and culverts	Increased weight of rail	Improved frogs and switching	Track fastenings and appliances	Ballast	Additional main tracks	
\$ 60,944.15	\$ 16,565.86	\$ 391,641.50	\$ 147,102.14	\$ 14,372.26	\$ 332,075.24	\$ 270,200.90	\$ 909,108.08	1
								2
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								28
								29
								30
\$2,448,024.85	\$ 225,989.36	\$2,992,881.71	\$ 1,036,223.10	\$ 101,966.50	\$2,100,380.24	\$2,520,000.00	\$14,156,288.60	

TABLE NO. 8—EXPENDITURES FOR ADDITIONS AND
—CONTINUED—STEAM

Number	Name of Road	For Year Ending					
		Sidings and spur tracks	Terminal yards	Fencing, right of way	Improvement of crossings made or over grade	Elimination of grade crossings	
1	Atchison, Topeka & Santa Fe.....	\$ 531,377.05	\$ 131,457.09	\$ 37,028.80	\$ 634.25	\$ 68,200.23	
2	"Atlantic Northern & Southern.....						
3	"Atlantic Northern.....						
4	"Atlantic Southern.....						
5	Craterville, Albia & Southern.....						
6	Charles City Western.....						
7	Chicago, Anamosa & Northern.....						
8	Chicago, Burlington & Quincy.....	461,480.86	195,132.04	12,163.74	22,182.25	86,025.19	
9	Chicago Great Western.....	31,280.22	2,262.98	5,317.81	481.81		
10	Macon City & Fort Dodge.....	19,718.49					
11	Wisconsin, Minnesota & Pacific.....	916.28		796.02	15.16		
12	Chicago, Milwaukee & St. Paul.....	475,674.16	718,823.11	10,546.49	67,415.96	1,120,437.79	
13	Chicago & North-Western.....	56,916.05	85,801.40	3,023.69	14,656.44	146,404.98	
14	Chicago, St. Paul, Minn. & Omaha.....	125,369.67	180,327.02	1,022.44		45,809.19	
15	Chicago, Rock Island & Pacific.....	286,087.01	180,681.06	8,170.51	22,447.35	621,887.31	
16	Colfax Northern.....						
17	Creston, Winteret & Des Moines.....						
18	Crooked Creek.....						
19	Davenport, Rock Island & N. W.....	28,150.14					
20	Dubuque & Sioux City (Ill. Cent.).....	89,330.49			5,069.43	30,280.31	
21	Great Northern.....	491,852.86	195,509.42	39,678.22	152,336.19		
22	Iowa & Omaha Short Line.....						
23	Iowa & Southwestern.....			523.00			
24	Manchester & O'Neill.....						
25	Minneapolis & St. Louis.....	22,872.01	12,579.30	1,622.21	5,850.22	2,310.52	
26	Missouri North & South.....	763.20					
27	***St. Paul & Kansas City Short Line.....	3,475.34	80,010.13				
28	Taylor & Northern.....						
29	Union Pacific.....	161,360.61	40,618.21	2,332.88		61,087.00	
30	Wabash.....	49,025.61	62,631.43	778.42	11,161.36	111,779.41	
	Total.....	\$2,710,940.90	\$1,834,947.92	\$110,650.87	\$119,525.58	\$2,266,665.19	

a Credit.

**This report covers the period from June 30, 1912, to October 9, 1913.

***This report covers the period from October 10, 1912, to June 30, 1914.

****This report covers 4 months, June 30, 1913, to October 21, 1913.

BETTERMENTS DURING THE YEAR—ENTIRE LINE
ROADS

June 30, 1914

Interlocking apparatus	Block and other signal apparatus	Telegraph and telephone lines	Station buildings and fixtures	Buildings, machinery and tools	Shops, engine houses and turntables	Shop machinery and tools	Water and fuel stations	Number
\$ 56,127.06	\$ 326,714.41	\$ 20,230.02	\$ 139,219.29		\$ 510,122.25	\$ 173,545.87	\$ 331,405.67	1
13,170.13	211,445.22	19,611.00	218,620.94		35,998.69	17,067.32	112,873.43	2
25.88	44,161.05	8,811.23	22,623.19	\$ 413.85	11,800.89	32,130.24	9,097.24	3
1,253.23	430.59	4,562.56	4,122.89		1,562.86		725.07	4
	1,003.20		700.65			100.30	6,510.07	5
6,955.99	680,472.37	60,680.71	401,540.60	11,360.21	627,407.83	406,724.83	201,988.18	6
30,765.00	426,223.27	11,295.91	376,941.97	31,628.21	509,745.02	197,321.15	87,840.20	7
33,977.74	89,120.67	122.37	61,278.19	5,080.82	19,900.18	95,756.54	37,788.14	8
28,916.82	15,290.94	1,796.80	300,873.18	46,792.02	628,661.51	13,089.00	97,564.53	9
								10
								11
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								14
								15
								16
								17
								18
								19
								20
21,827.79	217,724.11	6,466.83	1,131,222.71	2,649.00	37,424.67	33,834.54	49,220.11	21
								22
								23
								24
								25
102.50	563.00		22,464.74		47,684.52	796.00	880.10	26
								27
								28
								29
								30
								31
								32
								33
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								37
								38
								39
\$ 231,464.49	\$2,054,527.43	\$174,436.97	\$3,625,945.00	\$111,542.30	\$2,074,551.02	\$1,420,789.59	\$1,221,879.27	40

TABLE NO. 9—EXPENDITURES FOR ADDITIONS AND STEAM

Number	Name of Road	For Year Ending			
		Grain elevators and storage warehouses	Dock and wharf property	Electric light and power plants	Electric power transmission
1	Atchison, Topeka & Santa Fe.....	\$ 79,897.70	\$ 46,148.17		
2	*Atlantic Northern & Southern.....				
3	**Atlantic Northern.....				
4	**Atlantic Southern.....				
5	Centerville, Albia & Southern.....				
6	Charles City Western.....				
7	Chicago, Anamosa & Northern.....				
8	Chicago, Burlington & Quincy.....	58,196.55		\$ 2,103.02	
9	Chicago Great Western.....	8,455.91			
10	Mason City & Fort Dodge.....				
11	Wisconsin, Minnesota & Pacific.....				
12	Chicago, Milwaukee & St. Paul.....	249,328.36	10,001.90		\$ 37,063.42
13	Chicago & North-Western.....	14,762.90	29,094.00		
14	Chicago, St. Paul, Minneapolis & Omaha.....	210,081.21		18,497.14	
15	Chicago, Rock Island & Pacific.....	112,409.51		3,196.45	21,702.47
16	Colfax Northern.....				
17	Creston, Winterset & Des Moines.....				
18	Crooked Creek.....				
19	Davenport, Rock Island and Northwestern.....				
20	Dubuque & Sioux City (Illinois Central).....				
21	Great Northern.....	24,781.80		2,314.50	2,513.37
22	Iowa & Omaha Short Line.....				
23	Iowa & Southwestern.....				
24	Manchester & Onida.....				
25	Minneapolis & St. Louis.....				
26	Moscatine North & South.....			4,112.90	
27	**St. Paul & Kansas City Short Line.....				
28	Tabor & Northern.....				
29	Union Pacific.....	4,120.00			
30	Wabash.....				
	Total.....	\$296,266.00	\$111,222.00	\$ 19,271.92	\$ 45,314.65

a Credit.

*This report covers the period from June 30, 1913, to October 9, 1913.

**This report covers the period from October 10, 1913, to June 30, 1914.

***This report covers 4 months, June 30, 1913, to October 31, 1913.

BETTERMENTS DURING YEAR—ENTIRE LINE—CONTINUED—ROADS

June 30, 1914

Number	Gas producing plants	Snow and sand frames and snow sheds	Reconstruction of road per-chased	Equipment	Interest and commissions	Other additions and betterments	Total—Entire line	Number
1		\$ 280.00		\$ 6,541,986.42		\$ 59,590.20	\$ 11,797,914.89	1
2								2
3								3
4								4
5								5
6								6
7								7
8								8
9		12.14		13,771,222.15		115,845.22	18,837,461.06	9
10			\$ 2,928,928.87	2,928,928.87		291,518.00	6,949,447.00	10
11				15,854.17		49,586.18	111,228.44	11
12				2,355,500.91		8,544.05	8,520.01	12
13		18,027.50		2,977,915.82	\$591,418.49	\$ 194,114.88	24,674,929.94	13
14		282.11		8,587,431.63	40,800.00	72,522.55	12,665,032.46	14
15		1,786.30		5,092,548.02	38,125.00	11,243.01	7,712,804.45	15
16								16
17								17
18								18
19								19
20								20
21		1,122,977.97		2,441,206.87		2,149.50	28,789.07	21
22						2,475,955.05	9,100,943.80	22
23								23
24								24
25								25
26				2,765.00			5,680.00	26
27						191.56	110,224.26	27
28				2,281.04			923.59	28
29								29
30		807.15		11,412,857.80		2,770,288.08	12,290,960.94	30
31				2,645,472.52			4,466,463.74	31
								32
								33
								34
								35
								36
								37
								38
								39
		\$1,106,907.67	\$ 2,928,928.87	\$ 51,226,472.69	\$645,435.61	\$ 128,919.22	\$205,977,410.65	40

TABLE NO. 10—EXPENDITURES FOR ROAD, EQUIPMENT AND
JUNE 30, 1907—

Number	Name of Road	Road		Equipment	
		Total expend- tures July 1, 1907, to June 30, 1913	Total expend- tures July 1, 1907, to June 30, 1914	Total expend- tures July 1, 1907, to June 30, 1913	Total expend- tures July 1, 1907, to June 30, 1914
1	A. T. & S. F.	\$ 50,339,050.76	\$ 64,924,635.49	\$ 49,346,634.68	\$ 55,788,641.37
2	A. N. & S.				
3	**Atlantic Northern		90,002.04		6,541.74
4	**Atlantic Southern				
5	C. A. & So.		395,917.28	6,529.71	
6	C. C. W.	359,551.91	362,794.94	46,322.55	59,904.68
7	C. A. & N.	390,239.21	295,239.21		
8	C. D. & Q.	59,654,479.77	61,360,752.37	17,394,909.65	28,069,915.83
9	C. G. W.	37,869,549.35	69,121,286.63	19,690,759.09	19,231,912.67
10	M. C. & Ft. D.	432,977.79	547,827.96	e 10,983.57	e 78,121.41
11	W. M. & P.	112,983.82	145,764.54	e 123,150.49	e 148,706.21
12	C. M. & St. P.	309,941,339.59	309,953,702.48	47,991,771.91	59,479,287.73
13	C. & N. W.	82,515,514.33	95,089,736.03	15,909,843.59	25,301,439.72
14	C. St. P. M. & O.	6,531,167.70	8,085,309.45	3,173,271.66	3,792,508.38
15	C. R. I. & P.	21,194,418.44	23,765,549.89	15,811,151.28	20,816,609.30
16	Colfax Northern		50.11		
17	C. W. & D. M.				
18	Crooked Creek				
19	D. R. I. & N. W.	139,269.33	182,259.81	19,977.31	35,199.60
20	D. & S. C. (Ill. Cent.)	1,994,534.37	1,321,711.41		
21	Great Northern	76,710,56.35	72,399,769.41	24,673,719.28	28,116,917.59
22	Iowa & Omaha S. I.				
23	Iowa & Southwestern				
24	M. & O.	2,127.00	2,227.60	2,738.60	2,738.60
25	M. & St. L.	21,274,006.63	21,528,419.22	2,130,462.18	2,131,514.37
26	Missouri N. & S.		363.39		
27	**St. P. & K. C. R. I.	9,980,431.62	10,484,428.79	461,639.59	458,074.61
28	Tabor & Northern				
29	Union Pacific	29,913,009.49	31,025,962.73	9,246,199.58	20,658,590.47
30	Wabash	6,674,744.51	8,494,075.92	10,440,519.09	13,085,383.91
	Total	\$672,823,108.39	\$749,250,174.57	\$506,189,436.08	\$58,871,615.12

a Includes \$28,170,849.57 road and equipment and additions and betterments, proprietary,
b Includes \$29,701,989.00 road and equipment and additions and betterments, proprietary,
c Credit.

*This report covers the period from June 30, 1913, to October 9, 1913.

**This report covers the period from October 19, 1912, to June 30, 1914.

***This report covers 4 months, June 30, 1913, to October 31, 1913.

GENERAL EXPENDITURES—ENTIRE LINE AND IOWA—SINCE
STEAM ROADS

Number	General Expenditures		Total—Entire Line		Total—Iowa	
	Total expend- tures July 1, 1907, to June 30, 1913	Total expend- tures July 1, 1907, to June 30, 1914	Total expend- tures July 1, 1907, to June 30, 1913	Total expend- tures July 1, 1907, to June 30, 1914	Total expend- tures July 1, 1907, to June 30, 1913	Total expend- tures July 1, 1907, to June 30, 1914
1	\$ 11,907.17	\$ 11,907.17	\$ 113,309,269.58	\$ 159,477,172.93	\$ 284,076.50	\$ 335,435.68
2						
3		6,217.64		102,761.42		167,761.42
4						
5			6,529.71	191,006.14	6,529.71	281,000.14
6			413,809.52	429,219.95	413,809.52	429,219.95
7			307,528.44	307,528.44	307,528.44	307,528.44
8	11,892.39	12,589.23	99,471,721.31	99,544,862.22	99,544,862.22	99,544,862.22
9	14,228.23	14,228.23	398,150,595.24	398,150,595.24	398,150,595.24	398,150,595.24
10	1,222,250.89	174,194.12	325,521.27	479,749.71		
11	643.00	2,994.08	e 19,871.78	e 1,311.77		
12	299.00	1,908.35	528,428,534.97	528,428,534.97	528,428,534.97	528,428,534.97
13	965,900.54	2,149,771.94	141,211.21	98,259,944.63	121,925,338.35	9,829,555.36
14	300,854.84	141,211.21	9,874,185.78	11,971,361.44	841,416.23	877,169.98
15	169,745.42	192,031.69	37,026,497.98	44,701,572.41		
16	139,806.36	151,023.90	192.77	192.77		
17	142.00	142.00				
18						
19			178,008.74	307,459.41	144,210.28	157,484.29
20			1,994,534.37	1,321,711.41		
21	1,491,319.93	1,287,379.19	89,947,096.58	102,325,790.99	1,871,584.31	1,897,738.00
22						
23	7,000.00	7,509.00	12,415.60	12,485.00	12,415.60	12,485.00
24	200,000.00	220,077.38	22,800,088.51	23,919,233.17	22,194,284.76	22,136,869.98
25			303.59	303.59		303.59
26	307,500.11	240,134.23	11,628,687.63	10,965,379.29	11,628,687.63	11,628,687.63
27						
28	43,890.56	43,877.60	39,500,055.63	31,728,419.29		
29	2,224,639.59	2,224,920.29	19,329,994.35	23,906,719.09		
30						
	\$7,484,609.91	\$8,972,244.82	\$ 913,196,673.72	\$1,015,906,122.52	\$ 96,827,900.88	\$106,499,182.79

affiliated and auxiliary companies.
affiliated and auxiliary companies.

TABLE NO. 11—SUMMARY OF ROAD AND EQUIPMENT

Number	Name of Road	Investment to June 30, 1907				Investment Since June 30, 1907	
		Road		Equipment		Entire line	Iowa
		Entire line	Iowa	Entire line	Iowa		
1	A., T. & S. F.	\$6,480,325,285.03				\$ 150,477,172.53	\$ 335,425.06
2	*A. N. & S.						
3	**Atlantic Nor.	90,002.04	\$ 90,002.04	\$ 6,541.74	\$ 6,541.74		6,217.04
4	*A. & So.					281,006.14	281,006.14
5	C. C. & W.					436,249.95	436,249.95
6	C. A. & N.	388,293.35	388,293.35			19,255.00	19,255.00
7	C. B. & Q.	296,437,146.87		48,844,333.13		88,544,880.22	
8	C. O. W.					109,154,896.98	
9	M. C. & Ft. D.	42,766,382.71		1,619,986.07		470,749.71	
10	W., M. & P.	11,257,027.37		793,784.91		91,941.77	
11	C., M. & St. P.	210,540,735.04	54,006,800.76	47,600,579.97	12,223,825.94	292,874,002.15	56,155,646.02
12	O. & N. W.	6,337,705,308.07				121,825,308.55	
13	C., St. P., M. & O.	662,496,013.06				11,971,302.46	
14	C., R. I. & P.	6,198,210,227.88				44,751,272.41	
15	Colfax Northern					192.77	192.77
16	C., W. & D. M.						
17	Crooked Creek						
18	D., R. I. & N. W.	2,171,381.84	2,578,742.29	112,433.07		307,459.41	137,484.29
19	D. & S. C. (Ill. C.)	29,679,249.83				1,301,711.41	
20	Great Northern	230,947,770.58		44,084,373.57		102,302,760.09	1,887,708.66
21	I. & O. S. L.					279,088.94	279,088.94
22	L. & S. W.						
23	M. & O.	117,391.00	117,391.00	1,500.00	1,500.00		
24	M. & St. L.	229,306,207.44	29,841,088.26			12,485.60	12,485.60
25	Muscatine N. & S.					23,916,393.17	22,150,859.38
26	**St. P. & K. C. S. L.					1,273,946.71	1,273,946.71
27	Tabor & Northern	82,688.07	82,688.07			11,482,687.02	11,482,687.02
28	Union Pacific	228,773,871.90			10,229.68	92,917.70	92,917.70
29	Wabash	210,684,352.62				21,728,410.36	
30	Total	\$2,232,892,912.70	\$ 66,865,065.77	\$154,047,928.42	\$12,242,100.30	\$1,047,123,988.46	\$94,468,215.10

a Includes equipment.
 b Credit.
 c Figured on basis of miles of road owned.
 d Excludes equipment.
 *This report covers the period from June 30, 1913, to October 9, 1913.
 **This report covers the period from October 10, 1913, to June 30, 1914.
 ***This report covers 4 months, June 30, 1913, to October 31, 1913.

—ENTIRE LINE AND IOWA—STEAM ROADS

Number	Entire line	Iowa	Total		Reserve for Accrued Depreciation—Credit		Net Total		Cost Per Mile of Line		Number
			Entire line	Iowa	Entire line	Iowa	Entire line	Iowa	Entire line	Iowa	
1	\$ 630,802,458.86		\$ 233,425.06	\$ 18,876,342.45	\$ 629,956,116.41	\$ 233,425.06	\$ 57,688.71			1	
2	102,701.42		102,701.42		102,701.42					2	
3	281,006.14		281,006.14		281,006.14					3	
4	436,249.95		436,249.95		436,249.95					4	
5	307,558.44		307,558.44		307,558.44					5	
6	388,293.35		388,293.35		388,293.35					6	
7	296,437,146.87		48,844,333.13		26,009,041.05		407,757,348.17		45,968.78	7	
8			109,154,896.98		504,622.45		108,650,274.53		143,715.39	8	
9			470,749.71		65,238.49		44,889,709.69		118,180.23	9	
10			793,784.91		29,940.95		15,067,463.59		45,599.30	10	
11			292,874,002.15		6,338,786.90	\$1,240,725.36	544,616,587.26	121,303,610.96	56,555.30	64,900.00	11
12			121,825,308.55		6,080,239.37		353,439,382.85	671,288,719.48	44,482.90	44,482.90	12
13			11,971,302.46		1,074,172.83		72,805,831.64	6,239,499.17	43,225.72	43,225.72	13
14			44,751,272.41		874,108.90		237,067,306.33	44,174.29			14
15			192.77		192.77						15
16											16
17											17
18			225,305.02		5,591.12	5,591.12	219,714.50	219,714.50	12,476.69	12,476.69	18
19			2,580,229.38		48,704.00	23,682.00	2,541,547.38	2,541,547.38	72,537.52	72,537.52	19
20			31,009,981.30				31,009,981.30		40,738.91	40,738.91	20
21			1,887,708.66		25,804,746.16		331,529,138.48	1,887,708.66	59,925.81	59,925.81	21
22			279,088.94		279,088.94		279,088.94		23,008.15	23,008.15	22
23											23
24			131,276.00		2,400.00	2,400.00	138,676.00	138,676.00	15,807.88	15,807.88	24
25			23,916,393.17		562,420.85	267,100.57	23,646,272.76	23,646,272.76	45,808.01	20,675.25	25
26			1,273,946.71		1,273,946.71		1,273,946.71		26,698.00	26,698.00	26
27			11,482,687.02		3,245.02	2,945.02	11,480,442.01	11,480,442.01	62,570.54	62,570.54	27
28			92,917.70		350.70	350.70	92,567.00	92,567.00	10,339.94	10,339.94	28
29			21,728,410.36		10,300,219.38		281,209,134.73		78,486.32	78,486.32	29
30			23,806,310.09		4,327,135.61		180,144,027.10		96,880.50	96,880.50	30
	Total	\$3,437,200,142.30	\$173,800,686.85	\$101,645,463.86	\$1,542,155.43	\$3,335,644,648.54	\$210,776,750.07	\$2,991.79			

TABLE NO. 12—INCOME STATEMENT—

Number	Name of Road	Railway Operating				
		Rail Operations				Revenues
		Revenues	Expenses	Net revenue	Net deficit	
1	A. T. & S. P.	\$ 26,536,298.19	\$ 60,172,761.00	\$ 23,367,667.19		
2	A. N. & S.					
3	**Atlantic Northern					
4	**Atlantic Southern	37,390.90	47,791.34		110,401.14	
5	C. A. & S.	21,563.59	21,714.37		147.78	
6	C. G. W.	28,873.90	29,858.29	9,047.65		
7	C. A. & N.	24,369.23	23,658.07	10,871.16		
8	C. B. & O.	22,750,594.15	22,118,208.01	30,692,339.14		\$ 936,206.91
9	C. G. W.	14,290,221.60	10,821,167.80	2,429,823.80		80,216.90
10	M. C. & P. D.					
11	W. M. & P.					
12	C. M. & St. P.	91,782,600.74	61,229,061.17	30,452,829.57		1,866,428.90
13	C. & N. W.	83,677,050.79	59,465,141.53	94,971,500.90		1,885,282.92
14	C. St. P., M. & O.	17,992,370.59	12,622,570.29	5,320,800.07		217,713.90
15	C. R. I. & P.	65,388,568.00	48,864,138.70	16,405,361.70		420,754.07
16	Colfax Northern	20,281.68	22,227.92		3,945.94	
17	C. W. & D. M.	8,130.27	21,255.96		16,124.70	
18	Crook Creek	36,615.19	23,497.49	13,145.70		13,145.70
19	D. B. I. & N. W.	118,215.00	134,944.96		16,729.96	
20	D. & S. C. (Ill. C.)	7,387,396.63	5,501,222.27	1,585,994.28		3,945.94
21	Great Northern	75,411,365.51	46,510,272.82	28,692,092.69		1,881,008.41
22	I. & O. S. L.	10,625.00	12,722.77		2,126.87	
23	I. & S. W.	21,898.28	26,724.61		4,719.69	
24	M. & O.	23,782.30	17,040.06	6,737.28		
25	M. & St. L.	9,810,884.00	6,861,813.44	2,769,970.62		776.17
26	Muscatine N. & S.	126,113.30	122,540.21	3,572.50		
27	**St. P. & K. O. S. L.	427,159.24	384,895.14	47,264.10		1,736.52
28	Taber & Northern	29,391.50	22,270.22	6,600.28		
29	Union Pacific	51,875,210.34	29,628,622.44	21,270,388.94		943,820.09
30	Wabash	30,022,404.87	24,460,222.43	5,618,022.27		192,202.80
	Total	\$ 633,613,620.90	\$ 429,162,318.21	\$ 204,504,194.40	\$ 222,861.71	\$ 6,910,407.18

*This report covers the period from June 30, 1913, to October 9, 1913.

**This report covers the period from October 10, 1913, to June 30, 1914.

***This report covers 4 months, June 30, 1913, to October 21, 1913.

ENTIRE LINE—STEAM ROADS

Number	Name of Road	Income								
		Outside Operations			Net railway operating revenue	Net railway operating deficit	Railway tax amounts	Railway operating income	Railway operating loss	
		Expenses	Net revenue	Net deficit						
1	A. T. & S. P.				\$ 33,967,567.19		\$ 4,773,440.87	\$ 28,594,196.22		
2	A. N. & S.									
3	**Atlantic Northern									
4	**Atlantic Southern						\$19,401.14	5,321.00		\$12,722.14
5	C. A. & S.						147.78	5,024.10		3,671.88
6	C. G. W.							1,818.82	7,228.84	
7	C. A. & N.							2,159.72	7,711.44	
8	C. B. & O.	\$ 1,976,454.81	\$ 140,247.60	\$ 20,662,288.24				4,016,657.74	28,445,630.50	
9	C. G. W.	92,466.01	2,249.11	2,429,823.80				498,794.14	2,927,340.50	
10	M. C. & P. D.									
11	W. M. & P.									
12	C. M. & St. P.	1,542,945.06	280,483.24	20,713,112.61				4,196,557.41	36,608,650.66	
13	C. & N. W.	896,423.77	14,149.83	24,227,759.41				4,212,790.29	20,004,069.12	
14	C. St. P., M. & O.	391,540.49	10,100.40	5,271,680.47				371,282.53	4,107,683.64	
15	C. R. I. & P.	624,869.32		16,330,310.00				2,309,877.40	13,129,765.65	
16	Colfax Northern							5,615.94	1,153.22	2,700.10
17	C. W. & D. M.							16,124.70		16,124.70
18	Crook Creek							2,469.95	10,741.73	
19	D. B. I. & N. W.							16,729.96		16,729.96
20	D. & S. C. (Ill. C.)							1,585,994.28		1,585,994.28
21	Great Northern	1,221,817.65	180,250.78	29,061,343.47				4,700,272.79	24,360,770.68	
22	I. & O. S. L.							2,126.87	1,170.14	3,297.01
23	I. & S. W.							4,715.59		4,715.59
24	M. & O.							10,729.26		10,729.26
25	M. & St. L.	1,212.89	266.65	2,728,284.00				1,022.35	5,684.95	
26	Muscatine N. & S.							410,390.91	2,318,172.09	
27	**St. P. & K. O. S. L.							2,072.96	3,572.96	
28	Taber & Northern	2,588.68	809.11	41,451.99				7,846.90	20,615.00	
29	Union Pacific	1,071,524.78	56,779.88	25,451,128.25				1,497.48	5,265.26	
30	Wabash	248,142.77		5,562,882.49				1,644,309.25	4,318,573.11	
	Total	\$ 6,980,082.60	\$ 485,000.42	\$ 505,513.84	\$ 204,434,579.38	\$ 62,861.71	\$ 30,651,672.14	\$ 173,513,978.62	\$ 685,364.50	

TABLE NO. 12—INCOME STATEMENT

Number	Name of Road	Income from lease of road	Hire of equipment Credit balance	Rent Income		Net profit from miscellaneous physical property	Separately operated properties—profit	Other
				Joint facility	Miscellaneous			
1	A., T. & S. F.		\$ 1,054,493.73	\$ 370,275.60	\$ 92,569.70	\$ 22,463.77	\$ 3,419,598.09	
2	A. N. & S.							
3	**Atlantic Northern							
4	**Atlantic Southern				189.00			
5	C., A. & So.							
6	O. C. W.							
7	C., A. & N.							
8	C., B. & Q.	\$ 2,892.02		455,570.51	142,708.00		577.68	
9	C. G. W.		480,000.00	34,807.68	46,954.94			
10	M. C. & Ft. D.							
11	W., M. & P.							
12	C., M. & St. P.		273,635.87	253,485.76	149,061.28	208,803.51		
13	C. & N. W.			96,317.00	55,059.48	286,128.24		
14	C., St. P., M. & O.			320,151.00	14,750.94	19,383.33		
15	C., R. I. & P.	\$ 3,333.31		346,091.13	110,531.63	24,319.91		
16	Colfax Northern							
17	C., W. & D. M.							
18	Crooked Creek							
19	D., R. I. & N. W.		12,614.65	33,944.51				
20	D. & S. C. (Ill. C.)			61,760.68	24,439.16			
21	Great Northern	2,051.08	81,723.02	614,125.48	285,777.10	41,836.95		
22	I. & O. S. I.							
23	I. & S. W.							
24	M. & O.				58.00			
25	M. & St. L.		63,308.06	169,057.37	808.00			
26	Muscumbe N. & S.							
27	**St. P. & K. C. S. L.			1,538.33	135.00			
28	Tabor & Northern							
29	Union Pacific	21,017.82		559,378.70	51,028.73	39,031.50		
30	Wabash	4,000.00		206,947.00	84,211.14	9,324.12	22,000.00	
	Total	\$ 577,122.81	\$ 1,421,407.87	\$ 2,366,451.87	\$ 1,008,227.61	\$ 711,559.04	\$ 3,441,598.09	

*This report covers the period from June 30, 1913, to October 9, 1913.

**This report covers the period from October 9, 1912, to June 30, 1914.

***This report covers 4 months, June 30, 1913, to October 31, 1913.

—CONTINUED—ENTIRE LINE—STEAM ROADS

Number	Income								Gross income	Gross loss	Number
	Dividend income	Income from funded securities	Income from un- funded secur- ities and accounts	Income from sink- ing reserve funds	Release of pre- miums on funded debt	Miscellaneous income	Total other income				
1	\$ 70,630.54	\$ 476,639.59	\$ 478,704.50	\$ 51,485.83		\$100,869.87	\$ 6,531,731.37	\$ 35,125,867.69		1	
2										2	
3										3	
4							159.00		\$13,583.14	4	
5									\$ 6,671.88	5	
6									7,228.84	6	
7									7,711.44	7	
8							1,501,077.11	27,946,707.61		8	
9		165,498.00	519,909.25	214,131.50		442.00	146,139.88	3,073,480.43		9	
10		10,484.00	1,450.16	52,000.50			480,000.00	480,000.00		10	
11										11	
12		51,148.00	194,241.40	2,965,327.68	40,000.00	\$155,953.88	11,677.67	3,462,639.45	30,009,485.85	12	
13		1,579,255.33	5,650.40	322,021.47	35,377.61		2,020,790.79	22,925,729.91		13	
14		46,351.00	12,000.40	14,794.89		5,607.88	296.50	233,405.02	4,636,088.66	14	
15		44,192.21	1,108,875.67	118,955.85			1,700.58	1,738,029.12	14,882,761.77	15	
16									8,796.16	16	
17									16,124.79	17	
18									10,741.75	18	
19									6,522.37	19	
20				829.40			156.00	87,176.24	1,402,838.42	20	
21		4,630,681.98	1,564,530.45	965,817.59			5,671.37	8,179,305.31	32,469,975.99	21	
22									3,207.01	22	
23									4,716.93	23	
24							600.00	633.00	6,357.95	24	
25		28,877.00	53,181.28	2,689.00			257,832.75	2,575,905.84		25	
26									3,672.96	26	
27									36,867.04	27	
28								3,252.04	5,283.30	28	
29		18,064,056.63	3,148,946.08	6,159,965.81	11.99		3,283.40	23,047,348.96	42,533,371.28	29	
30		66,740.00	5,296.17	22,912.34			309,036.37	781,337.80	5,299,919.94	30	
	\$19,767,890.81	\$ 7,072,820.32	\$10,914,688.02	\$125,475.43	\$161,611.71	\$888,673.36	\$49,432,567.50	\$223,208,873.54	\$45,191.91		

TABLE NO. 14—INCOME STATEMENT

Number	Name of Road	Deductions from					
		Deductions for lease of other roads	Hire of equipment—total balance	Rent Reductions		Miscellaneous tax accruals	Separately operated properties—loss
				Joint facility	Miscellaneous		
1	A. T. & S. F.	\$ 1,317,41.15		\$ 523,549.18	\$ 67,902.68	\$ 81.70	\$ 45,743.02
2	A. N. & S.						
3	**Atlantic Northern						
4	**Atlantic Southern						
5	C. A. & So.	\$ 6,438.48			1,230.00		
6	C. C. W.	2,394.08					
7	C. A. & N.		652.28				
8	C. H. & Q.	424,229.90	1,037,937.40	15,645.21	12,242.74		
9	C. G. W.	480,000.00	50,309.00	540,007.28	22,342.00	837.00	
10	M. C. & P. D.						
11	C. W. M. & P.						
12	C. M. & St. P.						
13	C. & N. W.	179,206.20	715,370.72	290,028.80	90,001.12	95,688.00	
14	C. St. P. M. & O.		365,369.50	350,337.85	1,699.78	12,800.00	
15	C. R. I. & P.	1,851,935.04	890,105.49	1,415,001.40	4,084.61		127,073.22
16	Colfax Northern	7,412.00	1,014.40	40.00		5.69	
17	C. W. & D. M.					69.70	
18	Crooked Creek		6,250.41				
19	D. H. I. & N. W.			6,365.37			
20	D. & S. C. (Ill. C.)	87,506.00	5,018.07	104,272.58	390.42		
21	Great Northern	1,054.44		962,216.44	27,037.29	89,403.22	
22	I. & O. S. L.		772.30				
23	I. & S. W.		15.24	240.00			
24	M. & O.						
25	M. & St. L.	267,852.91	221,050.16	323,908.21	1,110.48		
26	Missouri N. & S.		17,228.86				
27	**St. P. & K. C. S. L.	2,262.20	82,868.00	6,893.20	4.00	5,618.00	
28	Taber & Northern		1,946.00				
29	Union Pacific	72,048.68	602,730.22	191,084.71			
30	Wabash	1,603.00	1,113,870.98	1,562,800.30	10,282.22	2,767.71	
	Total	\$ 4,420,120.75	\$ 4,460,419.98	\$ 7,746,028.64	\$ 264,084.72	\$ 287,032.28	\$ 109,418.50

a Includes \$84,313.44 interest deductions for owner's certificates.

*This report covers the period from June 30, 1913, to October 5, 1913.

**This report covers the period from October 10, 1913, to June 30, 1914.

***This report covers 4 months, June 30, 1913, to October 31, 1913.

—CONTINUED—ENTIRE LINE—STEAM ROADS

Gross income		Interest Deductions for		Amortization of fire insurance on bonded debt	Miscellaneous deductions	Total deductions	Net income	Net loss	Number
Funded debt	Unfunded debt	Funded debt	Unfunded debt						
\$ 11,024,709.06	\$ 513.27			\$ 220,020.89	\$ 14,004,634.10	\$ 20,171,243.29			1
								\$ 12,583.14	2
									3
									4
									5
									6
									7
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\$ 42,361,730.00	\$ 2,125,024.10	\$ 211,272.42	\$ 281,002.17	\$ 109,750,722.20	\$ 122,875,196.00	\$ 2,407,736.72			

TABLE NO. 15—INCOME STATEMENT

Number	Name of Road	Disposition of	
		Appropriations of income to sinking and other reserve funds	Dividend appropriations of income
1	Airhison, Topeka & Santa Fe.....	\$ 51,485.83	\$ 17,400,440.00
2	*Atlantic Northern & Southern.....		
3	**Atlantic Northern.....		
4	**Atlantic Southern.....		
5	Centerville, Albia & Southern.....		
6	Charis City Western.....		
7	Chicago, Anamosa & Northern.....		
8	Chicago, Burlington & Quincy.....	659,861.68	\$ 8,897,128.00
9	Chicago Great Western.....		
10	Mason City & Fort Dodge.....		
11	Wisconsin, Minnesota & Pacific.....		
12	Chicago, Milwaukee & St. Paul.....	136,894.00	
13	Chicago & North Western.....	206,472.61	19,899,615.00
14	Chicago, St. Paul, Minneapolis & Omaha.....		2,086,910.00
15	Chicago, Rock Island & Pacific.....		
16	Gulfport Northern.....		
17	Creston, Winterset & Des Moines.....		
18	Crooked Creek.....		
19	Davenport, Rock Island & Northwestern.....		
20	Dubuque & Sioux City (Illinois Central).....	91,629.60	
21	Great Northern.....		15,982,948.00
22	Iowa & Omaha Short Line.....		
23	Iowa & Southwestern.....		
24	Manchester & Ouedia.....		
25	Minneapolis & St. Louis.....		
26	Monett, North & South.....		
27	**St. Paul & Kansas City Short Line.....		
28	Taber & Northern.....		
29	Union Pacific.....		23,792,537.74
30	Walsh.....	37,760.00	
	Total.....	\$ 1,168,097.07	\$ 78,679,668.74

*This report covers the period from June 30, 1913, to October 8, 1913.

**This report covers the period from October 10, 1913, to June 30, 1914.

***This report covers 4 months, June 30, 1913, to October 31, 1913.

—CONTINUED—ENTIRE LINE—STEAM ROADS

Net Income						Number
Appropriations for additions and betterments	Appropriations of income for new lines and extensions	Stock discount extinguished through income	Miscellaneous appropriations of income	Income balance transferred to credit of profit and loss	Income balance transferred to debit of profit and loss	
\$ 2,719,217.76						1
						2
					\$ 17,480.14	4
					12,264.69	5
					5,455.99	6
						7
				\$ 7,655.50		8
2,719,217.07				2,521,614.67		9
				805,959.43		10
						11
						12
				15,476,285.91		13
				1,206,954.00		14
					65,594.45	15
				205,914.55		16
					12,479.89	17
					28,124.79	18
					1,131.60	19
						20
						21
			\$ 505,321.64	\$ 311,122.14		22
					4,009.31	23
					4,715.15	24
				2,822.71		25
					444,415.41	26
					19,374.01	27
					207,644.00	28
					1,552.18	29
				9,627,689.15		30
68,119.40					2,478,914.62	31
\$30,543,312.53			\$ 505,321.64	\$28,808,072.37	\$ 2,496,913.77	

TABLE NO. 16—PROFIT AND

Number	Name of Road	Debits					
		Balance June 30, 1913	Debit balance transferred from income account	Appropriations of surplus to sinking and reserve funds	Debit appropriations of surplus	Appropriations of surplus for	New lines and extensions
					Additional betterments		
1	A., T. & S. F.						
2	*A. N. & S.						
3	**Atlantic Northern						
4	**Atlantic Southern						
5	C., A. & So.	\$ 19,701.71					
6	C. C. W.	9,494.57	\$ 5,435.00				
7	C., A. & N.						
8	C., B. & Q.						
9	C. O. W.						
10	M. C. & Ft. D.						
11	W., M. & P.	\$4,206.97					
12	C., M. & St. P.			\$92,370.00	\$13,028,970.00		
13	C. & N. W.						
14	C., St. P., M. & O.		\$5,204.60				
15	C. R. I. & P.				1,871,702.50		
16	Colfax Northern	5,630.92	12,376.29				
17	C., W. & D. M.						
18	Crooked Creek						
19	D., R. I. & N. W.						
20	D. & S. C. (Ill. C.)				223,286.25		
21	Great Northern						
22	I. & O. S. L.						
23	I. & S. W.		4,715.92				
24	M. & O.		444,415.41				
25	M. & St. L.	19,203.23	19,274.01				
26	Monrovia N. & S.	155,996.50	207,644.00				
27	**St. P. & K. C. S. I.	16,282.87	1,038.18				
28	Tabor & Northern				74,000,373.50		
29	Union Pacific						
30	Wabash	\$ 8,023,192.48	\$ 2,678,914.65				
	Total	\$0,114,282.79	\$ 3,429,737.18	\$92,370.00	\$80,144,406.95		

*This report covers the period from June 30, 1913, to October 9, 1913.

**This report covers the period from October 30, 1912, to June 30, 1914.

***This report covers 4 months, June 30, 1913, to October 21, 1913.

LOSS STATEMENT—STEAM ROADS

Number	Name of Road	Debits					
		Stock dividend	Debit discount	Miscellaneous appropriations of surplus	Loss on retired road and equipment	Delayed income debits	Miscellaneous debits
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
13							
14							
15							
16							
17							
18							
19							
20							
21							
22							
23							
24							
25							
26							
27							
28							
29							
30							
	Total	\$2,529,880.52	\$3,436,140.58	\$3,823,330.43	\$7,481,822.72	\$332,649,290.29	\$402,420,256.24

TABLE NO. 17—PROFIT AND LOSS

Number	Name of Road	Credits	
		Balance June 30, 1913	Credit balance transferred from income account
1	Atchison, Topeka & Santa Fe	\$ 30,560,800.81	
2	*Atlantic Northern & Southern		
3	**Atlantic Northern		
4	**Atlantic Southern		
5	Centerville, Albia & Southern		
6	Charles City Western		
7	Chicago, Anamosa & Northern		
8	Chicago, Burlington & Quincy	91,689,135.70	\$ 2,531,404.07
9	Chicago Great Western	2,653,962.19	805,980.43
10	Mason City & Fort Dodge		
11	Wisconsin, Minnesota & Pacific		
12	Chicago, Milwaukee & St. Paul	49,417,000.68	15,176,285.91
13	Chicago & North-Western	39,428,744.30	1,206,054.00
14	Chicago, St. Paul, Minneapolis & Omaha	4,992,620.39	
15	Chicago, Rock Island & Pacific	10,010,868.15	395,914.53
16	Colfax Northern		
17	Creston, Winterset & Des Moines		
18	Crooked Creek		
19	Davenport, Rock Island & Northwestern	27,790.00	
20	Dubuque & Sioux City (Illinois Central)	454.71	324,601.64
21	Great Northern	61,474,131.47	3,311,122.14
22	Iowa & Omaha Short Line		
23	Iowa & Southwestern		
24	Manchester & Onondia	16,405.54	2,822.71
25	Minneapolis & St. Louis	1,149,080.85	
26	Mountain North & South		
27	***St. Paul & Kansas City Short Line		
28	Yuba & Northern		
29	Union Pacific	122,927,414.20	9,627,680.48
30	Wabash		
	Total	\$ 395,222,642.02	\$ 33,801,916.51

*This report covers the period from June 30, 1913, to October 9, 1913.

**This report covers the period from October 10, 1913, to June 30, 1914.

***This report covers 4 months, June 30, 1913, to October 31, 1913.

STATEMENT—CONTINUED—STEAM ROADS

Number	Credits					Number
	Profit on road and equipment sold	Delayed income credits	Miscellaneous credits	Balance debit June 30, 1913, to general balance sheet	Total	
					\$ 20,500,800.81	1
						2
						3
						4
				\$ 31,900.45	31,900.45	5
				14,850.64	14,850.64	6
						7
		\$ 717.46	219,173.38		219,890.84	8
						9
						10
				84,900.00	84,900.00	11
						12
		\$ 23,097.13	141,398.07	212,744.78	38,623,148.94	13
						14
				128,378.14	11,490,190.50	15
			780.00		18,894.01	16
						17
						18
					27,790.00	19
					325,146.82	20
		173,980.50	379,003.01	161,501.23	65,899,667.14	21
						22
					4,715.93	23
					19,230.30	24
					1,206,054.00	25
			59,609.19		59,609.43	26
					723,510.90	27
					17,848.92	28
			9,601.12	4,252,703.48	126,837,230.36	29
					16,172,844.58	30
		\$ 196,686.72	\$ 625,763.07	\$ 5,280,979.10	\$ 432,425,256.24	

TABLE NO. 18—OPERATING REVENUES

Number	Name of Road	Revenue from				
		Freight revenue	Passenger Service			
			Passenger revenue	Excess baggage rev.	Factor and other revenue	Mail revenue
1	A., T. & S. P.	\$ 61,080,210.73	\$ 24,623,111.24	\$ 343,505.28	\$ 29,116.00	\$ 2,684,127.47
2	A. N. & S.	12,484.08	1,970.34	48.35		287.00
3	**Atlantic Northern	18,467.29	4,196.11	154.27	424.03	
4	**Atlantic Southern	22,901.79	11,521.15	48.00		469.23
5	C., A. & So.	15,814.50	14,989.28	316.52		1,083.18
6	C. C. W.	22,495.75	9,313.03	48.96		
7	C., A. & N.	29,084.44	2,922.43	82.10		1,525.88
8	C., B. & Q.	62,739,188.01	21,743,597.03	287,944.77		2,428,503.56
9	C. G. W.	9,943,575.18	2,705,594.63	33,289.59	19,187.42	217,538.66
10	M. C. & P. D.					
11	W. M. & P.					
12	C., M. & St. P.	65,266,420.18	18,961,224.98	200,004.13		1,907,008.30
13	C. & N. W.	53,989,475.42	21,540,542.79	217,158.27		1,549,686.10
14	C., St. P., M. & O.	11,427,590.23	5,445,710.19	73,200.95		280,807.81
15	C., R. I. & P.	43,909,102.47	10,169,608.80	186,650.69	20,409.87	1,610,892.54
16	Culfax Northern	21,081.28	5,203.25	1.70		
17	C., W. & D. M.	7,341.94	788.63			702.70
18	Crooked Creek	21,735.92	834.00	2.60		303.00
19	D., B. I. & N. W.					5,810.86
20	D. & S. C. (Ill. C.)	4,398,650.92	1,002,114.30	23,145.05	324.17	145,065.27
21	Great Northern	55,025,915.71	15,221,462.32	163,001.14	77,484.65	2,158,469.40
22	I. & O. N. L.	9,149.23	1,431.10			1,431.10
23	I. & S. W.	16,308.23	2,800.41	95.04		709.14
24	M. & D.	12,218.54	8,640.23	147.85		83.16
25	M. & St. L.	7,142,638.46	1,929,273.10	23,909.70	50.65	107,368.48
26	Missouri N. & S.	95,753.44	32,306.73	465.42		1,734.25
27	**N. P. & N. T. S. L.	552,463.13	141,759.00	1,692.94	428.30	4,217.25
28	Taber & Northern	18,254.12	5,940.77	130.40		505.81
29	Union Pacific	33,829,830.62	10,616,230.96	106,684.82		2,191,614.63
30	Wabash	20,130,462.88	7,201,978.61	79,630.46	30,238.58	748,783.56
	Total	\$ 829,912,014.01	\$ 150,556,003.12	\$ 1,863,100.47	\$ 177,657.37	\$ 15,569,229.10

a Credit.

*This report covers the period from June 30, 1913, to October 9, 1913.

**This report covers the period from October 10, 1913, to June 30, 1914.

***This report covers 4 months, June 30, 1913, to October 31, 1913.

—ENTIRE LINE—STEAM ROADS

Transportation										Number
Train Revenue				Switching revenue						
Express revenue	Milk revenue on passenger trains	Other passenger train revenue	Total passenger train revenue	Switching revenue	Special service train revenue	Miscellaneous transportation revenue	Total revenue from transportation	Number		
\$ 2,000,028.59	\$ 28,868.87	\$ 603,506.20	\$ 2,632,403.66	\$ 682,730.40	\$ 57,807.02	\$ 23,113.74	\$ 62,000,798.74	1		
		291.69	2,632,695.35				14,600.46	2		
	306.18		2,633,001.53				34,317.89	3		
	1,980.58	220.00	2,200.58			713.41	37,141.20	4		
	880.00		880.00			365.00	21,479.27	5		
	942.43	9.40	951.83				21,897.48	6		
2,365,955.75	377,232.25	9,919.77	2,753,107.77	1,301,641.66	49,147.75	39,545.43	91,823,596.06	8		
354,564.88	162,721.07	5,021.21	512,307.16	188,711.21	4,273.00	12,733.00	14,150,123.85	9		
								10		
2,201,108.17	641,141.05	18,284.16	2,960,533.38	1,004,332.87	22,540.72	60,000.00	90,988,501.13	11		
2,401,128.87	1,237,679.25	159,275.20	3,798,083.32	1,201,874.61	50,742.38	45,898.41	82,558,456.41	12		
423,179.02	28,722.29	21,498.74	473,400.05	156,237.73	12,022.00	9,055.61	17,879,883.12	13		
1,834,927.79	20,117.19	21,888,268.02	1,834,927.79	861,504.94	45,250.02	9,280.80	64,879,010.73	15		
		5,394.96	5,394.96	1,638.40			28,734.03	16		
		788.63	788.63				6,120.07	17		
	303.00		303.00	1,131.00			54,746.24	18		
		1,820.32	1,820.32	100,711.00			112,552.79	19		
150,001.91	21,829.22	3,588.61	174,419.74	39,435.87	1,849.00	680,821.15	7,043,523.12	20		
1,761,326.29	2,478.89		1,763,805.18	533,974.47	30,529.44	60,046.60	75,038,679.40	21		
			1,431.10				10,577.23	22		
		29.88	29.88	85.00			21,560.58	23		
	1,144.67	1,140.95	2,285.62			5.00	28,654.07	24		
172,287.52	1,710.79	2,215,627.23	2,389,625.54	80,446.61	8,298.80	6,708.45	9,967,069.55	25		
2,921.60		27,528.19	29,450.79	9,098.25			122,306.28	26		
9,868.68	34.75	217,452.39	227,355.82	1,028.45		772.00	435,227.17	27		
1,197.50		7,000.50	8,198.00				24,519.60	28		
1,211,772.06		214,825.32	1,426,597.38	331,953.73	15,417.90	80,569.23	50,681,438.67	29		
508,131.24	55,329.17	9,082,008.91	9,645,469.12	420,343.62	13,729.35	24,604.80	29,741,119.30	30		
\$ 17,989,977.31	\$ 2,650,972.02	\$ 11,096,709.01	\$ 21,737,658.34	\$ 7,414,705.27	\$ 616,823.78	\$ 1,128,611.29	\$ 627,707,933.95			

TABLE NO. 19—OPERATING REVENUES—

Number	Name of Road	Revenues from Operations Other Than Transportation				
		Station and train privi- leges	Parcel room receipts	Storage—freight	Storage—bag- gage	Car service
1	A. T. & S. F.	\$ 62,227.06	\$ 2,265.21	\$ 27,867.54	\$ 21,557.35	\$ 158,917.22
2	*Atlantic N. & S.					
3	**Atlantic Southern			36.00		100.00
4	*C. A. & S.	7.82		62.50		15.00
5	C. C. W.			2.45		300.00
6	C. A. & N.			56.55		
7	C. D. & Q.	8,264.40	11,483.97	28,559.22	16,796.42	221,422.24
8	C. G. W.	2,979.56	2,941.83	12,867.27	1,002.00	42,367.20
9	M. C. & Ft. D.					
10	W. M. & P.					
11	C. M. & St. P.	40,268.59	4,013.60	22,194.35	12,861.85	251,056.45
12	C. & N. W.	42,632.95	41,873.83	28,812.20	19,685.45	312,022.49
13	C. St. P., M. & O.	7,646.62	653.83	6,986.41	1,031.67	55,548.20
14	C. R. I. & P.	57,705.72	10,000.23	61,100.97	11,421.52	230,611.02
15	Colfax Northern			4.85		811.00
16	C. W. & D. M.					569.50
17	Crooked Creek			562.35		4,414.40
18	D. R. I. & N. W.	55.45				23,280.00
19	D. R. C. (Ill. Cent.)	2,926.85	1,330.20	8,068.80	1,856.25	153,446.62
20	Great Northern	27,024.72	20,618.65	12,942.26	32,847.29	
21	I. & O. S. I.			48.60		
22	I. & S. W.			41.25		212.00
23	M. & O.	17.52				69.96
24	M. & St. L.	8,705.24	180.90	4,748.07	749.20	15,980.24
25	M. N. & S.			27.45		510.00
26	**M. P. & K. C. S. L.	126.54	4.29	523.40	12.15	821.92
27	Tabor and Northern			16.95		277.00
28	Union Pacific	44,736.00	5,806.94	11,787.54	14,422.72	78,130.42
29	Wabash	24,225.42	2,485.72	10,265.43	1,179.25	129,487.20
	Total	\$26,226.11	\$12,917.70	\$26,429.26	\$19,142.64	\$ 1,816,285.41

a-C-101.

*This report covers the period from June 30, 1932, to October 9, 1932.

**This report covers the period from October 10, 1932, to June 30, 1934.

***This report covers 4 months, June 30, 1933, to October 31, 1933.

CONTINUED—ENTIRE LINE—STEAM ROADS.

Number	Name of Road	Revenues from Operations Other Than Transportation				
		Station and train privi- leges	Parcel room receipts	Storage—freight	Storage—bag- gage	Car service
1	A. T. & S. F.	\$ 62,227.06	\$ 2,265.21	\$ 27,867.54	\$ 21,557.35	\$ 158,917.22
2	*Atlantic N. & S.					
3	**Atlantic Southern			36.00		100.00
4	*C. A. & S.	7.82		62.50		15.00
5	C. C. W.			2.45		300.00
6	C. A. & N.			56.55		
7	C. D. & Q.	8,264.40	11,483.97	28,559.22	16,796.42	221,422.24
8	C. G. W.	2,979.56	2,941.83	12,867.27	1,002.00	42,367.20
9	M. C. & Ft. D.					
10	W. M. & P.					
11	C. M. & St. P.	40,268.59	4,013.60	22,194.35	12,861.85	251,056.45
12	C. & N. W.	42,632.95	41,873.83	28,812.20	19,685.45	312,022.49
13	C. St. P., M. & O.	7,646.62	653.83	6,986.41	1,031.67	55,548.20
14	C. R. I. & P.	57,705.72	10,000.23	61,100.97	11,421.52	230,611.02
15	Colfax Northern			4.85		811.00
16	C. W. & D. M.					569.50
17	Crooked Creek			562.35		4,414.40
18	D. R. I. & N. W.	55.45				23,280.00
19	D. R. C. (Ill. Cent.)	2,926.85	1,330.20	8,068.80	1,856.25	153,446.62
20	Great Northern	27,024.72	20,618.65	12,942.26	32,847.29	
21	I. & O. S. I.			48.60		
22	I. & S. W.			41.25		212.00
23	M. & O.	17.52				69.96
24	M. & St. L.	8,705.24	180.90	4,748.07	749.20	15,980.24
25	M. N. & S.			27.45		510.00
26	**M. P. & K. C. S. L.	126.54	4.29	523.40	12.15	821.92
27	Tabor and Northern			16.95		277.00
28	Union Pacific	44,736.00	5,806.94	11,787.54	14,422.72	78,130.42
29	Wabash	24,225.42	2,485.72	10,265.43	1,179.25	129,487.20
	Total	\$26,226.11	\$12,917.70	\$26,429.26	\$19,142.64	\$ 1,816,285.41

Number	Name of Road	Revenues from Operations Other Than Transportation				
		Station and train privi- leges	Parcel room receipts	Storage—freight	Storage—bag- gage	Car service
1	A. T. & S. F.	\$ 62,227.06	\$ 2,265.21	\$ 27,867.54	\$ 21,557.35	\$ 158,917.22
2	*Atlantic N. & S.					
3	**Atlantic Southern			36.00		100.00
4	*C. A. & S.	7.82		62.50		15.00
5	C. C. W.			2.45		300.00
6	C. A. & N.			56.55		
7	C. D. & Q.	8,264.40	11,483.97	28,559.22	16,796.42	221,422.24
8	C. G. W.	2,979.56	2,941.83	12,867.27	1,002.00	42,367.20
9	M. C. & Ft. D.					
10	W. M. & P.					
11	C. M. & St. P.	40,268.59	4,013.60	22,194.35	12,861.85	251,056.45
12	C. & N. W.	42,632.95	41,873.83	28,812.20	19,685.45	312,022.49
13	C. St. P., M. & O.	7,646.62	653.83	6,986.41	1,031.67	55,548.20
14	C. R. I. & P.	57,705.72	10,000.23	61,100.97	11,421.52	230,611.02
15	Colfax Northern			4.85		811.00
16	C. W. & D. M.					569.50
17	Crooked Creek			562.35		4,414.40
18	D. R. I. & N. W.	55.45				23,280.00
19	D. R. C. (Ill. Cent.)	2,926.85	1,330.20	8,068.80	1,856.25	153,446.62
20	Great Northern	27,024.72	20,618.65	12,942.26	32,847.29	
21	I. & O. S. I.			48.60		
22	I. & S. W.			41.25		212.00
23	M. & O.	17.52				69.96
24	M. & St. L.	8,705.24	180.90	4,748.07	749.20	15,980.24
25	M. N. & S.			27.45		510.00
26	**M. P. & K. C. S. L.	126.54	4.29	523.40	12.15	821.92
27	Tabor and Northern			16.95		277.00
28	Union Pacific	44,736.00	5,806.94	11,787.54	14,422.72	78,130.42
29	Wabash	24,225.42	2,485.72	10,265.43	1,179.25	129,487.20
	Total	\$26,226.11	\$12,917.70	\$26,429.26	\$19,142.64	\$ 1,816,285.41

TABLE NO. 20—OPERATING REVENUES

Number	Name of Road	Revenue from				
		Freight revenue	Passenger Service			
			Passenger revenue	Excess baggage revenue	Fuel and oil revenue	Mail revenue
1	A. T. & S. F.	\$ 371,912.89	\$ 109,055.68	\$ 1,519.57		\$ 17,327.20
2	Atlantic Northern & So.	12,494.08	1,970.24	48.55		160.00
3	Atlantic Southern	78,497.29	4,156.11	154.57	\$ 421.63	669.23
4	Centerville, Albia & So.	23,561.79	11,521.15	48.00		1,983.18
5	Charles City Western	15,314.69	14,029.58	316.92		
6	Chicago, Anamosa & Nor.	75,455.73	9,313.62	48.66		
7	Chicago, Burlington & Quincy	29,084.41	3,072.43	82.19		1,925.88
8	Chicago Great Western	5,674,731.63	2,365,255.31	44,586.24		578,419.37
9	Mason City & Ft. Dodge	4,961,871.13	1,816,486.88	39,365.68	9,092.57	119,857.54
10	Wis., Minn. & Pacific					
11	Chicago, Mil. & St. Paul	11,946,848.56	5,129,148.23	37,984.35		309,620.38
12	Chicago & North Western	12,131,869.57	4,840,169.07	70,476.73		461,838.62
13	C., St. P. M. & O.	988,359.56	482,509.69	6,953.21		2,186.29
14	C., R. I. & P.	10,313,616.12	5,179,149.10	67,492.72	142.92	399,465.41
15	Colfax Northern	21,691.26	5,323.25	1.70		
16	C., W. & D. M.	7,811.94	783.63	2.60		792.72
17	Crooked Creek	31,755.92	831.00			4,235.30
18	D., H. I. & N. W.					
19	D. & S. C. (Ill. Cent.)	3,529,686.26	1,615,426.99	22,544.32	224.17	139,699.83
20	Great Northern	699,825.27	89,742.16	508.29		9,822.02
21	I. & O. S. I.	9,146.23	1,421.39			
22	I. & S. W.	15,395.63	2,969.41	59.94		769.14
23	M. & O.	27,276.54	5,849.35	147.85		351.16
24	M. & St. L.	3,221,326.86	894,911.15	12,394.39		191,219.52
25	M. S. & S.	86,735.44	35,236.75	495.43		1,734.35
26	St. P. & K. C. S. L.	363,491.13	141,739.99	1,689.91	428.29	4,217.92
27	Tabor & Northern	18,210.13	5,652.77	159.46		599.83
28	Union Pacific	77,432.31	9,894.86	103.36		4,299.32
29	Wabash	1,971,074.97	399,669.30	3,231.18		59,667.56
	Total	\$ 59,536,792.73	\$ 22,128,281.52	\$ 391,022.89	\$ 10,292.60	\$ 2,241,533.28

aCredt.

*This report covers the period from June 30, 1913, to October 5, 1913.

**This report covers the period from October 10, 1912, to June 30, 1914.

***This report covers 4 months, June 30, 1912, to October 31, 1912.

—IOWA—STEAM ROADS

Transportation

Train Revenue

Express revenue	Milk revenue on passenger trains	Other passenger train revenue	Total passenger train revenue	Switching revenue	Special service train revenue	Miscellaneous transportation revenue	Total revenue from transportation	Number
\$ 21,481.64	\$ 6,526.23	\$ 155,900.51	\$ 263.35	\$ 77.50	\$ 24.00	\$ 27,869.65	1	
	391.69	2,406.38				14,990.46	2	
309.18		5,085.19				24,217.89	3	
1,980.03	\$ 220.00	11,559.41				37,141.50	4	
480.00		15,969.64		105.00		31,479.57	5	
	9.49	9,491.68				31,807.43	6	
942.43	245.20	5,808.14				34,653.68	7	
300,145.15	51,994.72	1,299.09	4,371,729.25	68,690.19	6,750.00	11,568.23	8	
139,758.51	11,437.57	8,945.57	2,177,255.72	60,634.66	2,858.00	1,223.99	9	
							10	
							11	
379,347.17	93,699.00	1,835.58	3,951,694.49	117,231.37	9,847.67	5,928.99	16,000,890.15	12
654,656.44	56,520.21	22,800.17	6,157,889.56	67,718.98	9,119.56	5,281.51	19,284,971.86	13
81,679.44	3,309.19	2,162.63	338,495.07	6,739.21	1,089.59	283.32	1,255,979.86	14
461,082.76		10,634.69	6,117,128.61	90,564.18	13,191.42	3,263.99	17,028,255.34	15
			9,894.95	1,308.40			18,791.69	16
			788.61				8,193.17	17
309.00			1,539.22	1,151.69			14,746.24	18
			4,205.29	60,194.21			70,839.70	19
180,662.07	21,465.59	3,433.94	1,962,486.93	18,799.23	1,819.00	537,233.04	6,169,114.50	20
5,469.89		.73	19,584.06	5,266.50		127.47	283,390.43	21
			1,431.79				10,577.82	22
	979.36	22.89	4,835.05	89.69			21,596.28	23
	1,144.67	1,148.26	11,420.98			5.95	25,634.27	24
85,649.69		965.37	1,095,067.04	22,371.07	4,379.78	2,038.13	4,637,676.82	25
			27,228.19	4,698.25			117,286.28	26
			157,456.59	1,632.45	772.69	4.00	437,327.17	27
	1,197.50		7,900.56	2,679.00			28,519.69	28
	2,665.90		298.57	17,373.01	246.37	584.00	10,451.50	29
	37,013.85	1,563.59	284.80	469,829.29	1,107.12	767.70	1,483,222.50	30
\$2,307,014.13	\$245,731.44	\$2,564.48	\$27,236,500.34	\$21,245.21	\$2,432.04	\$569,233.62	\$67,828,472.84	

TABLE NO. 21—OPERATING REVENUES—

Number	Name of Road	Revenue from Operations			
		Station and train privileges	Passenger receipts	Storage—freight	Storage—freight
1	Ashland, Topoka & Santa Fe.....	\$ 573.62	\$ 62.59	\$ 28.90	\$ 66.15
2	**Atlantic Northern & Southern.....				
3	**Atlantic Northern.....			10.00	
4	Atlantic Southern.....				
5	Centerville, Albia & Southern.....	7.82		63.50	
6	Charles City Western.....			8.45	
7	Chicago, Anamosa & Northern.....			56.55	
8	Chicago, Burlington & Quincy.....	616.96	1,222.80	6,056.50	2,673.50
9	Chicago Great Western.....	1,007.54	1,273.05	5,170.97	1,109.19
10	Mason City & Fort Dodge.....				
11	Wisconsin, Minnesota & Pacific.....				
12	Chicago, Milwaukee & St. Paul.....	3,990.73	1,547.30	5,521.69	647.19
13	Chicago & North Western.....	3,838.32	1,939.30	7,779.50	2,569.63
14	Chicago, St. Paul, Minneapolis & Omaha.....	597.79		457.25	246.50
15	Chicago, Rock Island & Pacific.....	15,172.02	711.47	14,798.54	3,388.24
16	Colfax Northern.....			4.33	
17	Conston, Winterset & Des Moines.....				
18	Crooked Creek.....				
19	Davenport, Rock Island & Northwestern.....	34.29		307.83	
20	Dubuque & Sioux City (Illinois Central).....	2,872.94	1,460.40	2,933.15	1,347.50
21	Great Northern.....	2,031.53		27.28	109.92
22	Iowa & Omaha Short Line.....			48.60	
23	Iowa & Southwestern.....				
24	Manchester & Oneida.....	17.55		41.25	
25	Minneapolis & St. Louis.....	3,663.38	118.30	1,221.76	106.49
26	Muscatine North & South.....			27.49	
27	**St. Paul & Kansas City Short Line.....	169.34	4.20	255.40	13.15
28	Tabor & Northern.....			16.95	
29	Union Pacific.....	31.29	4.13	8.24	10.10
30	Wabash.....	1,839.18	21.30	140.38	34.61
	Total.....	\$ 38,287.21	\$ 8,496.54	\$ 45,321.20	\$ 12,304.60

*This report covers the period from June 23, 1913, to October 9, 1913.

**This report covers the period from October 10, 1913, to June 30, 1914.

***This report covers 4 months, June 30, 1913, to October 31, 1913.

IOWA—CONTINUED—STEAM ROADS

Other Than Transportation							Joint facilities rev- enue debit	Joint facilities rev- enue credit	Total operating rev- enue—Iowa	Number
Car service	Telegraph and telephone serv- ice	Rents of build- ings and other property	Miscellaneous	Total	Joint facilities rev- enue debit	Joint facilities rev- enue credit				
\$ 1,306.00	\$ 199.00	\$ 275.00	\$ 9,000.92	\$ 11,807.56			\$ 229,278.21	1		
							14,309.45	2		
							24,217.89	3		
							37,366.50	4		
							21,696.59	5		
							38,672.80	6		
							34,500.00	7		
44,797.58	46,372.22	14,628.71	29,742.37	137,138.94	\$ 413.28	\$ 29,149.91	12,670,052.13	8		
17,168.80	985.56	744.90	3,255.62	23,215.55		1,723.90	7,241,227.00	9		
								10		
								11		
41,179.17	10,484.13	5,945.49	5,728.25	77,437.06	17.32	194,348.11	10,413,224.61	12		
43,859.62		24,948.93	32,008.00	117,665.67	2,795.88	3,001.29	19,502,821.93	13		
3,283.00		30.00	497.78	5,213.32	\$ 925.60	1,249.53	1,259,415.77	14		
65,720.14	5,825.54	5,825.00	9,344.28	104,691.80	77.50	580.62	17,143,529.30	15		
911.00		32.00		943.00			99,381.94	16		
							8,130.57	17		
500.00		4.50	1,201.00	1,805.50			26,612.19	18		
		214.25		3,094.79			73,764.49	19		
19,329.69		8,769.28	1,328.97	33,107.94			6,138,221.69	20		
2,007.20		1,647.00	3.00	6,417.49	\$ 596.78		581,027.14	21		
							10,625.58	22		
215.00		96.00		316.00			21,696.58	23		
69.50				138.70			23,793.28	24		
10,902.00	1,288.00	6,179.72	1,508.20	25,620.39		7.83	4,683,203.00	25		
610.00		99.60	1,881.42	2,591.02			120,118.29	26		
851.92			2,227.80	3,079.72			467,159.24	27		
377.00		288.20	59.00	724.20			29,391.00	28		
54.71	50.21	79.95	30.35	215.22			149,385.04	29		
2,448.00		1,700.62	483.94	4,632.56		2,806.45	1,492,333.28	30		
\$245,230.07	\$ 64,995.07	\$ 71,338.44	\$ 99,047.05	\$383,149.70	\$9,943.22	\$132,260.15	\$ 86,337,613.40			

TABLE NO. 22—OPERATING EXPENSES—ENTIRE LINE—STEAM ROADS

Number	Name of Road	Maintenance of way and structure	Maintenance of equipment	Traffic expenses	Transportation expenses	General expenses	Total operating expenses	Ratio to operating revenue, per cent.	Number
1	Aetehson, Topeka & Santa Fe	\$ 12,849,571.94	\$ 16,351,249.00	\$ 2,125,008.53	\$ 37,001,019.29	\$ 2,145,776.13	\$ 60,472,701.00	61.33	1
2	**Atlantic Northern & Southern	5,451.25	1,858.38		7,109.85	2,683.97	13,103.45		2
3	**Atlantic Northern	8,223.47	201.54		9,609.05	5,421.36	23,455.42		3
4	**Atlantic Southern	15,194.86	4,306.53		25,864.90	2,121.63	47,791.92		4
5	Centerville, Albia & Southern	11,527.51	4,625.55	507.71	18,015.37	1,702.05	31,714.37	100.04	5
6	Charles City Western	3,398.80	4,907.49	2,184.95	15,531.85	3,713.01	29,828.20		6
7	Chicago, Anamosa & Northern	9,649.37	962.06	1,455.37	12,080.34	3,004.73	27,841.07		7
8	Chicago, Burlington & Quincy	15,922,027.57	15,588,086.45	1,691,672.43	39,294,523.30	2,527,887.66	62,146,308.01	67.01	8
9	Chicago Great Western	5,024,127.24	2,302,235.11	577,744.43	5,428,495.62	323,234.69	19,831,107.89	73.95	9
10	Mason City & Fort Dodge								10
11	Wisconsin, Minnesota & Pacific								11
12	Chicago, Milwaukee & St. Paul	10,794,535.01	13,112,577.58	1,709,499.65	23,939,599.52	1,725,372.01	61,299,051.17	66.82	12
13	Chicago & North-Western	12,179,889.85	12,781,123.17	1,837,612.88	31,911,104.60	1,729,491.22	59,935,111.22	70.59	13
14	Chicago, St. Paul, Minneapolis & Omaha	2,612,066.59	2,265,090.21	312,955.55	6,595,004.01	412,474.26	12,632,526.53	79.51	14
15	Chicago, Rock Island & Pacific	8,459,288.95	9,432,480.69	1,868,635.79	27,279,955.49	1,872,477.86	48,892,198.79	74.71	15
16	Colfax Northern	7,792.74	8,283.97	158.23	14,533.28	1,594.45	29,277.90	108.50	16
17	Creighton, Winterset & Des Moines	37,622.41	426.69		5,091.76	1,135.00	34,255.86		17
18	Crooked Creek	8,886.28	2,765.82		19,825.28	3,989.81	33,467.19	64.30	18
19	Davenport, Rock Island & Northwestern	30,975.08	21,973.92		79,451.47	5,532.79	134,941.26	114.10	19
20	Dubuque & Sioux City (Illinois Central)	1,661,421.28	1,437,319.23	156,414.92	2,647,566.16	182,399.37	5,301,302.37	77.20	20
21	Great Northern	27,446.19	21,870.66	1,960,961.11	21,436,997.47	1,431,782.23	45,219,272.82	61.66	21
22	Iowa & Omaha Short Line	12,765,027.50	9,259,627.17	374.74	26,822,521.50	7,169.62	42,752,571.53	91.11	22
23	Iowa & Southwestern	8,001.60	4,787.00		12,623.41	643.00	26,314.61	62.34	23
24	Manchester & Onida	3,128.54	1,314.28	1,497.55	19,098.81	219.69	17,648.98	71.67	24
25	Minneapolis & St. Louis	1,890,283.38	1,431,596.86	214,126.17	5,771,029.69	249,378.28	8,041,818.44	71.63	25
26	Muscatine North & South	27,446.19	21,870.66	1,485.27	42,137.01	11,238.41	122,540.24	97.17	26
27	**St. Paul & Kansas City Short Line	112,219.91	55,750.47	5,021.02	307,837.69	7,169.62	824,805.14	91.11	27
28	Tabor & Northern	7,892.22	1,609.47	1.70	9,392.61	4,244.73	22,570.23	77.10	28
29	Union Pacific	5,614,030.05	7,409,182.65	1,581,928.01	13,802,408.30	1,595,023.43	29,088,622.44	57.73	29
30	Wabash	4,088,013.36	2,440,317.19	1,037,830.55	12,815,022.54	839,858.52	24,469,823.41	81.70	30
	Total	\$ 85,696,838.63	\$ 97,228,502.78	\$ 12,713,068.97	\$ 217,262,578.32	\$ 15,022,553.57	\$ 429,991,056.31	67.73	

*This report covers the period from June 30, 1913, to October 3, 1913.

**This report covers the period from October 10, 1913, to June 30, 1914.

***This report covers 4 months, June 30, 1913, to October 3, 1913.

TABLE NO. 23—OPERATING EXPENSES AND TAXES—IOWA—STEAM ROADS

Number	Name of Road	Maintenance of way and structure	Maintenance of equipment	Traffic expenses	Transportation expenses	General expenses	Total operating expenses	Ratio to operating revenue, per cent.	Taxes—Iowa	Number
1	Aetehson, Topeka & Santa Fe	\$ 82,837.54	\$ 106,935.39	\$ 13,017.90	\$ 182,171.56	\$ 13,117.02	\$ 395,188.36	72.90	\$ 25,888.10	1
2	**Atlantic Northern & Southern	2,451.25	1,858.58		7,109.85	2,683.97	13,103.45			2
3	**Atlantic Northern	8,223.47	201.54		9,609.05	5,421.36	23,455.42			3
4	**Atlantic Southern	15,194.86	4,306.53		25,864.90	2,121.63	47,791.92			4
5	Centerville, Albia & Southern	11,527.51	4,625.55	507.71	18,015.37	1,702.05	31,714.37	100.04	2,949.00	5
6	Charles City Western	3,398.80	4,907.49	2,184.95	15,531.85	3,713.01	29,828.20			6
7	Chicago, Anamosa & Northern	9,649.37	962.06	1,455.37	12,080.34	3,004.73	27,841.07			7
8	Chicago, Burlington & Quincy	1,925,725.42	2,047,905.29	255,929.67	5,935,819.31	534,955.68	8,549,629.54	67.47	511,995.43	8
9	Chicago Great Western	1,905,567.14	1,234,749.84	301,351.30	2,811,949.84	225,974.80	5,639,327.17	78.02	229,442.25	9
10	Mason City & Fort Dodge									10
11	Wisconsin, Minnesota & Pacific									11
12	Chicago, Milwaukee & St. Paul	2,142,264.01	2,720,379.67	297,739.50	6,035,081.51	279,897.85	11,678,941.94	75.54	809,871.81	12
13	Chicago & North-Western	2,599,582.74	2,909,812.95	323,844.27	7,810,323.69	477,749.91	14,627,728.33	74.93	909,292.26	13
14	Chicago, St. Paul, Minneapolis & O.	171,969.74	156,282.34	23,590.80	476,252.90	29,114.85	831,229.14	66.69	35,419.96	14
15	Chicago, Rock Island & Pacific	2,191,112.32	2,579,898.33	468,005.16	7,469,574.81	378,225.26	15,117,808.11	76.73	746,256.13	15
16	Colfax Northern	7,792.74	8,283.97	153.23	14,533.28	1,594.45	33,277.67	108.95	7,112.23	16
17	Creighton, Winterset & Des Moines	17,622.41	426.69		5,091.95	1,135.00	24,255.36			17
18	Crooked Creek	8,886.28	2,765.82		19,825.28	3,989.81	29,467.49	64.10	2,498.59	18
19	Davenport, Rock Island & Northwestern	30,975.08	22,497.74		79,451.47	5,532.79	134,941.26	114.10	2,498.59	19
20	Dubuque & Sioux City (Ill. Cent.)	1,661,421.28	1,437,319.23	110,913.79	2,432,569.79	174,912.68	5,147,765.45	83.86	214,379.73	20
21	Great Northern	105,749.90	82,535.94	12,873.09	216,903.50	14,692.55	426,196.13	72.93	25,313.12	21
22	Iowa & Southwestern	2,619.67	1,547.73	27.91	9,128.15	432.26	23,750.77		1,170.14	22
23	Iowa & Omaha Short Line	8,001.60	4,787.00		12,623.41	643.00	26,314.61			23
24	Manchester & Onida	3,128.54	1,314.28	1,497.55	19,098.81	219.69	17,648.98	71.67	1,022.33	24
25	Minneapolis & St. Louis	715,031.00	753,768.63	110,991.31	1,909,855.12	117,594.74	3,698,149.22	97.48	145,625.03	25
26	Muscatine North & South	27,446.19	21,870.66	3,480.27	69,407.01	11,238.41	122,540.24	97.17	5,618.09	26
27	**St. Paul & Kansas City Short Line	112,219.91	55,750.47	5,021.02	307,837.69	7,169.62	384,805.14	90.11	7,849.59	27
28	Tabor & Northern	7,892.22	1,609.47	1.76	9,392.64	4,244.73	22,570.23	77.10	1,409.46	28
29	Union Pacific	50,771.87	27,019.29	4,687.81	31,672.84	5,268.28	109,144.89	106.60	36,044.20	29
30	Wabash	213,845.44	254,703.79	58,122.09	636,127.58	32,916.39	1,204,775.25	84.74	30,594.88	30
	Total	\$12,939,849.58	\$11,292,249.42	\$ 2,164,708.11	\$31,209,900.71	\$ 2,220,861.02	\$96,238,471.51	74.58	\$ 2,285,528.26	

*This report covers the period from June 30, 1913, to October 3, 1913.

**This report covers the period from October 10, 1913, to June 30, 1914.

***This report covers 4 months, June 30, 1913, to October 3, 1913.

TABLE NO. 24—SUMMARY OF SECURITIES OWNED—

Number	Name of Road	Stocks of			
		Respondent "in Treasury" and "Pledged as Collateral"		Railway Companies—Active	
		Par value	Dividends	Par value	Dividends
1	Arlington, Topeka & Santa Fe.....	\$ 70,300.00		\$ 84,126,000.00	\$ 48,863.54
2	*Atlantic Northern & Southern.....				
3	**Atlantic Northern.....				
4	*Atlantic Southern.....	57,400.00			
5	Centerville, Albia & Southern.....				
6	Charles City Western.....				
7	Chicago, Anamosa & Northern.....	112,000.00			
8	Chicago, Burlington & Quincy.....			42,085,399.99	165,458.00
9	Chicago Great Western.....			39,768,432.00	4,484.00
10	Mason City & Fort Dodge.....				
11	Wisconsin, Minnesota & Pacific.....				
12	Chicago, Milwaukee & St. Paul.....			11,792,900.00	22,249.00
13	Chicago & North-Western.....	2,342,326.71		22,475,200.00	1,345,236.39
14	Chicago, St. Paul, Minneapolis & Omaha.....	4,237,128.30		728,000.00	46,351.90
15	Chicago, Rock Island & Pacific.....	4,877.50		22,984,620.00	39,174.75
16	Colfax Northern.....				
17	Oraton, Winterset & Des Moines.....				
18	Crooked Creek.....				
19	Davenport, Rock Island & Northwestern.....				
20	Dubuque & Sioux City (Illinois Central).....			670.00	
21	Great Northern.....	151,553.00		118,280,900.00	4,354,540.75
22	Iowa & Omaha Short Line.....				
23	Iowa & Southwestern.....				
24	Manchester & Osceola.....				
25	Minneapolis & St. Louis.....	248,910.00		2,857,600.00	18,877.00
26	Muscatine North & South.....				
27	**St. Paul & Kansas City Short Line.....				
28	Tabor & Northern.....				
29	Union Pacific.....	39,400.00		140,387,417.00	11,224,580.63
30	Wabash.....	236,300.00		11,647,793.00	66,740.00
	Total.....	\$ 7,554,206.11		\$ 408,109,451.99	\$17,344,545.15

*This report covers the period from June 30, 1913, to October 9, 1913.

**This report covers the period from October 10, 1913, to June 30, 1914.

***This report covers 4 months, June 30, 1913, to October 31, 1913.

(NOT HELD IN SINKING OR OTHER FUNDS)—STEAM ROADS.

Number	Stocks of						Total Stocks		Number
	Railway Companies—Inactive		Other Than Railway Companies—Active		Other Than Railway Companies—Inactive		Par value	Dividends	
	Par value	Dividends	Par value	Dividends	Par value	Dividends			
1			\$36,859,716.40	\$ 21,777.00	\$ 49,200.00		\$ 120,616,216.40	\$ 70,630.54	1
2									2
3									3
4							57,400.00		4
5									5
6									6
7							112,000.00		7
8	\$ 900,000.00		962,666.99	1,950.00	2,900.00		43,987,529.65	165,458.00	8
9			195,300.00	6,000.00			39,958,622.00	10,484.00	9
10			729,600.00				729,600.00		10
11									11
12			1,759,500.00	18,894.00	1,460,200.00		15,012,600.00	51,143.00	12
13			4,760,000.00	284,000.00			29,677,586.71	1,079,236.39	13
14			190.00				4,939,858.30	46,351.90	14
15	1,887,700.00		3,573,711.00	5,017.46		377,000.00	28,283,908.80	44,192.21	15
16									16
17									17
18									18
19									19
20							670.00		20
21	11,500.00		12,785,299.17	276,141.23	3,500,000.00		134,738,232.77	4,889,681.98	21
22									22
23									23
24									24
25							4,146,510.00	28,877.00	25
26									26
27							101.00		27
28									28
29			17,599,370.00	1,839,479.00			158,017,187.00	13,064,056.63	29
30	3,273,200.00		121,700.00		1,400,000.00		16,739,093.00	66,740.00	30
	\$ 5,573,000.00		\$78,601,994.23	\$ 2,413,235.00	\$ 6,700,460.00		\$ 596,923,062.35	\$19,767,800.84	

TABLE NO. 25—SUMMARY OF SECURITIES OWNED—(NOT HELD

Number	Name of Road	Funded Debt of			
		Resident "In Treasury" and "Held as Collateral"		Railway Companies—Active	
		Par value	Interest	Par value	Interest
1	Atchafalaya, Topoka & Santa Fe	\$ 2,220,000.00		\$ 71,948,200.15	205,520.32
2	*Atlantic Northern & Southern				
3	**Atlantic Northern				
4	**Atlantic Southern	26,000.00			
5	Centerville, Albia & Southern				
6	Charles City Western				
7	Chicago, Anamosa & Northern	250,000.00			
8	Chicago, Burlington & Quincy	11,000,100.00	\$ 484,466.80	1,722,000.00	21,872.50
9	Chicago Great Western			6,612,700.00	1,230.00
10	Mason City & Fort Dodge				
11	Wisconsin, Minnesota & Pacific				
12	Chicago, Milwaukee & St. Paul			5,436,000.00	191,213.45
13	Chicago & North Western	25,000,000.00		1,400,000.00	5,650.00
14	Chicago, St. Paul, Minneapolis & O.	50,000,000.00		216,000.00	11,565.00
15	Chicago, Rock Island & Pacific	15,000,000.00		41,585,200.00	1,002,000.23
16	Colfax Northern				
17	Creston, Winteret & Des Moines				
18	Crooked Creek				
19	Davenport, Rock Island & Northwestern				
20	Delmon & Sioux City (Ill. Cont.)				
21	Great Northern	49,600,000.00		20,712,000.00	1,517,223.90
22	Iowa & Omaha Short Line				
23	Iowa & Southwestern				
24	Manchester & Omaha				
25	Minneapolis & St. Louis	1,948,472.00		1,171,000.00	72,956.08
26	Muscadine North & South				
27	**St. Paul & Kansas City Short Line				
28	Tabor & Northern	1,200,000.00		343,000,000.00	2,974,720.08
29	Union Pacific	6,580,100.00		22,740.00	2,206.11
30	Wabash				
	Total	\$ 122,712,911.00	\$ 484,466.80	\$ 214,896,210.00	\$ 6,231,228.00

*This report covers the period from June 30, 1913, to October 5, 1913.

**This report covers the period from October, 10, 1913, to June 30, 1914.

***This report covers 4 months, June 30, 1913, to October 31, 1913.

IN SINKING OR OTHER FUNDS)—CONTINUED—STEAM ROADS

Number	Name of Road	Funded Debt of						Total Funded Debt	
		Railway Companies—Inactive		Other Than Railway Companies—Active		Other Than Railway Companies—Inactive		Par value	Interest
		Par value	Interest	Par value	Interest	Par value	Interest		
				\$ 15,224,804.00	\$ 130,805.37			\$ 96,565,907.11	\$ 479,620.20
1									
2									
3									
4								58,000.00	
5									
6									
7								55,000.00	
8				229,100.00	10,000.00	\$ 12,000.00		13,628,000.00	319,309.22
9				2,010.00	112.50			6,421,500.00	1,456.16
10									
11									
12				50,000.00	2,988.25			5,512,000.00	104,241.80
13								37,125,000.00	5,650.00
14				1,500.00	73.00			292,134.00	11,600.00
15				\$ 5,100,000.00	4,001,805.42	\$ 2,512.74		61,319,003.30	1,103,873.07
16									
17									
18									
19									
20									
21								80,000,100.00	1,022,483.00
22									
23									
24									
25								2,125,972.25	13,131.06
26									
27									
28									
29								128,301,517.27	2,148,916.08
30								6,723,149.00	5,706.17
				\$ 5,100,000.00	\$ 22,229,127.27	\$ 227,980.50	\$ 12,000.00	\$ 276,479,005.24	\$ 7,918,714.82

TABLE NO. 26—SUMMARY OF SECURITIES OWNED—(NOT HELD

Number	Name of Road	Miscellaneous			
		Respondent "In Treasury" and "Pledged as Collateral"		Railway Companies—Active	
		Par value	Dividends or Interest	Par value	Dividends or Interest
1	Atholton, Topeka & Santa Fe				
2	**Atlantic Northern & Southern				
3	**Atlantic Southern				
4	Centerville, Albia & Southern				
5	Charles City Western				
6	Chicago, Anamosa & Northern				
7	Chicago, Burlington & Quincy				
8	Chicago Great Western				
9	Mason City & Fort Dodge				
10	Wisconsin, Minnesota & Pacific				
11	Chicago, Milwaukee & St. Paul				
12	Chicago & North-Western				
13	Chicago, St. Paul, Minneapolis & Omaha				
14	Chicago, Rock Island & Pacific				
15	Colfax Northern				
16	Creston, Winterset & Des Moines				
17	Crooked Creek				
18	Davenport, Rock Island & Northwestern				
19	Dubuque & Sioux City (Illinois Central)				
20	Great Northern			\$ 119,504.77	
21	Iowa & Omaha Short Line				
22	Iowa & Southwestern				
23	Manchester & Oquoda				
24	Minneapolis & St. Louis				
25	Monestime North & South				
26	***St. Paul & Kansas City Short Line				
27	Taber & Northern				
28	Union Pacific				
29	Wabash				
	Total			\$ 119,504.77	

*This report covers the period from June 30, 1912, to October 9, 1913.

**This report covers the period from October 10, 1912, to June 30, 1914.

***This report covers 4 months, June 30, 1913, to October 21, 1913.

IN SINKING OR OTHER FUNDS)—CONTINUED—STEAM ROADS.

Securities of						Total Miscellaneous Securities		Number
Railway Co.'s—Inactive		Other Than Railway Co.'s—Active		Other Than RY Co.'s—Inactive		Par value	Dividends or Interest	
Par value	Dividends or Interest	Par value	Dividends or Interest	Par value	Dividends or Interest			
								1
								2
								3
								4
								5
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TABLE NO. 27—COMPARATIVE GENERAL

Number	Name of Road	Property			
		Road and		Equipment	
		Investment to June 30, 1907		Investment Since June 30,	
	Road	Equipment	Road	Equipment	
1	Atholton, Topeka & Santa Fe.....	\$ 489,367,086.68		\$ 64,024,635.49	\$ 55,788,641.17
2	*Atlantic Northern & Southern.....				
3	**Atlantic Northern.....				
4	*Atlantic Southern.....				
5	Centerville, Abila & Southern.....			255,168.44	7,967.55
6	Charles City Western.....			302,764.94	56,964.08
7	Chicago, Annamosa & Northern.....				
8	Chicago, Burlington & Quincy.....	256,437,146.87	\$ 48,844,235.12	66,306,782.27	28,976,912.83
9	Chicago Great Western.....			59,121,789.65	10,031,012.67
10	Mason City & Ft. Dodge.....	41,796,162.71	1,519,685.67	547,827.80	78,131.43
11	Wisconsin, Minn. & Pac.....	11,557,927.27	769,794.91	116,794.54	6,185,708.21
12	Chicago, Mil. & St. Paul.....	216,540,735.54	47,000,579.97	223,012,292.48	50,479,587.73
13	Chicago & North Western.....	622,705,263.67	96,081,799.62	25,691,426.72	
14	Chicago, St. P., Minn. & O.....	622,498,611.00	3,025,219.45	3,762,508.38	
15	Chicago, R. I. & Pac.....	615,210,297.83		23,713,519.55	20,846,639.30
16	Colfax Northern.....			50.11	
17	Creston, Winterset & D. M.....				
18	Crooked Creek.....	\$ 225,300.00			
19	Davenport, R. I. & N. W.....	2,171,361.84	112,432.67	182,256.81	25,199.50
20	Dubuque & S. C. (Ill. Cent.).....	\$ 59,479,319.89		1,761,711.43	
21	Great Northern.....	229,697,770.98	44,984,373.57	72,206,292.41	28,116,017.50
22	Iowa & Omaha S. L.....			265,169.16	9,500.00
23	Iowa & Southwestern.....			2,128,891.96	2,427.00
24	Manchester & Oquoda.....			2,227.00	2,726.60
25	Missouri & St. Louis.....	24,000,532.90	4,405,864.50	21,578,410.02	2,191,814.67
26	Muscatine North & South.....	\$ 1,273,946.71			
27	**St. P. & K. C. N. L.....			10,464,128.79	428,074.61
28	Tabor & Northern.....	82,088.07		10,229.68	
29	Union Pacific.....	228,773,871.50	11,108,965.98	21,625,969.75	29,628,826.47
30	Wabash.....	169,664,632.02		3,494,975.32	13,686,383.51
	Total.....	\$ 2,222,669,512.14	\$128,445,751.18	\$749,150,388.63	\$ 228,868,662.68

a Includes \$29,713,969.00 road and equipment and additions and betterments proprietary, affiliated and auxiliary companies.

b Includes equipment.

c Credit.

*This report covers the period from June 30, 1913, to October 9, 1913.

**This report covers the period from October 10, 1913, to June 30, 1914.

***This report covers 4 months, June 30, 1913, to October 31, 1913.

BALANCE SHEET—ASSETS—STEAM ROADS

Number	Investment					
	Equipment					
	1907	Reserve for accrued depreciation credit	Total June 30, 1914	Total June 30, 1913	Increase 1914	Decrease 1914
General expenditures						
	\$ 29,763,856.17	\$ 18,876,342.45	\$ 486,600,116.41	\$ 609,496,268.32	\$ 11,435,518.08	
	12,580.20		263,126.29	217,800.85	45,286.44	
			426,249.95	413,800.35	12,388.40	
	174,194.12	16,969,911.95	467,717,318.17	362,007,656.59	14,829,286.67	
	2,094.68	504,622.45	108,020,274.38	106,025,516.45	617,758.93	
	1,953.25	66,258.49	44,699,793.69	44,388,487.71	101,272.89	
		29,946.52	12,667,662.59	12,662,362.88	5,019.71	
	2,449,771.94	4,398,789.50	544,616,587.36	510,500,009.91	33,686,277.25	
	141,341.21	6,989,229.37	323,439,362.85	321,080,539.02	21,449,826.83	
	182,624.03	1,374,172.82	79,801,831.64	79,061,479.79	1,844,353.85	
	151,665.30	874,103.90	227,667,636.23	229,630,158.65	7,597,267.68	
		112.97			109.77	
		5,391.12	219,714.00	229,513.22		\$ 786.72
		88,764.00	3,421,519.82	3,421,127.19		\$1,372.78
			21,000,061.20	20,772,794.16		\$ 227,267.04
	1,682,526.18	23,894,746.16	311,501,168.48	341,544,327.26	10,183,393.19	
	15,500.68		219,112.14	504,428.14	5,660.00	
	2,189,000.00	2,427.00	128,076.60	129,000.00		\$ 923.40
	226,977.68	582,429.85	62,631,279.79	62,597,732.44	36,518.22	
		1,272,946.71		1,265,461.26	8,545.33	
	546,184.23	2,245.62	11,490,147.01	10,983,451.94	466,190.07	
		45,877.66	10,290,212.52	10,290,212.52		\$ 500.76
			281,229,151.73	299,037,445.91	15,188,688.82	
	\$ 2,224,566.35	4,327,132.61	189,164,027.10	185,379,659.92	3,784,290.18	
	\$ 27,619,291.64	\$ 191,645,142.90	\$ 3,355,447,622.79	\$ 3,216,724,645.06	\$ 118,725,116.41	\$ 1,228.72

TABLE NO. 29—COMPARATIVE GENERAL BALANCE

Number	Name of Road	Property	
		Other	
		Advances to property owners, affiliated and controlled compa- nies for construc- tion, equipment and betterment	Miscellaneous Physical property
1	Atchafalaya, Topeka & Santa Fe.....		\$ 5,005,746.16
2	**Atlantic Northern & Southern.....		
3	**Atlantic Northern.....		
4	**Atlantic Southern.....		
5	Centerville, Abbia & Southern.....		
6	Charles City Western.....		5,391.95
7	Chicago, Adamosa & Northern.....		
8	Chicago, Burlington & Quincy.....	\$ 645,786.51	1,447,778.92
9	Chicago Great Western.....		95,549.18
10	Mason City & Ft. Dodge.....		
11	Wisconsin, Milan & Pac.....		
12	Chicago, Mil. & St. Paul.....	31,971,333.27	2,710,831.07
13	Chicago & North-Western.....	11,997,690.99	1,129,590.88
14	Chicago, St. P. M. & O.....	97.49	200,465.69
15	Chicago, R. I. & P.....	10,205,381.88	1,601,944.33
16	Collfax Northern.....		
17	Creston, W. & D. M.....		
18	Crooked C. R. R. & Coal Co.....		
19	Davenport, R. I. & N. W.....		
20	Dubuque & S. C. (Ill. Cent.).....		
21	Great Northern.....	148,450.69	4,767,019.83
22	Iowa & Omaha S. L.....		
23	Iowa & Southwestern.....		
24	Manchester & Onida.....		
25	Minneapolis & St. Louis.....		
26	Missouri North & South.....		
27	**St. Paul & Kansas City Short Line.....		
28	Tabor & Northern.....		
29	Union Pacific.....	2,080,122.23	72,708.24
30	Wabash.....		275,000.00
	Total.....	\$ 16,779,222.73	\$ 18,306,342.23

*This report covers the period from June 30, 1913, to October 9, 1913.

**This report covers the period from October 10, 1913, to June 30, 1914.

***This report covers 4 months, June 30, 1913, to October 31, 1913.

SHEET—ASSETS—CONTINUED—STEAM ROADS

Investment—Continued						Number	
Investments							
Investments		Total June 30, 1914	Total June 30, 1913	Increase 1914	Decrease 1914		
Securities pledged	Securities unpledged						
		\$ 17,168,296.69	\$ 23,174,042.83	\$ 23,481,100.00	\$ 207,127.05	1	
						2	
						3	
						4	
						5	
			5,391.95	5,384.43	2,092.50	6	
						7	
						8	
		1,489,676.80	5,388,242.32	3,699,888.88	25,463.44	9	
		182,701.00	2,059.00	259,300.18	2,840.20	10	
		120,000.00	220,000.00	340,000.00		11	
						12	
			51,682.65	34,733,216.39	32,315,860.92	2,417,316.47	13
			347,400.00	13,135,367.97	18,779,547.33	5,635,179.79	14
				200,563.18	199,599.22	31,033.86	15
		5,794,479.79	376,837.04	18,159,648.04	14,436,100.27	5,695,432.77	16
						17	
						18	
						19	
						20	
						21	
		111,514,869.76	33,314,607.83	149,744,888.08	146,591,186.97	5,153,702.01	22
						23	
						24	
						25	
						26	
						27	
		99,401.00	13,174,912.47	15,427,148.94	14,471,864.78	955,279.16	28
		19,131,702.00	14,006.00	10,411,308.00	21,591,718.76	11,150,410.76	29
		\$127,833,063.55	\$ 66,160,068.97	\$90,133,707.48	\$275,564,369.67	\$ 10,330,947.91	30

TABLE NO. 31—COMPARATIVE GENERAL BALANCE

Number	Name of Road	Working Assets		
		Materials and supplies	Other working assets	Total June 30, 1914
1	Atchafalpa, Tepeka & Santa Fe	\$ 12,779,446.58	\$ 49,219.74	\$ 41,210,248.80
2	**Atlantic Northern & Southern			
3	**Atlantic Northern			
4	**Atlantic Southern			
5	Centerville, Albia & Southern			1,119.36
6	Charles City Western	186.83		2,812.02
7	Chicago, Annamoon & Northern			
8	Chicago, Burlington & Quincy	7,608,614.05	97,358.12	26,797,183.73
9	Chicago Great Western	1,009,173.13	129,338.22	8,169,427.24
10	Mason City & Ft. Dodge			
11	Wisconsin, Minn. & Pac.			
12	Chicago, Mil. & St. Paul	7,723,088.00	300,098.18	184,968,282.24
13	Chicago & North Western	5,463,797.81	171,218.67	51,669,725.19
14	Chicago, St. P. M. & O.	1,869,031.61	4,325.00	8,172,597.13
15	Chicago, R. I. & P.	5,406,214.43	971,027.00	25,661,232.31
16	Colfax Northern	191.98		5,099.43
17	Creston, W. & D. M.			
18	Crooked Creek			9,963.65
19	Davenport, R. I. & N. W.	89,790.93		145,185.45
20	Dubuque & Sioux City (Ill. Cent.)			1.00
21	Great Northern	6,508,083.36	26,483.48	90,842,077.36
22	Iowa & Omaha S. E.			
23	Iowa & Southwestern	2,116.70		12,308.96
24	Manchester & Oacida			25,472.29
25	Minneapolis & St. Louis	858,632.22	73,531.48	3,866,272.09
26	Missouri North & South	4,292.05	4,169.51	218,952.92
27	St. Paul & Kansas City Short Line	39,096.78	24,878.51	248,702.44
28	Tabor & Northern			2,292.15
29	Union Pacific	4,859,630.77		150,394,035.60
30	Wabash	1,674,586.53		14,201,316.82
	Total	\$ 35,144,339.89	\$1,968,694.98	\$ 625,282,822.43

*This report covers the period from June 30, 1913, to October 9, 1913.

**This report covers the period from October 10, 1913, to June 30, 1914.

***This report covers 4 months, June 30, 1913, to October 21, 1913.

SHEET—ASSETS—CONTINUED—STEAM ROADS

--Continued			Accrued Income Not Due				Number
Total June 30, 1913	Increase 1914	Decrease 1914	Unmatured interest, dividends and rents payable June 30, 1914	Unmatured interest, dividends and rents receivable June 30, 1914	Increase 1914	Decrease 1914	
\$ 51,569,931.69		\$19,759,386.71	\$ 201,324.42	\$ 809,800.15	\$ 17,525.27		1
							2
							3
							4
10,800.84		9,627.68					5
813.97	\$ 8,908.03						6
33,871,487.67		2,925,646.71					7
9,161,827.19		3,908,059.59					8
			1,709.37	1,258.61	66.66		9
							10
102,771,298.53		8,802,051.29	381,328.47	81,260.84	197,537.53		11
46,489,535.45		5,177,471.63					12
9,619,197.81		1,446,111.68					13
29,865,771.56		14,294,539.35	272,349.43	1,212,191.22		808,811.87	14
9,663.59		4,564.16					15
							16
7,322.97		9,789.68					17
151,247.29		6,000.84					18
							19
80,869,105.47		9,973,971.80	491,400.00		261,400.00		20
							21
							22
18,988.79		679.82					23
26,054.08		4,316.21					24
4,035,998.07		719,628.56	11,189.40	9,632.05	1,327.33		25
216,644.97		2,311.05					26
366,978.24			18,316.10				27
8,435.13		5,169.60					28
123,796,477.10		6,527,428.47	2,269,016.39	798,129.73	1,321,785.16		29
17,669,918.75		2,379,791.48					30
667,433,114.77	667,641,262.39	669,247,826.40	23,609,028.47	52,240,126.70	22,210,228.27	303,834.92	

TABLE NO. 32—COMPARATIVE GENERAL BALANCE SHEET—ASSETS—CONTINUED—STEAM ROADS.

Number	Name of Road	Deferred Debit Items								Number	
		Temporary advances to officers, directors, affiliates and controlled companies	Advances		Rents and insurance paid in advance	Taxes paid in advance	Unextinguished Discounts on Securities		Property abandoned or to be operated at expense		Special deposits
			Working funds	Other advances			Capital stock	Paunded debt			
1	A. T. & S. F.	\$ 1,851,241.27	\$ 9,580.36		\$341,326.97	\$ 47,239.59				1	
2	*A. N. & S.									2	
3	**Atlantic Northern									3	
4	**Atlantic Southern									4	
5	C. A. & So.									5	
6	C. C. W.									6	
7	C. A. & N.									7	
8	C. B. & Q.	81,521.44	163,818.58	\$ 3,704,373.79	140,504.72					8	
9	C. G. W.	652,356.06	8,480.61		1,832.03		\$9,238,669.49			9	
10	C. G. W. & Ft. D.	2,030.20					610,221.89			10	
11	W. M. & P.									11	
12	C. M. & St. P.		217,844.37			837,181.04				12	
13	C. & N. W.	1,082.75	7,808.56	291,202.76	62,502.66				\$2,813,317.95	13	
14	C. St. P. M. & O.	4,678,790.22	4,925.57	1,000.00				\$ 80,694.00		14	
15	C. R. I. & P.		13,951.66							15	
16	Colfax Northern				22,095.41				146,771.73	16	
17	C. W. & D. M.				40.12					17	
18	Crooks' Creek				217.67					18	
19	D. R. I. & N. W.									19	
20	D. & S. C. (Ill. C.)			6,367,665.37	37,035.40				243.82	20	
21	Great Northern	42,938.18	12,742.50							21	
22	I. & O. S. L.									22	
23	I. & S. W.									23	
24	M. & O.									24	
25	M. & St. L.	9,172.63	2,613.85	91.00	3,186.30		1,314,155.79			25	
26	Muscatine N. & S.									26	
27	**St. P. & K. C. S. L.		48.77	11,309.29	2,360.75					27	
28	Tabor & Northern								50,000.00	28	
29	Union Pacific	16,347,018.10	13,488.19							29	
30	Wabash	20,830.59			26,712.25		22,000.72		32,564.77	30	
	Total	\$ 23,697,190.17	\$476,133.64	\$ 10,375,542.16	\$648,735.28	\$ 904,421.53	\$4,375,056.80	\$ 80,694.00	\$3,042,867.37		

*This report covers the period from June 30, 1913, to October 9, 1913.
 **This report covers the period from October 10, 1913, to June 30, 1914.
 ***This report covers 4 months, June 30, 1913, to October 31, 1913.

TABLE NO. 33—COMPARATIVE GENERAL BALANCE SHEET—ASSETS—CONTINUED—STEAM ROADS.

Number	Name of Road	Deferred Debit Items—Continued						Number		
		Cash and Securities			Other deferred debit items	Total June 30, 1914	Total June 30, 1913		Increase 1914	Decrease 1914
		In sinking and redemption funds	In insurance and other reserve funds	In provident funds						
1	A. T. & S. F.		\$1,778,332.62		\$ 1,545,486.46	\$ 5,601,406.67	\$ 5,154,509.71	\$ 446,896.96		1
2	*A. N. & S.									2
3	**Atlantic Northern									3
4	**Atlantic Southern									4
5	C. A. & So.									5
6	C. C. W.									6
7	C. A. & N.									7
8	C. B. & Q.	\$ 20,516,477.88		\$496,538.89	975,289.68	28,419,284.39	27,000,706.00	1,418,578.39		8
9	C. G. W.				805,784.03	2,078,725.04	2,277,936.27		\$ 196,680.73	9
10	M. C. & Ft. D.				229,455.92	229,455.12	423,247.26		192,702.14	10
11	W. M. & P.				186,227.04	186,227.04	158,527.53	27,694.51		11
12	C. M. & St. P.	412,089.02	2,806,000.00		1,879,599.92	5,982,622.30	9,425,218.71		443,586.41	12
13	C. & N. W.	4,004,962.99			1,256,559.78	5,025,226.77	10,409,784.55		4,876,567.78	13
14	C. St. P. M. & O.				538,095.05	624,737.37	668,871.41	115,925.96		14
15	C. R. I. & P.				1,067,294.73	6,431,381.75	8,259,268.25		1,827,911.00	15
16	Colfax Northern				40.12	40.12	81.27		41.15	16
17	C. W. & D. M.					217.67	754.53		566.88	17
18	Crooks' Creek									18
19	D. R. I. & N. W.									19
20	D. & S. C. (Ill. C.)	1,463,438.37			1,494,682.19	1,494,682.19	1,385,674.53	111,007.66		20
21	Great Northern	\$,943.83			\$ 1,110,565.80	\$ 1,110,565.80	4,560,439.39			21
22	I. & O. S. L.									22
23	I. & S. W.									23
24	M. & O.				231,511.42	1,560,731.30	781,763.66	778,968.24		24
25	M. & St. L.									25
26	Muscatine N. & S.				245,215.80	308,967.07	250,430.77	58,536.90		26
27	**St. P. & K. C. S. L.									27
28	Tabor & Northern									28
29	Union Pacific	5,225.48			76,832,295.76	92,748,397.53	139,677,613.62		46,329,316.09	29
30	Wabash	570.32			2,944,656.68	2,944,654.33	4,836,774.22		1,799,629.89	30
	Total	\$ 26,441,107.90	\$4,584,932.02	\$496,538.89	\$ 90,418,993.80	\$165,442,363.36	\$213,676,788.12	\$7,023,918.01	\$ 55,638,242.57	

*This report covers the period from June 30, 1913, to October 9, 1913.
 **This report covers the period from October 10, 1913, to June 30, 1914.
 ***This report covers 4 months, June 30, 1913, to October 31, 1913.

TABLE NO. 35—COMPARATIVE GENERAL BALANCE

Number	Name of Road	Stock			
		Capital Stock			
		Common	Preferred	Debtenture	Receipts out- standing for incumments paid
1	Atchison, Topeka & Santa Fe	\$ 185,856,908.00	\$114,159,500.00		
2	*Atlantic Northern & Southern				
3	**Atlantic Northern				
4	**Atlantic Southern				
5	Centerville, Abbia & Southern	250,000.00			
6	Charles City Western	250,409.00	1,000.00		\$ 225.00
7	Chicago, Anamosa & North'n				
8	Chicago, Burlington & Quincy	110,839,100.00			
9	Chicago Great Western	45,246,913.00	44,127,402.00		
10	Macon City & Ft. Dodge	39,250,400.00	13,650,732.00		
11	Wisconsin, Minn. & Pacific	5,803,400.00			
12	Chicago, Milwaukee & St. P.	116,835,400.00	116,274,000.00		
13	Chicago & North Western	132,426,539.97	22,308,054.56		
14	Chicago, St. P., Minn. & O.	21,400,473.33	12,643,721.01		
15	Chicago, R. I. & Pacific	74,877,300.00			
16	Colfax Northern	10,000.00			
17	Creston, Waterloo & D. M.				
18	Crooked Creek	112,500.00			
19	Davenport, R. I. & N. W.	2,000,000.00			
20	Duquesne & S. C. (Ill. Cent.)	11,750,500.00			
21	Great Northern		230,066,150.00		7,854,972.80
22	Iowa & Omaha Short Line				
23	Iowa & Southwestern	123,000.00			
24	Manchester & Oneida	62,780.00			
25	Minneapolis & St. Louis	15,370,300.00	5,917,500.00		
26	Monastine North & South	450,000.00			
27	**St. P. & K. C. S. L.	50,000.00			
28	Tabor & Northern	25,300.00			
29	Union Pacific	222,205,200.00	59,569,300.00		
30	Wabash	24,259,213.32	29,200,213.32		
	Total	\$1,029,586,519.07	\$608,944,332.55		\$ 7,854,507.80

*This report covers the period from June 30, 1913, to October 9, 1913.

**This report covers the period from October 19, 1913, to June 30, 1914.

***This report covers 4 months, June 30, 1912, to October 31, 1912.

SHEET—CONTINUED—LIABILITIES—STEAM ROADS.

Stock liability for contingent standing securities of constituent com- panies	Premiums realized on capital stock	Stock				Number
		Total 1914	Total 1913	Increase 1914	Decrease 1914	
		\$ 316,055,536.00	\$ 306,080,326.00	\$ 4,975,210.00		1
						2
						3
						4
			200,000.00	200,000.00		5
			291,025.00	291,025.00		6
						7
			110,839,100.00	110,839,100.00		8
			89,244,215.00	86,298,515.00	3,116,900.00	9
			22,841,132.90	22,841,132.90		10
			5,803,400.00	5,803,400.00		11
			233,166,483.87	232,033,105.00	843,288.87	12
			29,457.75	154,884,145.28		13
			5,901.03	24,059,126.62		14
			121,800.00	75,000,000.00		15
				10,000.00		16
						17
			112,500.00	112,500.00		18
			3,000,000.00	3,000,000.00		19
			11,750,500.00	11,750,500.00		20
			238,229,422.80	222,569,296.00	15,671,126.80	21
						22
			123,000.00	123,000.00		23
			62,780.00	62,710.00	70.00	24
			21,287,700.00	21,287,700.00		25
			450,000.00	450,000.00		26
			50,000.00	50,000.00		27
			25,300.00	25,300.00		28
			222,205,200.00	216,216,800.00	5,988,400.00	29
			24,259,213.32	22,426,426.66	1,832,786.66	30
			\$ 124,272.25	\$ 1,736,567,975.23	\$ 1,736,418,724.56	\$ 20,169,550.67

TABLE NO. 36—COMPARATIVE GENERAL BALANCE

Number	Name of Road	Mortgage Bonded				
		Funded				
		Mortgage bonds	Collateral trust bonds	Plain bonds, debentures and notes	Income bonds	Equipment trust obligations
1	Atchison, Topeka & Santa Fe.	\$ 210,881,195.00			\$ 51,728,000.00	
2	*Atlantic Northern & Southern.					
3	**Atlantic Northern					
4	**Atlantic Southern					
5	Centerville, Albia & Southern.					
6	Charles City Western					
7	Chicago, Anamosa & North'n.					
8	Chicago, Burlington & Quincy	203,849,800.00	\$ 7,319,200.00	\$ 3,007,000.00		
9	Chicago Great Western	29,270,000.00				
10	Mason City & Ft. Dodge	12,000,000.00				
11	Wisconsin, Minn. & Pac.	6,232,000.00				
12	Chicago, Milwaukee & St. P.	353,334,500.00		131,545,654.66		
13	Chicago & North Western	187,715,000.00	29,750,000.00	19,665,000.00	\$13,400,000.00	
14	Chicago, St. P., Minn. & O.	39,187,634.00		9,200,000.00		19,185,000.00
15	Chicago, R. I. & Pac.	195,220,000.00	13,470,000.00	30,058,000.00		
16	Colfax Northern					
17	Creston, Winterset & D. M.	112,600.00				
18	Crooked Creek					
19	Davenport, R. I. & N. W.	6,739,000.00				
20	Dubuque & S. C. (Ill. Cent.)	103,124,939.00	107,613,500.00			
21	Great Northern	300,000.00				
22	Iowa & Omaha Short Line	65,000.00				820,000.00
23	Iowa & Southwestern	46,698,004.91	2,600,000.00			
24	Manchester & Osceola	1,000,000.00				
25	Minneapolis & St. Louis	9,854,110.00				
26	Missouri North & South	50,000.00				
27	**St. P. & N. C. S. L.	165,985,640.00		280,073,225.00		
28	Tabor & Northern	194,700,149.23			1,206,000.00	3,232,000.00
29	Union Pacific					
30	Wabash					
	Total	\$1,738,320,532.32	\$100,635,700.00	\$212,238,879.66	\$ 22,984,000.00	\$30,676,000.00

**This report covers the period from June 30, 1913, to October 9, 1913.

***This report covers the period from October 10, 1913, to June 30, 1914.

****This report covers 4 months, June 30, 1913, to October 31, 1913.

SHEET—LIABILITIES—CONTINUED—STEAM ROADS.

Debt		Receiver's certificates	Obligations for advances received for construction, equipment and betterments	Total 1914	Total 1913	Increase 1914	Decrease 1914	Number
Miscellaneous funded obligations	Receipts outstanding for funded debt							
\$33,820,850.00				\$ 316,469,045.00	\$ 222,439,045.00		\$ 5,070,000.00	1
								2
								3
								4
								5
								6
								7
								8
								9
								10
								11
								12
								13
								14
								15
								16
								17
								18
								19
								20
								21
								22
								23
								24
								25
								26
								27
								28
								29
								30
\$64,284,850.00	\$15,000,000.00	\$3,227,729.16	\$2,303,373,741.14	\$2,230,115,125.61	\$89,624,188.87	\$25,665,973.34		

TABLE NO. 37—COMPARATIVE GENERAL BALANCE

Number	Name of Road	Working				
		Loans and bills payable	Traffic and car service taxes, amount due to companies	Audited vouchers and wages unpaid	Miscellaneous accounts payable	Matured interest dividends unpaid
1	Atchison, Topeka & Santa Fe.....	\$ 824,432.15		\$ 6,919,375.25	\$ 2,071,405.00	\$ 701,998.00
2	*Atlantic Northern & Southern.....					
3	**Atlantic Northern.....					
4	**Atlantic Southern.....					
5	Centerville, Albia & Southern.....	\$ 26,110.51		8,817.34		
6	Charles City Western.....	156,812.79	5,214.56	820.22	2,841.57	
7	Chicago, Anamosa & Northern.....					
8	Chicago, Burlington & Quincy.....	1,900,000.00	1,602,403.79	9,294,133.29	334,911.37	2,126,095.75
9	Chicago Great Western.....		342,993.39	1,125,721.18	69,091.12	21,430.00
10	Mason City & Fort Dodge.....				10,738.36	
11	Wisconsin, Minn. & Pacific.....					
12	Chicago, Milwaukee & St. Paul.....	5,000,280.30	516,327.13	7,592,102.61	340,973.72	2,878,467.71
13	Chicago & North Western.....		1,424,635.19	3,924,446.19	300,955.07	3,372,802.29
14	Chicago, St. Paul, Minn. & O.....		312,960.53	1,268,406.22	130,487.35	122,779.00
15	Chicago, Rock Island & Pacific.....	4,800,000.00	725,128.02	4,147,960.11	283,349.30	2,375,904.09
16	Ontario Northern.....	4,808.30	203.75	1,210.93		1,200.00
17	Oreston, Winnetka & Des Moines.....					
18	Crooked Creek.....		17,789.00	7,269.53		
19	Davenport, R. I. & Northwestern.....		55.00	592.55	3,131.96	
20	Dubuque & Sioux City (Ill. Cent.).....					
21	Great Northern.....	2,800,256.11	298,071.97	4,917,762.77	7,413,594.24	2,788,960.71
22	Iowa & Omaha Short Line.....	112,000.00			15,895.00	17,007.91
23	Iowa & Southwestern.....		6,478.20			
24	Manchester & Onida.....		222,094.57	1,461,354.35	78,676.37	90,680.58
25	Minneapolis & St. Louis.....	1,027,025.00	29,717.24	42,594.84	4,191.08	
26	Missouri North & South.....	20,000.00	29,737.72	229,489.56	5,638.23	1,601.39
27	***St. P. & K. C. Short Line.....		283.40		7,273.95	
28	Tabor & Northern.....	30,029.82				
29	Union Pacific.....	172,398.46	2,337,529.00	4,801,533.05	7,130,132.10	
30	Wabash.....	1,843,027.30	604,541.16	5,414,106.69	383,420.28	1,047,603.23
	Total.....	\$ 17,391,849.67	\$ 7,923,854.90	\$ 48,788,379.09	\$ 16,294,456.56	\$ 22,436,212.45

*This report covers the period from June 30, 1913, to October 9, 1913.

**This report covers the period from October 10, 1913, to June 30, 1914.

***This report covers 4 months, June 30, 1913, to October 21, 1913.

SHEET—LIABILITIES—CONTINUED—STEAM ROADS.

Liabilities							Number
Matured mortgages and secured debt unpaid	Working all expenses due to other companies	Other working liabilities	Total 1914	Total 1913	Increase 1914	Decrease 1914	
\$ 17,000.00		\$ 289,514.03	\$ 10,924,423.80	\$ 13,321,706.68		\$ 2,397,282.88	1
							2
							3
							4
				66,927.55	57,192.24	\$ 9,735.31	5
				164,080.14	140,844.50	23,235.64	6
							7
25,000.00		45,806.41	15,179,952.82	11,468,694.97	2,711,257.85		8
		391,941.04	1,750,756.86	2,999,956.63		858,259.97	9
	\$ 497,570.24		418,705.72	510,134.64		91,430.92	10
	232,430.03		332,430.63	399,756.41		32,674.22	11
6,000.00		615,665.47	16,980,106.84	14,440,876.94	2,539,229.90		12
10,000.00		156,333.79	9,089,070.35	19,439,743.25		1,347,672.90	13
		5,914.36	1,988,667.26	2,771,236.80		882,569.53	14
72,597.60	153,433.76	378,988.18	12,713,993.56	10,817,994.96	1,896,036.90		15
			7,332.15	1,761.36	5,570.79		16
							17
							18
							19
166,321.28			170,000.79	171,866.18		1,306.39	20
2,500.00		250,678.00	12,541,022.90	15,873,168.01	2,668,330.89		21
							22
							23
							24
							25
50.00	332,500.76	169,058.92	3,491,419.65	5,941,790.82	1,091.45	2,940,350.17	26
			102,594.06	72,249.79	30,344.26		27
			1,606,866.92	1,659,877.79	549,989.13		28
			38,177.27	41,425.46		3,248.19	29
	9,114,186.31	197,473.27	23,813,192.18	18,707,249.30	5,105,942.88		30
5,000,000.00		20,074.27	10,814,100.95	13,782,807.00	31,096.80		31
							32
							33
							34
							35
							36
							37
							38
							39
							40
\$ 3,301,678.88	\$ 11,376,119.26	\$ 2,420,186.88	\$ 131,192,037.68	\$ 121,630,968.20	\$ 16,637,075.71	\$ 8,676,036.23	

TABLE NO. 35—COMPARATIVE GENERAL BALANCE

Number	Name of Road	Accrued Liabilities		
		Unmatured bonds and rents payable	Taxes accrued	Total 1914
1	Atchison, Topeka & Santa Fe	\$ 5,908,044.05	\$1,700,120.74	\$ 8,008,164.79
2	*Atlantic Northern & Southern			
3	**Atlantic Northern & Southern			
4	**Atlantic Southern			
5	Casterville, Albia & Southern		2,648.33	2,648.33
6	Charles City Western			
7	Chicago, Anamosa & Northern	1,451,288.02	104,407.00	1,555,695.02
8	Chicago, Burlington & Quincy	467,516.92	184,715.13	652,232.05
9	Chicago Great Western			
10	Meason City & Fort Dodge			
11	Wisconsin, Minnesota & Pacific	5,301,069.23	928,430.10	6,229,509.33
12	Chicago, Milwaukee & St. Paul	1,979,550.83	69,000.00	2,048,550.83
13	Chicago & North-Western	1,430,750.82	611,068.80	2,041,819.62
14	Chicago, St. Paul, Minneapolis & Omaha	2,709,022.24	1,431,967.60	4,141,889.84
15	Chicago, Rock Island & Pacific	1,261.37	644.33	1,905.70
16	Coifra Northern			
17	Croston, Winterset & Des Moines			
18	Crooked Creek			
19	Davenport, Rock Island & Northwestern			
20	Dubuque & Sioux City (Ib. Cent.)	65,375.00		65,375.00
21	Great Northern	227,118.98	1,970,969.00	2,208,786.51
22	Iowa & Omaha Short Line			
23	Iowa & Southwestern			
24	Manchester & Oquida	490,772.16	204,203.50	787,075.66
25	Minneapolis & St. Louis			
26	Muscatine North & South			
27	**St. Paul & Kansas City Short Line	114,115.12	21,221.20	135,336.32
28	Tabor & Northern	555.55		555.55
29	Union Pacific	81,324,882.80	1,118,186.85	82,443,069.65
30	Walsah	1,033,147.50	700,372.21	1,738,519.71
	Total	\$103,180,208.80	\$9,140,665.22	\$112,320,874.02

*This report covers the period from June 30, 1912, to October 9, 1913.

**This report covers the period from October 10, 1912, to June 30, 1914.

***This report covers 4 months, June 30, 1912, to October 31, 1913.

SHEET—LIABILITIES—CONTINUED—STEAM ROADS.

Number	Not Due			Deferred Credit Items				Number
	Total 1913	Increase 1914	Decrease 1914	Unaccredited premium on outstanding debt	Operating reserves	Liability on ac- count of rever- sible funds	Other deferred credit items	
1	\$ 8,547,043.04	\$ 60,510.25			\$ 806,827.72		\$ 949,701.00	1
2								2
3								3
4								4
5	2,542.70	105.63						5
6								6
7								7
8	1,050,011.53		\$ 69,258.25		2,029,249.12	\$496,538.69	478,501.33	8
9	701,174.57		48,042.02		499,569.14		561,002.35	9
10								10
11								11
12	5,310,589.26	118,568.94					417,964.72	12
13	1,909,781.25	48,567.48					238,503.63	13
14	1,634,219.74	97,487.88		815,474.10			195,902.32	14
15	3,684,810.82	407,080.92			1,270,371.33		1,292,401.35	15
16	2,588.48		899.78				4,021.45	16
17								17
18								18
19								19
20	65,375.00							20
21	2,208,786.51		79,572.83		1,328,486.42		157,405.66	21
22								22
23								23
24	751,265.41	30,000.25					186,482.03	24
25								25
26	210,904.25		75,597.02		84,057.47		138,257.51	26
27								27
28	555.55							28
29	9,222,216.35	79,150,853.30			380,066.88		1,743,315.27	29
30	1,615,206.49	122,063.22			136,540.27		2,072,163.39	30
	\$ 28,901,707.53	\$ 74,002,885.47	\$ 279,768.79	\$115,474.10	\$9,591,779.43	\$496,538.69	\$9,263,609.12	

TABLE NO. 39—COMPARATIVE GENERAL BALANCE

Number	Name of Road	Deferred Credit Items—Continued				Appropriated Additions to since June 30, 1917, through income
		Total 1914	Total 1913	Increase 1914	Decrease 1914	
1	A., T. & S. P.	\$ 1,846,329.71	\$ 465,164.72	\$1,381,164.99		\$ 29,874,972.14
2	A., N. & N.					
3	**Atlantic Northern					
4	**Atlantic Southern					
5	C. A. & So.					
6	C. C. W.					
7	C. A. & N.					
8	C. B. & Q.	5,004,570.54	2,727,989.99	276,589.35		27,146,235.22
9	C. G. W.	1,927,571.49	833,466.99	194,164.50		
10	M. C. & Ft. D.		48.33		\$ 48.33	
11	W. M. & P.					
12	C. M. & St. P.	417,964.72	415,150.12	2,814.60		
13	C. & N.-W.	258,202.65	435,671.26		177,468.61	
14	C., St. P., M. & O.	511,376.42	322,078.64		19,702.22	197,350.03
15	C., R. I. & P.	2,472,862.48	2,688,700.29		215,837.72	64,367.70
16	Colfax Northern	4,621.45	1,966.71	2,454.74		
17	C., W. & D. M.					
18	Crooked Creek					
19	D., R. I. & N. W.					
20	D. & S. C. (Ill. Cent.)					
21	Great Northern	1,483,869.48	1,296,995.25	187,297.22		18,631,698.67
22	Iowa & Omaha S. L.					
23	Iowa & Southwestern					
24	M. & O.					838.00
25	M. & St. L.	186,482.03	384,973.78		147,868.75	
26	Muscatine N. & S.					
27	**St. P. & N. W.	223,214.98	327,192.54		103,977.56	
28	Tabor & Northern					
29	Union Pacific	2,123,302.15	1,065,757.54	1,029,544.61		23,797,900.00
30	Wabash	3,109,403.66	3,045,625.29	65,778.37		2,633,650.15
	Total	\$ 16,469,364.56	\$ 13,985,314.27	\$3,140,668.38	\$655,928.19	\$ 75,915,061.72

*This report covers the period from June 30, 1913, to October 9, 1913.

**This report covers the period from October 10, 1913, to June 30, 1914.

***This report covers 4 months, June 30, 1913, to October 31, 1913.

SHEET—LIABILITIES—CONTINUED—STEAM ROADS.

Surplus										Number
Reserves from Income or Surplus			Total 1914	Total 1913	Increase 1914	Decrease 1914				
Invested in making new redep- tion funds	Invested in the reserve funds	Not specifically invested								
	\$1,778,332.02	\$ 23,446.60	\$ 31,676,450.85	\$ 28,892,926.16	\$ 2,783,524.69					1
										2
										3
										4
										5
										6
										7
										8
										9
	\$ 34,025,208.71	\$ 8,740,856.00	65,512,390.02	58,114,610.11	7,298,289.91					10
										11
										12
	430,269.02	2,771,116.38	3,201,385.60	3,082,847.89	118,537.71					13
	3,995,045.44		3,995,045.44	3,976,046.00	16,996.41					14
			197,350.03	197,350.03						15
			64,367.70	64,367.70						16
										17
										18
										19
	1,466,438.37		1,466,438.37	1,382,430.71	111,007.66					20
			24,907,130.31	23,892,787.78	794,332.53					21
				838.00	838.00					22
				838.00						23
				101,072.84	89,380.70	11,183.14				24
										25
										26
										27
										28
			23,797,900.00	23,000,000.00	797,900.00					29
			2,633,650.15	1,652,471.04	961,188.14					30
	\$ 40,541,961.54	\$ 44,650,621.44	\$ 33,627,724.02	\$154,635,309.22	\$149,555,967.71	\$ 12,195,060.69	\$4,302,100.00			

TABLE NO. 42—EMPLOYES AND SALARIES

Number	Name of Road	Other Station Men			
		Number on June 30	Total number of days worked	Total yearly compensation	Average daily compensation
1	Atchison, Topeka & Santa Fe	45	11,794	\$ 20,365.81	\$ 1.72
2	Atlantic Northern & Southern				
3	Atlantic Northern				
4	Atlantic Southern				
5	Osterville, Albia & Southern	2	625	249.00	.38
6	Charles City Western	1			2.83
7	Chicago, Anamosa & Northern				
8	Chicago, Burlington & Quincy	492	147,110	222,965.32	1.92
9	Chicago Great Western	224	80,185	135,914.25	1.69
10	Mason City & Fort Dodge				
11	Wisconsin, Minnesota & Pacific				
12	Chicago, Milwaukee & St. Paul	394	127,423	228,670.72	1.81
13	Chicago & North-Western	464	141,346	228,275.61	1.94
14	Chicago, St. Paul, Minneapolis & Omaha	113	20,751	85,792.43	2.16
15	Chicago, Rock Island & Pacific	904	293,690	436,636.10	1.65
16	Colfax Northern	14		28.00	2.00
17	Creston, Winterset & Des Moines	1	212	1,299.00	3.84
18	Crooked Creek	1	266	1,102.40	2.79
19	Davenport, Rock Island & Northwestern	27	10,304	29,782.21	2.01
20	Delaware & Sioux City (Ill. Cont.)	543	144,913	262,216.42	1.83
21	Great Northern	40	14,764	25,150.00	1.91
22	Iowa & Omaha Short Line				
23	Iowa & Southwestern	1		32.50	
24	Manchester & Onida	4	1,432	2,226.12	1.67
25	Minneapolis & St. Louis	112	39,326	65,815.84	1.67
26	Missouri North & South	9	2,025	5,747.52	1.90
27	St. Paul & Kansas City Short Line	20	5,526	8,321.80	1.51
28	Tabor & Northern	1	212	699.00	1.91
29	Union Pacific	122	46,847	180,654.22	2.34
30	Wabash	47	17,150	24,729.00	1.94
	Total	3,858	1,130,514	\$2,060,688.40	\$1.81

*This report covers the period from June 30, 1913, to October 9, 1913.

**This report covers the period from October 10, 1913, to June 30, 1914.

***This report covers 4 months, June 30, 1913, to October 31, 1913.

—IOWA—CONTINUED—STEAM RAILS.

Number	Enginemen				Firemen			Conductors			Number	
	Number on June 30	Total number of days worked	Total yearly compensation	Average daily compensation	Number on June 30	Total number of days worked	Total yearly compensation	Average daily compensation	Number on June 30	Total number of days worked		Total yearly compensation
10	3,429	\$ 17,448.83	\$5.16		10	3,425	\$ 10,776.76	\$3.15	4	1,402	\$ 7,185.82	\$5.13
		1,951.79					608.28				889.08	
		2,499.17					2,055.00				2,439.00	
		1,370.78	4.14				849.00	2.54			1,950.23	2.83
		4.00					1.20				2.50	
		1,629.99	4.43				365	729.00	2.00		896.00	2.50
226	28,840	379,249.13	4.81		195	11,340	215,738.26	3.82	192	66,736	295,019.32	4.01
102	26,672	228,424.99	6.01		153	25,642	155,807.92	4.97	104	25,704	147,418.26	5.74
		669,695.54	4.85		347	128,123	430,315.29	3.32	239	102,419	430,978.02	4.26
203	118,985	665,287.68	5.59		619	122,773	388,607.37	3.16	232	88,623	430,423.55	4.01
24	8,764	46,953.87	5.36		24	8,764	29,931.16	3.30	19	4,695	28,478.00	5.00
396	139,495	665,732.68	5.11		384	132,438	445,054.74	3.30	255	104,746	467,986.65	4.47
1	627	1,830.37	2.95		1	623	1,125.92	1.81	1	647	1,564.79	2.46
1	212	1,299.00	3.84		1	212	729.00	2.00	1	212	729.00	2.60
1	266	1,102.40	2.79		1	275	662.54	1.79	1	371	709.00	1.88
2	865	3,365.28	4.01		2	865	5,246.72	3.61	1	894	2,317.00	2.71
171	56,030	290,729.69	4.65		121	57,401	199,168.28	2.65	154	62,439	215,206.63	4.71
14	2,433	11,652.53	4.79		17	2,407	7,969.50	4.02	16	2,962	13,122.71	4.43
1		1,839.00	3.29		1		658.78	1.53	1		1,299.00	3.29
1		1,020.00			1		791.01		1		1,200.00	
1		352.82	2.55		1	265	614.77	1.98	1	265	832.40	2.58
124	42,477	198,250.23	4.67		122	41,901	125,552.37	3.02	79	20,005	133,483.61	4.43
4	1,482	5,772.46	3.89		5	1,482	2,767.49	2.54	3	1,006	4,022.30	3.67
123	5,792	27,616.98	4.84		151	5,985	17,678.13	3.11	74	4,854	29,814.49	4.29
1	313	990.60	2.87		1	313	729.00	2.39	1	313	729.00	2.30
18	6,570	25,620.74	4.70		18	6,370	22,201.10	2.99	12	4,280	21,104.81	4.23
		631,336	\$5.11		1,960	631,336	\$2,022,867.20	\$3.21	1,206	462,717	\$2,209,164.25	\$4.46

TABLE NO. 46—EMPLOYES AND SALARIES

Number	Name of Road	Maintenance of Way and Structures			
		Number on June 30	Total number of days worked	Total yearly compensation	Average daily compensation
1	Atchison, Topeka & Santa Fe	115	25,506	\$ 45,130.92	\$ 1.80
2	*Atlantic Northern & Southern				
3	**Atlantic Northern				
4	**Atlantic Southern			15,587.12	
5	Centerville, Albia & Southern	65	8,189	15,970.00	2.30
6	Charles City Western				
7	Chicago, Anamosa & Northern				
8	Chicago, Burlington & Quincy	2,250	608,819	1,537,255.97	1.80
9	Chicago Great Western	1,314	353,517	656,273.50	1.80
10	Mason City & Ft. Dodge				
11	Wisconsin, Minnesota & Pacific				
12	Chicago, Milwaukee & St. Paul				
13	Chicago & North Western	3,982	856,498	1,723,363.40	2.01
14	Chicago, St. Paul, Minneapolis & Omaha	120	27,544	59,023.45	2.14
15	Chicago, Rock Island & Pacific	4,597	853,587	1,560,090.65	1.83
16	Colfax Northern	8	2,034	6,440.24	1.05
17	Creston, Winterset & Des Moines	63	6,622	8,382.00	1.47
18	Crooked Creek	12	2,187	3,914.92	1.79
19	Des Moines, Rock Island & Northwestern	76	17,791	35,889.79	2.02
20	Dubuque & Sioux City (Ill. Cent.)	1,447	375,918	739,811.57	1.97
21	Great Northern	377	55,868	112,005.18	2.00
22	Iowa & Omaha Short Line				
23	Iowa & Southwestern				
24	Manchester & Omaha	4	921	1,645.80	1.78
25	Minneapolis & St. Louis	786	231,879	427,315.74	1.84
26	Missouri North & South	34	9,285	15,194.95	1.94
27	*St. Paul & Kansas City Short Line	381	85,527	161,800.43	1.90
28	Tabor & Northern	5	1,311	1,996.16	1.50
29	Union Pacific	53	21,432	27,944.23	1.77
30	Wabash	93	26,045	54,453.39	1.79
	Total	15,988	3,654,102	96,225,356.89	\$ 1.80

*This report covers the period from June 29, 1914, to October 5, 1913.

**This report covers the period from October 10, 1913, to June 30, 1914.

***This report covers 4 months, June 30, 1913, to October 31, 1913.

—IOWA—CONTINUED—DISTRIBUTION—STEAM ROADS.

Number	Maintenance of Equipment				Traffic Expenses				Transportation Expenses				Number		
	Number on June 30	Total number of days worked	Total yearly compensation	Average daily compensation	Number on June 30	Total number of days worked	Total yearly compensation	Average daily compensation	Number on June 30	Total number of days worked	Total yearly compensation	Average daily compensation			
318	97,732	\$ 332,352.74	\$2.36	7	2,815	\$ 10,447.58	\$3.71	243	73,707	\$ 179,853.29	\$2.44	1			
						1,200.00							4		
									9	2,927	6,021.91	2.05	5		
													6		
													7		
													8		
1,404	419,807	1,151,067.29	2.74	29	8,794	32,354.58	3.69	2,390	724,202	2,662,957.66	3.68	9			
1,507	383,818	977,949.43	2.55	23	7,962	30,112.94	3.77	1,308	398,014	1,287,608.81	3.24	9			
													10		
													11		
													12		
2,165	669,230	1,525,096.72	2.28	18	4,313	17,223.40	3.99	2,835	1,927,458	5,395,994.55	2.82	13			
429	119,566	390,511.45	3.27	2	895	2,809.02	3.14	595	120,192	349,090.16	2.91	14			
770	548,571	1,394,747.43	2.55	630	69,054	297,133.01	4.30	3,908	1,295,838	2,794,789.99	2.19	15			
3	886	2,880.74	3.35						9	4,000	8,802.79	2.19	16		
									4	1,248	3,394.00	2.72	17		
									7	5,513	5,076.94	0.92	18		
									63	23,360	65,368.24	2.80	19		
33	5,880	13,038.47	2.22						21,835.13	3.23	1,655	497,702	1,424,911.73	3.86	20
1,119	374,183	771,400.33	2.06	20	6,661	9,129.00	1.37	161	44,000	115,961.88	2.63	21			
112	24,184	56,963.97	2.36	9	3,285	2,619.67	0.80	6					22		
7													23		
													24		
													25		
													26		
													27		
													28		
													29		
													30		
9,032	2,815,189	97,369,842.22	\$2.54	819	328,322	847,313.04	\$2.56	14,324	4,635,446	\$ 13,085,373.20	\$2.97				

TABLE NO. 50—TRAFFIC AND MILEAGE

Number	Name of Road	Total				
		Operating revenues	Operating revenues per mile of road	Operating revenues per train-mile	Operating expenses	Operating expenses per mile of road
1	Atchison, Topeka & Santa Fe.....	\$ 93,540,398.19	\$ 11,208.08	\$ 2.66836	\$ 60,172,701.00	\$ 7,309.95
2	*Atlantic Northern & Southern.....					
3	**Atlantic Northern.....					
4	**Atlantic Southern.....					
5	Centerville, Abbia & Southern.....					
6	Charles City Western.....	31,569.50	1,275.90	.99045	31,714.37	1,277.86
7	Chicago, Anamosa & Northern.....	34,559.63	985.97		37,842.97	795.48
8	Chicago, Burlington & Quincy.....	22,750,934.15	10,145.91	2.50540	62,148,338.01	6,739.88
9	Chicago Great Western.....	14,389,521.89	9,331.63	3.37860	19,831,167.89	7,259.92
10	Mason City & Ft. Dodge.....					
11	Wisconsin, Minnesota & Pacific.....					
12	Chicago, Milwaukee & St. Paul.....	91,785,696.74	9,477.82	2.36972	61,230,061.17	6,332.37
13	Chicago & North Western.....	83,677,000.79	10,368.12	2.21970	59,405,141.53	7,309.60
14	Chicago, St. Paul, Minneapolis & Omaha.....	17,993,370.59	10,259.82	2.23909	13,622,570.52	7,255.26
15	Chicago, Rock Island & Pacific.....	65,388,581.40	8,450.30	1.93452	48,835,138.70	6,255.30
16	Colfax Northern.....	39,681.98	2,909.50	1.40906	32,227.92	2,578.23
17	Creston, Winterset & Des Moines.....	8,130.57			24,255.36	
18	Crooked Creek.....	36,619.19	2,073.37	1.78984	23,467.40	1,285.62
19	Davenport, Rock Island & Northwestern.....	118,215.00	2,412.55	1.90472	134,944.26	2,753.37
20	Dubuque & Sioux City (Ill. CenL.).....	7,987,389.63	9,169.51	3.28794	46,339,272.82	6,979.51
21	Great Northern.....	75,441,365.51	7,937.11	2.28794	12,758.77	
22	Iowa & Omaha Short Line.....	19,625.90	885.49	1.34834		
23	Iowa & Southwestern.....					
24	Manchester & Ouedia.....	23,783.36	2,824.62	.88843	17,045.98	2,084.47
25	Minneapolis & St. Louis.....	9,469,884.69	5,343.34	1.93967	6,891,813.44	4,185.81
26	Missouri North & South.....	135,113.20	2,226.73	1.10337	152,549.24	2,579.53
27	**St. Paul & Kansas City Short Line.....	487,139.24	1,711.72	1.64298	354,805.14	1,545.36
28	Tabor & Northern.....	29,261.00	2,721.90	1.90740	32,529.23	3,069.50
29	Union Pacific.....	31,075,516.38	14,133.78	2.89687	29,498,632.44	8,162.98
30	Wabash.....	30,022,034.82	11,639.27	1.90259	24,496,832.45	9,704.86
	Total.....	\$633,515,945.66	\$ 19,049.84	\$ 2.41673	\$429,062,378.16	\$ 6,806.48

* Deficit.

** This report covers the period from June 30, 1912, to October 9, 1912.

*** This report covers the period from October 10, 1912, to June 30, 1914.

**** This report covers 4 months, June 30, 1913, to October 31, 1913.

STATISTICS—ENTIRE LINE CONTINUED—STEAM ROADS.

Traflice												Number
Operating revenues per train-mile	Net operating revenue	Net operating revenue per mile of road	Average number of passenger cars per train-mile	Average number of freight cars per train-mile	Average number of passenger cars per train-mile	Average number of tons of freight per loaded car-mile	Average number of freight per train-mile	Average number of loaded cars per train-mile	Average number of empty cars per train-mile	Average mileage during year	Number	
\$ 1.71651	\$ 33,067,967.19	\$3,998.13	14	55	0.06	15.75	307.15	32.40	23.68	8.01	8,345.79	1
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\$ 1.62651	\$29,458,167.50	\$2,243.27	12	49	5.73	17.86	309.46	32.99	22.37	9.50	65,124.46	30

TABLE NO. 51—TRAFFIC AND MILEAGE

Number	Name of Road	Locomotive Mileage							Non-revenue service—locomotive miles
		Revenue Service							
		Freight locomotive—miles	Passenger locomotive—miles	Mixed locomotive—miles	Special locomotive—miles	Switching locomotive—miles	Total revenue—locomotive mileage	Total revenue—locomotive mileage	
1	A. T. & S. F.	15,905,402	19,738,618	2,429,648	46,153	6,394,992	44,422,873	1,699,101	
2	*Atlantic N. & S.								
3	**Atlantic Northern								
4	*Atlantic Southern								
5	Centerville, A. & S.			22,000			22,000		
6	Charles City West'n.								
7	C. A. & N.			25,475	1,500		24,975		
8	C. H. & Q.	18,709,800	6,184,766	306,243	20,029	9,779,699	47,001,371	1,826,016	
9	C. G. W.	9,127,146	2,365,809	110,652	9,296	1,424,457	7,830,779	294,293	
10	M. C. & Ft. D.								
11	W. M. & Pac.								
12	C. M. & St. P.	23,905,923	6,189,562	1,981,459	39,973	10,513,637	53,779,581	4,067,622	
13	C. & N. W.	17,122,351	29,180,023	1,881,000	20,999	10,131,328	49,369,517	2,565,662	
14	C. N. P. M. & O.	4,261,843	3,894,848	739,058	7,849	1,913,620	19,869,317	921,501	
15	C. R. I. & P.	19,927,230	17,846,338	697,194	81,119	6,572,798	41,074,689	945,450	
16	Colfax Northern	7,756	6,663	6,394		2,010	21,823		
17	C. W. & D. M.								
18	Crooked Creek	15,775				6,632	19,227		
19	D. R. I. & N. W.					144,000	144,000	4,850	
20	D. & S. C. (Ill. Cent.)	2,177,207	1,648,469		1,073	692,173	4,479,012	130,484	
21	Great Northern	10,315,266	13,022,485	189,505	19,770	4,109,596	28,456,822	1,767,735	
22	Iowa & Omaha S. I.		822	7,433		75	8,303	190	
23	Iowa & S. W.			17,298			17,298		
24	Manchester & Oneida.	1,930		24,835			26,769		
25	Min. & St. Louis.	5,118,806	2,039,616	259,896	8,005	891,258	6,253,749	128,435	
26	Missouri N. & S.	34,002	71,808			17,654	126,224		
27	**M. P. & K. C. S. L.	113,178	147,477			95,809	315,622	16,577	
28	Tabor & Northern.			15,349			15,349		
29	Union Pacific	8,365,847	10,552,328	1,125,790	13,883	2,300,819	22,626,577	998,580	
30	Wabash	8,743,487	7,576,196	127,749	6,808	2,906,918	20,361,968	413,000	
	Total	131,870,442	136,148,597	11,132,662	219,699	58,720,262	327,510,613	15,228,685	

a Includes 233,246 gasoline passenger locomotive miles.

b Includes 233,246 gasoline motor cars.

c Includes 61,888 electric motor cars.

*This report covers the period from June 30, 1913, to October 9, 1913.

**This report covers the period from October 10, 1913, to June 30, 1914.

***This report covers 4 months, June 30, 1913, to October 31, 1913.

STATISTICS—ENTIRE LINE—CONTINUED—STEAM ROADS

Number	Car Mileage										Number
	Revenue Service										
	Freight Car—Miles					Passenger Car—Miles					
	Loaded	Empty	Cabooses	Total freight car—miles	Passenger	Sleeper, parlor and observation	Other passenger train cars	Total passenger car—miles	Sleeper, parlor and observation	Other passenger train cars		Total passenger car—miles
1											274,217,976		147,988,026	14,892,439	536,198,941	44,381,363	29,297,439	46,400,965	124,179,767			1
2											2
3											3
4											4
5	35,119	22,249		77,550	34,000					34,000	5
6											6
7	61,877	31,647	23,475	116,999	23,475					23,475	7
8	431,479,933	212,532,776	17,125,066	660,999,569	6,475,948,023	27,219,853	42,279,155	117,638,031			8
9	73,478,781	39,323,822	2,967,977	109,869,960	7,399,593	4,318,075	5,451,906	17,170,534			9
10											10
11											11
12	489,450,841	198,240,099	29,153,739	707,844,679	6,388,688,765	39,765,063	39,579,549	113,239,575			12
13	237,816,397	161,622,039	16,589,060	415,027,506	53,125,723	21,566,052	42,868,277	117,443,022			13
14	67,315,891	29,879,169	9,377,792	99,712,852	19,019,596	5,485,518	8,628,246	25,064,360			14
15	369,090,889	126,875,827	15,293,739	492,160,455	49,792,266	25,485,213	28,747,507	95,023,096			15
16	34,968	31,964		66,932	23,138			23,138			16
17											17
18	74,648	64,354	11,594	150,596							18
19											19
20	24,404,420	16,400,398	2,139,751	43,044,569	3,746,128	1,199,519	2,795,197	7,731,745			20
21	208,899,239	131,955,575	9,979,795	350,874,609	27,246,124	18,415,059	21,400,583	77,061,770			21
22	9,637	6,823		16,460							22
23	25,131	11,368		36,503	16,506	2,744		19,250			23
24											24
25	46,124,823	19,782,884	2,068,367	68,976,194	5,967,415	1,017,348	2,843,691	8,819,454			25
26	277,036	98,178	34,692	409,906	72,368			72,368			26
27	1,427,549	324,025	96,845	1,848,419	367,722	55,430	134,774	507,926			27
28											28
29	571,894,600	34,507,845	7,729,194	614,131,639	20,494,807	26,945,972	28,227,171	74,797,659			29
30	179,369,771	85,068,114	8,224,795	272,662,660	17,852,619	9,522,611	10,859,142	38,237,799			30
	2,906,238,965	1,547,469,547	121,479,731	4,575,177,883	217,718,994	215,366,273	254,522,223	815,636,599			

TABLE NO. 53—TRAFFIC AND

Number	Name of Road	Passenger	
		Number of passen- gers carried earn- ing revenues	Number of passen- gers carried one mile
1	Atchison, Topeka & Santa Fe.....	306,421	5,526,206
2	*Atlantic Northern & Southern.....		
3	**Atlantic Northern.....		
4	**Atlantic Southern.....		
5	Centerville, Albia & Southern.....	28,511	471,470
6	Charles City Western.....		
7	Chicago, Anamosa & Northern.....	7,515	272,083
8	Chicago, Burlington & Quincy.....	4,965,452	172,727,872
9	Chicago Great Western.....	1,972,461	91,315,076
10	Mason City & Fort Dodge.....		
11	Wisconsin, Minnesota & Pacific.....		
12	Chicago, Milwaukee & St. Paul.....	8,696,299	192,838,083
13	Chicago & North Western.....	4,887,254	245,974,612
14	Chicago, St. Paul, Minneapolis & Omaha.....	600,015	23,531,084
15	Chicago, Rock Island & Pacific.....	5,969,294	293,985,183
16	Culfax Northern.....	109,237	531,293
17	Creston, Winterset & Des Moines.....		
18	Crooked Creek.....		
19	Davenport, Rock Island & Northwestern.....		
20	Dubuque & Sioux City (Ill. Cent.).....	1,945,420	83,615,415
21	Great Northern.....	194,725	4,983,310
22	Iowa & Omaha Short Line.....	4,693	47,617
23	Iowa & Southwestern.....	10,177	113,382
24	Manchester & Oquida.....	31,731	397,165
25	Minneapolis & St. Louis.....	1,595,320	44,972,292
26	Mountaineer North & South.....	62,504	1,235,742
27	**St. Paul & Kansas City Short Line.....	298,350	7,182,894
28	Taber & Northern.....	16,010	172,107
29	Union Pacific.....	327,115	499,642
30	Wabash.....	182,213	11,441,738
	Total.....	36,470,889	1,121,254,838

* Estimated.

**This report covers the period from June 30, 1912, to October 9, 1913.

***This report covers the period from October 19, 1912, to June 30, 1914.

****This report covers 4 months, June 30, 1913, to October 31, 1913.

MILEAGE STATISTICS—IOWA—STEAM ROADS

Traffic									
Number of passen- gers carried one mile of road	Average distance carried—Miles	Total passenger revenue	Average amount received each passenger	Average receipts per passenger per mile	Total passenger service train revenue	Passenger service train revenue per mile of road	Passenger service train revenue per train-mile		Number
277,838	18.09	\$ 106,065.68	\$.3700	\$.01973	\$ 155,900.51	\$7,828.14	\$ 1.40799		1
									2
									3
									4
18,805	16.53	14,080.58	.40418	.02089	15,960.68	645.49	.61107		5
									6
25.90		3,703.43	.07274	.00433	33,302.18	305.79	.14463		7
139,061	27.51	3,385,253.51	.77223	.01965	4,271,729.28	3,638.96	1.40641		8
117,171	46.39	1,810,485.88	.91791	.01968	3,177,235.72	2,795.73	1.37962		9
									10
88,071	44.03	5,129,148.82	.84614	.01922	3,651,584.49	2,037.68	1.01571		11
131,811	59.33	4,840,169.07	.90035	.01968	6,167,980.56	3,806.78	1.21136		12
230,606	35.65	485,315.59	.70321	.02002	568,865.67	5,477.22	1.85981		13
119,220	44.67	5,179,140.10	.87644	.01962	6,117,128.61	5,792.61	1.29973		14
425	4.01	5,650.25	.04983	.01012	5,994.05	431.60	.44745		15
						788.63			16
						1,838.22	104.39	.15802	18
						4,206.39	119.16		19
117,009	43.13	1,615,429.90	.86037	.02025	1,968,486.00	2,766.67	1.31902	20	20
52,444	39.14	39,792.16	.86982	.02198	100,664.00	1,361.21	.69860		21
3,918	11.54	1,431.10	.35110	.02025	1,431.10	119.20	.74848		22
563	11.39	3,294.37	.32841	.02087	5,690.11	282.72			23
31,731	8.42	8,660.33	.27239	.02233	11,439.98	1,337.59	.49027	24	24
54,031	28.87	894,611.15	.39425	.01960	1,096,097.04	1,331.51	.91734		25
1,167	21.55	35,300.73	.30248	.01657	37,028.19	694.26	.30784		26
28,783	34.47	141,779.00	.69042	.01974	157,456.59	630.95	.96536	27	27
16,010	10.75	5,633.77	.35000	.02255	7,600.56	797.03	.49347		28
293,107	3.20	9,894.86	.04336	.01071	17,373.01	7,062.29	1.37396	29	29
54,754	62.47	326,660.30	1.79277	.02855	409,829.29	1,961.29	1.83103	30	30
307,013	42.36	\$ 22,104,111.18	\$.83409	\$.01971	\$ 27,306,831.68	\$ 2,608.46	\$ 1.20760		

TABLE NO. 54—TRAFFIC AND MILEAGE

Number	Name of Road	Freight					
		Number of tons carried by freight earning revenue	Number of tons carried of intrastate freight earning revenue	Number of tons carried one mile	Number of tons carried one mile —Intrastate	Number of tons carried one mile per mile of road	
1	A. T. & S. P.	1,661,593	945	36,611,660	12,585	1,840,760	623
2	Atlantic N. & S.						
3	Atlantic Northern						
4	Atlantic Southern						
5	C. A. & So.	48,344		999,880		39,228	
6	C. C. W.						
7	C. A. & N.	36,490		1,825,082		645,895	
8	C. B. & Q.	9,297,876		928,158,630		8,074,731,900	
9	C. G. W.	4,189,782		675,467,765		686,729	
10	M. C. & P. D.						
11	W. M. & P.						
12	C. M. & St. P.	8,865,324	2,080,568	1,454,797,681	184,656,428	795,007	99,222
13	C. & N. W.	8,439,814	2,633,131	1,569,181,231	219,165,256	931,444	132,411
14	C. St. P., M. & O.	1,660,231	145,510	38,700,649	6,487,309	575,329	69,570
15	C. R. I. & P.	0,000,598		1,230,038,690		555,508	
16	Colfax Northern		218,947		1,173,050		93,844
17	C. W. & D. M.						
18	Crooked Creek	45,287	9,335				
19	D. H. I. & N. W.						
20	D. & S. C. (Ill. Cmt.)	2,819,583		564,660,319		772,671	
21	Great Northern	683,861	77,819	47,596,742	3,805,967	611,312	49,324
22	I. & O. S. L.	11,159		133,869	922		
23	I. & S. W.	29,691	1,400	278,183	18,317	325,628	23,282
24	M. & O.	29,683		174,159			20,883
25	M. & St. L.	2,351,929		442,562,374		590,939	
26	M. N. & S.	163,698		4,271,819		2,036	
27	***St. P. & N. C. S. L.	371,687		29,422,350		81,826	
28	Tabor & Northern	21,964		236,005		21,964	
29	Union Pacific	2,269,289		5,493,429		2,196,516	
30	Wabash	427,916		99,648,529			
	Total.	64,828,269	5,107,628	7,100,897,268	432,452,252	682,242	108,615

§ Estimated.

**This report covers the period from October 10, 1912, to June 30, 1914.

***This report covers the period from June 30, 1912, to October 31, 1913.

****This report covers 4 months, June 30, 1913, to October 31, 1913.

STATISTICS—IOWA—CONTINUED—STEAM ROADS

Traffic										
Average distance of one ton —Miles	Average distance of one ton —Intrastate—Miles	Total freight revenue	Total intrastate freight revenue	Average amount received for each ton of freight	Average amount received for each ton of intrastate freight	Average receipts per ton per mile	Average receipts per ton per mile —Intrastate	Freight revenue per mile of road	Freight revenue per train-mile	Number
19.67	13.11	\$ 271,012.30	\$ 787.06	\$.10890	\$.82283	\$.01012	\$.06355	\$ 18,653.21	\$ 4.50002	1
										2
										3
										4
										5
										6
										7
										8
										9
										10
										11
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										27
										28
										29
										30
130.81	89.99	\$ 26,184,734.06	\$7,864,275.19	\$ 1.08655	\$ 1.04690	\$.08253	\$.02287	\$ 5,665.58	\$ 2.20126	

TABLE NO. 55—TRAFFIC AND MILEAGE

Number	Name of Road	Total				
		Operating revenues	Operating revenues per mile of road	Operating revenues per train-mile	Operating expenses	Operating expenses per mile of road
1	A., T. & S. F.	\$ 88,278.21	\$ 27,113.00	\$ 2,925.00	\$ 303,128.50	\$19,760.15
2	Atlantic N. & S.					
3	Atlantic Northern					
4	Atlantic Southern					
5	C., A. & So.	31,560.50	1,275.90	986.65	31,714.27	1,277.86
6	C. C. W.					
7	C., A. & N.	24,509.63	985.97		27,842.67	795.48
8	C., B. & Q.	12,679,532.13	8,807.45	2,900.00	8,348,029.54	5,942.07
9	C. G. W.	7,241,237.00	9,201.62	2,312.70	5,989,527.17	7,349.32
10	M. C. & Ft. D.					
11	W., M. & P.					
12	C., M. & St. P.	16,312,224.00	8,099.17	1,883.95	11,678,041.98	6,022.43
13	C. & N. W.	19,940,861.06	12,036.80	2,103.71	14,097,724.50	9,013.67
14	C., St. P., M. & O.	1,259,415.77	12,822.77	3,375.50	861,223.11	8,146.05
15	C., R. I. & P.	17,143,526.26	7,742.33	1,903.12	13,167,898.11	5,943.25
16	Colfax Northern	29,591.98	2,096.56	1,400.00	22,227.52	1,728.23
17	C., W. & D. M.	8,130.57	2,678.37	1,700.00	24,255.35	1,828.62
18	Crooked Creek	36,612.39	2,678.37	1,700.00	25,467.49	1,828.62
19	D., R. I. & N. W.	72,704.49	2,060.34		74,157.68	2,104.38
20	D. & S. C. (Ill. Cent.)	6,138,521.00	8,592.35	1,790.55	5,147,765.45	7,180.33
21	Great Northern	984,222.14	7,506.53	2,809.64	426,196.11	5,472.72
22	I. & O. S. L.	19,625.50	885.49	1,348.84	13,732.77	
23	I. & S. W.					
24	M. & O.	25,788.26	2,824.62	888.43	17,046.08	2,024.42
25	M. & St. L.	4,685,305.00	5,297.56	1,704.58	3,098,149.22	4,081.20
26	M. N. & S.	136,113.20	2,036.73	1,161.07	122,540.24	2,270.52
27	Mt. P. & K. C. S. L.	447,139.24	1,713.72	1,545.66	384,895.14	1,542.26
28	Nelson & Northern	29,591.00	2,121.60	1,007.69	25,270.22	2,069.55
29	Union Pacific	102,383.06	41,619.13	3,476.83	109,144.89	44,307.35
30	Wabash	1,492,533.28	7,142.68	3,132.84	1,394,775.25	6,032.71
	Total.	\$ 88,409,429.48	\$ 9,430.74	\$ 1,959.97	\$ 66,195,862.42	\$ 6,212.00

a Deficit.

*This report covers the period from June 30, 1913, to October 5, 1913.

**This report covers the period from October 10, 1913, to June 30, 1914.

***This report covers 4 months, June 30, 1915, to October 31, 1915.

STATISTICS—IOWA—CONTINUED—STEAM ROADS

Number	Traffic											Number	
	Operating expenses per train-mile	Net operating revenue	Net operating revenue per mile of road	Average number of passengers per car-mile	Average number of passengers per train-mile	Average number of passenger cars per train-mile	Average number of tons of freight per loaded car-mile	Average number of tons of freight per train-mile	Average number of freight cars per train-mile	Average number of loaded cars per train-mile	Average number of empty cars per train-mile		Average mileage operated during year
1	\$ 2.13256	\$ 146,149.20	\$ 7,347.88	23	50	7.21	14.64	444.66	42.53	39.36	11.25	19.89	1
2	1.55924	4,127,922.59	2,863.58	16	56	5.78	17.27	369.62	21.61	21.24	9.23	1,438.56	2
3	.99397	6,567.26	6.07	14	15	1.05	17.54	12.19	2.41	1.72	.60	24.74	3
4												38.33	4
5												25.90	5
6												35.00	6
7												1,438.56	7
8												779.33	8
9													9
10													10
11													11
12	1.35673	4,583,582.66	2,807.68	11	43	5.39	15.09	309.90	30.20	19.94	6.32	1,936.22	12
13	1.07549	4,895,007.00	2,925.18	14	48	3.60	17.13	339.94	30.98	19.84	10.18	1,020.29	13
14	1.07038	428,192.61	4,100.23	20	78	5.08	17.12	242.47	22.33	14.10	7.43	1,024.04	14
15	1.38302	2,965,628.25	1,709.08	17	52	4.68	14.81	201.10	25.82	17.63	7.24	2,214.20	15
16	1.02900	61,646.94	6,903.93	21	44	2.68	33.94	82.90	4.70	2.44	2.26	12.50	16
17												20.72	17
18	2.02985	12,144.70	746.43				2.67	2.97	7.71	4.39	3.65		18
19		\$ 203.19	\$ 11.14										19
20	1.44747	996,759.15	1,981.96	18	50	4.86	16.41	271.62	25.60	16.56	8.04	716.92	20
21	1.05540	157,916.01	2,928.21	14	38	2.90	29.15	425.70	23.19	21.13	11.34	77.80	21
22	1.00844	\$ 2,326.87										12.12	22
23													23
24	.63875	6,727.28	895.01	10	11	1.00	15.30	21.86	2.11	1.45	.66	17.18	24
25												8.42	25
26	1.31225	1,075,135.84	1,216.28	16	28	2.56	16.90	226.24	21.23	11.78	6.32	894.60	26
27	1.12847	5,572.96	66.33	18	16	1.00	12.42	123.14	11.84	7.98	2.83	53.97	27
28	1.39011	42,984.10	103.25	17	44	2.29	14.31	137.73	16.07	11.08	4.59	249.55	28
29	1.47132	6,690.78	491.47	11	11	1.00						19.75	29
30	3.79008	6,761.80	\$ 2,748.71	7	30	10.52	15.20	220.94	28.27	20.85	0.96	2.46	30
31	2.67172	227,728.13	1,989.97	14	51	5.13	18.92	384.56	22.20	21.25	10.15	308.95	31
	\$ 1.40911	\$ 22,204,526.66	\$ 2,317.64	15	43	6.18	16.29	210.95	28.67	18.98	8.75	10,572.60	

TABLE NO. 56—TRAFFIC AND MILEAGE

Number	Name of Road	Locomotive Mileage						Non-revenue service—Locomotive—Miles
		Revenue Service						
		Freight locomotive—miles	Passenger locomotive—miles	Mixed locomotive—miles	Special locomotive—miles	Switching locomotive—miles	Total revenue locomotive—miles	
1	A. T. & S. F.	85,773	114,600	10,091	65	166,834	219,423	7,872
2	*Atlantic N. & S.							
3	**Atlantic Northern							
4	**Atlantic Southern							
5	C. A. & So.			32,000			32,000	
6	C. C. W.							
7	C. A. & N.			25,475	1,500		24,975	
8	C. B. & Q.	2,669,965	3,012,103	341,437	3,803	1,122,243	6,021,945	948,804
9	C. G. W.	1,371,770	1,657,892	70,000	2,378	501,581	3,504,255	121,836
10	M. C. & Ft. D.							
11	W. M. & P.							
12	C. M. & St. P.	5,393,293	63,708,460	295,060	11,400	1,280,038	10,506,839	1,216,352
13	C. & N. W.	4,392,031	4,931,164	293,506	3,164	1,198,500	10,820,164	538,430
14	C. St. P., M. & O.	255,307	388,807	15,939	632	218,172	785,917	13,286
15	C. R. I. & P.	4,501,512	4,828,914	370,207	7,060	1,530,400	11,228,150	211,377
16	Colfax Northern	7,756	6,693	6,394		2,010	21,823	
17	C. W. & D. M.							
18	Crooked Creek					6,502	19,327	
19	D., R. I. & N. W.					53,700	53,700	4,820
20	D. & S. C. (Ill. Cent.)	2,106,666	1,554,784		1,073	553,902	4,195,795	129,291
21	Great Northern	112,614	106,511			97,062	216,138	6,431
22	I. & O. S. L.		822			7,433	8,000	100
23	I. & S. W.			17,308			17,308	
24	M. & O.	1,935	24,835				26,770	
25	M. & St. L.	1,896,870	1,036,984	184,883	2,311	312,500	3,433,348	78,256
26	M. N. & N.	34,622	72,806			17,024	120,224	
27	**St. P. & K. C. S. L.	113,176	147,477	17,838	379	36,850	315,025	18,077
28	Tabor & Northern			15,340			15,340	
29	Union Pacific	27,323	32,311	3	32	239,539	290,428	43,443
30	Wabash	262,365	227,282	7,832	304	117,208	610,582	12,390
	Total	33,314,958	51,737,592	1,438,730	34,679	7,379,621	55,804,300	2,651,375

6 Includes 30,697 gasoline passenger locomotive miles.

*This report covers the period from June 30, 1913, to October 9, 1913.

**This report covers the period from October 10, 1913, to June 30, 1914.

***This report covers 4 months, June 30, 1913, to October 31, 1913.

STATISTICS—IOWA—CONTINUED—STEAM ROADS

Car Mileage							Number
Revenue Service							
Freight Car—Miles				Passenger Car—Miles			
Loaded	Empty	Caboose	Total	Passenger	Stopping, parking and observation	Other passenger train cars	Total
2,500,003	926,194	75,861	3,502,118	200,828	250,828	347,002	798,658
10,110	22,240		77,350	34,000			84,000
61,877	31,647		25,475	25,475			25,475
33,795,039	23,381,086	2,315,444	79,652,109	7,154,141	3,264,923	7,435,660	17,976,569
30,462,688	16,650,768	1,483,801	68,600,287	4,065,663	2,132,131	2,723,631	8,801,425
88,307,196	45,979,045	4,688,427	149,065,668	6,880,665	6,300,700	6,784,137	30,075,462
88,086,805	45,180,323	4,382,781	137,569,909	10,087,851	7,061,232	11,671,213	28,829,296
5,429,418	1,798,624	236,114	5,454,156	703,445	489,756	604,722	1,707,923
85,028,067	34,680,879	4,474,126	121,689,092	10,631,518	5,364,990	7,938,435	23,904,802
	34,568	31,954	66,522	25,138			25,138
74,648	64,254	11,384	150,286				
23,807,815	16,413,583	2,669,822	52,331,220	3,333,746	1,137,624	2,669,728	7,356,098
2,363,650	1,290,412	56,000	3,711,061	296,448	858	116,322	413,988
9,857	6,852		16,599	3,744			3,744
55,116	11,388		86,543	16,330			16,330
23,797,447	11,269,231	1,549,801	36,616,519	2,427,752	372,641	1,445,708	4,246,101
277,919	98,178	34,622	450,880	73,898			73,898
1,487,386	554,225	98,845	2,081,110	367,732	55,430	194,774	627,636
531,110	117,232	12,604	480,946	37,181	32,702	65,322	133,435
5,060,823	2,370,543	249,743	8,261,609	535,561	286,578	329,494	1,148,633
430,334,024	190,706,388	21,645,340	654,686,562	48,094,226	20,870,312	42,012,204	116,976,742

TABLE NO. 57—TRAFFIC AND MILEAGE

Number	Name of Road	Car Mileage—						Total
		Revenue Service—						
		Special Car—Miles						
		Freight— Loaded	Freight— Empty	Caboose	Passenger	Special pas- senger and ob- servations	Other pas- senger trains etc.	
1	Atchison, Topeka & S. F.	1,078	272	43	360	80	1,633	
2	Atlantic N. & S.							
3	**Atlantic Northern							
4	**Atlantic Southern							
5	Centerville, Albia & S.							
6	Charles City Western							
7	Chicago, Anamosa & N.							
8	Chicago, Burlington & Q.	39,565	185	2,614	11,792		54,096	
9	Chicago Great Western	19,892	10,256	1,645	2,196	3,903	33,896	
10	Mason City & Ft. Dodge							
11	Wisconsin, Minn. & Pac.							
12	Chicago, Mil. & St. Paul	68,950		6,694	29,947	9,887	106,844	
13	Chicago & North Western	46,136		3,164	27,237		76,537	
14	C. St. P., M. & O.	6,100		420			6,520	
15	Chicago, H. I. & Pac.	91,900	2,494	7,429	1,470	21,932	136,845	
16	Colfax Northern							
17	Oreston, Win. & D. M.							
18	Crooked Creek							
19	Davenport, R. I. & N. W.							
20	Dubuque & S. C. (Ill. Cent.)	13,236		936	168		14,440	
21	Great Northern							
22	Iowa & Omaha S. L.							
23	Iowa & Southwestern							
24	Manchester & Oneida							
25	Minneapolis & St. Louis	19,292			13,119		32,411	
26	Missouri N. & S.							
27	**St. P. & K. C. S. L.	4,715	32	279		1,655	6,681	
28	Tabor & Northern							
29	Union Pacific				29	15	44	
30	Wabash	3,184	19	292			3,495	
	Total	308,812	13,368	16,761	62,537	62,320	13,372	477,800

†Includes 20,607 gasoline passenger train miles.

**This report covers the period from June 30, 1913, to October 9, 1913.

***This report covers the period from October 10, 1913, to June 30, 1914.

****This report covers 4 months, June 30, 1913, to October 31, 1913.

STATISTICS—IOWA—CONTINUED—STEAM ROADS

Continued	Continued	Train Mileage					Total revenue train mileage	Non-revenue service train—miles	Number	
		Revenue Service								
		Freight train— miles	Passenger train— miles	Mixed train— miles	Special train— miles	Total revenue train mileage				
	4,302,425	111,144	73,537	101,949	8,800	60	184,546	6,879	1	
									2	
									3	
	111,350					32,000		32,000		4
									5	
									6	
	189,474					22,475	1,500	24,975		7
	97,724,825	679,815	2,389,973	2,968,159	129,678	3,224	5,492,736	351,841	8	
	67,337,169	1,236,027	1,431,939	1,622,776	76,052	2,204	3,126,992	88,983	9	
									10	
	170,117,874	14,596,290	8,799,751	6,920,969	927,784	11,095	8,638,140	1,216,332	11	
	166,456,822	11,430,989	4,176,074	4,827,918	292,698	5,164	9,270,664	485,651	12	
	7,358,029	234,461	228,280	286,776	12,737	420	529,313	11,761	13	
	145,420,799	2,492,692	4,409,842	4,709,829	399,975	7,066	9,567,712	211,277	14	
	91,670		7,798	5,663	6,394		19,815		15	
									16	
	150,266		11,284				11,584		17	
								4,830	18	
	59,652,758	402,899	2,642,161	1,513,288		978	3,559,397	49,969	19	
	4,124,740	43,974	111,898	106,098			217,966	6,421	20	
	39,053				622	7,453	7,965		21	
	52,743						17,298		22	
				1,035			24,835	39,779	23	
	40,894,061	469,185	1,649,801	1,016,759	177,328	3,088	2,747,436	68,063	24	
	483,776		54,892	79,808			168,560		25	
	2,615,326	184,490	111,748	147,071			17,743	276,841	26	
	19,140						15,349		27	
	614,295	55,317	16,324	12,648		2	25,498	42,382	28	
	9,323,347	71,007	949,398	219,998		3,826	892	473,364	9,291	29
	772,147,894	21,065,068	21,565,646	21,397,129	1,311,667	41,238	44,288,680	2,271,380	30	

TABLE NO. 58—FREIGHT TRAFFIC MOVEMENT

Number	Name of Road	Products of					
		Grain		Flour		Other Mill Products	
		Tons	Per cent of total tonnage	Tons	Per cent of total tonnage	Tons	Per cent of total tonnage
1	Atchison, Topeka & Santa Fe.....	1,242,297	5.77	467,440	2.17	286,041	1.33
2	*Atlantic Northern & Southern.....						
3	**Atlantic Northern.....						
4	**Atlantic Southern.....						
5	Centerville, Albia & Southern.....	2,598	5.37	315	.64		
6	Charles City Western.....						
7	Chicago, Anamosa & Northern.....	5,150					
8	Chicago, Burlington & Quincy.....	4,398,669	13.39	637,950	1.57	279,428	.86
9	Chicago Great Western.....	924,616	16.64	229,797	4.08	129,812	2.17
10	Mason City & Ft. Dodge.....						
11	Wisconsin, Minnesota & Pacific.....						
12	Chicago, Milwaukee & St. Paul.....	4,322,877	15.10	1,059,068	3.24	682,926	2.95
13	Chicago & North Western.....	4,774,542	11.02	673,560	1.55	487,837	1.12
14	Chicago, St. Paul, Minneapolis & Omaha.....	1,975,863	23.34	332,404	3.92	294,881	3.48
15	Chicago, Rock Island & Pacific.....	3,193,283	15.12	682,370	3.23	514,007	3.44
16	Colfax Northern.....	145	.07	102	.07	15	.01
17	Creston, Winterset & Des Moines.....	210	4.35	23	.64	47	1.25
18	Crooked Creek.....	8,432	18.40	12	.01		
19	Davenport, Rock Island & Northwestern.....						
20	Dubuque & Sioux City (Ill. Cent.).....	1,169,544	30.49	62,794	1.64	90,572	2.36
21	Great Northern.....	3,694,655	11.68	463,440	1.59	199,971	.65
22	Iowa & Omaha Short Line.....	1,868	17.92	46	.41		
23	Iowa & Southwestern.....	2,686	9.23			32	.11
24	Manchester & Oneida.....	2	.01	360	1.80	426	2.15
25	Minneapolis & St. Louis.....	1,287,880	23.07	380,245	6.81	49,622	.86
26	Missouri North & South.....	15,049	9.29	3,278	2.09	406	.25
27	**St. Paul & Kansas City Short Line.....	46,297	12.45	4,468	1.21	3,193	.86
28	Tabor & Northern.....	9,224	42.01	82	.37	95	.43
29	Union Pacific.....	1,329,909	12.97	308,111	3.01	82,773	.81
30	Wabash.....	1,465,259	10.28	228,107	1.60	225,418	1.60
	Total.....	29,688,106	12.84	5,541,098	2.40	3,321,262	1.44

*This report covers the period from June 30, 1913, to October 9, 1913.

**This report covers the period from October 10, 1913, to June 30, 1914.

***This report covers 4 months, June 30, 1913, to October 31, 1913.

—ENTIRE LINE—STEAM ROADS.

Agriculture												Number
Hay		Tobacco		Cotton		Fruit and Vegetables		Other Products of Agriculture		Total		
Tons	Per cent of total tonnage	Tons	Per cent of total tonnage	Tons	Per cent of total tonnage	Tons	Per cent of total tonnage	Tons	Per cent of total tonnage	Tons	Per cent of total tonnage	
428,884	1.99			48,119	.22	1,232,189	5.72	257,263	1.20	3,902,233	18.40	1
						700	1.44			4,205	9.06	4
1,182												5
385,251	1.19			15,796	.05	1,171,725	3.62	218,683	.68	7,019,842	21.68	8
33,468	.60			1,061	.02	129,371	3.33	60,129	1.08	1,497,437	26.94	9
												10
304,774	.91	22,815	.10	10,667	.03	491,414	1.32	341,979	1.03	7,192,259	21.79	11
296,540	.92	9,390	.02	922		894,802	2.67	975,957	.94	7,513,637	17.35	12
101,348	1.19	104	.01	190	.01	263,769	3.12	79,188	.93	3,047,744	35.99	13
197,181	.63			101,294	.48	645,459	2.58	336,102	1.59	5,569,636	26.37	14
98	.04					62	.03			483	.22	15
										280	6.21	16
36	.02									8,480	18.50	18
23,619	.02	632	.02	3,372	.02	281,507	6.54	26,244	.68	1,028,084	42.44	20
162,463	.53	481	.02	8,164	.03	491,928	1.59	299,864	.94	5,121,016	16.33	21
40	.26							12	.10	1,096	17.90	22
185	.90	9	.05			243	1.24	77	.37	1,292	6.22	24
10,309	.35	34		1,288	.02	129,691	3.32	38,225	.69	1,966,243	24.15	25
1,170	.72					2,373	1.45	823	.59	23,698	14.12	26
1,742	.47					9,988	3.58	1,860	.50	67,168	15.07	27
189	.86					94	.43			9,684	44.10	28
944,551	2.29	2,798	.05	5,388	.05	1,227,408	12.97	68,775	.67	3,356,913	32.80	29
189,092	1.20	6,745	.05	48,891	.34	340,824	2.39	103,719	.73	2,662,967	18.25	30
2,479,655	1.07	56,341	.02	245,394	.11	7,162,766	3.10	2,089,858	.99	50,583,990	21.89	31

TABLE NO. 59—FREIGHT TRAFFIC MOVEMENT

Number	Name of Road	Products			
		Live Stock		Dressed Meats	
		Tons	Per cent of total tonnage	Tons	Per cent of total tonnage
1	Aitchison, Topeka & Santa Fe.....	1,009,286	4.60	52,655	.34
2	*Atlantic Northern & Southern.....				
3	**Atlantic Northern.....				
4	**Atlantic Southern.....				
5	Centerville, Albia & Southern.....	22	.04		
6	Charles City Western.....	4,733			
7	Chicago, Anamosa & Northern.....	1,719,350	5.31	151,929	.97
8	Chicago, Burlington & Quincy.....	237,736	4.28	41,990	.27
9	Chicago Great Western.....				
10	Mason City & Ft. Dodge.....				
11	Wisconsin, Minnesota & Pacific.....	1,390,767	3.82	153,217	.91
12	Chicago, Milwaukee & St. Paul.....	1,309,825	3.02	149,316	.91
13	Chicago & North Western.....	332,297	4.16	59,408	.37
14	Chicago, St. Paul, Minneapolis & Omaha.....	966,545	4.72	141,779	.87
15	Chicago, Rock Island & Pacific.....	988	.13		
16	Colfax Northern.....	933	18.43		
17	Creston, Winterset & Des Moines.....	1,612	3.50		
18	Crooked Creek.....				
19	Davenport, Rock Island & Northwestern.....				
20	Dubuque & Sioux City (Ill. Cent.).....	156,868	4.09	41,945	1.19
21	Great Northern.....	254,538	.82	17,312	.30
22	Iowa & Omaha Short Line.....	3,298	29.98		
23	Iowa & Southwestern.....	1,041	2.58		
24	Manchester & Onida.....	1,727	7.96	3	.08
25	Minneapolis & St. Louis.....	179,371	3.21	25,775	.36
26	Miscellaneous North & South.....	3,407	2.08		
27	**St. Paul & Kansas City Short Line.....	11,355	3.05		
28	Tabor & Northern.....	2,833	12.50		
29	Union Pacific.....	538,638	5.47	27,003	.37
30	Wabash.....	233,677	2.48	179,943	1.25
	Total.....	8,420,165	3.64	1,043,502	.45

***This report covers the period from October 19, 1913, to June 30, 1914.

**This report covers the period from June 30, 1913, to October 9, 1913.

*This report covers 4 months, June 30, 1913, to October 31, 1913.

—ENTIRE LINE—CONTINUED—STEAM ROADS.

of Animals												Number
Other Packing House Products		Poultry, Game and Fish		Wool		Hides and Leather		Other Prod'ts of Animals		Total Products of Animals		
Tons	Per cent of total tonnage	Tons	Per cent of total tonnage	Tons	Per cent of total tonnage	Tons	Per cent of total tonnage	Tons	Per cent of total tonnage	Tons	Per cent of total tonnage	
64,288	.30	15,962	.07	15,938	.07	8,382	.04	156,618	.73	1,323,129	6.14	1
												2
												3
												4
										22	.04	5
												6
												7
169,488	.02	103,584	.32	14,810	.05	17,354	.05	85,180	.39	2,201,604	6.98	8
53,377	.94	16,894	.30	592	.02	19,858	.29	16,213	.29	376,970	6.78	9
												10
85,070	.26	37,886	.11	25,827	.08	65,425	.19	74,968	.23	1,702,960	5.15	11
109,665	.23	51,224	.12	25,194	.06	71,229	.19	145,329	.34	1,832,770	4.28	12
14,988	.17	23,591	.29	6,967	.07	11,590	.14	15,781	.19	484,522	5.74	14
231,194	1.10	72,833	.35	4,831	.02	28,410	.13	27,584	.13	1,602,976	7.12	15
												16
6												17
												18
												19
												20
												21
												22
												23
												24
												25
												26
												27
												28
												29
												30
40,187	1.28	11,555	.30	7,347	.19	2,671	.07	16,355	.43	285,955	7.45	29
14,077	.33	50,155	.15	8,600	.03	5,143	.02	32,414	.11	382,598	1.25	31
15	.13	1	.01									32
												33
												34
												35
												36
												37
												38
												39
												40
												41
												42
												43
												44
												45
												46
												47
												48
												49
												50
1,019,271	.43	924,440	.23	163,094	.07	294,404	.13	692,353	.30	12,148,229	5.26	

TABLE NO. 60—FREIGHT TRAFFIC MOVEMENT

Number	Name of Road	Products							
		Anthracite Coal		Bituminous Coal		Coke		Ores	
		Tons	Per cent of total tonnage	Tons	Per cent of total tonnage	Tons	Per cent of total tonnage	Tons	Per cent of total tonnage
1	A., T. & N. F.	52,156	.24	2,867,563	13.31	154,753	.72	3,415,901	15.86
2	**Atlantic S. & N.								
3	**Atlantic Northern								
4	**Atlantic Southern								
5	C., A. & So.	300	.30	24,159	49.97	265	.42		
6	C. C. W.	1,766		12,878					
7	C. A. & N.	148,387	.46	10,009,491	31.09	186,319	.57	464,691	1.30
8	C. B. & Q.	125,098	2.35	826,654	15.04	17,372	.31	2,964	.06
9	C. O. W.								
10	M. C. & Ft. D.								
11	W. M. & P.	692,762	1.89	3,339,647	10.12	365,179	1.11	1,506,219	4.56
12	C., M. & St. P.	964,030	2.23	5,037,070	11.66	282,329	.65	8,129,844	18.76
13	C., St. P., M. & O.	340,046	2.91	801,110	9.60	25,963	.31	7,391	.06
14	C., R. I. & P.	302,734	1.34	4,065,760	15.97	72,883	.35	274,275	1.30
15	Colfax Northern	96	.05	236,700	04.98				
16	C., W. & D. M.	40	.17	343	0.13			845	21.43
17	Crooked Creek			6,270	21.00				
18	D., K. I. & N. W.								
19	D. & S. C. (Ill. Cent.)	38,321	.59	591,321	13.42	10,097	.50	12,746	.33
20	Great Northern	328,537	1.70	1,614,902	6.31	6,258,037	.82	15,819,267	33.37
21	I. & O. S. L.	123	1.13	1,294	10.79				
22	L. & S. W.	112	.99	8,906	38.47				
23	M. & O.	622	4.25	8,252	38.11				
24	M. & St. L.	60,236	1.06	1,352,839	22.30	15,961	.27	4,888	.09
25	M. N. & S.	1,690	1.01	56,302	34.45				
26	**N. P. & K. C. S. L.	2,490	.57	135,344	36.41	22	.01		
27	Tabor & Northern	269	1.63	3,966	17.75				
28	Union Pacific	33,371	.53	2,100,239	33.52	38,278	.28	185,069	1.81
29	Wabash	434,730	2.49	2,356,592	23.50	61,862	.43	41,345	.19
	Total	9,529,389	1.33	26,650,523	15.96	1,483,726	.64	29,822,429	12.93

Includes 61,125 tons lignite coal.

**This report covers the period from June 30, 1913, to October 9, 1913.

**This report covers the period from October 19, 1913, to June 30, 1914.

**This report covers 4 months, June 30, 1912, to October 31, 1912.

—ENTIRE LINE—CONTINUED—STEAM ROADS.

Number	Name of Road	of Mines				Products of Forests						Number		
		Stone, Sand, Etc.		Other Prod'ts of Mines		Lumber		Other Prod'ts		Total				
		Tons	Per cent of total tonnage	Tons	Per cent of total tonnage	Tons	Per cent of total tonnage	Tons	Per cent of total tonnage	Tons	Per cent of total tonnage			
1	A., T. & N. F.	1,610,002	7.47	1,789,022	8.28	9,888,265	45.88	935,245	4.24	322,602	1.64	1,267,847	5.18	1
2	**Atlantic S. & N.													2
3	**Atlantic Northern													3
4	**Atlantic Southern													4
5	C., A. & So.	9,222	26.32		.08	34,424	71.19	1,388	2.45	4,442	9.08	5,630	11.56	5
6	C. C. W.													6
7	C. A. & N.	2,059,368	6.36	336,437	1.94	12,254,673	49.92	1,870,457	5.77	254,222	.79	2,124,789	6.56	7
8	C. B. & Q.	405,360	7.36	149,431	2.53	1,325,462	27.45	460,907	7.27	10,877	.19	414,884	7.46	8
9	C. O. W.													9
10	M. C. & Ft. D.													10
11	W. M. & P.	2,319,147	7.03	100,109	.33	8,202,152	29.04	3,474,073	7.40	3,563,665	10.80	6,037,668	18.29	11
12	C., M. & St. P.	3,545,979	9.10	931,716	.47	18,181,056	41.98	2,819,667	6.51	3,315,286	7.65	6,134,953	14.16	12
13	C., St. P., M. & O.	120,402	1.42	57,408	.75	1,254,660	14.84	931,476	10.52	625,993	10.52	1,557,469	3.41	13
14	C., R. I. & P.	2,004,040	9.77	97,101	.98	6,886,019	33.61	1,498,471	7.05	449,440	2.13	1,947,911	9.18	14
15	Colfax Northern	228	.10			27,000	04.73	590	.45	3,958	1.98	4,554	2.13	15
16	C., W. & D. M.					1,223	30.72	1,433	30.73			1,433	30.73	16
17	Crooked Creek													17
18	D., K. I. & N. W.													18
19	D. & S. C. (Ill. Cent.)	380	.14			9,596	21.14	421	.92			421	.92	19
20	Great Northern	154,225	4.46	25,432	.66	825,645	21.23	191,518	4.69	29,854	.52	211,372	3.21	20
21	I. & O. S. L.	686,749	2.23	101,246	.32	19,304,625	62.56	2,289,193	8.23	377,812	1.22	3,917,005	9.45	21
22	L. & S. W.	1,944	17.50	60	.02	2,333	29.97	746	6.69			746	6.69	22
23	M. & O.	7,271	35.33	165	.17	36,514		1,548	5.32			1,548	5.32	23
24	M. & St. L.	196	1.91	141	.74	9,548	45.32	1,417	6.53	127	.65	1,544	6.18	24
25	M. N. & S.	289,648	3.01	22,369	.49	1,622,325	29.24	239,465	5.91	9,150	.16	338,615	6.97	25
26	**N. P. & K. C. S. L.	4,819	3.94	305	.18	63,750	38.95	16,303	11.18	1,316	.53	39,819	12.11	26
27	Tabor & Northern	21,816	6.41	339	.15	162,247	43.65	12,000	3.41	5,239	1.41	17,578	4.82	27
28	Union Pacific	1,418	6.46	95	.43	5,779	26.37	823	2.75	196	.48	929	4.23	28
29	Wabash	466,262	4.55	213,227	3.96	3,339,636	30.56	617,065	6.02	4,315	.04	621,380	6.07	29
30	Total	737,990	5.14	433,788	2.00	5,689,077	33.63	901,326	6.22	154,575	1.98	1,655,931	7.40	30
	Total	14,463,072	6.26	3,741,393	1.62	86,759,192	38.83	15,536,302	6.71	3,454,145	4.00	14,957,447	10.80	

TABLE NO. 61—FREIGHT TRAFFIC MOVEMENT

Number	Name of Road	Manufactures					
		Petroleum, Etc.		Sugar		Naval Stores	
		Tons	Per cent of total tonnage	Tons	Per cent of total tonnage	Tons	Per cent of total tonnage
1	Atchison, Topeka & Santa Fe.....	465,868	2.16	136,419	.63		
2	*Atlantic Northern & Southern.....						
3	**Atlantic Northern.....						
4	**Atlantic Southern.....						
5	Centerville, Albia & Southern.....			85	.17		
6	Charles City Western.....						
7	Chicago, Anamosa & Northern.....						
8	Chicago, Burlington & Quincy.....	456,495	1.41	249,615	.77	12,983	.04
9	Chicago Great Western.....	143,891	2.50	92,989	.95		
10	Mason City & Fort Dodge.....						
11	Wisconsin, Minnesota & Pacific.....	392,983	1.19	85,872	.39	38,156	.12
12	Chicago, Milwaukee & St. Paul.....						
13	Chicago & North-Western.....	426,662	.50	118,090	.27	124	.00
14	Chicago, St. Paul, Minneapolis & Omaha.....	100,983	1.18	35,774	.43	84	.00
15	Chicago, Rock Island & Pacific.....	206,149	1.40	135,479	.64		
16	Collax Northern.....	49	.02	6			
17	Crescent, Winnetka & Des Moines.....						
18	Crooked Creek.....	22	.04				
19	Davenport, Rock Island & North-Western.....						
20	Dubuque & Sioux City (Illinois Central).....	42,256	1.10	21,551	.56	784	.02
21	Great Northern.....	216,785	.79	49,507	.16	4,966	.01
22	Iowa & Omaha Short Line.....	131	1.35	25	.22		
23	Iowa & Southwestern.....	351	1.21				
24	Manchester & Onida.....	41	.19	1			
25	Minneapolis & St. Louis.....	86,144	1.54	15,171	.27	29	.00
26	Missouri North & South.....	1,047	1.01	2,130	1.30		
27	**St. Paul & Kansas City Short Line.....	3,539	.68	667	.15		
28	Tabor & Northern.....	470	2.18				
29	Union Pacific.....	115,762	1.11	236,379	2.32	336	.00
30	Wabash.....	322,594	1.63	84,411	.59	14,819	.10
	Total.....	2,578,612	1.29	1,223,942	.53	70,981	.03

**This report covers the period from October 16, 1913, to June 30, 1914.

*This report covers the period from June 20, 1913, to October 9, 1913.

***This report covers 4 months, June 30, 1913, to October 31, 1913.

—ENTIRE LINE—CONTINUED—STEAM ROADS.

Manufactures												Number
Iron, Pig and Bloom		Iron and Steel		Other Castings and Machinery		Bar and Sheet Metal		Cement, Brick and Lime		Agricultural Implements		
Tons	Per cent of total tonnage	Tons	Per cent of total tonnage	Tons	Per cent of total tonnage	Tons	Per cent of total tonnage	Tons	Per cent of total tonnage	Tons	Per cent of total tonnage	
20,112	.18	58,615	.27	200,004	1.83	120,828	.65	1,900,123	6.02	72,023	.34	
		108	.40	79	.16			608	1.36	10	.02	
127,757	.39	129,132	.59	560,312	1.12	238,492	.74	1,820,256	5.92	236,643	.78	
28,297	.51	28,755	.52	133,706	2.41	79,131	1.42	922,101	9.29	33,419	.69	
								1,138				
453,464	1.37	88,333	.27	329,169	.69	395,305	1.19	1,719,126	5.18	199,261	.58	
239,894	.51	65,989	.15	467,355	.94	413,927	.96	1,422,709	3.28	154,500	.38	
34,908	.41	48,968	.54	79,800	.84	9,328	.11	249,633	2.04	41,487	.50	
54,389	.56	44,739	.21	119,680	.53	245,025	1.15	996,393	4.67	108,922	.94	
		419	.19	931	.27	21	.02	50	.02	17	.01	
				69	.06			443	6.64	23	3.32	
										12	.01	
4,907	.20	5,556	.14	26,713	.06	13,966	.22	213,465	5.58	25,479	.66	
15,967	.85	24,840	1.11	151,672	.49	67,184	.22	778,770	2.92	79,940	.23	
				42	.37			611	5.48	52	.45	
				135	.66			4,023	13.83	32	.11	
				322	.96			3,989	9.17	26	.12	
25,514	.46	12,827	.23	128,623	2.31	30,291	.54	437,515	7.84	21,440	.66	
293	.16	125	.08	217	.13	251	.16	8,281	5.06	108	.06	
92	.02	133	.04	1,522	.43	612	.16	53,925	14.92	1,282	.37	
								283	1.59	84	.08	
22,372	.22	185,158	1.32	171,610	1.68			81,334	7.9	369,132	3.62	
181,990	1.27	89,374	.28	305,349	2.13	249,456	1.75	614,497	4.31	49,883	.35	
1,338,136	.58	688,977	.30	2,500,180	1.08	1,961,021	.85	10,547,188	4.16	1,171,632	.51	

TABLE NO. 62—FREIGHT TRAFFIC MOVEMENT

Number	Name of Road	Manufactures, Continued			
		Wagons, Carriages, Tools, Etc.		Wines, Liquors and Beers	
		Tons	Per cent of total tonnage	Tons	Per cent of total tonnage
1	Atchison, Topeka & Santa Fe.....	53,046	.25	117,501	.55
2	*Atlantic Northern & Southern.....				
3	**Atlantic Northern.....				
4	**Atlantic Southern.....				
5	Centerville, Albia & Southern.....				
6	Charles City Western.....				
7	Chicago, Anamosa & Northern.....				
8	Chicago, Burlington & Quincy.....	94,115	.29	191,239	.59
9	Chicago Great Western.....	16,458	.39	49,987	.73
10	Mason City & Ft. Dodge.....				
11	Wisconsin, Minnesota & Pacific.....				
12	Chicago, Milwaukee & St. Paul.....	106,246	.32	559,247	1.67
13	Chicago & North Western.....	47,683	.11	298,540	.92
14	Chicago, St. Paul, Minneapolis & Omaha.....	11,522	.14	43,912	.59
15	Chicago, Rock Island & Pacific.....	121,633	.58	95,786	.45
16	Colfax Northern.....	2			
17	Creston, Winterset & Des Moines.....				
18	Crooked Creek.....			68	.06
19	Davenport, Rock Island & Northwestern.....				
20	Dubuque & Sioux City (Ill. Cent.).....	10,157	.26	15,327	.49
21	Great Northern.....	24,556	.08	69,121	.21
22	Iowa & Omaha Short Line.....	1	.10	2	
23	Iowa & Southwestern.....				
24	Manchester & Oelita.....	69	.31	27	.12
25	Minneapolis & St. Louis.....	15,998	.29	49,149	.72
26	Muscatine North & South.....	50	.02	125	.08
27	**St. Paul & Kansas City Short Line.....	397	.08	2,336	.63
28	Tabor & Northern.....	17	.08	64,735	.63
29	Union Pacific.....	46,944	.46	64,735	.63
30	Wabash.....	108,882	.73	149,476	.99
	Total.....	652,725	.28	1,636,547	.71

*This report covers the period from June 30, 1913, to October 9, 1913.

**This report covers the period from October 10, 1913, to June 30, 1914.

***This report covers 4 months, June 30, 1913, to October 31, 1913.

—ENTIRE LINE—CONTINUED—STEAM ROADS

Manufactures, Continued						Merchandise		Miscellaneous		Total tonnage	Number
Household Goods and Furniture		Other Manufactures		Total		Tons	Per cent of total tonnage	Tons	Per cent of total tonnage		
Tons	Per cent of total tonnage	Tons	Per cent of total tonnage	Tons	Per cent of total tonnage						
107,932	.50	711,136	3.30	3,652,297	16.96	1,279,789	5.94	151,342	.70	21,549,082	1
											2
											3
											4
70	.14	861	1.78	1,961	4.65	1,553	3.41	359	.74	48,344	5
											6
465		1,680		3,280		1,237		3,663		38,461	7
223,079	.99	877,765	2.71	5,017,451	15.49	1,892,824	5.73	847,617	2.62	32,388,800	8
55,210	.63	219,957	3.96	1,334,482	34.01	334,884	6.93	76,759	1.33	5,537,838	9
											10
166,118	.50	1,372,362	4.16	5,776,169	17.50	3,330,059	10.09	736,028	3.23	33,907,277	12
174,705	.46	2,168,387	4.86	5,954,893	15.77	2,429,739	5.91	1,232,617	2.85	48,300,543	13
31,333	.37	436,644	5.16	1,111,474	12.12	615,258	7.28	136,457	1.49	8,466,632	14
151,819	.72	1,367,311	6.48	3,808,997	18.04	1,318,676	6.24	92,687	.44	21,117,712	15
76	.04	319	.15	1,549	.71	392	.12	4,286	1.96	218,547	16
		35	.84	801	10.79	52	1.43	61	1.57	4,499	17
52	.05	24,675	55.00	24,919	55.22	241	.53	2	.01	45,287	18
											19
13,123	.34	138,960	3.36	529,987	13.78	292,344	6.59	103,622	2.70	3,836,900	20
37,290	.12	236,639	.95	1,510,728	5.85	928,495	3.91	322,561	1.05	30,867,598	21
31	.29	58	.52	982	8.78	779	6.98			11,150	22
		199	.84	4,941		1,929	6.99	715	2.45	29,055	23
359	2.65	242	1.11	2,880	14.24	1,320	6.09	588	2.71	29,683	24
48,699	.87	111,339	2.00	984,498	17.63	326,233	5.84	152,960	2.74	5,582,597	25
1,165	.72	15,245	9.32	29,604	18.11	12,814	7.83	11,072	6.77	163,698	26
2,084	.56	29,849	8.03	95,411	35.67	15,010	4.28	897	.25	371,687	27
126	.56	111	.48	1,001	4.97	1,582	7.21	65	.32	21,954	28
30,149	.29	280,924	2.74	1,597,334	15.61	533,789	5.41	238,871	2.31	10,236,967	29
89,924	.62	1,067,924	7.49	3,171,079	22.24	1,999,405	7.91	388,836	2.73	14,399,545	30
1,112,830	.48	9,944,695	3.91	34,925,987	15.11	14,271,187	6.17	4,489,663	1.94	231,135,065	

TABLE NO. 67—INTRASTATE FREIGHT TRAFFIC

Number	Name of Road	Manufactures			
		Wagons, Carriages, Tools, Etc.		Wines, Liquors and Beers	
		Tons	Per cent of total tonnage	Tons	Per cent of total tonnage
1	Atchison, Topeka & Santa Fe				
2	*Atlantic Northern & Southern				
3	**Atlantic Northern				
4	**Atlantic Southern				
5	Centerville, Adix & Southern				
6	Charles City Western				
7	Chicago, Anamosa & Northern				
8	Chicago, Burlington & Quincy				
9	Chicago Great Western				
10	Mason City & Ft. Dodge				
11	Wisconsin, Minnesota & Pacific				
12	Chicago, Milwaukee & St. Paul	925	.04	7,047	.34
13	Chicago & North Western	594	.02	3,732	.15
14	Chicago, St. Paul, Minneapolis & Omaha	50	.02	64	.04
15	Chicago, Rock Island & Pacific	89,917	.59	25,134	.28
16	Collair Northern	2			
17	Creston, Winterset & Des Moines				
18	Cracked Creek			68	.01
19	Davenport, Rock Island & Northwestern				
20	Dubuque & Sioux City (Ill. Cent.)	10,127	.27	15,627	.49
21	Great Northern			13	.02
22	Iowa & Omaha Short Line	10	.10	2	.01
23	Iowa & Southwestern				
24	Manchester & Oquels	60	.21	22	.13
25	Minneapolis & St. Louis	9,131	.35	21,823	.62
26	Missouri North & South	50	.03	125	.04
27	***St. Paul & Kansas City Short Line	397	.08	2,336	.63
28	Tabor & Northern	17	.08		
29	Union Pacific				
30	Wabash	3,116	.73	4,214	.59
	Total	114,315	.50	80,042	.33

*This report covers the period from June 30, 1913, to October 9, 1913.

**This report covers the period from October 15, 1913, to June 30, 1914.

***This report covers 4 months, June 30, 1912, to October 31, 1912.

MOVEMENT—IOWA—CONTINUED—STEAM ROADS

—Continued						Merchandise		Miscellaneous		Number
Household Goods and Furniture		Other Manufactures		Total		Tons	Per cent of total tonnage	Tons	Per cent of total tonnage	
Tons	Per cent of total tonnage	Tons	Per cent of total tonnage	Tons	Per cent of total tonnage					
12	1.27	37	3.90	156	17.37	189	20.00			945
70	.14	861	1.78	1,951		1,528	2.41	359	.74	48,284
465		1,600		3,280		1,237		3,693		38,491
24,028	1.16	27,782	1.34	348,083	10.77	215,020	10.34	75,907	3.63	1,980,568
8,812	.35	121,372	4.75	296,943	10.46	234,175	9.06	61,861	2.49	2,553,121
451	.03	1,068	1.15	10,978	7.02	10,023	11.01	2,448	1.68	145,110
80,223	.88	945,734	6.02	1,815,983	29.62	628,435	6.54	31,927	.35	9,009,268
36	.04	319	.15	1,540	.71	302	1.12	4,286	1.96	218,347
35	.04	501	.10	10,770	.71	52	1.43	61	1.57	4,499
52	.05	24,675	15.00	24,919	15.23	241	.53	2	.01	43,287
12,041	.54	328,858	2.32	328,086	13.85	259,445	6.25	97,043	2.54	2,819,533
132	.17	59	.08	1,594	2.05	6,676	8.58	778	1.00	77,819
31	.25	56	.52	882	8.78	779	6.98			11,150
300	2.05	100	.34	4,641	15.95	1,929	6.60	713	2.45	29,695
28,839	.81	242	1.11	2,880	14.54	1,259	6.55	888	2.71	29,884
1,565	.73	15,345	9.32	29,604	18.11	12,814	7.83	11,072	6.77	365,908
3,084	.66	39,849	8.03	95,411	25.67	15,919	4.28	897	.25	271,687
120	.56	111	.48	1,001	4.97	1,582	7.21	65	.32	21,954
2,671	.63	32,038	7.45	95,135	22.34					
80,012	7.01	11,605	5.73							
167,637	.72	1,002,985	4.42	2,870,144	17.08	1,606,947	7.08	496,419	1.79	22,699,855

TABLE NO. 70—DESCRIPTION OF EQUIPMENT

Number	Name of Road	Cars				
		Total cars in service	Less cars leased	Total cars owned	On June 30, 1913	
					On June 30, 1913	Added during year
1	Atchison, Topeka & Santa Fe.....	61,866	589	61,217	58,966	2,463
2	*Atlantic Northern & Southern.....	3		3		3
3	**Atlantic Southern.....	19		19		19
4	**Atlantic Southern.....	2		2		2
5	Centerville, Albia & Southern.....	9		9		9
6	Charles City Western.....	7		7		7
7	Chicago, Anamosa & Northern.....	72,777		72,777	63,289	12,859
8	Chicago, Burlington & Quincy.....	11,678	24	11,654	11,860	34
9	Chicago Great Western.....					
10	Mason City & Fort Dodge.....					
11	Wisconsin, Minnesota & Pacific.....	70,197		70,197	69,049	2,831
12	Chicago, Milwaukee & St. Paul.....	71,447		71,447	65,800	9,999
13	Chicago & North-Western.....	12,600		12,600	12,225	43
14	Chicago, St. Paul, Minneapolis & Omaha.....	59,239	20,636	29,631	28,124	2,110
15	Chicago, Rock Island & Pacific.....	12		12		12
16	Colfax Northern.....	12		12		12
17	Creston, Winterset & Des Moines.....	1		1		1
18	Crooked Creek.....	123		123	124	
19	Davenport, Rock Island & Northwestern.....	251		251	253	
20	Dubuque & Sioux City (Ill. Cent.).....	58,336	1	58,335	56,476	2,742
21	Great Northern.....	13		13		13
22	Iowa & Omaha Short Line.....	5		5		5
23	Iowa & Northwestern.....	1		1		1
24	Manchester & Ozarks.....	7,855	21	7,824	7,996	1
25	Minneapolis & St. Louis.....	12		12		12
26	Missouri North & South.....	355		355	330	2
27	**St. Paul & Kansas City Short Line.....	2		2		2
28	Tabor & Northern.....	23,248	77	23,181	17,554	5,877
29	Union Pacific.....	22,794	296	22,538	22,323	94
30	Wabash.....					
	Total.....	463,740	21,572	442,177	436,416	38,889

*This report covers the period from June 30, 1913, to October 9, 1913.
 **This report covers the period from October 19, 1913, to June 30, 1914.
 ***This report covers 4 months, June 30, 1913, to October 21, 1913.

—ENTIRE LINE—CONTINUED—STEAM ROADS

Owned			Equipment Owned or Leased Not in Service of Respondent												
Retired during year	Number equipped with—		Cars contributed to fast freight line service	Locomotives			Cars				Number				
	Train brake	Automatic coupler		Number	Equipped with—		Passenger service	Freight service	Companion service	Total		Equipped with—			
					Train brake	Automatic coupler						Train brake	Automatic coupler		
1,132	61,217	61,217		102	102	102				9,974		9,974	9,974	9,974	1
	3	3													2
	19	3													3
	2	2													4
	7	7													5
	7	7													6
3,341	72,511	72,659													7
270	11,654	11,654													8
															9
															10
1,663	70,197	70,197													11
3,542	71,447	71,447	44												12
608	12,600	12,600													13
652	29,153	29,631													14
															15
															16
															17
															18
															19
															20
															21
															22
															23
															24
															25
															26
															27
															28
															29
359	22,101	22,558								582		582	582	582	30
	22,494	22,558													
15,128	440,934	442,035	44	121	121	121				19,056		19,056	19,056	19,056	

TABLE NO. 71—MILEAGE—

Number	Name of Road	Mileage—All Tracks		Mileage of Road				
		Total mileage operated	New line constructed during year	Line Owned		Line operated under lease	Line operated under contract etc.	
				Main line	Branches and spurs			
1	Atchison, Topeka & Santa Fe.....	12,301.12	297.55	4,367.19	2,789.26	23.41	1,031.50	
2	**Atlantic Northern & Southern.....	18.18		17.00				
3	**Atlantic Northern	41.00		39.60				
4	**Atlantic Southern	27.61		24.74				
5	Centerville, Albia & Southern.....	18.30		16.38				
6	Charles City Western.....							
7	Chicago, Anamosa & Northern.....	13,129.01	296.65	4,091.75	4,789.49	71.45		
8	Chicago, Burlington & Quincy.....	2,150.91		713.88	42.18			685.96
9	Mason City & Ft. Dodge.....							
10	Wisconsin, Minnesota & Pacific.....							
11	Chicago, Milwaukee & St. Paul.....	14,321.34	294.51	9,659.79				
12	Chicago & North Western.....	12,690.00	139.06	5,945.59	4,865.91	1.98		70.63
13	Chicago, St. P., Minn. & O.....	2,357.79	69.68	1,660.43				
14	Chicago, Rock Island & Pacific.....	10,833.68	71.40	3,479.07	1,798.02			1,690.87
15	Colfax Northern	13.59					12.50	
17	Creston, Winterset & Des Moines.....	24.24		20.72				
18	Crooked Creek	20.97		17.61				
19	Davenport, H. L. & Northwestern.....	91.59	1.15	41.68	5.08			
20	Dubuque & Sioux City (D. Cent.).....	1,009.97	5.32	326.13	434.85		2.63	
21	Great Northern	10,139.55	173.05	6,869.90	15.23	623.65		
22	Iowa & Omaha Short Line.....	12.15		12.15	1.00			
23	Iowa & Southwestern.....	18.18		17.18				
24	Mason City & Okeoch.....	15.17		8.43				
25	Minneapolis & St. Louis.....	2,039.93		1,234.37	128.82			174.22
26	Missouri North & South.....	55.68		47.77	1.71			
27	**St. P. & K. O. S. L.....	397.77		183.48			47.73	
28	Tabor & Northern.....	11.75		8.79				
29	Union Pacific	5,729.97	81.69	1,959.09	1,595.30		27.23	6.83
30	Wabash	4,172.79	95.23	1,743.67	392.05	88.83	6.17	
	Total	90,988.13	1,464.68	29,453.78	16,789.90	809.35	2,790.21	1,069.57

*This report covers the period from June 30, 1913, to October 9, 1913.

**This report covers the period from October 10, 1913, to June 30, 1914.

†Includes 47.62 miles connecting track.

‡Includes fifth and sixth tracks.

§Mileage of this road is included in C., R. I. & P. Ry. and is therefore excluded from the total.

***This report covers 4 months, June 30, 1913, to October 31, 1913.

ENTIRE LINE—STEAM ROADS

Operated—Single Track				Mileage of Road Owned						Number	
Line operated under trackage rights	Total mileage operated	New line constructed during year	Rails—Miles of		Single track	Second track	Third track	Fourth track	Yard track and sidings		Total mileage all tracks
			Iron	Steel							
137.27	8,329.72	119.08	1.54	8,309.61	7,147.45	883.91	6.56	6.27	2,689.21	10,734.40	1
	17.00			17.00	17.00				1.18	18.18	2
	56.09			56.09	56.09				5.00	41.00	4
	24.74			24.74	24.74				2.31	27.05	5
	16.33			16.33	16.33				1.97	18.30	6
											7
229.17	9,393.86	135.15	5.95	9,337.74	8,872.24	835.90	42.40		2,907.13	12,657.67	8
84.65	1,496.22			1,411.57	716.91	57.43			899.44	1,182.88	9
											10
											11
307.51	9,987.90	394.01	32.24	9,693.75	9,029.79	927.75	32.69	61.09	3,165.90	13,807.82	12
76.78	8,064.04		61.35	7,862.61	7,945.50	826.84	194.43	95.36	3,345.89	12,248.08	13
79.38	1,732.81	5.99	4.60	1,675.83	1,689.42	189.03	6.37	2.90	612.99	2,485.22	14
642.48	7,452.45			7,399.97	8,367.69	382.35	8.51		1,669.12	7,317.57	15
	12.50			12.50							16
	20.72			20.72					3.62	24.24	17
	17.61			17.61					2.66	20.27	18
	49.00			49.00	49.73	1.06			41.24	39.05	19
	772.92			763.91	769.98	70		4.80	213.43	983.00	20
293.85	7,392.66	66.23	5.21	7,365.60	6,885.12	208.59	6.28	613.05	1,992.16	9,108.61	21
	13.13			13.13	13.13					13.12	22
	17.18			17.18					1.60	18.18	23
	49.00			49.00						49.00	24
109.06	1,646.47		7.30	1,530.81	1,363.10	9.92			321.34	1,694.45	25
	55.68			55.68	49.48					49.48	26
	249.50	65.70		331.21	152.48				36.94	231.32	27
	10.75			8.29					1.69	9.79	28
87.13	3,815.94	28.88		3,588.54	3,554.30	831.68	2.07	2.07	1,270.82	5,693.83	29
473.88	2,514.00			2,040.72	1,945.72	315.97			858.35	2,129.24	30
2,615.45	63,439.26	686.42	111.09	60,676.16	56,184.68	5,395.53	391.87	185.83	10,459.01	81,495.02	

TABLE NO. 72—MILEAGE—

Number	Name of Road	Mileage—All Tracks		Mileage of Road			
		Total mileage operated	New line constructed during year	Line Owned		Line operated under lease	Line operated under contract, etc.
				Main line	Branches and spurs		
1	Atchison, Topeka & Santa Fe	64.55	1.40	19.89			
2	*Atlantic Northern & Southern	19.18		17.00			
3	**Atlantic Southern	41.09		36.69			
4	Centerville, Albia & Southern	27.63		24.74			
5	Charles City Western	18.20		16.33			
6	Chicago, Anamosa & Northern	26.29		25.00			
7	Chicago, Burlington & Quincy	2,015.67	8.02	271.98	955.44		
8	Chicago Great Western	1,098.98		370.79	29.42		
9	Mason City & Ft. Dodge						
10	Wisconsin, Minnesota & Pacific						
11	Chicago, Milwaukee & St. Paul	2,661.16		1,866.12			
12	Chicago & North Western	2,328.85	1.83	363.78	1,598.92		
13	Chicago, St. Paul, Minneapolis & Omaha	128.26	.94	74.54			
14	Chicago, Rock Island & Pacific	2,658.95	42.42	1,102.82	755.36	182.22	
15	Colfax Northern	13.59				12.50	
16	Creston, Winterset & Des Moines	24.34		20.72			
17	Crooked Creek	20.27		17.61			
18	Davenport, Rock Island & Northwestern	56.02	0.11	54.59			
19	Dubuque & Sioux City (Ill. Cent.)	928.10	2.63	228.13	289.71	.98	
20	Great Northern	162.10	.56	77.86			
21	Iowa & Omaha Short Line	13.15		12.13	1.00		
22	Iowa & Southwestern	18.18		17.18			
23	Manchester & Oneida	9.17		8.42			
24	Minneapolis & St. Louis	1,053.39		497.22	128.82		
25	Mountaineer North & South	55.68		47.77	1.71		
26	**St. Paul & Kansas City Short Line	297.77	79.85	182.48		47.13	
27	Tabor & Northern	11.75					
28	Union Pacific	49.12		2.49			
29	Wabash	226.72	.12	167.33	56.65		
	Total	14,187.86	58.71	5,337.46	3,974.43	106.30	

IOWA—STEAM ROADS.

Operated—Single Track						Mileage of Road Owned						Number
Line operated under contract, etc.	Line operated under trackage rights	Total mileage operated	New line constructed during year	Rails—Miles of		Single track	Second track	Third track	Fourth track	Yard track and siding	Total mileage all tracks	
				Iron	Steel							
		19.80			19.80	19.80	19.67			25.22	64.79	1
		17.00			17.00	17.00				1.18	18.18	2
		36.69			36.69	36.69				5.00	41.69	3
		24.74			24.74	24.74				2.91	27.65	4
		16.33			16.33	16.33				1.97	18.30	5
		35.00			35.00							6
		1,498.66			1,498.66	1,498.66	544.03			339.38	1,662.22	7
		370.30	8.92	779.93		773.51	409.21	14.80		149.60	591.22	8
		69.55		1,698.97	23.99	1,532.62	1,860.12	199.30		612.60	485.69	9
		17.56		1,639.36		1,922.70	1,692.70	248.39		632.60	2,560.71	10
		37.50		100.04	.10	74.44	74.54			87.22	111.76	11
		91.55		2,326.31		2,203.76	1,858.23	85.09		609.21	2,462.03	12
		13.50				13.50						13
		20.72				17.61				3.02	24.54	14
		17.61				17.61				2.69	20.27	15
		55.29				54.50	1.06			21.57	57.13	16
		716.99				715.42	.79	4.89		293.31	994.74	17
		77.86				77.86				55.24	133.10	18
		13.11				13.11					13.11	19
		17.18				17.18				1.60	18.78	20
		8.42				8.42				.75	9.17	21
		884.65			7.19	792.15	626.04			141.96	967.49	22
		55.68				55.68	49.48			49.48	55.68	23
		249.53				231.21	182.48			38.04	261.32	24
		10.75				8.79	8.79			1.00	9.79	25
		2.46				2.46		1.03		45.03	49.12	26
		208.94				203.38	303.38			24.30	227.74	27
		284.64	10,402.66	95.70	99.70	9,866.12	9,676.50	915.22		17.49	2,554.22	12,504.13

*This report covers the period from June 30, 1913, to October 9, 1913.

**This report covers the period from October 19, 1913, to June 30, 1914.

†Connecting track.

‡Decrease.

§Mileage of this road is included in C., R. I. & P. Rr. and is therefore excluded from the total.

***This report covers 4 months, June 30, 1913, to October 21, 1913.

TABLE NO. 74—CONSUMPTION OF FUEL BY

Number	Name of Road	Bituminous Coal—Tons—					
		Freight service locomotives	Passenger service locomotives	Mixed service locomotives	Special service locomotives	Switching service locomotives	Non-revenue service locomotives
1	A. T. & S. F.	9,207	5,955	437	6	5,971	756
2	Atlantic N. & S.						
3	Atlantic Northern						
4	Atlantic Southern			1,900			
5	C. A. & B.						
6	Charles City Western						
7	C. A. & N.			1,369			
8	C. B. & Q.	1,515,578	571,485	35,431	1,489	427,879	72,978
9	Chicago Great Western	292,672	50,812	9,507	128	35,972	8,417
10	M. C. & Ft. D.						
11	W. M. & P.						
12	C. M. & St. P.	564,588	165,412	19,242	669	40,285	48,340
13	C. & N. W.	471,459	208,012	20,970	298	79,894	21,170
14	C. St. P., M., & O.	21,028	14,819	711	45	13,308	857
15	C., R. I. & P.	560,822	282,378	22,323	822	110,149	18,047
16	Colfax Northern	679	498	561		176	
17	C., W. & D. M.						
18	Crooked Creek			1,727			
19	D., R. I. & N.					2,947	186
20	D. & S. C. (Ill. Cmb.)	546,126	91,821		81	33,300	12,791
21	Great Northern						
22	I. & O. S. I.			8,005			
23	Iowa & Southwestern			1,000			
24	Manchester & Oaels			928			
25	Minnesota & St. Louis	194,745	48,969	20,261	101	21,268	7,255
26	Missouri N. & S.	2,259	2,676			1,387	
27	**St. P. & F. C. S. I.	12,126	8,005	1,917	30	1,821	1,941
28	Tabor & Northern			700			
29	Union Pacific	8,799	8,773		5	18,183	85
30	Wabash	20,324	12,918	148	22	7,255	844
	Total	3,843,233	1,507,622	157,047	2,508	807,673	160,507

*This report covers the period from June 30, 1912, to October 9, 1913.

**This report covers the period from October 10, 1912, to June 30, 1914.

c Lines east of the Missouri river.

d Cost of oil 30.0c per 42 gallon barrel; gasoline 9 1/2c per gallon.

e Chicago.

f In addition to this there are 8,425 gallons gasoline @ 10.1c per gallon consumed by motor cars.

**This report covers 4 months, June 30, 1913, to October 31, 1913.

LOCOMOTIVES—IOWA—STEAM ROADS.

Consumption By	Wood—Cords				Fuel Oil—Gallons		Total Fuel Consumed—Tons		Number		
	Total		Hard		Soft		Amount	Average cost per gallon at distributing point—cents		Amount	Average cost per ton at distributing point
	Amount	Average cost at distributing point	Amount	Average cost at distributing point	Amount	Average cost at distributing point					
22,972	\$ 1.80	41	\$ 3.43					22,500	\$ 1.90	1	
1,900	2.10							1,900	2.10	5	
1,805	2.65							1,805	2.65	7	
346,300	1.99			33,607	\$ 3.50			2,641,223		8	
847,327	2.15					15,850,000	8	300,300	1.09	9	
859,819	1.74			6,501	1.46	1,606,054	\$ 1.50	890,424	1.25	13	
51,788	2.55			656	4.11	607	2.01	62,174	2.96	14	
1,010,392	1.89	4,473	1.30					1,015,777	1.89	15	
1,914	2.00					20	2.14	1,927	2.02	17	
1,527	3.00							1,527	3.00	18	
2,133	2.22	58	2.50					2,148	2.22	19	
384,121	1.28	2,329	2.00					288,175	1.20	20	
8,002	2.20							5,000	2.20	21	
1,000				62		510		1,067	2.20	22	
928	3.71							928	3.71	24	
22,575	2.00			806	1.48			22,999	2.00	25	
8,222	2.98							8,222	2.98	26	
25,851	2.25	118	2.00				1,728	25,540	2.25	27	
700	3.75							700	3.75	28	
25,841	1.72			84	.06	673,165	2.10	25,697	1.72	29	
21,152	1.49	57	2.24			11,824	1.70	21,522	1.49	30	
6,563,860		7,107		41,833		15,865,372		6,715,585			

TABLE NO. 75—CONSUMPTION OF FUEL BY

Number	Name of Road	Miles Run			
		Freight		Passenger	
		Miles	Average pounds consumed per mile	Miles	Average pounds consumed per mile
1	Atchison, Topeka & Santa Fe	85,772	219.57	114,000	100.09
2	*Atlantic Northern & Southern				
3	**Atlantic Northern				
4	**Atlantic Southern				
5	Centerville, Albia & Southern				
6	Charles City Western				
7	Chicago, Anamosa & Northern				
8	Chicago, Burlington & Quincy	12,675,467	200.09	11,795,065	98.47
9	Chicago Great Western	1,571,775	257.51	1,637,802	106.55
10	Mason City & Ft. Dodge				
11	Wisconsin, Minnesota & Pacific				
12	Chicago, Milwaukee & St. Paul	5,330,260	247.05	3,798,469	101.76
13	Chicago & North Western	4,392,931	217.50	4,531,164	105.99
14	Chicago, St. Paul, Minneapolis & Omaha	352,307	175.19	938,367	99.99
15	Chicago, Rock Island & Pacific	4,501,512	247.00	4,838,014	117.82
16	Colfax Northern				
17	Creston, Winterset & Des Moines				
18	Crooked Creek	19,775			
19	Davenport, Rock Island & Northwestern				
20	Dubuque & Sioux City (Ill. Cent.)	2,105,088	251.80	1,354,784	118.66
21	Great Northern				
22	Iowa & Omaha Short Line				
23	Iowa & Southwestern				
24	Manchester & Okech				
25	Minneapolis & St. Louis	1,896,870	205.58	1,356,984	94.69
26	Missouri North & South	34,692	188.00	73,808	109.00
27	**St. Paul & Kansas City Short Line	112,176	214.89	147,477	108.99
28	*Fabor & Northern	27,723	274.28	55,224	136.95
29	Infon Pacific	592,205	237.68	227,583	106.74
30	Wabash				
	Total	32,226,432		30,361,701	

*Lines east of the Missouri River.

**This report covers the period from June 30, 1913, to October 5, 1913.

***This report covers the period from October 10, 1913, to June 30, 1914.

****This report covers 4 months, June 30, 1913, to October 31, 1913.

LOCOMOTIVES—IOWA—CONTINUED—STEAM ROADS.

by Locomotives										Number
Mixed		Special		Switching		Non-Revenue		Total		
Miles	Average pounds consumed per mile	Miles	Average pounds consumed per mile	Miles	Average pounds consumed per mile	Miles	Average pounds consumed per mile	Miles	Average pounds consumed per mile	
10,061	90.77	65	184.62	106,824	100.88	7,573	109.92	227,530	128.10	1
										2
										3
										4
22,500	123.00							22,500	123.00	5
										6
										7
306,378	260.50	12,432	240.12	7,624,072	123.30	1,275,000	115.65	33,617,544	137.14	8
79,059	259.29	2,378	107.65	801,581	139.85	121,455	238.15	9,599,091	176.41	9
										10
										11
205,060	134.98	11,490	108.22	1,259,038	91.30	1,216,263	89.19	11,722,713	163.53	12
252,005	137.40	5,194	132.11	1,108,000	140.66	638,459	86.82	11,356,000	152.56	13
15,989	92.47	622	142.61	218,172	125.74	13,283	139.07	709,232	130.67	14
370,367	240.45	7,066	235.49	1,030,409	144.71	211,377	171.51	11,430,536	177.50	15
										16
										17
										18
										19
										20
										21
										22
										23
										24
										25
										26
										27
										28
										29
										30
1,599,647		41,136		13,791,368		3,026,725		82,604,147		

TABLE NO. 80—BRIDGES, TRESTLES, TUNNELS,

Number	Name of Road	Bridges					
		Stone		Iron		Wooden	
		Number	Aggregate length	Number	Aggregate length	Number	Aggregate length
1	Aitchison, Topeka & Santa Fe.....	10	111	6	1,640		
2	*Atlantic Northern & Southern.....					18	1,681
2	**Atlantic Northern.....	2	30			22	
4	**Atlantic Southern.....			1	222		
5	Centerville, Albia & Southern.....						
6	Charles City Western.....	5	322				
7	Chicago, Anamosa & Northern.....	8	800			6	969
8	Chicago, Burlington & Quincy.....	51	1,805	206	27,034		
9	Chicago Great Western.....			103	13,828		
10	Mason City & Ft. Dodge.....						
11	Wisconsin, Minnesota & Pacific.....	70	13,511	387	55,825	20	2,176
12	Chicago, Milwaukee & St. Paul.....	31	1,847	2,051	165,383	292	16,746
13	Chicago & North Western.....	23	1,019	27	1,779	1	60
14	Chicago, St. Paul, Minneapolis & O.	18	500	544	67,546	51	457
15	Chicago, Rock Island & Pacific.....					23	738
16	Collax Northern.....					3	425
17	Creston, Winterset & Des Moines.....			1	206		
18	Crooked Creek.....					8	2,808
19	Davenport, Rock Island & Northwest'n					11	16,257
20	Dubuque & Sioux City (Ill. Cent.).....	70	1,517	111	3,416		
21	Great Northern.....			3	416		
22	Iowa & Omaha Short Line.....					18	1,845
23	Iowa & Southwestern.....						
24	Manchester & Oneida.....					3	28
25	Minneapolis & St. Louis.....			37	9,825		
26	Muscataine North & South.....			2	400	46	3,065
27	**St. Paul & Kansas City Short Line	19	2,362				
28	Taber & Northern.....			1	139	10	1,000
29	Union Pacific.....			3	1,099		
30	Wabash.....	20	76	7	662	14	1,425
	Total.....	207	23,618	3,496	355,647	627	30,565

*This report covers the period from June 30, 1913, to October 9, 1913.

**This report covers the period from October 10, 1913, to June 30, 1914.

† Pontoon.

‡ Reinforced concrete.

***This report covers 4 months, June 30, 1913, to October 31, 1913.

ETC.—IOWA—STEAM ROADS.

Number	Name of Road	Bridges		Trestles		Tunnels		Overhead Highway Crossings		Overhead Railway Crossings					
		Total		Total		Total		Total		Total					
		Number	Aggregate length	Number	Aggregate length	Number	Aggregate length	Bridges—number	Conduits—number	Trestles—number	Total—number	Bridges—number	Conduits—number	Trestles—number	Total—number
1	Aitchison, Topeka & Santa Fe.....	10	1,760	8	627			1		1	1			1	1
2	*Atlantic Northern & Southern.....														
2	**Atlantic Northern.....	20	1,711					1						1	1
4	**Atlantic Southern.....									2	1			2	2
5	Centerville, Albia & Southern.....														
6	Charles City Western.....	5	322												
7	Chicago, Anamosa & Northern.....	8	800	32	3,100										
8	Chicago, Burlington & Quincy.....	243	30,336	1,025	85,555			21		55	76	4		3	7
9	Chicago Great Western.....	103	13,828	425	37,000					13	13			1	1
10	Mason City & Ft. Dodge.....														
11	Wisconsin, Minnesota & Pacific.....	477	71,912	1,555	109,925	1	400	5		43	48	6		5	11
12	Chicago, Milwaukee & St. Paul.....	2	342	2,376	184,018	7,408	538,700	6	9,613	167		82	240	94	3
13	Chicago & North Western.....														
14	Chicago, St. Paul, Minneapolis & O.	51	2,838	71	5,324			3		5				0	24
15	Chicago, Rock Island & Pacific.....	4	909	617	69,473	518	55,786			14		62	76	15	14
16	Collax Northern.....			23	738	1	300								
17	Creston, Winterset & Des Moines.....			3	425										
18	Crooked Creek.....			1	206	10	1,175								
19	Davenport, Rock Island & Northwest'n			8	2,808	19	2,692								
20	Dubuque & Sioux City (Ill. Cent.).....			3	17,774	704	61,527								
21	Great Northern.....			3	416	90	13,573			2		22	24	4	1
22	Iowa & Omaha Short Line.....														
23	Iowa & Southwestern.....														
24	Manchester & Oneida.....									1		1			
25	Minneapolis & St. Louis.....					25	812								
26	Muscataine North & South.....	3	36	6	64										
27	**St. Paul & Kansas City Short Line			27	9,825	619	53,830			2		14	16	4	1
28	Taber & Northern.....			48	3,455										
29	Union Pacific.....	135	22	2,267	113	12,025						25	25	2	2
30	Wabash.....			11	1,130					1		1			
	Total.....	1	3	1,090	13	364						1	1	1	1
		1	62	42	2,115	341	28,575								
		22	1,720	4,354	411,550	13,394	1,012,215	7	10,022	321		320	541	131	3

COMPILED RETURNS

OF

Terminal Railway Companies

TABLE NO. 1—MILEAGE, BRIDGES, TRESTLES AND CROSSINGS—TERMINAL COMPANIES.

Lines	Mileage						Bridges, Etc.									
	Line owned			New line constructed during year	Rails		Bridges		Trestles	Overhead high-way crossings		Overhead railway crossings				
	Main track	Yard track and sidings	Total		Iron	Steel	Number	Aggregate length	Number	Aggregate length	Bridges	Conduits	Trestles	Bridges	Conduits	Trestles
Des Moines Terminal	.91	8.35	9.16	1.22		9.16										
Des Moines Union	4.18	19.95	23.84			23.84	1	925	1	42	1					
Des Moines Western	1.47	3.12	4.59			4.59										
Iowa Transfer	.21	2.42	2.63			2.63										
Sioux City Terminal	1.57	7.49	9.06	.58		9.06	1	109								
Total	8.34	40.91	49.25	1.80		49.25	2	671	1	42	1					

TABLE NO. 2—CAPITAL STOCK—TERMINAL COMPANIES.

Lines	Common Stock								
	Number of shares authorized	Total par value authorized	Total par value outstanding	Total par value held by respondent			Total par value not held by respondent	Dividends Declared During Year	
				In treasury	Pledged as collateral	In sinking or other funds		Rate	Amount
Des Moines Terminal	5,000	\$ 500,000.00	\$ 315,800.00				\$ 315,800.00		
Des Moines Union	20,000	2,000,000.00	400,000.00				400,000.00		
Des Moines Western	3,000	300,000.00	85,000.00				85,000.00		
Iowa Transfer	3,000	300,000.00	34,000.00				34,000.00		
Sioux City Terminal	2,000	200,000.00	100,000.00				100,000.00		
Total	33,000	\$3,300,000.00	\$ 934,800.00				\$ 934,800.00		

TABLE NO. 3—FUNDED DEBT—TERMINAL COMPANIES.

Lines	Mortgage Bonds								
	Total par value authorized	Total par value outstanding	Total par value held by respondent			Total par value not held by respondent	Interest		
			In treasury	Pledged as collateral	In sinking or other funds		Rate	Amount accrued during year	Amount paid during year
Des Moines Terminal		\$671,000.00				\$671,000.00		\$ 33,550.00	\$ 33,550.00
Des Moines Union									
Des Moines Western									
Iowa Transfer									
Sioux City Terminal									
Total		\$671,000.00				\$671,000.00		\$ 33,550.00	\$ 33,550.00

TABLE NO. 4—RECAPITULATION OF CAPITALIZATION—TERMINAL COMPANIES.

Lines	Total Par Value Outstanding			Assignment to Railways		
	Capital stock	Funded debt	Total	Capital stock	Funded debt	Total
Des Moines Terminal	\$ 315,800.00		\$ 315,800.00	\$ 315,800.00		\$ 315,800.00
Des Moines Union	400,000.00	\$ 671,000.00	1,071,000.00	400,000.00	\$ 671,000.00	1,071,000.00
Des Moines Western	85,000.00		85,000.00	85,000.00		85,000.00
Iowa Transfer	34,000.00		34,000.00	34,000.00		34,000.00
Sioux City Terminal	100,000.00		100,000.00	100,000.00		100,000.00
Total	\$ 934,800.00	\$ 671,000.00	\$ 1,605,800.00	\$ 934,800.00	\$ 671,000.00	\$ 1,605,800.00

TABLE NO. 5—ROAD AND EQUIPMENT—TERMINAL COMPANIES.

Lines	Investment to June 30, 1907		Investment since June 30, 1907	Total	Reserve for accrued depreciation	Net total
	Road	Equipment				
Des Moines Terminal	\$ 245,548.02		\$ 89,386.01	\$ 334,934.03		\$ 334,934.03
Des Moines Union	1,253,107.55	\$ 31,386.63	91,604.40	1,376,128.58		1,376,128.58
Des Moines Western	214,849.39		67,023.48	147,825.91		147,825.91
Iowa Transfer	39,862.41		2,839.61	33,722.02		33,722.02
Sioux City Terminal	85,628.87	16,404.34	34,915.75	134,948.96		134,948.96
Total	\$1,827,996.24	\$ 47,790.97	\$ 151,772.29	\$2,027,559.50		\$ 2,027,559.50

a Investment to June 30, 1908.
 b Investment since June 30, 1908.
 c Credit item.

TABLE NO. 8.—PROFIT AND LOSS STATEMENT—TERMINAL COMPANIES.

Lines	Debit						Credit					
	Balance on June 30, 1913	Debit balance transferred from revenue account	Appropriations of surplus for ad-vertisements	Miscellaneous debits	Balance credit June 30, 1914	Total	Balance on June 30, 1913	Credit balance transferred from income account	Miscellaneous credits	Balance debit June 30, 1914	Total	
Des Moines Terminal	
Des Moines Union	
Des Moines Western	
Iowa Transfer	
Sioux City Terminal	
Total	\$ 88,933	\$ 90,715.14	\$244.64	\$880,000.97	\$947,889.28	8808,170.34	\$123,500.89	\$6,411.14	.....	\$ 947,889.28	

TABLE NO. 9.—OPERATING EXPENSES—TERMINAL COMPANIES.

Lines	Maintenance of way and structures	Maintenance of equipment	Traffic expenses	Transportation expenses	General expenses	Total operating expenses	Ratio of operating expenses to operating revenues—per cent
	Des Moines Terminal
Des Moines Union	.....	.....	.....	.....	.....	.....	56.71
Des Moines Western	.....	.....	.....	.....	.....	.....	85.72
Iowa Transfer	.....	.....	.....	.....	.....	.....	.....
Sioux City Terminal	.....	.....	.....	.....	.....	.....	.....
Total	\$ 95,546.43	\$ 8,405.29	\$ 1,000.00	\$ 79,468.69	\$ 3,603.33	\$ 107,023.74	65.19

TABLE NO. 10—COMPARATIVE GENERAL BALANCE

Lines	Property				
	Road and				
	Investment to June 30, 1907		Investment since June 30, 1907		
	Road	Equipment	Road	Equipment	General expenditures
Des Moines Terminal	\$ 2,243,348.00		\$ 829,536.01		
Des Moines Union	1,352,107.50	\$ 21,390.62	62,549.49	\$ 23,650.00	\$ 135.00
Des Moines Western	214,820.20		667,923.48		
Iowa Transfer	36,902.42		2,338.01		
Sioux City Terminal	33,633.87	16,434.24	16,491.54	39,554.21	
Total	\$1,807,995.21	\$ 47,799.97	\$ 106,973.08	\$ 41,964.21	\$ 530.00

a Investment to June 30, 1904.
 b Investment since June 30, 1906.
 c Credit.

TABLE NO. 11—COMPARATIVE GENERAL BALANCE

Lines	Working				
	Cash	Marketable Securities			Loans and bills receivable
		Stocks	Funded debt	Miscellaneous	
Des Moines Terminal					
Des Moines Union	\$ 29,307.54				\$ 627,372.55
Des Moines Western	690.11				24,000.00
Iowa Transfer	1,005.95				
Sioux City Terminal	2,840.81				
Total	\$ 34,350.41				\$ 651,372.55

SHEET—ASSETS—TERMINAL COMPANIES

Investment	Equipment						Securities			
	Reserve for accrued depreciation—Cr.	Total 1914	Inventory 1914	Decrease 1914	Stocks of proprietary, affiliated and controlled companies		Increase 1914	Decrease 1914		
					1913	1914				
	\$ 324,364.02	\$ 321,785.23	\$ 13,148.70							
	1,379,139.56	1,306,413.44	66,715.14			\$ 6,800.00	\$ 6,800.00			
	147,823.91	147,823.91	801.50			6,800.00	6,800.00			
	35,723.02	35,723.02								
	134,948.96	134,948.96	10,728.00							
Total	\$2,007,999.50	\$1,996,664.90	\$ 40,804.60			\$ 13,600.00	\$ 13,600.00			

SHEET—ASSETS—CONTINUED—TERMINAL COMPANIES

Assets	Traffic and car service balances due from other companies	Net balances due from agents and conductors	Miscellaneous accounts receivable	Materials and supplies	Other working assets	Total 1914	Total 1913	Increase 1914	Decrease 1914
	\$ 12,620.20	\$1,027.83	\$ 2,308.73	\$4,374.77	\$ 137.15	\$ 6,443.65	\$ 7,723.62		\$ 1,089.97
	484.50	144,628.56	5,907.47	2,660.11		149,680.74	174,207.82	\$ 43,168.73	
		1,805.34	474.54			2,680.42	2,168.23	4,832.85	
		26,690.13	2,288.95			29,379.08	32,987.14	1,215.30	10,250.22
Total	\$ 13,104.70	\$1,027.83	\$180,779.83	\$9,509.39	\$ 274.90	\$99,883.72	\$95,437.28	\$ 48,504.03	\$ 20,380.19

TABLE NO. 17—TRAFFIC AND CAR STATISTICS—TERMINAL COMPANIES.

Lines	Car Statistics													
	Switching Traffic—Freight						Terminal Operations—Freight						Terminal Operations—Passenger	
	Number of cars handled	Number of cars handled at cost for tenant companies	Number of cars handled—Loaded	Number of cars handled—Empty	Number of cars handled not earning revenue	Total number of cars handled	Number of cars handled	Number of cars handled at cost for tenant companies	Number of cars handled earning revenue	Total number of cars handled	Number of cars handled earning revenue	Number of cars handled	Number of cars handled at cost for tenant companies	Total number of cars handled
Des Moines Terminal	66,502	606	311,850	3,962	70,550	393,877	41,254	59,200	139,649	34,000	34,000	34,000	34,000	34,000
Des Moines Union						431,668			12,802					
Des Moines Western						70,550			12,802					
Des Moines Terminal						311,850			12,802					
Shoals City Terminal						311,850			12,802					
Total	66,502	606	311,850	3,962	70,550	393,877	41,254	59,200	139,649	34,000	34,000	34,000	34,000	34,000

TABLE NO. 18—TRAFFIC AND CAR STATISTICS—CONTINUED—TERMINAL COMPANIES.

Lines	Summary—Car Statistics												Revenue and Expense Statistics—Switching Traffic and Terminal Operations						
	Total number of cars						Total number of cars						Average amount		Average amount		Average expense per		
	handed—Loaded	handed earning revenue—Loaded	handed not earning revenue—Loaded	handed not earning revenue—Empty	handed not earning revenue—Empty	handed at cost for tenant companies	handed not earning revenue	handed not earning revenue—Loaded	handed not earning revenue—Empty	handed not earning revenue	handed not earning revenue—Loaded	handed not earning revenue—Empty	handed not earning revenue	handed not earning revenue—Loaded	handed not earning revenue—Empty	received per car from tenant companies	received per car from tenant companies	Operating expenses	Operating expenses
Des Moines Terminal	87,402	81,908	3,892	70,550	346,934	500,013	\$105,659.69	\$ 77,554.28	\$33,114.02	\$60,534.71	\$20,000.04	\$1,854	\$3,000,002.64	\$1,854	\$3,000,002.64	\$1,854	\$1,127.58	\$1,127.58	\$1,127.58
Des Moines Union	583	583				12,802	1,006.00	2,777.24	4,425.24	123	123	18,796.22	133	133	10,367.64	960	10,367.64	10,367.64	10,367.64
Des Moines Western	66,502	668	3,962	70,550	346,934	500,013	\$105,659.69	\$ 77,554.28	\$33,114.02	\$60,534.71	\$20,000.04	\$1,854	\$3,000,002.64	\$1,854	\$3,000,002.64	\$1,854	\$1,127.58	\$1,127.58	\$1,127.58
Iowa Transfer						141,054	59,076.00	107,000.00	107,000.00	107,000.00	107,000.00	107,000.00	107,000.00	107,000.00	107,000.00	107,000.00	107,000.00	107,000.00	107,000.00
Shoals City Terminal						141,054	59,076.00	107,000.00	107,000.00	107,000.00	107,000.00	107,000.00	107,000.00	107,000.00	107,000.00	107,000.00	107,000.00	107,000.00	107,000.00
Total	87,402	81,908	3,892	70,550	346,934	500,013	\$105,659.69	\$ 77,554.28	\$33,114.02	\$60,534.71	\$20,000.04	\$1,854	\$3,000,002.64	\$1,854	\$3,000,002.64	\$1,854	\$1,127.58	\$1,127.58	\$1,127.58

TABLE NO. 19.—RENEWALS OF RAILS AND TIES—CONSUMPTION OF FUEL BY LOCOMOTIVES—ACCIDENTS TO PERSONS—TERMINAL COMPANIES.

Lines	Renewals of Rails and Ties During Year				Consumption of Fuel by Locomotives						Accidents to Passengers							
	Steel Rails		Ties		Switching Locomotives		Locomotives		Consumption per mile		Killed		Injured					
	Tons	Weight per yard	Weight per ton	Average price per ton at distributing point	Number	Average price at distributing point—cents	Tons	Average cost at distributing point	Coal	Hard wood/Soft wood	Average cost at distributing point	Miles run	Average pounds consumed per mile	Passengers	Employes	Other persons	Total	
Des Moines Terminal.....	55.00		\$ 297.75	9,362	97.4	10,225	\$2.50											
Des Moines Union.....				499	86.7										6	5	5	5
Des Moines Western.....				853	131.7													
Iowa Transfer.....				16.64		3,500	2.50				82,200	85.15						
Sioux City Terminal.....	84.00																	
Total.....	149.00			15,674	15,768						82,200	85.15		6	6	5	5	5

COMPILED RETURNS
OF
Railway Bridge Companies

TABLE NO. 1—CAPITAL STOCK—BRIDGE COMPANIES.

Name	Common Stock							Dividends De- clared during year	
	No. of shares authorized	Total par value authorized	Total par value outstanding	Total Par Value Held by Respondent			Total par value not held by respondent	Rate	Amount
				In treasury	Pledged as collateral	In sinking or other funds			
Dunleith & Dubuque.....	10,000	\$ 1,000,000.00	\$1,000,000.00	.....	.....	.....	\$1,000,000.00	7	\$ 143,375.08
Keokuk & Hamilton.....	10,000	1,000,000.00	1,000,000.00	.....	.....	.....	1,000,000.00	3	57,000.00
Missouri Valley & Blair.....	30,000	2,000,000.00	1,930,000.00	.....	.....	.....	1,000,000.00	.....	.....
Omaha Bridge & Terminal.....	75,000	7,500,000.00	5,900,000.00	.....	.....	.....	5,000,000.00	.....	.....
Sioux City Bridge.....	22,500	2,250,000.00	945,800.00	.....	.....	.....	945,800.00	8	75,664.00
Total.....	137,500	\$ 13,750,000.00	\$9,875,800.00	.....	.....	.....	\$9,875,800.00	.....	\$ 276,039.08

TABLE NO. 2—RECAPITULATION OF CAPITALIZATION—BRIDGE COMPANIES.

Name	Total Par Value Outstanding			Assignment						
	Capital stock	Funded debt	Total	To Railways			To Other Properties			
				Capital stock	Funded debt	Total	Capital stock	Funded debt	Total	
Dunleith & Dubuque.....	\$1,000,000.00	.....	\$1,000,000.00	\$1,000,000.00	.....	\$1,000,000.00	.....	.....	.....	.....
Keokuk & Hamilton.....	1,000,000.00	.....	1,000,000.00	1,000,000.00	.....	1,000,000.00	.....	.....	.....	.....
Missouri Valley & Blair.....	1,930,000.00	.....	1,930,000.00	1,930,000.00	.....	1,930,000.00	.....	.....	.....	.....
Omaha Bridge & Terminal.....	5,900,000.00	.....	5,900,000.00	5,900,000.00	.....	5,900,000.00	.....	.....	.....	.....
Sioux City Bridge.....	945,800.00	.....	945,800.00	945,800.00	.....	945,800.00	.....	.....	.....	.....
Total.....	\$9,875,800.00	.....	\$9,875,800.00	\$9,875,800.00	.....	\$9,875,800.00	.....	.....	.....	.....

TABLE NO. 3—SUMMARY OF ROAD AND EQUIPMENT—BRIDGE COMPANIES.

Name	Entire Line					
	Investment to June 30, 1907		Investment since June 30, 1907	Total	Reserve for ac- crued deprecia- tion—Ct.	Net total
	Road	Equipment				
Dunleith & Dubuque.....	\$ 1,016,882.82	.....	\$ 33,141.77	\$ 1,050,024.59	.....	\$ 1,050,024.59
Keokuk & Hamilton.....	2,000,000.00	.....	2,763.80	2,002,763.80	.....	2,002,763.80
Missouri Valley & Blair.....	1,930,000.00	.....	132,688.70	2,062,688.70	.....	2,062,688.70
Omaha Bridge & Terminal.....	6,738,391.08	\$ 18,785.01	6 16,225.28	6,740,959.81	.....	6,740,959.81
Sioux City Bridge.....	945,800.00	.....	914.00	946,714.00	\$ 70,434.63	876,279.37
Total.....	\$ 12,631,063.90	\$ 18,785.01	\$ 163,569.50	\$ 12,804,422.50	\$ 70,434.63	\$ 12,732,987.87

a Credit item.

TABLE NO. 4—INCOME STATEMENT

Name	Rail Operations			Railway tax accruals	Operating income	Operating loss	Income from lease of road	Other
	Revenues	Expenses	Net revenue					
Dunkleth & Dubuque				\$ 24,592.14		\$ 24,592.14		
Kookuk & Hamilton	\$ 72,400.50	\$ 30,581.07	\$ 41,819.43	5,320.71	\$ 36,498.72	9,508.08		
Missouri Valley & Blair				9,508.98				
Omaha Bridge & Term				15,489.85		15,489.85		
Sioux City Bridge								
Total	\$ 72,400.50	\$ 30,581.07	\$ 41,819.43	\$ 24,547.78	\$ 36,498.72	\$ 49,327.07		\$ 87,300.00

TABLE NO. 5—PROFIT AND LOSS

Name	Debit	
	Balance, June 30, 1915	Balance for brought forward
Dunkleth & Dubuque		
Kookuk & Hamilton	\$ 1,197,061.66	\$ 45,288.66
Missouri Valley & Blair		
Omaha Bridge & Terminal		
Sioux City Bridge		
Total	\$ 1,197,061.66	\$ 45,288.66

—BRIDGE COMPANIES.

Income	Joint facility rent income	Miscellaneous income	Income from unamortized securities and accounts	Total other income	Gross income	Interest deduction on funded debt	Excess Appropriations of income	Balance for Year Carried to Profit and Loss	
								Credit	Debit
	\$ 147,067.22			\$357,667.22	\$143,275.98		\$142,275.98		
		\$ 149,398.11	\$ 332.60	395.60	36,701.22	\$ 90,000.00			\$ 42,598.66
			259.55	140,527.35	150,849.98		87,000.00	\$ 75,369.06	
	\$7,060.92		2,413.24	95,468.50	84,661.31		15,664.90	\$ 5,537.21	
Total	\$ 204,726.14	\$ 149,398.11	\$ 2,802.80	\$495,365.14	\$482,566.79	\$187,500.00	\$178,942.88	\$ 21,436.20	\$ 45,288.66

STATEMENT—BRIDGE COMPANIES.

Miscellaneous debit	Debit			Credit			
	Balance credit June 30, 1914	Total	Balance June 30, 1915	Balance for year brought forward	Miscellaneous credits	Balance debit June 30, 1914	Total
	\$ 88,700.00	\$ 88,700.00	\$ 88,700.00				\$ 88,700.00
		1,240,000.54				\$1,240,000.54	1,240,000.54
	166,175.00	158,375.00	86,135.92	\$ 72,619.58			158,175.00
	40,815.20	40,815.20		40,815.20			40,815.20
	73,271.60	73,271.60	64,914.20	8,357.33			73,271.60
Total	\$ 301,021.79	\$1,681,222.12	\$ 239,796.20	\$ 122,232.40		\$1,240,000.54	\$ 1,691,222.12

TABLE NO. 6—OPERATING EXPENSES—ENTIRE LINE—BRIDGE COMPANIES.

Name	Maintenance of Way and Structures					Total	Transportation Expenses					Total
	Maintenance of roadway and track	Maintenance of track structures	Maintenance of buildings—docks and wharves	Other maintenance of way and structures—Expenses	Maintaining joint tracks, yards and other facilities—Cr.		Superintendence and dispatching trains	Station service	Other yard employes	All other transportation expenses	Operating jobs, tracks and facilities—Cr.	
Dunleith & Dubuque	\$ 10,701.17	\$ 8,815.01	-----	\$ 36.98	\$ 19,881.16	-----	\$ 13,001.40	-----	-----	\$ 8,553.42	-----	-----
Keokuk & Hamilton	-----	19,091.40	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Missouri Valley & Blair	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Omaha Bridge & Terminal	7,669.34	12,702.07	\$ 29.41	-----	20,434.22	-----	4,081.86	\$ 90.72	\$ 71.43	490.42	-----	4,670.43
Sioux City Bridge	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Total	\$ 18,400.51	\$ 35,066.48	\$ 22.81	\$ 36.98	\$ 20,815.38	\$ 13,001.40	\$ 6,633.82	\$ 90.72	\$ 71.43	\$ 6,033.88	\$ 12,335.85	-----

TABLE NO. 7—OPERATING EXPENSES—ENTIRE LINE—CONTINUED—BRIDGE COMPANIES.

Name	General Expenses				Total	Reclassification of Expenses				Ratio of operating expenses to operating revenue
	Administration	Other general expenses	General administrative joint tracks, yards and terminals—Cr.	-----		Maintenance of way and structures	Transportation expenses	General expenses	Total operating expenses	
Dunleith & Dubuque	\$ 2,326.03	\$ 40.00	\$ 2,376.03	-----	-----	-----	-----	-----	-----	-----
Keokuk & Hamilton	16,869.67	-----	-----	-----	\$ 16,869.67	\$ 13,691.40	-----	\$ 16,869.67	\$ 20,081.07	\$ 42.34
Missouri Valley & Blair	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Omaha Bridge & Terminal	-----	432.90	432.90	-----	-----	-----	-----	-----	-----	-----
Sioux City Bridge	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Total	\$ 19,225.70	\$ 403.00	\$ 2,799.93	\$ 16,869.67	\$ 13,691.40	-----	\$ 16,869.67	\$ 20,081.07	\$ 42.34	-----

TABLE NO. 8—RAILWAY TAX ACCRUALS—BRIDGE COMPANIES.

Name	Iowa	Illinois	Nebraska	Federal revenue U. S. 8071	Total taxes
Dunleith & Dubuque	\$ 19,666.51	\$ 10,240.00	-----	\$ 1,444.14	\$ 31,350.65
Keokuk & Hamilton	1,902.00	3,273.52	-----	82.19	\$ 5,257.71
Missouri Valley & Blair	2,968.75	-----	\$ 6,569.33	-----	\$ 9,538.08
Omaha Bridge & Terminal	-----	-----	-----	-----	-----
Sioux City Bridge	7,001.00	-----	\$ 7,638.33	637.50	\$ 15,276.83
Total	\$ 31,538.26	\$ 19,513.52	\$ 14,207.66	\$ 2,163.83	\$ 67,423.27

a Includes \$21.23 on property owned, not used in operation and miscellaneous.

b Taxes included in report of the Illinois Central Railroad Company.

c Includes \$198.23 on property owned, not used in operation and miscellaneous.

TABLE NO. 9—COMPARATIVE GENERAL BALANCE SHEET—ASSETS—BRIDGE COMPANIES.

Name	Property Investment						Reserve for Accrued Depreciation—Cr.	
	Investment to June 30, 1907		Investment Since June 30, 1907				-----	
	Road	Equipment	Road		Equipment		1913	1914
			1913	1914	1913	1914		
Dunleith & Dubuque	\$ 1,016,892.82	-----	\$ 33,141.77	\$ 33,141.77	-----	-----	-----	-----
Keokuk & Hamilton	3,000,000.00	-----	2,702.80	2,702.80	-----	-----	-----	-----
Missouri Valley & Blair	1,000,000.00	-----	107,078.60	132,986.70	-----	-----	-----	-----
Omaha Bridge & Terminal	6,728,304.08	\$ 38,785.01	4,374,801.20	2,659.73	\$ 18,785.01	\$ 18,785.01	-----	-----
Sioux City Bridge	945,800.00	-----	-----	914.00	-----	-----	\$ 60,434.63	\$ 50,434.63
Total	\$ 12,631,000.90	\$ 38,785.01	\$ 133,662.08	\$ 172,866.60	\$ 18,785.01	\$ 18,785.01	\$ 60,434.63	\$ 70,134.92

a Credit Item.

TABLE NO. 10—COMPARATIVE GENERAL BALANCE

Name	Property Investment			
	Miscellaneous Investments		Total Property Investment	
	1913	1914	1913	1914
Dunleith & Dubuque.....	\$ 1.00	\$ 1.00	\$ 1,559,000.59	\$ 1,559,000.59
Kookuk & Hamilton.....			2,000,000.00	2,000,562.89
Missouri Valley & Bluff.....			2,007,572.09	2,002,998.79
Omaha Bridge & Terminal.....			6,721,156.69	6,749,506.82
Sioux City Bridge.....			885,365.27	876,279.57
Total.....	\$ 1.00	\$ 1.00	\$ 12,064,085.55	\$ 12,732,968.57

TABLE NO. 11—COMPARATIVE GENERAL BALANCE

Name	Total Working Assets		Increase		Decrease	
	1913	1914	1914	1914	1914	1914
Dunleith & Dubuque.....	\$ 56,662.56	\$ 72,006.00	\$ 15,343.44			
Kookuk & Hamilton.....	8,333.54	12,427.76	4,094.22			
Missouri Valley & Bluff.....	27,160.97	35,797.09			\$ 1,890.86	
Omaha Bridge & Terminal.....	49,475.41	49,064.29			\$ 9,811.12	
Sioux City Bridge.....	167,700.99	144,436.02		14,335.90		
Total.....	\$591,946.04	\$596,321.21	\$ 22,322.17		\$ 21,178.00	

SHEET—ASSETS—CONTINUED—BRIDGE COMPANIES.

—Continued		Working Assets			
Increase	Decrease	Cash		Miscellaneous Accounts Receivable	
		1913	1914	1913	1914
\$ 2,762.80		\$ 8,333.54	\$ 12,427.76	\$ 56,662.56	\$ 72,006.00
25,416.19		12,772.58	12,411.65	12,266.69	12,266.66
19,411.15				69,675.11	49,864.29
	\$ 9,063.49	107,443.21	152,069.79	21,275.65	19,568.25
\$ 47,591.02	\$ 9,063.49	\$ 129,919.90	\$ 156,729.18	\$ 164,026.11	\$ 149,392.00

SHEET—ASSETS—CONTINUED—BRIDGE COMPANIES.

Profit and Loss		Grand Total	Increase	Decrease
Balance				
1913	1914	1913	1914	1914
		\$ 1,106,097.06	\$ 1,127,611.94	\$ 12,603.49
	\$ 1,240,509.34	2,008,332.34	2,235,491.99	1,247,118.56
		2,064,736.57	2,988,783.79	24,049.22
		6,790,815.10	6,790,815.10	
		1,715,436.39	1,720,736.99	5,260.60
	\$ 1,240,509.34	\$ 12,968,029.25	\$ 14,278,410.42	\$ 1,260,381.12

TABLE NO. 12—COMPARATIVE GENERAL BALANCE

Name	Capital Stock		Obligations for Advances Received for Construction, Equipment and Betterments		Working			
	1913	1914	1913	1914	Audited Vouchers and Wages Unpaid		Misc. Accts. Payable	
					1913	1914	1913	1914
Dunleith & Duboyes	\$1,000,000.00	\$1,000,000.00			\$ 849.39	\$ 2,473.90		
Koekuk & Hamilton	1,000,000.00	1,000,000.00						\$81.90
Mo. Valley & Blair	1,000,000.00	1,000,000.00			\$5,629.65	693.79		
Omaha Bridge & Yer. Sioux City Bridge	3,000,000.00	3,000,000.00	\$1,750,000.00	\$1,750,000.00				
	340,000.00	340,000.00			4,742.04	1,634.39		
Total	\$6,820,000.00	\$6,820,000.00	\$1,750,000.00	\$1,750,000.00	\$ 5,221.08	\$ 4,729.08		\$81.90

TABLE NO. 13—COMPARATIVE GENERAL BALANCE

Name	Accrued Liabilities Not Due		Profit	
	Taxes Accrued		Balance	
	1913	1914	1913	1914
Dunleith & Duboyes	\$ 12,028.47	\$ 21,327.63	\$ 88,760.00	\$ 88,350.00
Koekuk & Hamilton			7,968.34	
Missouri Valley & Blair			85,115.92	158,273.00
Omaha Bridge & Yer. Sioux City Bridge			89,813.10	49,215.39
			91,314.39	73,471.60
Total	\$ 12,028.47	\$ 21,327.63	\$267,863.74	\$ 361,011.79

SHEET—CONTINUED—LIABILITIES—BRIDGE COMPANIES.

Liabilities						Increase	Decrease
Matured Interest, Dividends, and Rents Unpaid		Matured Mortgages, Bonded and Secured Debt Unpaid		Total			
1913	1914	1913	1914	1913	1914	1914	1914
				\$ 849.39	\$ 2,473.90	\$ 1,624.51	
\$ 253.90	\$1,235,430.00	\$1,000,000.00	\$1,000,000.00	1,000,000.00	2,235,430.00	1,235,430.00	\$ 49,000.36
				49,559.65	610.79		
				4,742.04	1,634.39		\$ 1,107.65
\$ 253.90	\$1,236,430.00	\$1,000,000.00	\$1,000,000.00	\$1,655,547.98	\$2,236,210.99	\$ 1,226,761.41	\$ 52,117.31

SHEET—LIABILITIES—CONTINUED—BRIDGE COMPANIES.

and Loss		Grand Total		Increase	Decrease
Increase	Decrease	1913	1914		
1914	1914	1913	1914	1914	1914
		\$ 1,106,697.55	\$ 1,122,611.64	\$ 15,914.09	
	\$ 7,968.34	2,000,203.34	2,210,491.99	1,247,138.55	
\$ 73,690.06		2,064,738.27	2,069,795.79	24,969.22	
		6,799,813.19	6,799,813.19		
		1,615,408.23	1,600,705.00	5,248.96	
\$ 81,416.39	\$ 7,968.34	\$ 12,686,059.29	\$ 14,276,430.42	\$ 1,290,261.12	

TABLE NO. 14—EMPLOYES AND SALARIES

Name	Employees							
	General Officers				All			
	Number on June 30, 1914	Total number of days worked	Total yearly compensation	Average daily compensation	Number on June 30, 1914	Total number of days worked	Total yearly compensation	Average daily compensation
Dumeth & Dubuque.....	25	629	\$1,320.00	\$2.13	5	3,417		
Koekuk & Hamilton.....	25	971	7,312.50	7.53	8	2,920		
Missouri Valley & Blair.....	1	313	a	a	10	4,430		
Omaha Bridge & Terminal.....								
Sioux City Bridge.....	7	2,191	a	a	9	4,353		
Total.....	13	4,101	\$8,832.50	\$5.53	22	15,120		

a Serve without compensation from Company.

TABLE NO. 15—MILEAGE—BRIDGES

Name	Mileage					
	Main Line			Branches, Spurs and All Other Tracks		
	Iowa	Illinois	Nebraska	Iowa	Illinois	Nebraska
Dumeth & Dubuque.....	1.22	.06				
Koekuk & Hamilton.....	a .66					
Missouri Valley & Blair.....	2.11		1.23	3.96		1.61
Omaha Bridge & Terminal.....	.08		1.45	2.28		15.74
Sioux City Bridge.....	1.74		2.14	.93		.53
Total.....	6.31	.06	4.84	7.17		17.88

a Includes Illinois.

—ACCIDENTS TO PERSONS—BRIDGE COMPANIES.

and Salaries						Accidents to Persons						
Other Employees		Total				Killed			Injured			
Total yearly compensation	Average daily compensation	Number on June 30, 1914	Total number of days worked	Total yearly compensation	Average daily compensation	Passengers	Employees	Other persons	Total	Passengers	Employees	Other persons
\$ 7,325.00	\$ 3.20	7	4,043	\$ 9,045.00	\$2.24							
5,610.75	1.80	11	3,891	12,825.25	3.29							
7,976.00	1.80	11	4,743	7,976.00	1.90							14
8,944.00	1.90	16	6,544	8,644.00	1.99							14
\$ 29,667.31	\$ 1.90	45	19,211	\$ 38,489.81	\$2.00							14

AND CROSSINGS—BRIDGE COMPANIES.

Owned		Bridges					Overhead Crossings		
Total mileage entire line	New line constructed during year	Iron		Wooden		Total		Highway	Railway
		Number	Aggregate length—feet	Number	Aggregate length—feet	Number	Aggregate length—feet		
1.20		2	1,065			2	1,065		
.66		1	2,500	1	300	2	2,800		
8.93		2	1,594			2	1,594		
39.05	.50								1
5.94		3	725			3	725		
36.28	.50	3	6,384	1	100	4	6,484		1

COMPILED RETURNS
OF
**Electric Interurban Railway
Companies**

TABLE NO. 3—CAPITAL STOCK—CONTINUED—ELECTRIC LINES.

Number	Lines	Total Par Value Held by Respondent						Total Par Value Not Held by Respondent			Dividends Declared During Year				Number	
		In Treasury			Sinking or Other Funds			Common	Preferred	Total	Rate		Amount			
		Common	Preferred	Total	Common	Preferred	Total				Common	Preferred	Common	Preferred		
1	d Albia Interurban	\$ 50,000.00		\$ 50,000.00				\$ 200,000.00		\$ 200,000.00						
2	C. B. & Marion City							500,000.00		500,000.00						
3	Centerville Lt. & Tr.							25,000.00		25,000.00						
4	Collax Springs							1,000,000.00		1,000,000.00						
5	Davenport & Muscatine							5,500,000.00	\$ 1,200,000.00	6,700,000.00						
6	a Ft. Dodge & D. M. So.							1,000,000.00	100,000.00	1,100,000.00						
7	b Ft. Dodge & D. M. So.							1,500,000.00	554,200.00	2,054,200.00						
8	Inter-Urban							1,700,000.00	1,304,405.00	3,004,405.00	2.00	7.00	\$ 834,000.00	\$ 90,310.25		
9	Iowa & Illinois							1,160,000.00		1,160,000.00						
10	c Iowa Ry. & Light							1,500,000.00		1,500,000.00						
11	Mason City & Clear L.							1,700,000.00	1,304,405.00	3,004,405.00						
12	Oskaloosa & Duxton							400,000.00		400,000.00				45,000.00		
13	Oskaloosa Tr. & Light							170,984.00		170,984.00						
14	Waterloo, C. F. & No.							300,000.00		300,000.00				437.00		
15	e So. Ia. Ry. & Lt. Co.	380,000.00		380,000.00	\$ 23,000.00	\$ 23,000.00		1,875,000.00	282,135.00	2,468,135.00					28,478.51	
	Total	\$ 430,000.00		\$ 430,000.00		\$ 23,000.00	\$ 23,000.00	\$ 15,350,984.00	\$ 3,918,660.00	\$ 19,269,644.00			\$ 882,437.00	\$ 118,793.74		

a Receiver's report for five months ending November 30, 1913.
 b Report for seven months ended June 30, 1914.
 c The capital stock of this company covers the railway, electric light, power, steam heating and gas properties of the company.
 d Report for nine months ended March 31, 1914.
 e Report for three months ended June 30, 1914.

TABLE NO. 4—FUNDED DEBT—ELECTRIC LINES.

Number	Lines	Total Funded Debt						Number			
		Total par value authorized	Total par value outstanding	Total Par Value Held by Respondent			Interest				
				In treasury	In sinking or other funds	Total par value not held by respondent			Rate	Amount accrued during year	Amount paid during year
1	d Albia Interurban	\$ 300,000.00	\$ 300,000.00	\$ 9,000.00		\$ 291,000.00	6	\$ 12,615.00	\$ 12,615.00		
2	Cedar Rapids & Marion City										
3	Centerville Light & Traction	117,000.00	117,000.00			117,000.00		6,020.00	6,020.00		
4	Collax Springs										
5	Davenport & Muscatine										
6	a Ft. Dodge, Des Moines & Southern	10,000,000.00	5,773,500.00	571,000.00		5,202,500.00					
7	b Ft. Dodge, Des Moines & Southern	5,000,000.00	5,000,000.00		\$ 14,000.00	5,000,000.00		131,250.00	131,250.00		
8	Inter-Urban	1,410,000.00	1,395,000.00			1,395,000.00		72,217.56	65,575.00		
9	Iowa & Illinois	3,600,000.00	1,300,000.00	137,000.00		1,663,000.00		63,150.00	63,150.00		
10	c Iowa Railway & Light	12,000,000.00	4,324,000.00	5,000.00		4,319,000.00	5	192,003.20	188,307.08		
11	Mason City & Clear Lake	2,000,000.00	324,000.00			324,000.00	6	19,440.00	19,440.00		
12	Oskaloosa & Duxton	1,500,000.00	23,000.00			23,000.00	6	450.00			
13	Oskaloosa Traction & Light	1,800,000.00	273,000.00	11,000.00		302,000.00	5-6	13,500.00	12,550.00		
14	Waterloo, Cedar Falls & Northern	6,550,000.00	4,056,305.30	23,000.00		4,083,305.30	5-6	153,104.17	153,104.17		
15	e Southern Iowa Railway & Light Co.	1,162,000.00	1,102,000.00	736,000.00	20,300.00	339,700.00	6-7	4,435.97	8,482.50		
	Total	\$ 42,000,000.00	\$ 20,903,305.30	\$ 1,492,000.00	\$ 40,300.00	\$ 22,370,905.30		\$ 657,383.00	\$ 650,293.75		

a Receiver's report for five months ending November 30, 1913.
 b Report for seven months ended June 30, 1914.
 c The funded debt of this company covers the railway, electric light, power, steam heating and gas properties of the company.
 d Report for nine months ended March 31, 1914.
 e Report for three months ended June 30, 1914.

TABLE NO. 5.—RECAPITULATION OF CAPITALIZATION—ELECTRIC LINES.

Number	Lines	Capital Stock		Funded Debt		Total—Stock and Debt	
		Total par value out- standing	Amount Per Mile of Line	Total par value out- standing	Amount Per Mile of Line	Total par value out- standing	Amount Per Mile of Line
1	Albia Interurban	\$ 290,000.00	10.00	\$ 300,000.00	10.00	\$ 590,000.00	10.00
2	Cedar Rapids & Marion City	500,000.00	6.48	117,000.00	6.48	617,000.00	6.48
3	Colfax Springs	35,000.00	3.00	25,000.00	3.00	60,000.00	3.00
4	Conestoga Light & Traction	1,700,000.00	107.75	4,709.94	107.75	1,704,709.94	107.75
5	D.P.F., Dodge, Des Moines & Southern	1,100,000.00	117.75	1,544.21	117.75	1,101,544.21	117.75
6	Inter-Urbain	1,300,000.00	74.70	15,516.31	74.70	1,315,516.31	74.70
7	Iowa Railway & Light	600,400.00	56.30	14,272.86	56.30	614,672.86	56.30
8	Mason City & Clear Lake	400,000.00	20.15	19,811.57	20.15	419,811.57	20.15
9	Oskaloosa & Burlington	700,000.00	7.30	74,969.87	7.30	774,969.87	7.30
10	Washington, Cedar Falls & Northern	5,400,000.00	90.40	94,425.42	90.40	5,494,425.42	90.40
11	Total	\$ 10,720,704.00	683.17	\$ 1,618,230.50	285.45	\$ 12,338,934.50	683.17

*Capitalization and mileage cover both interurban and street railway lines in Minnesota.

^a Beecher's report for five months ended November 30, 1914.

^b Figures not available as investment includes electric lighting systems.

^c Figures not available as capital stock and funded debt of this company covers street railway, interurban railway, electric lighting and power systems.

^d Figures not available as capital stock and funded debt of this company.

^e Includes electric light, power and steam heating plants.

^f Report for nine months ended March 31, 1914.

^g Report for three months ended June 30, 1914.

TABLE NO. 6.—CURRENT ASSETS AND LIABILITIES—ELECTRIC LINES.

Number	Lines	Cash and Current Assets Available for Payment of Current Liabilities					Total		
		Cash	Bills receivable	Accounts receivable	Materials and supplies	Prepaid accounts	Miscellaneous	Total cash and current assets	Reserves current
1	Albia Interurban	35.47	100.00	3,131.20	225,961.46	10,514.32	135.97	240,072.42	2,359.77
2	Cedar Rapids & Marion City	11,875.81	9,000.00	2,000.00	56,332.40	85,256.84	52.50	1,396,134.13	1,433,969.97
3	Colfax Springs	3,773.47	2,000.00	38,335.69	60,307.20	77,138.00	42,307.20	1,359,136.63	1,433,969.97
4	D.P.F., Dodge, Des Moines & Southern	12,906.74	2,004.12	189,020.00	80,044.77	15,966.02	313,222.95	131,470.11	1,315,485.29
5	Inter-Urbain	140,627.04	4,392.50	4,895.05	11,842.85	2,006.97	39,954.50	12,644.00	43,488.00
6	Iowa Railway & Light	5,235.42	2,000.00	22,748.17	14,127.29	1,130.32	41,468.59	11,200.00	47,668.59
7	Oskaloosa & Burlington	392,333.39	20,494.48	54,800.20	46,234.54	25,211.27	288,074.78	511,748.26	600,823.13
8	Washington, Cedar Falls & Northern	404,008.30	17,008.40	600,198.10	677,288.80	11,219.25	11,474,996.20	14,622,675.22	16,100,369.81
9	Total	1,014,008.30	37,008.40	1,600,198.10	2,014,008.30	11,219.25	11,474,996.20	14,622,675.22	16,100,369.81

^a Beecher's report for five months ended November 30, 1914.

^b Figures not available as investment includes electric lighting systems.

^c Figures not available as capital stock and funded debt of this company.

^d Report for nine months ended March 31, 1914.

^e Report for three months ended June 30, 1914.

TABLE NO. 7—CURRENT ASSETS AND LIABILITIES—CONTINUED—ELECTRIC LINES.

Number	Lines	Current Liabilities Accrued to and Including June 30, 1914										Total
		Loans pay- able	Notes pay- able	Accounts pay- able	Matured inter- est on bonds	Miscellaneous interest unpaid	Rent due and unpaid	Dividends un- paid	Miscellaneous	Total current liabilities	Balance cash	
1	6 Miles Electric											
2	Cedar Rapids & Marion City			\$ 3,415.44					\$ 3,415.44		\$ 3,415.44	
3	Centerville Light & Traction			103,655.18					103,655.18		103,655.18	
4	Confax Springs			282,522.24					282,522.24		282,522.24	
5	Des Moines & S. W. Ry.			282,522.24		\$239,469.47			\$521,991.71		\$521,991.71	
6	D. F., Dodge, Des Moines & S.			70,822.17					70,822.17		70,822.17	
7	D. F., Dodge, Des Moines & S.			81,000.00		8,375.00			89,375.00		89,375.00	
8	Inter-Urban			39,000.00					39,000.00		39,000.00	
9	Keosauqua & Burlington			249,000.00					249,000.00		249,000.00	
10	Iowa Railway & Light			79,417.45					79,417.45		79,417.45	
11	Mason City & Clear Lake			61,792.08					61,792.08		61,792.08	
12	Okaloosa & Burlington			317,882.62		820.00			318,702.62		318,702.62	
13	Waterloo, Cedar Falls & N. W.			323,000.24					323,000.24		323,000.24	
14	W. C. F. & N. W.			117,882.62					117,882.62		117,882.62	
15	d S., Iowa Ry. & Light Co.			317,882.62		820.00			318,702.62		318,702.62	
	Total			\$4,739,801.37		\$891,099.47		\$29,099.27	\$5,660,000.11		\$5,660,000.11	

a Receiver's report for five months ended November 30, 1913.

b Receiver's report for five months ended March 31, 1914.

c Report for nine months ended March 31, 1914.

d Report for three months ended June 30, 1914.

TABLE NO. 8—EXPENDITURES FOR ROAD, EQUIPMENT AND GENERAL EXPENDITURES—ELECTRIC LINES.

Number	Lines	Road			Equipment		
		Total cost to June 30, 1913	Additions during year	Deductions during year	Total cost to June 30, 1914	Additions during year	Deductions dur- ing year
1	6 Miles Electric						
2	Cedar Rapids & Marion City						
3	Centerville Light & T.						
4	Confax Springs						
5	Des Moines & S. W. Ry.						
6	D. F., Dodge, Des Moines & S.						
7	D. F., Dodge, Des Moines & S.						
8	Inter-Urban						
9	Keosauqua & Burlington						
10	Iowa Railway & Light						
11	Mason City & Clear Lake						
12	Okaloosa & Burlington						
13	Waterloo, Cedar Falls & N. W.						
14	W. C. F. & N. W.						
15	d S., Iowa Ry. & L.						
	Total	\$ 23,134,126.13	\$1,530,256.83	\$1,051,881.09	\$23,612,501.87	\$1,530,256.83	\$1,051,881.09

a Receiver's report for five months ended November 30, 1913.

b Receiver's report for five months ended March 31, 1914.

c Report for nine months ended March 31, 1914.

d Report for three months ended June 30, 1914.

TABLE NO. 9—EXPENDITURES FOR ROAD, EQUIPMENT AND GENERAL EXPENDITURES—CONTINUED—ELECTRIC LINES.

Number	Lines	General Expenditures				Total Expenditures for Road, Equipment & Gen. Expenditures				Number		
		Total cost to June 30, 1913	Additional during year	Deductions during year	Total cost to June 30, 1914		Total cost to June 30, 1913	Additional during year	Deductions during year		Total cost to June 30, 1914	
					Amount	Amount per mile of line					Amount	Amount per mile of line
1	aAlbia Interurban						\$ 176,797.97	\$ 4,360.03		\$ 181,157.00	1	
2	U. S. & M. City						121,822.33	17,265.29		139,087.62	2	
3	Centerville L. & T.	\$ 4,412.90			\$ 4,412.90	\$ 681.00				159,165.62	3	
4	Colfax Springs	77.19			77.19	77.19				26,696.06	4	
5	Davenport & Mus.	222,078.43	\$ 48.25		222,126.78	8,055.00	1,213,244.90	15,110.61	\$2,246.98	1,231,388.75	5	
6	a Ft. D., D. M. & S.	7,233,597.82			7,233,597.82	45,051.46	14,216,194.84	22,908.20		14,239,012.23	6	
7	b Ft. D., D. M. & S.	1,908,088.68	542.70		1,908,631.38	16,511.61	6,350,646.70	979,812.25		7,277,436.31	7	
8	Inter-Urban	954,697.90			954,697.90	12,785.35	2,567,822.68	216,877.34	3,601.86	2,806,859.22	8	
9	Iowa & Illinois	132,073.54			132,073.54	2,968.44	1,584,603.11	18,636.14	339.59	1,603,412.16	9	
10	Iowa Ry. & Light	3,365,379.75	598,462.50		3,963,842.25	66,073.23	6,821,825.20	949,986.10	79.96	7,772,731.61	10	
11	Mason C. & C. L.	214.15			214.15	10.61	749,088.80	15,250.94		764,339.84	11	
12	Oakalosa & Buxton		1,015.26		1,015.26		150,281.50			151,296.76	12	
13	Oakalosa T. & L.						637,333.25	c 25,485.20		662,818.45	13	
14	W. C. F. & N.	1,322,686.63	156,742.56		1,479,429.19		5,586,992.23	1,106,400.19		7,065,392.63	14	
15	eS. Iowa Ry. & L.						181,168.00	1,419.56		182,587.56	15	
	Total	\$ 15,112,195.54	\$665,621.50		\$ 15,778,817.04		\$ 49,777,875.55	\$8,402,083.75	\$6,109.62	\$ 44,173,571.27		

a Receiver's report for five months ended November 30, 1913.
 b Report for seven months ended June 30, 1914.
 c Includes \$23,533.86 for Electric Lighting and Heating Department.
 d Report for nine months ended March 31, 1914.
 e Report for three months ended June 30, 1914.

TABLE NO. 10—INCOME ACCOUNT—ELECTRIC LINES.

Number	Lines	Operating revenue	Operating ex- penses	Net operating revenue	Miscellaneous income				Gross income less operating expenses	Number
					Interest on de- posit	Income from securities owned	Rents of leased lines	Other miscel- laneous in- come		
1	aAlbia Interurban	\$ 21,850.40	\$ 13,767.41	\$ 8,082.99					\$ 8,082.99	1
2	Cedar Rapids & Marion City	66,627.68	42,150.19	24,477.49					24,477.49	2
3	Centerville Light & Traction	30,541.34	19,259.96	11,281.38					11,281.38	3
4	Colfax Springs	7,790.45	3,907.60	3,882.85					3,882.85	4
5	Davenport & Muscatine	109,814.31	64,995.90	39,818.41					39,818.41	5
6	a Ft. Dodge, Des Moines & Southern	301,289.67	202,639.72	98,649.95				\$ 962.65	137,962.28	6
7	b Ft. Dodge, Des Moines & Southern	667,782.73	410,959.51	256,823.22				1,194.40	172,658.22	7
8	Inter-Urban	332,568.91	236,862.65	95,706.26	\$ 825.47	\$ 795.83			97,327.56	8
9	Iowa & Illinois	114,061.23	103,080.30	10,980.93					10,980.93	9
10	Iowa Railway & Light	315,268.50	221,281.23	93,987.27		2,500.00		399,972.28	402,504.12	10
11	Mason City & Clear Lake	139,748.63	77,269.95	62,478.68					62,478.68	11
12	cOakalosa & Buxton	16,031.25	23,646.79	(7,615.54)					(7,615.54)	12
13	Oakalosa Traction & Light	503,832.23	298,992.27	204,839.96					204,839.96	13
14	Wabash, Cedar Falls & Northern	7,156.75	4,712.74	2,444.01					2,444.01	14
15	fSouthern Iowa Railway & Light Co.									15
	Total	\$1,600,102.34	\$1,722,972.17	\$899,930.17	\$ 825.47	\$4,340.80		\$400,110.27	\$1,304,922.71	

a Receiver's report for five months ended November 30, 1913.
 b Report for seven months ended June 30, 1914.
 c The company owns the line that is operated by the Oakalosa Traction & Light Company.
 d Deficit.
 e Report for nine months ended March 31, 1914.
 f Report for three months ended June 30, 1914.

TABLE NO. 13—OPERATING REVENUES—ELECTRIC LINES.

Number	Lines	Revenue From Transportation											Total revenue from transportation	Number				
		Passenger revenue	Freight revenue	Mail revenue	Express revenue	Milk revenue	Freight revenue	Switching revenue	Miscellaneous revenue	Transportation revenue	Total revenue							
1	Adair Interurban	\$ 850.40																
2	Cedar Rapids & Marion City	50,246.30																
3	Conover Light & Traction	29,726.04																
4	Davenport & Muscatine	57,883.00																
5	Davenport & Moines & So.	170,249.97																
6	J. P. Dodge, Des Moines & So.	1,701.00																
7	J. P. Dodge, Des Moines & So.	27,300.00																
8	Iowa & Illinois	138,716.49																
9	Iowa Railway & Light	754.27																
10	Iowa Ry. & Light	250,369.54																
11	Iowa Ry. & Light	84,482.94																
12	Oskaloosa & Buxton	16,051.80																
13	Oskaloosa Traction & Light	390,557.87																
14	Waterloo, Cedar Falls & Northern	7,156.19																
15	Es. Iowa Railway & Light Co.	\$1,011,824.34	\$9,519.20	\$9,743.71	\$9,710.40	\$9,165.02	\$8,641.01	\$791,723.64	\$55,631.40	\$59,859.80	\$84,403,407.70							
	Total																	

a Beecher's report for five months ended November 30, 1913.
 b Report for seven months ended June 30, 1914.
 c This company owns property operated by Oskaloosa Traction & Light Co.
 d Report for five months ended June 30, 1914.
 e Report for three months ended June 30, 1914.

TABLE NO. 14—OPERATING REVENUES—CONTINUED—ELECTRIC LINES.

Number	Lines	Revenue From Operations Other Than Transportation											Total operating revenue	Number				
		Paid from receipts	Station and car	Storage	Car service	Telegraph and telephone service	Rents of tracks and terminals	Rents of equipment	Rents of buildings and other property	Power	Miscellaneous	Total						
1	Adair Interurban	\$604.00																
2	C. R. & Marion City																	
3	Conover Light & Traction																	
4	Collas Springs																	
5	Davenport & Muscatine	66.50																
6	Davenport & Moines & So.	140.30																
7	J. P. Dodge, Des Moines & So.	555.00																
8	Iowa & Illinois	310.00																
9	Iowa Ry. & Light	345.00																
10	Iowa Ry. & Light	590.00																
11	Oskaloosa & Buxton																	
12	Oskaloosa Traction & Light																	
13	Waterloo, Cedar Falls & Northern																	
14	Es. Ia. Ry. & L. Co.	\$2,735.20	\$600.20	\$1,071.15	\$0,694.74	\$ 20,212.11	\$1,279.20	\$1,375.89	\$2,729.70	\$5,112.22	\$20,061.64							
	Total																	

a Beecher's report for five months ended November 30, 1913.
 b Report for seven months ended June 30, 1914.
 c This company owns property operated by Oskaloosa Traction & Light Co.
 d Report for five months ended June 30, 1914.
 e Report for three months ended June 30, 1914.

TABLE NO. 15—OPERATING EXPENSES—ELECTRIC LINES.

Number	Line	Way and Structures							Number
		Superintendence	Maintenance of way	Maintenance of electric lines	Buildings and structures	Depreciation of way and structures	Other operations—Dr.	Other operations—Cr.		Total
1	1 Miles, Indianapolis	292.18	2,627.69	1,007.62	474.62				2,415.66
2	Center Road, Ind.	1,281.03	1,694.17	96.57	4.02				2,415.66
3	Center Road, Ark. & Traction	1,646.00	1,694.17	96.57	4.02				1,705.66
4	Conifer Springs, Arkansas	1,467.82	1,541.25	799.70					1,283.01
5	Conifer Springs, Mo.	1,467.82	1,541.25	799.70					1,283.01
6	3 Ft. Dodge, Des Moines & Southern	2,626.15	22,848.65	10,197.95	1,034.17	89,000.00			46,542.53
7	3 Ft. Dodge, Des Moines & Southern	4,110.44	11,956.48	12,997.35	1,322.27	7,535.00			86,536.82
8	Inter-Urban, Illinois	1,193.42	19,464.22	2,940.41	1,441.75				21,509.81
9	Iowa Railway & Light	1,193.42	6,077.42	1,683.95	1,225.30				9,795.11
10	Mason City & Clear Lake	1,193.42	6,077.42	1,683.95	1,225.30				9,795.11
11	Oakdale, Cedar Falls & Light	3,760.00	1,316.18	497.23	119.05				1,973.23
12	Oakdale, Cedar Falls & Light	3,760.00	1,316.18	497.23	119.05				1,973.23
13	Waterloo, Cedar Falls & Northern	3,760.00	1,316.18	497.23	119.05				1,973.23
14	Des Moines, Iowa, Ry. & L. Co.	35,811.19	157,972.95	92,540.75	9,848.03	27,330.09			1,702.79
15	Total	107,548.59	1,000,000.00	375,000.00	100,000.00	1,000,000.00			1,000,000.00

¹ Receiver's report for five months ended November 30, 1911.

² Report for seven months ended June 30, 1911.

³ This company owns property operated by Okaloosa Traction & Light Co.

⁴ Report for nine months ended March 31, 1911.

⁵ Report for three months ended June 30, 1911.

TABLE NO. 16—OPERATING EXPENSES—CONTINUED—ELECTRIC LINES.

Number	Line	Equipment							Number	
		Superintendence	Maintenance of power equipment	Maintenance of cars and locomotives	Maintenance of electric equipment of cars and locomotives	Miscellaneous equipment	Depreciation of equipment	Other operations—Dr.		Other operations—Cr.	Total equipment
1	1 Miles, Indianapolis	217.84	526.13	100.00	1,362.71	1,362.71				1,362.71
2	Center Road, Ind.	59.00	1,505.13	1,505.13	1,362.71	1,362.71				1,362.71
3	Center Road, Ark. & Traction	59.00	1,505.13	1,505.13	1,362.71	1,362.71				1,362.71
4	Conifer Springs, Arkansas	1,333.30	1,400.13	1,071.52	698.11	27.05				2,806.13
5	Conifer Springs, Mo.	1,419.61	2,476.75	11,690.01	1,714.82	147.50				19,476.11
6	3 Ft. Dodge, Des Moines & So.	1,223.00	3,037.25	6,186.25	2,430.25	1,197.00				25,111.57
7	Inter-Urban, Illinois	410.25	1,023.00	13,366.22	2,071.47	1,269.13				9,061.05
8	Iowa & Illinois Light	410.25	1,023.00	13,366.22	2,071.47	1,269.13				9,061.05
9	Mason City & Clear Lake	410.25	1,023.00	13,366.22	2,071.47	1,269.13				9,061.05
10	Oakdale, Cedar Falls & Light	3,485.00	1,384.00	6,056.00	1,271.00	2,000.00				11,196.00
11	Oakdale, Cedar Falls & Light	3,485.00	1,384.00	6,056.00	1,271.00	2,000.00				11,196.00
12	Waterloo, Cedar Falls & Northern	3,485.00	1,384.00	6,056.00	1,271.00	2,000.00				11,196.00
13	Des Moines, Iowa, Ry. & L. Co.	8,180.00	10,154.40	72,671.40	27,429.59	7,000.49				108,365.88
14	Total	27,548.59	100,000.00	375,000.00	100,000.00	1,000,000.00				1,000,000.00

¹ Receiver's report for five months ended November 30, 1911.

² Report for seven months ended June 30, 1911.

³ This company owns property operated by Okaloosa Traction & Light Co.

⁴ Report for nine months ended March 31, 1911.

⁵ Report for three months ended June 30, 1911.

TABLE NO. 17—OPERATING EXPENSES—CONTINUED—ELECTRIC LINES.

Number	Lines	Conducting Transportation										Number			
		Superintendence	Power plant employees	Sub-station employees	Fuel for power	Other power supplies and expenses	Power purchased	Power exchanged—balance	Other operations—Dr.	Other operations—Cr.	Conductors, maintenance and trainmen		Miscellaneous transportation expenses	Total	
1	Albia Interurban	\$ 1,080.00				\$ 2,000.00					\$ 1,015.10		\$ 2,200.00	1	
2	C. R. & Marion City	961.90	1,506.28		4,043.90	371.04	4,564.07			37,305.97	2,857.45		26,711.80	2	
3	Centerville L. & Tr.									2,803.54	2,599.41		5,600.95	3	
4	Colfax Springs									1,323.89			1,223.05	4	
5	Davenport & Mus.	2,111.27				15,053.59				10,848.23	4,414.63		25,926.52	5	
6	Dr. D. D. M. & So.	6,947.28		1,384.52		32.39	35,469.57			22,526.95	17,177.59		57,643.12	6	
7	Dr. D. D. M. & So.	6,437.43		2,984.56		125.49	16,002.38			43,185.34	23,403.24		144,123.94	7	
8	Inter-Urban	6,134.32		4,061.49		484.36	23,851.61			22,120.42	14,914.94		111,947.28	8	
9	Iowa & Illinois	3,428.36	107.00	1,284.14	2,234.95	13.41	31,829.46		217.12	32,120.42	13,948.53		85,452.84	9	
10	Iowa Railway & Light	6,401.30		5,251.66		338.44				55,231.54	31,836.34		149,622.43	10	
11	Macon City & Clear L.	1,300.00	2.50	900.00	4.00	73.27	11,679.30			16,372.83	7,502.88		27,554.78	11	
12	Oskaloosa & Buxton									13,521.56	4,070.68		17,592.24	12	
13	Oskaloosa Tr. & Light					8,537.84				73,871.61	52,477.74		154,953.27	13	
14	Waterloo, C. F. & Nor.	5,182.21	9,343.03	1,373.00	22,645.00	790.78				1,613.86			2,115.86	14	
15	s. So. Ia. Ry. & L. Co.	300.00				1,200.00								15	
	Total	941,500.17	711,944.51	816,028.80	829,923.87	2,003.01	102,864.01			638,918.87	312,167.06		329,530.43	219,340.22	\$ 479,505.51

a Receiver's report for five months ended November 30, 1913.
 b Report for seven months ended June 30, 1914.
 c This company owns property operated by Oskaloosa Traction & Light Co.
 d Report for nine months ended March 31, 1914.
 e Report for three months ended June 30, 1914.

TABLE NO. 18—OPERATING EXPENSES—CONTINUED—ELECTRIC LINES.

Number	Lines	General and Miscellaneous								Total	Number			
		General expenses	Other operations—Dr.	Other operations—Cr.	Interline and chain-ages	Insurance	Stationery and printing	Shunt and cable equipment	Revs. of tracks and terminals			Revs. of equipment		
1	Albia Interurban	225.00				120.00	200.00	10.00					225.00	1
2	C. R. & Marion City	2,424.73			1,207.26	261.96	104.30	288.00					2,621.01	2
3	Centerville Light & Tr.	1,050.30			1,308.00	60.00	121.80						2,520.10	3
4	Colfax Springs	134.32				87.50							221.82	4
5	Davenport & Muscatine	5,156.75			2,818.32	320.52	590.54	7.00					8,583.13	5
6	Dr. D. D. M. & So.	2,900.36			7,406.04	841.30	1,124.13	675.81	10,366.28				21,214.03	6
7	Dr. D. D. M. & So.	14,462.00			11,061.00	1,177.82	2,232.38	843.30	19,677.50				37,786.60	7
8	Inter-Urban	20,428.40			6,294.07	1,612.20	2,201.69		1,069.00				31,527.00	8
9	Iowa & Illinois	19,245.91			1,164.97	643.87	1,074.35	10.48	24,531.15				41,771.63	9
10	Iowa Railway & Light	11,225.54		2,149.14	8,078.18	4,461.45	1,023.23		30.24				26,927.74	10
11	Macon City & Clear Lake	6,563.54			1,849.41	7,003.00	1,102.57						29,627.00	11
12	Oskaloosa & Buxton													12
13	Oskaloosa Traction & Light	2,602.11			439.88	286.73	28.45	35.50					3,402.72	13
14	Waterloo, C. F. & Northern	29,727.60	14,830.84	47,204.50	3,807.61	3,920.30	3,607.37	5,395.43	11.90				59,605.44	14
15	s. So. Iowa Ry. & Light Co.	125.00				50.00	50.00						225.00	15
	Total	619,680.72	18,145.24	47,384.50	12,502.51	15,747.01	15,775.27	1,113.02	64,099.62				821,323.50	

a Receiver's report for five months ended November 30, 1913.
 b Report for seven months ended June 30, 1914.
 c This company owns property operated by Oskaloosa Traction & Light Co.
 d Report for nine months ended March 31, 1914.
 e Report for three months ended June 30, 1914.

TABLE NO. 19—OPERATING EXPENSES—CONTINUED—ELECTRIC LINES.

Number	Lines	Recapitulation of Expenses						Total Operating Expenses		
		Way and structure		Traffic		Contracting track		General and interest		Ratio to operating expenses
		Amount	Number	Amount	Number	Amount	Number	Amount	Number	
1	Alabama Interurban	2,476.00	1,263.71	3,252.19	0	700.00	11,707.41	11,707.41	100.00	
2	Central Kansas & Marion City	5,412.96	4,298.13	29,717.19	2,179	2,071.01	3,071.01	19,137.13	41.00	
3	Central Missouri & Springfield	1,251.05	56.00	1,251.05	0	1,251.05	1,251.05	1,251.05	100.00	
4	Central Missouri & Springfield	6,152.11	2,200.12	2,000.22	0	10,232.29	64,800.00	64,800.00	63.26	
5	Deavenport & Muscatine	4,152.11	0	0	0	4,152.11	4,152.11	4,152.11	100.00	
6	P. F. Dodge, Joe Rolison & Southern	86,565.00	80,000.11	13,207.40	0	144,123.54	77,050.00	141,920.31	79.11	
7	Inter-City	45,701.79	101,111.37	7,451.29	0	111,047.58	54,500.00	145,920.00	79.00	
8	Jowa & Illinois	25,006.94	9,671.01	7,708.43	0	62,133.84	43,771.43	252,580.00	77.34	
9	Jowa & Illinois	6,797.07	9,151.29	1,776.36	0	27,654.78	40,027.05	77,280.35	100.00	
10	Macon, O'Fallon & Chart Lake	16,221.22	17,375.40	45.37	0	33,641.97	28,000.00	66,700.00	100.00	
11	Oklahoma Traction & Light	1,012.75	994.13	3,173.88	0	5,153.87	20,000.00	25,153.87	100.00	
12	Oklahoma Traction & Light	275,146.40	149,360.39	10,714.10	0	329,565.51	311,301.00	641,792,497.17	68.11	
13	Southern Iowa Railway & Light Co.	1,012.75	994.13	3,173.88	0	5,153.87	20,000.00	25,153.87	100.00	
15	Total	\$ 275,146.40	\$ 149,360.39	\$ 10,714.10	0	\$ 329,565.51	\$ 311,301.00	\$ 641,792,497.17	68.11	

^a Beecher's report for five months ended November 30, 1913.

^b Report for seven months ended June 30, 1914.

^c Report for nine months ended March 31, 1914.

^d Report for nine months ended March 31, 1914.

^e Report for three months ended June 30, 1914.

TABLE NO. 20—DESCRIPTION OF EQUIPMENT—ELECTRIC LINES.

Number	Lines	Passenger Cars				All Other Cars							Total in Cars				
		Closed	Open	Concession	Total	Freight	Mail	Express	Baggage	Countdown	Work	Store		Miscellaneous			
1	Alabama Interurban	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	C. R. & M. C.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	C. R. & M. C.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	Central Missouri & Springfield	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	Deavenport & Muscatine	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	P. F. Dodge, Joe Rolison & Southern	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	Inter-City	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	Jowa & Illinois	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	Jowa & Illinois	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	Macon, O'Fallon & Chart Lake	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	Oklahoma Traction & Light	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	Oklahoma Traction & Light	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	Southern Iowa Railway & Light Co.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	Total	123	105	107	59	105	2,228	1	0	0	0	0	0	0	0	0	0

^a With electric equipment.

^b Without electric equipment.

^c Passenger cars properly operated by the Oklahoma Traction & Light Co.

^d Includes four locomotives.

^e Includes four locomotives.

^f Report for nine months ended March 31, 1914.

^g Report for nine months ended June 30, 1914.

^h Beecher's report for five months ended November 30, 1913.

ⁱ Report for seven months ended June 30, 1914.

TABLE NO. 23—COMPARATIVE GENERAL BALANCE

Number	Lines	Capital Stock			
		Common		Preferred	
		1913	1914	1913	1914
1	¢ Albia Interurban	\$ 109,550.47	\$ 80,167.00		
2	Cedar Rapids & Marion City				
3	Centerville Light & Traction				
4	Colfax Springs	25,000.00	25,000.00		
5	Des Moines & Muscatine	1,000,000.00	1,000,000.00		
6	3 Ft. Dodge, Des Moines & Southern	5,000,000.00	5,000,000.00	\$ 1,200,000.00	
7	3 Ft. Dodge, Des Moines & Southern	1,000,000.00			100,000.00
8	Inter-Urban	1,100,000.00	1,000,000.00		
9	Iowa & Illinois	1,500,000.00	1,500,000.00	224,200.00	224,200.00
10	Iowa Railway & Light	1,700,000.00	1,700,000.00	1,192,000.00	1,204,635.80
11	Mason City & Clear Lake	400,000.00	400,000.00		
12	Okaloosa & Buxton	170,000.00	170,000.00		
13	Okaloosa Traction & Light	300,000.00	300,000.00		
14	Waterloo, Cedar Falls & Northern	1,375,000.00	1,375,000.00	465,000.00	503,135.00
15	Southern Iowa Railway & Light Co.	30,000.00			20,000.00
	Total	\$ 13,720,202.17	\$ 14,740,172.00	\$ 2,465,000.00	\$ 2,801,740.80

1 Receiver's report for five months ended November 30, 1913.

2 Report for seven months ended June 30, 1914.

3 This company owns property operated by Okaloosa Traction & Light Co.

TABLE NO. 24—COMPARATIVE GENERAL BALANCE

Number	Lines	Accrued Liabilities—Continued			
		Bonds accrued and not yet due		Miscellaneous	
		1913	1914	1913	1914
1	¢ Albia Interurban				
2	Cedar Rapids & Marion City				
3	Centerville Light & Traction				
4	Colfax Springs				
5	Des Moines & Muscatine			\$ 1,544.82	\$ 4,361.47
6	3 Ft. Dodge, Des Moines & Southern			63,952.35	72,723.98
7	3 Ft. Dodge, Des Moines & Southern				
8	Inter-Urban			821.43	2,548.08
9	Iowa & Illinois				
10	Iowa Railway & Light				
11	Mason City & Clear Lake				
12	Okaloosa & Buxton				
13	Okaloosa Traction & Light			9,063.51	27,397.46
14	Waterloo, Cedar Falls & Northern				143.87
15	Southern Iowa Railway & Light Co.				
	Total			\$ 70,734.78	\$103,673.42

1 Receiver's report for five months ended November 30, 1913.

2 Report for seven months ended June 30, 1914.

3 This company owns property operated by Okaloosa Traction & Light Co.

SHEET—LIABILITIES—ELECTRIC LINES.

Number	Funded Debt	Current Liabilities	Accrued Liabilities								
			Taxes accrued and not yet due		Interest on funded debt accrued and not yet due		Miscellaneous interest accrued and not yet due				
			1913	1914	1913	1914	1913	1914			
	\$ 100,000.00	\$ 100,000.00									
1											
2											
3			\$ 2,040.44	\$ 2,415.44							
4			1,413,252.66	1,517,202.54	\$ 3,450.00	\$ 3,040.70					
5	5,774,500.00	9,774,500.00	2,280,607.05	2,274,956.87							
6		5,000,000.00		1,158,136.43							
7			1,360,500.00	1,433,000.00	63,238.25	115,440.29	10,280.42	10,138.49	34,000.00	\$ 14,500.00	
8		1,200,000.00		305,419.27	189,202.68	4,039.11	6,146.25				
9		2,424,000.00	4,244,000.00	266,207.69	424,675.45			2,418.50			
10			204,000.00	204,000.00	12,536.74	43,408.30	2,000.00	5,222.56			
11			245,000.00	273,000.00	27,205.49	27,205.49					
12			2,118,000.00	4,052,305.26	26,803.37	65,625.69	3,413.21	2,306.13			
13					434,806.32	509,663.12	4,902.34	41,739.19	4,600.00		
14					180,000.00						
15			\$ 10,512,400.00	\$ 21,703,205.26	\$ 4,794,485.17	\$ 6,644,768.22	\$ 22,307.09	\$ 22,830.13	\$ 94,200.22	\$ 65,750.24	

1 Credit item.

2 Report for nine months ended March 31, 1914.

3 Report for three months ended June 30, 1914.

SHEET—LIABILITIES—CONTINUED—ELECTRIC LINES.

Number	Reserve	Surplus	Grand Total	Year Ending June 30, 1914	
				Increase Decrease	
				1913	1914
		\$ 2,444.82	\$ 279,662.30	\$ 349,107.00	\$ 21,208.00
1					
2					
3			22,040.44	28,435.44	\$ 275.00
4			2,413,402.40	2,338,602.67	208,975.24
5	\$ 79,148.34	79,176.90	205,267.05	21,000.79	79,420.55
6			1,114,802.20	1,161,648.66	
7			2,715,649.51	2,967,669.84	274,000.00
8			3,084,221.63	3,432,439.90	69,896.13
9	39,423.48	15,960.86	113,628.20	153,120.94	2,800.00
10			2,150,000.00	2,150,000.00	
11			2,118,000.00	2,118,000.00	
12		2,536.11	262,308.48	460,411.44	
13			434,806.32	509,663.12	
14			180,000.00	180,000.00	
15			10,512,400.00	21,703,205.26	11,190,805.26
	\$10,172.01	\$49,745.73	\$1,120,228.08	\$1,308,821.60	\$ 21,828.30

1 Report for nine months ended March 31, 1914.

2 Report for three months ended June 30, 1914.

TABLE NO. 25—MILEAGE, TRAFFIC AND

Number	Lines	Car Mileage		
		Passenger	Freight, Mail and Express	Total
1	dARbia Interurban			
2	Color Rapids & Warsaw City	294,552	15,441	309,993
3	Conservative Light & Traction	86,445		86,445
4	Colfax Springs	29,493		29,493
5	Davenport & Muscatine	219,408	29,018	248,426
6	d Ft. Dodge, Des Moines & Southern	419,425	602,741	1,022,166
7	d Ft. Dodge, Des Moines & Southern	634,240	899,811	1,534,051
8	Inter-Urban	415,136	798,164	1,213,300
9	Iowa & Illinois	489,440	181,472	670,912
10	Iowa Railway & Light	1,007,279	78,209	1,115,488
11	Mason City & Clear Lake	549,914	21,523	571,437
12	eOskaloosa & Boston			
13	Oskaloosa Traction & Light	169,982		169,982
14	Waterloo, Cedar Falls & Northern	1,468,693	209,848	1,738,541
15	sSouthern Iowa Ry. & Light Co.			
	Total	2,610,557	2,298,747	4,909,304

a Receiver's report for five months ended November 30, 1913.

b Report for seven months ended June 30, 1914.

c This company owns property operated by Oskaloosa Traction & Light Co.

d Report for nine months ended March 31, 1914.

e Report for three months ended June 30, 1914.

TABLE NO. 26—MILEAGE, TRAFFIC AND MISCELLANEOUS

Number	Lines	Passenger revenue	Average fare, revenue passenger—cents	Total revenue from transportation	Revenue from transportation—mile-ends	Revenue from transportation—per car hour
2	Color Rapids & Warsaw City	\$ 59,249.37	11.33	\$ 60,266.58	24.28	\$ 259.49
3	Conservative Light & Traction	26,725.04	9.33	30,284.70	20.56	464.74
4	Colfax Springs	2,730.45	5.00	2,730.45	11.49	48.90
5	Davenport & Muscatine	87,831.60	36.15	96,156.28	34.29	527.26
6	d Ft. Dodge, Des Moines & Southern	179,549.97	38.58	390,330.09	35.62	354.72
7	d Ft. Dodge, Des Moines & Southern	290,952.29	38.88	474,515.39	40.51	163.38
8	Inter-Urban	129,297.50	25.85	395,177.65	39.23	251.25
9	Iowa & Illinois	129,736.49	25.56	350,828.14	29.79	282.55
10	Iowa Railway & Light	255,298.54	9.64	311,947.61	27.50	
11	Mason City & Clear Lake	84,482.94	19.50	135,852.31	48.16	300.30
12	eOskaloosa & Boston					
13	Oskaloosa Traction & Light	16,189.88	7.68	16,833.22	8.47	52.78
14	Waterloo, Cedar Falls & N.	365,537.82	6.79	470,626.85	32.5	142.04
15	sSouthern Iowa Ry. & Light					
	Total	\$1,987,343.13	11.85	\$2,484,096.55	30.29	\$ 210.59

a Receiver's report for five months ended November 30, 1913.

b Report for seven months ended June 30, 1914.

c This company owns property operated by Oskaloosa Traction & Light Co.

d Report for nine months ended March 31, 1914.

e Report for three months ended June 30, 1914.

MISCELLANEOUS STATISTICS—ELECTRIC LINES.

Number	Lines	Car Hours			Passengers Carried		
		Passenger	Freight, Mail and Express	Total	Fare Passengers	Transfer Passengers	Total
1	dARbia Interurban						
2	Color Rapids & Warsaw City	24,636	2,308	27,270	321,943		321,943
3	Conservative Light & Traction	6,528		6,528	287,679		287,679
4	Colfax Springs	6,540		6,540	35,821		35,821
5	Davenport & Muscatine	15,131	2,422	17,553	741,919		741,919
6	d Ft. Dodge, Des Moines & Southern	35,898	102,840	138,738	869,430		869,430
7	d Ft. Dodge, Des Moines & Southern	31,570	208,870	240,440	1,249,073		1,249,073
8	Inter-Urban	25,142	15,360	40,702	656,553		656,553
9	Iowa & Illinois	39,748	22,430	62,178	474,721	11,498	486,219
10	Iowa Railway & Light						
11	Mason City & Clear Lake	27,790	4,732	32,522	408,272	17,265	425,537
12	eOskaloosa & Boston						
13	Oskaloosa Traction & Light	31,025		31,025	230,000		230,000
14	Waterloo, Cedar Falls & Northern	131,914	292,948	424,862	5,399,326		5,399,326
15	sSouthern Iowa Ry. & Light Co.						
	Total	274,208	736,202	1,010,410	12,933,303	31,263	13,351,214

STATISTICS—CONTINUED—ELECTRIC LINES.

Number	Lines	Total revenue from operations other than transportation	Revenue from operations other than transportation—per mile-ends	Revenue from operations other than transportation—per car hour	Total operating revenue	Operating revenue per car mile—cents	Operating revenue per car hour	Total operating expenses	Operating expenses per car mile—cents	Operating expenses per car hour
2	Color Rapids & Warsaw City	\$ 340.00	.00	.27	\$ 66,017.08	18.57	\$ 649.89	\$ 41,150.19	15.86	\$122.94
3	Conservative Light & Traction	156.54	.18	2.39	59,541.94	35.74	467.12	17,239.96	22.51	254.27
4	Colfax Springs				2,790.45	11.49	48.90	2,107.05	12.59	50.00
5	Davenport & Muscatine	1,699.69	2.28	59.18	126,854.21	24.77	543.60	64,859.69	22.04	349.25
6	d Ft. Dodge, Des Moines & Southern	969.01	.09	.44	361,389.67	81.79	385.35	261,659.72	18.44	33.12
7	d Ft. Dodge, Des Moines & Southern	106,208.43	6.96	37.28	585,760.79	37.48	390.62	419,969.21	38.42	141.48
8	Inter-Urban	28,791.29	2.53	95.92	332,568.91	43.88	437.08	226,653.02	21.14	295.05
9	Iowa & Illinois	14,975.11	2.24	28.70	214,601.25	22.92	411.54	163,380.90	24.77	233.07
10	Iowa Railway & Light	1,656.04	.15		215,346.95	39.08		221,961.25	39.54	
11	Mason City & Clear Lake	4,845.94	.17	1.30	129,749.65	49.84	436.30	77,280.95	36.61	240.00
12	eOskaloosa & Boston									
13	Oskaloosa Traction & Light	350.00	.11	.41	19,611.22	8.89	52.21	20,698.79	17.86	166.30
14	Waterloo, Cedar Falls & N.	39,475.36	1.67	6.09	497,322.23	58.10	118.27	236,262.27	12.70	50.98
15	sSouthern Iowa Ry. & Light Co.									
	Total	\$ 182,968.00	2.23	10.18	\$5,055,096.10	32.72	\$ 277.18	\$1,760,392.07	21.01	\$145.87

a Receiver's report for five months ended November 30, 1913.

b Report for seven months ended June 30, 1914.

c This company owns property operated by Oskaloosa Traction & Light Co.

d Report for nine months ended March 31, 1914.

e Report for three months ended June 30, 1914.

TABLE NO. 27—EMPLOYEES—ACCIDENTS TO PERSONS—ELECTRIC LINES.

Number	Lines	General Administration		Maintenance		Transportation		Total employees	Aggregate salaries and wages paid	Killed				Injured				Number	
		General officers	General office clerks	Superintendents	Other employees	Superintendents	Other employees			Passengers	Employees	Other persons	Total	Passengers	Employees	Other persons	Total		
1	d Albia Interurban	1	1		8		8	18	\$ 8,550.00										1
2	Cedar Rapids & Marion City																		2
3	Centerville Light & Traction		1		2		2		2,700.03										3
4	Colfax Springs		6	1	34		41	11	2,738.65										4
5	Davenport & Muscatine																		5
6	a Ft. Dodge, Des Moines & Southern																		6
7	b Ft. Dodge, Des Moines & Southern																		7
8	Inter-Urban	3	5	4	40	3	101	156	131,162.57	1		1	1	18	19	20	57	7	
9	Iowa & Illinois	2	9	2	47	1	63	124	431,712.55					5		1	7	9	
10	Iowa Railway & Light	2	72			18	309	430	37,163.28					16	61	13	89	10	
11	Mason City & Clear Lake			2	1	29	1	33	70										11
12	c Oskaloosa & Buxton																		12
13	c Oskaloosa Traction & Light	6	1	1	3	1	20	22	22,771.56										13
14	Waterloo, Cedar Falls & Northern	12	23	3	15	8	158	259	227,338.00										14
15	e Southern Iowa Ry. & Light Co.	1	1		8		8	18	5,850.00										15
	Total	44	139	17	449	39	979	1,607	\$1,032,202.99	1	1	1	5	47	123	37	207		

a Receiver's report for five months ended November 30, 1913. Data for this table shown on seven months' report as of June 30, 1914.

b Report for seven months ended June 30, 1914.

c This company owns property operated by Oskaloosa Traction & Light Co.

d Report for nine months ended March 31, 1914.

e Report for three months ended June 30, 1914.

EXPRESS COMPANIES
OF
COMPILED RETURNS

TABLE NO. 1—MILEAGE COVERED—ENTIRE LINE AND IOWA—EXPRESS COMPANIES.

Name	Entire Line						Iowa								
	Steam roads	Electric lines	Steamboat lines	Stage lines	Miscellaneous mileage	Total	Ocean	Great Lakes	Mileage in foreign countries	Mileage in operations	Steam roads	Electric lines	Stage lines	Miscellaneous	Total
	Mileage	Mileage	Mileage	Mileage	Mileage	Mileage	Mileage	Mileage	Mileage	Mileage	Mileage	Mileage	Mileage	Mileage	Mileage
Adams	31,800.00	608.68	2,877.00	27.00	7.00	36,882.64	12,682.00	430.00	430.00	2,824.21	24.40	3.00	.....	2,851.61
American	57,800.70	1,001.36	2,628.75	.....	7.00	61,438.81	66,284.00	8,678.00	8,678.00	2,000.43	198.71	.....	.....	2,770.14
Chicago & North Western	28,288.00	2,443.07	100.70	.....	.....	30,831.77	3,480.00	.....	.....	2,250.82	.....	.....	.....	2,450.82
United States	61,682.25	2,846.08	5,000.27	847.28	30,000.00	99,375.80	30,717.00	.....	.....	2,006.75	146.88	.....	.....	2,153.63
Wells Fargo	102,268.96	7,434.33	11,489.24	874.08	86,022.02	209,108.73	115,683.00	9,968.00	9,968.00	10,266.05	279.50	3.00	.....	10,548.55
Total															

TABLE NO. 2—CAPITAL STOCK—EXPRESS COMPANIES.

Name	Number of shares authorized	Total par value authorized	Total par value outstanding	Total par value held by respondent corporation	Common Stock		Total par value not held by respondent	Dividends Declared During Year	
					In treasury	In stock or funds		Rate	Amount
Adams	120,000	\$ 12,000,000.00	\$ 12,000,000.00	\$ 12,000,000.00	\$ 1,916,000.00	\$ 10,084,000.00	9.00	\$ 997,600.00	
American	180,000	18,000,000.00	26,000,000.00	26,000,000.00	17,219,000.00	17,219,000.00	8.00	1,400,800.00	
Chicago & North Western	10,000	1,000,000.00	1,000,000.00	1,000,000.00	1,000,000.00	1,000,000.00	10.00	100,000.00	
United States	240,000	24,000,000.00	22,567,400.00	22,567,400.00	22,567,400.00	22,567,400.00	8.00	1,817,392.00	
Wells Fargo	600,000	60,000,000.00	61,967,400.00	62,267,000.00	62,267,000.00	62,267,000.00	.....	\$ 4,253,742.00
Total									

TABLE NO. 3—FUNDED DEBT—EXPRESS COMPANIES.

Name	Collateral Trust Bonds						Interest Amount during year	
	Total par value authorized	Total par value outstanding	Total Par Value Held by Respondent		Total par not held by respondent	Rate %		
			In treasury	pledged as collateral				
Adams	\$ 36,000,000.00	\$ 36,000,000.00	\$ 36,000.00	\$ 36,000,000.00	\$ 19,825,000.00	4.00	\$784,271.97	\$ 786,209.32
American	.....	.....	.....	.....	.....	.....	.....	.....
Great Northern	.....	.....	.....	.....	.....	.....	.....	.....
United States	.....	.....	.....	.....	.....	.....	.....	.....
Wells Fargo	.....	.....	.....	.....	.....	.....	.....	.....
Total	\$ 36,000,000.00	\$ 36,000,000.00	\$ 36,000.00	\$ 36,000,000.00	\$ 19,300,000.00	4.00	\$784,271.97	\$ 786,209.32

TABLE NO. 4—COST OF REAL PROPERTY AND EQUIPMENT—IOWA—EXPRESS COMPANIES.

Name	Real estate used in operation	Buildings and fixtures used in operation	Equipment					Total cost to June 30, 1914
			Cars	Horses	Vehicles	Other Equip- ment		
Adams	\$ 2,841.26	\$ 2,236.80	.....	.....	.....	.....	\$ 5,078.06	\$ 41,960.40
American	.....	.....	.....	.....	.....	.....	.....	.....
Great Northern	.....	.....	.....	.....	.....	.....	.....	.....
United States	.....	.....	.....	.....	.....	.....	.....	.....
Wells Fargo	.....	.....	.....	.....	.....	.....	.....	.....
Total	\$ 2,841.26	\$ 2,236.80	.....	.....	.....	.....	\$ 5,078.06	\$ 41,960.40

TABLE NO. 5—COST OF REAL PROPERTY AND EQUIPMENT—ENTIRE LINE—EXPRESS COMPANIES.

Name	Real estate used in operation	Buildings and fixtures in used operation	Equipment					Total cost to June 30, 1914
			Cars	Horses	Vehicles	Other equipment		
Adams	\$ 2,841.26	\$ 2,236.80	.....	.....	.....	.....	\$ 5,078.06	\$ 41,960.40
American	.....	.....	.....	.....	.....	.....	.....	.....
Great Northern	.....	.....	.....	.....	.....	.....	.....	.....
United States	.....	.....	.....	.....	.....	.....	.....	.....
Wells Fargo	.....	.....	.....	.....	.....	.....	.....	.....
Total	\$ 2,841.26	\$ 2,236.80	.....	.....	.....	.....	\$ 5,078.06	\$ 41,960.40

a Includes buildings and fixtures used in operation.

TABLE NO. 6—ADJUSTMENT OF ANNUAL

Name	Office Equipment		Horses	
	Inventory value June 30, 1913	Inventory value June 30, 1914	Inventory value June 30, 1913	Inventory value June 30, 1914
Adams	\$ 345,486.35	\$ 327,906.25		
American	51,417.83	52,728.96	\$ 29,700.00	\$ 27,606.42
Great Northern				
United States				
Wells Fargo				
Total	\$ 396,904.18	\$ 380,635.21	\$ 29,700.00	\$ 27,606.42

TABLE NO. 7—ADJUSTMENT OF ANNUAL

Name	Office Equipment		Horses	
	Inventory value June 30, 1913	Inventory value June 30, 1914	Inventory value June 30, 1913	Inventory value June 30, 1914
Adams				
American				
Great Northern	\$ 467.69	\$ 374.69		
United States				
Wells Fargo				
Total	\$ 467.69	\$ 374.69		

TABLE NO. 8—INCOME ACCOUNT—

Name	Express			
	Gross receipts from operation	Express privileges Dr.	Operating revenues	Operating expenses
Adams	\$ 33,612,441.87	\$ 17,532,431.79	\$ 16,081,019.08	\$ 16,842,632.38
American	45,302,049.38	22,151,806.43	22,951,142.95	23,214,571.71
Great Northern	3,296,064.90	1,976,918.11	1,325,145.79	1,086,304.51
United States	12,630,945.49	9,716,447.29	9,928,496.29	19,478,835.52
Wells Fargo	31,892,932.71	15,516,159.38	15,046,773.33	14,000,690.75
Total	\$38,915,382.35	\$ 67,187,763.00	\$ 65,327,569.35	\$ 66,222,458.47

INVENTORY—ENTIRE LINE—EXPRESS COMPANIES.

Vehicles		Stable Equipment		Transportation Equipment		Total	
Inventory value June 30, 1913	Inventory value June 30, 1914	Inventory value June 30, 1913	Inventory value June 30, 1914	Inventory value June 30, 1913	Inventory value June 30, 1914	Inventory value June 30, 1913	Inventory value June 30, 1914
		\$12,961.43	\$192,151.09	\$ 69,654.25	\$ 25,000.00	\$ 628,102.03	\$ 545,088.15
\$ 28,385.00	\$ 27,408.40	2,032.00	2,084.92	15,444.00	12,277.03	134,896.83	131,065.33
\$ 28,385.00	\$ 27,408.40	\$25,013.43	\$194,235.82	\$ 85,098.25	\$ 37,277.03	\$ 703,000.86	\$ 606,653.48

INVENTORY—IOWA—EXPRESS COMPANIES.

Vehicles		Stable Equipment		Transportation Equipment		Total	
Inventory value June 30, 1913	Inventory value June 30, 1914	Inventory value June 30, 1913	Inventory value June 30, 1914	Inventory value June 30, 1913	Inventory value June 30, 1914	Inventory value June 30, 1913	Inventory value June 30, 1914
						\$ 467.69	\$ 374.69
						\$ 467.69	\$ 374.69

ENTIRE LINE—EXPRESS COMPANIES.

Operations		Outside Operations				Total net revenue	Total net deficit
Net operating revenues	Net operating deficit	Revenues	Expenses	Net revenue	Net deficit		
	\$ 701,642.90	\$173,986.63	\$338,837.25		\$ 64,870.62		\$ 826,513.62
\$ 238,842.38	263,431.76					\$ 238,842.38	263,431.76
1,446,682.58	655,829.32					1,474,587.69	656,389.32
		219,587.54	191,682.43	\$ 27,905.11			
\$1,685,524.96	\$1,586,412.98	\$393,574.17	\$430,520.68	\$ 27,905.11	\$ 64,870.62	\$1,713,429.97	\$ 1,645,294.60

TABLE NO. 9—INCOME ACCOUNT—ENTIRE

Name	Operating Income			Other	
	Taxes accrued	Operating income	Operating loss	Separately operated properties—Profit	Dividends on stocks owned and con- tributed
Adams	\$ 203,742.98		\$1,030,256.10		\$ 645,475.75
American	381,337.90		644,769.66		306,611.99
Great Northern	45,039.34	\$ 195,182.94			
United States	132,676.18		689,015.50		15,713.50
Wells Fargo	492,426.02	1,072,161.67			411,373.11
Total	\$1,160,842.02	\$1,265,344.61	\$2,394,041.36		\$ 1,376,168.36

TABLE NO. 10—INCOME ACCOUNT—ENTIRE

Name	Deductions from	
	Separately operated properties—Loss	Interest accrued on funded debt
Adams	\$ 12,179.36	\$ 784,371.97
American		
Great Northern	54,480.00	
United States		
Wells Fargo		
Total	\$ 66,659.36	\$ 784,371.97

TABLE NO. 11—INCOME ACCOUNT—ENTIRE

Name	Disposition	
	Dividends	
	On Common Stock	
	Rate	Amount
Adams		
American		
Great Northern	10.00	\$ 100,000.00
United States		
Wells Fargo	8.00	1,917,322.00
Total		\$ 2,017,322.00

LINE—CONTINUED—EXPRESS COMPANIES.

Interest on funded debt owned or controlled	Interest on other loans and accounts	Net income from miscellaneous investments	Miscellaneous income	Total other income	Gross corporate income	Gross corporate loss
\$1,068,997.37	\$ 71,912.93	\$ 4,411.40	\$ 13,519.06	\$1,805,310.61	\$ 776,054.51	
199,566.19	48,965.32	61,422.17	3,300.90	618,625.58		\$ 26,144.08
	2,500.80		35.37	2,555.37		165,738.51
180,630.64	169,295.91	15,002.98	298.34	380,911.37		259,104.13
574,335.14	149,771.99	76,341.95	74,273.39	1,286,256.98		2,368,457.25
\$2,022,730.34	\$ 443,865.25	\$ 157,178.50	\$ 93,507.26	\$4,100,698.71	\$3,330,250.27	\$ 325,348.21

LINE—CONTINUED—EXPRESS COMPANIES.

Gross Corporate income				Net corporate income	Net corporate loss
Other interest	Sinking funds chargeable to income	Other deductions	Total deductions		
\$ 94,402.04		\$ 36,285.76	\$ 227,329.13		\$ 151,284.02
142,062.73		31,944.33	174,607.66		200,751.14
		6,703.50	6,703.50	\$ 189,034.61	
		27,011.23	81,566.26		380,610.39
		15,861.90	15,861.90	\$ 244,565.33	
\$ 237,064.77		\$ 115,907.12	\$ 1,394,618.25	\$ 2,533,829.96	\$ 722,646.15

LINE—CONTINUED—EXPRESS COMPANIES.

of Net Corporate Income				Balance For Year Carried Forward to Profit and Loss		
Declared	On Other Securities	Additions and betterments chargeable to income	Appropriations to reserves	Miscellaneous Appropriations	Credit	Debit
						\$ 151,284.02
						200,751.14
					\$ 89,034.61	
						380,610.39
					427,303.35	
					\$ 516,237.96	\$ 722,646.15

TABLE NO. 12—PROFIT AND LOSS

Name	Balance June 30, 1913	Debit	Dividends Declared out of Surplus					
			Balance for year brought forward from previous account	On Common Stock		On Other Securities		
				Deductions for year	Rate	Amount	Rate	Amount
Adams	\$151,984.42	\$ 15,717,365.36		\$ 987,390.00				
American	396,753.14	21,397,867.14		1,439,500.00				
Great Northern				130,000.00				
United States	380,610.59	317,190.37						
Wells Fargo		178,548.77						
Total	\$12,646.15	\$ 21,420,198.16		\$2,498,390.00				

TABLE NO. 13—OPERATING REVENUES

Name	Revenue From Transportation		
	Express revenue	Miscellaneous transportation revenue	Total revenue from transportation
Adams	\$ 13,042,809.68	\$ 109,812.57	\$ 13,242,622.25
American	42,959,467.33		42,959,467.33
Great Northern	3,245,470.33		3,245,470.33
United States	19,343,493.24		19,343,493.24
Wells Fargo	31,376,561.05		31,376,561.05
Total	\$ 108,967,331.63	\$ 109,812.57	\$ 110,066,614.40

includes foreign.

TABLE NO. 14—OPERATING REVENUES—ENTIRE

Name	Revenues From Operations		
	C. O. D. cheques	Telegraphic transfers	Letters of credit
Adams	\$ 338,732.03		
American	358,708.02	\$ 7,329.32	\$ 2,751.23
Great Northern	37,900.28		
United States	963,276.29	229.56	138.24
Wells Fargo	335,979.19	3,969.99	
Total	\$ 1,142,606.23	\$ 11,668.66	\$ 2,889.47

ACCOUNT—EXPRESS COMPANIES.

Name	Balance credit June 30, 1914 carried to balance sheet	Total	Credit			Balance debit June 30, 1914 carried to balance sheet	Total
			Balance June 30, 1913	Balance for year brought forward from previous account	Additions for year		
Adams	\$ 6,969,664.27	\$ 28,466,771.27	\$ 28,203,107.43		\$46,662.74		\$28,250,770.17
American	5,875,026.56	19,783,277.94	19,238,493.83		544,784.11		19,783,277.94
Great Northern	427,338.89	527,538.89	438,001.28	\$ 89,537.61			527,538.89
United States	867,137.33	1,194,967.11	1,189,800.26		5,166.85		1,194,967.11
Wells Fargo	6,891,318.05	7,139,459.29	6,673,622.97	465,836.32		56,599.97	7,139,459.29
Total	\$ 20,781,485.39	\$ 53,250,117.79	\$ 53,869,369.27	\$56,227.96	\$47,299.47		\$53,250,117.79

ENTIRE LINE—EXPRESS COMPANIES.

Name	Revenue From Operations Other Than Transportation						
	Custom house brokerage fees	Order and commission department	Rent of buildings and other property	Money orders domestic	Money orders foreign	Travelers' cheques—domestic	Travelers' Cheques—foreign
Adams	\$ 325,107.05	\$ 1,411.26	\$ 5,728.67	\$ 80,941.59	\$ 833.41	\$ 62,114.63	\$ 10,536.49
American	1,201.51		46,433.23	13,051.01		871.12	42,845.49
Great Northern	13,169.38		15,733.47	77,119.09		801.97	790.44
United States	2,516.10	6,654.41	19,029.94	189,039.83	6,031.85	62,733.13	525.75
Wells Fargo							
Total	\$ 138,980.04	\$ 7,965.67	\$ 79,234.74	\$ 691,344.04	\$ 8,019.49	\$ 66,474.75	\$ 43,371.24

LINE—CONTINUED—EXPRESS COMPANIES.

Name	Other Than Transportation—Continued			Gross receipts from operation	Express privileges—Dr.	Total operating revenues
	Other revenues—Financial department	Miscellaneous revenue	Total revenue from operations other than transportation			
Adams	\$ 2,277.77	\$ 51,541.83	\$ 270,439.93	\$ 23,615,441.87	\$ 17,540,431.79	\$ 16,081,355.08
American	1,965,247.31	319,143.42	2,143,692.55	45,192,549.36	22,151,806.43	22,951,142.93
Great Northern		6,832.73	90,504.87	3,259,054.99	1,979,918.11	1,253,146.79
United States	71,596.17	390.32	397,439.35	39,839,943.49	9,716,647.29	9,322,606.29
Wells Fargo	6,229.35	2,965.23	386,371.68	21,862,932.71	15,836,139.28	16,046,772.23
Total	\$ 1,263,443.28	\$ 532,984.75	\$ 2,448,777.96	\$112,315,322.35	\$ 67,187,963.90	\$ 65,217,389.25

TABLE NO. 15—OPERATING EXPENSES—

Name	Maintenance							Horses
	Superintendence	Buildings, fixtures and grounds	Office equipment	Cars—Repairs	Cars—Renewals	Cars—Depreciation		
Adams	\$ 19,404.43	\$ 86,855.05	\$132,154.35					\$ 174,539.96
American	39,447.48	83,918.93	145,783.31					182,159.65
Great Northern	5,374.98	234.28	7,400.00					7,489.01
Dated States	12,628.26	42,232.02	33,719.72					111,580.00
Wells Fargo	16,322.96	82,901.23	95,000.00	\$1.80	\$1.80	\$1.80	\$1.80	121,517.19
Total	\$ 86,169.12	\$28,541.01	\$435,700.33	\$ 35,350.80	\$1.80	\$ 33,547.13		\$ 698,282.19

TABLE NO. 16—OPERATING EXPENSES—ENTIRE

Name	Traffic Expenses						Total traffic expenses
	Superintendence	Outside agencies	Advertising	Traffic associations	Stationery and printing	Other expenses	
Adams	\$ 59,373.00	\$ 30,500.00	\$ 28,674.52	\$ 1,325.18	\$ 49,961.00	\$100.00	\$ 147,733.84
American	160,919.38	105,284.53	89,813.68	17,044.46	32,726.53	5.00	479,822.58
Great Northern	12,808.25	16,610.25	719.88	439.14	6,014.96		36,633.38
Dated States	37,694.18	32,312.94	24,700.37	15,375.23	32,942.04		143,771.63
Wells Fargo	30,930.40	321,977.96	67,923.89	15,378.58	54,875.05	4.00	394,460.56
Total	\$334,735.20	\$387,702.81	\$102,800.44	\$ 47,145.01	\$177,751.44	\$100.00	\$ 1,160,222.50

TABLE NO. 17—OPERATING EXPENSES—ENTIRE

Name	Transportation						Stationery and printing
	Stable supplies and expenses	Train employees	Train supplies and expenses	Transfer employees	Transfer pens		
Adams	\$1,472,385.71	\$ 808,146.38	\$ 28,121.97	\$1,661,617.89	\$14,114.85		\$ 321,613.38
American	1,710,914.97	1,567,318.33	105,519.63	3,384,446.93	1,459.85		4,969,660.51
Great Northern	70,006.28	335,091.31	945.37	29,434.46			29,799.71
Dated States	1,916,261.29	736,407.74	10,668.76	2,663,084.41	4,053.38		2,704,245.80
Wells Fargo	1,125,149.51	1,323,827.55	139,708.81	2,588,416.30			238,417.23
Total	\$5,260,670.77	\$4,730,701.21	\$279,325.94	\$12,210,476.49	\$119,668.08		\$ 1,385,165.55

ENTIRE LINE—EXPRESS COMPANIES.

Name	Maintenance							Total maintenance
	Vehicles—Repairs	Vehicles—Renewals	Stable equipment	Transportation equipment	Other expenses	Maintaining joint facilities—Cr.	Maintaining joint facilities—Cr.	
Adams	\$ 435,781.11	\$ 256,886.02	\$ 60,369.54	\$ 8,371.02	\$ 945.97	\$ 8,495.04	\$ 11,804.22	\$ 1,131,845.10
American	303,446.84	348,783.89	54,198.79	37,332.00	416.59	2,871.17	5,172.51	1,033,497.06
Great Northern	19,079.85	1,141.02	2,452.54	1,792.41		846.04	1.73	37,888.59
Dated States	160,248.84	49,859.77	55,646.89	17,372.34				494,088.25
Wells Fargo	137,451.17	64,106.82	59,392.32	16,924.83	1.91	2,919.23	6,251.84	374,672.48
Total	\$ 1,073,431.31	\$ 691,792.34	\$238,970.10	\$ 77,494.22	\$1,069.00	\$ 17,635.48	\$ 22,220.10	\$ 2,071,941.78

LINE—CONTINUED—EXPRESS COMPANIES.

Name	Transportation Expense						Rent of host offices	Stable employees
	Superintendence	Office employees	Commissions	Wagon employees	Office supplies and expense			
Adams	\$ 389,671.25	\$ 4,564,710.29	\$ 1,076,558.50	\$2,303,931.24	\$ 269,509.34	\$ 632,578.49	\$ 335,798.70	
American	1,121,161.92	5,978,437.38	1,731,913.61	3,697,377.20	673,046.00	1,011,446.69	457,385.92	
Great Northern	48,550.08	174,392.57	196,337.95	148,419.80	16,234.63	45,043.41	8,715.21	
Dated States	330,373.93	2,247,478.39	1,936,998.48	1,433,528.38	328,712.87	431,238.11	235,548.96	
Wells Fargo	308,403.73	3,000,369.28	1,812,231.92	1,749,502.05	300,398.58	330,444.04	197,410.17	
Total	\$ 2,569,169.07	\$ 15,874,308.64	\$ 5,932,983.46	\$9,435,238.55	\$1,697,829.81	\$2,660,749.24	\$ 1,227,832.96	

LINE—CONTINUED—EXPRESS COMPANIES.

Name	Expenses—Continued							
	Loss and damage—Fruit	Loss and damage—Money	Damage to property	Injuries to persons	Other expenses	Operat's joint facilities—Cr.	Operat's joint facilities—Cr.	Total transportation expenses
Adams	\$12,729.58	\$ 43,317.56	\$ 11,839.38	\$ 43,861.50	\$ 8,378.10	\$50,126.28	\$51,150.37	\$14,420,981.60
American	338,106.31	9,402.82	13,137.00	33,419.74	8,969.08	105,999.79	399,082.86	19,626,828.45
Great Northern	37,550.37	96.02	507.82	13,934.89		33,874.77	3,172.16	568,650.38
Dated States	661,800.39	30,322.33	7,331.59	44,126.91	31,676.97			6,236,544.53
Wells Fargo	659,917.08	36,518.53	7,614.04	67,959.37	19,318.27	139,804.68	173,284.82	12,500,745.53
Total	\$3,119,506.63	\$ 110,198.19	\$ 40,450.54	\$110,327.17	\$ 68,130.32	\$699,222.02	\$696,540.21	\$56,748,448.46

TABLE NO. 18—OPERATING EXPENSES—ENTIRE LINE—CONTINUED—EXPRESS COMPANIES.

Name	General Expenses										
	Salaries and ex- penses—General officers	Salaries and ex- penses—Clerks and attendants	General office sup- plies and expenses	Law expenses	Insurance	Pensions	Stationery and printing	Other accounts	General adminis- tration (rent facilities, fr.)	General adminis- tration (fr.)	Total general expenses
Adams	\$148,221.29	\$ 62,192.12	\$ 56,549.32	\$ 45,994.21	\$122,109.98	\$ 22,819.48	\$ 31,271.14	\$ 11,599.24	\$309.41	\$1,017.25	\$ 1,122,692.41
American	201,955.16	1,005,265.71	114,129.60	111,396.37	183,359.82	209,781.42	28,122.58	45,972.81	.....	.....	1,794,446.23
Great Northern	4,895.79	7,727.33	3,629.52	402.65	4,598.97	.....	1,489.83	633.62	.....	.....	25,171.04
United States	74,301.36	27,532.48	43,871.43	61,622.02	29,237.19	4,005.72	13,619.16	7,045.49	.....	.....	600,856.13
Wells Fargo	87,045.38	69,940.16	29,562.16	102,071.81	76,948.90	28,884.59	36,446.44	44,123.24	.....	.....	1,065,179.18
Total	\$607,369.99	\$2,197,118.79	\$248,073.24	\$373,938.07	\$416,968.89	\$177,072.62	\$119,950.67	\$108,336.31	\$309.41	\$1,017.25	\$ 4,641,743.84

TABLE NO. 19—OPERATING EXPENSES—ENTIRE LINE—CONTINUED—EXPRESS COMPANIES.

Name	Recapitulation of Expenses									
	Maintenance		Traffic Expenses		Transp. Expenses		General Expenses		Total Operating Exp	
	Amount	Ratio to total oper- ating expenses— Per cent	Amount	Ratio to total oper- ating expenses— Per cent	Amount	Ratio to total oper- ating expenses— Per cent	Amount	Ratio to total oper- ating expenses— Per cent	Amount	Ratio to total oper- ating expenses— Per cent
Adams	\$1,151,845.10	6.84	\$ 147,723.84	.88	\$ 14,459,981.00	85.03	\$1,122,692.44	6.66	\$ 16,642,569.06	104.74
American	1,813,497.95	3.96	479,892.98	2.07	19,699,828.45	84.54	1,794,446.23	7.73	23,214,574.71	101.15
Great Northern	37,986.90	2.49	39,561.58	2.27	898,639.20	86.25	25,171.04	4.89	1,089,358.51	21.89
United States	894,023.25	4.72	141,791.02	1.25	8,395,244.43	88.14	600,856.13	5.79	10,478,883.82	105.09
Wells Fargo	674,077.48	4.62	304,490.56	2.43	12,965,742.53	85.60	1,065,179.18	7.29	14,900,590.75	96.99
Total	\$3,671,941.78	5.50	\$1,199,822.50	1.75	\$6,768,448.61	85.00	\$4,641,743.84	7.01	\$6,222,456.47	90.84

TABLE NO. 20—TAXES AND ASSESSMENTS—ENTIRE LINE, AND IOWA—EXPRESS COMPANIES.

Name	Entire Line							Iowa	
	Ad Valorem Tax		Specific Tax				Total		
	On the value of real and personal property	On value of stocks or bonds or on valuation based on earnings, dividends or income of operation	On stocks, bonds, loans, etc.	On gross or net earnings, revenue or dividends	On traffic or some physical quality of property operated, or on privilege	Miscellaneous			Internal revenue U. S. government
Adams	\$ 78,969.44			\$ 78,200.58	\$ 47,473.55		\$ 200,742.58	\$ 3,734.05	
American	139,378.05	\$253,615.41		1,270.00	22,077.28		381,227.90	4,550.55	
Great Northern	9,230.16			32,906.37	1,729.82	\$ 2,100.15	45,559.24	114.85	
United States	82,800.42	\$614.73		48,766.55	5,208.00		\$2,534.14	3,267.40	
Wells Fargo	136,936.47	\$,806.64		229,968.24	11,718.27		11,472.30	4,750.00	
Total	\$443,325.56	\$230,367.32		\$400,208.55	\$ 90,107.09	\$ 2,112.96	\$ 4,720.15	\$1,100,842.02	\$ 16,536.86

a Credit Item.

TABLE NO. 21—COMPARATIVE GENERAL BALANCE SHEET—ASSETS—EXPRESS COMPANIES.

Name	Permanent and Long Term Investments							
	Investment							
	Real Property and Equipment			Reserve for accrued depreciation—Credit	Total June 30, 1913	Total June 30, 1914	Increase, 1914	Decrease, 1914
	Real estate	Buildings and fixtures	Equipment					
Adams	\$ 3,278,742.56	\$ 22,556.91	\$ 3,737,504.45	\$1,340,677.22	\$ 6,015,623.12	\$ 5,818,126.80		\$ 223,596.24
American	3,196,816.72	4,194,178.87	5,466,703.30	1,706,106.59	11,305,575.56	11,601,628.30	\$386,076.74	
Great Northern	5,381.67	5,960.42	121,596.33		137,369.92	137,967.43		\$ 597.51
United States	827,384.12	200,286.06	2,556,777.28	1,059,327.95	3,013,285.19	2,690,433.36		416,871.84
Wells Fargo	633,302.75	2,168,097.94	3,971,000.05	1,077,679.27	5,682,300.83	5,494,789.57		187,511.26
Total	\$ 8,941,688.02	\$6,607,829.20	\$15,873,740.05	\$5,704,790.14	\$ 26,436,956.15	\$ 25,717,960.13	\$386,076.74	\$ 1,085,071.70

a Includes buildings and fixtures.
 b Foreign department furniture and fixtures.

TABLE NO. 22—COMPARATIVE GENERAL BALANCE SHEET—ASSETS—CONTINUED—EXPRESS COMPANIES.

Name	Permanent and Long Term Investments—Continued												
	Securities									Total June 30, 1913	Total June 30, 1914	Increase, 1914	Decrease, 1914
	Securities of System Corporations—Pledged			Securities Issued or Assumed—Pledged			Securities of System Corporations—Unpledged						
	Stocks	Funded debt	Miscellaneous	Stocks	Funded debt	Miscellaneous	Stocks	Funded debt	Miscellaneous				
Adams										\$ 16,141,900.00	\$ 16,417,002.00	\$275,702.00	
American										288,781.00	288,781.00		
Great Northern										100,000.00	100,000.00		\$ 5,000.00
United States										10,000.00	10,000.00		
Wells Fargo													
Total										\$ 16,540,681.00	\$ 17,916,784.00	\$1,376,103.00	\$ 5,000.00

TABLE NO. 23—COMPARATIVE GENERAL BALANCE SHEET—ASSETS—CONTINUED—EXPRESS COMPANIES.

Name	Permanent and Long Term Investments—Continued							
	Long term advances	Miscellaneous			Total June 30, 1913	Total June 30, 1914	Increase, 1914	Decrease, 1914
		Physical property	Securities pledged	Securities unpledged				
Adams		\$ 106,001.63	\$ 23,972,705.40	\$ 6,739,548.03	\$ 29,645,255.06	\$ 29,835,855.06	\$4,190,599.97	\$17,829,144.51
American		1,922,672.30		11,088,944.53	36,410,767.80	13,021,622.79		
Great Northern	\$2,388,998.39	736,677.82		43,350.00	690,367.83	693,967.83	112,000.00	
United States		2,201,741.09			2,184,348.50	2,201,741.09	217,392.59	
Wells Fargo								
Total	\$2,388,998.39	\$5,046,698.81	\$ 23,972,705.40	\$ 18,503,782.56	\$ 55,929,814.32	\$ 47,323,186.77	\$4,403,616.96	\$12,829,144.51

TABLE NO. 24—COMPARATIVE GENERAL BALANCE

Name	Working Assets			
	Cash	Securities Issued or Assumed— Held in Treasury		
		Stocks	Funded debt	Miscellane- ous
Adams	\$ 1,723,795.10	\$1,916,000.00	\$ 68,000.00	
American	3,047,507.61	481,000.00		
Great Northern	121,284.80			
United States	337,799.08			
Wells Fargo	5,507,123.63			
Total	\$ 12,306,872.00	\$2,207,000.00	\$ 68,000.00	

TABLE NO. 25—COMPARATIVE GENERAL BALANCE

Name	Working Assets			
	Materials and supplies	Other working assets	Total June 30, 1914	Total June 30, 1914
Adams	\$ 91,453.80		\$ 25,798,545.97	\$ 12,975,559.26
American	222,129.47	\$ 159,981.29	22,771,841.57	18,177,551.97
Great Northern	7,840.59		1,846,359.41	1,846,359.41
United States	60,129.32		7,153,350.51	6,345,231.91
Wells Fargo	100,450.91	605.28	27,878,856.67	28,818,414.16
Total	\$ 371,416.31	\$ 160,586.57	\$ 80,264,894.13	\$ 60,192,647.18

TABLE NO. 26—COMPARATIVE GENERAL BALANCE

Name	Deferred		
	Temporary to system con- ditions	Temporary	
		Working funds	Advance pay- ments on contracts
Adams	\$ 8,632.32	\$ 266,405.18	
American		1,000.00	
Great Northern	11,929.71		
United States		3,000.00	
Wells Fargo			\$ 305,498.54
Total	\$ 19,862.00	\$ 270,405.18	\$ 1,682,192.58

SHEET—ASSETS—CONTINUED—EXPRESS COMPANIES.

Name	Working Assets						
	Marketable Securities of Other Companies			Loans and bills receivable	Traffic balances due from other companies	Net balance due from agents and messengers	Miscellaneous ac- counts receivable
	Stocks	Funded debt	Miscellane- ous				
Adams	\$ 6,302,300.27	\$ 1,228,670.19	\$ 305,373.00	\$ 371,416.84	\$ 39,800.21	\$1,800,855.58	\$ 155,786.41
American				1,004,100.08	142,453.00	4,222,247.66	2,966,083.40
Great Northern	267,801.35	4,481,919.47		580.20	869.00	123,181.29	1,277,567.58
United States	4,764,809.68	15,515,227.71	2,310,117.50	779,000.00	105,000.20	500,598.23	315,037.84
Wells Fargo					37,784.41	1,409,221.51	330,022.48
Total	\$ 11,294,598.59	\$ 19,175,917.31	\$ 2,615,490.50	\$ 1,854,817.02	\$ 275,000.49	\$8,508,412.52	\$ 10,306,456.00

SHEET—ASSETS—CONTINUED—EXPRESS COMPANIES.

Name	—Continued		Accrued Income Not Due				
	Increase, 1914	Decrease, 1914	Unamortized inter- est on bonds and dividends re- ceivable	Total June 30, 1913	Total June 30, 1914	Increase, 1914	Decrease, 1914
Adams	\$ 6,622,526.71	\$ 22,749.96	\$ 202,059.26	\$ 222,163.90			\$ 229,599.26
American	4,597,159.60	315,084.80	347,852.31	115,004.80			232,847.72
Great Northern	5,230.63						
United States	868,149.50	127,000.15	70,994.61	127,000.15		\$ 56,010.54	
Wells Fargo	564,589.00	416,977.47	347,331.99	347,331.99			69,075.48
Total	\$ 961,598.00	\$ 12,073,835.44	\$ 611,981.94	\$ 1,207,153.87	\$ 911,981.84	\$ 56,010.54	\$ 541,512.97

SHEET—ASSETS—CONTINUED—EXPRESS COMPANIES.

Name	Debit Items						
	Advances	Other tem- porary ad- vances	Bills and inter- ests paid in advances	Taxes paid in advances	Unextinguished Discount on—	Special deposits	Sinking fund assets
				Capital stock	Funded debt		
Adams			\$ 87,642.51	\$ 16,037.78			
American	\$ 229.00		2,708.20	74,695.44			\$ 22,236.42
Great Northern					\$ 51,173.26		\$3,084.72
United States			15,351.54	10,183.06			
Wells Fargo			5,025.91	50,025.81			
Total	\$ 229.00	\$ 104,736.15	\$ 107,814.07	\$ 81,173.26	\$ 75,271.21		

TABLE NO. 27—COMPARATIVE GENERAL BALANCE SHEET—ASSETS—CONTINUED—EXPRESS COMPANIES.

Name	Deferred Debit Items—Continued.							
	Insurance and other reserve fund assets	Provident fund assets	Guaranty or indemnity fund assets	Other deferred debit items	Total June 30, 1913	Total June 30, 1914	Increase, 1914	Decrease, 1914
Adams				\$ 116,231.30	\$ 545,044.37	\$ 620,425.11	\$ 75,380.74	
American				30,441.97	262,496.84	314,272.29		\$ 68,114.55
Great Northern	\$180,000.00				15,014.77	55,054.72		\$ 88,359.32
United States				100,787.28	497,557.15	454,217.05		473,702.29
Wells Fargo				85,902.12	1,969,512.87	1,917,720.59		
Total	\$180,000.00			\$ 326,362.67	\$5,484,630.94	\$5,969,770.37	\$ 75,380.74	\$ 370,246.35

TABLE NO. 28—COMPARATIVE GENERAL BALANCE SHEET—ASSETS—CONTINUED—EXPRESS COMPANIES.

Name	Profit and Loss				Grand Total			
	Balance				June 30, 1913	June 30, 1914	Increase, 1914	Decrease, 1914
	June 30, 1913	June 30, 1914	Increase, 1914	Decrease, 1914				
Adams					\$ 70,526,278.28	\$ 67,960,359.23		\$ 2,565,919.05
American					61,550,205.30	44,399,985.45		17,150,219.85
Great Northern					2,680,756.05	2,086,822.48		5,933.57
United States					14,748,911.77	12,679,813.50		2,069,098.27
Wells Fargo					28,361,900.58	26,474,867.40	\$ 119,037.14	
Total					\$156,756,741.76	\$153,789,059.09	\$ 119,037.14	\$21,125,929.81

TABLE NO. 29—COMPARATIVE GENERAL BALANCE SHEET—CONTINUED—LIABILITIES—EXPRESS COMPANIES.

Name	Stock							Total, 1913	Total, 1914	Increase, 1914	Decrease, 1914
	Capital Stock			Stock liability for conversion of securities	Premiums retained on capital stock	Total, 1913	Total, 1914				
	Common stock	Preferred stock	Receipts out-stand- ing for half- year's dividends paid								
Adams	\$ 12,000,000.00	.....	.....	.....	.....	.....	\$ 12,000,000.00	\$ 12,000,000.00	\$ 12,000,000.00	.....
American	18,000,000.00	.....	.....	.....	.....	.....	\$ 18,000,000.00	18,000,000.00	18,000,000.00	.....
Great Northern	1,000,000.00	.....	.....	.....	.....	.....	1,000,000.00	1,000,000.00	1,000,000.00	.....
United States	10,000,000.00	.....	.....	.....	.....	.....	10,000,000.00	10,000,000.00	10,000,000.00	.....
Wells Fargo	23,967,400.00	.....	.....	.....	.....	.....	23,967,400.00	23,967,400.00	23,967,400.00	.....
Total	\$ 64,967,400.00	.....	.....	.....	.....	.....	\$ 64,967,400.00	\$ 64,967,400.00	\$ 64,967,400.00	.....

TABLE NO. 30—COMPARATIVE GENERAL BALANCE SHEET—LIABILITIES—CONTINUED—EXPRESS COMPANIES.

Name	Long Term Debt						Total June 30, 1913	Total June 30, 1914	Increase, 1914	Decrease, 1914	
	Funded Debt				Obligations for long term inter- vening de- cided	Total June 30, 1913					Total June 30, 1914
	Collateral trust bonds	Miscellaneous funded obligations	Bonds out- standing for funded debt	Obligations for long term inter- vening de- cided							
Adams	\$ 30,000,000.00	.....	.....	.....	\$855,172.08	\$ 30,847,502.58	\$ 30,855,172.58	\$ 7,370.00	.....	
American .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Great Northern .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
United States .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wells Fargo .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total	\$ 30,000,000.00	.....	.....	.....	\$855,172.08	\$ 30,847,502.58	\$ 30,855,172.58	\$ 7,370.00	.....	

TABLE NO. 31—COMPARATIVE GENERAL BALANCE

Name	Working Liabilities					
	Loans and bills payable	Traffic balances due to other companies	Accrued expenses and wages unpaid	Miscellaneous accounts payable	Matured interest, claims and dividends unpaid	Matured long-term debt (if any)
Adair	\$2,700,000.00	\$199,235.80	\$ 722,506.11	\$ 59,247.24	\$ 86,842.22	
American	47,673.46	2,254,554.27	809,800.00	294,121.98		
Great Northern	19,134.22	10,561.29	74,569.64			
United States	156,769.47	269,028.84				
Wells Fargo	71,231.11	1,730,806.94	62,845.09	20,056.06		
Total	\$2,780,000.00	\$455,168.43	\$3,001,509.48	\$1,085,191.27	\$358,000.96	

SHEET—LIABILITIES—CONTINUED—EXPRESS COMPANIES.

Working liabilities owed to other companies	Working Liabilities						Total June 30, 1913	Total June 30, 1914	Increase, 1914	Decrease, 1914
	Capital money on hand, checks and drafts	Express prepayments	Other working liabilities	Express prepayments	Other working liabilities	Express prepayments				
\$ 730,028.65	\$2,015,119.51		\$ 6,901,064.42	\$ 7,044,568.73	\$ 22,904.21					
14,739,100.84	1,242,002.00		21,595,134.00	19,529,000.61				\$ 4,066,089.38		
69,866.69	276,561.23		490,034.43	625,213.22				1,021.13		
101,265.88	1,235,797.83		2,774,007.74	1,902,801.42				761,806.32		
\$ 974,966.49	1,478,880.43	\$ 73,000.25	\$ 6,330,779.71	\$ 6,419,520.98	\$ 79,741.27					
\$ 18,000,792.50	\$7,078,475.78	\$ 73,000.25	\$ 43,159,140.00	\$ 25,429,270.01	\$122,645.28			\$ 4,822,130.50		

TABLE NO. 22—COMPARATIVE GENERAL BALANCE SHEET—LIABILITIES—CONTINUED—EXPRESS COMPANIES.

Name	Accrued Liabilities Not Due						Deferred Credit Items				
	Unsettled inter- company dividends pay- able	Taxes accrued	Total June 30, 1913	Total June 30, 1914	Increase, 1914	Decrease, 1914	Unrecognized funding deficit	Operating re- serves	Liability on ac- count of provi- dent funds	Liability on ac- count of guar- anty or in- demnity funds	Other deferred credit items
Adams	\$164,659.17	\$507,825.07	\$ 27,202.71	\$ 272,208.84	-----	\$ 4,986.87	-----	\$ 51,206.21	\$ 23,478.43	-----	-----
American	9.00	354,200.00	180,172.90	154,498.06	-----	13,784.44	-----	265,282.57	-----	\$ 82,090.50	\$ 194,299.56
Great Northern	-----	-----	-----	-----	-----	-----	-----	113,972.79	-----	-----	-----
United States	263.15	22,965.30	68,136.77	56,518.50	-----	14,790.27	-----	206,000.00	-----	-----	91,506.68
Wells Fargo	719,537.00	343,508.88	1,267,243.00	962,530.88	-----	694,712.14	-----	194,528.25	-----	-----	60,373.23
Total	\$993,843.32	\$568,892.94	\$1,892,911.38	\$1,432,646.30	-----	\$497,565.72	-----	\$987,591.19	\$ 50,478.43	\$ 82,090.50	\$ 254,179.48

TABLE NO. 23—COMPARATIVE GENERAL BALANCE SHEET—LIABILITIES—CONTINUED—EXPRESS COMPANIES.

Name	Deferred Credit Items—Continued				Appropriated Surplus							
	Total June 30, 1913	Total June 30, 1914	Increase, 1914	Decrease, 1914	Surplus invested in property since June 30, 1908	Reserves from Income or Surplus	Total June 30, 1914	Total June 30, 1913	Increase, 1914	Decrease, 1914		
						Invested in funding funds						
						Invested in other property funds						
						Not other- wise invested						
Adams	\$ 127,345.54	\$ 114,782.70	-----	\$ 12,562.84	-----	-----	-----	\$4,798,892.20	-----	\$4,798,892.20	\$4,798,892.50	
American	476,517.28	642,682.42	\$166,165.14	-----	-----	-----	-----	-----	-----	-----	-----	
Great Northern	111,519.37	113,972.79	2,453.39	-----	-----	-----	-----	-----	-----	-----	-----	
United States	260,000.00	206,000.00	-----	-----	-----	-----	-----	-----	-----	-----	-----	
Wells Fargo	25,214.48	113,199.54	147,985.06	-----	-----	-----	-----	-----	-----	-----	-----	
Total	\$1,989,296.67	\$1,441,144.00	\$544,759.27	\$ 12,562.84	-----	-----	-----	\$4,798,892.20	-----	\$4,798,892.50	\$4,798,892.50	

TABLE NO. 34—COMPARATIVE GENERAL BALANCE SHEET—LIABILITIES—CONTINUED—EXPRESS COMPANIES.

Name	Profit and Loss				Grand Total			
	Total June 30, 1913	Total June 30, 1914	Increase, 1914	Decrease, 1914	Total June 30, 1913	Total June 30, 1914	Increase, 1914	Decrease, 1914
	Adams	\$ 26,220,107.83	\$ 6,909,563.57	\$ 19,322,544.26	\$ 70,536,278.38	\$ 67,060,329.23	.....	$ 2,545,959.16
American	19,228,400.83	5,875,929.56	.....	13,422,531.27	61,550,305.30	44,200,085.65	.....	17,341,219.65
Great Northern	438,502.28	427,036.89	.....	10,965.39	2,036,756.05	2,036,822.92	.....	6,533.13
United States	1,186,865.35	607,137.33	.....	579,727.91	14,248,641.77	13,919,813.90	.....	1,228,827.87
Wells Fargo	6,073,623.07	6,961,216.02	\$287,592.95	.....	38,394,200.20	38,474,867.40	\$130,607.14	.....
Total	\$ 53,889,549.27	\$ 20,781,462.39	\$287,592.95	\$ 33,365,778.83	\$186,736,241.76	\$165,720,929.09	\$130,607.14	\$21,123,919.81

TABLE NO. 35—EQUIPMENT OWNED—IOWA—EXPRESS COMPANIES.

Name	Automobiles		Cars		Car Safes— Stationary		Double Wagons		Four-Wheel Trucks		Horses and Other Draft Animals		Messengers' Safes		Messengers' Packing Trunks	
	Number	Value	Number	Value	Number	Value	Number	Value	Number	Value	Number	Value	Number	Value	Number	Value
	Adams															
American																
Great Northern					24	\$ 83,923.25	2	\$ 300.00	315	6,300.00	45	6,000.00	151	1,148.35	238	2,518.12
United States									409	5,866.13	84	10,761.34	83	973.54		
Wells Fargo																
Total					24	\$ 83,923.25	10	\$ 2,073.25	739	\$ 12,366.13	132	\$ 16,761.34	235	\$ 2,133.44	238	\$ 2,518.12

TABLE NO. 36—EQUIPMENT OWNED—IOWA—CONTINUED—EXPRESS COMPANIES.

Name	Office Furniture and Fixtures		Office Safes		Single Wagons		Sleighs		Stable Equipment Including Harness	All Other Equipment	Total Value
	Value	Number	Value	Number	Value	Number	Value	Value	Value		
Adams											\$ 12,306.00
American											38,812.85
Great Northern	\$ 7.28	2	\$ 116.30							\$ 31.56	\$ 74.69
United States	4,827.50	103	4,340.00	61	\$ 6,100.00	11	\$ 165.00	\$ 1,096.00		1,555.21	38,273.43
Wells Fargo & Co.	10,548.68	172	7,168.50	22	13,649.22	44	999.99	1,616.77		1,014.48	54,301.89
Total	\$ 15,888.30	227	\$ 11,504.80	153	\$ 19,749.22	55	\$ 1,164.99	\$ 2,712.77		\$ 2,601.25	\$ 144,009.36

TABLE NO. 37—FINANCIAL PAPER ISSUED—IOWA—NUMBER OF OFFICES—IOWA—EXPRESS COMPANIES.

Name	Statistics of Financial Paper Issued										
	Money Orders Sold—Domestic		Money Orders Sold—Foreign		Travelers' Cheques Sold—Domestic		Travelers' Cheques Sold—Foreign		C. O. D. Cheques Issued		
	Number	Value	Number	Value	Number	Value	Number	Value	Value	Number	
a Adams	73,131	\$ 442,954.44								20,232	\$ 648,610.66
American											
Great Northern	61,343	610,742.15	1	\$ 20.00						845	\$ 258.11
United States	85,488	297,952.24			61,073	\$ 220,340.00			51,552	871,240.89	
Wells Fargo & Co.	109,463	806,336.30	127	1,422.67	62,612	641,412.19			49,071	781,079.89	
Total	269,425	\$ 1,857,414.13	128	\$ 1,512.67	3,685	\$ 61,753.19			140,420	\$ 2,304,159.87	

a Estimated.
 b Includes foreign.

TABLE NO. 37—CONTINUED.

Name	Statistics of Financial Paper Issued—Continued									
	Telegraphic Transfers		Letters of Credit Issued		Other Forms of Remittance Paper Issued		Total value	Number of express offices in Iowa	Number of offices at which money orders were on sale	
	Number	Value	Number	Value	Number	Value				
a Adams							\$1,096,595.10	361	318	
American .....							.....	364	323
Great Northern .....							.....	371	311
Western Union	2	\$ 29.10					18,900.25	371	311	
Wells Fargo & Co.	20	2,118.55			179	\$ 6,900.77	1,638,531.58	433	397	
Total	41	\$ 2,147.65			179	\$ 6,900.77	\$4,320,679.98	1,469	1,354	

a Estimated.

b Includes foreign.

TABLE NO. 28—EQUIPMENT OWNED—ENTIRE LINE—

Name	Automobiles		Cars		Car Safes— Stationary	
	Number	Value	Number	Value	Number	Value
Adams	673	\$ 849,495.83			179	\$ 15,502.62
American					50	6,790.00
Great Northern	69	170,800.07			392	128,865.89
United States	47	118,809.71	155	\$100,003.00	741	49,011.55
Wells Fargo & Co.						
Total	799	\$1,138,095.11	155	\$100,003.00	1,222	\$200,109.96

^aIncludes 5 electric motor trucks.

^bIncludes \$7,096.85, value of 5 electric motor trucks.

EXPRESS COMPANIES.

Double Wagons		Four-wheel Trucks		Horses and Other Draft Animals		Messengers' Safes		Messengers' Packing Trunks	
Number	Value	Number	Value	Number	Value	Number	Value	Number	Value
941	\$150,524.97	46,107	\$ 72,466.91	4,804	\$ 514,067.30	3,967	\$ 30,870.00	5,000	\$25,000.00
45	\$ 3,359.49	819	18,080.90	218	37,086.42	219	2,333.00	936	1,612.00
746	329,432.37	4,290	120,029.19	3,322	751,194.54	2,556	33,163.48	3,197	38,795.77
1,000	530,519.78	10,892	138,718.43	3,836	484,245.00	1,862	20,097.26	8,814	20,821.04
5,730	\$730,835.91	22,154	\$ 356,674.33	11,700	\$1,776,498.86	7,725	\$ 86,663.74	17,917	\$80,728.81

TABLE NO. 39—EQUIPMENT OWNED—ENTIRE LINE—CONTINUED—EXPRESS COMPANIES.

Name	Office Safes		Single Wagons		Single		Stable Equipment Including Harness		All Other Equipment		Total
	Number	Value	Number	Value	Number	Value	Value	Value	Value	Value	
Adams	1,658	\$ 89,356.00	2,812	\$253,447.14	617	\$ 41,544.26	\$109,151.00	\$ 1,281.28			\$ 2,296,944.78
American	1,227	11,157.00	140	17,506.91	66	1,685.60	2,084.92	1,460.71			31,310.19
Great Northern	1,282	57,864.83	75	4,775.03	75	1,475.03	134,791.80	224,873.89			1,311,663.13
United States	4,523	181,306.83	2,135	303,259.09	460	6,586.22	19,172.05	21,013.21			2,556,777.02
Wells Fargo & Co.	8,333	389,910.16	6,756	\$29,377.62	1,312	\$ 36,135.34	\$496,291.54	\$28,411.09			2,332,910.01
Total	8,997,685.15		6,756	\$29,377.62	1,312	\$ 36,135.34	\$496,291.54	\$28,411.09			811,483,866.83

TABLE NO. 40—FINANCIAL PAPER ISSUED—ENTIRE LINE—EXPRESS COMPANIES.

Name	Statistics of Financial Paper Issued										
	Money Orders Sold—Domestic		Money Orders Sold—Foreign		Money Orders Sold Travelers' Cheques—Domestic		Money Orders Sold Travelers' Cheques—Foreign		O. O. D. Cheques Issued		
	Number	Value	Number	Value	Number	Value	Number	Value	Number	Value	
Adams	1,334,380	\$ 11,794,472.13	7,459	\$184,965.59	82,494	\$222,960.00	1,129,403	\$14,725,602.19			
American	132,198	2,127,286.78	1,001	25,662.48	62,755	4,735,093.95	132,606	1,748,233.31			
Great Northern	41,132	67,558,086.02	11,265	187,066.89	63,156,149	\$1,003,663.25	1,352,223	29,012,866.51			
United States	2,454,129	27,558,086.02	11,265	187,066.89	63,156,149	\$1,003,663.25	1,352,223	29,012,866.51			
Wells Fargo & Co.	1,304,000	\$ 52,146,067.58	19,772	\$86,714.96	228,214	\$ 6,390,113.32	127,496	\$22,960.00	2,532,544	\$46,413,756.73	
Total											

e Includes foreign.

TABLE NO. 41.—FINANCIAL PAPER ISSUED—Continued—NUMBER OF OFFICES—ENTIRE LINE—EXPRESS COMPANIES.

Name	Statistics of Financial Paper Issued—Continued						No. of express offices in the U. S. and foreign States, June 30, 1914
	Telegraphic Transfers		Letters of Credit Issued		Other Forms of Reimbursement Paper Issued		
	Number	Value	Number	Value	Number	Value	
Adrian							1,800
American							6,600
British							68,019
United States	800	\$ 25,000.00	4	\$ 16,070.40	170	\$ 4,010.75	\$ 27,510,111.61
Wells Fargo & Co.	5,419	\$ 771,597.33					\$ 72,845,991.71
Total	5,579	\$ 641,602.95	4	\$ 16,070.40	30,005	\$ 84,284,798.25	\$ 145,395,835.79

^aIncludes 103 outside of the United States.

^bIncludes 157 outside of the United States.

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