

VOLUME V.

Auditor of State, Insurance, 1913, Vol. 1, Fire and Miscellaneous.  
Auditor of State, Insurance, 1913, Vol. 2, Life.  
Auditor of State, Insurance, 1913, Vol. 3, Fraternal Beneficiary Societies.

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Insurance Department, Annual Report 1914, Vol. 1, Fire.  
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Insurance Department, Annual Report 1914, Vol. 3, Life and Fraternal.  
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VOLUME VII.

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Boat Inspectors, Report.  
Veterinary Department, Biennial Report 1914.

THIRTY-SIXTH ANNUAL REPORT

OF THE

BOARD OF RAILROAD COMMISSIONERS

FOR THE

YEAR ENDING DECEMBER 1, 1913

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STATE OF IOWA

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PRINTED BY ORDER OF THE GENERAL ASSEMBLY

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DES MOINES

ROBERT HENDERSON, STATE PRINTER  
JOHN M. JAMIESON, STATE BINDER

## REPORT OF THE RAILROAD COMMISSIONERS

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

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

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

During the last year the work of the Commission concerning state matters has been very similar to former years.

During the year, 667 cases involving intrastate business have been adjusted through correspondence or orders by the Commission.

There has been a very large increase in the demands upon the Commission in connection with interstate matters. During the year we secured the first general revision of Iowa interstate rates, in co-operation with the traffic men of various Iowa cities and the Department of the Commerce Counsel of the state. These are more particularly described in other portions of the report.

We renew our former recommendations concerning legislation providing more adequate inspection of railroads with special reference to track scales; legislation making it a misdemeanor for trespassing on railroad right of way; and legislation as to the railways meeting short line competition. We especially recommend a substantial increase in our statistical department, that will render it more efficient.

At the present time the Interstate Commerce Commission is engaged in a very important work relative to the valuation of American railroads. The railroads have a very large organization checking the work of the Commission, and preparing to present facts and arguments concerning the issues at stake, to the Commission. As yet, no adequate force has been developed to thoroughly present the public's side of these issues. Some states have already commenced the task of gathering data concerning



unit values and other matters involved, for the purpose of safeguarding the rights and interests of citizens of the said commonwealths. During the course of the year the Committee on Retrenchment and Reform, of the last General Assembly, unanimously recommended that the Executive Council should provide this Commission with funds to perform similar work. This, the Executive Council refused to do, because of inadequate power under the statute. It would be well if this matter could be adequately cared for.

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

Year	Mileage, by counting trackage rights	Earnings	Expenses	Net earnings	Net earnings per mile of road
1878	4,157.15	\$29,714,496.07	\$12,569,959.25	\$ 8,148,545.84	\$1,900.12
1879	4,496.36	31,369,130.44	13,436,258.75	12,694,130.69	2,823.38
1880	4,977.01	24,857,145.25	13,582,633.77	19,854,804.58	2,181.09
1881	5,425.98	29,452,181.91	16,788,494.39	11,668,777.52	2,149.63
1882	6,337.43	22,023,669.63	20,512,368.69	11,511,572.98	1,816.44
1883	7,034.95	34,453,354.77	23,287,459.59	11,669,394.37	1,654.45
1884	7,249.29	35,735,271.83	23,549,356.68	13,494,335.82	1,684.45
1885	7,478.48	36,121,997.45	23,038,581.94	13,030,605.41	1,743.24
1886	7,561.67	36,951,196.54	23,511,333.19	13,167,321.44	1,739.87
1887	7,997.50	37,529,730.62	24,192,960.71	13,376,739.91	1,672.59
1888	8,116.21	37,296,599.68	25,297,163.92	10,998,422.76	1,377.73
1889	8,246.00	37,138,209.75	25,288,209.30	11,805,000.45	1,430.19
1890	8,413.72	41,219,133.89	27,069,453.28	14,931,649.76	1,698.15
1891	8,413.16	43,191,269.35	28,691,295.77	14,659,198.58	1,719.15
1892	8,407.34	43,741,086.32	29,639,996.54	14,082,589.58	1,675.92
1893	8,401.75	43,693,699.51	29,262,984.43	13,281,986.99	1,474.81
1894	8,489.88	49,699,679.92	39,020,031.03	12,679,148.89	1,498.16
1895	8,496.30	55,855,919.47	34,726,672.48	11,109,838.02	1,309.25
1896	8,436.07	41,841,329.65	29,735,652.59	13,165,689.99	1,542.87
1897	8,478.63	38,399,569.04	29,296,714.28	13,623,788.69	1,615.54
1898	8,484.10	45,944,596.00	29,833,031.67	16,138,564.33	1,901.84
1899	8,469.31	48,466,135.44	31,476,771.63	16,986,366.75	1,994.64
1900	9,171.49	57,074,871.77	35,469,424.92	16,625,146.79	1,815.65
1901	9,353.90	54,784,635.95	37,449,971.10	17,314,664.85	1,821.06
1902	9,485.25	69,170,239.51	39,876,480.47	19,294,945.87	2,034.12
1903	9,496.09	67,150,965.69	40,752,847.60	16,433,425.49	1,739.25
1904	9,803.32	67,092,199.10	43,694,690.83	14,998,654.25	1,529.50
1905	9,870.77	68,474,377.66	41,554,830.94	16,519,846.72	1,681.11
1906	9,927.26	67,836,983.49	45,710,000.54	19,145,992.95	1,948.24
1907	9,817.33	72,836,231.54	51,112,327.66	21,713,654.28	2,211.82
1908	9,833.24	67,748,279.52	49,491,027.91	18,257,251.62	1,857.61
1909	9,869.22	69,448,373.65	50,077,375.42	19,371,440.23	1,937.99
1910	9,781.65	74,800,593.54	56,081,254.54	15,809,410.84	1,636.22
1911	9,771.81	78,872,411.92	60,898,226.42	18,243,886.49	1,848.08
1912	9,901.90	78,295,881.42	59,791,778.06	16,994,162.77	1,696.76
1913	9,989.30	86,275,195.41	65,163,511.42	21,112,680.59	2,224.35

It will be noted that there is an increase in mileage of the steam roads of 37.34 miles. This is accounted for by .06 mile increase and .05 mile increase occasioned by realignment of track by C., B. & Q. Railroad Company; the C., M. & St. P. Ry. Co. report .81 mile decrease, account remeasurement of track; the C., R.

I. & P. Ry. Co. report .03 mile decrease account change of line, Des Moines to Carlisle; the Creston, Winterset & Des Moines Railroad Co., constructed 19.75 miles of new line during the year, its first annual report being made to the Board for the year ending June 30, 1913; the Iowa and Omaha Short Line Railroad report decrease of .25 mile account remeasurement of tracks; the Iowa & Southwestern Railroad Company constructed 17.18 miles of new line during the year, its first annual report being made to the Board for the year ending June 30, 1913; the Manchester & Oneida Railway report .52 mile increase account remeasurement of tracks; the Muscatine North & South Railroad report a decrease of .03 mile which was a result of an error in previous reports; the St. Paul & Kansas City Short Line report an increase of .37 mile being new line constructed during year; and the Southern Iowa Traction Company report an increase of .57 mile, new line constructed during the year.

COMPENSATION OF RAILROAD EMPLOYEES IN IOWA.

Year	Number	Year's compensation	Average daily compensation
1878	13,518	*	-----
1879	15,341	*	-----
1880	15,985	*	-----
1881	18,974	*	-----
1882	17,273	\$ 8,329,810.31	\$1.72
1883	17,112	13,194,288.67	1.65
1884	20,731	13,070,661.65	1.59
1885	25,669	13,623,967.66	1.69
1886	25,761	13,677,780.53	1.69
1887	25,088	15,146,234.84	1.66
1888	26,794	16,235,348.31	1.68
1889	24,642	14,212,560.27	1.60
1890	25,088	15,146,234.84	1.66
1891	27,839	16,293,538.45	1.58
1892	30,192	17,870,615.89	1.52
1893	24,351	16,318,138.69	1.52
1894	24,147	14,765,855.35	1.46
1895	24,642	14,212,560.27	1.60
1896	25,088	15,146,234.84	1.66
1897	26,794	16,235,348.31	1.68
1898	24,642	14,212,560.27	1.60
1899	25,088	15,146,234.84	1.66
1900	27,839	16,293,538.45	1.58
1901	30,192	17,870,615.89	1.52
1902	24,351	16,318,138.69	1.52
1903	24,147	14,765,855.35	1.46
1904	24,642	14,212,560.27	1.60
1905	25,088	15,146,234.84	1.66
1906	26,794	16,235,348.31	1.68
1907	24,642	14,212,560.27	1.60
1908	25,088	15,146,234.84	1.66
1909	27,839	16,293,538.45	1.58
1910	30,192	17,870,615.89	1.52
1911	24,351	16,318,138.69	1.52
1912	24,147	14,765,855.35	1.46
1913	24,642	14,212,560.27	1.60

## 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 automatic brake	Number of employes	Number killed coupling cars	Number injured coupling cars	Number killed falling from trains	Number injured falling from trains
1878	39,067			13,618				
1879	31,284			15,341				
1880	54,431			25,985				
1881	67,530			31,974				
1882	85,296		1,521	37,273	16	182	31	57
1883	98,196		1,814	37,112	24	98	33	42
1884	108,227		1,947	38,721	8	109	10	27
1885	165,835		2,309	35,666	13	174	16	34
1886	196,178		2,164	37,751	18	126	25	38
1887	91,097		2,545	39,688	9	134	23	32
1888	113,975		1,864	30,794	19	240	22	52
1889	129,377	4,219	3,636	24,642	8	149	5	44
1890	127,464	5,194	10,422	31,253	14	208	17	53
1891	136,102	18,178	14,265	27,889	13	242	23	82
1892	149,731	34,315	29,047	30,192	14	190	28	63
1893	145,739	49,371	39,238	31,127	10	194	21	68
1894	147,111	46,528	37,784	29,338	7	91	17	32
1895	158,721	56,292	53,078	34,107	5	80	20	37
1896	182,229	70,718	87,050	39,165	6	97	19	35
1897	171,000	101,631	90,684	39,699	7	80	14	65
1898	176,035	142,638	105,223	30,099	4	75	18	50
1899	190,730	180,005	127,007	31,385	12	72	12	64
1900	200,914	188,656	134,691	32,669	8	59	20	59
1901	211,833	200,464	158,712	37,836	6	52	21	100
1902	227,289	226,276	182,712	40,626	4	49	6	98
1903	267,127	264,269	217,072	42,484	11	88	27	87
1904	284,748	280,169	227,248	38,838	10	75	20	147
1905	288,123	282,717	245,966	39,596	5	45	11	102
1906	297,225	294,244	267,912	42,564	5	37	21	178
1907	293,715	218,074	200,119	41,432	8	80	12	156
1908	292,508	322,625	250,430	39,833	7	73	20	96
1909	334,245	322,667	323,999	44,910	1	64	8	88
1910	345,622	340,710	338,346	57,715	5	59	10	112
1911	403,868	402,842	400,734	50,585	5	60	5	137
1912	411,002	410,878	408,438	46,676	3	72	10	89
1913	430,220	430,312	448,784	54,602	5	69	12	116

## ACCIDENTS TO PERSONS IN IOWA.

Year	Killed				Injured			
	Passengers	Employes	Others	Total	Passengers	Employes	Others	Total
1878	20	29	31	80	51	137	35	223
1879	2	42	40	84	12	103	39	154
1880	5	37	38	80	9	140	34	183
1881	7	67	34	108	17	146	21	184
1882	89	69	160	409	62	252	62	576
1883	4	82	65	151	55	256	50	361
1884	6	78	51	129	47	243	39	329
1885	9	72	73	154	89	239	66	374
1886	8	61	62	131	35	238	74	347
1887	8	59	69	136	28	254	58	340
1888	10	101	69	180	77	264	86	427
1889	4	25	33	62	32	442	46	518
1890	9	73	69	151	67	579	101	747
1891	6	82	91	179	80	601	92	773
1892	22	80	79	179	64	258	77	399
1893	17	81	79	177	78	692	64	834
1894	7	48	90	145	62	367	62	491
1895	4	47	82	133	29	330	74	443
1896	39	64	389	492	62	411	84	557
1897	27	40	90	157	81	291	86	458
1898	5	44	114	163	39	301	70	401
1899	14	62	95	171	101	348	128	577
1900	9	70	143	222	82	440	136	667
1901	7	65	151	223	104	636	142	882
1902	9	64	129	196	104	853	129	1,086
1903	7	109	143	259	169	1,091	147	1,317
1904	12	90	113	215	201	1,419	128	1,749
1905	7	74	109	190	146	1,376	190	1,712
1906	13	89	107	209	196	1,592	188	1,976
1907	12	64	134	211	178	1,354	173	1,625
1908	29	78	117	224	115	1,373	143	1,759
1909	2	77	150	229	225	1,872	181	2,279
1910	51	70	147	268	363	1,852	187	2,378
1911	5	81	128	214	221	2,529	248	2,998
1912	10	64	137	211	409	2,561	282	2,252
1913	5	96	178	279	417	3,007	285	3,759

## ELECTRIC COMPANIES.

## COMPARATIVE STATISTICS OF ELECTRIC INTERURBAN COMPANIES.

Year	Mileage—single track	Gross earnings from operation	Operating expenses	Net earnings from operation	Net earnings per mile
1903	98.27	\$ 228,444.55	\$ 132,029.87	\$ 96,414.68	\$ 975.19
1904	102.41	345,559.44	217,280.41	128,279.03	1,252.91
1905	151.41	497,644.96	316,796.05	180,848.91	1,194.43
1906	185.39	629,276.31	394,486.54	234,789.77	1,282.54
1907	184.33	776,308.35	476,755.34	299,553.01	1,594.15
1908	245.18	945,289.00	601,746.11	343,542.89	1,399.95
1909	301.91	1,258,279.22	734,586.61	523,692.61	1,747.92
1910	372.92	1,436,156.37	951,862.73	484,293.64	1,302.45
1911	343.33	1,685,091.39	1,190,354.31	494,737.08	1,439.29
1912	342.74	1,825,191.65	1,272,310.09	552,881.56	1,607.19
1913	394.23	2,330,385.21	1,453,624.17	876,761.04	2,223.98

Year	Stock			Debt		
	Mileage	Amount outstanding	Amount per mile	Mileage	Amount outstanding	Amount per mile
1908	192.57	\$ 6,709,390.00	\$ 35,390.60	188.47	\$ 3,012,000.00	\$ 15,976.61
1909	270.83	13,719,319.32	50,712.22	304.43	9,593,700.00	31,520.43
1910	355.90	14,773,681.11	41,538.22	398.59	11,208,000.00	38,160.45
1911	389.84	14,060,967.40	36,467.63	390.54	12,112,000.00	31,236.73
1912	401.20	16,225,064.66	40,443.40	337.30	12,272,544.00	36,356.48
1913	462.87	18,437,828.00	39,832.63	423.02	16,215,900.00	38,532.66

There is an apparent increase in the mileage of the electric interurbans of 51.49 miles. This is accounted for as follows: The Boone Electric Company's report shows an increase of .13 mile, account remeasurement of tracks; the Davenport & Muscatine constructed 35.27 miles of new line during the year, its first report being made to the Board for the year ending June 30, 1913; the Fort Dodge, Des Moines & Southern Railroad Company's report shows a decrease of 1.07 miles account shortening of its line between Ankeny and Des Moines; the Iowa & Illinois Railway Company's report shows an apparent increase in single track of .51 mile. This is occasioned by remeasurement of single track. The Tama & Toledo Railway Company's report shows a decrease of .08 mile account remeasurement of tracks; and the Waterloo, Cedar Falls & Northern Railway Company's report shows 16.73 miles new line constructed during the year.

## TERMINAL COMPANIES.

## ALL IN IOWA.

Year	Mileage—all tracks	Gross earnings	Operating expenses	Net earnings	Net earnings per mile of road	Amount outstanding—stock	Amount outstanding—debt
1908	50.27	\$55,962.16	\$35,440.58	\$20,521.58	\$ 3,234.47	\$2,500,000.00	\$ 721,500.00
1909	58.48	457,946.02	297,569.63	160,376.39	2,798.19	2,500,150.00	671,000.00
1910	60.24	350,260.88	76,070.62	283,690.26	4,709.33	1,866,150.00	671,000.00
1911	66.90	328,843.91	197,847.69	130,996.22	4,712.99	1,040,500.00	671,000.00
1912	68.53	327,069.04	136,060.55	190,998.49	4,402.03	918,200.00	671,000.00
1913	69.07	348,005.14	106,837.89	241,167.25	4,865.39	918,200.00	671,000.00

The terminal companies' mileage shows an increase of 1.04 miles. The Des Moines Terminal Company's report shows an increase of .57 mile and the Des Moines Western's report shows an increase of .47 mile, new line constructed during year.

## BRIDGE COMPANIES.

## ENTIRE LINE.

Year	Mileage	Gross earnings	Expenses	Net earnings	Net earnings per mile of road	Amount outstanding—stock	Amount outstanding—debt
1908	29.26	\$973,727.58	\$122,458.61	\$851,268.77	\$ 29,416.02	\$9,875,800.00	\$ 1,274,622.40
1909	27.67	675,873.45	41,976.96	633,896.49	21,800.96	9,875,800.00	2,750,000.00
1910	27.70	628,415.20	19,055.92	619,349.47	22,339.19	9,875,800.00	2,750,000.00
1911	31.58	879,392.56	23,669.83	855,722.73	27,433.43	9,875,800.00	2,750,000.00
1912	32.38	697,446.45	18,447.12	678,999.33	14,795.96	9,875,800.00	1,000,000.00
1913	35.78	415,889.90	42,973.95	372,915.95	10,397.31	9,875,800.00	1,000,000.00

The bridge companies' mileage shows an increase of 3.4 miles. The Keokuk & Hamilton Bridge Company constructed 1.87 miles of new line during the year and the Omaha Bridge & Terminal Ry. Company constructed 1.53 miles of new line during the year.



## IOWA CLASSIFICATION NO. 15.

As the supply of Iowa Classification No. 14 was entirely exhausted, the Commission authorized the Secretary to re-issue Iowa Classification No. 14 and to incorporate therein such changes and additions as were shown in Supplement No. 11; said re-issue to be known as Iowa Classification No. 15, dated October 25, 1912, and to be effective at as early a date as would allow sufficient time for the printing thereof. In accordance with such instructions, Iowa Classification No. 15 was issued and distributed to the carriers and the public, and became effective May 1, 1913.

## ORGANIZATION OF THE BOARD.

N. S. Ketchum having been re-elected and duly qualified for office, and having taken the oath thereof, the Board organized by the election of Clifford Thorne as Chairman. George L. McCaughan was re-elected Secretary.

Respectfully submitted,

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

Attest: GEO. L. MCCAUGHAN, *Secretary*.

Des Moines, Iowa, December 1, 1913.

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## Decisions and Rulings of Commission in General Cases

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## DECISIONS

No. 5986—1913.

IOWA STATE MANUFACTURERS' ASS'N.  
DES MOINES BRANCH, Complain-  
ant,

VS.

CHICAGO & NORTH WESTERN RAILWAY  
Co.; CHICAGO, MILWAUKEE & ST.  
PAUL RAILWAY Co.; CHICAGO,  
ROCK ISLAND & PACIFIC RAILWAY  
Co.; WARREN RAILROAD Co.; CHI-  
CAGO GREAT WESTERN RAILROAD  
Co.; CHICAGO, BURLINGTON &  
QUINCY RAILROAD COMPANY;  
MINNEAPOLIS & ST. LOUIS RAIL-  
ROAD Co.; DES MOINES UNION  
RAILWAY COMPANY; FT. DODGE,  
DES MOINES & SOUTHERN RAIL-  
ROAD Co.; INTER-URBAN RAILWAY  
Co.; ST. PAUL & KANSAS CITY  
SHORT LINE RAILROAD Co., De-  
fendants.

*Case submitted July 16, 1912. Decided January 14, 1913.*

## JURISDICTION—SWITCHING SERVICE—LINE HAUL.

The carriers urged a lack of jurisdiction in the Commission, under Sections 2125 and 2145 of the Code of 1897, as amended by Chapter 95 of the 34th General Assembly, to prescribe rates for a movement from one industry to another on the same line, because such service, it was contended, is a line haul and subject to the maximum charges for line hauls. This contention did not prevail and the Commission fixed switching rates for such service.

## SAME—GENERAL POWER.

*Held*, that aside from the specific delegation of power by Chapter 95 of the 34th General Assembly, the Commission has general power to establish reasonable maximum rates of charge for services rendered by carriers on traffic between points in Iowa.

## "SWITCHING SERVICE"—DEFINED FOR THIS CASE.

The term "Switching Service" means the shifting of loaded or empty cars from one main line or siding to another main line or siding at an industry, or group of industries, or at a station, village or city, and within its industrial vicinity.

## "INDUSTRIAL SWITCH"—DEFINED FOR THIS CASE.

The term "Industrial Switch" means the transportation of freight from one industry, established place of business, or any team track used by the public for loading and unloading cars, to another industry, established place of business, or team track, used by the public for purposes of loading and unloading cars, located on the same line of railroad within the same industrial vicinity.

**"JOINT INDUSTRIAL SWITCH"—DEFINED FOR THIS CASE.**

The term "Joint Industrial Switch" refers to transportation of freight from one industry or other established business located upon a public or private sidetrack of a railroad, or on the tracks belonging to an industry, in such a manner that freight can be emptied or unloaded from a car directly into said industry or place of business, or loaded from said industry or place of business directly into a car which is situated upon the tracks of said railroad, said freight being destined to, or originating at, another industry or place of business situated as above described upon another railroad, both industries or places of business being located within the same industrial vicinity.

**"INDUSTRIAL VICINITY"—DEFINED FOR THIS CASE.**

The term "Industrial Vicinity" means all that territory within the corporate limits of a town or city, or adjacent thereto, wherein the railroad companies at this time are performing switching services, industrial switching services, or joint industrial switching services, at switching rates.

**INDUSTRIAL VICINITY—MAY BE EXTENDED OR CHANGED.**

The Board of Railroad Commissioners may extend or change an industrial vicinity from time to time. Voluntary extensions of industrial vicinities may be made by the railroad companies without first having had consent of the Commission; "but no shortening" of industrial vicinities may be made by railway companies without first having obtained the consent of the Commission.

**RATES—EVIDENCE OF COMPETITION INCOMPETENT TO JUSTIFY DIFFERENCES IN.**

Under section 2145 of the Code, evidence of competition is incompetent to justify differences in rates for the same length of haul on different portions of a railroad within the state.

**RATES—EVIDENCE OF REASONABLENESS OF.**

*Held*, that while Section 2145 of the Code provides that difference in rates for the same distance haul is *prima facie* evidence of the unreasonableness of such rates, such differences may, under said section, be justified by facts and conditions other than competition.

**RATES—ANALOGY OF LINE HAUL AND SWITCH.**

Where there are no differences, other than competition, in the conditions surrounding a line haul and an industry switch service, under the statutes such rates should be the same for the same length of haul. If substantial differences exist, aside from competition, it is lawful, fair and just there should be a difference in the rates.

**MAXIMUM CHARGES—ON WHAT SHALL APPLY.**

The maximum charges found to be reasonable are not to apply to interstate commerce or in cases where the carriers absorb the switching charges.

**DISTANCES—DEFINED FOR THIS CASE.**

"Distance" means the short line mileage of the carrier or carriers performed in this service.

J. H. Henderson, Commerce Counsel.

Dwight N. Lewis, Assistant Commerce Counsel.

G. A. Wrightman, for the Iowa State Manufacturers' Assn.

H. F. Sundberg, for the Cedar Rapids Commercial Club.

M. D. Smiley, for the Clinton Manufacturers' and Shippers' Association.

J. A. O'Halloran, for the Clinton Sugar Refining Co.

W. B. Martin, for the Davenport Shippers' Association.

B. E. Sewell, for the Davenport Commercial Club.

E. G. Wylie, for the Greater Des Moines Committee.

C. F. Balch, M. J. Golden and J. C. Davis, for the C. & N. W. Ry. Co.

M. A. Patterson and J. L. Parrish, for the C. R. I. & P. Ry. Co.

E. S. Keeley and O. W. Dynes, for the C. M. & St. P. Ry. Co.

B. J. Rowe, L. A. Downs and W. S. Horton, for the Ill. Cent. R. R. Co. Will Clapper, for the Wabash Railroad Co.

F. S. Hollands and W. J. Cunningham, for the C. G. W. R. R. Co.

H. H. Holcomb and W. D. Eaton, for the C. B. & Q. R. R. Co.

S. G. Lutz, R. J. Kennelly and Geo. W. SeEVERS, for the M. & St. L. R. R. Co.

**DECISION OF THE BOARD.**

Complainant in this case is a voluntary association composed of representative manufacturers located at Des Moines, as well as elsewhere throughout the state of Iowa. Complainant asks for the establishment of reasonable maximum rates for services commonly described as industrial switching, connecting line switching, and intermediate switching rendered by the railroads entering the corporate limits of Des Moines.

Counsel for the carriers, at the beginning of the hearing, questioned the jurisdiction of the Board. The Commerce Counsel of Iowa insisted that the Board had entire jurisdiction. Much testimony and able oral and written arguments were offered as to what constitutes a reasonable rate for the services at issue in this case. Several hearings were held in the office of the Commission; and the rate department of the Commission made somewhat extended investigations into the tariffs issued by the carriers, not only the recent ones which have been filed in our office, but back over a period of years, through the courtesy of the carriers, in their offices at Chicago, and through the courtesy of the Interstate Commerce Commission, by permitting the examination of the files in their offices at Washington, D. C.

**JURISDICTION.**

The Thirty-fourth General Assembly made amendments, relative to the establishment of reasonable maximum switching rates, to two sections of the code. The following sentence was added to Section No. 2145:

Provided, however, that nothing in this section shall be so construed as to prevent railroad companies or the board of railroad commissioners from establishing schedules of reasonable charges applicable to switching services only, and which shall be independent of any schedule of charges which may be provided for the regular line haul freight service of common carriers. (34 G. A., 95, Sec. 2)

Section No. 2125 of the Code was amended by the addition of the following paragraph:

The switching service of common carriers is hereby defined to be the shifting of loaded or empty cars from one main line or siding to another main line or siding at an industry, or at a group of industries, or at a station, village or city and within its industrial vicinity, as may be defined by the board of railroad commissioners, by means of switches and connecting tracks.



It is contended by counsel for the carriers that the definition of a switching service as a movement "from one main line or siding to another main line or siding" contemplates a movement from one carrier to another, "applying to connecting lines." It is therefore urged that a movement from one industry to another on the same line of railroad has all the essential qualities of a line haul, and is not a switching service, but is subject to the maximum charges established by the distance tariff for ordinary line hauls; and consequently, we are told, that the Commission has no power to establish any different rates for such service.

On the contrary the Commerce Counsel and the complainant urge that the intent of the foregoing language was plainly to grant power to this Commission to establish switching rates for the transfer of freight between industries, whether they are located upon the same line of railway or not.

Extended references are made by the parties to the case to the definitions and uses of these terms in the decisions of various courts and commissions. We will make a brief review of the definitions.

#### WHAT IS A SWITCHING SERVICE?

Definitions are always difficult to frame with anything approaching absolute accuracy. The Commission and the Courts, and now our State Legislature have sought to define what constitutes a switching service. All of these definitions have been subjected to severe criticism.

Sometimes the fact as to whether or not the service rendered is within yard limits has been considered controlling, at other times the use of the main line, or the handling of the cars under the orders of a train dispatcher, have been considered decisive upon the question whether or not a given service constitutes a line haul or a switching service.

The decision of the Supreme Court of Iowa in the early case of *The City of Council Bluffs v. The K. C., St. J. & C. B. R. Co.*, (1876) 45 Ia. 338, defined a "transfer" of freight within the city of Council Bluffs, to be from the custody of one common carrier to another.

The inadvisability of adopting the yard limits as the test of what constitutes a switching service was recognized in *State v. Chicago, M. & St. P. Ry. Co.*, 88 Iowa 445-453, wherein the Supreme Court stated:

Misapprehension should be avoided because of what is said in this opinion in connection with the definition given by the commissioners as to what constitutes switching. It is, perhaps, not best here to place any arbitrary limitation upon the term. The commissioners do not, nor do we, think that such a service is bounded always by yard limits, for there may be outside trackage on which such a service, under proper regulations, would be rendered; but we hold, as we think the commissioners have, that a service upon a main line, outside of yard limits and under orders, as in cases of regular or special trains, is not a switching service.

In this case the decision of the Iowa Commission was not sustained by the Supreme Court. The Supreme Court here laid down as the test the usual manner in which the service in question was rendered, whether by a switching crew, or train crew, under orders from a dispatcher. The language of the Court is as follows:

Nor did they confound the different services because of the crew or engine by which it is rendered, but characterize each, as should be the case, by the manner and place of the service, as, where a regular train crew does switching duty, as is often the case, it is switching service; and the Commissioners, speaking of switching, say: "While this work may be done by the regular trains, it is understood as the work usually done by the switching crew." The other conclusion necessarily follows that, where the switching crew does the work usually done by a train crew under orders from a dispatcher, it is a "train" and not a "switching" service. This precise rule was applied in the *Wylie case*. So far as the point under consideration is involved, we think the conclusions in the *Wylie case* are unassailable from a legal, and we might add, equitable standpoint. (*State vs. C., M. & St. P. Ry.* supra, p. 452-453.)

In 1908 the Illinois Railroad and Warehouse Commission rendered a decision attempting to establish switching rates in the state of Illinois (In the Matter of the Petition of the Illinois Central Railroad Company, et al, concerning Modification of Rule No. 23, 38th Annual Report of the Illinois R. & W. Commission, 51). Subsequently, however, nine of the railroads terminating in Chicago secured an order from the United States Circuit Court at Chicago, restraining the enforcement of the decision of the said Commission. We have been unable to find any subsequent order of the Federal Court in regard to this matter, and we are informed the Commission's orders have not been made effective. In this decision of the Illinois Commission we find the following definition of an industrial switch:

"Industrial switching" is hereby defined to be the movement of a loaded car from any elevator, warehouse, industry or place of business located upon or adjoining any sidetrack, or from any team track used by the public in loading or unloading cars, to another elevator, warehouse, industry or place of business located upon or adjoining any sidetrack, or to any team track used by the public in loading and unloading cars where point of origin and destination are both within the switching limits of any town, city or village as herein defined, and are both on the line of a single railroad.

In the opinion rendered by this Commission in the leading case of *Haabins v. Chicago & N. W. et al.*, 33d Annual Report (1910) page 17, after a review of the decisions of this Commission in *Little v. Chicago, M. & St. P. Ry. Co.*, 12th Annual Report of the Iowa Commission, page 1032, *Wylie v. Chicago, M. & St. P. Ry. Co.*, 13th Annual Report of the Iowa Commission, page 901; and of the Supreme Court in *State v. Chicago, M. & St. P. Ry. Co.*, 88th Iowa, 445, there appear the following conclusions:

We very much doubt the wisdom of attempting to frame an absolute, complete definition of a switch. This case is a good illustration of a reason for our doubts. For instance, in the first definition to which this Board gave expression, only two important elements are stated: first, that it must be "within yard limits" and second, cars must "run without orders from the dispatcher."

In the definition which was finally adopted by the Commission and approved by the Supreme Court, both of these elements were eliminated and in order to make a switch it was necessary that the service should be "ordinarily made with a switch or a special engine and crew, and does not partake of the character of the ordinary train made up for service over a line of road."

The Supreme Court, in its decision, lays great stress upon the question of whether or not the cars are run upon a main line and under orders of the dispatcher.

It is quite evident to us that conditions may arise where neither of these factors are controlling. In the case at bar the service given by the railroad to the industries at North Riverside perfectly fits the definition heretofore adopted by this Commission and approved by the Supreme Court. The fair implication from the language of the court is, however, that it engrafts upon that definition two additional facts; that the cars must not be run upon a main line under orders of a train dispatcher. If so, it would be a haul and not a switch.

In the case at bar, if we are bound by the suggestions made by the court in the above case, we find that for quite a distance, cars are run upon the main line and get orders from a dispatcher. It must be presumed that in the use of this language the Supreme Court had in mind the facts in the case which was presented to it and only intended it to apply to these facts. We do not believe that it was the intention to lay down a rule which must apply to all circumstances and conditions.

The conditions at Sioux City, so far as this controversy is concerned, are to our mind absolutely unique. To be within the yard limits would certainly be no criterion because, on account of the danger of operating trains, the dispatcher handles the switch engine and train over a distance of half a mile within the yard limits. The use of the main line of a railway cannot in itself be an important factor when the question of yard limits is eliminated, because the use of a main line in switching is common in this state. To handle a train under orders of a dispatcher certainly ought not to change a switch into a haul, when such method of handling is simply an added precaution for safety required by peculiar conditions such as the sharp curves and steep grades on the line in controversy. *Haskins v. C. & N. W. et al.*, Annual Report of the Iowa Commission.

Further definitions quoted in the recent decision of *Sparta G. & E. Co. v. Ill. South. Ry. Co.*, 155 Ill. App. 283-291, are as follows.

The test of distinction between transportation service, relating to loaded freight cars for which a railway company can lawfully charge tonnage rates, and switching or transfer service for which it is restricted to a fixed charge per car, is not whether the movement of the cars involves the use of a portion of the company's main line, or that of another; for there may be a transportation service over one or more spur tracks of the same company, if the contract of affreightment requires no movement over other tracks or lines of railway; whereas a switching or transfer service is one which precedes or follows a transportation, and applies only to a shipment on which legal freight charges have already been earned, or are to be earned. 8 Words and Phrases, 7070, citing *Dixon v. Central of Ga. Ry. Co.*, 110 Ga., 173.

Switching is defined to be, "The movement of a car to be loaded or unloaded or the movement of a car between railroads, at a charge for the services rendered within designated switching limits; the road performing the service not participating in the freight rate." *Proceedings of Am. Ry. Assn.*, Vol. 4, p. 290.

The thought expressed in many of these quotations would seem to apply primarily to what is commonly known as connecting line switches.

The carriers contend that switching in the ordinary sense is the incidental handling of cars of freight, either before or following its transportation upon the main lines, and as preparatory thereto or in completion thereof. They claim that the legislature did not intend "to change that situation."

There are certain services rendered by railroads having many different features, which both the shippers and the railway companies have come to describe as industrial switching. Then there are other services commonly referred to as connecting line switching. As a matter of fact "Industrial Switching" is a term in common use by the carriers themselves, and by the public; it is used to describe a service which is not a part of a line haul, as that term is commonly understood. The tariffs of the carriers quote rates for both industrial switching and connecting line switching or switching between industries upon the same line of railroad, or upon two or more lines at the same station.

In addition to any powers granted specifically by the aforesaid amendments passed by the 34th General Assembly, this Commission is given general powers to establish reasonable maximum rates of charge for services rendered by railway companies on traffic between points in Iowa. Section No. 2145 of the Code provides that competition cannot be used to justify differences in rates for the same length of haul on different portions of a railroad within the state. The said statute also makes difference in rates for the same distance haul, as *prima facie* evidence of the unreasonableness of such rates. But there is nothing in this statute or in the Iowa laws preventing the use of other facts and conditions than competition to justify differences in rates.

If there are no differences in the conditions surrounding a line haul and an industrial switch, then under the Iowa statutes the rates should be the same for the same length of haul. On the other hand, if there are substantial differences, aside from competitive conditions, then it is not only lawful, but it is fair and just that there should be some differences in the rates.

#### THE FACTS.

In the extended investigation conducted by the Commission, the following are some of the material facts which were disclosed.

The conditions surrounding industrial and connecting line switching we find differ very materially from road hauls. The density of traffic at terminals like the cities of Des Moines, Clinton, and Cedar Rapids, is many times greater than the average density on main line and branch line tracks between terminals, devoted to road hauls.

In the past the limits within which the carriers have generally performed industrial switching have been within the yard limits of a town or city, and this custom has generally met with the approval of the shipping public. There are exceptions to this.

The carriers voluntarily charge for connecting line switching, which constitutes a part of a line haul, either the end or beginning of same, an amount varying from \$2.50 to \$3.00. This is almost the universal rule. This charge is paid by one carrier to another and absorbed in the freight charges for the line haul, as a rule. This constitutes some index of the cost of handling cars. The carriers insist, however, that it is purely a matter of reciprocity and does not represent a reasonable profit; that at the end of the year the switching charges paid by one carrier to another will tend to offset what the other company has paid.



We find, however, in the decisions of the Interstate Commerce Commission, many instances where, after extended investigations, the Commission has adopted these charges as representative of reasonable maximum charges for this service.

The industrial switch generally involves the use of a car for a longer period than does a connecting line switch, and requires a return trip to get the empty.

It has been extremely difficult to get any testimony worthy of serious consideration concerning the question of costs of doing services commonly known as industrial or connecting line switching. As bearing somewhat upon this question, we have the evidence that the Des Moines Union Railway Company has given to the Commission. This company is chiefly a switching company. It owns certain terminal properties in the city of Des Moines, which it leases to various railroads, charging so much a car for the use of the tracks and other facilities. It will not be necessary to go into the details of the contracts which this company makes with various railroads; suffice it to say that it also secures some cash rentals for the use of properties which it owns, and has special contracts relative to the use of freight cars. The system of bookkeeping adopted by this company shows that during the year previous to the hearing, there was, above interest on bonds and operating expenses, a net profit of some eight-two thousand dollars. Fully four-fifths of the switching business conducted by this company is upon the basis of \$3.00 a car, and the company has the benefit of no line haul.

The Chicago, Burlington and Quincy Railroad is one of the largest properties in this section of the country. Fully three-fourths of its industrial switching is done upon the basis of \$2.50 to \$3.00 per car.

Upon the other side of these issues, we are informed by the carriers that originally industrial switching charges were fixed without any reference to the cost of service. The charges were made extremely low to encourage the establishment of various industries upon their tracks. Favors would be granted here and there. This continued until some five or ten years ago, when the carriers attempted to readjust the industrial switching charges to conform more closely to the cost of the service. On all the large railroads of the state the prevailing industrial switching charges today are one cent per hundred pounds, with a minimum of 50,000 pounds. We are also informed by many traffic men of large experience that, in their judgment, three dollars does not pay the cost of the services. These gentlemen were unable to produce any concrete evidence in support of their position, with the exception of a statistician for the Chicago and North Western Railway Company, who presented in evidence some elaborate statistics, compiled in Wisconsin. By a certain method of estimates, these statistics were approximated for Iowa without any substantial investigation from original sources as to the actual costs in Iowa. One witness for the Clinton Shippers' Association attempted to show the cost of performing switching services at Clinton. He reduced this item to a very small amount. But his estimate included no return on the value of the car, no charge for repairs to the engine, and no return upon the value of the expensive terminal.

In the light of all of the evidence introduced, the Commission has reached the following conclusions as to what shall constitute a reasonable maximum charge for these services.

#### CONCLUSIONS.

The term "switching service" as used in this opinion, is intended to mean the shifting of loaded or empty cars from one main line or siding to another main line or siding at an industry, or group of industries, or at a station, village or city, and within its industrial vicinity, as hereinafter defined.

The term industrial switch, as used in this opinion, is intended to mean the transportation of freight from one industry, established place of business, or any team track used by the public for loading and unloading cars, to another industry, established place of business or team track, used by the public for the purpose of loading and unloading cars, located on the same line of railroad, within the same industrial vicinity as hereinafter defined.

The term joint industrial switch, as used in this opinion, is intended to refer to the transportation of freight from one industry, or other established business, located upon a public or private sidetrack of a railroad or on the tracks belonging to an industry, in such a manner that freight can be emptied or unloaded from a car directly into said industry or place of business, or loaded from said industry or place of business directly into a car which is situated upon the tracks of said railroad, said freight being destined to, or originating at, another industry or place of business situated as above described upon another railroad, both industries or places of business being located within the same industrial vicinity as hereinafter defined.

The term industrial vicinity, as used in this opinion, is hereby defined to mean all that territory within the corporate limits of a town or city, or adjacent thereto, wherein the railroad companies at this time are performing switching services, industrial switching services, or joint industrial switching services, at switching rates, and the said industrial vicinity, at any town or city in the state, may be extended or changed from time to time by the State Board of Railroad Commissioners, as the facts may justify. Voluntary extensions, but no shortening, of the limits of said industrial vicinities may be made by the railway companies themselves, without first receiving the consent of this Commission.

Complaint is made against the connecting lines' switching rates at Des Moines, which are charged for services rendered at the beginning or termination of line hauls. The evidence goes to show that the public has little or no interest in these rates. They are practically always absorbed by the carrier; they concern the charge one carrier pays another carrier for a service at the beginning or conclusion of a line haul. Under the circumstances, the carriers are the parties most vitally concerned in the size of this charge, and no carrier is before us complaining about the same.

The present connecting line switching rates at Des Moines are approved, in so far as they do not apply to hauls between two or more in-

dustries, all of which are located within the industrial vicinity of said city.

We find a reasonable maximum charge for an industrial switching service rendered within the industrial vicinity of Des Moines to be three-fourths of a cent per hundred pounds, actual weight, subject to a minimum charge of \$4.00 per car, if the said haul is three miles or less in extent, and \$5.00 per car if the said haul is over three miles in length.

We find the reasonable maximum charge for a joint industrial switching service rendered within the industrial vicinity of Des Moines to be, for the originating road, the same as that above described for an industrial switch. If the said joint industrial switching service is rendered by two carriers, we find the reasonable maximum charge of the terminating road to be the regular connecting line switching charge of said carrier applicable on cars destined to the same industry originating outside of the industrial vicinity of said city, not exceeding \$3.00 per car, and if the said joint industrial switch is over three or more lines, we find the reasonable maximum charge of the intermediate carriers (meaning those exclusive of the originating and terminating lines) to be \$2.00 per car for each intermediate carrier.

The foregoing maximum charges are also found to be reasonable as applied to all industrial switching services rendered today by the carriers to industries, one or both of which are located within the corporate limits of said city, which are not covered by the definitions hereinbefore set out. The industrial vicinity of Des Moines is further defined to include Flint Junction and Highland Park, Iowa, located on the Inter-Urban Railway.

The maximum charges herein stated shall not apply where the carriers absorb the charges at the present time, nor shall they apply to interstate commerce.

All industrial switching services, and joint industrial switching services, performed between two or more points all of which are within the industrial vicinity of the city of Des Moines, shall be subject to the maximum charges as hereinbefore specified.

The distances herein stated are according to the short line mileages of the carrier or carriers performing the service.

Nothing contained herein shall be construed as compelling a common carrier to give the use of its terminal facilities and tracks, devoted to public use, to another carrier engaged in like business, nor to compel any carrier to perform services on tracks belonging to private individuals.

Existing rates which are lower than the rates herein described shall remain in effect until changed by the Commission.

The carriers will be expected to revise their tariffs to correspond to the foregoing findings within thirty days from this date, and upon failure to make such revision, this Commission will proceed to make formal orders in regard to the same.

Des Moines, Iowa, January 14, 1913.

No. 5986—1913.

CLINTON MANUFACTURERS' AND SHIPPERS' ASSOCIATION, BY M. D. SMILEY, Complainants,

vs.

CHICAGO, ROCK ISLAND & PACIFIC RY. CO.; CHICAGO, BURLINGTON & QUINCY RR. CO.; CHICAGO, MILWAUKEE & ST. PAUL RY. CO.; DAVENPORT, R. I. & N. W. RR. CO.; CHICAGO & NORTH WESTERN RAILWAY CO.; IOWA & ILLINOIS RAILWAY COMPANY, Defendants.

Decided January 14, 1913.

SWITCHING RATES—REASONABLE MAXIMUM CHARGES.

The facts in the instant case held to be analogous to those in *Iowa State Mfgs. Assn. v. C. & N. W. Ry. Co.*, et al, Case No. 5986-1913, ante, and rates established therein for Des Moines adopted as applicable to Clinton, Iowa.

"SWITCHING SERVICE," "INDUSTRIAL SWITCH," "JOINT INDUSTRIAL SWITCH," AND "INDUSTRIAL VICINITY."—DEFINITION OF.

As defined in *Iowa State Mfgs. Assn. v. C. & N. W. Ry. Co.*, et al, Case No. 5986-1913, ante, adhered to.

TARIFF OF RATES.

Revision of tariffs to be made and filed within 30 days.

Appearances:

J. H. Henderson, Commerce Counsel,

Dwight N. Lewis, Assistant Commerce Counsel,

M. D. Smiley, for the Clinton Manufacturers' & Shippers' Assn.

M. A. Patterson and J. L. Parrish, for the C., R. I. & P. Ry. Co.

H. H. Holcomb and W. D. Eaton, for the C., B. & Q. Rd. Co.

E. S. Keeley and O. W. Dynes, for the C., M. & St. P. Ry. Co.

C. F. Balch, M. J. Golden and J. C. Davis for the C. & N. W. Ry. Co.

#### DECISION OF THE BOARD.

This case involves the investigation and establishment of reasonable maximum charges for the various services as described and defined in the decision of this Board for the City of Des Moines, in the case entitled *Iowa State Manufacturers' Association, Des Moines Branch, vs. Chicago & North Western Railway Company, et al.* We adopt the definitions given in said opinion for the terms switching service, industrial switch, joint industrial switch, and industrial vicinity.

The questions presented by the record in this case are substantially analogous to those raised in the investigation of the Des Moines switching rates, in the aforesaid Des Moines case. What we have already said in that case is largely applicable to the issues in this proceeding. We hereby adopt the rates we have established in the aforesaid case for Des Moines, as applicable to Clinton.



The carriers will be expected to revise their tariffs to correspond to the foregoing findings within thirty days from this date, and upon failure to make such revision, this Commission will proceed to make formal orders in regard to the same.

Des Moines, Iowa, January 14, 1913.

No. 5987—1913.

CEDAR RAPIDS COMMERCIAL CLUB, BY  
H. F. SUNDBERG, Complainant,

vs.

CHICAGO, MILWAUKEE & ST. PAUL  
RY. CO.; CHICAGO & NORTH WEST-  
ERN RY. CO.; CEDAR RAPIDS &  
IOWA CITY RAILWAY CO.; ILLINOIS  
CENTRAL RAILROAD CO.; CHICAGO,  
ROCK ISLAND & PACIFIC RY. CO.,  
Defendants.

Decided January 14, 1913.

SWITCHING RATES—REASONABLE MAXIMUM CHARGES.

The facts in the instant case held to be analogous to those in *Iowa State Mfgs. Assn. v. C. & N. W. Ry. Co., et al*, Case No. 5986-1913, ante, and rates established therein for Des Moines adopted as applicable to Cedar Rapids, Iowa.

DEFINITION OF "SWITCHING SERVICE," "INDUSTRIAL SWITCH," "JOINT INDUSTRIAL SWITCH," AND "INDUSTRIAL VICINITY," as defined in *Iowa State Mfgs. Assn. v. C. & N. W. Ry. Co., et al*, Case No. 5986-1913, ante, adhered to.

TARIFF OF RATES.

Revision of tariffs to be made and filed within 30 days.

Appearances:

J. H. Henderson, Commerce Counsel,  
Dwight N. Lewis, Assistant Commerce Counsel,  
H. F. Sundberg, for the Cedar Rapids Commercial Club.  
as secretary and U. W. DYNES, for the C., M. St. P. Ry. Co.,  
C. F. Balch, M. J. Golden and J. C. Davis, for the C. & N. W. Ry. Co.,  
B. J. Rowe, L. A. Downs and W. S. Horton, for the Ill. Cent. R. R. Co.,  
M. A. Patterson and J. L. Parrish, for the C., R. I. & P. Ry. Co.

DECISION OF THE BOARD.

The questions presented by the record in this case are substantially analogous to those raised in the investigation of the Des Moines switching rates, in the case entitled *Iowa State Manufacturers' Association, Des Moines Branch, vs. Chicago & North Western Railway Company, et al*. What we have already said in that case is applicable, in the main, to the issues in this proceeding. The definitions of switching service, industrial switch, industrial vicinity, joint industrial switch, and connecting line switch, as given in the aforesaid decision, and the rates prescribed therein for said services, are hereby adopted for this case.

The carriers will be expected to revise their tariffs to correspond to the foregoing findings within thirty days from this date, and upon failure to make such revision, this Commission will proceed to make formal orders in regard to the same.

This decision does not preclude any future investigation and establishment of maximum rates for special services rendered to particular industries, under varying conditions, at Cedar Rapids.

Des Moines, Iowa, January 14, 1913.

No. 5988—1913.

F. R. GAMBELL AND OTHER CITIZENS  
OF LINBY, IOWA, Complainants,

vs.

C., B. & Q. RAILROAD COMPANY, De-  
fendant.

Decided May 14, 1913.

JOINT STATION—TRACK CONNECTIONS.

Application for the establishment of a station by the Chicago, Burlington & Quincy Railroad at Linby, Iowa, in connection with the station existing at that point and maintained by the Chicago, Milwaukee & St. Paul Railway Co. The C. B. & Q. Railroad Co. maintains a station at Pekin, a distance of 1.2 miles from Linby. Complainants also ask for track connections between the two railroads for the purpose of interchange of freight. *Heid*, Evidence of public necessity insufficient to justify the establishing of track connection at Linby for the interchange of freight. The nearness of the towns of Pekin and Linby and their population does not justify an order requiring the establishment of a new depot at Linby or the abandonment of the station at Pekin and the establishment of a union station at Linby.

PLATFORM.

Upon evidence that many passengers on the C. M. & St. P. Ry. Co.'s trains have occasion to transfer to the trains of the C. B. & Q. Rd. Co. and vice versa, the C. B. & Q. Rd. Co. is required to build a platform adjoining its tracks and closely adjacent to the C. M. & St. P. depot for the purpose of accommodating passenger traffic.

Appearances:

For Complainant—

Hon. J. H. Henderson, Commerce Counsel,  
Dwight N. Lewis, Assistant Commerce Counsel,  
F. R. Gambell, Linby, Iowa,  
K. S. Mowry, Linby, Iowa,  
Geo. Gilraut, Linby, Iowa.

Interveners for Pekin—

W. F. McCreery, Pekin, Iowa,  
C. O. Toomire, Pekin, Iowa,  
C. W. Zepp, Pekin, Iowa,  
W. I. Eckley, Pekin, Iowa.

For C., B. & Q. Railroad Company—

W. D. Eaton, Attorney, Burlington, Iowa.

## OPINION.

In this case, the citizens of Linby are asking for the establishment of a station by the Chicago, Burlington & Quincy Railroad at that point, in connection with the station now existing at Linby and maintained by the Chicago, Milwaukee & St. Paul Railway Company. They are also asking for track connections between the said railroads for the purpose of interchange of freight.

Linby is 1.2 miles from Pekin on the C., B. & Q. Railroad and about 2¼ miles from Pekin by highway. Pekin is a town of about fifty or sixty inhabitants located on the C. B. & Q. Railroad. This station was established by the C. B. & Q. many years before Linby was established by the C. M. & St. P. Railway. Linby has a population of approximately one hundred. There are several firms doing business at this station, including a general store, bank, tile factory, elevator, poultry house and blacksmith shop.

There was considerable evidence to show a substantial public necessity for the interchange of passenger traffic at Linby between the C. M. & St. P. Railway and the C., B. & Q. Railroad.

In the judgment of the Commission there was not sufficient proof of public necessity to justify the requirement, at this time, for the establishing of track connections at Linby for the interchange of freight.

Linby and Pekin being only about one mile apart are too close to justify an order from this Commission requiring the maintenance of two depots by the C. B. & Q. Railroad, and the relative size of the towns at the present time, and their location, do not justify the ordering of a union station at one point and the abandonment of the station at the other point. The record shows that many passengers on the C. M. & St. P. Railway Company's trains do have occasion to transfer to the trains of the C. B. & Q. Railroad Company, and *vice versa*, passengers on the C. B. & Q. Railroad trains have occasion to transfer to trains of the C. M. & St. P. Railway.

This transfer of passengers can very easily be accommodated without any substantially increased cost to the C. B. & Q. Railroad by the building of a platform adjoining the C. B. & Q. tracks and closely adjacent to the C. M. & St. P. depot at which the C. B. & Q. passenger trains should be required to stop.

The C. B. & Q. Railroad Company will therefore be required to stop its passenger trains, now known as Nos. 3, 4, 92, and 93, at said point as above described, for the purpose of accommodating passenger traffic.

Unless proper steps shall be taken by the C., B. & Q. Railroad Company within the next thirty days, to comply with these requirements, an order will be issued.

Des Moines, Iowa, May 14, 1913.

No. 5989—1913.

FARMERS ELEVATOR COMPANY, RITTER, IOWA, Complainant.

vs.

C. ST. P. M. & O. RAILWAY COMPANY, Defendant.

*Decided May 14, 1913.*

DEPOT—ESTABLISHMENT OF—AGENT.

Facts held not to warrant the making of an order requiring establishment and maintenance of depot and agent at Ritter.

RECOMMENDATIONS.

Without making an order for establishment of depot and agent, it is recommended that the carrier furnish the town of Ritter with a properly heated and lighted depot and maintain an agent at such point.

Appearances:

For Complainant—

Dwight N. Lewis, Asst. Commerce Counsel,  
P. J. Baadte, Sheldon, Iowa.

For C. St. P., M. & O. Railway Co.—

Answer filed by James B. Sheehan, Atty.

## OPINION.

This case involves the location of a depot at Ritter, Iowa.

Ritter is a small town located upon the Chicago, St. Paul, Minneapolis & Omaha Railroad, in the northwestern part of Iowa. Two families live at this point. There are three farm residences within forty rods of Ritter. The freight revenues from traffic originating at this point range from five to seven thousand dollars annually.

This town draws trade from a territory from five to seven miles in extent. For passengers, it is a flag station. There is no accommodation for passengers. In the winter, when it is cold, passengers go into the office of the elevator company, which is close to the point at which passenger trains stop. Of course, this office was not erected as a depot, nor was it built at a proper point to serve the ordinary purposes of a depot. There is testimony offered the Commission concerning a promise on the part of the carriers to build a depot, providing the local parties furnish the land necessary.

Sheldon, about five miles from Ritter, has a population of three thousand, and has ample facilities to accommodate the surrounding country. Ritter is somewhat similarly located, as far as distance is concerned, from three other stations. The company states that the revenue from passengers at Ritter does not average over \$600 a year. The maintenance of an agent at this point would be largely for the accommodation of passengers. If it be true that the total passenger revenue is not greater than \$600 yearly, it would about pay the salary of the agent, aside from such



other expenses as light and heat. However, it is our judgment that the railroad company should provide shelter for passengers, waiting for trains. It is not the proper function of the public to build railroads, because they do not secure returns upon their investment.

We will make no order requiring the furnishing of an agent, as we do not believe the revenues justify the same. We fully realize the hardship that will be worked upon the residents of Ritter and vicinity during cold weather. It will simply require these parties to go on further to a neighboring town where proper accommodations exist, or else accept the courtesy of the elevator company. Ordinarily, it is not the policy of the railroad commission to order service rendered which cannot be properly compensated for. However, we earnestly recommend to said carrier that at the earliest possible date, they shall furnish the town of Ritter with an agent and a properly heated and lighted depot for the accommodation of the traveling public. The Commission is not warranted, by the facts established, in making any further direction as to an agent than this recommendation.

The defendant herein will be expected to take immediate steps towards the purchase of the necessary land and the erection of the necessary shelter at the town of Ritter to accommodate passengers. If this is not done within a reasonable length of time, the Commission will make formal orders with regard to the same.

Des Moines, Iowa, May 14, 1913.

No. 5990—1913.

AKRON MILLING COMPANY, AKRON,  
IA., Complainant,

vs.

C. M. & ST. P. RAILWAY COMPANY &  
C. & N. W. RAILWAY COMPANY,  
Defendants.

*Decided May 14, 1913.*

**TRACK CONNECTIONS—JURISDICTION OF COMMISSION.**

In a case involving the construction of a "Y" connecting the tracks of the Chicago, Milwaukee & St. Paul Railway and the Chicago & North Western Railway at Hawarden, Iowa. *Held*, That a state Commission, if acting within its statutory powers, and if making an order that is otherwise reasonable, may order track connections between two intersecting railroads, without attempting to regulate interstate commerce, as contemplated by the federal constitution.

**SAME.**

A state Commission has jurisdiction over commerce between points in the state of Iowa; and growing out of that authority it has the right and power to require adequate track connections and a reasonable interchange of business between carriers operating within the state. *Held*, Track connections at Hawarden between the lines of defendants, be installed and maintained.

**Appearances:**

J. H. Henderson, Commerce Counsel,  
Dwight N. Lewis, Assistant Commerce Counsel,  
H. W. Fields, Akron, Iowa,  
C. A. Plank, Hawarden, Iowa.  
For C. M. & St. P. Ry. Co.—  
O. W. Dynes, Commerce Counsel,  
L. B. Beardsley, Division Superintendent,  
J. G. Love, A. G. F. A.  
For C. & N. W. Ry. Co.—  
M. J. Golden, A. G. F. A.

**OPINION.**

This case involves the construction of a "Y" connecting the tracks of the Chicago, Milwaukee & St. Paul Railway and the Chicago & North Western Railway at Hawarden, Iowa.

Members of the Commission have made a personal inspection of the premises and a hearing was held before the Commission at which oral testimony was taken on the 11th day of December, 1912. All interested parties were given an opportunity to be heard; and subsequent to said hearing, briefs have been filed by opposing counsel.

The Commission finds that it is practicable to make the desired connections between the said railroads without requiring an extraordinary outlay of money to make the same. It remains to determine whether the Commission has power to compel the said connections in view of the facts established, and whether, on the merits of the case, the said facts are sufficient to justify said order.

Hawarden is a town of 2107 inhabitants, located on the extreme western border of the state of Iowa. Two railroads pass through the town: the Chicago & Northwestern, running east and west, and the Chicago, Milwaukee & St. Paul, running north and south. These railroads have no track connections at Hawarden.

Akron is a town of about 1130 population, located on the C. M. & St. P. Railroad, 13 miles south of Hawarden. Industries located on the C. M. & St. P. at Akron cannot reach the towns on the C. & N. W. directly east of Hawarden without going south to Sioux City, then north on the Great Northern or Illinois Central and then on the C. & N. W. These industries cannot ship to Council Bluffs without shipping west into Nebraska, thence to Sioux City, back into Iowa, and then south to Council Bluffs. They cannot ship from Hawarden, Iowa, to Des Moines, Iowa, without going into Nebraska, thence east through Sioux City, back into Iowa, and to Des Moines. Industries on the tracks of the C. M. & St. P., at Hawarden, cannot ship to Ireton directly east of Hawarden, about 9 1-2 miles, on the C. & N. W. Railroad, without going south to Sioux City (45.8 miles), then north on the Chicago & North Western Railway to Hawarden Junction (40.89 miles), and then east to Ireton (7.2 miles); or by going north and east to Sheldon, a distance of 41.9 miles, then south to Atton, a distance of 16.1 miles, then west on the C. & N. W. to Ireton, a distance of 16.8 miles. Very roundabout hauls are required for many other points on the North Western directly east of Hawarden.

Relative to the cost of the "Y", the record shows estimates ranging from \$600 to \$1,000. It was stated by Mr. H. W. Fields, of Akron: "Mr. Wallace and myself measured the grade that is already established for a "Y" there, and find it to be 622 ft. long. L. B. Beardsley stated that \$1.25 per foot would lay the track and switches. This would bring one half of the cost to the C. M. & St. P., \$390.00. It is a self evident fact that this expense should not be permitted to stand in the way of a "Y", it is so small."

The defendants in their brief say, "The original construction of the proposed connection would cost upwards of \$1,000.00. It does not appear what it would cost the railroad companies to maintain it but it would, of course, cost something."

One of the principal issues involved in the case is the question whether an order made by this Commission would constitute a regulation of interstate commerce.

All questions of state interference with interstate commerce are of peculiar significance these days, while the respective jurisdictions of state and federal tribunals are being frequently discussed, and gradually, established, by the courts.

It is claimed by the defendants that the ordering of track connections as prayed for by a state tribunal would be unconstitutional as a regulation of interstate commerce. A similar claim was advanced by the railway companies in *Wisconsin etc. R. Co. vs. Jacobson*, 179 U. S. 257; and it was discussed in the opinion of the Supreme Court in the following language:

To provide at the place of intersection of these two railroads, at Hanley Falls, ample facilities by track connections for transferring any and all cars used in the regular business of the respective lines of road from the lines or tracks of one of said companies to those of the other, and to provide at such place of intersection equal and reasonable facilities for the interchange of cars and traffic between their respective lines, and for the receiving, forwarding and delivering of property and cars to and from their respective lines, as provided for by this judgment, would plainly afford facilities to interstate commerce, if there were any, and would in nowise regulate such commerce within the meaning of the Constitution. That is all that has been done by the judgment under review. A State may furnish such facilities or direct them to be furnished by persons or corporations within its limits without violating the Federal Constitution. But the Supreme Court of the State, in the opinion delivered therein, said that there was ample evidence in the case of a necessity for such track connection resulting from the benefit which would accrue to exclusively state commerce when considered alone, to justify the ordering of the connection in question. (*Ibid*, p. 295.)

Last year this ruling was reaffirmed by one of the federal courts; Judge Wolverton presiding, in *Southern Pac. Co. vs. Campbell et al*, 189 Fed. 696, 699. In this case the court had under consideration the constitutionality of a state statute providing that: "Such railroads whose roads so connect or intersect shall, when ordered by the commission, so unite and connect the tracks of the several roads as to permit the transfer of cars from the track of one to that of the other."

Concerning this issue the court held:

It manifestly affords added facilities for a less restrained and freer interchange of all kinds of commerce pursuing its course along the lines and over the routes of these two roads, whether it be denominated interstate or intrastate. So, regarding the requirement that the two companies connect their lines of transportation, it is in no wise a regulation of commerce within the meaning of the Constitution. (*Ibid*, p. 699.)

In this case a clear distinction was drawn by the court between such provisions as above described, and those requiring the transferring and switching of all such traffic at a reasonable compensation, on the ground that the latter class of regulations would include an attempt to control interstate commerce, and would therefore be unconstitutional.

It would seem quite well established that a state commission, if acting within its statutory powers, and if making an order that is otherwise reasonable, may order track connections between two intersecting railroads, without attempting to regulate interstate commerce, as contemplated by the federal constitution.

#### MUST BE REASONABLE NECESSITY FOR SAME.

Another proposition involved in the case concerns the power of a commission to order railroads to install track connections.

A case wherein the court overruled the decision of a commission ordering the installation of track connections is entitled, *Mississippi Railroad Commission vs. Yazoo etc. R. Co.*, 56 So. 668 (Miss. 1911.)

This case involved two railroads (the Yazoo & Mississippi Valley and Southern Railroads), which run parallel with each other at Hollandale, Miss., "and for some distance north and south thereof." The petitioner sought track connections at Hollandale between these two railroads. The Mississippi Railroad Commission granted the request without giving the grounds for the decision. The Supreme Court of Mississippi, on appeal, sustained the lower court in enjoining the enforcement of the order of the Commission. In the discussion of the facts in the case, the Mississippi Supreme Court states that track connection in issue would be serving two purposes only:

First, that cars loaded by shippers at Hollandale on sidings located on one of these roads could be switched to the other for transportation to points of destination; and, second, that cars brought to Hollandale by one road could be switched to the other and unloaded more conveniently by consignees. In other words, its enforcement would result simply in the furnishing by each road to the other of terminal facilities. *Mississippi R. R. Commission v. Yazoo & M. V. R. Co.*, 56 So. 668.

In conclusion the court states:

For an order of a railroad commission, directing any railroad company to do a certain thing, to be reasonable, the thing ordered to be done must, among other things, be within the purposes for which such railroad was chartered or within the scope of the business in which it is engaged. The business for which appellee was chartered, and in which it is engaged, is that of transporting freight and passengers from one point to another, and not that of doing switching or transfer service for, or furnishing terminal facilities to, other roads. This order, therefore, constitutes an unreasonable and arbitrary exercise of the power to regulate, and its enforcement would result in depriving appellee of its property without due process of law. (*Ibid*.)



In this case just referred to there is nothing to show that there would be any substantial shortening of hauls justifying any substantial reducing of freight charges; there is nothing to show that all the important shippers were not equally well accommodated by both railroads; and there is nothing to show that the proposed track connections would make a large and substantial addition of territory to any of the markets of any of the shippers. In addition to these facts this commission will not accept a decision of the Mississippi Supreme Court as a precedent, except in so far as it may be established on sound reason. We do not accept this decision as a precedent in the case now pending before us.

Unless carriers can be compelled to join their tracks and interchange traffic, those industries located on one railroad will be shut out from a large part of the territory on another railroad without being subjected to the constant tax of the extra cost of hauling by wagon over to the other railroad, or paying extra freight charges which are not a necessary part of the hauls necessary to reach the territory described.

One of the leading cases relied upon by the defendants herein upon the proposition that a state cannot compel one railroad to grant the use of its terminals to another is *Louisville etc. R. vs. Stock Yards Co.*, 212 U. S. 132. The pivotal issue in that case related solely to the attempt of the state to regulate interstate commerce, and not to the power of the state to order physical connections between tracks, at terminals or elsewhere. The Supreme Court specifically states it expressed no opinion upon that point, adding (at page 143),

In view of the well known and necessary practice of connecting roads, we are far from saying that a valid law could not be passed to prevent the cost and loss of time entailed by needless transhipment or breaking bulk, in case of an unreasonable refusal by a carrier to interchange cars with another for through traffic.

In the case just cited, the leading precedent used by the court was *Central Stock Yards Co. vs. Louisville & N. R. Co.*, 118 Fed. 113, subsequently decided by the Supreme Court as shown in 192 U. S. report page 568. A passage from the decision of the federal court subsequently quoted with approval by the Supreme Court is the following:

It is thoroughly well settled that a State may not regulate interstate commerce, using the terms in the sense of intercourse and the interchange of traffic between the States. In the case at bar we think the relief sought pertains to the transportation and delivery of interstate freight. *It is not the means of making a physical connection with other railroads that is aimed at, but it is sought to compel the cars and freight received from one State to be delivered to another at a particular place and in a particular way.* If the Kentucky Constitution could be given any such construction, it would follow it could regulate interstate commerce. This it cannot do. (*Italics are ours.*) *Central Stock Yards Co. v. Louisville, etc., R.*, 118 Fed. 113, 120; *McNeil v. Southern R.*, 202 U. S. 543, 562.

In that case there is a clear recognition of the power in the state to make an order such as is contemplated in this case. In addition to this the said Federal Court, stated specifically:

It is within the power of a state to require connecting tracks between two railroad companies at an intersection for the transfer of cars used in the local business of such lines of railroad. (*Ibid.*, p. 119.)

One proposition that has been urged by the parties to the case concerns the lessening of the earnings to one or the other of the carriers that would result from the establishment of the track connections. As a matter of fact the contemplated order would not affect existing freight rates, they have been established by statute or by prior orders of the commission, and connecting the tracks would not change these rates. However, the track connections would make possible shorter routes taking substantially lower rates.

The mere fact that the carriers' earnings would be lessened is not sufficient to prevent a commission from ordering track connections to be established. In *Wisconsin & C. R. vs. Jacobson, supra*, the lowering of the rates in issue was very much larger in amount than that which would follow an order in this case; and it was there held that such a reduction in the earnings of the carrier was not sufficient to prevent the enforcement of the order. However, we are not to infer from this decision that a commission can arbitrarily order the installation of track connections. There must be a reasonable ground of necessity for such order. The two extremes of cases are well illustrated in the case of *Wisconsin, etc., vs. Jacobson, et al. supra*; and the case of *Oregon R. R. & N. Co., vs. Fairchild*, 224 U. S. 519. In the former case the benefit growing out of the order was very large; wood could be marketed in certain localities at a much lower figure, where the existing sale of such commodity had been rapidly declining because of the price and quality; and live stock was secured a much closer and better market. In the latter case (*Oregon etc., vs. Fairchild*) there was—

"no evidence of inadequate service, no proof of public complaint or of a public demand, and no testimony that any freight had been offered in the past for shipment between the points named, or that any such freight would be offered in the future; nor was there any evidence whatever as to the volume of freight that would use these tracks or that the saving in freight and time to the shipper would justify the admitted expense to the carrier, whether that expense be \$7,500, as found by the Commission, or \$21,000, as claimed by the carrier. (*Ibid.*, p. 531, 532.)

And again the court stated:

A careful examination of this record fails to show what, if any, business would be routed over these connections, or what saving would come to the public if they were constructed. There is nothing by which to compare the advantage to the public with the expense to the defendant and nothing to show that within the meaning of the law there is such public necessity as to justify an order taking property from the company. (*Ibid.*, p. 532.)

As to the business that would be benefitted by the construction of the track connections, involved in this case, the record shows that it will enable firms located on one of the railroads to reach out into the territory covered by the other railroad company, with reasonable freight charges. At present, one group of industries is compelled to pay much higher rates than their competitors in the same town located upon the other railroad.

It was stated by Mr. Fields, of Akron, upon the stand, that:

It is hard to estimate the business that would go over the Y. Under present conditions there would be thousands of bushels of corn, wheat and oats pass over it. Considerable flour, some feed, a considerable amount of coal, ice, sand, with some stock and emigrant stuff. It certainly would promote public con-

venience and work no hardships, but a benefit on the two roads, as there would be a material increase in business to both roads.

One instance was given in the record where some people bought land in South Dakota and in moving their entire household goods they had to take their stock up to Alcester so that they could get to the Northwestern tracks. Shipments of horses to Hawarden had been driven down south of Alcester in order to get them into Hawarden.

The record also shows that it is probable these track connections would cause certain substantial increases in the volume of business going out of Hawarden.

Mr. F. B. Wallace, a partner in the firm of the Hawarden Ice Company, filed a statement showing that their plant is located one and one-half miles from the Northwestern and about six hundred feet from the Milwaukee. They sell to Ireton, Maurice, Orange City, Craig, McNally, Alcester, Beresford and other towns. Hawarden is the most accessible source of supply for these towns. In order to ship to them, they have to haul by wagon one and one half miles to the Northwestern, as these points are all located on the C. & N. W., east of Hawarden.

In 1910, the Hawarden Ice Company lost a contract for 2,400 tons of ice at Le Mars, Iowa, because of the extra cost in getting the ice on the tracks of the Northwestern, preventing the said company from meeting a bid of a Sioux City company.

F. B. Schoeneman, President of The Schoeneman Brothers Company, dealers in lumber and coal, at Hawarden, stated that they have been in the said business for more than fifteen years. Their yards are near the tracks of the Milwaukee. Whenever they buy lumber or coal and receive it over the Northwestern, they have to haul it by wagon to their yards.

The Farmers Elevator Company, at Hawarden, is located on the right-of-way of the Milwaukee. The rate on corn to Omaha on the Milwaukee has been 11½¢; on the Northwestern it is 8.7¢. This has shut the company out of the market at Omaha because of not having connections over the Northwestern Railroad, the difference in freight rates being prohibitive. This company estimates its loss because of the lack of track connections to be at least a thousand dollars, during the past season.

Mr. Fields, of Akron, states the rate on ground feed, from Akron to Council Bluffs, to be 11½¢; Hawarden, directly north of Akron, has a rate of 7.7¢, while Sioux City, directly south, has a rate of 6.8¢, and Le Mars, directly east, has a rate of 8.9¢. This relative situation operates, of course, as a great hardship where the margins are close. On shipments of feed to Des Moines, the rate from Akron is 15¢, while the rate from Hawarden, directly north, is 9.9¢ from Sioux City, directly south, it is 8.9¢, and from Le Mars, directly east, it is 10.4¢.

This combined situation has driven Mr. Fields out of the Des Moines and Council Bluffs markets, and the record shows that he has been forced out of trade at Dubuque.

The Commission is also in receipt of a petition signed by about thirty persons at Hawarden, in which it is stated "That they believe this track

would result in great benefit to local shippers as well as shippers residing in the surrounding territory on these two roads."

The Commission is also in receipt of a communication from one company at Hawarden, the Hawarden Sand & Gravel Company, to the effect that they are not insisting upon securing the track connection and do not want their names used as parties desiring the same.

The evidence discloses the fact that one of the chief reasons causing the complainants to seek to establish the said track connections is the consequent reduction in rates that will follow. The record also shows that one of the chief reasons advanced is the securing of additional territory in which said complainants can market their goods.

On the other hand, the evidence discloses the fact that one of the chief reasons relied upon by the carriers for refusing to make the said track connections is the reduction in rates which will follow.

There was much testimony offered by the complainants as to the freight rates which they and their competitors pay at the present time. The absence of the said track connections compels the said complainants to ship their goods outside of the state in order to reach other points within the state, thereby making the said shipments interstate commerce and not subject to the maximum rates established by the Iowa State Board of Railroad Commissioners.

Typical extracts from the record disclosing the carriers' objections to making the track connections are as follows:

Testimony of Mr. J. G. Love, Assistant General Freight Agent, of the Chicago, Milwaukee & St. Paul Railway.

Q. Now why do you object to it?

A. We object to a track connection at Hawarden for the reason that it would detract from the revenues of the Milwaukee, for the reason that we would be short hauled on all of the business that originated in Akron and went to destinations on the Northwestern, that being the nearest junction with the Northwestern road; and for the same reason that it would detract from the business that originates on our own rails in the city of Hawarden, and also what business there might be out of little towns in this zone.

Q. I believe that you have said it has been the policy of each road, as you understand it, to keep closed terminals at Hawarden?

"A. That is our policy, and I believe of the Northwestern."

Mr. Golden, Assistant General Freight Agent, of the Chicago & North Western Railway, testified that:

We have something like 10 industries on our tracks on our ground at Hawarden. The Milwaukee may have four or five; and we believe that when we provide a site for an industry that we are entitled to all the freight that industry ships and receives, and we believe the Milwaukee road has the right, and it is their duty, to do the same. We have a flour mill on our tracks at Hawarden, and if the Akron Milling Co. could ship to points on our line and get increased shipments on our tracks at Hawarden, it would mean a 20 per cent reduction in our earnings. We build our road in Iowa for the same purpose that the Milwaukee build theirs. We expect to endeavor, by solicitation and good service, to secure and handle all the business that originates in territory tributary to our lines and for that reason we are opposed to this track connection.



The Iowa Commission has ordered on joint shipments the combined rate not to exceed 80% of the locals. The proposed track connections will cause a very large shortening of the mileage to various points in Iowa and the consequent application of this rule. It will also cause some shipments to become intrastate business instead of interstate business and thereby subject same to state regulations.

If each railroad in the state should adopt a policy of not making track connections with other companies crossing their lines it would prohibit the application of joint shipment rules and regulations between many points in the state that are entitled to such joint shipments and rates which have been established by the Commission. The removal or refusal to establish all track connections at cities on the borders of the state would thereby make many shipments become interstate traffic which by all rights should constitute state commerce. The Commission believes it to be wise public policy to compel all reasonable track connections, whenever substantial benefit will result therefrom, providing the same are practicable and will not require an unreasonable expenditure on the part of the carriers.

The Commission has jurisdiction over commerce between points in the state of Iowa and growing out of that authority it certainly has the right and power to require adequate track connections and a reasonable interchange of business between carriers operating within the state. And no device or technicality can be used to prevent the state exercising through its proper authorities, such regulatory powers in a reasonable manner.

In view of the entire situation, this Commission finds that it is reasonable and just to require the installation of track connections at Hawn between the lines of railroad belonging to defendants herein, so as to permit the transfer of cars while used in hauling Iowa intrastate traffic from the track of one of the defendant railway companies, and that of the other road.

No order will be issued at this time. Unless substantial steps be taken within the next thirty days, to install the said track connections, and unless the same are completed within a reasonable time, an order will be issued in accordance with the findings herein stated.

Des Moines, Iowa, May 14, 1913.

No. 5991—1913.

IOWA DEPARTMENT OF AGRICULTURE,  
DES MOINES, IOWA, Complainant,

VS.

CHICAGO & NORTH WESTERN RY. CO.,  
ET AL., Defendants.

Decided July 7, 1913.

EXCURSION RATES—IOWA STATE FAIR

The Board found that the Iowa State Fair had a *bona fide* paid admission amounting to 75,000 in number during the immediate preceding year and in accordance with the mandate of Chapter 165 of the 35th General Assembly, ordered reduced excursion rates on all railroads in Iowa to and from Des Moines. (Order appealed from to United States District Court. See note page 30.)

Appearances:

J. H. Henderson, Commerce Counsel,  
C. E. Cameron, President, Iowa Department of Agriculture,  
Ole A. Olson, Vice President, Iowa Department of Agriculture,  
A. R. Corey, Secretary Iowa Department of Agriculture,  
Gels Botsford & B. S. Walker, representing Des Moines Commercial Club.  
For the C. & N. W. Ry. Co.—  
J. C. Davis, Attorney.  
For the C. M. & St. P. Ry. Co.—  
J. N. Davis, Asst. General Solicitor.  
For the Illinois Central R. R. Co.—  
Helsell & Helsell, Attorneys.  
For the C. G. W. R. R. Co.—  
Geo. H. Carr, Atty.,  
A. L. Craig, G. P. A.

OPINION.

The petitioner in this case is the Department of Agriculture, of the state of Iowa. It asks this Board to prescribe reduced rates of three cents per mile for the round trip (or a cent and a half for each mile traveled), to the Iowa State Fair at Des Moines, Iowa, on all railroads operating in the state, as provided in Chapter 165 of the 35th General Assembly. The said statute is mandatory; it requires this Board, upon application of an interested party, after full hearing, to determine whether there were bona fide paid admissions amounting to seventy-five thousand in number at any annual fair during the immediately preceding year; and, if it finds the same to be true, it becomes the duty of this Board, under the provisions of said statute, to prescribe the time and place at which the carriers shall perform the service at the aforesaid rates, and to designate what reasonable notice of said rates shall be given to the public by the railway companies.

A full hearing was had before this Board on the 3d day of July, 1913, upon the application made by the Department of Agriculture; the said department being represented by its president, vice president, and secretary, and by the Commerce Counsel. A large number of railway companies were represented. The petitioner offered testimony under oath by all of its officers present as to the character of their institution, and the number of bona fide paid admissions at their last annual fair. The attorneys for the carriers participated in the cross-examination of these witnesses. The petitioner also offered its original records for inspection of the Board and of the carriers. The railway companies of the state offered no evidence, and made no oral argument. The said railway companies did file several typewritten briefs, answers, and protests against the proposed action by the Board. No one questioned the validity of the facts sought to be established by the petitioner.

We find the Department of Agriculture, petitioner herein, is a state institution. The statutes of Iowa prescribe how the officers and directors of the said board shall be selected. The state statutes prescribe what

salaries shall be paid its officers. The secretary receives twenty-two hundred dollars a year, the treasurer one hundred (100) dollars per year, each of the directors receive four dollars per day and ten cents mileage while on duty. There are no salaries to other persons, aside from stenographers, clerks, policemen and other hired help of similar character. This board conducts an annual fair, commonly known as the Iowa State Fair. These fairs have been held annually for the past fifty-eight years. It is claimed that this is one of the largest institutions of its kind in the world. There can be no question but that the State Fair is one of the greatest educational institutions which the state of Iowa has, being closely linked with our greatest industry, that of agriculture. This institution helps to make more grain, and more live stock for the railroads to haul.

It was disclosed in the testimony that the state makes large annual appropriations at every session of the General Assembly, for buildings and improvements on the grounds, at which these fairs are held. At the present time, it was testified that Iowa owns nine hundred thousand dollars, (\$900,000.00) worth of property in the real estate and buildings devoted to the said fair. Last year the bona fide paid admissions during the last seven days amounted in number to one hundred and seventy-nine thousand, four hundred thirty-six (179,436).

The railway companies in their briefs, question the power of the state to order reduced rates of any kind, relying chiefly on the decision of the United States Supreme Court in *Lake Shore & M. S. R. Co. vs. Smith*, 173 U. S. 684. That decision was rendered by a divided court. The case concerned mileage books in the state of Michigan. The issues were quite different from those presented in the present proceeding. There was no substantial increase in the density of traffic or other conditions to justify the reduced rates. The man who had the larger amount of cash on hand secured the cheaper rate. There are some statements in the decision that tend to support the contentions of the carriers; but the statements are dicta. The court did not have before it the arguments and facts that would be involved in the issues raised by the Iowa statute under which this Board is now acting. It is a basic principle of transportation economics that the greater the density of traffic the lower the costs to the carrier. It is common knowledge that the annual fairs at various points in this state serve to increase the passenger traffic on our railroads enormously. The attendance at these fairs varies from a few thousand at the local county fairs to over a hundred and seventy-five thousand at our state fair. The line should be drawn some place where reduced rates should be required, and where they should not be required. The state of Iowa, through its state legislature, has seen fit to draw that line at points where fairs are held having annual attendance of seventy-five thousand or more. That is a legislative act, pure and simple. Statutes have frequently been sustained applicable to cities of a given population. There is a good and sufficient reason for such classification, which thereby prevents the same from becoming class legislation. The railway companies, the Interstate Commerce Commission, and State Commissions have frequently made special rates for the transportation of

freight during certain seasons of the year. The occasion for the requirement is different; but there seems to be no good and sufficient reason why it is not equally just to make such rates for the transportation of human beings, as well as fruit and vegetables.

The railroads passing through this state run excursions from Iowa points to points outside the state in all directions. It would seem out of a fair, just and constitutional exercise of legislative discretion to order excursion rates from points in Iowa to points inside of the state. This is especially true if there can be reasonable presumption that there will in fact be a substantial increase in the volume of traffic while said rates are in effect. If there are twice as many people using a given train, the labor cost—and that is the largest single item in railroad operating expense account—is thereby reduced one half of that train. Other costs such as the return upon the investment in, and the maintenance of depots, right of way, etc., would exist whether that excursion was run or not.

It was disclosed in the testimony that there was a sharp decline in the paid admissions at the last state fair. This occurred in spite of favorable weather conditions and generally prosperous times. Excursion rates have been one of the chief factors that have served to build up this great institution. Last year was the first time for over a quarter of a century when the railway companies failed to make a rate of three cents per mile for the round trip to the state fair, which is the rate now being petitioned for by the Department of Agriculture.

The testimony of the officials representing the petitioner was to the effect that just as long a notice as possible of the reduced rates should be given to the public, but that no special notices of the same, such as posters in the depots, should be required of the said companies. The dates at which it is proposed to conduct state fair this year are August 20th to 28th inclusive; the place being the state fair grounds at Des Moines.

It is therefore ordered that all railway companies operating in the state of Iowa, according to their classifications, as herein prescribed, shall be limited to compensation per mile for the transportation of any person, with ordinary baggage not exceeding one hundred and fifty pounds in weight, who shall purchase a round trip ticket on any day from August 20th to 28th inclusive, of this year, from any point within this state to Des Moines, said ticket being good for return trip of said purchaser to point of origin on any day between August 20th and August 29th, inclusive, of this year as follows; Class "A", one and one-half cents; class "B", two cents; class "C", two and one half cents; and for children twelve years of age and under, one half of the rate above prescribed, all of the aforesaid rates to apply to each mile traveled. Said maximum rates of charges shall apply only to trips wholly within this state.

The said companies are further required to give notice to the public of the said reduced rates by filing with the secretary of the Board of Railway Commissioners, on or before ten o'clock, July seventeenth, 1913, a certified statement to that effect, and also by sending notice of the same on or before the fifteenth day of July, 1913, to each and every passenger agent of said companies, on duty within the state of Iowa.

Dated at Des Moines, Iowa, this 7th day of July, 1913.



The railroad companies filed bills of complaint with the United States District Court for the Southern District of Iowa, and on July 16th, 1913, and at later dates, the said Court ordered that restraining orders issue, restraining the Railroad Commission, the Attorney General and the Commerce Counsel from enforcing the provisions of the foregoing opinion and of chapter 165, Acts of the 35th General Assembly.

Hon. Walter I. Smith, United States Circuit Judge, and Hon. A. S. Van Valkenburgh, United States District Judge for the Western District of Missouri, were designated by the Hon. Smith McPherson to sit with him in said cases and aid and assist at the hearing of said application for temporary injunction, on July 23, 1913, at the United States court room at Council Bluffs, Iowa.

On August 2, 1913, Hon. Walter I. Smith, delivered the opinion of the Court, in which all concurred, ordering that a temporary injunction issue, the complainant giving bond in the sum of five thousand dollars.

No. 5992—1913.

MORRIS-JOHNSON-BROWN MANUFACTURING COMPANY, DUBUQUE, IOWA,  
Complainant,

vs.

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; CHICAGO & NORTH WESTERN RAILWAY COMPANY, Defendants.

*Decided July 15, 1913.*

**RATES—REASONABLENESS OF—PROCEDURE FOR FIXING.**

Under Sections 2141, 2142 and 2145 of the Code of Iowa, relating to the determination of reasonable maximum charges to be made by railroads, and punishment for discrimination, a finding by the Board of Railroad Commissioners, that the rate on excelsior between Dubuque and Council Bluffs is unreasonable, does not automatically change the rates on the same commodity for the same length of haul over all other lines in the state. The rule of procedure, adopted by the Board, provides that before other rates in the state can be affected, a petition specifically attacking the alleged unreasonable rates must have been filed and notice served on the carrier, in addition to any newspaper publication.

**DISCRIMINATIONS—JURISDICTION OF BOARD.**

While the Board is without authority to reduce an intrastate rate in order to remove a discrimination between that and an interstate rate, yet it is a proper function to investigate the two rates and ascertain, if possible, whether the state rate or the interstate rate is reasonable, and if the former is wrong in and of itself, to revise the same.

**RATE ON EXCELSIOR—UNREASONABLE.**

Facts in this case held to show an unreasonable rate on excelsior from Dubuque to Council Bluffs, and carriers directed to revise schedules to conform to the findings within 60 days.

**MINIMUM WEIGHTS—WHAT CONSIDERED IN FIXING.**

Held, both physical capacity of cars and commercial demands are factors that must be considered in fixing a proper minimum weight. Citing *In Re Western Classification No. 34*, 25 I. C. 442; and there must be a reasonable relationship between the carload minimum and the carload rate.

**Appearances:**

For Morris-Johnson-Brown Manufacturing Company—

J. H. Henderson, Commerce Counsel,

Dwight N. Lewis, Asst. Commerce Counsel,

W. B. Martin, Commissioner, Dubuque Shippers' Association,

F. B. Ross, Jr., representing Morris-Johnson-Brown Manufacturing Company.

For Illinois Central Railroad Company—

A. P. Humburg, Commerce Attorney.

For Chicago, Milwaukee & St. Paul Railway Company—

W. S. Howell, A. G. F. A.

For Chicago & North Western Railway Company—

James C. Davis, Attorney,

A. F. Cleveland, A. G. F. A.

**OPINION.**

The complainant in this case seeks a reduction in the carload rate on excelsior from Dubuque to Council Bluffs.

Counsel for the complainant insists that an order of the Board changing the rates for the haul between Dubuque and Council Bluffs would automatically change the rates for the same length of haul in all other parts of the state; and, therefore, that the Board cannot reduce the particular rates set out in the petition of the said complainant, without at the same time revising the entire state schedule on excelsior. The only rates alleged to be unreasonable, in complainant's petition, are on excelsior between Dubuque and Council Bluffs. The Board will make no order as to the other rates in the state until a petition specifically attacking the same has been filed and notice served on the other carriers, in addition to any newspaper publication. This is simply a rule of procedure, adopted by the Board, and is subject to change. At the present time, it is the opinion of the Board that the carriers are entitled to adequate notice of any proceeding involving a reduction in state rates, to be given by a printed docket issued by the Board, as in classification cases, or by written notice, as is customary in formal hearings, advising the carriers of the grounds of complaint and asking for specific relief. "Only the carriers reaching Dubuque either directly or by close connections, were made parties in the written complaint filed by the complainant," as stated in complainant's brief. Had the petition specifically attacked all the rates on excelsior in the state and had all the other carriers been made parties defendant, the Board would have made an order of some kind concerning said rates.

Counsel for complainant urges Sections 2141 and 2142 of the Code, in support of his position that an order of the Board in this case must apply to all other parts of the state. There is nothing in Code Section 2142 remotely bearing upon this proposition; and Section 2141 specifically limits the effect of any such ruling of the Board to "whatever part of the line of railway of such company or common carrier within this state may have been fairly within the scope of such investigation."

Another Section of the Code, frequently cited in support of the proposition that a rate for a given distance between two points in Iowa, must apply to the same distance on all other parts of all the railroads in the state, is Section 2145. This section, however, only holds that a difference in rates for similar distances is *prima facie* evidence of their unreasonableness, and that the same cannot be justified by proof of competition. This does not prevent proof of differences in other conditions—density of traffic, character of the movement, etc.

We hold that the only rates fairly before the Board for consideration at this time are those alleged by the complainant to be unreasonable and discriminatory, being those on excelsior between Dubuque and Council Bluffs. However, the consideration of this issue necessarily involves some consideration of the entire situation, especially the effect of the application of the "long and short haul" section of the Code.

Complainant attacks the rates in issue on two grounds, alleging: First, that the carriers are discriminating by making lower rates from St. Paul to Missouri River points than from Dubuque to the same points; and second, that the said rates are unreasonable in and of themselves.

The chief witness for complainant attempted to rest his entire case on the issue of discrimination, setting up the fact that the rate on excelsior from St. Paul to Council Bluffs is 14 cents per hundred pounds, whereas the rate from Dubuque to Council Bluffs is 16½¢. The 14¢ rate from St. Paul to the Missouri River, as will be described more fully elsewhere in the opinion, was established by the carriers in order to make their rates the same on flax tow and excelsior, in compliance with an order of the Interstate Commerce Commission in *Keogh v. Chicago, B. & Q. R.*, 24 I. C. C. 606, decided June 6, 1912.

Thereafter the carriers attempted to raise the rates to 26¢ on both flax tow and excelsior from St. Paul to Missouri River points. These rates were under suspension during the hearings before the Iowa Commission. On cross examination, Mr. Humburg asked the question:

But so far as the real issue in this case, namely, the rates to Council Bluffs, is concerned, the going into effect of the tariffs now under suspension would satisfy the complainant?

To which question Mr. Martin replied:

I would be inclined to concede that that is the entire issue in this case.

Reducing an intrastate rate in order to remove a discrimination between that and an interstate rate would be entering upon the regulation of discriminations between interstate and state commerce. Kentucky had a long and short haul statute which, when applied to two intrastate rates, was sustained by the Supreme Court of the United States in

*Louisville & Nashville R. v. Kentucky*, 183 U. S., 563; but later when the state authorities attempted to use an interstate long haul rate as the yardstick for measuring an intrastate short haul rate, under the said statute, the Supreme Court held the same to be unconstitutional, as an attempt to regulate the interstate rate. The Supreme Court said in part:

The vice of the provision lies in the regulation of the rates between points wholly within the State, by the rates which obtain between points outside of and those which are within the state.

The facts in this case have been thus fully referred to for the purpose of showing how directly and also how injuriously such a provision might affect interstate commerce. Other cases may be supposed, where the effect might not be so oppressive. But the fact which vitiates the provision is that it compels the carrier to regulate, adjust or fix his interstate rates with some reference at least to his rates within the state, thus enabling the state by constitutional provision or by legislation to directly affect, and in that way to regulate, to some extent the interstate commerce of the carrier, which power of regulation the Constitution of the United States gives to the Federal Congress. *Louisville & N. R. Co. v. Dubuque*, 184 U. S. 27, 41.

It is quite probable that the removal of discriminations as such between state and interstate commerce cannot be done by state authority. However, it is not just that we should let this class of discriminations continue unchecked. If, in fact, they do exist, we can go this far—when a discrimination exists between state and interstate rates—we can investigate in order to ascertain, if possible, whether the state rates or the interstate rates are unreasonable; if the former are not right, then we can remedy the situation; if the latter are unreasonable, we can appeal to the Interstate Commerce Commission for relief. The real issue in this case becomes: is the rate on excelsior between Dubuque and Council Bluffs unreasonable in and of itself?

There was much testimony and considerable argument in the case devoted to the issue of the unreasonableness of the excelsior rates *per se*.

Relative to the character of the commodity, Mr. Martin's testimony, as follows, was not seriously controverted:

It is a forest product, the same as lumber is, and somewhat analogous to lumber in that respect. There is no liability to damage in handling it. I have talked to several excelsior people and they have never had a claim against the carriers except in the case of a wreck or a fire. It is a low priced commodity. The value runs about \$11 to \$22 per ton. The \$22 is very expensive stuff in that line. Very little of it is used. It is called wood wool. The bulk of the shipments consist of the packing excelsior that is worth about \$12 or \$13 per ton, and that is about \$2 per ton less valuable than lumber. \* \* \*

The chief comparisons relied upon by the complainant related to the excelsior rates between St. Paul, Chicago and neighboring territory.

Prior to the proceedings in *Keogh v. Chicago, B. & Q. R.*, 24 I. C. C. 606, decided June 6, 1912, the rates on excelsior were as follows:

St. Paul to Chicago.....	17c
St. Paul to St. Louis.....	18c
St. Paul to Kansas City.....	22c
St. Paul to Omaha.....	22c

At this time the carload minimum weight on excelsior was 20,000 lbs.



The Interstate Commerce Commission in the said *Keogh case*, ordered the excelsior and flax tow rates to be made the same. Most of the carriers reduced their excelsior rates to the above named points, making the rates as follows:

St. Paul to Chicago.....	10c
St. Paul to St. Louis.....	12½c
St. Paul to Kansas City.....	14c
St. Paul to Omaha.....	14c

At the same time the carriers advanced the minimum weight to 20,000 lbs.

About the same time similar reductions in the excelsior rates were made to a large number of Iowa points, the change being from the rate for Class C to commodity rates that range from 12c to 13c per 100 lbs.; the minimum weight remaining at 20,000 lbs.

Subsequently the carriers attempted to advance their excelsior rates from St. Paul to these various points, exclusive of interior Iowa cities. The Interstate Commerce Commission permitted an advance to 13½c from St. Paul to Chicago (408 miles—minimum weight 20,000 lbs.) but held that the other proposed advances were not justified. However, the Commission gave the carriers 60 days in which to file advances for the other points, so far as they might be justified, not exceeding 2½c per 100 lbs. This decision was rendered April 14, 1913; and, as yet, our files show no attempt to change the other rates.

Many comparisons of rates have been given in the record. The 576 mile haul of excelsior from St. Paul to St. Louis is made for 15½c per 100 lbs. A rate of 13½c, as stated above, applies on the 408 mile haul from St. Paul to Chicago.

Among the rates quoted by the Interstate Commerce Commission in I. & S. docket No. 170, 26 I. C. C. 659, 692, the following are illustrative of the rates from Wisconsin points to Chicago for distances somewhat analogous to those involved in this case:

Rice Lake (369 miles) to Chicago.....	13½c
Marshfield (269 miles) to Chicago.....	12½c
Soldiers Grove (254 miles) to Chicago.....	12c
Wassau (285 miles) to Chicago.....	12½c
Tomahawk (311 miles) to Chicago.....	13½c

Considerable emphasis was placed upon the argument that excelsior is entitled to the lumber rate. It was urged that excelsior, like sash, doors, etc., is a product of the forest, and should take the rate applicable to lumber. A witness for the carrier testified that Iowa was the only state where lumber, sash and doors took the same rate. As a matter of fact, we find that the rates on sash and doors are the same, or less than those on lumber from Dubuque to practically all the territory in Kansas, Missouri, Nebraska, North Dakota, Oklahoma, South Dakota and Wyoming. (Hosmer No. 54, W. T. L., I. C. C. A-322.) The Chicago-Mississippi River tariffs carry the same rates on sash, doors and lumber, between the Mississippi River points and Chicago. Lumber rates apply to house trimmings, by the carload, under the Illinois Classification. Eastbound transcontinental tariffs carry the same rates on sash, doors, etc., as on

lumber. Excelsior, at the present time, takes the same or less than lumber rates, from St. Paul to Council Bluffs, Des Moines, Peoria, St. Louis, and a large number of interior Iowa points. On the other hand, the Interstate Commerce Commission has approved an excelsior rate from St. Paul to Chicago, which is 3½c higher than the lumber rate; and it has also given its consent to advances in a large number of the above described rates.

Attention is called to the fact that the St. Paul-Missouri River arbitrary on first-class is 80c, as compared to the 60c arbitrary between the Mississippi and Missouri Rivers; and that the same difference applies to many articles of transportation. Therefore, it is argued that Dubuque is entitled to a lower rate to Council Bluffs than is St. Paul.

There is considerable force to this proposition, as it represents the voluntary judgment of the carriers, which virtually has the effect of an admission on these issues.

If a 14c rate is established on a 20,000 minimum, the charges per car will be much less from Dubuque than from St. Paul.

The lumber rate from Dubuque to Council Bluffs is 10c. However, this rate should fairly carry its minimum along with it. A 20,000 minimum and a 10c rate, we do not believe, is the best solution of the problem at issue; the lumber minimum is too high for excelsior. Extremely low rates justify high minimums. The carriers themselves followed this principle in a part of the recent changes described herein on the rates out of St. Paul.

Complainant contended that the reduced rates from St. Paul to Council Bluffs had driven him out of that territory, alleging in his petition that prior to the said reduction the trade from Dubuque to Council Bluffs amounted to from 25 to 40 cars per annum. Later statistics filed by the complainant, at the request of the Board, showed but two cars shipped during the years 1911 and 1912; and the carriers contend that one of these cars was destined to Omaha, instead of Council Bluffs.

The carriers argue that a reduction in the excelsior rate from Dubuque to Council Bluffs will be unconstitutional, because it will compel a reduction in the interstate rate from Dubuque to Omaha; and they cite in support of their position, the decision of Judge Sanborn in *Shepard v. Northern Pacific Ry. Co., et al*, 184 Federal 785. The decision of the Supreme Court in the same case is sufficient answer to the claims of the carriers. However, in addition to that decision, it is worthy of notice that the lumber rate from Dubuque to Omaha is 4c higher than from Dubuque to Council Bluffs, and these rates have had that relation to each other for many years.

The character of the excelsior handled, the size of the cars tendered a given shipper, the demands of the trade, all affect the carload minimum a shipper can load. During 1910 and 1911, the loading of cars by John W. Keogh (one of the largest dealers in this section of the country) was from 27,300 lbs. to 36,800 lbs. *Keogh v. C., B. & Q. R.*, 24 I. C. C. 606, 607.

But the record in this case shows a commercial demand for much smaller loads. There was but little detailed evidence of the physical

capacity of the cars. Both physical capacity and commercial demands are factors that must be considered. (*In re Western Classification No. 51, I. & S. Docket No. 76, 25 I. C. C. 442.*) Tables of shipments introduced show the actual loading to average from 22,000 to 24,000 lbs., with a substantial number of 20,000 lb. carloads.

The minimum carload weight on excelsior in the Southern Classification is 20,000 lbs.; in Official it is 20,000 lbs., subject to Rule 27; in Western Classification it is 20,000 lbs., subject to Rule 6-B; and in the state classifications of Iowa, Illinois, Wisconsin, Minnesota and South Dakota it is 20,000 lbs.

Where large cars are put at the service of a shipper, he should be compelled, within reasonable limits, to make use of the available capacity of the equipment, if the character of the commodity is such that it can be loaded heavily. Ordinarily excelsior is such a commodity. For these reasons, for the present, we will place the carload minimum on excelsior moving under the commodity rate which we will establish in this case between Dubuque and Council Bluffs, at 20,000 lbs., subject to Rule 6-B.

There must be some reasonable relationship between the carload minimum and the carload rate. However, it is possible to juggle with these factors. Heavy minimums with correspondingly low rates would not materially affect the revenues of the carriers; while at the same time it might work a tremendous advantage to one shipper over another.

When the carriers reduced the rate 27% (from 22c to 14c) on shipments of excelsior from St. Paul to Council Bluffs, at the same time they raised the carload minimum 50% (from 20,000 to 30,000). In the same manner large reductions in the rates were made to St. Louis, Peoria and Chicago, accompanied by increases in the carload minimum from 20,000 to 30,000 lbs.

A different policy was pursued in framing the rates to Iowa points. A large portion of Iowa was given a 13½c rate, retaining the old 20,000 lb. minimum. The following is a list of a few representative interior Iowa points, with their distances from St. Paul:

Iowa point.	Distance from St. Paul.	Rate on Excelsior.
Des Moines	259 miles	13½c
Marshalltown	226 miles	13½c
Cedar Rapids	256 miles	13½c
Oskaloosa	283 miles	13½c
Waterloo	294 miles	13½c

(The distance given in complainant's exhibit shows St. Paul to Des Moines 312 miles; the same distance is used in the opinion of the Interstate Commerce Commission in *I. & S. Docket No. 170, supra*, decided April 14, 1913. They have failed to take into consideration the Kansas City Short Line of the C., R. I. & P. R. R.)

The distance from Dubuque to Council Bluffs is 329 miles. The distance from St. Paul to Council Bluffs is 342 miles.

In view of all these facts, as well as the others established at the hearing of the case, it is the opinion of the Board that a reasonable carload

rate on excelsior, between Dubuque and Council Bluffs should not exceed 14c per 100 lbs., with a minimum weight of 20,000 lbs.

The carriers will be expected to revise their tariffs to conform to these findings within the next sixty (60) days; and if they fail so to do an order will issue.

Note.—Time for compliance with order suspended pending determination of Interstate cases affecting issue of this case.

Dated at Des Moines, Iowa, July 15, 1913.

No. 5993—1913.

IOWA RAILWAY & LIGHT COMPANY,  
CEDAR RAPIDS, IOWA, Complainant,

vs.

CITIZENS OF MARSHALL & TAMA  
COUNTIES, IOWA, Defendants.

Decided July 15, 1913.

TRANSMISSION LINE—FRANCHISE.

Facts held sufficient to warrant the granting of a franchise to construct, operate and maintain an electric transmission line.

EMINENT DOMAIN—INDIAN LANDS.

Under grant of jurisdiction to the United States, over Indian lands, (26th U. S. C. 110) the State of Iowa reserved the right to establish and maintain highways, and exercise the right of eminent domain under the laws of the state over lands now or hereafter owned or held in trust for Indians.

Appearances:

For Iowa Railway & Light Company—

C. E. Walters, Attorney,

E. H. Crocker, Attorney.

For Citizens of Marshall & Tama Counties, Iowa—

J. A. Harvey, Attorney.

OPINION.

In the Matter of the Application of Iowa Railway & Light 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 Iowa Railway & 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 between the easterly corporate limits of the City of Marshalltown, Marshall County, Iowa, and the westerly corporate limits of the Cities of Tama and Toledo, Tama County, Iowa. The case came on for hearing at the Commercial Club Rooms in the City



of Marshalltown, Marshall County, Iowa, at the hour of ten thirty o'clock a. m., on the 27th day of May, A. D. 1913, pursuant to notice ordered published in the official newspapers of Tama County and Marshall County, Iowa, respectively, as by law provided, and after an inspection of the notice of said hearing and proofs of publication thereof.

Certain Indians filed protest against the proposed action by the Board, and the power to condemn has been raised in question. Briefs were filed by the United States attorney for the northern district of Iowa and by the attorneys for petitioner in this case.

Our attention is called to the General Acts of Congress relative to the right to grant railroad, highway and telegraph rights of way through Indian lands which would negate the power in the state to make such condemnation. The state of Iowa, however, in the 26th General Assembly (Ch. 119), tendered to the United States, jurisdiction over lands involved subject to a reservation as follows:

Nothing contained in this act shall be so construed as to prevent \* \* \* the establishment and maintenance of highways and the exercise of the right of eminent domain under the laws of this state over lands now or hereafter owned or held in trust for said Indians, or to prevent the taxation of said lands for state, county, bridge, county road and district road purposes, and such other purposes as the general assembly may from time to time by special statute provide

This tender was later accepted by act of Congress, subject to reservations as stated in the following language:

That the United States hereby accepts and assumes jurisdiction over the Sac and Fox Indians of Tama County, in the State of Iowa, and of their lands in said state, as tendered to the United States by the act of the legislature of said state passed on the sixteenth day of January, eighteen hundred and ninety-six, subject to the limitations therein contained. (*United States Statutes at Large*, Ch. 358, Vol. 29, p. 331.)

We hold that we have the power to authorize the taking of interest in land under the power of eminent domain as has been, or shall be, provided by the state legislature.

The Board further finds: That the notice prescribed by order of this Board on the 7th day of May, 1913, has been published in the following newspapers, to-wit: "Star Clipper," "Tama County Democrat" and the "Toledo Chronicle," as by law required, ten (10) days before said hearing, and that said newspapers are the three (3) Official Newspapers of Tama County, Iowa: That said notice was also published in the "Times-Republican," "State Center Enterprise" and the "Dispatch" of Gilman, as by law required ten (10) days before this hearing, said newspapers being the three (3) Official Newspapers of Marshall County, Iowa, and that the newspapers, aforesaid, are all of the Official Newspapers of Tama County and Marshall County, Iowa.

That C. E. Walters and E. H. Crocker appeared as attorneys for the said applicant, and that certain objections have been made by Jesse Tow, also by Geo. Schanache, James Ward, John Jones, Harry Waszkuk, Roy Thurman, and five others, of the Indian Reservation.

That the said company through its board of directors, by resolution passed May 27, 1913, did file its consent that the provisions of Chapter

174, of the 35th 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 Tama and Toledo, Tama County, Iowa, and in the City of Marshalltown, Marshall County, Iowa, as alleged in Paragraph One (1) of its application; and that the said applicant is also engaged in the operation of an electric Interurban railway between the cities of Tama and Toledo, Tama County, Iowa, and that the power to be transmitted over the proposed line will be used in the operation of said electric railway, and that the location of the proposed transmission line lies wholly within said Counties of Tama and Marshall.

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 western corporate limits of the cities of Tama and Toledo, Tama County, Iowa, and the eastern corporate limits of the City of Marshalltown, Marshall 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, except inside the corporate limits of the towns of Le Grand and Montour, are described as follows, to-wit:

The use and right of way over a strip of land twelve and one-half (12½) feet in width on each side of the center line of the location of a line of poles of the Petitioner, Iowa Railway & Light Company, as now staked out, or already occupied by said line of poles: Commencing at a point Sixteen (16) feet South of the Northeast corner of Section Twenty-eight (28), Township Eighty-three (83) North, Range Fifteen (15) West of the 5th P. M., Iowa; thence in a Westerly direction along a line parallel with the North boundary line of said section Twenty-eight (28), Township Eighty-three (83) North, Range Fifteen (15) West of the 5th P. M., Iowa, and Sixteen (16) feet removed therefrom, to the West boundary line of the Northeast Quarter (NE¼) of the Northeast Quarter (NE¼) of said Section Twenty-nine (29) Township Eighty-three (83) Range Seventeen (17) West of the 5th P. M., Iowa.

Also the use and right of way over a strip of ground Twelve and one-half feet (12½) in width on each side of a center line of the location of said pole line of said petitioner as now staked out or marked by poles now set: Commencing at a point on the East boundary line of the Northwest Quarter (NW¼) of the Northeast Quarter (NE¼) of said Section Twenty-nine (29), Township Eighty-three (83) North, Range

Fifteen (15) West of the 5th P. M., Iowa, about Sixteen (16) feet South of the North line thereof and running thence Northwesterly to a point Two and one-half ( $2\frac{1}{2}$ ) feet South of the North section line of said Northwest Quarter (NW $\frac{1}{4}$ ) of the Northeast Quarter (NE $\frac{1}{4}$ ) of said Section: thence in a Westerly direction to a point Six Hundred and eight (608) feet Easterly of, and Forty-five (45) feet North of the South Quarter (S $\frac{1}{4}$ ) section corner of Section Nineteen (19), Township Eighty-three (83) North, Range Fifteen (15) West of the 5th P. M., Iowa; and thence angle to the right Thirty-eight (38) degrees and Fifty-three (53) minutes and run a distance of Four Hundred Thirty-six and one-half ( $436\frac{1}{2}$ ) feet: thence angle to the left Twenty-eight (28) degrees and Thirty-six (36) minutes and run a distance of Seven Hundred and Thirty (730) feet: thence angle to the left Six (6) degrees and run a distance of Twenty-two Hundred and Sixty-nine (2269) feet: thence angle to the right Nine (9) degrees and two (2) minutes, and run a distance of Eleven Hundred and Sixty-five (1165) feet, more or less, to an intersection with a line, which is parallel with, and One Hundred Ninety-four and one-half ( $194\frac{1}{2}$ ) feet Northerly of the center line of the North main track of the Chicago, Cedar Rapids & Missouri River Railway Company, or the Chicago & Northwestern Railway Company, as the same is located in Section Twenty-four (24), Township Eighty-three (83) North, Range Sixteen (16) West of the 5th P. M., Iowa; thence angle to the left Fifteen (15) degrees and Sixteen (16) minutes on said line parallel to said railway and run Westerly to a point Twelve and one-half ( $12\frac{1}{2}$ ) feet West of the line between Sections Twenty-three (23) and Twenty-four (24) of said Township Eighty-three (83) North, Range Sixteen (16) West of the 5th P. M., Iowa: thence angle to the left Forty-five (45) degrees and run One Hundred and Eighty-six (186) feet to a point Sixty-two and one-half ( $62\frac{1}{2}$ ) feet North of the center line of said North main track of said Railway Company: Thence angle to the right Forty-five (45) degrees, and thence in a Westerly direction along a strip of land Twenty-five (25) feet in width, lying along the North side of and abutting upon the North line of the right of way of the Chicago & Northwestern Railway Company over and across Section Twenty-three, Township Eighty-three (83) North, Range Sixteen (16) West of the 5th P. M., Iowa, to the West boundary line of the Southeast Quarter (SE $\frac{1}{4}$ ) of the Southwest Quarter (SW $\frac{1}{4}$ ) of said Section Twenty-three (23). From this point said Twenty-five (25) foot strip angles in a Northwesterly direction, so as to accommodate itself to an increase in the width of the right of way of the Chicago & Northwestern Railway Company from One Hundred (100) feet to Two Hundred (200) feet: (The Iowa River is crossed at this point.) Thence westerly along and adjacent to said right of way of said Chicago & Northwestern Railway Company, over Sections Twenty-three (23) and Twenty-two (22) of the aforesaid Township and Range to the West boundary line of the Southeast Quarter (SE $\frac{1}{4}$ ) of the Southeast Quarter (SE $\frac{1}{4}$ ) of said Section Twenty-two (22): thence in a Southwesterly direction to accommodate its location to the reduction in the width of the right of way of the said Chicago & Northwestern Railway Company from Two Hundred (200) feet to One Hundred (100) feet: and thence

Westerly along and adjacent to the North boundary line of said right of way of said Chicago & Northwestern Railway Company to the West boundary line of said Section Twenty-two (22), being the East corporate limits of the town of Montour, Iowa.

Also the use and right of way upon the public highway, commencing at the North corporate limits of the town of Montour, Iowa, extending in a Northwesterly direction through Section Twenty-one (21) and the Southwest Quarter (SW $\frac{1}{4}$ ) of Section Sixteen (16) and the East Quarter (E $\frac{1}{4}$ ) of Section Seventeen (17) to and through the unincorporated town or village of Butlerville, Iowa; thence in a Westerly and Northwesterly direction to the North boundary line of said Section Seventeen (17); thence along the North boundary line of Sections Seventeen (17) and Eighteen (18), all in Township Eighty-three (83) North, Range Sixteen (16) West of the 5th P. M., Iowa, to the East corporate limits of the town of Le Grand, Iowa.

Also the use and right of way of a strip of land Twenty-five (25) feet in width running in a Westerly direction and commencing from the West end of Julian Street in the incorporated town of Le Grand, Iowa, to the North boundary line of the right of way of the Chicago & Northwestern Railway Company: thence along and adjacent to the right of way of the said Chicago & Northwestern Railway Company in a Northwesterly direction to a point of intersection with the public highway running along the North boundary line of said Railway Company through said Sections Eleven (11), Ten (10), Nine (9), Four (4) and a part of Section Five (5), Township Eighty-three (83) North, Range Seventeen (17) West of the 5th P. M., Iowa, said point of contact being in Section Eleven (11): thence along and across said highway and along a strip of land Twenty-five (25) feet in width, lying along the North boundary line of said highway and adjacent thereto, to the public highway running North and South along the west side of said Section Eleven (11): thence the right of way for said transmission line along and across the public highway running north and south along the West side of said Section Eleven (11) and on the public highway to and through the unincorporated village of Quarry to the public highway running in a North and South direction at or about the center of said Section Ten (10): thence westerly along a strip of land Twenty-five (25) feet in width lying along the North boundary line of said highway and adjacent thereto: to a point in Section Five (5), Township Eighty-three (83) North, Range Seventeen (17) West of the 5th P. M., Iowa, where said highway turns to the North: thence across said highway to the North boundary line of the right of way of the said Chicago & Northwestern Railway Company: thence in a Northwesterly direction along a strip of land Twenty-five (25) feet in width abutting upon and adjacent to the said right of way, to the point of intersection with the public highway running North and South through Section Thirty-one (31), Township Eighty-four (84) North, Range Seventeen (17) West of the 5th P. M., Iowa; thence across said highway in a Northwesterly direction and along a strip of land Twenty-five (25) feet in width abutting upon the North boundary line of the public highway, which runs in a westerly direction along the right of



way of the Chicago & Northwestern Railway Company to the corporate limits of the City of Marshalltown: together with the right to build, construct, reconstruct, use, maintain and operate said transmission line over, across and along all public highways or through public grounds intersecting or embracing any part of the right of way strips hereinbefore described, together with the right to build, construct, reconstruct, use, maintain and operate said transmission line over and across the Iowa River and any other flowing streams which may cross or intersect the right of way strips 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 said poles for said transmission lines have already been erected and that the location of said line is as shown by an amended plat filed herein by the applicant, showing red 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.

And that the construction and maintenance of said transmission line requires that the applicant or petitioner have the right of ingress and egress over and across the following lands to and from the location of said transmission lines hereinbefore set out:

The Southeast Quarter (SE $\frac{1}{4}$ ) of Section Fifteen (15): The North One-half (N $\frac{1}{2}$ ) of the Northeast Quarter (NE $\frac{1}{4}$ ) of Section Twenty-two (22): The Southeast Quarter of the Northeast Quarter (NE $\frac{1}{4}$ ) and the North One-half (N $\frac{1}{2}$ ) of Section Twenty-three: The North One-half (N $\frac{1}{2}$ ) of the Southwest Quarter (SW $\frac{1}{4}$ ), and the North One-half (N $\frac{1}{2}$ ) of the Southeast Quarter (SE $\frac{1}{4}$ ) of Section Twenty-three (23), and the Southeast Quarter (SE $\frac{1}{4}$ ) of the Southeast Quarter (SE $\frac{1}{4}$ ) of Section Twenty-three (23) all in Township Eighty-three (83), Range Sixteen (16) West of the 5th P. M., Iowa: Also over and across the West four and one-half (4 $\frac{1}{2}$ ) acres of the East five and one-fourth (5 $\frac{1}{4}$ ) acres of that part of the Southeast Quarter (SE $\frac{1}{4}$ ) of the Southeast Quarter (SE $\frac{1}{4}$ ) of Section Twenty-one (21), Township Eighty-three (83) North, Range Sixteen (16) West of the 5th P. M., Iowa, lying North of the right of way of the Chicago & Northwestern Railway Company.

IT IS THEREFORE ORDERED, That the said Iowa Railway & 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 and highways intersecting or embracing any portion of said described right of way, also over and across the Iowa River and any other flowing streams intersecting said 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 35th 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 con-

structed 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 & 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 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 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 the approved standards, and the construction of said line shall also fully comply with the Act of the 35th 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 35th 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, July 15, 1913.

No. 5994—1913.

IN THE MATTER OF THE HEARING AS TO THE NECESSITY, AND THE APPROVAL OF PLANS AND SPECIFICATIONS FOR A VIADUCT ON SEVENTH STREET IN THE CITY OF DES MOINES, IOWA.

Decided September 11, 1913.

JURISDICTION.—VLADEUT.

The Commission is empowered to determine whether or not public safety and convenience make necessary a viaduct and to approve or disapprove plans and specifications for same.

## VIADUCT—NECESSITY FOR—PUBLIC SAFETY AND CONVENIENCE, FACTORS OF.

To determine the necessity of a viaduct for public safety and convenience the Commission must take into consideration the prospective growth of the city, danger incident at the crossings, comfort and convenience of those required to use the crossing and the rights of the railroad companies.

## VIADUCT—NECESSITY FOR—COST OF, FACTOR.

Where it is shown that the gross earnings of a company on the line of railroad in controversy would be insufficient to pay six per cent interest on such company's share of the cost of viaduct, the Board is not justified in ordering the construction of such improvement; and where an improvement is proposed which is calculated to enhance the public safety and convenience, the expense of such public improvement, in its relation to the benefit resulting therefrom is an important factor to be considered in determining the necessity for the improvement.

## VIADUCT—NECESSITY FOR.

Facts held not to warrant, for the public safety and convenience, an order of necessity for proposed viaduct.

## Appearances:

Gen. H. W. Byers, appearing for the City of Des Moines.

Geo. H. Mercer, for the Viaduct Committee of the Des Moines Commercial Club.

C. L. Watrous, for the Viaduct Committee of the Park Avenue Improvement League.

N. E. Coffin, Chairman of the Viaduct Committee, for the Des Moines Commercial Club.

James Cavender, President, for the Park Avenue Improvement League.

B. S. Walker, for the Viaduct Committee of the South Des Moines Improvement League and the Viaduct Committee of the Commercial Club.

Harry Brownbridge, Secretary for the Park Avenue Improvement League.

Peter Dapalonia, for the South Side Improvement League.

B. S. Hutchins, for the Viaduct Committee of the Park Avenue Improvement League, and as Secretary for the Federation of Des Moines Leagues.

Ben A. Bean, for the Park Avenue Improvement League.

John W. Ray, for the Greater Sevastopol League and the Federation of South Des Moines Leagues.

J. M. Stuart, for the Greater Sevastopol Improvement League.

Judge Geo. H. Carr, L. C. Fritch, W. A. Garrett, B. W. Causey, for the Chicago Great Western Railroad Company.

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

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

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

## DECISION OF THE BOARD.

This case concerns the construction of a viaduct over the tracks of the Des Moines Terminal Company, Chicago, Great Western Railroad Company, and Inter-Urban Railway Company, on Seventh Street, in the City of Des Moines (for convenience these companies will be hereafter referred to as the Terminal, Great Western, and Inter-Urban companies, respectively). The Commission has viewed the premises and has held several hearings in regard to the matters involved.

The City of Des Moines shares none of the expense of the construction of the viaduct, either on the north or south side of the Raccoon river, the expense for the same being divided as follows: \$25,000 in round numbers to be paid by the Inter-Urban Railway Company, \$25,000 by the Chicago Great Western Railroad Company, and \$89,000 by the Des Moines Terminal Company. The bridge across the river is to be built at the expense of the city.

The law empowers this Commission to determine whether or not public safety and convenience make necessary the proposed viaduct; and to approve or disapprove the plans and specifications submitted. In order to determine whether the proposed viaduct is necessary for public safety and convenience, there are several factors that the Commission must take into consideration, including the present and prospective growth of the city, the danger existing at the crossings, the legitimate, reasonable requirements of the people residing in or near said city, for their comfort and convenience, and the rights of the railroad companies.

An important issue has been raised in the case, an intelligent consideration of which will require a somewhat detailed review of the essential facts involved.

The central or main portion of the city of Des Moines is separated from a portion, known as South Des Moines, by the Raccoon river; along the south side of said river, and close to the edge of the river banks as the river passes through Des Moines, are the tracks of the Great Western and Inter-Urban companies; and along the north side of the river is the Terminal company's tracks. There are several bridges crossing the said river. A large population living in South Des Moines, and in the country south, southeast, and southwest of Des Moines, enter said city over the bridges, including the following, which are chiefly involved in this proceeding: First Street, Fifth Street, and Ninth Street. The City of Des Moines proposes to slightly change the direction of Seventh Street, and to build a bridge across Raccoon river on said street. The city officials stated in this hearing their intention to abandon one or more of the present bridges, and to gradually concentrate the travel, so far as possible, over the Seventh Street bridge. One change especially contemplated in the immediate future, is the changing of the tracks of the street railway company as they exist today, over to Seventh Street, and across the said Seventh Street bridge. If these plans of the city are carried out in good faith, it will probably mean a very large volume of traffic crossing the Seventh Street bridge. The traffic of the street railway company alone will be very great. It is doubtful, however, if many people on foot or many persons driving heavily loaded wagons will use the said street, because of the two large viaducts thereon, with their somewhat steep grades. Such persons will probably prefer the grade crossings on Fifth and Ninth Streets, with their attendant risks.

In order for persons to use the Seventh Street bridge, they will have to cross the tracks of the Inter-Urban and Great Western companies on the south side of Raccoon river, and of the Terminal Company on the north side of said river.



The city claims in view of the facts above set forth, that the safety and convenience of the public necessitates a viaduct over the railway tracks described in the preceding paragraph. The said viaduct cannot legitimately be called an extension of any other existing at this time. There is another viaduct on Seventh Street over the tracks of several other very important railroads; the south approach of the same is over a thousand feet north of the viaduct proposed in this action.

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 over 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.

Before passing to the consideration of the viaduct over the tracks of the Des Moines Terminal Company, some conclusion must be reached upon an important legal question which has been raised by the parties to the case. This issue, as will be disclosed from the evidence discussed later on, is so fundamental and basic as to be controlling on this part of the case. The chief defense offered by the defendant company is the very slight amount of danger at the proposed crossing and the enormous expense necessitated for the said improvement. Six per cent interest on the estimated cost would be greater than the entire gross earnings per year of the company from all the freight hauled on the said track.

It is urged on behalf of the city that this Commission must approve the viaduct proposed, regardless of the expense; in other words, that expense is not a factor to be considered in the determination of the necessity for a public improvement of this character, according to law. In the course of argument, a member of the Commission asked of the representative of the city, if the expense of the proposed viaduct should be a million dollars, would he still consider this Commission compelled

by law to grant the petition? The reply was that, in his judgment, we would be obliged so to do. Briefs were submitted by opposing counsel upon this proposition.

There is a distinction to be clearly recognized in regard to the item of expense. So far as public convenience is concerned, the city's representative concedes that expense should be considered.

The representative of the city contends, however, that on the question of public safety, the expense should not be considered. It is generally admitted that every grade crossing in this state is dangerous. It is wholly a relative matter. Some are more dangerous than others, but all are dangerous to a certain extent. This board would be compelled, under the doctrine stated, to find for the petitioner and order a viaduct in every application made to the board for a viaduct at a grade crossing. In other words, our duties, so far as the question of necessity is concerned, would become merely perfunctory. We cannot accept this as the intention of the legislature. There must be some reasonable, legitimate relation between the expense and the danger removed by a proposed viaduct. We must give consideration to the subject of expense. The Commission must consider the whole situation in the state, and use its judgment, bearing in mind all of the important factors, in determining the necessity for viaducts, from time to time.

Counsel for the defendants have cited in their brief, a few cases, presenting question somewhat analogous, although not entirely so, to those here involved, wherein expense was considered in the determination of public necessity; amongst these cases are the following: *In re Shelton St. Ry Co.*, 69 Conn. 626, 38 Atl. 362; *City of Detroit vs. Beecher*, 75 Mich. 454, 42 N. W. 986; *Commissioners of Parks, etc., vs. Moesta*, 51 Mich. 149, 51 N. W. 963. The facts in these cases are hardly sufficient to entitle them to be considered controlling precedents. On the other hand, no controlling precedents have been cited upon the other side of this proposition. Throughout these cases runs a very instructive discussion of the meaning of the expression "public necessity." The following is from "*Commissioners of Parks, etc., vs. Moesta*," *supra*, referring to the instructions of the lower court:

"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." The jury must have understood this charge to mean that, in order to justify a finding of necessity, it must appear that the improvement was a convenience,—a benefit to the public of sufficient importance to warrant the public in incurring the expense in making it. This would, under our decisions, constitute a public necessity.

It is urged on behalf of the city that this case concerned merely the issue of public convenience and not public safety. There is force to this criticism of the said case as a precedent; and yet, to our minds, the proposition therein stated is applicable when public safety is also involved. This precise issue has seldom been passed upon by the courts; however, in all the cases we have been able to find, where this issue has been raised, the conclusions reached have been analogous to those adopted by the Commission. A few precedents will be cited.

In *Houston & T. C. R. Co. vs. Dallas* (Texas, 1905,) 78 S. W. 525, 648, the Texas Court of Appeals held that expense was not a material factor to be considered. This decision was reversed by the Supreme Court of Texas in 1905. The character of the matter at issue is described by the court in the language of a condensed statement of facts, as follows:

The proper construction of the crossing and grading of the street therat would, in a manner specified, throw the surface water collecting in the streets, and heretofore passing along the gutters in other directions upon the roadbed, making it a channel or sluiceway for the rain and storm waters, and rendering it unstable, insecure, and dangerous to life and property; the only means of preventing which would be the construction by respondent of a sewer, of the character designated in the answer, 2 miles in length, at a cost of \$50,000. *Houston & T. C. R. Co. v. City of Dallas*, 38 Tex. 395, 84 S. W. 645, 650.

Bearing somewhat closely upon the issues we have under consideration, is the following extract from the opinion by the Texas Supreme Court:

How less can we know that the difference in the advantages of the two characters of crossings will be so great in favor of those contended for by plaintiff as to justify the imposition of such a burden upon respondent as the allegations show will result from the making of the change. If it be true that there is to be no benefit to the public from the proposed change, or a benefit which is inconsiderable when compared with the detriment to be suffered by the respondent, who will say that it is just and reasonable to subject respondent to such expense and loss as is averred? The petition itself so couples together its allegations of danger with those of mere convenience as to leave it doubtful how far the consideration of such has weighed in determining the city's action. While the convenience of the public in the use of the streets is generally to be considered and promoted, it may well be that in particular instances it should not be allowed to outweigh in the adoption of such measures as that under consideration, a great and disproportionate injury to be inflicted on private interests in advancing it. When it is found that a proposed action is to be fraught with such consequences as those averred in the answer, a public exigency correspondingly great and urgent should be required in its support. In considering this phase of the case at present, we can only treat all of the relevant facts well pleaded as true, and announce our opinion that they are sufficient to show the ordinance relied on to be unreasonable and arbitrary in its operation against respondent, and to entitle it to a hearing on the evidence. *Houston, etc., v. Dallas*, supra, p. 555.

In *Northern Central Ry. Company's* appeal, 103 Pa. St., 621, was involved a proposed overhead crossing over the tracks of a railroad company. In the reporter's statement of the facts, it is said:

A great mass of testimony was taken, bearing directly and indirectly on the question of the reasonable practicability or impracticability of a crossing other than at grade, involving questions of relative cost, of railroad engineering, and running of trains, of safety to the public, etc.

That this issue was squarely before the court is further evidenced by the fact that counsel for the appellants urged in argument before the Supreme Court of Pennsylvania:

The main reason which impelled the court below to decide that an overhead crossing was not reasonably practicable, was that it would cost the company appellee a great deal more than a grade crossing. The court estimated the increased cost at \$150,000; the highest estimate of appellee's engineers placed it at \$150,000. Either of these sums, considered absolutely, is very large. But it is difficult for a judge to apprehend in its true relation the term "cost" in connection with such an enterprise as the one in question. It is a relative term.

What would be an unreasonable and impracticable cost in the case of a short independent railroad running only between the termini named in the appellee's charter, would assume a very different aspect if the short road happens to be an essential connecting link in a great trunk line between the East and West. (Italics are ours.)

And again they argue:

Under the Act of Assembly directing the court to prevent a crossing at grade, if an overhead crossing be reasonably practicable, the interests of the public, and of the previously established railroad ought in outweigh any mere consideration of cost to the projectors of the new railroad. The evidence showed that, on a grade crossing, trains running at the highest practicable rate of speed would necessarily occupy four out of twelve daylight hours in actual crossing. That does not begin to represent the extent to which the streets of Sunbury will be blocked, and the consequent danger and inconvenience to the public, because (among other things) the decree provides that all the appellee's trains, engines and cars shall come to a full stop at least 300 feet from the crossing, and await a signal to proceed; and in the plan proposed by appellees, such trains would then have to start on an up-grade. 103 Pa. St., 621, 625-626.

The lower court's conclusions were quoted with approval by the Supreme Court, as follows:

In view of the greatly increased cost of an overhead crossing, the damages to private property, the destruction, to some extent, of an entire street, the increase of the distance of a twenty-eight feet to the mile grade, the difficulty of having freight and passenger depots, the impossibility of making switches or sidings for the accommodation of factories or other business within the borough limits, except the south-eastern part, and those only by a spur siding, all these, taken together with other facts already found, I am of the opinion, and so find, that an overhead crossing is not reasonably practicable. 103 Pa. St., 621, 630, 631.

In this case, there was a clear recognition of expense as a legitimate factor to be considered in the determination of the necessity for a public improvement, involving public safety.

Another case closely in point is *Pennsylvania Schuylkill Valley R. vs. Philadelphia & Reading R.*, 160 Pa. St. 277. The Pennsylvania statute provided:

If in the judgment of such court it is reasonably practicable to avoid a grade crossing they shall by their process prevent a crossing at grade.

Under this statutory provision the Supreme Court of that state had held that grade crossings were only to be allowed in cases of imperious necessity. (*Perry Co. R. vs. U. & S. R.*, 150 Pa. 193; *Pa. R. vs. Bradock, etc., R. Co.*, 152 Pa. 116.) And yet the Pennsylvania Supreme Court in the case cited above, *Pa. Schuylkill V. R. Co. vs. Philadelphia, etc., R.*, affirmed the decision of the lower court, which adopted the master's conclusions, which referred to the said statute, and former rulings, and held in the case at bar, as follows:

It is safe to conclude that for a permanent overhead crossing, good and substantial, of sufficient length to permit additional trackage for both roads, with gradual approaches and easy curves, so as to be safely and conveniently used with ordinary engines, including incidental damages to be paid to third parties, an outlay of at least \$50,000 would be rendered necessary. The superintendent of the Pennsylvania Schuylkill Valley Railroad Company testifies that, if compelled to cross overhead, in view of the expense and the uncertainty of an adequate return from the enterprise, the company would abandon it, and in



this he is sustained by a number of other witnesses. (Under all the facts and circumstances of the case it would not be reasonably practicable to avoid a grade crossing in this case.) (*Id.*, p. 280.)

On these questions, Elliott, in his work on Railroads, says:

In determining whether it is reasonably practicable to avoid a grade crossing many factors enter into a consideration of the subject. The location and surroundings of the proposed crossing, the character and use of the intersecting lines, the increased cost of construction and operation; public safety and convenience and the interest and convenience of the road to be crossed are all proper matters to be considered in determining whether an overhead crossing should be ordered.

In support of the proposition, he refers to the Northern Central R. Company's Appeal, *supra*, stating as the holding of the court in the said case:

Where it appeared that the increased cost of an overhead crossing would be from \$200,000 to \$600,000, that a troublesome grade would result and the construction of switches and side-tracks be prevented and other inconveniences result the court refused to order an overhead crossing. (Sec. 1123, p. 1456, *Elliott on Railroads.*)

The expense of a proposed overhead crossing, or public improvement of that character, in its relation to the benefit resulting therefrom has been, unquestionably, one important factor considered by the courts in determining the necessity for such an improvement.

In connection with these cases, it must be remembered that they are the opinions of courts, and not of administrative tribunals endowed by the legislature with broad discretionary power in the determination of the necessity for public improvements.

The city, itself, in determining such improvements must certainly consider expense. It would make toward greater safety if every crossing in the city should have a viaduct; and yet, the amount of expense that would be entailed to encompass that result, in itself, renders it impossible to build such viaducts at this time; and in the intelligent determination, or selection, of what viaducts to build, the relative hazard and expense is constantly taken into consideration by all parties having to deal with such problems.

With these principles in mind, let us consider the danger sought to be removed, and the convenience and safety secured by the viaduct at issue in this case.

On the north side of the Raccoon river there is a single track of the Des Moines Terminal Company. On an average two trains consisting of one engine and from two to eight cars, pass along these tracks daily, in each direction. There are never any passenger trains, or cars, on this track. There are no trains on this track at night. There are only two trains each way in the day time, and their maximum speed is established by city ordinance at six miles per hour; this is an ordinance which can be enforced if the city sees fit so to do. Now, to remove this danger, which in itself is very slight, the city proposes to put an expense upon the Des Moines Terminal Company of \$89,000. Six per cent per annum on this sum would amount to over \$5,000 yearly. The total gross earnings of the company on all the traffic passing over this line

last year was less than \$5,000, the annual interest charges on the cost of the proposed improvement. As a transportation company, pure and simple, aside from other investments of the parties in interest, it would pay the Des Moines Terminal Company to tear up their tracks, rather than build the proposed viaduct. Property has some rights, as well as the public.

There are other factors to be considered than the number of trains passing over a given track. We must consider where that crossing is located. A crossing in the heart of a city is far different from a similar crossing out in the country, or in a small village. The large number of people seeking to cross the tracks at such a point, also street cars passing constantly, would increase the hazard. And yet, it is probably also true that there is, perhaps, little more danger than on an average street railway crossing in the City of Des Moines at the present moment.

We find, in view of all the evidence adduced before the Board, that the said viaduct, proposed by the city, is 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. If this expense can be very largely reduced, a different situation will present itself.

The defendant companies have proposed several plans. One plan contemplates the lowering of the tracks of the Terminal Company on the north side of the Raccoon river, thereby permitting an overhead crossing as an approach to the bridge. This plan, it is stated will reduce the cost by over \$65,000, and, at the same time, will render a safe and practicable viaduct and bridge. It is denied by the representatives of the city, that such a viaduct will be practicable, or will meet the reasonable demands of the city. We do not pass upon that question.

The entire structure, including the viaducts on both sides of the river, is so inter-dependent, that it is impossible to pass upon a part of the case in one way, and on another part in a different manner. It is doubtful if the Commission has power to substitute new plans and specifications. However, there can be no question of our power to approve or disapprove of plans that are proposed. Therefore, in view of the facts as established, we are constrained to disapprove the plans and specifications proposed; and to hold that public safety and convenience do not make necessary the construction of the viaduct proposed in this hearing by the City of Des Moines.

Dated this 11th day of September, A. D. 1913.

No. 5995—1913.

THE COMMERCIAL ASSOCIATION OF OTTUMWA, IOWA, Complainant.

vs.

THE CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY,  
CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY,  
THE WABASH RAILROAD COMPANY, and F. A. DELANG, E. B. PRYOR and WM. K. BIXBY, Receivers,  
CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY, Defendants.

Decided November 4, 1913.

"SWITCHING SERVICE", "INDUSTRIAL SWITCH", "JOINT INDUSTRIAL SWITCH", AND "INDUSTRIAL VICINITY"—DEFINED.

These terms, as defined in *Iowa State Manufacturers Association v. C. & N. W. Ry., et al.*, Case No. 5986-1913, ante, adopted in instant case.

RATES—FOR INDUSTRIAL SWITCHING.

Those established for Des Moines, Clinton and Cedar Rapids, found to be reasonable for Ottumwa and adopted in the instant case.

INDUSTRIAL VICINITY.

As applied to Ottumwa is made to include Morey Clay Products Company.

TARIFFS.

Carriers ordered to revise in 10 days, in accordance with findings.

Appearances:

For the Commercial Association of Ottumwa—

J. H. Henderson, Commerce Counsel,

C. O. Dawson, Traffic Manager.

For C., R. I. &amp; P. Railway Co.—

F. W. Sargent, Attorney for Iowa,

M. A. Patterson, A. G. F. A.,

A. W. Eberhart, D. F. A.

For C., M. &amp; St. P. Railway Co.—

Grant Williams, A. G. F. A.,

O. W. Dynes, Asst. General Solicitor.

For Wabash Railroad Company—

T. R. Farrell, A. G. F. A.,

Wm. Clapper, D. F. &amp; P. A.

For C., B. &amp; Q. Railroad Company—

W. G. Wagner, A. G. F. A.,

W. D. Eaton, Attorney.

## OPINION.

The issues involved in this case are similar to those raised in the investigation of the Des Moines switching rates, in case entitled *Iowa State Manufacturers' Association, Des Moines Branch, v. Chicago & North Western Railway Company, et al.*

We adopt the definitions given in the said opinion for the terms Switching Service, Industrial Switching, Joint Industrial Switching and Industrial Vicinity. The record in the said case, by consent of parties, was made a part of the record in the Ottumwa switching rate case.

We find the facts at Ottumwa correspond substantially to the facts established in the hearing relative to the switching rates at Cedar Rapids, Clinton and Des Moines.

Considerable controversy arose over the probable use of the proposed switching rates. The facts proved show that there will be some substantial movement under the proposed rates.

We find the carriers have adopted substantially the same switching rates for practically all terminals of any size in the state.

There is some industrial switching movement today on the Chicago, Burlington and Quincy Railroad in Ottumwa at charges that are less than the maxima fixed by the Commission in the Des Moines case. On the other railroads, the charges are much higher than the maxima fixed by the Commission in the said case. No testimony whatever was offered by the railway companies showing the cost of service.

We find that the industrial switching rates established for Des Moines, Clinton and Cedar Rapids, to be reasonable for Ottumwa; and we hereby adopt the rates we have established in the aforesaid Des Moines case as applicable to Ottumwa on the following railroads: Chicago, Rock Island and Pacific; Chicago, Milwaukee & St. Paul; and the Wabash.

The term Industrial Vicinity, however, as applied to Ottumwa, is hereby extended to include the plant of the Morey Clay Products Company.

The carriers will be expected to revise their tariffs within ten days from this date in accordance with these findings. Upon failure to do so an order will issue.

Existing rates lower than those here described shall remain in effect until changed by the Commission.

Des Moines, Iowa, November 4, 1913.

No. 5996—1913.

W. S. HART, ET AL., Waukon, Iowa,

vs.

CHICAGO, MILWAUKEE &amp; ST. PAUL RAILWAY CO.

In the Matter of Station and Sidewalk Facilities at Rossville, Iowa.

Decided November 12, 1913.

STATION FACILITIES—SIDETRACKS.

Facilities found inadequate—order entered for adequate depot, sidetracks, etc.

## ORDER.

Petition in this case was filed with the Board of Railroad Commissioners of the State of Iowa on October 26, 1910, said petition being signed by H. H. Larson, F. Wacker, and 98 others, and asked that the

Railroad Commissioners "use their influence by all means to induce said company to erect the necessary constructions with sidetrack and station for the receiving and shipping of freight and accommodation of passengers."

Subsequently, on June 18, 1912, another petition was filed signed by Otto Sanderson, Ore Roe, and 32 others, praying that an order issue requiring that certain station, track and shipping facilities be provided and maintained at Rossville Station.

After a great deal of correspondence had passed, hearing was held at Rossville Station on May 20th, at which the railroad company was represented by John N. Hughes, Assistant Solicitor, and J. W. Stapleton, Superintendent, and the complainants by W. S. Hart, attorney, and numerous citizens and interested persons. Considerable testimony was taken and briefs and arguments filed later by both parties to the case.

After a careful review of the testimony offered, and of the briefs and arguments submitted, the Board finds that the station facilities at Rossville Station are inadequate, and it is, therefore, ordered, that the Chicago, Milwaukee & St. Paul Railway Company shall, within fifteen days after the receipt of this order, commence the erection of an adequate depot for the shelter of patrons of the road, the same to be heated and lighted, at proper times, and have sufficient platform and sidetrack facilities to adequately take care of business tendered and received at said Rossville Station.

Dated at Des Moines, Iowa, the 12th day of November, A. D. 1913.

No. 5997—1913.

CHICAGO, MILWAUKEE & ST. PAUL  
RY. CO.

VS.

BOARD OF SUPERVISORS OF CARROLL  
COUNTY, IA.

*Application to compel Defendant to  
institute condemnation proceedings  
to acquire land for overhead  
highway crossing.*

*Decided November 12, 1913.*

HIGHWAY CROSSING—OVERHEAD BRIDGE—CONDEMNATION PROCEEDINGS.

Overhead bridge found to be necessary for the public safety and convenience, and the same is ordered under Chapter 162 of the Acts of the 35th General Assembly.

#### OPINION AND ORDER.

The application in this case was for an order requiring the Board of Supervisors of Carroll County to institute condemnation proceedings for the acquisition of certain described land for the purpose of constructing an overhead highway bridge over the right of way of the line of the Chicago, Milwaukee & St. Paul Ry. Co. at a point in the southwest quarter of the northeast quarter of section 16, township 82 north, range thirty-

four west, Carroll county, Iowa, and to make the necessary change in the public highway as shown on plat on file with this Board.

After due notice to all parties had been given, the Board on November 10, 1913, heard said application, and it finds that the construction of the overhead crossing as set out and defined in said application is necessary to the public safety and convenience, and it is therefore:

Ordered that the Board of Supervisors of Carroll county, Iowa, institute within ten days of date, proceedings to condemn certain land for the purpose aforesaid, belonging to F. X. Kasperbauer, more particularly described as follows to wit:

A part of the Southwest quarter (SW $\frac{1}{4}$ ) of the Northeast quarter (NE $\frac{1}{4}$ ) of Section (16), Township Eighty-two (82) North, Range thirty-four (34) West, in Carroll County, Iowa, more particularly described as follows:

Commencing at a point where the north line of the public highway, running east and west, intersects the north and south center line of said section 16; thence east, along the north line of the public highway, 318 feet to intersect the southerly line of the right of way of the Chicago, Milwaukee & St. Paul Railway Company; thence northwesterly along said southerly line, 156 feet to a point; thence northwesterly in a straight line to the place of beginning. Also a strip of land 20 feet wide lying northerly of and adjoining the right of way of said Chicago, Milwaukee & St. Paul Ry. Co., and extending northwesterly 525 feet from the south line of the southwest quarter (SW $\frac{1}{4}$ ) of the northeast quarter of said section 16.

Containing in all .43 of an acre more or less.

It is further ordered that an adequate overhead bridge be constructed at the point shown on said plat, the expense of construction thereof to be borne entirely by the said Chicago, Milwaukee & St. Paul Railway Company.

Dated, Des Moines, Iowa, November 12, 1913.

No. 5998—1913.

Interlocker at Waterloo at the crossing of the tracks of the Illinois Central Railroad and the Waterloo, Cedar Falls & Northern Railway. Inspection made and certificate granted on November 20, 1913.

No. 5999—1913.

THE CARDEFF GYPSUM PLASTER COMPANY, Complainant,

VS.

ILLINOIS CENTRAL RAILROAD COMPANY,  
CHICAGO GREAT WESTERN RAILROAD COMPANY,  
MINNEAPOLIS & ST. LOUIS RAILROAD COMPANY,  
FORT DODGE, DES MOINES & SOUTHERN RAILROAD COMPANY, Defendants,

*Decided November 20, 1913.*



## JURISDICTION—SWITCHING RATES.

The Board has power to prescribe industrial switching rates, and to define the limits of an industrial vicinity. Citing *Iowa State Manufacturers' Association, Des Moines Branch, v. Chicago & N. W. Railway Co., et al*, Case No. 5346-1913, ante.

## "VICINITY" AND "INDUSTRIAL VICINITY"—DEFINITIONS.

The term "vicinity" is a relative expression, and does not mean any fixed distance in all cases. Where the word "industrial" is used to describe a vicinity, the industrial situation in any locality must be considered to determine what should be the "industrial vicinity" in that locality.

(See text for elaborate discussion and authorities.)

## SWITCHING SERVICE—FACTS APPLIED.

Facts held to warrant a finding that the Gypsum Plant of complainant located on industry tracks of the Illinois Central Railroad and the Chicago Great Western Railroad near Fort Dodge, is within the "industrial vicinity" of Fort Dodge; and that the transportation of gypsum products, plaster and stucco, in carload quantities from the plant of complainant to industries within the corporate limits of said city, is a switching service, the rates for which are subject to regulation by this Commission.

## Appearances:

## For Complainant—

J. H. Henderson, Commerce Counsel,  
Dwight N. Lewis, Asst. Commerce Counsel.

## For Illinois Central Railroad Company—

Helsell & Helsell, Attorneys,

## For Chicago Great Western Railroad Company—

George H. Carr, Attorney for Iowa,  
O. M. Brockett, Attorney.

## For Minneapolis &amp; St. Louis Railroad Company—

W. H. Bremner, General Solicitor.

## For Fort Dodge, Des Moines &amp; Southern Railroad Company—

John L. Sullivan, G. F. & P. A.

## OPINION.

This case concerns the rates on gypsum products, plaster and stucco, in carload quantities, from the plant of complainant near Fort Dodge, to industries within the corporate limits of said city.

The complainant in this case owns and operates a gypsum mill, or plant, known as the Cardiff Gypsum plant, located about four and a quarter miles southeast of Fort Dodge, and about one-half mile east of a small station known as Gypsum, through which must pass all traffic between the Cardiff Gypsum plant and Fort Dodge.

The complainant's plant is located on industry tracks of the Illinois Central Railroad and Chicago Great Western Railroad. By connecting or switching tracks, the Minneapolis & St. Louis Railroad and the Fort Dodge Des Moines and Southern Railroad, are enabled to handle the products of the petitioner into Fort Dodge.

## JURISDICTION OF THE BOARD.

The learned counsel for the carriers insist that it is impossible for a haul between two billing stations, or passing through one billing station to another one, to be called a switching service; and they argue that an

industrial vicinity must not include more than one station. Extended citations are given in their briefs concerning the propositions advanced by them, with special reference to the power of defining the use of terms.

The definition and meaning of terms are constantly discussed in the decisions of all courts and commissions. The meaning of words is determined by usage. In the determination of statutory powers, statutory definitions, where given, are of course authoritative. The legislature is not the sole maker of definitions; and in the absence of statutory definitions, Webster is not our supreme authority.

For the purpose of rendering an intelligent decision in which our meaning can be clearly understood, we have the undoubted power to define any word we may use in this opinion, confining such definition to the opinion itself, and providing further that in the order we do not transcend our statutory and constitutional authority.

And as to the interpretation of statutory phrases, in order that we may arrive at the legislative intent or meaning, without entering upon an extended consideration of the many factors involved, it is sufficient to say that in the interpretation of statutory phrases especially applicable to any given industry, we have the right to consult the known usages of the trade, as well as the sayings of the lexicographers.

The jurisdiction of this Commission to prescribe industrial switching rates, and to define the limits of an industrial vicinity, has been quite fully discussed in the opinion rendered in the *Iowa State Manufacturers' Association, Des Moines Branch, v. Chicago & N. W. Railway Co., et al*, decided January 14, 1913. For convenience this case will be referred to as the *Des Moines Switching Case*. That discussion will not be repeated at this time.

The defendants argue that the term "industrial vicinity," as used in the statute, is subject to two methods of defining. The statute specifically requires the state commissions to define the term "industrial vicinity;" and yet counsel for defendants insist that we are limited in that power of definition to the use of the term "vicinity" as ordinarily used by the lexicographers and courts, and that our function consists in giving that word practical application in any particular case. Then they insist that "vicinity" can, in no sense, be used to include a plant  $4\frac{1}{2}$  miles from Fort Dodge, and beyond the unincorporated village of Gypsum. In support of their position the chief case relied upon by them is *Borough of Madison v. Morristown Gas Light Co.* (New Jersey, 1903), 54 Atl. 439. This case involved the construction of the act of incorporation of the defendant company, authorizing it to supply gas "for the purpose of lighting the streets, buildings, manufactories, and other places situated in Morristown and its vicinity." Madison is another incorporated town about 4 miles from Morristown. The court held:

The question here is a very narrow one: Does the right to lay gas pipes in the streets, lanes, avenues, alleys, and public grounds of Morristown and its vicinity authorize the defendant company to enter and lay gas pipes in the streets of an adjoining independent municipality? It seems to me that such a construction is doing violence to language. It cannot be that the legislative purpose was to confer upon the defendant company, under its right to lay gas pipes in streets, and to supply gas to buildings in the vicinity of Morristown, the power to enter adjoining municipalities, which had independent govern-

ments, and of which Morristown was not then a part. "Vicinity" as used in the statute, applies only to the streets, avenues, lanes, alleys and public places adjoining the village of Morristown. It does not embrace other places and territory, constituting an independent municipal government, beyond the outside of the municipal corporation of which the unincorporated village of Morristown was a part in 1855. (*Ibid*, p. 440.)

To conclude from this particular case that the term vicinity can never extend beyond the limits above described is a very sweeping proposition. Such a narrow interpretation of the expression cannot be accepted by this Commission.

No arbitrary fixed limits upon the term "vicinity" can be made by this, or any other, tribunal. The expression is very flexible, and must be interpreted in relation to the other language used in connection therewith. The limits adopted by the New Jersey Court may be entirely correct for that particular case, but other courts have adopted other limitations, under other circumstances. It is a relative expression. The New Jersey Court quoted the English Law Dictionary defining "vicinity" as "adjacent; that which is near." Such relative expressions are very general in character. When considering the vicinity of the optic nerve, a bone a quarter of an inch distant, might not be called adjacent. When considering a street lighting proposition, the "vicinity" might extend four miles from a city. When considering a sale of a physician's practice in a given city "and vicinity," it might extend ten miles or more; or when considering the rate territory of Philadelphia and vicinity, it might include several cities; and again, from an astronomical standpoint, the vicinity of the earth might extend to the moon.

The case of *Langley v. Barnstead*, 63 New Hampshire 246, involved the interpretation of this term vicinity, in connection with the expense of a proposed highway. The Court said:

Words and phrases shall be construed according to the common and approved usage of the language. G. L. c. 1. s. 2. Etymologically and by common understanding, the phrase "in the vicinity" means in the neighborhood, and neighborhood, as applied to place, signifies nearness as opposed to remoteness. Whether a place is in the vicinity or in the neighborhood of another place depends upon no arbitrary rule of distance or topography. One village may be said to be "in the vicinity" of, another village without being joined or incorporated with it, and one house may be said to be near "in the vicinity" of, or in the neighborhood of, another house, and not structurally adjoin it. Vicinity admits of a more indefinite and wider latitude in place than proximally or contiguity and, as applied to territory, may embrace a more extended space than that lying contiguous to the place in question, and as applied to towns and other territorial divisions, may embrace those not adjacent.\*\*\*\*

The question of vicinity being one not fixed by technical and arbitrary rules, but depending upon reasonable nearness as contrasted with remoteness, and upon excess of burden upon one town contrasted with enlarged benefits to the neighboring town, is a question of fact, and the finding of the board of commissioners upon that subject, upon competent evidence, will not be revised here, *Haley v. Ins. Co.* 12 Gray 545. *Langley v. Barnstead*, 63 New Hampshire, 246, 247, 248.

The Supreme Court of Pennsylvania in *Extension of Hancock Street*, 18 Pa. St. 26, considered the meaning of the term in connection with the apportionment of costs in a street improvement controversy. The Court said:

Exception 4th. That the viewers have exceeded their powers by assessing property not in the vicinity of Hancock Street.

It is urged that the assessments have been arbitrary and not confined to the vicinity, which means "neighborhood," "near," but imposed on lots down Wood street to Water, which is too remote.

It is very usual to read or speak of vicinity and immediate vicinity, neighborhood and near neighborhood, the latter expressions uniformly denoting closer proximity than the former. These words have no fixed standard of meaning, denote no particular distance; but our ideas of them shift and vary to correspond with the relative position of other objects, and have no precise or practical meaning of themselves, but only when applied to something else. We would say Germantown was in the vicinity of Philadelphia, and Brooklyn of New York. Manchester in the vicinity of Pittsburgh, and the moon in the vicinity of the earth, when compared with planets more remote. Vicinity when applied to a practical matter, might very readily cause disagreement in honest minds; for, in the matter in hand, vicinity is not a matter of eyesight only, but for the judgment also. (pp. 21, 22.)

In *Timmerman v. Dover*, 53 Mich. 34, was involved the construction of a contract, between two physicians, that one would not practice in the city of Hastings, Mich., "and vicinity." Sherwood, J., rendered the opinion for the court. As to the expression in which we are concerned, the court stated:

Of course the extent of territory included in the term "vicinity of the city" must necessarily depend in a great measure upon the size of the city, its location and particular surroundings; and under all the circumstances as they appear upon this record I think the territory surrounding the city for the distance of ten miles from its corporate boundaries a reasonable limitation, and one which may safely be regarded as within the contemplation of the parties when they made their contract. (p. 35.)

Chief Justice Graves, in a concurring opinion, stated:

The word itself is entirely indefinite as a term of description of the bounds of the territory, and it fails to fix in such manner as it should for the purpose of an injunction, the particular limits which the defendant is not to pass. The defendant is entitled to be informed, on the face of the injunction, where he is not to act under peril of attachment, and it ought not to be left as a matter of speculation or conjecture.

I am inclined to think that the sense of the parties is substantially answered by regarding the city limits and a space extending ten miles on all sides therefrom, as the area from which the defendant was to be excluded and I think the decree should be so varied as to correspond with this view, and in all other respects affirmed. (pp. 26, 27.)

The term "vicinity" does not mean any fixed distance for all cases.

The industrial situation in any locality must be considered by this Board in any effort to determine what should be the "industrial vicinity" in that locality. No hard and fixed rule will be adopted. The Commission will endeavor to care for legitimate industrial needs without rendering undue hardship upon the carriers, and at the same time not unjustly discriminating against other firms and localities.

The defendants in this case contend that the service rendered by the carriers in transporting the products of the complainant company's plant to industry tracks in Ft. Dodge is not a switching service; and therefore that this Commission is compelled to prescribe the Iowa distance tariff rates.



The phrase "switching service" is specifically defined by statute, and we are limited to that meaning.

If a given service is a switching service, then we have power to prescribe a rate for the same, under Chapter 95 of the 34th General Assembly. If it is not a switching service, then we are dependent upon the other statutes for our authority, if we have any.

The so-called Iowa distance schedule is not a *minimum* schedule of rates (although it is but natural for some to desire to have it so considered), but rather a *maximum* schedule. Both the carriers and the Commission have the power to prescribe rates below the rates given in the said distance tariff. This same issue has been considered in former decisions of this Board. In the *Des Moines Switching Case*, the Commission said:

In addition to any powers granted specifically by the aforesaid amendments passed by the 34th General Assembly, this Commission is given general powers to establish reasonable maximum rates of charge for services rendered by railroad companies on traffic between points in Iowa. Section No. 2145 of the Code provides that competition cannot be used to justify differences in rates for the same length of haul on different portions of a railroad within the state. The said statute also makes difference in rates for the same distance haul, as prima facie evidence of the unreasonableness of such rates. But there is nothing in this statute or in the Iowa laws preventing the use of other facts and conditions than competition to justify differences in rates.

If there are no differences in the conditions surrounding a line haul and an industrial switch, then under the Iowa statutes the rates should be the same for the same length of haul. On the other hand, if there are substantial differences, aside from competitive conditions, then it is not only lawful, but it is fair and just that there should be some differences in the rates.

In the case of the *Des Moines Coal Company vs. Chicago Great Western Railroad Company*, decided December 20, 1911, this Commission said:

There was some effort on the part of defendant carrier to establish the fact that the said service cannot be called a switching service under the recent law enacted by the last session of the General Assembly. However that may be, we find: that the charge for the service as described prior to May 24, 1911, was one cent per cwt. or twenty cents per ton, that this is the charge for similar service rendered by the defendant carrier for the transportation of practically all carload traffic from all points on the tracks of the said Chicago Great Western Railroad within the city limits of Des Moines to all points elsewhere on the tracks of the said Chicago Great Western Railroad within the corporate limits of the city of Des Moines, at the present time, with the exception of coal; that the rate of one cent cwt. for the transportation of coal between points within the city limits of Des Moines is given by the Inter-Urban Railway Company to the Blount and Evans Coal Company, a competitor of the complainant herein; and that the said charge of one cent per cwt. for the transportation of coal from complainant's mine at, or near Burch, to industries and team tracks served by Chicago Great Western switch engines within the corporate limits of Des Moines is a reasonable maximum charge for such service.

Wherefore the defendant carrier is hereby instructed to restore the rate on the transportation of coal from industries located on Chicago Great Western tracks at Burch, Polk County, Iowa, to industries and team tracks served by Chicago Great Western switch engines within the corporate limits of Des Moines, Iowa, which was in effect prior to May 24, 1911, and unless this is complied with at once an order will be entered accordingly.

If it is true that the services under consideration are not switching services, then switching rates will not apply, and the Iowa maximum

distance tariff will govern, unless other circumstances and conditions justify lower rates.

The rates applicable from Gypsum, and gypsum plants located in that vicinity, to industry tracks in Ft. Dodge, have been called switching charges by the Minneapolis & St. Louis Railroad Co., (M. & St. L., I. C. C. No. B-34), and "Short Haul Commodity Rates" by the Chicago Great Western Railroad, (C. G. W., I. C. C. No. 4671.) Under either name, what concerns us chiefly is to determine the true character of the services rendered in any given case, and what is a reasonable charge for such service, considering the factors ordinarily entering into a problem involving the reasonableness of rates.

#### THE RATES INVOLVED.

Southeast of Ft. Dodge there appears to be a large bed of gypsum. This has been made the basis for quite a thriving industry. Several gypsum plants have been located in this vicinity, including those of the complainant, of the United States Gypsum Co., of the Wasam Plaster Co., of the American Cement Plaster Company, and of the Plymouth Gypsum Company. All of these properties are located close to each other southeast of Ft. Dodge, on the same bed of gypsum, near the little town called Gypsum, and are in competition with each other at Fort Dodge and other cities. The Plymouth plant is closer to Fort Dodge than are the others. There was no evidence in the case of any substantial differences in the cost of handling the traffic for any of these companies. The complainant, without any serious denial from any source, contended that the transportation conditions were substantially the same. The last three companies named are served by the Illinois Central Railroad; they are from one to four miles outside of the corporate limits of the city of Fort Dodge; and, at the time of the hearing in this case, they were given a rate of 1 cent per hundred lbs., with a carload minimum of 50,000, on shipments of plaster and stucco to industries within the switching limits of Fort Dodge, located on the Illinois Central Railroad, and a rate of 1½ cents per hundred pounds, with the same minimum, to industries within the switching limits of Fort Dodge, located on other railroads. (Ill. Cent. I. C. C. §213, Item 285 Rule 41.)

The United States Gypsum Company's plant is located on the Chicago Great Western and Minneapolis & St. Louis Railroads, about four miles from the city limits. The Minneapolis & St. Louis gives a rate of 1 cent per hundred pounds, 50,000 lbs. minimum, on shipments between the plant of this company and industries located within the city of Fort Dodge. (M. & St. L. I. C. C. No. B-34.)

Prior to March 15, 1912, the Chicago Great Western Railroad gave a three dollar rate between Gypsum, Mineral City, and Ft. Dodge on plaster and stucco. (C. G. W., I. C. C. 4671.) This rate was carried under the heading "Short Haul Carload Commodity Rates." On March 15, 1912, this item was cancelled, leaving on industries located wholly on this line, simply the switching rates of 1 cent per hundred pounds, 50,000 lbs. minimum, "both origin and destination being inside corporate limits of station."



Confining industrial switching rates to points wholly within the corporate limits of a station is peculiar to the Chicago Great Western Railroad. The M. & St. L. rule is as follows: "Switching charge between two industries named herein on M. & St. L. R. R., M. N. & S. Ry., and S. I. T. Co., tracks at same station (Except as specifically provided for) will be 1 cent hundred pounds with a minimum of five dollars (\$5.00) per car." Then for the station of Fort Dodge the tariff lists 22 industries, including the U. S. Gypsum Co., which is several miles outside of the corporate limits. The Illinois Central requires the industries to be within the switching limits of a station, and it proceeds to list the Wasam Plaster Co., the American Cement Company, and the Plymouth Gypsum Company plants as being at Fort Dodge. These plants are several miles outside of the corporate limits.

For some time during the transitional period of the Great Western, from the time it granted so-called short haul commodity rates from Gypsum to Fort Dodge until the present situation existed, this company carried the following clause in its tariffs; "Traffic interchanged between the C. G. W. R. R. and Ill. Cent. R. R. at *Gypsum, Iowa, (Ft. Dodge Switching District)* will be subject to the same rates and rules as would apply if interchange were made within the city limits of Fort Dodge, Iowa, account no track connection between the C. G. W. R. R. and the Ill. Cent. R. R. within the city limits of Fort Dodge, Iowa." (Italics are ours.)

Commencing on the date of issue May 2, 1913, the C. G. W. tariffs left out the clause "Ft. Dodge Switching District," following the name of the town of Gypsum. The date of the brief on behalf of the C. G. W. R. R. in this case was May 8, 1913.

The carriers today, and for many years in the past, have treated Gypsum and Ft. Dodge as within the same switching district or limits, on traffic between each other.

On regular line hauls in this state it is customary for two carriers making a joint haul to charge the full maximum rates prescribed by statute and the orders of the Commission, which is 80 per cent of the combination of locals. However, the same length of a haul within the switching district or switching limits of a station receives a much less charge, usually called a switching charge. The Chicago Great Western Railroad Company publishes a tariff, carrying in bold faced type on its cover, these words: "All Switching Charges of this Company, also charges for Intermediate Switching and Drayage." In this tariff under the heading "Switching to and from Connecting Lines," it quotes a rate of \$3.00 per car between industry tracks at Fort Dodge, Mineral City and Gypsum. Between the railroads, this is not considered a line haul between Gypsum and Fort Dodge.

The Chicago Great Western Railroad Company handling a consignment to an industry located adjacent to the tracks of the Minneapolis & St. Louis Railroad in Fort Dodge, would haul the same through Gypsum; and yet a connecting line switching rate is charged one railroad, by the other, amounting to \$3.00 for the service. Passing through one billing station to another station does not prevent the carriers charging switch-

ing rates, instead of ordinary distance tariff rates, for the service, when they are dealing with each other. Passing through another billing station is an important factor to consider, but it is evidently not controlling.

There is testimony in the record to the effect that a situation similar to that described above, exists on a shipment from the Mineral City plant, when consigned to an industry in Fort Dodge, located on the Minneapolis & St. Louis Railroad. Such a shipment would move over the Illinois Central, and pass through Gypsum to Fort Dodge. The same would occur if such shipment was destined to an industry on the Chicago Great Western tracks.

This connecting line switching charge of \$3.00 between Gypsum and Fort Dodge is universally adopted by the carriers at this point.

The physical contour of the land has caused these carriers to extend the switching district of Fort Dodge out to include the town of Gypsum. The topography of the land in and about Fort Dodge makes it impracticable to construct the necessary trackage for connecting switches for the general interchange of cars between the railroads within the city of Fort Dodge. This has given rise to the bulk of the work of this character being done outside of said city.

Mr. J. G. Morrison, Assistant to the Vice President in charge of traffic, for the Chicago Great Western Railroad, stated on the stand: "We have always considered Gypsum and Fort Dodge as one and the same place for the purpose of this through interchange of business."

The division superintendent of the Chicago Great Western testified that their yard limits in this vicinity extended from Fort Dodge, to and including Gypsum.

The plant of the American Cement Plaster Co., (about a half mile from that of the complainant), at the time of the hearing in this case, was listed by one railroad—the Illinois Central—as being at both Fort Dodge and at Gypsum. Since the taking of testimony this company has withdrawn this listing. The Fort Dodge, Des Moines & Southern Railroad lists the American plant as being part of Fort Dodge.

At the time of the hearing, the industrial switching charge of the Illinois Central Railroad for the American plant was 1 cent per hundred pounds, minimum charge \$5.00, and for the complainant's plant, a half mile farther, 3.3 cents per 100 lbs., the charge on an ordinary load—said to be 30 tons—for one company would be \$6.00 and for the other \$19.80.

Within the past year the Illinois Central and the Chicago Great Western companies have withdrawn most of their industrial switching rates from these gypsum plants close to Ft. Dodge. The Fort Dodge, Des Moines & Southern, however, still continues to serve its customers at the former industrial switching rates. The last named company reaches the plants of the American Cement Plaster Company, the Wasam Plaster Company, the United States Gypsum Company and the Plymouth Gypsum Company, all competitors of the complainant in this case, all located in the same general vicinity, and all located outside of the corporate limits of Fort Dodge.

According to the testimony in the case, the complainant's plant, is a half mile farther from Ft. Dodge than the American plant, one mile farther than the Wasam plant, and one and a quarter miles farther than the U. S. Gypsum plant, and three or four miles farther than the Plymouth plant. All of these companies, with the exception of the complainant, are able to market their product in Fort Dodge on an industrial switching charge of 1 cent per hundred pounds, with a \$5.00 minimum.

The complainant pays, for a similar service, 3.3 cents per 100 lbs., if he ships directly over one line into Fort Dodge, or \$19.80 for the ordinary carload. But if he directs it over one railroad, to be turned over to another for delivery in Fort Dodge, making a joint haul out of it, he is only charged \$8.00. This is because one railroad is willing to haul the car from Gypsum to Fort Dodge for the connecting line switching charge of \$3.00.

This entire situation works a serious hardship to the complainant in this case. Until the 1st of February, of this year, this company was on an equality with its competitors; now it is the only plaster company in active operation in this vicinity not able, so far as the record shows, to market its product in Fort Dodge on industrial switching rates.

In view of all the facts established it is our opinion that a reasonable charge for the transportation of gypsum products in carload quantities from the plant of the complainant to industries in Fort Dodge over a single railroad should not exceed one cent per hundred pounds, with a minimum charge of \$5.00, and if over two railroads, it should not exceed the aforesaid charge for the originating railroad, and \$3.00 for the terminating railroad.

The carriers will be expected to revise their tariffs to correspond to the foregoing findings within thirty days from this date, and upon failure to make such revision, this Commission will proceed to make formal orders in regard to the same.

Dated at Des Moines, Iowa, this 20th day of November, 1913.

No. 6000—1913.

CHICAGO, MILWAUKEE & ST. PAUL  
RAILWAY COMPANY

vs.

THOMAS McDONALD.

Condemnation, Guthrie County,  
Iowa.

On December 13, 1912, the Board granted certificate authorizing condemnation of the following described lands:

A part of the northeast quarter ( $\frac{1}{4}$ ) of the southeast quarter of section number five (5) and the north half of the southwest quarter ( $\frac{1}{4}$ ) of section four (4) township eighty-one (81) north, range number thirty-two (32) west in Guthrie County, Iowa, more particularly described as follows: A strip of land fifty (50) feet wide lying northerly of and adjoining the present one hundred (100) foot right of way of said Railway Company and extending from the east side to the west side of the northeast quarter ( $\frac{1}{4}$ ) of the southeast

quarter ( $\frac{1}{4}$ ) of said section five (5). Also a strip of land fifty (50) feet wide lying northerly of and adjoining the present right of way of said Railway Company and extending from the west line of said section four (4) easterly a distance of 950 feet, more or less, to survey station 957+79. Also a strip of land twenty-five (25) feet wide lying northerly of and adjoining present right of way of said Railway Company and extending from said survey station 957+79 easterly a distance of 300 feet, more or less to a point which is 70 feet, more or less, west of the east line of the northwest quarter ( $\frac{1}{4}$ ) of the southwest quarter ( $\frac{1}{4}$ ) of said section four (4). Also, a strip of land twenty-five (25) feet wide lying northerly of and adjoining the present right of way of said Railway Company and extending from the west side to the east side of the northeast quarter ( $\frac{1}{4}$ ) of the southwest quarter ( $\frac{1}{4}$ ) of section four (4).

Containing in above described strips of land 3.52 acres.

Such certificate was filed with the Clerk of the District Court of Guthrie County, Iowa.

Filed October 1, 1912. Closed December 16, 1912.

No. 6001—1913.

CHICAGO, MILWAUKEE & ST. PAUL  
RAILWAY COMPANY

vs.

MARY KINNEY KOMBE, ET AL.

Condemnation, Manning, Carroll  
County, Iowa.

On January 20, 1913, the Commission granted certificates authorizing condemnation of the following described real estate:

Lot four (4) in block (2), Gardner's third addition to Manning, Iowa.  
Lot one (1) and four (4) in block three (3), Gardner's fourth addition to Manning, Iowa.

All that portion of lot two (2), block three (3) of Gardner's fourth addition, to the town of Manning, Iowa, lying north of a line one hundred and six and one half, (106.5) feet southerly of and at right angles to the center line of the northerly or west bound main track, as now there laid out and established.

Lot one (1) in block two (2), Gardner's third addition to Manning, Iowa.

Such certificates were filed with the clerk of the District Court of Carroll county, Iowa.

Filed November 11, 1912. Closed February 1, 1913.

No. 6002—1913.

CHICAGO, MILWAUKEE & ST. PAUL  
RAILWAY COMPANY

vs.

MAGNUS BREWING COMPANY.

Condemnation, Cedar Rapids, Linn  
County, Iowa.

On March 10, 1913, the Commission granted certificate authorizing condemnation of the following described real estate:

All that parcel or tract of land described and bounded as follows, to-wit: Start at a point on the northwesterly line of block fifty-four (54), original town, now city of Cedar Rapids, at the northwesterly corner of Lot three (3) in said



block, running thence northeasterly along the northwest line of said block fifty-four (54), and along said line produced two hundred (200) feet from the northerly corner of said block; thence southeasterly at right angles with said line to the right of way of the Chicago, Milwaukee & St. Paul Railway Company; thence westerly along the northerly boundary line of the right of way of said Chicago, Milwaukee & St. Paul Railway Company, to the place of beginning.

Such certificate was filed with the Clerk of the District Court of Linn County, Iowa.

Filed January 30, 1913. Closed March 25, 1913.

No. 6003—1913.

CHICAGO, MILWAUKEE & ST. PAUL  
RAILWAY COMPANY

vs.

WILSON PAUL, ET AL.

Condemnation, Linn County, Iowa.

On March 7, 1913, the Commission granted certificate authorizing condemnation of the following described real estate:

Beginning at the point where the west line of (NE $\frac{1}{4}$  SW $\frac{1}{4}$ ) of section 22 intersects the northerly line of the right of way of the C. M. & St. P. Railway Company; thence easterly along said right of way line 990 feet to a point on westerly line of a certain road or lane; thence northwesterly 290 feet to a point which is 175 feet northerly (measured at right angles) from the center line of the main track of said Railway Company; thence northwesterly 750 feet to a point on the west line of said (NE $\frac{1}{4}$  SW $\frac{1}{4}$ ) said section 22 which is 665 feet north of place of beginning; thence south to place of beginning, containing six and sixty-five one hundredths (6.65) acres, more or less, and being a part of the (NE $\frac{1}{4}$ ) of the (SW $\frac{1}{4}$ ) of section 22, township 84 north range 5 west of the 5th P. M., Linn County, State of Iowa.

Such certificate was filed with the Clerk of the District Court of Linn County, Iowa.

Filed February 27, 1913. Closed March 25, 1913.

No. 6004—1913.

CHICAGO, MILWAUKEE & ST. PAUL  
RAILWAY COMPANY

vs.

HENRY SIMMONS, ET AL.

Condemnation, Clinton County,  
Iowa.

On March 12, 1913, the Commission granted certificates authorizing condemnation of the following described real estate:

A strip of land one hundred forty (140) feet in width extending over and across from the west side to the east side of the west half ( $\frac{1}{2}$ ) of the northwest quarter ( $\frac{1}{4}$ ) of section eighteen (18), township eighty-three (83) north, range four (4) east of the 5th P. M., containing 3.89 acres,—said strip having sixty (60) feet of such width on the south side, and eighty (80) feet of such width on the south side of the center line of the north or west bound main track of the Chicago, Milwaukee & St. Paul Railway Company as there now laid out and established for change of line.

A strip of land one hundred (100) feet in width extending over and across the southwest quarter of the northwest quarter of section twenty-five (25), township eighty-three (83) north, range one (1), east of the 5th P. M., Clinton County, Iowa, containing 3.14 acres, said strip having forty-three and one-half (43 $\frac{1}{2}$ ) feet of such width on the north side, and fifty-six and one-half (56 $\frac{1}{2}$ ) feet of such width on the south side, of the center line of the north or west bound main track of the Chicago, Milwaukee & St. Paul Railway Company, as same is now laid out for change of line; a strip of land one hundred fifty (150) feet in width extending over and across the southeast quarter of the northwest quarter of section twenty-five (25), township eighty-three (83) north, range one (1) east of the 5th P. M., Clinton County, Iowa, containing 2.58 acres, said strip having sixty-eight and one-half (68 $\frac{1}{2}$ ) feet of such width on the north side of and eighty-one and one-half (81 $\frac{1}{2}$ ) feet of such width on the south side of the center line of the north or west bound main track of the Chicago, Milwaukee & St. Paul Railway Company, as the same is now laid out for change of line, excepting, however, so much of said strip as may be embraced within the limits of the present or original right of way of said Railway Company.

All those portions of the northeast quarter ( $\frac{1}{4}$ ) of the northwest quarter ( $\frac{1}{4}$ ) of the northwest quarter ( $\frac{1}{4}$ ) of the northeast quarter ( $\frac{1}{4}$ ) of section fifteen (15), township eighty-three (83) north, range three (3) east of the 5th P. M., lying between the present right of way of the Chicago, Milwaukee & St. Paul Railway Company and a line which is parallel with and distant 190 feet southerly of the center line of the north or west bound main track of said railway (measured at right angles thereto) as same is now there laid and established for change of line, and containing 16.25 acres.

Such certificates were filed with the Clerk of the District Court of Clinton County, Iowa.

Filed February 20, 1913. Closed May 16, 1913.

No. 6005—1913.

ST. PAUL & KANSAS CITY SHORT LINE  
RAILROAD COMPANY,

vs.

WILLIAM A. EIKENBERRY, ET AL.

Condemnation, Chariton, Lucas  
County, Iowa.

On March 13, 1913, the Commission granted certificate authorizing condemnation of the following described real estate:

A triangular piece of land out of lot No. 43 of Eikenberry's Addition to the city of Chariton, Iowa, more particularly described as follows: Starting at the intersection of the easterly fifty (50) foot right of way line of the St. Paul & Kansas City Short Line Railroad with the south line of Auburn avenue, thence southwesterly along said easterly right of way line of railroad forty (40) feet to a point, thence northeasterly along a straight line to a point on the south line of Auburn avenue one hundred and forty (140) feet east of point of beginning, thence west along south line of Auburn avenue one hundred and forty (140) feet to point of beginning, containing 0.06 acres more or less.

Also a triangular piece of land out of lots 1 and 2 of Eikenberry's Addition to the City of Chariton, Iowa, more particularly described as follows: Starting at the northeast corner of said lot 1; thence west along the north line of lots 1 and 2, ninety-six (96) feet to a point, thence southeasterly along a straight line to a point on the east line of lot 1, twenty (20) feet south of point of beginning, thence north along east line of lot 1, twenty (20) feet to point of beginning, containing 0.02 acres more or less.



Also a triangular piece of land out of lot 6 in the N. E. quarter ( $\frac{1}{4}$ ) of the S. W. quarter ( $\frac{1}{4}$ ) of section No. 20, township No. 72, range No. 21 west of the 5th P. M., more particularly described as follows: Starting at the intersection of the easterly seventy-five (75) foot right of way line of the St. Paul & Kansas City Short Line Railroad with the north line of Auburn avenue; thence northeasterly along said easterly right of way line of railroad fifteen (15) feet to a point; thence southeasterly along straight line to a point on the north line of Auburn avenue ninety (90) feet east of point of beginning; thence west along north line of Auburn avenue ninety (90) feet to point of beginning; containing 6.02 acres, more or less.

Such certificate was filed with the Clerk of the District Court of Lucas County, Iowa.

Filed January 9, 1913. Closed March 25, 1913.

No. 6006—1913.

THE ST. PAUL & KANSAS CITY SHORT  
LINE RAILROAD COMPANY

vs.

H. H. BLANCHARD, ET AL.

*Condemnation, Des Moines, Polk  
County, Iowa.*

On May 13, 1913, the Commission granted certificate authorizing condemnation of the following described real estate:

Lot No. fifty-six (56), Lakeside Addition, now included in and forming a part of the city of Des Moines, Iowa.

Such certificate was filed with the Clerk of the District Court of Polk County, Iowa.

Filed December 31, 1912. Closed May 16, 1913.

No. 6007—1913.

CHICAGO, ROCK ISLAND & PACIFIC  
RAILWAY COMPANY,

vs.

W. H. STEPHENSON, ET AL.

*Condemnation, Wapello County,  
Iowa.*

On May 13, 1913, the Commission granted certificate authorizing condemnation of the following described real estate:

A tract of land located on the southerly side of the C. R. I. & P. Ry. Co's. right of way as the same is now located and staked out over and across the S. E. ( $\frac{1}{4}$ ) of section 32, T. 71, N. R. 12 W., in the county of Wapello and state of Iowa, more particularly described as follows: Beginning at the intersection of the westerly line of the public highway now located along the east line of section 32 with the C. R. I. & P. Ry. Co's. present southerly right of way line; thence south along said westerly line to a point 270.0 feet distant southeasterly at right angles with the center line of said C. R. I. & P. Ry. Co's. present main track at station 15652 plus 00; thence southwesterly in a straight line through a point 100.0 feet distant southeasterly at right angles from the center line of said present main track at station 15668 plus 00 to an intersection with the south line of said section 32; thence west along said south line

to an intersection with said C. R. I. & P. Ry. Co's. present southerly right of way line; thence northeasterly along said present southerly right of way line to said point of beginning. Said tract of land containing 6.0 acres, more or less.

Also the following parcel of land:

A tract of land located on the southerly side of the C. R. I. & P. Ry. Co's. right of way as same is now located and staked out over and across the southwest ( $\frac{1}{4}$ ) of section 27, the N. W. ( $\frac{1}{4}$ ) of section 34 and the N. E. ( $\frac{1}{4}$ ) of section 33, all in T. 71, N. R. 12 W., in the county of Wapello and state of Iowa and more particularly described as follows: Beginning at the intersection of the south line of said section 27 (said south line intersecting the center line of said C. R. I. & P. Ry. Co's. present main track at station 15568 plus 50) with said C. R. I. & P. Ry. Co's. present southerly right of way line (said southerly right of way line being parallel with and 50.0 feet distant southerly from said center line); thence northeasterly along said southerly right of way line to an intersection with the westerly line of the road now located along the westerly bank of the Des Moines River; thence southeasterly along said westerly line 25.0 feet; thence southwestwesterly parallel with and 25.0 feet distant southeasterly from said southerly right of way line to a point 130.0 feet distant northeasterly from the intersection of said parallel course with said south line of section 27, measured along said parallel course; thence southwesterly on a  $3^{\circ}00'$  curve to the left 900.0 feet to a point on a line making an angle of  $27^{\circ}00'$  to the left with the center line of said present main track at station 15567 plus 00; thence southwestwesterly along said line, 569.1 feet; thence southwestwesterly on a  $3^{\circ}00'$  curve to the right, 900.00 feet to a point 675.0 feet distant southeasterly at right angles from the center line of said present main track; thence southwestwesterly parallel with and 600.00 feet distant southeasterly from said C. R. I. & P. Ry. Co's. present southerly right of way line to an intersection with the east and west center line of said section 33; thence westerly along said center line to an intersection with said present southerly right of way line; thence northeasterly along said line to an intersection with said south line of section 27; thence westerly along said south line to said point of beginning. Said tract of land containing 54.2 acres, more or less.

Such certificate was filed with the Clerk of the District Court of Wapello County, Iowa.

Filed May 5, 1913. Closed May 16, 1913.

No. 6008—1913.

CHICAGO, MILWAUKEE & ST. PAUL  
RAILWAY COMPANY

vs.

CHARLES PANKOW.

*Condemnation, Jackson County,  
Iowa.*

On June 13, 1913, the Commission granted certificate authorizing condemnation of the following described real estate:

All that part of the northwest quarter of the southwest quarter (NW $\frac{1}{4}$  SW $\frac{1}{4}$ ) of section nineteen (19), in township eighty-four (84) north, range five (5) east of the fifth principal meridian, in Jackson county, Iowa, described as follows, to-wit: A strip of land twenty (20) feet in width, lying southeasterly of and contiguous to the southeasterly boundary line of the right of way of the Chicago, Milwaukee & St. Paul Railway Company as the same is now established and occupied over and across said land and extending northeasterly from a point five hundred twenty-six and five tenths (526.5) feet northeasterly, measured along the center line of the said railway right of way, from the south line of said land to the north side line thereof.

And also all that part of the southwest quarter of the northwest quarter (SW $\frac{1}{4}$  NW $\frac{1}{4}$ ) of said section nineteen (19) in the township and range aforesaid, described as follows, to-wit: A strip of land twenty (20) feet in width lying easterly of, and contiguous to the easterly boundary line of the said railway company's right of way as now established and occupied, and extending southerly from the center line of the Maquoketa and Sabula public highway as now traveled in an easterly and westerly direction across said last described tract of land to the south side line thereof, and containing in the aggregate ninety-nine hundredths (.99) of an acre.

Such certificate was filed with the Clerk of the District Court of Jackson County, Iowa.

Filed April 29, 1913. Closed July 8, 1913.

No. 6008—1913.

CHICAGO, MILWAUKEE & ST. PAUL  
RAILWAY COMPANY

vs.

J. C. LOITZ and AUGUST PANKOW.

Condemnation, Jackson County,  
Iowa.

On June 13, 1913, the Commission granted certificate authorizing condemnation of the following described real estate:

All that certain part of the north one-half of the southeast quarter of the southeast quarter of section twenty-four (24) in township eighty-four (84) north, range four (4) east of the fifth principal meridian, Jackson county, Iowa, described as follows, to-wit: A strip of land ten (10) feet in width lying southeasterly of, and contiguous to the southeasterly boundary line of the right of way of the Chicago, Milwaukee & St. Paul Railway Company, as the same is now established and occupied across said land and extending from the south side to the east side of the same, and containing fifteen one-hundredths (.15) of an acre.

Also all that part of the south one-half of the northwest quarter (S $\frac{1}{2}$ NW $\frac{1}{4}$ ) of section nineteen (19) in township eighty-four (84) north, range five (5) east of the fifth principal meridian, Jackson county, Iowa described as follows, to-wit: A strip of land fifty (50) feet in width lying easterly of, and contiguous to the easterly boundary line of the right of way of the Chicago, Milwaukee & St. Paul Railway Company as the same is now established and occupied over and across said land and extending southerly from the north side line of said south one-half of the northwest quarter (S $\frac{1}{2}$ NW $\frac{1}{4}$ ), to the center line of the Maquoketa and Sabula public highway as now traveled in an easterly and westerly direction across said land, and containing twenty-nine hundredths (.29) of an acre.

Such certificate was filed with the Clerk of the District Court of Jackson County, Iowa.

Filed April 29, 1913. Closed July 8, 1913.

No. 6008—1913.

CHICAGO, MILWAUKEE & ST. PAUL  
RAILWAY COMPANY

vs.

THOMAS CALLAHAN, ET AL.

Condemnation, Clinton County,  
Iowa.

On June 13, 1913, the Commission granted certificate authorizing condemnation of the following described real estate:

The following lands in Clinton county, Iowa, located in and near the town of Delmar, to-wit:

Lots eleven (11) and twelve (12) in block twenty-three (23).  
Lots nine (9) and ten (10) in block twenty-three (23); also unplatted area described as follows: All that portion of a certain tract of land conveyed by W. M. Stephens and wife to Charles Callahan by deed dated September 4, 1895, and recorded in book 32, page 257, records of Clinton county, Iowa, which lies southerly of a line which is parallel with and distant 50 feet northerly from center line of the north or west bound main track of the C. M. & St. P. Ry. Co., as the same is now there laid for change of line. Said land being more particularly described as follows, to-wit: Commencing at the southeast corner of block 23 in the town of Delmar, thence north 183 feet; thence easterly (on a line which is parallel with and distant 50 feet northerly from the center of north or west bound main track of the C. M. & St. P. Ry. Co., as now there laid for a change of line) a distance of 387 feet to the west line of property owned by J. F. Rossiter; thence south 150 $\frac{1}{2}$  feet to the north line of present right of way of said Railway Company; thence westerly along said right of way line 315 feet; thence north 26 feet; thence westerly 14 feet to the east line of Hurst street; thence north 43 feet; thence west 66 feet to the place of beginning, containing one and six tenths (1.6) acres.

Also the small triangular strip lying just north of the present right of way of said C. M. & St. P. Ry. Co., and at the east end of the Delmar station grounds.

Such certificate was filed with the Clerk of the District Court of Clinton County, Iowa.

Filed April 29, 1913. Closed July 8, 1913.

No. 6008—1913.

CHICAGO, MILWAUKEE & ST. PAUL  
RAILWAY COMPANY

vs.

FRED KUKRUCK.

Condemnation, Jackson County,  
Iowa.

On June 13, 1913, the Commission granted certificate authorizing condemnation of the following described real estate:

All that part of the southwest quarter of the northeast quarter of section twenty-five (25), in township eighty-four (84) north, range four (4), east of the fifth principal meridian, Jackson county, Iowa, described as follows, to-wit: A strip of land twenty (20) feet in width, lying southeasterly of, and contiguous to the southeasterly boundary line of the right of way of the Chicago, Milwaukee & St. Paul Railway Company, as the same is now established and occupied and extending northeasterly seven hundred ninety-seven and nine tenths (797.9) feet, measured along the center line of the main track of the said rail-



way, from the west side line of the said (SW $\frac{1}{4}$ ) of the (NE $\frac{1}{4}$ ) of said section twenty-five (25). And also all that part of the south one-half of the southeast quarter of the southeast quarter (S $\frac{1}{2}$  SE $\frac{1}{4}$  SE $\frac{1}{4}$ ) of section twenty-four (24) in township eighty-four (84) north, range four (4) east of the said fifth principal meridian, and described as follows, to-wit: A strip of land ten (10) feet in width lying southeasterly of, and contiguous to the southeasterly boundary line of the right of way of the said railway company as now established and occupied across said last hereinabove tract of land and extending from the south side to the north side of the said (S $\frac{1}{2}$  SE $\frac{1}{4}$  SE $\frac{1}{4}$ ) and containing in the aggregate fifty-four one-hundredths (.54) of an acre.

Such certificate was filed with Clerk of the District Court of Jackson County, Iowa,

Filed April 29, 1913. Closed July 8, 1913.

No. 6009—1913.

CHICAGO, MILWAUKEE & ST. PAUL  
RAILWAY COMPANY

VS.

MARY CALDWELL, ET AL.

*Condemnation, Herndon, Guthrie  
County, Iowa.*

On June 13, 1913, the Commission granted certificate authorizing condemnation of the following described real estate:

Lot one (1), block twelve (12), original plat of Herndon, Guthrie county, Iowa.

Such certificate was filed with the Clerk of the District Court of Guthrie County, Iowa.

Filed April 18, 1913. Closed November 29, 1913.

No. 6010—1913.

CHICAGO, MILWAUKEE & ST. PAUL  
RAILWAY COMPANY

VS.

THOMAS F. KULA, ET AL.

*Condemnation, Jones County, Iowa.*

On June 13, 1913, the Commission granted certificate authorizing condemnation of the following described real estate:

A strip of land twenty-five (25) feet in width, lying southerly of the sixteen (16) foot lane adjacent to the present right of way of the Chicago, Milwaukee & St. Paul Railway Company, said strip extending from property owned by the Oxford Junction, Cement Tile Brick and Block Company westerly to the west line of the east one-half (E $\frac{1}{2}$ ) of the southwest one quarter (SW $\frac{1}{4}$ ) of section twenty-two (22), township eighty-three (83), north range one (1) west, Jones county, Iowa, containing an area of 21-100 of an acre.

Such certificate was filed with the Clerk of the District Court of Jones County, Iowa.

Filed May 15, 1913. Closed July 8, 1913.

No. 6011—1913.

CHICAGO, ROCK ISLAND & PACIFIC  
RAILWAY COMPANY

VS.

W. H. STEPHENSON and LILLIE  
STEPHENSON, his wife.

*Condemnation, Wapello County,  
Iowa.*

On June 24, 1913, the Commission granted certificate authorizing condemnation of the following described real estate:

A piece of land located on the southerly side of the C. R. I. & P. Ry. Co's, right of way as same is now located and staked out, over across the (SE $\frac{1}{4}$ ) of section 32, T. 71, N. R. 12 W. in the county of Wapello and state of Iowa, more particularly described as follows:

Beginning at a point on the west line of the public highway now located along the east line of section 32, 270.0 feet distant southeasterly at right angles from the center line of said C. R. I. & P. Ry Co's main track at station 15652 plus 00; thence southwesterly in a straight line through a point 100.0 feet distant southeasterly at right angles from the center line of said main track at station 15658 plus 00 to an intersection with the south line of said section 32; thence northeasterly in a straight line through an intersection with the west line of said public highway to a point on said east line of section 32, 573 feet distant southerly from the intersection of said east line with the east and west center line of the (SW $\frac{1}{4}$ ) section 33; thence northerly along said west line of the public highway to said point of beginning. Said pieces of ground containing 2.2 acres more or less.

Such certificate was filed with the Clerk of the District Court of Wapello County, Iowa.

Filed May 26, 1913. Closed November 29, 1913.

No. 6012—1913.

CHICAGO, ROCK ISLAND & PACIFIC  
RAILWAY COMPANY

VS.

JOHN T. BROOKS and ELMA BROOKS,  
his wife.

*Condemnation, Wapello County,  
Iowa.*

On June 24, 1913, the Commission granted certificate authorizing condemnation of the following described real estate:

A tract of land located on the southerly side of the C. R. I. & P. Ry. Co's right of way as same is now located and staked out over and across the (SW $\frac{1}{4}$ ) of section 33, T. 71 N., R. 12 W. in the county of Wapello and state of Iowa, more particularly described as follows:

Beginning at a point on the east and west center line of the (SW $\frac{1}{4}$ ) of section 33 (said center line intersecting the center line of the C. R. I. & P. Ry. Co's present main track at station 15647 plus 36) 675.0 feet distant southeasterly at right angles from the center line of said main track; thence southwesterly parallel with the center line of said main track to an intersection with a line which is parallel with and 660.0 feet distant easterly from the west line of Section 33 (said west line intersecting the center line of said main track at station 15650 plus 09); thence northerly along said line to an inter-

said east and west center line of the (S.W.¼) of Section 33; thence easterly along said center line to said point of beginning. Said track of land containing 6 acres more or less."

Such certificate was filed with the Clerk of the District Court of Wapello County, Iowa.

Filed June 7, 1913. Closed November 29, 1913.

No. 6013—1913.

CHICAGO, MILWAUKEE & ST. PAUL  
RAILWAY COMPANY

vs.

KATE JOHNSON, ET AL.

Condemnation, Marshall County,  
Iowa.

On July 5, 1913, the Commission granted certificates authorizing condemnation of the following described real estate:

A strip, belt, or piece of land 35 ft. wide in the SE¼ NW¼ Sec. 3-82-19, Marshall county, Iowa, lying northerly of, parallel with, and adjacent to the northerly line of the present right of way of the C., M. & St. P. Ry. Co., and extending westerly from the east line of said SE¼ NW¼ section 3-82-19 a distance of 900 feet, measured along the northerly line of the present right of way of said Railway Co., to the present right of way of the Iowa Central Railway Co., the land intended to convey being all of the land in said SE¼ NW¼ section 3-82-19 north of the present right of way of the said C., M. & St. P. Ry. Co., east of the present right of way of the said Iowa Central Co., and south of a line drawn parallel to and 85 feet northerly of the present main track of the C., M. & St. P. Ry. Co., and containing in all 0.74 acres.

A part of the S½ SE¼ section 2-82-18, in Marshall county, Iowa, described as follows:

A strip, belt or piece of land 20 feet in width lying southerly of, parallel with, and adjacent to the south line of the present right of way of the C., M. & St. P. Ry. Co., extending from the west line of the SE¼ of said section 2 easterly a distance of 1,175 feet measured along said south line of present right of way; also a strip of land 20 feet in width lying northerly of, parallel with and adjacent to the north right of way line of the aforesaid Railway Company, extending from the east line of the SE¼ of said section 2 westerly a distance of 1,000 feet measured along said north line of present right of way; also a part of the W½ SW¼ SW¼ section 1-82-18 in Marshall county, Iowa, described as follows: A strip, belt, or piece of land 20 feet in width lying northerly of, parallel with, and adjacent to the north line of the present right of way of the aforesaid railway company extending from the west line of the SW¼ of said section 1, easterly a distance of 185 feet to Timber Creek, measured along said north line of present right of way. The above described strips of land containing in all 1.08 acres.

Such certificates were filed with the Clerk of the District Court of Marshall County, Iowa.

Filed June 18, 1913. Closed July 8, 1913.

Such  
County, Iowa  
Filed May

No. 6014—1913.

IOWA TERMINAL COMPANY

vs.

LOREN E. SHAFFER.

Condemnation, Des Moines, Polk  
County, Iowa.

On July 5, 1913, the Commission granted certificate authorizing condemnation of the following described real estate:

Lots four (4) and five (5), block one (1), in Hall's Addition to the city of Des Moines, Iowa.

The Terminal Company advised the Commission on July 28, 1913, that an error had been made in the description of the land sought to be condemned, and, accordingly, notice containing the proper description was served on the land owner. On August 19, 1913, another certificate was granted, covering the following described real estate:

Lots four (4) and five (5), block fourteen (14) of Hall's Addition to the city of Des Moines, Iowa.

Such certificates were filed with the Clerk of the District Court of Polk County, Iowa.

Filed May 15, 1913. Closed August 20, 1913.

No. 6015—1913.

CHICAGO, ROCK ISLAND & PACIFIC  
RAILWAY COMPANY

vs.

PETER HELPHREY and SARAH HELPHREY, his wife.

Condemnation, Newton, Jasper  
County, Iowa.

On July 5, 1913, the Commission granted certificate authorizing condemnation of the following described real estate:

All that part of lot number two (2), in block eight (8), of Ritter's Addition to the city of Newton, Jasper county, Iowa, lying southeasterly of a line drawn from the northeast corner of said lot number 2 to a point on the south line of said lot number 2, forty (40) feet distant westerly from the southeast corner of said lot number 2, measured along said south line.

Provided that the above described real estate shall not be condemned until the right to occupy the streets is secured from the city council of Newton, Iowa.

Such certificate was filed with the Clerk of the District Court of Jasper County, Iowa.

Filed May 17, 1913. Closed July 8, 1913.



No. 6016—1913.

CHICAGO, ROCK ISLAND & PACIFIC  
RAILWAY COMPANY

vs.

*Condemnation, Burlington, Des  
Moines County, Iowa.*

ANNA HERMINGHAUS, ET AL.

On July 24, 1913, the Commission granted certificates authorizing condemnation of the following described real estate:

The west one-third (1-3) of the west one-half ( $\frac{1}{2}$ ) of lot forty-nine (49), original city of Burlington, Iowa.

The middle one-third (1-3) of the west one-half ( $\frac{1}{2}$ ) of lot forty-nine (49), original city of Burlington, Iowa.

Lot fifty (50) A, original city of Burlington, Iowa.

Such certificates were filed with the Clerk of the District Court of Des Moines County, Iowa.

Filed June 10, 1913. Closed November 29, 1913.

No. 6017—1913.

CHICAGO, ROCK ISLAND & PACIFIC  
RAILWAY COMPANY

vs.

*Condemnation, Burlington, Des  
Moines County, Iowa.*

ANNA M. SNIDER.

On July 24, 1913, the Commission granted certificate authorizing condemnation of the following described real estate:

The east one-third (1-3) of the west one-half ( $\frac{1}{2}$ ) of lot forty-nine (49), original city of Burlington, Iowa.

Such certificate was filed with the Clerk of the District Court of Des Moines County, Iowa.

Filed June 13, 1913. Closed November 29, 1913.

No. 6018—1913.

CHICAGO, MILWAUKEE & ST. PAUL  
RAILWAY COMPANY

vs.

*Condemnation, Allamakee County,  
Iowa.*

J. D. HULSE, ET AL.

On September 8, 1913, the Commission granted certificate authorizing condemnation of the following described real estate:

From the intersection of the east and west center line of section 3, T-96, N. R-3, W. Allamakee county, Iowa, with the center line of the Chicago, Milwaukee & St. Paul Railway Company's main track as now laid and operated, measure southerly along said company's center line 1,491 feet; thence measure easterly 25 feet to a point measured at right angles from the center line of main track

of said railway company for a place of beginning; thence measure southerly 100 feet to a point 19 feet easterly of and measured at right angles to said main track center line; thence measure southerly 100 feet to a point 19 feet easterly of and measured at right angles to said main track center line; thence measure 100 feet southerly to a point 18 feet easterly of and measured at right angles to said main track center line; thence easterly 90 feet southerly to a point 18 feet easterly of and measured at right angles to said main track center line; thence measure 100 feet southerly to a point 24 feet easterly of and measured at right angles to said main track center line; thence measure easterly 6 feet to a point which is 30 feet easterly of and measured at right angles to said main track center line; thence measure northerly 100 feet more or less to a point which is 27 feet easterly of and measured at right angles to said main track center line; thence measure northerly 100 feet more or less to a point which is 23 feet easterly of and measured at right angles to said main track center line; thence measure northerly 100 feet more or less to a point which is 25 feet easterly of and measured at right angles to said main track center line; thence measure northerly 100 feet more or less to a point which is 20 feet easterly of and measured at right angles to said main track center line; thence measure westerly 5 feet along a line which is at right angles to said main track center line to the place of beginning. All the above described land lies in section 3, T-96, N. R-3, W. Allamakee county, Iowa, and contains .967 acres more or less.

The above described tract being a part of lot nine (9) in the south half ( $S\frac{1}{2}$ ) of section three (3), township ninety-six (96) north, range three (3) west, Allamakee county, Iowa, lying between the present easterly boundary line of the Chicago, Milwaukee & St. Paul Railway Company's right of way and a line which is parallel to and thirty (30) feet easterly measured at right angles, from the center line of the main track of said railway company, and extending five hundred (500) feet southerly measured along the center line of said main track from a point which is one thousand five hundred fifty (1,550) feet southerly, measured along the center line of said main track, from the north line of lot eight (8) in the south half ( $S\frac{1}{2}$ ) of said section three (3), township ninety-six (96) north, range three (3) west, containing 0.11 acres more or less.

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

Filed August 2, 1913. Closed November 29, 1913.

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DECISIONS REFERRING  
TO  
**Classification, Rates and Rules**

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No. 6019—1913.

IN RE SUPPLEMENT NUMBER ONE 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 May 14, 1913, 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 Railroad Commissioners of the State of Iowa.

GEORGE McCAUGHAN,  
*Secretary.*

Des Moines, Iowa, April 7, 1913.

Upon date named the following persons appeared before the Commission, representing the Railroad Companies:

H. B. Holbert, Vice President, Muscatine, North & South Ry. Co., Muscatine, Iowa; C. B. Woodul, G. F. & P. A., Muscatine, North & South Ry. Co., Muscatine, Iowa; A. P. Humburg, Commerce Attorney, Ill. Central R. R. Co., Chicago, Ill.; B. J. Rowe, A. G. F. A., Ill. Central R. R. Co., Chicago, Ill.; J. C. Davis, Attorney, Chicago & North Western Ry. Co., Des Moines, Iowa; M. J. Golden, A. G. F. A., Chicago & North Western Ry. Co., Chicago, Ill.; E. J. Seymour, A. G. F. A., Chicago & North Western Ry. Co., Chicago, Ill.; M. A. Patterson, A. G. F. A., C. R. I. & P. Ry. Co., Chicago, Ill.; D. F. Givens, Rock Island Lines, Des Moines, Iowa; F. A. Hollands, A. G. F. A., C. G. W. R. R. Co., Chicago, Ill.; O. W. Dynes, Commerce Attorney, C. M. & St. P. Ry. Co., Chicago, Ill.; J. G. Love, A. G. F. A., C. M. & St. P. Ry. Co., Chicago, Ill.; E. R. Puffer, G. F. A., Chicago, Burlington & Quincy R. R. Co., Chicago, Ill.; W. G. Wagner, A. G. F. A., Chicago, Burlington & Quincy R. R. Co., Chicago, Ill.; H. A. Pence, D. F. A., Chicago, Burlington & Quincy R. R. Co., Burlington, Iowa; F. N. Cotton, Chief Clerk, Western Weighing & Inspection Bureau, Des Moines, Iowa; Will Clapper, D. F. A., Wabash Railroad Company, Des Moines, Iowa; F. M. Steele, C. A., Ft. D., D. M. & S. R. R. Co., Des Moines, Iowa.

The following named persons appeared representing shippers:

A. B. Combs, Traffic Manager, Marshall Oil Company, Marshalltown, Iowa; R. B. Loudon, Jr., Loudon Machinery Company, Fairfield, Iowa; A. G. Umbarger, Deere & Company, Moline, Ill.; J. M. Custer, Traffic Dept., Moline Plow Company, Moline, Ill.; J. G. Lain, Charles Hewitt & Company, Des Moines, Iowa; G. A. Wrightman, Secretary, Iowa State Mfrs. Association, Des Moines, Iowa; E. A. Kimball, Asst. Secretary, Iowa State Mfrs. Association, Des Moines, Iowa; W. E. Huncke, Traffic Manager, Iowa State Mfrs. Association, Des Moines, Iowa; E. A. Florang, Burlington Basket Company, Burlington, Iowa; E. J. McVann, T. M., Council Bluffs Commercial Club, Council Bluffs, Iowa; W. B. Martin,

Commissioner, Dubuque Shippers Asso., Dubuque, Iowa; C. O. Dawson, Traf. Mgr., Ottumwa Commercial Club, Ottumwa, Iowa; P. A. Pawkes, H. B. Glover Company, Dubuque, Iowa; H. F. Sunberg, Traffic Manager, Commercial Club, Cedar Rapids, Iowa; M. D. Smiley, Secretary, Clinton Shippers & Mfrs. Asso., Clinton, Iowa; J. A. O'Halloran, T. M., Clinton Sugar Refining Co., Clinton, Iowa; H. W. Davis, John Morrell & Company, Ottumwa, Iowa; O. A. Talbott, Keokuk, Iowa; C. T. Bradford, Asst. Traf. Mgr., International Harvester Co., Chicago, Ill.; E. H. Draper, T. M., Western Grocer Company, Marshalltown, Iowa; Geo. T. Bell, Commissioner, Sioux City Commercial Club, Sioux City, Iowa; B. D. Lamont, T. M., Rock Island Plow Company, Rock Island, Ill.; J. H. Miller, T. M., Weed Chain Tire Grip Co., New York, N. Y.; F. W. Lehmann, Attorney, Greater Des Moines Committee, Des Moines, Iowa; E. G. Wylie, Commissioner, Greater Des Moines Committee, Des Moines, Iowa.

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

All Commissioners 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:

**NATIONAL CONFECTIONERS' ASSOCIATION, St. Louis, Mo.:**

Application that third class L. C. L. rate apply on shipments of Candy and Confectionery, regardless of invoice or average value. Dismissed without prejudice.

**TONE BROTHERS, Des Moines, Iowa:**

Application for fourth class C. L. rate to apply on Pepper, Pepper Hulls, Pepper Substitutes or Mixtures, in straight or mixed carloads. Case withdrawn by Mr. E. G. Wylie.

**C. A. McCUNE CO., ET AL, Des Moines, Iowa:**

Application for third class, min. wt. 16,000 lbs. C. L. rating on Boots, Shoes and Rubbers. Taken under advisement.

**CARDIFF GYPSUM PLASTER CO., Ft. Dodge, Iowa:**

Application for elimination of fourth class L. C. L. rate on Gypsum, ground or calcined, in sacks, from item 116 of Supplement No. 11 to Iowa Classification No. 14. Continued for further hearing.

**INTERNATIONAL HARVESTER COMPANY OF AMERICA, Chicago, Ill.:**

Application for mixture of parts of Cream Separators with the complete article at carload rate and L. C. L. part rating. The Commission granted the following: "and parts thereof" with regard to Cream Separators, to be added to Items 11 and 12, page 38, Iowa Classification No. 15.

**VAN NOSTRAND SADDLERY COMPANY, Muscatine, Iowa:**

Application that the commodity rate on Harness and Saddlery as found in Supplement No. 9 to Iowa Classification No. 14 be reinstated. Submitted.

**A. A. DEISER & COMPANY, Des Moines, Iowa:**

Application for fifth class L. C. L. rating on Ammonia and Bluing in bottles, cases and barrels. Dismissed without prejudice.

**IOWA BRIDGE COMPANY, Des Moines, Iowa:**

Application for ruling with reference to unloading of L. C. L. shipments and collection of storage charges. Withdrawn by petitioner.

**INTERNATIONAL HARVESTER COMPANY OF AMERICA, Chicago, Ill.**

Application for free carriage of dunnage to a maximum of 500 lbs. on freight shipped on box, stock, ventilated or refrigerator cars. Granted, rule 13 of Iowa Classification No. 15 to be amended accordingly.

**FARMERS LUMBER COMPANY, Omaha, Nebraska:**

Application for rule requiring railroads to protect small car minimums on lumber when such car is ordered by the shipper and larger car is furnished at the convenience of the company. Denied.

**CHICAGO, ROCK ISLAND & PACIFIC RAILWAY CO., ET AL:**

Application for change in Iowa Classification on baskets to conform to Western Classification ratings. Withdrawn by carriers.

**OTTUMWA-MOLINE ENGINE & PUMP CO., Ottumwa, Iowa:**

Application for third class L. C. L. rating on Rough Castings and Steel Forgings, loose. The Commission granted ratings as adopted by Western Classification Committee.

**CEDAR RAPIDS COMMERCIAL CLUB, Cedar Rapids, Iowa:**

Application for specific classification on a Motor Plow. The Commission granted the following classification to be added after item 24, page 11, of Iowa Classification No. 15:

Engines and Plows combined or Plows, Self Propelling, on own wheels, small detachable parts removed and in boxes or protected by crating  
 .....L. C. L. 1.....C. L.-A, min. wt. 20,000 lbs.

**CHICAGO, ROCK ISLAND & PACIFIC RY. CO., ET AL:**

Request that fresh pork loins and fresh pork tenderloins be eliminated from item 14, page 110, of Iowa Classification No. 15. Taken under advisement.

**GERMAN KALI WORKS, New York City:**

Application for reduced classification on Muriate of Potash, Sulphate of Potash, Double Manure Salts, Manure Salts, Hartsalz and Kalnit, in strong burlap bags or in bulk. Dismissed without prejudice.

**U. N. ROBERTS CO., Davenport, Iowa:**

Application that the present classification on Leaded Glass, Commercial and Cathedral, be changed to conform to Western Classification ratings. Withdrawn by petitioner.

**COMMERCE COUNSEL, Des Moines, Iowa:**

Application for rule with reference to the shipment of grain and seeds in mixed carloads. Taken under advisement.



IOWA STATE MANUFACTURERS ASSOCIATION, Des Moines, Iowa:

Application for ruling as to what properly constitutes an advance charge. Submitted.

CHICAGO, ROCK ISLAND & PACIFIC RY. CO., ET AL:

Application that Iowa Classification No. 15 be changed to conform to Western Classification as to the values of Live Stock in L. C. L. shipments. Continued indefinitely on request of carriers.

CHICAGO, ROCK ISLAND & PACIFIC RY. CO., ET AL:

Application for cancellation of reduced rates on returned articles as specified in the petition. Continued for further hearing except as to item 42, page 23 of Iowa Classification No. 15, the application as to this item being denied, and to be re-docketed for entry under item 45, page 26, at the next hearing.

ACME ROOFING TILE Co., Des Moines, Iowa.

Application for reduced classification on Roofing Tile. Petition withdrawn by complainant.

LOUDEN MACHINERY COMPANY, Fairfield Iowa:

Application for second class L. C. L. and class A min. wt. 20,000 lbs. C. L. ratings on Litter Carriers, also request for privilege of mixture with other agricultural implements. Granted.

LOUDEN MACHINERY COMPANY, Fairfield Iowa:

Application for reduced classification on Cattle Stanchions. Third class L. C. L. and class B, C. L., granted.

LOUDEN MACHINERY COMPANY, Fairfield Iowa:

Application for mixture with agricultural implements of the following items: Barn Door Hangers and Track, Hay Rack Clamps, Cow Stalls and Stanchions, the rate and minimum weight to be the highest of the articles in the car. Granted.

CHICAGO, BURLINGTON & QUINCY RAILROAD CO., ET AL:

Application that the present classification on Chautauqua Outfits be changed to conform to the Western Classification. Petition granted with the addition of "cots and bedding" to the Western Classification description and to be effective September 15, 1913.

DADANT & SONS, Hamilton, Ill.:

Application for fourth class min. wt. 20,000 lbs. C. L. rating on Bee Comb Foundation. Continued for further hearing.

CHURCHILL DRUG COMPANY, Burlington, Iowa:

Application for fourth class L. C. L. rating on Powdered American Wormseed. Second class L. C. L., granted.

BURLINGTON BASKET Co., Burlington, Iowa:

Application for third class L. C. L. rating on Candy in baskets. The Commission granted the following: The description as shown in item 4, page 108 of Western Classification No. 51 to be substituted for last paragraph of item 8, page 35 of Iowa Classification No. 15.

IOWA STATE MANUFACTURERS ASSOCIATION, Des Moines, Iowa:

Application for the following amendment to second paragraphs on pages 165 and 167 of Iowa Classification No. 15: "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." Granted.

H. B. GLOVER COMPANY, Dubuque, Iowa:

Application for third class L. C. L. rating on Cotton Garments, not further finished than seams closed. Taken under advisement.

DOWNING ELECTRICAL Co., Des Moines, Iowa:

Application for third class L. C. L. rating on Gasoline Torches. Dismissed without prejudice.

DADANT & SONS, Hamilton, Ill.:

Application for third class L. C. L. rating on Commercial Beeswax, semi-refined. Copy of petition and written statement to be furnished carriers, and after their answers are filed the case to be taken under advisement.

BAUM IRON COMPANY, Omaha, Neb.:

Application for third class L. C. L. rating on Emery Wheel Stand. Dismissed without prejudice.

RAILROAD COMMISSION, Des Moines, Iowa:

Application for reduced classification on Bicycles with motor attachments. Western Classification ratings adopted, with the addition of "Bicycles with motor attachments" to the description.

HERRING MOTOR COMPANY, ET AL, Des Moines, Iowa:

Application for L. C. L. rating of first class, min. wt. 4,000 lbs. on automobiles, N. O. S., not boxed or crated. Granted.

CHICAGO, BURLINGTON & QUINCY RAILROAD CO., ET AL:

Application that no L. C. L. lots of Melons shall be received when not in packages. Granted.

E. G. WYLIE, Des Moines, Iowa:

Application requesting carload ratings in Iowa Classification on all articles where such rating is now provided in Official, Illinois and Western Classifications and for which no carload rating is now shown in the Iowa Classification. The Commission granted fourth class C. L. ratings on Traps, Skates and Chicken Coops.

## DOWNING ELECTRICAL COMPANY, Des Moines, Iowa:

Application for reduced ratings on Electrical Irons. Dismissed without prejudice.

## INTERNATIONAL HARVESTER COMPANY OF AMERICA, Chicago, Ill.:

Application for specific classification on a Self Guiding Device, K. D. Loose. Western Classification ratings adopted, with the exception of the minimum weight to be 20,000 lbs., and the article to be listed under Agricultural Implements.

## INTERNATIONAL HARVESTER COMPANY OF AMERICA, Chicago, Ill.:

Application that item 23, page 11, of Iowa Classification No. 15, be changed to read, "Traction Engines, steam or internal combustion." Granted.

## INTERNATIONAL HARVESTER COMPANY OF AMERICA, Chicago, Ill.:

Application for adoption of rule similar to Rule 10 of Official Classification, providing general mixtures. Withdrawn by petitioner.

## INTERNATIONAL HARVESTER COMPANY OF AMERICA, Chicago, Ill.:

Application that the description "Gasoline Engine" when used in the classification be changed to read "Internal Combustion and extra parts." The Commission ordered that the description "Gasoline Engine" as it appears in items 23 and 24, page 87, and item 13, page 43, Iowa Classification No. 15, be changed to read "Internal Combustion and extra parts for such engines not exceeding 10% of the weight in car," and that such description in footnote, page 87, item 25, page 14, item 12, page 38, and item 4, page 161, be changed to read "Internal Combustion."

## WEED CHAIN TIRE COMPANY, New York City:

Application for third class L. C. L. and fourth class min. wt. 36,000 lbs., C. L. ratings on Automobile Tire Chains in barrels. Petition for carload rate withdrawn by petitioner and for L. C. L. rate taken under advisement.

## W. B. MARTIN, COMMISSIONER, DUBUQUE SHIPPERS ASSN., Dubuque, Iowa:

Application for amendment to Rule 14 of Iowa Classification so as to provide that ratings shown in the classification for articles made of iron will apply on the same articles when made of steel, and "vice versa." Granted, no objection.

## WESTERN GROCER COMPANY, Marshalltown, Iowa:

Application with reference to transfer charges at junction points. Withdrawn by petitioner.

## KRATZER CARRIAGE COMPANY, Des Moines, Iowa:

Application for third class L. C. L. rating on Malleable Buggy and Wagon Steps, japanned. Granted, no objection.

## IOWA STATE MANUFACTURERS ASSOCIATION, Des Moines, Iowa:

Application for minimum weight of 24,000 lbs. to apply on Lumber commodity rate. The Commission ordered that "minimum weight of 30,000 lbs." as shown in item No. 10, page 170, Iowa Classification No. 15 be changed to read, "minimum weight in cars 34 ft. or under in length, inside measurement, 20,000 lbs.; in cars over 34 feet in length, inside measurement, 24,000 lbs."

The Commission also ordered that "minimum weight 30,000 lbs." as shown in item No. 11, page 170, be changed to read, "minimum weight 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."

## RAILROAD COMMISSION, Des Moines, Iowa:

Application that the Iowa Classification be changed to conform to Western Classification as to release provision on Stone and Manufactures of same. Dismissed without prejudice.

## MAYTAG COMPANY, ET AL Newton, Iowa:

Application for change in classification on Grain Graders and Cleaners. Withdrawn by petitioners.

## ONE MINUTE MANUFACTURING COMPANY, Newton, Iowa:

Application for privilege of mixture of hand and domestic power washers, same as provided by item 240 of Supplement No. 6 to Western Classification No. 51. Granted.

## BEECH-NUT PACKING COMPANY, ET AL, Canajohaire, N. Y.:

Application for reduced classification on Peanut Butter in glass jars. Western Classification ratings adopted. No objection.

## CLOSE-TO-NATURE COMPANY, Colfax, Iowa:

Application for specific classification on Double Quick Grain Sprouter or Poultry Silo. Western Classification ratings adopted by the Board.

## C. HAVER LUMBER COMPANY, Council Bluffs, Iowa:

Application for change in minimum weight on Red Cedar Shingles in cars loaded to full visible capacity. Continued for further hearing.

## CHICAGO, GREAT WESTERN R. R. Co.:

Application for elimination of item 21, page 162, of Iowa Classification No. 15, concerning wood for pulp, because of alleged conflict with item 24, page 84. Ordered included in special hearing on Excelsior Wood.

## IOWA STATE MANUFACTURERS ASSOCIATION, Des Moines, Iowa:

Application for amendment to Rule 5 of Iowa Classification No. 15. Continued for further hearing.

## WHEELER LUMBER BRIDGE &amp; SUPPLY Co., Des Moines, Iowa:

Application for specific classification on Wall Board. The Commission granted the following classification, same to cancel item 5, page 35, Iowa Classification No. 15:



Plain Wall Board, invoice value not exceeding three cents per square foot (same to be shown on bill of lading).....L. C. L. 4th class  
.....C. L. Class C.

On July 24, 1913, and August 19, 1913, the Board took under consideration certain cases which were taken under advisement at the general rate and classification hearing, held on May 14, 15 and 16, 1913, and made the following orders with reference to same:

C. A. McCUNE COMPANY, ET AL, Des Moines, Iowa:

Application for third class carload rating on boots, shoes and rubbers. Dismissed.

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY CO., ET AL:

Application requesting that fresh pork loins and fresh pork tenderloins be eliminated from item 20, page 106, of Iowa Classification No. 14. Dismissed.

IOWA STATE MANUFACTURERS ASSOCIATION, Des Moines, Iowa:

Application for ruling as to what properly constitutes an advance charge. Dismissed.

VAN NOSTRAND SADDLERY CO., Muscatine, Iowa:

Application that commodity rate on harness and saddlery, as found in Supplement No. 9 to Iowa Classification No. 14 be reinstated. Granted.

WEED CHAIN TIRE GRIP COMPANY, New York City:

Application for third class L. C. L. rating on automobile tire chains, in barrels. Granted.

H. B. GLOVER COMPANY, Dubuque, Iowa:

Application for third class L. C. L. rating on cotton garments, not further finished than seams closed. Granted.

COMMERCE COUNSEL, Des Moines, Iowa:

The commission unanimously adopted the following rule, in the application of the Commerce Counsel for rule in reference to shipment of grain and seeds, in mixed carloads, and to be published in Supplement No. 1 to Iowa Classification No. 15:

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.

DARANT & SONS, Hamilton, Ill.:

Application for third class L. C. L. rating on beeswax, commercial, semi-refined, in double sacks only, was dismissed without prejudice.

The Commission instructed the Secretary to prepare a supplement to Iowa Classification No. 15, and to embody therein all changes ordered on May 14th, 15th, and 16th, July 24th, and August 19th, such supplement to be known as Supplement No. 1 to Iowa Classification No. 15, dated August 15, 1913, and effective September 15, 1913.

Pursuant to such order, the following supplement was prepared and published, as provided by law:

SUPPLEMENT NO. 1 CONTAINS ALL CHANGES TO IOWA CLASSIFICATION NO 15 AND SCHEDULE OF REASONABLE MAXIMUM RATES OF CHARGES FOR THE TRANSPORTATION OF FREIGHT AND CARS.

Dated August 15, 1913.

Effective September 15, 1913.

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

GEORGE L. MCCAUGHAN,

Secretary.

Des Moines, Iowa, August 15, 1913.

CLASSIFICATION OF RAILROADS AND APPLICATION OF SCHEDULE AND CLASSIFICATION THERETO.

CHANGE.—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, 1913.

ADDITION.—Creston, Winterset & Des Moines Railroad. Add to Class "C" railroads.

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Index No.	Date Effective	ARTICLE	L. C. L.	C. L.
1	September 15, 1912. Canada Rule 21, page 4.	RULE NO. 13.  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 cuffed cars or in any other form of transportation, provided that in no case shall less than the specified minimum weight be charged on the property.		
2	September 15, 1912. Add to Rule 14-A, page 3.	RULE NO. 14-A.  Ratings shown in the Classification for articles made of iron will apply on the same articles when made of steel and vice versa.		
3	September 15, 1912. Canada Item 29, page 11.	Agricultural Implements: [a] Traction (Steam or internal combustion) on own wheels, min. wt. 10,000 lbs., such [b] Traction (Steam or internal combustion) on own wheels		
4	September 15, 1912. Canada Item 29, page 14.	[c] 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. 20,000 lbs.		
5	September 15, 1912. Canada Item 29, page 15.	[d] Beeswax, Crutchings or Refuse		
6	September 15, 1912. Canada Item 30, page 20.	[e] Chicken Coops: N. O. 8 Compactly folded, K. D. flat or with bottoms or tops detached and bottoms nested	D-1	4 B B C
7	September 15, 1912. Canada Item 30, page 20.	[f] Cattle Stanchions in bundles		
8	September 15, 1912. Canada Item 5, page 55.	[g] Plain Wall Board, invoice value not exceeding three cents per square foot (same to be shown on bill of lading)		
		[h] Advance.		
		[i] Changes in Reading.		



Index No.	Date Effective	ARTICLE	L. C. L.	C. L.
9	September 15, 1913. Cancels last paragraph of Item 8, page 35.	[c]Confectionery: In barrels, wooden pallets, boxes or drums; in tin pallets in crates, in glass packed in boxes; in iron or steel pallets; in iron or steel hushel measures with tight wooden covers; in hard 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	3	
10	September 15, 1913. Cancels Items 11 and 12, page 38.	[c]Cream Separators (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 Cream Separators, and parts thereof, at Class A, min. wt., 24,000 lbs. Cream separators and parts thereof, may be shipped in mixed carloads with Agricultural Implements, C. L. min. wt. 20,000 lbs.	1  3	A
11	September 15, 1913. Add to Item 37, page 49.	*Cotton Garments, not further finished than seams closed.		
12	September 15, 1913. Cancels Item 13, page 45.	[c]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
13	September 15, 1913. Cancels Item 31, page 69.	[c]Iron and Steel, and Articles of: Castings, not otherwise indexed by name, including Sprocket Wheels, not otherwise indexed by name, as from mould, 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 burlap tops. In barrels without tops. In packages or loose, straight or mixed C. L., min. wt. 36,000 lbs.	1 4 4 3 1	B
14	September 15, 1913. Cancels Item 36, page 85.	[c]Boiler Attachments, consisting of Fronts, Grate Bars, Doors, Boiler Tubes, Iron or Steel Boiler Suspension, Boiler Flue Ties, Fire Brick and Clay, may be loaded with Boilers at the same carload rating.		
15	September 15, 1913. Cancels Items 23, 24, and 1 footnote, page 87.	[c]Machinery and Machinery: Engines: Internal Combustion, N. O. S., including Portable Internal Combustion Engines, extra parts of such engines not exceeding 5% 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 24,000 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 min. wt. 24000 lbs.  A
16	September 15, 1913. Cancels Item 15, page 100.	[c]Quadricycles and Tricycles, with motor attachments, boxed or crated.	2 1/2	
17	September 15, 1913. Cancels Item 5, page 105.	[r]Petroleum, in tank cars, (See Rule 36) as described in Items 14 and 15 on page 104, (except crude Petroleum and Fuel Oil), 6.6 lbs. per gallon (exception to Rule 1)		3
18	September 15, 1913. Cancels Item 26, page 131.	[r]Motorcycles and Bicycles with Motor attachments: In boxes or crates. 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.	1 1/2	1
19	September 15, 1913. Cancels Item 25, page 133.	[r]Skates, Ice and Roller, boxed.	2	4
20	September 15, 1913. Cancels Item 9, page 142.	[g]Chautauqua Outfits, consisting of Circus Seats and Supports, Fence and Wall poles, Folding Camp Chairs, Seettes, (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., [r]Subject to Rule 6-B.		5
21	September 15, 1913. Cancels Items 44 and 49, page 146.	[r]Traps: Animal or Bird, packed flat, in bundles. Bat: N. O. S. In bundles Boxed	1  1 2	4  4

\*New Item.  
[c]Change in Reading.  
[r]Reduction.  
[g]Advance.

Index No.	Date Effective	ARTICLE	L. C. L.	C. L.
22	September 15, 1913. Cancels Item 4, page 149.	[c]Vegetables: Citrons and Melons, prepaid In packages ..... In bulk .....	2	
23	September 15, 1913. Cancels Items 1 and 2, page 122.	[r]Automobiles: S. U., N. O. S., not boxed or crated, min. wt. 4,000 lbs. each .....	1	
24	September 15, 1913. Cancels Item 5, page 155.	Automobile Parts: Metal Parts, consisting of Fly Wheels, Sprockets, Crank Shafts, Cylinder Heads, Brake Drums and Shoes, Springs, Cylinder Connecting Rods, Axles and BOLLERS, boxed or crated ..... *Chains, Tire, in barrels or boxes.....	1 2	
25	September 15, 1913. Cancels Item 4, page 161.	[c]Windmills, Windmill Parts and Internal Combustion Engines, min. wt. 24,000 lbs.		A
26	September 15, 1913. Add to second paragraph on pages 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.		
27	September 15, 1913. 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 830 of Circular 1-I of Western Trunk Lines, I. C. C. No. A-340, supplements thereto or reissues 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.		
28	September 15, 1913. 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 840 and 860 of Circular No. 1-I of Western Trunk Lines, I. C. C. No. A-340, supplements thereto or reissues 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.		
29	September 15, 1913. Cancels 80% of class B rate for 15 miles, page 180.	80% of Class B rate for 15 miles should be 4.3c.		
30	September 15, 1913.	*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
31	September 15, 1913.	*Agricultural Implements: Litter Carriers, min. C. L. wt. 20,000 lbs. ....	2	A
32	September 15, 1913.	*Agricultural Implements: Traction Engine Plowing Guides: K. D. in bundles ..... K. D. in bundles, C. L. min. wt. 20,000 lbs. ....	3	A
33	September 15, 1913.	*Animal Foods and Medicines: Powdered American Wormseed.....	2	
34	September 15, 1913.	*Barn Door Hangers and Track, Hay Rack Clamps, Cow Stalls and Stanchions may be shipped in mixed carloads with Agricultural Implements at the highest car- load rate and highest minimum weight on any article contained in car.		
35	September 15, 1913.	*Butter, Peanut: In glass or earthenware, packed in barrels or boxes..... In pails ..... 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. 30,000 lbs. ....	4 2 4 3 4 4	5
36	September 15, 1913.	*Grain Sprouters or Grain Germinating Cabinets: S. U., in boxes or crates ..... K. D., flat or folded flat, in boxes or crates.....	1 2	
37	September 15, 1913.	*Malleable Buggy and Wagon Steps, Japanned, in barrels or boxes.....	3	
38	September 15, 1913.	*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

[c]Change in Reading.  
[r]Reduction.  
\*New Item.



Index No.	Date Effective	ARTICLE	L. C. L.	C. L.
29	September 15, 1913.....	<p>*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 in full at commodity rate of lowest rated commodity. If weight of entire shipment is at least 500 lbs. per cent (20%) 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.</p>		

\*New Item.

COMMODITY RATE  
(In cents per 100 lbs.)  
\*HARNES AND SADDLERY, C. L. MINIMUM WEIGHT  
20,000 lbs.

Miles	Rate	Miles	Rate
5	11.9	180	28.2
10	12.6	185	28.7
15	13.3	190	29.2
20	13.9	195	29.7
25	14.5	200	30
30	15	210	30.5
35	15.5	220	31.2
40	16	230	31.7
45	16.5	240	32.2
50	17	250	32.7
55	17.3	260	33.2
60	17.7	270	33.7
65	18	280	34.5
70	18.4	290	35
75	18.7	300	35
80	19	310	35
85	19.4	320	35
90	19.7	330	35
95	20	340	35
100	20.4	350	35
105	20.9	360	35
110	21.4	370	35
115	21.9	380	35
120	22.4	390	35.5
125	22.8	400	36
130	23.3	410	35.5
135	23.8	420	37
140	24.3	430	37.5
145	24.8	440	38
150	25.3	450	38.5
155	25.8	460	39
160	26.3	470	39.5
165	26.8	480	40
170	27.3	490	40.5
175	27.7	500	41

\*New Item.

No. 6020—1913.

IN RE SUPPLEMENT NUMBER TWO 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 October 7, 1913, 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 freight as may appear just and reasonable.

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

GEORGE L. McCAUGHAN,  
Secretary.

Des Moines, Iowa, September 15, 1913.

Upon date named the following persons appeared before the Commission, representing the Railroad Companies:

I. R. Van Tuyl, Manager, Western Demurrage Bureau, Omaha, Neb.; W. D. Eaton, Attorney, C. B. & Q. R. R. Co., Burlington, Iowa; W. G. Wagner, A. G. F. A., C. B. & Q. R. R. Co., Chicago, Ill.; H. A. Pence, D. F. A., C. B. & Q. R. R. Co., Burlington, Iowa; A. M. Hixon, Commercial Agent, C. B. & Q. R. R. Co., Des Moines, Iowa; V. D. Fort, Asst. Frt. Traffic Mgr., Illinois Central R. R., Chicago, Ill.; J. S. Brown, G. F. A., Illinois Central R. R. Co., Chicago, Ill.; B. J. Rowe, A. G. F. A., Illinois Central R. R. Co., Chicago, Ill.; 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.; E. J. Seymour, A. G. F. A., C. & N. W. Ry. Co., Chicago, Ill.; R. C. Fyfe, Chairman, Western Classification Committee, Chicago, Ill.; M. W. Rotchford, Mgr., Ill. & Iowa Demurrage Bureau, Peoria, Ill.; Forrest A. Pontius, Mgr., Chicago Demurrage Bureau, Chicago, Ill.; Grant Williams, A. G. F. A., C. M. & St. P. Ry. Co., Chicago, Ill.; M. A. Patterson, A. G. F. A., C. R. I. & P. Ry. Co., Chicago, Ill.; J. G. Morrison, Asst. to V. P., C. G. W. R. R. Co., Chicago, Ill.; Loyd Joden, D. F. A., C. G. W. R. R. Co., Des Moines, Iowa; Wm. Clapper, D. F. & P. A., Wabash R. R. Co., Des Moines, Iowa; P. C. Church, Agent, Erie R. R. Co., Des Moines, Iowa; John L. Sullivan, G. F. A., Ft. D. D. M. & S. R. R. Co., Boone, Iowa; F. M. Steele, Commercial Agent, Ft. D. D. M. & S. R. R. Co., Des Moines, Iowa.

The following named persons appeared representing shippers:

C. T. Bradford, A. T. M., International Harvester Co., Chicago, Ill.; E. J. Perkins, Chief Clerk in Traffic Department, National Biscuit Co., Chicago, Ill.; E. G. Wylie, Commissioner, Greater Des Moines Committee, Des Moines, Iowa; F. W. Lehmann, Jr., Attorney, Greater Des Moines Committee, Des Moines, Iowa; E. T. Hitchcock, Traffic Dept., T. M. Sinclair & Co., Cedar Rapids, Iowa; A. B. Combs, T. M., Western Wholesale Oil Jobbers Association and Secretary, Marshalltown Traffic Club, Marshalltown, Iowa; Walter Huncke, T. M., Iowa State Manufacturers Association, Des Moines, Iowa; H. R. Straight, Adel Clay Products Company, Adel, Iowa; D. Benson, Automatic Stock Fountain Company, Des Moines, Iowa; C. E. Childe, Asst. Mgr. Traffic Bureau, Commercial Club, Council Bluffs, Iowa; C. F. McFarland, McFarland Paper Company, Keokuk, Iowa; C. O. Dawson, Ottumwa Commercial Club, Ottumwa, Iowa; W. J. Ray, Secretary, Farmers Grain Dealers Assn., Colo, Iowa; E. H. Draper, T. M., Western Grocer Company, Marshalltown, Iowa; R. D. Waller, T. M., Farley Loetscher Mfg. Co., Dubuque, Iowa; W. B. Martin, Commissioner, Dubuque Shippers' Assn., Dubuque, Iowa; F. J. Danner, Traffic Commr., Davenport Commercial Club, Davenport, Iowa; C. J. Aus, B. Baff & Son, New York City; H. F. Sundberg, T. M., Cedar Rapids Commercial Club, Cedar Rapids, Iowa; M. H. Daley, Charles City, Iowa.

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

All Commissioners 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:

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

Application for cancellation of reduced rates on returned articles shown in Iowa Classification No. 15, as follows: Item 7, page 10, agricultural implements returned for repairs; item 2, page 151, vehicles and parts thereof, returned for repairs.

Passed for conference with Railroad Commissioners of adjoining states.

IOWA RAILROAD COMMISSION:

Application for entry of Coffin Boxes, returned, under item 45, page 26, Iowa Classification No. 15. Denied.

DADANT & SONS, Hamilton, Ill.:

Application for fourth class, min. wt. 20,000 lbs., C. L. rating on Bee Comb Foundation. Dismissed without prejudice.

C. HAFFER LUMBER COMPANY, Council Bluffs, Iowa:

Application for change in minimum weight on Red Cedar Shingles in cars loaded to the full visible capacity. Continued to April, 1914, hearing.

IOWA STATE MANUFACTURERS ASSOCIATION, Des Moines, Iowa:

Application for change in Rule 5 of Iowa Classification No. 15. Denied.

INTERNATIONAL HARVESTER COMPANY OF AMERICA, Chicago, Ill.:

Application for third class L. C. L. and class A., C. L., ratings on Feed Grinding Mills. Granted.

NATIONAL BISCUIT COMPANY, Chicago, Ill.:

Application for third class L. C. L. and fourth class C. L., ratings on T. R. Cracker Box. When returned empty or filled with cracker cans, desired L. C. L. rate, fourth class. Granted as follows: Third class L. C. L. and fourth class C. L. ratings on T. R. Cracker Box. Remainder of application withdrawn by petitioner. Item to read as per item 14, page 79, Western Classification No. 52.

M. H. DALY, Charles City, Iowa:

Application for third class L. C. L. rating on Barrel Carts, K. D. flat, wheels detached. Granted.

INTERNATIONAL HARVESTER COMPANY OF AMERICA, Chicago, Ill.:

Application for the following mixtures: Agricultural Implements, hand and 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; at class A, minimum weight 24,000 lbs. Granted, with the exception of Agricultural Implements, hand, being eliminated from this mixture, and this question to be continued for further hearing in April, 1914, on motion of the Board.

NICHOLS ROOFING COMPANY, ET AL, Des Moines, Iowa:

Application for commodity rate on Roofers' Outfit, corresponding to the present rate on Gravel. Continued to April, 1914, hearing.



E. G. WYLIE, Des Moines, Iowa:

Application for fourth class C. L. rating on Acetic Acid and addition of Glacial or Liquid to this item. Granted; minimum weight 30,000 lbs.

E. G. WYLIE, Des Moines, Iowa:

Application for fifth class C. L. rating on Boracic Acid. Granted; minimum weight 36,000 lbs.

E. G. WYLIE, Des Moines, Iowa:

Application for fifth class C. L. rating on Pyroligneous Acid. Granted; minimum weight 30,000 lbs.

E. G. WYLIE, Des Moines, Iowa:

Application for third class, minimum weight, 10,000 lbs. C. L. rating on Passenger Vehicles, N. O. S., and finished parts thereof, straight or mixed C. L. subject to Rule 6-B. Also application for addition of following note to Item 18, Page 153, Iowa Classification No. 15: "Note—Ratings named will apply on shipments mounted on dummy wheels." The Commission granted the following addition to item 34, page 150, Iowa Classification No. 15: "Including hearses."

ADEL CLAY PRODUCTS CO., Adel, Iowa:

Application for carload mixture of Hollow Tile and Hollow Brick at class E, on 30,000 lbs. or over, and at Brick Commodity Rate on 50,000 lbs. or over. Dismissed without prejudice.

ADEL CLAY PRODUCTS CO., Adel, Iowa:

Application for carload mixture of Drain Tile and Hollow Building Tile at Class E on 30,000 lbs. or over, and at Brick Commodity Rate on 50,000 lbs. or over, unless the marked capacity of the car is less. The Commission granted the following item to be entered after item 17, page 142, Iowa Classification No. 15:

Tile, Hollow Building and Drain Tile, mixed carloads, minimum weight 30,000 lbs., C. L. Class E.

ADEL CLAY PRODUCTS CO., Adel, Iowa:

Application for Slack Coal Rate, C. L., on Crushed Clinkers, Brick, Tile, and other vitreous refuse. The Commission granted Slack Coal Rates to apply on Coal Cinders or clinkers, crushed brick and crushed tile, C. L. minimum weight, 30,000 lbs.

ADEL CLAY PRODUCTS CO., Adel, Iowa:

Application for class E on 30,000 lbs. or over, and Brick Commodity rate on 50,000 lbs. or over, unless the marked capacity of car is less, on Material for Hollow Tile Silos. Withdrawn by complainant.

E. G. WYLIE, Des Moines, Iowa:

Twenty-four applications (Wylie Commodity Rate Cases) for various commodity ratings were continued for further hearing.

E. G. WYLIE, Des Moines, Iowa:

Application for commodity rate on limestone (ground), minimum weight 40,000 lbs., the desired rating to be the same as now applies on crushed stone. Granted; minimum weight 50,000 lbs.

E. G. WYLIE, Des Moines, Iowa:

Petition referring to the application that commodity list on page 168, Item 5, Iowa Classification No. 15, include Tar, Petroleum, was dismissed without prejudice.

CHICAGO, ROCK ISLAND & PACIFIC RY. CO., ET AL:

Application for ruling as to the proper minimum weight to assess on articles, which, on account of their length, require two or more cars. Withdrawn by petitioner and dismissed without prejudice.

E. G. WYLIE, Des Moines, Iowa:

Application for Class D, C. L. rating on Creosote Oil, in tank cars. Denied.

IOWA SUGAR COMPANY, Waverly, Iowa:

Application for Slack Coal rate, C. L., on Lime Cake or Refuse Lime, in bulk. Granted; minimum weight 50,000 lbs.

BURLINGTON BOX COMPANY, Burlington, Iowa:

Application for C. L. rating on Chicken Coops, set up, ready for use. Withdrawn by complainant.

D. BENSON, Des Moines, Iowa:

Application for first class L. C. L. and Class A—C. L. ratings on Automatic Stock Fountains, loose. The Commission granted the first class rating, desired on galvanized iron automatic stock fountains, loose, and ordered item 48, page 17, Iowa Classification No. 15, changed so as to provide for other than galvanized iron.

McFARLAND PAPER CO., ET AL, Keokuk, Iowa:

Application for third class L. C. L. rating on Printed Wrapping Paper, in rolls and bundles. Granted.

E. H. DRAPER, Marshalltown, Iowa:

Application for substitution of the word "until" for the word "unless" as the same appears in Rule No. 38 of Iowa Classification No. 15. Withdrawn.

CHICAGO, BURLINGTON & QUINCY RAILROAD CO., ET AL:

Application that item 25, page 129, making special rating on Sorghum Seed, be stricken from the Iowa Classification, and, in lieu thereof, Classification No. 15 be so amended as to make the rating on Cane Seed (Sorghum) in bags, barrels, or boxes, L. C. L., third class; C. L., minimum weight 30,000 lbs., Class A. Continued to hearing in April, 1914.

**HAWKEYE CHEMICAL Co., Marshalltown, Iowa:**

Application that item 3, page 70, Iowa Classification No. 15, the present classification on cesspool, apply on a certain Steel Tank used as Cess Pool. The Commission granted L. C. L. third class and C. L. Class A., ratings on Cess Pools weighing 100 lbs. or over.

**CLINTON MANUFACTURERS' AND SHIPPERS' ASSOCIATION, Clinton, Iowa:**

Application for carload rating of fifth class, minimum weight 30,000 lbs., on wire Refrigerator Shelves. The Board granted Fifth Class rating, minimum weight 36,000 lbs., on Wire Shelves, Refrigerator or Stove.

**COMMERCE COUNSEL, Des Moines, Iowa:**

Application for a commodity rate on excelsior in carloads. Continued.

**MOREY CLAY PRODUCTS Co., Ottumwa, Iowa:**

Application for fourth class L. C. L. rating on stoneware, in boxes and barrels, same as now provided for Stoneware in crates, casks and hhd's. The Commission granted fourth class ratings on Churns, Jars, Jugs, Milk Pans and Crocks, in boxes and barrels, weighing 1,000 lbs. or less.

**HOME PATTERN COMPANY, New York City:**

Application for first class L. C. L. rating on Paper Patterns, with or without fashion publications, in bundles, same as now provided in Western Classification. Granted.

**DAVENPORT COMMERCIAL CLUB, Davenport, Iowa:**

Application for fourth class L. C. L. rating on Bread Shipping Baskets, returned. Granted.

**CHICAGO & NORTH WESTERN RAILWAY COMPANY, ET AL:**

Application for cancellation of commodity rate on Harness & Saddlery, found in Supplement No. 1 to Iowa Classification No. 15. Continued to hearing in April, 1914.

**WESTERN WHOLESALE OIL JOBBERS' ASSOCIATION, Marshalltown, Iowa:**

Application requesting that carriers accept daily shipment of oil and gasoline and that such shipments should not be restricted to certain specified days. Continued to April hearing, 1914.

**GIESLER & Co., Muscatine, Iowa:**

Application for fourth class L. C. L. rating on Farm Wagon Brake Locks, packed and wired in bundles. Continued to hearing in April, 1914.

**RAILROAD COMMISSION, Des Moines, Iowa.**

Petition for rule governing the application of the Western Trunk Line Rules Circular on Iowa State Traffic. Any tariffs issued by the carriers, other than Iowa Classification No. 15, which apply intrastate in Iowa, to be considered in this application. Withdrawn and ordered dismissed without prejudice.

**S. L. COLLINS OIL Co., Knoxville, Iowa:**

Application for ruling as to the shipment of oil in tank cars. The Commission ruled that L. C. L. shipments of oil in tank cars should properly take carload minimum weight, regardless of the amount of oil in tank car.

The Commission instructed the Secretary to prepare a Supplement to Iowa Classification No. 15, embodying therein all changes as ordered on October 7, 1913, October 10, 1913, and November 24, 1913, and to also include the changes as now carried in Supplement No. 1; such Supplement to be known as Supplement No. 2 to Iowa Classification No. 15, dated November 24, 1913, and effective February 2, 1914.

Pursuant to such order, the following supplement was prepared and published, as provided by law:

SUPPLEMENT NO. 2 CANCELS SUPPLEMENT NO. 1. CONTAINS ALL CHANGES TO IOWA CLASSIFICATION NO. 15 AND SCHEDULE OF REASONABLE MAXIMUM RATES OF CHARGES FOR THE TRANSPORTATION OF FREIGHT AND CARS.

Dated November 24, 1913. Effective February 2, 1914, except as noted.  
By order of the Board of Railroad Commissioners of the State of Iowa.

GEORGE L. MCCAUGHAN,

Secretary

Des Moines, Iowa, February 24, 1913.

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, 1913.

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

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Index No.	Date Effective	ARTICLE	L. C. L.	G. L.
		RULE NO. 13.		
1	September 15, 1913. (Reissue—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.		
		RULE NO. 14-A.		
2	September 15, 1913. (Reissue—In Supp. No. 1) Add to Rule 14-A, page 5.	Ratings shown in the Classification for articles made of iron will apply on the same articles when made of steel and vice versa.		
3	September 15, 1913. (Reissue—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.	3 1	
4	September 15, 1913. (Reissue—In Supp. No. 1) Cancels Item 25, 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. 20,000 lbs.		
5	September 15, 1913 (Reissue—In Supp. No. 1) Cancels Item 38, page 18.	Beeswax, Cracklings or Refuse	3	
6	September 15, 1913 (Reissue—In Supp. No. 1) Cancels Item 39, page 26.	Chicken Coops: N. O. S. Compactly folded, K. D. flat or with bottoms or tops detached and bottoms nested	D-1 2	4 B
7	September 15, 1913 (Reissue—In Supp. No. 1) Cancels Item 33, page 25.	Cattle Stanchions in bundles	3	B
8	September 15, 1913 (Reissue—In Supp. No. 1) Cancels Item 5, page 33.	Plain Wall Board, Invoice value not exceeding three cents per square foot (same to be shown on bill of lading)	4	C
9	September 15, 1913 (Reissue—In Supp. No. 1) Cancels last paragraph of Item 9, 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 bushel measures with tight wooden covers; in hard 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	3	
10	September 15, 1913 (Reissue—In Supp. No. 1) Cancels Items 11 and 12, page 38.	‡Cream Separators (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 Cream Separators, and parts thereof, at Class A, min. wt., 24,000 lbs. Cream separators and parts thereof, may be shipped in mixed carloads with Agricultural Implements, C. L. min. wt. 20,000 lbs.	1	A
11	September 15, 1913 (Reissue—In Supp. No. 1) Add to Item 37, page 40.	Cotton Garments, not further finished than seams closed	3	
12	September 15, 1913 (Reissue—In Supp. No. 1) Cancels Item 13, page 48.	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
13	September 15, 1913 (Reissue—In Supp. No. 1) Cancels Item 31, page 60.	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 burlap tops In barrels without tops In packages or loose, straight or mixed C. L., min. wt. 35,000 lbs.	1 4 4 3 1	B
14	September 15, 1913 (Reissue—In Supp. No. 1) Cancels Item 36, page 85.	Boiler Attachments, consisting of Fronts, Grate Bars, Doors, Boiler Tubes, Iron or Steel Boiler Suspension, Boiler Flue Tile, Fire Brick and Clay, may be loaded with Boilers at the same carload rating.		
15	September 15, 1913 (Reissue—In Supp. No. 1) Cancels Items 23, 24 and † footnote, page 37.	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	1	A min. wt. 24000 lbs.



Index No.	Date Effective	ARTICLE	L. C. L.	C. L.
		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 24,000 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	A
16	September 15, 1913 ----- (Reissue—In Supp. No. 1) Cancels Item 15, page 100.	Quadricycles and Tricycles, with motor attachments, boxed or crated -----	2½	
17	September 15, 1913 ----- (Reissue—In Supp. No. 1) Cancels Item 5, page 106.	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 lbs. per gallon (exception to Rule 1)		5
18	September 15, 1913 ----- (Reissue—In Supp. No. 1) Cancels Item 26, page 131.	Motoreycles and Bicycles with Motor attachments: In boxes or crates ----- In boxes or crates, straight C. L. or in mixed C. L. with Motoreycle Side Cars, K. D., in boxes or crates, min. wt. 12,000 lbs., Subject to Rule 6-B -----	1½	1
19	September 15, 1913 ----- (Reissue—In Supp. No. 1) Cancels Item 28, page 133.	Skates, Ice and Roller, boxed -----	2	4
20	September 15, 1913 ----- (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 Pins, Poles and Tackle, Lumber and Platform Material, K. D., mixed carloads, min. wt. 20,000 lbs., Subject to Rule 6-B -----		5
21	September 15, 1913 ----- (Reissue—In Supp. No. 1) Cancels Items 44 and 49, page 146.	Traps: Animal or Brd, packed flat, in bundles ----- Rat: N. O. S. In bundles ----- Boxed -----	1 1 2	4 4 4
22	September 15, 1913 ----- (Reissue—In Supp. No. 1) Cancels Item 4, page 149. Include in bracket.	Vegetables: Citrons and Melons, prepaid In packages ----- In bulk -----	2	C
23	September 15, 1913 ----- (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	
24	September 15, 1913 ----- (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 Shoes, Springs, Cylinder Connecting Rods, Axles and Bolters, boxed or crated ----- Chains, Tire, in barrels or boxes -----	1 3	
25	September 15, 1913 ----- (Reissue—In Supp. No. 1) Cancels Item 4, page 161.	Windmills, Windmill Parts and Internal Combustion Engines, min. wt. 24,000 lbs.---		A
26	September 15, 1913 ----- (Reissue—In Supp. No. 1) Add to second paragraph on pages 166 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.		
27	September 15, 1913 ----- (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 830 of Circular 1-I of Western Trunk Lines, I. C. C. No. A-340, supplements thereto or reissues thereof, when shipped in straight or mixed carload, 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.		
28	September 15, 1913 ----- (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 840 and 850 of Circular No. 1-I of Western Trunk Lines, I. C. C. No. A-340, supplements thereto or reissues 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.		
29	September 15, 1913 ----- (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 4.8c.		

Index No.	Date Effective	ARTICLE	I. C. L.	C. L.
30	September 15, 1913 (Distance-In Supp. No. 1)	Agricultural Implements: Engines and Pumps combined, or Pumps, self-propelling, on own wheels, small detachable parts removed and in boxes or protected by crating, min. C. L. wt. 30,000 lbs. ....	1	A
31	September 15, 1913 (Distance-In Supp. No. 1)	Agricultural Implements: Litter Carriers, min. C. L. wt. 30,000 lbs. ....	2	A
32	September 15, 1913 (Distance-In Supp. No. 1)	Agricultural Implements: Traction Engines Plowing Guides: K. D. in bundles, C. L. min. wt. 25,000 lbs. ....	3	A
33	September 15, 1913 (Distance-In Supp. No. 1)	Animal Foods and Medicines: Powdered American Wormseed .....	3	A
34	September 15, 1913 (Distance-In Supp. No. 1)	Barrel Hoop Hangers and Trunk, Hay Bark Champs, Cow Stalls and Stanchions may be constructed of any material and of the lightest carload rate and lightest minimum weight on any article contained in car.		
35	September 15, 1913 (Distance-In Supp. No. 1)	Butter, Packaged: In pails or earthenware, packed in barrels or boxes. .... In pails, in boxes or crates .....	4	
		In metal cans in crates .....	4	
		In metal cans in boxes .....	4	
		In packages assumed, min. wt. 30,000 lbs. ....	4	
36	September 15, 1913 (Distance-In Supp. No. 1)	Grain Sifters or Grain Germinating Cabinets: K. D., in boxes or crates .....	11	
		K. D., flat or folded flat, in boxes or crates .....	3	
37	September 15, 1913 (Distance-In Supp. No. 1)	Malleable Paddy and Wagon Stops, Japanned, in barrels or boxes. ....	3	
38	September 15, 1913 (Distance-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.....	3	4

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 and the entire shipment and minimum weight of 30,000 lbs. shall be made up by the rate of the lowest rated commodity in the shipment, and commodity constitutes the commodity of the entire shipment, otherwise said deficiency to be made up at the rate of the highest rated commodity in the car. Shipments of grain and seeds in mixed carload, shall be subject to the same conditions as other commodities will be required to furnish on bill of lading specific description of kind of grain or seeds to be shipped, and kind of grain or seeds must be stated; the entire carload being shipped to the same consignee.

39 September 15, 1913  
(Distance-In Supp. No. 1)



## THIRTY-SIXTH ANNUAL REPORT OF THE

## COMMODITY RATES

(In cents per 100 lbs.)

HARNES AND SADDLERY, C. L. MINIMUM WEIGHT  
20,000 lbs.

Effective Sept. 15, 1913.

Reissue In Supp. No. 1

Miles	Rate	Miles	Rate
5	11.9	180	28.2
10	12.5	185	28.7
15	13.3	190	29.2
20	13.9	195	29.7
25	14.5	200	30
30	15	210	30.5
35	15.5	220	31.2
40	16	230	31.7
45	16.5	240	32.2
50	17	250	32.7
55	17.3	300	33.2
60	17.7	310	33.7
65	18	320	34.2
70	18.4	330	34.5
75	18.7	340	35
80	19	350	35
85	19.4	360	35
90	19.7	370	35
95	20	380	35
100	20.4	390	35.5
105	20.9	400	36
110	21.4	410	36.5
115	21.9	420	37
120	22.4	430	37.5
125	22.8	440	38
130	23.2	450	38.5
135	23.6	460	39
140	24	470	39.5
145	24.4	480	40
150	24.8	490	40.5
155	25.2	500	41
160	25.8		
165	26.3		
170	26.8		
175	27.3		
	27.7		

## BOARD OF RAILROAD COMMISSIONERS

Index No.	Date Effective	ARTICLE	L. O. L.	C. L.
40	February 2, 1914 Cancels item 39, page 30. Include in bracket.	Agricultural Implements, except hand: K. D. flat, wheels detached Set up, on wheels	3 11	A A
41	February 5, 1914 Cancels item 38, page 31.	Automatic Stock Pounds: *In bins than gravimetric iron, nested, crated *Gravimetric iron, loose	4 1	3 A
42	February 5, 1914 Cancels item 37, page 30.	Advis: (*)Acetic, alcohol or liquid, in bbls., C. L., min. wt. 30,000 lbs.	2	4
43	February 5, 1914 Cancels item 35, page 30.	(*)Borax, in bbls., C. L., min. wt. 30,000 lbs.	2	3
44	February 5, 1914 Cancels item 35, page 30.	(*)Frogging, in bbls., C. L., min. wt. 30,000 lbs.	4	5
45	February 5, 1914 Cancels item 34, page 30. Cancels item 33, page 30. Cancels item 32, page 30. Cancels item 31, page 30. Cancels item 30, page 30.	Crock: (*)Saw, (cut or common known or listed glass earthware) via: Churn, Jar, Jug, milk pail and crock; (*)In boxes, barrels, crates, sacks or bbls.: *In boxes, barrels, crates, sacks or bbls.: *In boxes, barrels, crates, sacks or bbls.: *In bbls., bbls. or tierces with cloth tops In bulk.	4 3 1	C min. wt. 24000 lbs.
46	February 7, 1914 Cancels item 2, page 30.	Iron and Steel Articles: Cans Food: (*)Other than gravimetric iron: Under 100 lbs. each 100 lbs. and over, each In boxes or crates	3 1 1 1 1 1	A A 3 3
47	February 5, 1914 Cancels item 5, page 113. Include in bracket.	Paper, Wrapping: (*)Printed, in rolls and bundles (*)Change in Branding.	3 1 1 1 1	A A 3 3

\*New Item.

(\*)Modification.

Index No	Date Effective	ARTICLE	L. C. L.	O. L.
48	February 2, 1914 Cancels Item 5, page 114.	Paper Articles: [*]Patterns, in bundles, boxes or crates	1	
49	February 2, 1914 Insert between Items 17 and 18, page 142.	Title: [*]Ho'low building and drain, mixed C. L.		M
50	February 2, 1914 Cancels Item 31, page 150.	[c]Passenger Vehicle, N. O. S., including bearings, 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 4,000 lbs. at 1st class rate		3
51	February 2, 1914 Cancels Item 19, page 103.	Wire Articles: [*]Shelves, refrigerator or stove, in boxes, bales or crates. C. L., min. wt. 36,000 lbs.	3	4
52	February 2, 1914	*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
53	February 2, 1914 and 33, page 12. Include in bracket. bracket.	Agricultural Implements, except hand: *Feed Grinding Mills, K. D., small and detachable parts crated.	3	A
54	February 2, 1914	Carriers, second hand, empty, returned: *Baskets, bread shipping	4	
55	February 2, 1914 Add to Item 19, page 92.	Crackers, Cakes, Fruit Cake, Fruit Biscuit, Pretzels and Buns: *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.	3	
56	February 2, 1914 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	
57	February 2, 1914	*Limestone, ground, in bulk, min. wt., C. L., 50,000 lbs.		} Crushed Stone Rate Slack Coal Rate
58	February 2, 1914	*Lime Cake or Refuse Lime in bulk, C. L., min. wt. 50,000 lbs.		
59	February 2, 1914 Item 26-s. Cancels Item 26, page 172.	Stone (Item No. 78) C. L.: [c]Stone, (all kinds) rough quarried or crushed, Gypsum Rock, Sand, Gravel, Burnt Earth, Coal Clinders or Clinkers, Crushed Brick or Crushed Tile, Clay and Shale, min. C. L. wt. 30,000 lbs.		

[\*]Reduction.

[\*]New Item.

[c]Change in reading.



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GENERAL CASES CLOSED

BY

**CORRESPONDENCE**

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No. 6021—1913.

North Iowa Brick & Tile Co., Mason City, vs. Chicago & North Western Railway Company, and Chicago, Milwaukee & St. Paul Railway Company.

*Track connection.*

The transfer track, as ordered constructed by the Board in its opinion of April 15, 1910, was installed and put in operation on May 24, 1913. See No. 3963—1909, No. 4367—1910, and No. 6437—1913. Filed March 19, 1909. Closed July 8, 1913.

No. 6022—1913.

A. F. Mitchell, Truro, vs. Chicago, Burlington & Quincy Railroad Company.

*Drainage.*

Papers in this file were referred to the Commerce Counsel for investigation, and on June 26, 1912, were returned to the Commission with the recommendation that same be dismissed without prejudice, inasmuch as complainant failed to reply to letters.

Filed October 12, 1909. Closed January 11, 1913.

No. 6023—1913.

Michael Lynch, Muscatine, vs. Chicago, Rock Island & Pacific Railway Company.

*Drainage.*

The Board held hearing on the premises on November 5, 1909. While the Board was endeavoring to satisfactorily adjust this controversy, the railway company advised that suit had been commenced in Louisa County to determine its rights and obligations.

Filed October 16, 1909. Closed September 24, 1913.

No. 6024—1913.

W. M. Boyd, Colfax, vs. Chicago Great Western Railroad Company.

*Drainage near Mingo, Iowa.*

This file was referred to the Commerce Counsel for investigation, and on July 5, 1912, that department visited the premises. The papers were returned to the Commission on August 3, 1913, advising that bridge would be constructed by railroad company so as to properly take care of the drainage.

Filed October 30, 1909. Closed January 11, 1913.



No. 6025—1913.

Citizens of Oakland, vs. Chicago, Rock Island & Pacific Railway Company, and Chicago, Burlington & Quincy Railroad Company.

*Train Service.*

This file was referred to the Commerce Council on June 7, 1912, for such action as might be necessary. The file was returned on July 3, 1913, advising that train connections were being made at Carson as desired.

Filed January 28, 1910. Closed July 8, 1913.

No. 6026—1913.

Lamoni Commercial Club, Lamoni, vs. Chicago, Burlington & Quincy Railroad Company.

*Station Service.*

The Commerce Council received the papers in this file on November 23, 1911, for investigation, and on December 3, 1912, returned the file to the Board, advising that complainant failed to reply to any of his letters and recommending that the case be closed without prejudice.

Filed January 29, 1910. Closed January 11, 1913.

No. 6027—1913.

S. A. Talbot, et al, Carson, vs. Chicago, Rock Island & Pacific Railway Company.

*Drainage.*

The Commerce Council received the papers in this file on February 13, 1912, for investigation. The file was returned to the Board on June 26, 1912, inasmuch as the complainant failed to reply to any of his letters, and recommending that same be dismissed without prejudice.

Filed February 1, 1910. Closed January 11, 1913.

No. 6028—1913.

Patrick Clancy, et al, Rembrandt, vs. Minneapolis & St. Louis Railroad Company.

*Dangerous Crossing.*

The Commerce Council, after considerable investigation, returned the papers in this file to the Board on October 28, 1912, suggesting that the complaint be dismissed, inasmuch as the county attorney brought action as provided for by the resolution of the county supervisors.

Filed March 15, 1910. Closed January 11, 1913.

No. 6029—1913.

H. I. Foskett, et al, Shenandoah, vs. Wabash Railroad Company.

*Crossing near Summit, Iowa.*

This file was referred to the Commerce Council on September 19, 1911, for investigation. The papers were returned to Board on January 25, 1913, advising that his recommendations had been adopted by the railway company and the complainant, and the overhead crossing agreed upon.

Filed June 1, 1910. Closed February 1, 1913.

No. 6030—1913.

M. W. Fitz, et al, Manson, vs. Chicago, Rock Island & Pacific Railway Company and Illinois Central Railroad Company.

*Track Connection.*

After considerable correspondence had passed between the interested parties in this case, an exhaustive hearing was held in the office of the Board on December 17, 1912. While the case was under advisement and awaiting decision of the Commission, the railroad companies involved reached an agreement as to the construction of the track connection and so advised the Board on March 14, 1913.

Filed July 11, 1910. Closed May 16, 1913.

No. 6031—1913.

Citizens of Carney, vs. Chicago & North Western Railway Company.

*Train Service.*

The Commerce Council returned the papers in this file to the Commission on June 26, 1912, advising that the Complainant failed to answer his letters and recommending that same be dismissed without prejudice.

Filed October 10, 1910. Closed January 11, 1913.

No. 6032—1913.

Citizens of Marshall County, vs. Iowa Central Railway Company.

*Station Service at Moningers, Iowa.*

On June 26, 1912, the Commerce Council returned the papers in this file to the Commission, advising that he was unable to have any replies to his letters from the complainant and recommending that same be dismissed without prejudice.

Filed January 4, 1911. Closed January 11, 1913.

No. 6033—1913.

Citizens of Manning, vs. Chicago, Milwaukee &amp; St. Paul Railway Co.

*Transfer Track.*

After considerable correspondence had passed between the interested parties in this file, hearing was held by the Board on September 27, 1911, at Manning, Iowa. While this matter was awaiting decision, the railway company commenced double tracking its line across Iowa and as this changed the location of the line through Manning, the petitioners on February 6, 1913, formally withdrew this application.

Filed February 2, 1911. Closed February 6, 1913.

No. 6034—1913.

Citizens of Bailey, vs. Chicago, Great Western Railroad Company.

*Station Service.*

After full investigation, the Commerce Counsel, on July 25, 1912, returned the papers to the Board, advising that in his opinion the Board would not be justified in making an order in this case.

Filed February 4, 1911. Closed October 29, 1913.

No. 6035—1913.

J. W. Hansell, Hardy, vs. Chicago, Rock Island &amp; Pacific Railway Company.

*Train Service.*

The Commerce Counsel returned the papers in this file to the Board on July 25, 1912, advising that case was satisfactorily adjusted.

Filed April 8, 1911. Closed January 11, 1913.

No. 6036—1913.

J. A. Ruan, et al, Beacon, vs. Chicago, Burlington &amp; Quincy Railroad Company.

*Train Service.*

Papers in this file were returned to the Board by the Commerce Counsel on August 13, 1912, and latter was dismissed without prejudice.

Filed April 26, 1911. Closed November 15, 1913.

No. 6037—1913.

J. E. Vanderzyl &amp; Company, Leighton, vs. Chicago, Rock Island &amp; Pacific Railway Company.

*Stock Yards.*

After investigation by the Commerce Counsel as to the condition of the stock yards, the case was satisfactorily adjusted.

Filed May 25, 1911. Closed January 11, 1913.

No. 6038—1913.

G. Hardy Clark, Waterloo, vs. Chicago, Great Western Railroad Company.

*Use of Parlor Car as Smoker.*

The Commerce Counsel returned the papers in this file on February 13, 1912, recommending that same be dismissed without prejudice.

Filed May 27, 1911. Closed January 11, 1913.

No. 6039—1913.

George F. Smith, Keosauqua, vs. Chicago, Rock Island &amp; Pacific Railway Company.

*Train Service Between Van Buren County Points and Keokuk.*

The service was adjusted by the company.

Filed June 7, 1911. Closed October 29, 1913.

No. 6040—1913.

F. P. Carry, Lorimer, vs. Chicago, Great Western Railroad Co., and Chicago, Burlington &amp; Quincy Railroad Company.

*Train Connections at Diagonal.*

Dismissed without prejudice.

Filed June 29, 1911. Closed January 11, 1913.

No. 6041—1913.

S. A. Foote, et al, Parkersburg, vs. Chicago, Rock Island &amp; Pacific Railway Co., and Chicago &amp; North Western Ry. Co.

*Union Station at Gridley, Iowa.*

The Commerce Counsel returned this file on July 25, 1912, suggesting that complaint be dismissed without prejudice.

Filed July 27, 1911. Closed January 11, 1913.

No. 6042—1913.

W. Theo. Woodward, Lewis, vs. Chicago, Rock Island &amp; Pacific Railway Company.

*Industrial Track.*

The Commerce Counsel returned the papers in this file on March 29, 1912, and suggested that same be dismissed without prejudice.

Filed August 24, 1911. Closed January 11, 1913.



No. 6043—1913.

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

*Mail Service, Buffalo Center to Forest City.*

This service was the subject of investigation under two different files. This case closed accordingly.

Filed August 15, 1911. Closed October 29, 1913.

No. 6044—1913.

J. B. DeBoit, et al, Tuskeego, vs. Chicago, Burlington & Quincy Railroad Company.

*Agent.*

After thorough investigation in this case, the Commerce Counsel returned the file, recommending that same be dismissed without prejudice.

Filed September 15, 1911. Closed October 29, 1913.

No. 6045—1913.

W. J. R. Beck, Ft. Madison, vs. Chicago, Burlington & Quincy Railroad Company.

*Drainage.*

The Commerce Counsel returned this file on June 26, 1912, advising that his letters were not answered by the complainant.

Filed September 23, 1911. Closed January 11, 1913.

No. 6046—1913.

J. C. McMeekin, Ewart, vs. Iowa Central Railway Company.

*Notice to Vacate Land Along Right-of-Way.*

Papers were returned by Commerce Counsel on December 18, 1912, recommending that same be dismissed without prejudice.

Filed October 2, 1911. Closed January 11, 1913.

No. 6047—1913.

L. W. Dayton, et al, Alden, vs. Chicago & North Western Railway Company.

*Train Service.*

The Commerce Counsel returned the papers in this file on June 26, 1912, recommending that same be dismissed without prejudice, advising that the complainants did not answer his letters.

Filed October 31, 1911. Closed January 11, 1913.

No. 6048—1913.

H. C. Ring, Cedar Rapids, for Mrs. Ella Wilson, Center Point, vs. Chicago, Rock Island & Pacific Railway Company.

*Cattle Pass.*

On July 25, 1912, the Commerce Counsel returned the file advising that the attorney for the complainant had agreed that the Board could not enforce an order for the crossing, and recommending that same be dismissed without prejudice.

Filed November 6, 1911. Closed January 11, 1913.

No. 6049—1913.

Feiner Fish Company, Clinton, vs. Iowa & Illinois Railway Company.

*Refusal to Accept Shipment.*

This case was referred to the Commerce Counsel for his opinion and recommendations, and was returned to the Board under date of February 12, 1912, stating that there was not sufficient cause for complaint shown to warrant any order of the Board.

Filed November 24, 1911. Closed June 5, 1913.

No. 6050—1913.

Edward Downey, Breda, for Geo. Nedemeyer, Charter Oak, vs. Chicago, Milwaukee & St. Paul Railway Company.

*Closing of Private Crossing.*

Papers were referred to the Commerce Counsel for investigation, and on February 15, 1913, were returned to Commission, inasmuch as the complainant requested that case be dismissed.

Filed December 6, 1911. Closed February 15, 1913.

No. 6051—1913.

Commercial Club, West Branch, vs. Chicago, Rock Island & Pacific Railway Company.

*Depot.*

Railway company advised that additions and repairs would be made to the depot.

Filed December 11, 1911. Closed September 24, 1913.

No. 6052—1913.

John Darrah, Chariton, vs. Chicago, Burlington & Quincy Railroad Co.

*Chair Car Privileges.*

Papers in this file were referred to the Commerce Counsel for investigation, and on February 13, 1912, were returned to the Board stating that complaint could not be satisfied by an order of the Commission.

Filed December 16, 1911. Closed October 29, 1913.

No. 6053—1913.

Citizens of Mount Sterling, Pulaski, Cantril and Milton, Iowa, vs. Chicago, Burlington & Quincy Railroad Company.

*Train Service.*

Dismissed without prejudice.

Filed December 19, 1911. Closed September 24, 1913.

No. 6054—1913.

Stock Shippers of Davis City, Leon, Garden Grove, Humeston and Derby, vs. Chicago, Burlington & Quincy Railroad Company.

*Stock Train Service.*

Dismissed without prejudice.

Filed January 3, 1912. Closed October 29, 1913.

No. 6055—1913.

Wm. H. Plumer, Dumfried, vs. Illinois Central Railroad Company.

*Abandonment of Willett Siding.*

Complainant failed to answer letters from the Commerce Counsel, regarding investigation. That department returned the file to the Board and recommended that same be dismissed without prejudice.

Filed January 8, 1912. Closed January 11, 1913.

No. 6056—1913.

Frank Greeley, Gravity, vs. Chicago, Burlington & Quincy Railroad Company.

*Transferring Passengers at Conway Crossing.*

Papers referred to the Commerce Counsel on July 31, 1912, and returned to the Board on August 3, 1912, recommending that the case be dismissed without prejudice, and advising that railroad company had arranged for proper protection to passengers. Later correspondence by

the Commission developed that building at Conway Crossing was opened for service on November 25, 1912.

Filed January 10, 1912. Closed May 16, 1913.

No. 6057—1913.

W. H. Scott, et al, Middletown, vs. Chicago, Burlington & Quincy Railroad Company.

*Closing of Depot.*

This file was referred to the Commerce Counsel on June 7, 1912, for investigation. On April 5, 1913, the papers were returned to the Board, advising that railroad company had agreed to keep the depot open for night train at Middletown, as requested by the petitioners.

Filed January 18, 1912. Closed May 16, 1913.

No. 6058—1913.

Colby Motor Company, Mason City, vs. Chicago, Rock Island & Pacific Railway Company.

*Obstruction of Tracks on M. C. & C. L. Ry. at Clear Lake Junction.*

The Commerce Counsel returned this file to the Board on August 9, 1912, suggesting that same be dismissed without prejudice.

Filed January 30, 1912. Closed January 11, 1913.

No. 6059—1913.

John F. Ready, Fairfield, vs. Chicago, Burlington & Quincy Railroad Company.

*Under Crossing—Grade Crossing.*

Dismissed without prejudice.

Filed February 14, 1912. Closed October 29, 1913.

No. 6060—1913.

Findley and Fellows, et al, Keosauqua, vs. Chicago, Rock Island & Pacific Railway Company.

*Train Service.*

Satisfactorily adjusted.

Filed February 13, 1912. Closed April 16, 1913.



No. 6061—1913.

Davenport Flour, Feed & Commission Co., Davenport, vs. Chicago, Milwaukee & St. Paul Railway Company.

*Diversion Charges—Interstate.*

After investigation, the Commerce Counsel returned this file to the Commission, advising that in his opinion the railway company was entitled to make a diversion charge, and recommending that the complaint be dismissed.

Filed February 24, 1912. Closed January 11, 1913.

No. 6062—1913.

F. D. Curtwright, Rhodes, vs. Chicago, Milwaukee & St. Paul Railway Company.

*Request to Stop Interstate Train on Flag.*

The Commerce Counsel returned this file on September 10, 1912, recommending dismissal of the case, inasmuch as the Board does not have authority to compel the stoppage of interstate trains.

Filed February 27, 1912. Closed January 11, 1913.

No. 6063—1913.

C. K. Hesse, et al, Little Sioux, vs. Chicago & North Western Railway Company.

*Train Service.*

This file was returned by the Commerce Counsel on December 18, 1912, advising that satisfactory service had been provided by the railway company.

Filed March 7, 1912. Closed January 11, 1913.

No. 6064—1913.

C. W. Clark, et al, Montezuma, vs. Minneapolis & St. Louis Railroad Company.

*Train Service—Montezuma Branch.*

The Commission held hearing at Grinnell, Iowa, on April 16, 1912, and at the conclusion thereof, the parties in the case reached an agreement in regard to certain improvements in the train service and as to other matters on this branch line, so that the case was satisfactorily adjusted without an order of the Board. Later correspondence alleged certain violations of the agreement, and file was not formally closed until March 15, 1913.

Filed March 19, 1912. Closed March 15, 1913.

No. 6065—1913.

Iowa Railroad Commission, vs. Chicago, Rock Island & Pacific Railway Company, et al.

*Dangerous Crossing near East Fifteenth Street, Des Moines, Ia.*

The railway companies made arrangements for installation of an interlocking plant.

Filed March 27, 1912. Closed September 24, 1913.

No. 6066—1913.

Mrs. W. G. Motz, et al, Guthrie Center, vs. Chicago, Rock Island & Pacific Railway Company.

*Train Service.*

Satisfactorily adjusted.

Filed April 12, 1912. Closed May 16, 1913.

No. 6067—1913.

Gray Brothers, et al, Blencoe, vs. Chicago & North Western Railway Company.

*Train Service.*

The railway company advised that as soon as business would justify they would expect to renew the original service.

Filed April 15, 1912. Closed October 29, 1913.

No. 6068—1913.

W. G. Goy, Tabor, vs. Tabor & Northern Railway Company and the Wabash Railroad Company.

*Track Connection at Malvern.*

File referred to Commerce Counsel on March 27, 1913, for investigation. Returned to Board on November 11, 1913, advising that track connection was constructed as desired by complainant.

Filed May 3, 1912. Closed November 15, 1913.

No. 6069—1913.

T. E. Johns, Prairie City, vs. Chicago, Rock Island & Pacific Railway Company.

*Telephone in Station.*

The railway company advised that contract with the telephone company provided for the installation of a telephone in depot.

Filed May 8, 1912. Closed October 29, 1913.

No. 6070—1913.

B. C. Hubbell, Newton, vs. Chicago, Rock Island & Pacific Railway Company.

*Train Service.*

Adjusted.

Filed May 10, 1912. Closed September 24, 1913.

No. 6071—1913.

Farmers Elevator Company, Blencoe, vs. Chicago & North Western Railway Company.

*Elevator Site.*

The Commerce Counsel returned this file on December 26, 1912, recommending dismissal, the complaint being satisfactorily adjusted.

Filed May 20, 1912. Closed January 11, 1913.

No. 6072—1913.

C. J. Rudolph, Waterloo, vs. Illinois Central Railroad Company.

*Elevator Site at Jesup.*

After investigation, the Commerce Counsel returned this file on July 3, 1913, advising that the railroad company had provided elevator site at Jesup.

Filed May 20, 1912. Closed September 24, 1913.

No. 6073—1913.

E. M. Steer, Des Moines, vs. Chicago, Burlington & Quincy Railroad Company.

*Train Service.*

The Commerce Counsel returned the papers in this file to the Board on August 26, 1912, advising that the complainant had agreed with him that the service desired could not be granted.

Filed May 25, 1912. Closed January 11, 1913.

No. 6074—1913.

Underwood Candy Company, Oskaloosa, vs. Chicago & North Western Railway Company.

*Train Service.*

The Commerce Counsel returned the papers in this file on November 4, 1912, suggesting that same be dismissed without prejudice, it being his opinion that the Board could not make an order that would give the relief desired. The complainant agreed to dismissal.

Filed June 5, 1912. Closed February 14, 1913.

No. 6075—1913.

J. B. Mason, Center Point, vs. Chicago, Rock Island & Pacific Railway Company.

*Private Stock Yard Facilities.*

Papers in this case were referred to the Commerce Counsel for investigation on July 8, 1912. Returned on August 10, 1912, recommending that the complaint be dismissed, advising that in his opinion the Board was without authority to make the desired order.

Filed June 10, 1912. Closed January 11, 1913.

No. 6076—1913.

J. B. Swain, Pisgah, vs. Chicago & North Western Railway Company.

*Highway Crossing.*

File referred to the Commerce Counsel on July 31, 1912, for proper attention, and returned to the Board on September 7, 1912, recommending that the case be dismissed without prejudice, the Board being without jurisdiction.

Filed June 14, 1912. Closed January 11, 1913.

No. 6077—1913.

C. R. Rohde, Waterloo, vs. Chicago, Rock Island & Pacific Railway Company.

*Step Boxes.*

Satisfactorily adjusted.

Filed June 21, 1912. Closed December 18, 1912.

No. 6078—1913.

Wm. Burgoin, Silver City, vs. Chicago, Burlington & Quincy Railroad Company, et al.

*Track Connections at Malvern.*

Dismissed without prejudice.

Filed June 28, 1912. Closed February 14, 1913.

No. 6079—1913.

W. H. Langworthy & Company, Massena, vs. Chicago, Burlington & Quincy Railroad Company.

*Fence.*

Papers in this case were referred to the Commerce Counsel on September 13, 1912, for proper attention, and were returned to the Board on December 2, 1912, advising that the fence was satisfactorily constructed.

Filed July 1, 1912. Closed January 11, 1913.



No. 6080—1913.

W. C. Kirchheck et al, Delaware, vs. Illinois Central Railroad Company.  
*Stopping Interstate Trains.*

Papers returned to the Board by the Commerce Counsel on November 6, 1912, recommending that the case be dismissed. The Commission being without jurisdiction.

Filed July 5, 1912. Closed January 11, 1913.

No. 6081—1913.

Citizens of Beacon, Mahaska County, vs. Chicago, Burlington & Quincy Railroad Company.

*Dangerous Crossing.*

The Commerce Counsel returned the papers in this file to the Board on October 16, 1913, advising that an adjustment had been made which was satisfactory to all interested parties.

Filed July 8, 1912. Closed October 29, 1913.

No. 6082—1913.

J. B. Dopheide, et al, Dedham, vs. Chicago, Milwaukee & St. Paul Railway Company.

*Stopping Interstate Train.*

This file was returned by the Commerce Counsel on August 5, 1913, suggesting that the case be closed without prejudice, inasmuch as the complainant did not seem to care to have same carried any further.

Filed July 11, 1912. Closed October 29, 1913.

No. 6083—1913.

Board of Railroad Commissioners, Des Moines, vs. Minneapolis & St. Louis Railroad Company.

*Train Service at Rolfe.*

Satisfactorily adjusted.

Filed July 15, 1912. Closed May 16, 1913.

No. 6084—1913.

J. W. Dempsey, Lansing, vs. Chicago, Milwaukee & St. Paul Railway Company.

*Train Service.*

The Board referred this file to the Commerce Counsel on November 6, 1912, for proper attention. The papers were returned on August 6, 1913, advising that the complainant did not answer his letters, and suggesting that the case be dismissed without prejudice.

Filed July 23, 1912. Closed October 29, 1913.

No. 6085—1913.

K. E. Faltinson, Armstrong, vs. Chicago, Rock Island & Pacific Railway Company.

*Unsanitary Stock Yards.*

Satisfactorily adjusted.

Filed July 27, 1912. Closed February 1, 1913.

No. 6086—1913.

E. F. Biddle, Clive, vs. Chicago, Milwaukee & St. Paul Railway Company.

*Passenger Fares.*

The Commerce Counsel returned the file on October 24, 1912, advising that in his opinion the prayer of the complainant could not be granted.

Filed August 6, 1912. Closed January 11, 1913.

No. 6087—1913.

Independent Grain Company, Modale, vs. Chicago & North Western Railway Company.

*Elevator Site.*

The railway company submitted proposition for location of elevator site to which the complainant made no reply.

Filed August 12, 1912. Closed July 8, 1913.

No. 6088—1913.

W. H. Bird, Minneapolis, Minn., vs. Charles City Western Railway Company.

*Complaint Regarding Equipment, Operation of Trains, Violations of Sixteen-hour Law, and Fences along Right of Way.*

After thorough investigation and personal inspection of the premises, the Commerce Counsel returned the file suggesting that same be dismissed, as there appeared to be no well grounded cause for complaint.

Filed August 12, 1912. Closed January 11, 1913.

No. 6089—1913.

R. J. Alexander, Mt. Vernon, vs. Chicago & North Western Railway Company.

*Crossing.*

Dismissed without prejudice.

Filed August 12, 1912. Closed September 24, 1913.

No. 6090—1913.

State Agricultural Society, City of Des Moines, and Gels Botsford, Secretary, Commercial Club, Des Moines, Iowa, vs. Railroads in Iowa.

*Passenger Rates and Services to State Fair.*

See case No. 5991 of this report.

Filed August 12, 1912. Closed July 8, 1913.

No. 6091—1913.

Geo. Herman, Marshalltown, vs. Chicago Great Western Railroad Co.  
*Crossing.*

Satisfactorily adjusted.

Filed August 12, 1912. Closed February 14, 1913.

No. 6092—1913.

S. G. Durant, President, Iowa Northern Railway Company, Dubuque, vs. Chicago Great Western Railroad Company.

*Grade Crossing.*

Closed on request of complainant.

Filed August 17, 1912. Closed January 11, 1913.

No. 6093—1913.

R. H. Dosh, Stuart, vs. Chicago, Rock Island & Pacific Railway Co.

*Condition of Stock Yards.*

Satisfactorily adjusted.

Filed August 22, 1912. Closed October 29, 1913.

No. 6094—1913.

D. T. Miles, Winterset, vs. Chicago, Rock Island & Pacific Railway Company.

*Stock Yards.*

Satisfactorily adjusted.

Filed August 26, 1912. Closed October 29, 1913.

No. 6095—1913.

J. W. Brillhart, et al, Dallas, vs. Chicago, Rock Island & Pacific Railway Company.

*Station.*

Satisfactorily adjusted.

Filed August 30, 1912. Closed February 14, 1913.

No. 6096—1913.

Hawkeye Oil Company, Waterloo, vs. Chicago, Milwaukee & St. Paul Railway Company.

*Site for Oil Storage Tanks at Cresco, Iowa.*

Satisfactorily adjusted.

Filed August 30, 1912. Closed February 1, 1913.

No. 6097—1913.

Gels Botsford, Des Moines, vs. Railroads.

*Failure to Furnish Proper Facilities for Handling State Fair Passenger Traffic.*

Dismissed without prejudice.

Filed September 4, 1912. Closed September 24, 1913.

No. 6098—1913.

John Gerst, Alton, vs. Chicago, St. Paul, Minneapolis & Omaha Railway Company.

*Trees Along Right-of-way.*

The Commerce Counsel returned the file on November 4, 1912, recommending that the case be dismissed, the Board having no authority to grant the relief desired. At a later date the complaint was satisfactorily adjusted.

Filed September 4, 1912. Closed February 1, 1913.

No. 6099—1913.

F. A. Huber, et al, Cresco, vs. Chicago, Milwaukee & St. Paul Railway Company.

*Train Service.*

The Commerce Counsel returned the file on August 6, 1913, suggesting that the case be closed without prejudice, the complainant not answering his letter giving his views with reference to the complaint.

Filed September 4, 1912. Closed October 29, 1913.

No. 6100—1913.

F. A. Huber, et al, Cresco, vs. Chicago, Milwaukee & St. Paul Railway Company.

*Depot and Platform.*

Satisfactorily adjusted.

Filed September 4, 1912. Closed December 18, 1912.



No. 6101—1913.

Chicago, Milwaukee & St. Paul Railway Company, vs. E. R. McAllister, Emmetaburg, Iowa.

*Leaving Gates Open.*

On April 23, 1913, the Commerce Counsel returned the papers in this case, advising that the fences were constructed in substantial compliance with the law.

Filed September 6, 1912. Closed July 8, 1913.

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No. 6102—1913.

A. G. Rosa, Chariton, vs. St. Paul & Kansas City Short Line Railroad Company.

*Underground Crossing.*

Satisfactorily adjusted.

Filed September 6, 1912. Closed January 11, 1913.

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No. 6103—1913.

A. S. Blackman, Casey, vs. Chicago, Rock Island & Pacific Railway Company.

*Sanitary Conditions.*

Satisfactorily adjusted.

Filed September 10, 1912. Closed December 18, 1912.

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No. 6104—1913.

King-Read Lumber Company, Montezuma, vs. Minneapolis & St. Louis Railroad Company.

*Refusal to Transfer Cars.*

The file was returned by the Commerce Counsel on January 11, 1913, asking that the case be dismissed without prejudice. Complaint satisfactorily adjusted.

Filed September 16, 1912. Closed February 1, 1913.

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No. 6105—1913.

W. B. Martin, Commissioner, Dubuque Shippers' Association, Dubuque, vs. Chicago, Milwaukee & St. Paul Railway Company.

*Delay in Handling Shipments.*

Satisfactorily adjusted.

Filed September 25, 1912. Closed March 7, 1913.

No. 6106—1913.

Tolerton & Warfield, Sioux City, vs. Great Northern Railway Company.

*Switching Service.*

Satisfactorily adjusted.

Filed September 27, 1912. Closed February 1, 1913.

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No. 6107—1913.

Beatrice Creamery Company, Lincoln, Neb., vs. Chicago Great Western Railroad Company.

*Responsibility as to Cream Cans.*

Commission without jurisdiction.

Filed September 27, 1912. Closed July 8, 1913.

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No. 6108—1913.

J. R. Marsh, Lewis, vs. Atlantic Northern & Southern Railway Company.

*Fence.*

No action taken as company was in hands of receiver.

Filed September 28, 1912. Closed July 8, 1913.

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No. 6109—1913.

Chas. Gamble, Maxwell, vs. Chicago, Milwaukee & St. Paul Railway Company.

*Drainage.*

Satisfactorily adjusted.

Filed October 1, 1912. Closed February 1, 1913.

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No. 6110—1913.

Calvin Bennett, Moulton, vs. Wabash Railroad Company

*Fence.*

Satisfactorily adjusted.

Filed October 1, 1912. Closed March 7, 1913.

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No. 6111—1913.

H. L. Laird, Minneapolis, Minn., vs. Chicago & North Western Railway Company.

*Inaccuracy of Track Scales at Belle Plaine, Iowa.*

New track scales installed.

Filed October 1, 1912. Closed January 11, 1913.

No. 6112—1913.

W. B. Martin, Commissioner, Dubuque Shippers' Association, vs. Chicago, Milwaukee & St. Paul Railway Company.

*Delay to Shipment of H. B. Glover Company.*

Cause for delay satisfactorily explained by company.  
Filed October 1, 1912. Closed May 16, 1913.

No. 6113—1913.

Harry Russell, Allendorf, vs. Chicago, Rock Island & Pacific Railway Company.

*Delay to Shipments.*

The cause for delay was fully explained by the company, such information being transmitted to the complainant.  
Filed October 4, 1912. Closed December 18, 1912.

No. 6114—1913.

Cedar Falls Sand & Material Co., Des Moines, vs. Illinois Central Railroad Company.

*Switching at Cedar Falls.*

Satisfactorily adjusted.  
Filed October 9, 1912. Closed December 18, 1912.

No. 6115—1913.

Frank Crouk, Scranton, vs. Chicago, Milwaukee & St. Paul Railway Company.

*Crossing.*

Satisfactorily adjusted.  
Filed October 10, 1912. Closed April 16, 1913.

No. 6116—1913.

I. W. Jacobson, Madrid, vs. Chicago, Milwaukee & St. Paul Railway Company.

*Blocking Private Crossing.*

Satisfactorily adjusted.  
Filed October 15, 1912. Closed March 25, 1913.

No. 6117—1913.

Harry K. Leedham, Avery, vs. Chicago Burlington & Quincy Railroad Company.

*Dangerous Crossing.*

The Commerce Counsel returned this file on October 3, 1913, advising that the original complainant had left Avery.  
Filed October 15, 1912. Closed October 29, 1913.

No. 6118—1913.

W. J. McSweeney, Westgate, vs. Chicago Great Western Railroad Company.

*Failure to furnish cars.*

Satisfactorily adjusted.  
Filed October 18, 1912. Closed February 1, 1913.

No. 6119—1913.

Standard Bridge Company, Omaha, Neb., vs. Chicago, Rock Island & Pacific Railway Company.

*Delay to Shipments.*

Cars traced and delivered.  
Filed October 18, 1912. Closed December 18, 1912.

No. 6120—1913.

A. F. Pike, Rhodes, vs. Chicago, Milwaukee & St. Paul Railway Company.

*Crossing.*

Satisfactorily adjusted in so far as the railway company was concerned.  
Filed October 22, 1912. Closed February 14, 1913.

No. 6121—1913.

E. P. Armknecht, Donnellson, vs. Chicago Burlington & Quincy Railroad Company.

*Refusal to Accept Shipments.*

Satisfactorily adjusted.  
Filed October 22, 1912. Closed January 11, 1913.



No. 6122—1913.

Wm. Grettenberg, Dolliver, vs. Chicago & North Western Railway Company.

*Portable Grain Elevator.*

Two formal cases being on the docket for hearing covering the same question, and not being advised further by the complainant as requested, the case was dismissed without prejudice.

Filed October 22, 1912. Closed September 24, 1913.

No. 6123—1913.

Mrs. W. F. Guthrie, Milford, vs. Chicago, Milwaukee & St. Paul Railway Company.

*Failure to Whistle at Crossing.*

Railway company advised that bulletin instruction had been issued calling attention of all concerned to the incident and cautioning engineers to sound whistle for all highway crossings.

Filed October 22, 1912. Closed February 1, 1913.

No. 6124—1913.

P. J. Beucher, Postville, vs. Chicago, Milwaukee & St. Paul Railway Company.

*Lighting Depot Platform.*

Satisfactorily adjusted.

Filed October 25, 1912. Closed December 18, 1913.

No. 6125—1913.

I. A. Smith, Lamoni, vs. Chicago Burlington & Quincy Railroad Company.

*Delay in Handling Coal Shipments.*

Interstate shipment—no jurisdiction.

Filed October 25, 1912. Closed December 18, 1912.

No. 6126—1913.

L. Broderick, Armstrong, vs. Chicago, Rock Island & Pacific Railway Company.

*Failure to furnish Cars for Grain Shipments.*

The Commission promptly investigated the several failures of the railway company to furnish cars, and endeavored to afford relief whenever possible.

Filed October 28, 1912. Closed July 8, 1913.

No. 6127—1913.

Stemmer & Dittmer, Elkader, vs. Chicago, Milwaukee & St. Paul Railway Company.

*Facilities for Unloading Heavy Machinery.*

Unloading platform provided, which was satisfactory to the complainant.

Filed October 20, 1912. Closed December 18, 1912.

No. 6128—1913.

Gillstrap & Hanson, Crystal Lake, vs. Chicago, Rock Island & Pacific Railway Company.

*Failure to Furnish Grain Cars.*

Thoroughly investigated. These people were furnished their proportion of available equipment.

Filed November 1, 1912. Closed April 5, 1913.

No. 6129—1913.

Rickel & Dennis, Cedar Rapids, for S. H. Klopp, vs. Chicago, Milwaukee & St. Paul Railway Company.

*Crossing near Marion.*

Dismissed. The Supreme Court of Iowa had, previous to the filing of this complaint, rendered an opinion to the effect that the complainant herein was not entitled to any underground crossing.

Filed November 1, 1912. Closed September 24, 1913.

No. 6130—1913.

E. E. Billings, Grundy Center, vs. Chicago, Rock Island & Pacific Railway Company.

*Failure to furnish Grain Cars.*

Cars furnished.

Filed November 1, 1912. Closed March 7, 1913.

No. 6131—1913.

Davenport Wagon Company, Davenport, vs. Chicago, Rock Island & Pacific Railway Company.

*Pullman Service.*

The Commerce Counsel returned the file on December 16, 1912, advising that the petition was withdrawn by the complainant.

Filed November 1, 1912. Closed January 11, 1914.

No. 6132—1913.

Ramsen Lumber Company, Ramsen, vs. Minneapolis & St. Louis Railroad Company.

*Delay in Transit.*

Satisfactorily adjusted.

Filed November 1, 1912. Closed December 18, 1912.

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No. 6133—1913.

I. A. Smith, Lamoni, vs. Chicago, Burlington & Quincy Railroad Company.

*Elevator Site.*

Satisfactorily adjusted.

Filed November 1, 1912. Closed February 1, 1913.

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No. 6134—1913.

Central Lumber & Coal Company, Dubuque, vs. Chicago, Rock Island & Pacific Railway Company.

*Delay in Moving Grain—Reinbeck, Iowa.*

On account of heavy grain movement there was some delay in forwarding shipments.

Filed November 7, 1912. Closed February 1, 1913.

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No. 6135—1913.

H. Speier, Minneapolis, Minn., vs. Minneapolis & St. Louis Railroad Company.

*Depot Service at Estherville.*

Dismissed without prejudice.

Filed November 7, 1912. Closed February 1, 1913.

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No. 6136—1913.

N. G. O. Coad & Son, Hull, vs. Chicago, Milwaukee & St. Paul Railway Company.

*Site for Ice House.*

File returned by the Commerce Counsel on October 16, 1913, advising that satisfactory site had been granted complainant.

Filed November 7, 1912. Closed October 29, 1913.

No. 6137—1913.

C. H. Young, Murray, vs. Chicago, Burlington & Quincy Railroad Company.

*Delay in Transit.*

Car traced and delivered.

Filed November 11, 1912. Closed December 18, 1912.

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No. 6138—1913.

Geo. Willbee & Son, St. Marys, vs. Chicago, Burlington & Quincy Railroad Company.

*Delay in Transit.*

Shipment traced and delivered.

Filed November 11, 1912. Closed December 18, 1912.

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No. 6139—1913.

B. F. Robinson, Armstrong, vs. Chicago, Rock Island & Pacific Railway Company.

*Delay in Handling Shipments.*

Adjusted.

Filed November 11, 1912. Closed April 16, 1913.

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No. 6140—1913.

Port Dodge Culvert Company, Ft. Dodge, vs. Minneapolis & St. Louis Railroad Company and Illinois Central Railroad Company.

*Delay in Handling Shipments of Culverts.*

Satisfactorily adjusted.

Filed November 11, 1912. Closed December 18, 1912.

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No. 6141—1913.

Sheffield Brick & Tile Company, Sheffield, vs. Minneapolis & St. Louis Railroad Company.

*Bunching Shipments of Coal.*

Satisfactorily adjusted.

Filed November 11, 1912. Closed April 16, 1913.

No. 6142—1913.

S. Hamill Company, Keokuk, vs. Chicago, Rock Island & Pacific Railway Company.

*Delay to Shipments through Eldon.*

The railway company was requested to investigate and move shipments promptly through Eldon, and as no further complaint was received, the case was closed without prejudice.

Filed November 11, 1912. Closed May 16, 1913.

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No. 6143—1913.

Hon. Frederick Larrabee, Fort Dodge, vs. Chicago Great Western Railroad Company.

*Fences.*

Fence satisfactorily repaired.

Filed November 11, 1912. Closed February 1, 1913.

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No. 6144—1913.

Walter T. Hall & Company, Ottumwa, vs. Chicago, Rock Island & Pacific Railway Company.

*Delay to Shipments.*

Satisfactorily adjusted.

Filed November 11, 1912. Closed January 11, 1913.

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No. 6145—1913.

Henry Lauth, Donnellson, vs. Chicago Burlington & Quincy Railroad Company.

*Stock Train Service.*

The Commerce Counsel returned this file on March 17, 1913, recommending the closing of the case inasmuch as the complainant did not appear to desire the case pressed further.

Filed November 11, 1912. Closed April 16, 1913.

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No. 6146—1913.

W. J. McClavy, et al, St. Marys, vs. Chicago, Burlington & Quincy Railroad Company.

*Application for re-opening of depot and re-instatement of Agent*

Station re-opened with Agent in charge on December 23, 1912.

Filed November 11, 1912. Closed January 11, 1913.

No. 6147—1913.

R. L. Schlotter, Selma, vs. Chicago, Rock Island & Pacific Railway Company.

*Telephone in Depot.*

Telephone installed.

Filed November 18, 1912. Closed December 18, 1912.

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No. 6148—1913.

M. C. Hickman, Metz, vs. Chicago, Rock Island & Pacific Railway Company.

*Crossing.*

Crossing repaired.

Filed November 18, 1912. Closed March 7, 1913.

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No. 6149—1913.

Henshaw & Martin, Atlantic, vs. Chicago, Rock Island & Pacific Railway Company.

*Delay to Shipments.*

Satisfactorily adjusted.

Filed November 18, 1912. Closed February 1, 1913.

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No. 6150—1913.

Marvin Snyder, Strawberry Point, vs. Chicago, Milwaukee & St. Paul Railway Company.

*Failure to furnish Stock Cars.*

Heavy stock shipments cause for some delay in furnishing cars.

Filed November 18, 1912. Closed January 11, 1913.

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No. 6151—1913.

Wapello Lumber Company, Wapello, vs. Chicago, Rock Island & Pacific Railway Company.

*Delay to Shipments.*

Car traced and delivered.

Filed November 21, 1912. Closed January 11, 1913.

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No. 6152—1913.

Geo. W. Brett, Mason City, vs. Chicago Great Western Railroad Company.

*Drainage.*

Satisfactorily adjusted.

Filed November 21, 1912. Closed October 29, 1913.



No. 6153—1913.

Younglove Construction Company, Sioux City, vs. Chicago, Milwaukee & St. Paul Railway Company.

*Delay to Shipments.*

Cars traced and delivered.

Filed November 21, 1912. Closed December 18, 1912.

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No. 6154—1913.

Lagomarcino-Grupe Company, Burlington, vs. Chicago Burlington & Quincy Railroad Company.

*Refrigerator Car Service.*

This file was returned by the Commerce Counsel on March 17, 1913, suggesting that the case be closed. Complaint was withdrawn by petitioner.

Filed November 26, 1912. Closed May 16, 1913.

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No. 6155—1913.

R. C. Cutting, Jefferson, vs. Minneapolis & St. Louis Railroad Company.

*Telephone in Depots at Dana and Rippey.*

Telephones installed.

Filed November 26, 1912. Closed July 8, 1913.

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No. 6156—1913.

C. R. Rohde, Waterloo, vs. Chicago, St. Paul, Minneapolis & Omaha Railway Company.

*Inadequate Train Accommodations.*

Adjusted.

Filed December 2, 1912. Closed January 11, 1913.

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No. 6157—1913.

J. W. Johnson, Kanawha, vs. Minneapolis & St. Louis Railroad Company.

*Spotting Cars.*

Satisfactorily adjusted.

Filed December 2, 1912. Closed March 25, 1913.

No. 6158—1913.

A. J. Dunn, Bedford, vs. Chicago, Burlington & Quincy Railroad Company.

*Assigning Places for Hackmen at Gravity.*

The railroad company advised that certain positions were assigned to all hackmen, and not hearing further from the complainant the case was closed.

Filed December 2, 1912. Closed February 14, 1913.

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No. 6159—1913.

American Telephone & Telegraph Company, Chicago, Ill., vs. Chicago, Milwaukee & St. Paul Railway Company.

*Wires Crossing Tracks.*

Satisfactorily adjusted.

Filed December 2, 1912. Closed November 15, 1913.

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No. 6160—1913.

W. A. Little, Des Moines, vs. Chicago, Rock Island & Pacific Railway Company.

*Refusal to accept Trunk.*

Satisfactorily adjusted.

Filed December 2, 1912. Closed January 11, 1913.

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No. 6161—1913.

Thos. Griffith, Omaha, Neb., vs. Chicago, Burlington & Quincy Railroad Company.

*Incompetent Employee.*

Dismissed.

Filed December 2, 1912. Closed January 11, 1913.

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No. 6162—1913.

D. E. Kehoe, Hopkinton, vs. Chicago, Milwaukee & St. Paul Railway Company.

*Failure to Furnish Cars.*

Satisfactorily adjusted.

Filed December 7, 1912. Closed February 1, 1913.

No. 6163—1913.

Harry W. Hill, Earlham, vs. Chicago, Rock Island & Pacific Railway Company.

*Train Service.*

Dismissed without prejudice.

Filed December 7, 1912. Closed September 24, 1913.

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No. 6164—1913.

Farmers Elevator Company, Little Rock vs. Chicago, Rock Island & Pacific Railway Company.

*Failure to Furnish Grain Cars.*

On account of heavy grain shipments there was some delay in furnishing necessary equipment.

Filed December 7, 1912. Closed April 16, 1913.

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No. 6165—1913.

Martin Dammann, Melbourne, vs. Chicago Great Western Railroad Company.

*Fence.*

Fence satisfactorily constructed.

Filed December 7, 1912. Closed February 1, 1913.

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No. 6166—1913.

A. J. Zaiser, Ft. Madison, vs. Chicago, Rock Island & Pacific Railway Company.

*Train Service.*

Railway company requested to increase equipment so as to properly take care of increased passenger traffic.

Filed December 7, 1912. Closed January 11, 1913.

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No. 6167—1913.

W. H. Harris, Truesdale, vs. Minneapolis & St. Louis Railroad Company.

*Telephone in Depot.*

A telephone exchange is not maintained in this town, therefore, the railroad company is not required by law to install a telephone in its depot.

Filed December 7, 1912. Closed March 25, 1913.

No. 6168—1913.

C. P. Whitney, Keosauqua, vs. Chicago, Rock Island & Pacific Railway Company.

*Application for Siding.*

Side track satisfactorily constructed.

Filed December 7, 1912. Closed February 1, 1913.

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No. 6169—1913.

J. E. Hale, Collins, vs. Chicago, Milwaukee & St. Paul Railway Company.

*Shortage of Grain Cars.*

Satisfactorily adjusted.

Filed December 11, 1912. Closed February 1, 1913.

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No. 6170—1913.

B. F. Swisher, Waterloo, vs. Chicago, Rock Island & Pacific Railway Company.

*Train Connections at Elmira.*

The Commerce Counsel returned this file on March 11, 1913, advising that the railway company had made arrangements which would insure these connections being made regularly.

Filed December 11, 1912. Closed March 25, 1913.

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No. 6171—1913.

G. A. Triggs, et al, Lake Park, vs. Chicago, Rock Island & Pacific Railway Company.

*Failure to Furnish Grain Cars.*

Cars furnished.

Filed December 13, 1912. Closed January 11, 1913.

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No. 6172—1913.

K. E. Wilcockson, Montezuma, vs. Chicago, Milwaukee & St. Paul Railway Company.

*Closing of Depot at Webster.*

Depot re-opened with custodian in charge.

Filed December 13, 1912. Closed February 14, 1913.

No. 6172—1913.

A. B. Garretson, Cedar Rapids, vs. Chicago, Rock Island & Pacific Railway Company.

*Complaint as to box, baggage and mail cars used as cabooses.*

Satisfactorily adjusted.

Filed December 13, 1912. Closed February 14, 1913.

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No. 6174—1913.

S. W. Taylor, Colfax, vs. Ft. Dodge, Des Moines & Southern Railroad Company.

*Overflow of Land.*

Dismissed. Complainant failed to answer letters from the Board requesting certain information.

Filed December 13, 1912. Closed April 16, 1913.

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No. 6175—1913.

A. M. Wymore, Barnes City, vs. Chicago, Rock Island & Pacific Railway Company.

*Depot.*

Standard depot constructed to replace the facilities destroyed by fire.

Filed December 13, 1912. Closed March 25, 1913.

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No. 6176—1913.

Newton Produce Company, Newton, vs. Chicago, Rock Island & Pacific Railway Company.

*Failure to Furnish Refrigerator Cars.*

Satisfactorily adjusted.

Filed December 13, 1912. Closed February 1, 1913.

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No. 6177—1913.

J. E. Miller, Greene, vs. Chicago, Rock Island & Pacific Railway Company.

*Failure to Furnish Grain Cars.*

Cars furnished.

Filed December 16, 1912. Closed April 16, 1913.

No. 6178—1913.

E. F. Wentz, Oakland, vs. Chicago, Rock Island & Pacific Railway Company.

*Delay to Coal Shipments.*

Cars traced and delivered.

Filed December 16, 1912. Closed April 16, 1913.

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No. 6179—1913.

Frank L. Sharon, Buffalo Center, vs. Chicago, Rock Island & Pacific Railway Company.

*Failure to Furnish Stock Cars.*

Cars furnished.

Filed December 17, 1912. Closed April 16, 1913.

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No. 6180—1913.

A. B. Larson, Thompson, vs. Chicago, Rock Island & Pacific Railway Company.

*Failure to Furnish Stock Cars.*

Cars furnished.

Filed December 19, 1912. Closed April 16, 1913.

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No. 6181—1913.

Farmers Elevator Company, Clare, vs. Minneapolis & St. Louis Railroad Company.

*Failure to Furnish Grain Cars.*

On account of heavy grain movement there was some delay in furnishing cars.

Filed December 19, 1912. Closed April 16, 1913.

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No. 6182—1913.

Martin Janssen, Cleves, vs. Chicago, Rock Island & Pacific Railway Company.

*Failure to Furnish Cars.*

Cars furnished.

Filed December 19, 1912. Closed April 16, 1913.



No. 6183—1913.

Farmers Elevator Company, Dinsdale, vs. Chicago, Rock Island & Pacific Railway Company.

*Failure to Furnish Grain Cars.*

Satisfactorily adjusted.

Filed December 19, 1912. Closed January 11, 1913.

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No. 6184—1913.

M. W. Frick, for Joe Stumpf, Rockwell City, vs. Chicago, Milwaukee & St. Paul Railway Company.

*Crossing.*

Satisfactorily adjusted.

Filed December 19, 1912. Closed July 8, 1913.

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No. 6185—1913.

Iowa Tank & Silo Company, Waterloo, vs. Waterloo, Cedar Falls & Northern Railway Company.

*Failure to Switch Cars to Factory.*

The Commerce Counsel returned this file to the Commission on February 5, 1913, advising that a satisfactory adjustment had been made.

Filed December 21, 1912. Closed February 14, 1913.

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No. 6186—1913.

B. A. Webb, et al, Montgomery, vs. Chicago, Rock Island & Pacific Railway Company.

*Failure to Furnish Grain Cars.*

Cars furnished.

Filed December 21, 1912. Closed May 16, 1913.

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No. 6187—1913.

Younglove Construction Company, StouxCity, vs. Chicago, Rock Island & Pacific Railway Company.

*Delay to Shipments.*

Cars traced and delivered.

Filed December 21, 1912. Closed February 14, 1913.

No. 6188—1913.

Geo. A. Wells, Secretary, Western Grain Dealers' Association, Des Moines, vs. Chicago, Milwaukee & St. Paul Ry. Co., et al.

*Discrimination in Distribution of Cars.*

Dismissed without prejudice.

Filed December 27, 1912. Closed April 16, 1913.

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No. 6189—1913.

Geo. A. Wells, for Taylor & Patton Co., Des Moines, vs. Chicago, Rock Island & Pacific Railway Company.

*Failure to Furnish Grain Cars.*

Cars furnished.

Filed December 27, 1912. Closed April 16, 1913.

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No. 6190—1913.

Geo. A. Wells, Des Moines, vs. Minneapolis & St. Louis Railroad Co.

*Car Shortage.*

Dismissed without prejudice.

Filed December 27, 1912. Closed March 7, 1913.

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No. 6191—1913.

Geo. A. Wells, for Edmonds-Londergan Company, Marcus, vs. Illinois Central Railroad Company.

*Car Shortage.*

This company was furnished its proper proportion of available equipment.

Filed December 27, 1912. Closed April 16, 1913.

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No. 6192—1913.

Board of Railroad Commissioners, Des Moines, vs. Railroads.

*Distribution of Cars in Times of Shortage.*

Dismissed.

Filed December 27, 1912. Closed February 1, 1913.

No. 6193—1913.

Farmers Co-Operative Society, Aredale, vs. Chicago & North Western Railway Company.

*Failure to Furnish Grain Cars.*

On account of heavy grain movement there was some delay in furnishing necessary equipment.

Filed December 27, 1912. Closed April 16, 1913.

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No. 6194—1913.

Farmers Grain Company, McCallsburg, vs. Chicago, Rock Island & Pacific Railway Company.

*Failure to Furnish Grain Cars.*

Cars furnished.

Filed December 27, 1912. Closed April 16, 1913.

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No. 6195—1913.

F. S. Jackson, Cedar Rapids, vs. Illinois Central Railroad Company.

*Train Connections.*

On March 17, 1913, the Commerce Counsel returned the papers in this file, suggesting that same be closed.

Filed December 21, 1912. Closed September 24, 1913.

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No. 6196—1913.

Rembrandt Elevator Company, Rembrandt, vs. Minneapolis & St. Louis Railroad Company.

*Failure to Furnish Grain Cars.*

A general shortage of grain cars was the cause of delay in furnishing necessary equipment.

Filed December 27, 1912. Closed April 16, 1913.

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No. 6197—1913.

John Ristvedt & Son, Paton, vs. Minneapolis & St. Louis Railroad Co.

*Failure to Furnish Grain Cars.*

Satisfactorily adjusted.

Filed December 27, 1912. Closed April 16, 1913.

No. 6198—1913.

B. B. Anderson, Estherville, vs. Chicago, Rock Island & Pacific Railway Company.

*Switching Service.*

Satisfactorily adjusted.

Filed December 27, 1912. Closed May 16, 1913.

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No. 6199—1913.

Farmers Elevator Company, Moneta, vs. Chicago, Rock Island & Pacific Railway Company.

*Failure to Furnish Grain Cars.*

Cars furnished.

Filed December 27, 1912. Closed May 16, 1913.

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No. 6200—1913.

Farmers Co-operative Elevator Company, Luther, vs. Chicago, Milwaukee & St. Paul Railway Company.

*Failure to Furnish Grain Cars.*

Cars furnished.

Filed December 27, 1912. Closed April 16, 1913.

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No. 6201—1913.

D. K. Bennett, Chatsworth, vs. Chicago, Milwaukee & St. Paul Railway Company.

*Failure to Furnish Grain Cars.*

Satisfactorily adjusted.

Filed December 31, 1912. Closed April 16, 1913.

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No. 6202—1913.

A. H. Oehler, Thompson, vs. Chicago, Rock Island & Pacific Railway Company.

*Failure to Furnish Grain Cars.*

Situation relieved.

Filed December 31, 1912. Closed April 16, 1913.

No. 6203—1913.

E. C. O'Haire, Thompson, vs. Chicago, Rock Island & Pacific Railway Company.

*Failure to Furnish Grain Cars.*

Cars furnished.

Filed December 31, 1912. Closed April 16, 1913.

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No. 6204—1913.

Geo. A. Wells, for O. P. Beale & Co., Tama, and H. A. Schmitt, Eldora, vs. Chicago, Milwaukee & St. Paul Railway Company, et al.

*Failure to Furnish Grain Cars.*

Shortage relieved.

Filed December 31, 1912. Closed April 16, 1913.

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No. 6205—1913.

Farmers Elevator Company, Holmes, vs. Chicago, Rock Island and Pacific Railway Company.

*Failure to Furnish Cars for Grain Loading.*

Delay in furnishing cars, account of heavy grain shipments.

Filed December 31, 1912. Closed May 16, 1913.

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No. 6206—1913.

C. A. Robinson, Albion, vs. Minneapolis & St. Louis Railroad Co.

*Failure to Furnish Grain Cars.*

Cars furnished.

Filed December 31, 1912. Closed April 16, 1913.

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No. 6207—1913.

Callender Grain Company, Callender, vs. Minneapolis & St. Louis Railroad Company.

*Failure to Furnish Grain Cars.*

Promptly investigated and relief furnished.

Filed December 31, 1912. Closed May 16, 1913.

No. 6208—1913.

C. M. Brown, Sigourney, for Chas. Taylor, Keswick, vs. Chicago, Rock Island & Pacific Railway Company.

*Failure to Furnish Cars for Hop Shipments.*

Cars furnished within reasonable time.

Filed December 31, 1912. Closed April 16, 1913.

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No. 6209—1913.

W. J. Davidson, New Virginia, vs. Chicago, Burlington & Quincy Railroad Company.

*Refusal to Allow Loading of Freight on Passing Track.*

Dismissed without prejudice.

Filed January 4, 1913. Closed May 16, 1913.

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No. 6210—1913.

J. H. Scott, Mediapolis, vs. Chicago, Rock Island & Pacific Railway Company, et al.

*Excessive Passenger Fare.*

File returned by the Commerce Counsel on February 6, 1913, suggesting that the case be dismissed in accordance with request of the complainant.

Filed January 4, 1913. Closed February 14, 1913.

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No. 6211—1913.

D. Milligan Company, Jefferson, vs. Chicago, Milwaukee & St. Paul Railway Company.

*Failure to Furnish Grain Cars at Cooper and Dana.*

Investigated and relief furnished.

Filed January 4, 1913. Closed April 16, 1913.

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No. 6212—1913.

Hultz & Wallick, Hot Springs, S. D., vs. Chicago, Rock Island & Pacific Railway Company.

*Loss in Transit.*

No jurisdiction.

Filed January 4, 1913. Closed February 1, 1913.



No. 6213—1913.

P. H. Goslin, Clarion, vs. Chicago, Rock Island & Pacific Railway Company.

*Failure to Furnish Grain Cars.*

Cars furnished.

Filed January 4, 1913. Closed April 16, 1913.

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No. 6214—1913.

E. W. Van Duyn, Labor Commissioner, Des Moines, vs. Ft. Dodge, Des Moines & Southern Railroad Company.

*Lack of Heat for Motorman and Alleged Dangerous Condition of Flanges on Wheels.*

Satisfactorily adjusted.

Filed January 4, 1913. Closed September 24, 1913.

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No. 6215—1913.

M. W. Fitz, Palmer, vs. Chicago, Rock Island & Pacific Railway Company.

*Failure to Furnish Grain Cars.*

Cars furnished.

Filed January 4, 1913. Closed April 16, 1913.

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No. 6216—1913.

S. M. Smith, Exira, vs. Chicago, Rock Island & Pacific Railway Company.

*Train Service on the Audubon Branch.*

Satisfactorily adjusted.

Filed January 4, 1913. Closed April 16, 1913.

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No. 6217—1913.

Albert & Anderson, Montgomery, vs. Chicago, Rock Island & Pacific Railway Company.

*Failure to Furnish Grain Cars.*

Cars furnished.

Filed January 4, 1913. Closed February 4, 1913.

No. 6218—1913.

Roy H. McVicker, Secretary, Farmers' Grain Dealers Association of Iowa, Eagle Grove, vs. Chicago & North Western Ry. Co.

*Application for Ruling as to What is Proper Distribution of Cars in Times of Stringency.*

The Commission instructed the Commerce Counsel to present this question to the Interstate Commerce Commission.

Filed January 9, 1913. Closed April 16, 1913.

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No. 6219—1913.

J. J. Kramer, Lake Park, vs. Chicago, Rock Island & Pacific Railway Company.

*Failure to Furnish Grain Cars.*

Relief furnished.

Filed January 9, 1913. Closed April 16, 1913.

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No. 6220—1913.

H. H. Grove, et al, Plover, vs. Minneapolis & St. Louis Railroad Company.

*Failure to Furnish Grain Cars.*

Situation improved.

Filed January 9, 1913.—Closed April 16, 1913.

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No. 6221—1913.

J. A. Silver, Stockport, vs. Chicago, Burlington & Quincy Railroad Company.

*Furnishing Receipts for Cream Shipments.*

Satisfactorily adjusted.

Filed January 9, 1913. Closed March 7, 1913.

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No. 6222—1913.

Citizens of Rodman and West Bend, vs. Chicago, Rock Island & Pacific Railway Company.

*Failure to Furnish Grain Cars.*

Investigated and relief furnished.

Filed January 9, 1913. Closed April 16, 1913.

No. 6223—1913.

F. J. Tishenbanner, Gilmore City, vs. Minneapolis & St. Louis Railroad Company.

*Shortage of Grain Cars and Methods Used in Distribution.*

Satisfactorily adjusted.

Filed January 9, 1913. Closed February 14, 1913.

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No. 6224—1913.

J. S. Randolph, Hospers, vs. Chicago, St. Paul, Minneapolis & Omaha Railway Company.

*Train Service.*

Satisfactorily adjusted.

Filed January 9, 1913. Closed March 7, 1913.

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No. 6225—1913.

F. O. Hocum, Pomeroy, vs. Illinois Central Railroad Company.

*Failure to Furnish Grain Cars.*

Cars furnished.

Filed January 9, 1913. Closed April 16, 1913.

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No. 6226—1913.

E. W. Van Duyn, Labor Commissioner, Des Moines, vs. Smoky Hollow Coal Company.

*Dangerous Condition of Work Train.*

Satisfactorily adjusted.

Filed January 9, 1913. Closed March 25, 1913.

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No. 6227—1913.

Geo. F. Meyer, Dows, vs. Chicago, Rock Island & Pacific Railway Company.

*Failure to Furnish Stock Cars.*

Cars furnished within a reasonable time.

Filed January 9, 1913. Closed April 16, 1913.

No. 6228—1913.

D. E. Kulp for C. F. Fry, Rodman, vs. Chicago, Rock Island & Pacific Railway Company.

*Stopping on Flag.*

Satisfactorily adjusted.

Filed January 9, 1913. Closed March 7, 1913.

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No. 6229—1913.

Frank K. Long, et al, Union, vs. Minneapolis & St. Louis Railroad Company.

*Delay in Handling Stock Shipments.*

Satisfactorily adjusted.

Filed January 9, 1913. Closed July 8, 1913.

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No. 6230—1913.

Harry Lumby, Bristow, vs. Chicago & North Western Railway Company.

*Dangerous Crossing.*

After proper investigation, the Commerce Counsel returned this file on August 26, 1913, advising that the complaint was adjusted satisfactorily.

Filed January 9, 1913. Closed September 24, 1913.

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No. 6231—1913.

Geo. Ekert, Curlew, vs. Minneapolis & St. Louis Railroad Company.

*Failure to Furnish Cars.*

Some delay in furnishing cars on account of general shortage.

Filed January 13, 1913. Closed May 16, 1913.

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No. 6232—1913.

John E. Brindley, Ames, vs. Ft. Dodge, Des Moines & Southern Railroad Company.

*Inadequate Heating Facilities in Cars.*

Satisfactorily adjusted.

Filed January 13, 1913. Closed February 1, 1913.

No. 6233—1913.

Farmers' Incorporated Co-operative Society, Thornton, vs. Chicago Great Western Railroad Company.

*Failure to Furnish Grain Cars.*

Cars furnished.

Filed January 13, 1913. Closed April 16, 1913.

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No. 6234—1913.

Cedar Rapids Grain Co., Cedar Rapids, vs. Illinois Central R. R. Co.

*Failure to Furnish Grain Cars.*

Cars furnished within reasonable time.

Filed January 13, 1913. Closed April 16, 1913.

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No. 6235—1913.

Farmers Elevator Co., Mallard, vs. Minneapolis & St. Louis Railroad Company.

*Failure to Furnish Grain Cars.*

Adjusted.

Filed January 13, 1913. Closed May 16, 1913.

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No. 6236—1913.

Petersen & Son, Anthon, vs. Illinois Central Railroad Company.

*Failure to Furnish Grain Cars.*

Cars furnished.

Filed January 16, 1913. Closed April 16, 1913.

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No. 6237—1913.

W. H. Stowell, Des Moines, vs. Ft. Dodge, Des Moines & Southern Railroad company.

*Inadequate Heating of Cars.*

Satisfactorily adjusted.

Filed January 16, 1913. Closed March 25, 1913.

No. 6238—1913.

W. H. Stowell, Des Moines, vs. Chicago, Rock Island & Pacific Railway Company.

*Train Service.*

Satisfactorily adjusted.

Filed January 16, 1913. Closed March 25, 1913.

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No. 6239—1913.

Farmers' Incorporated Society, Woden, vs. Chicago, Rock Island & Pacific Railway Company.

*Failure to Furnish Grain Cars.*

Situation improved.

Filed January 16, 1913. Closed May 16, 1913.

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No. 6240—1913.

Jos. M. Rosse, et al, Lohrville, vs. Chicago Great Western Railroad Company.

*Dangerous Location of Tower House.*

Plans were approved for installation of interlocking plant.

Filed January 16, 1913. Closed May 16, 1913.

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No. 6241—1913.

Thos. H. Thompson, Kanawha, vs. Minneapolis & St. Louis Railroad Company.

*Mail Train Service.*

Satisfactorily adjusted.

Filed January 16, 1913. Closed March 7, 1913.

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No. 6242—1913.

Moore & Johnson, Kanawha, vs. Minneapolis & St. Louis Railroad Company.

*Failure to Furnish Grain Cars.*

Cars furnished.

Filed January 16, 1913. Closed May 16, 1913.



No. 6243—1913.

G. A. Lutterman, Alden, vs. Chicago, Rock Island & Pacific Railway Company.

*Failure to Furnish Grain Cars.*

Cars furnished within reasonable time.

Filed January 21, 1913. Closed April 16, 1913.

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No. 6244—1913.

C. F. Reifsteck, Gaza, vs. Illinois Central Railroad Company.

*Failure to Furnish Grain Cars.*

Situation relieved.

Filed January 31, 1913. Closed March 25, 1913.

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No. 6245—1913.

Farmers Co-operative Elevator Co., Ocheyedan, vs. Chicago, Rock Island & Pacific Railway Company.

*Failure to Furnish Grain Cars.*

Equitable proportion of available cars furnished.

Filed January 31, 1913. Closed April 16, 1913.

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No. 6246—1913.

F. O. Ray, Renwick, vs. Chicago & North Western Railway Company.

*Failure to Furnish Grain Cars.*

Situation relieved.

Filed January 21, 1913. Closed May 16, 1913.

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No. 6247—1913.

A. D. White, Goodell, vs. Chicago, Rock Island & Pacific Railway Company.

*Failure to Furnish Grain Cars.*

Cars furnished.

Filed January 21, 1913. Closed April 16, 1913.

No. 6248—1913.

A. A. Rake, Rake, vs. Chicago, Rock Island & Pacific Railway Co.

*Failure to Furnish Grain Cars.*

Cars furnished.

Filed January 21, 1913. Closed May 16, 1913.

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No. 6249—1913.

S. H. Bauman, Birmingham, vs. Chicago, Burlington & Quincy Railroad Company.

*Train Service—Ft. Madison Branch.*

Satisfactorily adjusted.

Filed January 21, 1913. Closed April 16, 1913.

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No. 6250—1913.

Neil Hanson, et al, Kanawha, vs. Minneapolis & St. Louis Railroad Company.

*Failure to Furnish Grain Cars.*

Situation satisfactorily improved.

Filed January 24, 1913. Closed May 16, 1913.

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No. 6251—1913.

H. B. Mahan, Guthrie Center, vs. Chicago, Rock Island & Pacific Railway Company.

*Train Service.*

Additional passenger train service provided which was satisfactory to complainant.

Filed January 24, 1913. Closed March 7, 1913.

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No. 6252—1913.

Citizens of Ottosen, by D. E. Kulp, vs. Chicago, Rock Island & Pacific Railway Company.

*Failure to Furnish Grain Cars.*

Cars furnished.

Filed January 24, 1913. Closed April 16, 1913.

No. 6253—1913.

Phil Livingston, Moingona, vs. Chicago & North Western Railway Company.

*Switch at Coal Valley, Iowa.*

Satisfactorily adjusted.

Filed January 24, 1913. Closed March 7, 1913.

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No. 6254—1913.

J. P. Connelly, et al, Truesdale, vs. Minneapolis & St. Louis Railroad Company.

*Failure to Furnish Grain Cars.*

Situation relieved.

Filed January 24, 1913. Closed May 16, 1913.

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No. 6255—1913.

Farmers Co-operative Elevator Co., Thompson, vs. Chicago, Rock Island & Pacific Railway Company.

*Failure to Furnish Grain Cars.*

Cars furnished.

Filed January 24, 1913. Closed March 25, 1913.

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No. 6256—1913.

T. S. Cathcart & Sons, Kingsley, vs. Illinois Central Railroad Co.

*Rates on Grain.*

As requested, the rates and routing were quoted to shipper.

Filed January 24, 1913. Closed March 25, 1913.

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No. 6257—1913.

T. S. Cathcart & Sons, Kingsley, vs. Illinois Central R. R. Co.

*Failure to Furnish Grain Cars.*

Satisfactorily adjusted.

Filed January 24, 1913. Closed May 16, 1913.

No. 6258—1913.

F. C. Bitter, Truesdale, vs. Minneapolis & St. Louis Railroad Co.

*Failure to Furnish Grain Cars.*

Cars distributed reasonably.

Filed January 24, 1913. Closed May 16, 1913.

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No. 6259—1913.

Black Hawk Coffee & Spice Co., Waterloo, vs. Chicago, Rock Island & Pacific Railway Company.

*Delay in Transit.*

Complainant failed to give further information as to specific shipments.

Filed January 28, 1913. Closed May 16, 1913.

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No. 6260—1913.

Stell Hay Company, Mallard, vs. Minneapolis & St. Louis Railroad Company.

*Failure to Furnish Cars.*

Cars furnished.

Filed January 28, 1913. Closed March 7, 1913.

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No. 6261—1913.

C. G. Bracher Lumber Co., Garner, vs. Chicago, Rock Island & Pacific Railway Company.

*Delay in Transit.*

Car traced and delivered.

Filed January 28, 1913. Closed February 14, 1913.

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No. 6262—1913.

J. F. Peterson, et al, Ringsted, vs. Chicago & North Western Railway Company.

*Failure to Furnish Grain Cars.*

Situation relieved.

Filed January 28, 1913. Closed March 25, 1913.

No. 6263—1913.

Citizens of Pocatongas, by J. H. Allen, vs. Chicago, Rock Island & Pacific Railway Company.

*Failure to Furnish Grain Cars.*

Proportion of available equipment furnished.

Filed January 30, 1913. Closed May 16, 1913.

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No. 6264—1913.

Kunz Grain Co., Wesley, vs. Minneapolis & St. Louis Railroad Company.

*Failure to Furnish Grain Cars.*

Satisfactorily adjusted.

Filed January 30, 1913. Closed March 7, 1913.

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No. 6265—1913.

F. C. Newell, Fenton, vs. Chicago & North Western Railway Company.

*Failure to Furnish Grain Cars.*

Satisfactorily adjusted.

Filed January 30, 1913. Closed May 16, 1913.

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No. 6266—1913.

Remsen Lumber Co., Remsen, vs. Minneapolis & St. Louis Railroad Company.

*Delay in Transit.*

Cars traced and through error the railway company used the coal in question. Refund made.

Filed February 1, 1913. Closed May 16, 1913.

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No. 6267—1913.

Farmers Grain & Lumber Co., South English, vs. Chicago, Rock Island & Pacific Railway Company.

*Failure to Furnish Grain Cars.*

Cars furnished within reasonable time.

Filed February 1, 1913. Closed April 16, 1913.

No. 6268—1913.

N. E. Isaacs, Thompson, vs. Chicago, Rock Island & Pacific Railway Company.

*Failure to Furnish Grain Cars.*

Satisfactorily adjusted.

Filed February 1, 1913. Closed April 16, 1913.

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No. 6269—1913.

H. Kunz, Wesley, vs. Chicago, Milwaukee & St. Paul Railway Company.

*Failure to Furnish Grain Cars.*

Available equipment furnished.

Filed February 1, 1913. Closed April 16, 1913.

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No. 6270—1913.

Lester L. Thompson, Valley Junction, vs. Inter-Urban Railway Co. and Chicago, Milwaukee & St. Paul Railway Co.

*Dangerous Crossing.*

Dismissed without prejudice.

Filed February 1, 1913. Closed October 29, 1913.

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No. 6271—1913.

Elmer M. Johnston, Leon, vs. Chicago, Burlington & Quincy Railroad Company.

*Train Connections.*

Complainant failed to answer letters from the Board regarding further investigation.

Filed February 5, 1913. Closed April 16, 1913.

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No. 6272—1913.

John Hamill, Britt, vs. Minneapolis & St. Louis Railroad Company.

*Failure to Furnish Grain Cars.*

Cars furnished within reasonable time.

Filed February 6, 1913. Closed April 16, 1913.



No. 6273—1913.

Lester & Grubb, Barnes City, vs. Chicago, Rock Island & Pacific Railway Company.

*Failure to Furnish Grain Cars.*

Situation relieved.

Filed February 8, 1913. Closed April 16, 1913.

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No. 6274—1913.

Haykeye Pearl Button Co., Muscatine, vs. Chicago, Rock Island & Pacific Railway Company.

*Delay in Transit.*

Car traced and delivered.

Filed February 8, 1913. Closed March 25, 1913.

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No. 6275—1913.

F. J. O'Brien, Fostoria, vs. Chicago, Milwaukee & St. Paul Railway Company.

*Failure to Furnish Grain Cars.*

Fair proportion of available equipment furnished.

Filed February 8, 1913. Closed March 25, 1913.

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No. 6276—1913.

A. B. Wimmer, Clio, vs. Chicago, Rock Island & Pacific Railway Company.

*Stopping on Flag.*

Satisfactorily adjusted.

Filed February 8, 1913. Closed April 16, 1913.

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No. 6277—1913.

J. H. Allen, for C. C. Buck, Iowa Falls, vs. Chicago, Rock Island & Pacific Railway Company.

*Failure to Furnish Cars.*

Available cars furnished.

Filed February 8, 1913. Closed April 16, 1913.

No. 6278—1913.

Geo. Baxter, Ayrshire, vs. Minneapolis & St. Louis Railroad Company.

*Failure to Furnish Grain Cars.*

Satisfactorily adjusted.

Filed February 8, 1913. Closed March 7, 1913.

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No. 6279—1913.

Kate Ryan, Masonville, vs. Chicago, Anamosa & Northern Railway Company.

*Crossing.*

Grade crossing constructed; complaint satisfied.

Filed February 8, 1913. Closed May 16, 1913.

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No. 6280—1913.

J. M. Porter & Sons, vs. Chicago, Rock Island & Pacific Railway Company.

*Failure to Furnish Grain Cars.*

Cars furnished.

Filed February 13, 1913. Closed April 16, 1913.

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No. 6281—1913.

A. E. Brown, Osage, vs. Chicago, Milwaukee & St. Paul Railway Company, et al.

*Crossings.*

Satisfactorily adjusted.

Filed February 13, 1913. Closed October 29, 1913.

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No. 6282—1913.

T. W. Renoe, Moline, Ill., vs. Chicago, Rock Island & Pacific Railway Company.

*Delay in transit.*

Railway company advised that every effort would be made to provide satisfactory service in the future, which appeared to satisfy complaint.

Filed February 13, 1913. Closed July 8, 1913.

No. 6283—1913.

H. C. Gates, Ladora, vs. Chicago, Rock Island & Pacific Railway Company.

*Failure to Furnish Grain Cars.*

Necessary equipment furnished.

Filed February 13, 1913. Closed May 16, 1913.

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No. 6284—1913.

Richard S. Davis, Webb, vs. Chicago, Milwaukee & St. Paul Railway Company.

*Failure to Furnish Cars.*

Cars furnished.

Filed February 15, 1913. Closed April 16, 1913.

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No. 6285—1913.

Farmers Elevator Co., Garwin, vs. Chicago & North Western Railway Company.

*Failure to Furnish Grain Cars.*

Available equipment furnished.

Filed February 18, 1913. Closed April 16, 1913.

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No. 6286—1913.

Commercial Club, Des Moines, vs. Chicago, Rock Island & Pacific Railway Company, et al.

*Delay in Transferring L. C. L. Shipments through Mason City.*

Satisfactorily adjusted.

Filed February 20, 1913. Closed October 29, 1913.

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No. 6287—1913.

Commercial Club, Algona, vs. Chicago & North Western Railway Company, et al.

*Track Connection.*

Complainant failed to reply to the Board as to further investigation, apparently not desiring further action.

Filed February 22, 1913. Closed October 29, 1913.

No. 6288—1913.

T. M. Navin, Kingsley, vs. Chicago, Milwaukee & St. Paul Railway Company.

*Train Service.*

Instructions issued by the railway company so as to avoid any further trouble.

Filed February 22, 1913. Closed April 16, 1913.

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No. 6289—1913.

A. L. Frye, West Bend, vs. Chicago, Rock Island & Pacific Railway Company.

*Failure to Furnish Grain Cars.*

On account of extreme shortage of cars, there was some delay in furnishing the necessary equipment.

Filed February 22, 1913. Closed July 8, 1913.

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No. 6290—1913.

C. E. Lowry & Sons, Oto, vs. Illinois Central Railroad Company.

*Failure to Furnish Grain Cars.*

Proportion of available equipment furnished.

Filed February 22, 1913. Closed March 7, 1913.

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No. 6291—1913.

De Wolf & Wells Co., Spencer, vs. Chicago, Rock Island & Pacific Railway Company.

*Switching Service at Royal.*

Satisfactorily adjusted.

Filed February 22, 1913. Closed March 25, 1913.

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No. 6292—1913.

Jepsen Brothers, Moneta, vs. Chicago, Rock Island & Pacific Railway Company.

*Delay in Transit.*

Car traced and delivered.

Filed February 25, 1913. Closed March 25, 1913.

No. 6293—1913.

A. W. Baltimore, Aurelia, vs. Illinois Central Railroad Company.

*Crossing.*

Satisfactorily adjusted.

Filed February 27, 1913. Closed March 25, 1913.

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No. 6294—1913.

State Normal School, Cedar Falls, vs. Waterloo, Cedar Falls & Northern Railway Company, et al.

*Failure to Switch Coal Shipments.*

The Commerce Counsel returned this file on February 20, 1913, advising that the case had been adjusted.

Filed February 27, 1913. Closed March 25, 1913.

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No. 6295—1913.

J. R. Brewbaker, Springhill, vs. Chicago, Rock Island & Pacific Railway Company.

*Culvert.*

This file was returned by the Commerce Counsel on February 20, 1913, advising that the matter was satisfactorily adjusted.

Filed February 27, 1913. Closed March 25, 1913.

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No. 6296—1913.

Edward Downey, et al, Breda, vs. Chicago, Milwaukee & St. Paul Railway Company.

*Abandonment of Station at Herring.*

The Commerce Counsel returned this file on February 20, 1913, advising that investigation developed that station would not be closed.

Filed February 27, 1913. Closed March 25, 1913.

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No. 6297—1913.

Lagomarcino-Grupe Co., Burlington, vs. Chicago, Rock Island & Pacific Railway Company.

*Train Service.*

Withdrawn by complainant.

Filed March 1, 1913. Closed May 16, 1913.

No. 6298—1913.

F. J. Conrad, Wayland, vs. Chicago, Rock Island & Pacific Railway Company.

*Delay in Handling Shipments.*

Service improved.

Filed March 6, 1913. Closed May 16, 1913.

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No. 6299—1913.

J. E. Varnum, City Clerk, Eldon, vs. Chicago, Rock Island & Pacific Railway Company.

*Dangerous Crossing.*

Satisfactorily adjusted.

Filed March 6, 1913. Closed May 16, 1913.

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No. 6300—1913.

Interstate Drainage & Investment Co., Britt, vs. Chicago, Rock Island & Pacific Railway Company.

*Failure to Furnish Flat Cars.*

Cars furnished promptly.

Filed March 6, 1913. Closed April 16, 1913.

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No. 6301—1913.

Jos. O'Brien, Waukon, vs. Chicago, Milwaukee & St. Paul Railway Company.

*Failure to Furnish Cars.*

Cars furnished; a claim for damages later developed, over which the Commission had no jurisdiction.

Filed March 11, 1913. Closed May 16, 1913.

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No. 6302—1913.

Hallie Barker, Selma, vs. Chicago, Rock Island & Pacific Railway Company.

*Failure to Furnish Cars.*

Cars furnished.

Filed March 11, 1913. Closed May 16, 1913.



No. 6303—1913.

Mike Rowan, Hampton, vs. Chicago, Rock Island & Pacific Railway Company.

*Delay in Transit.*

Action taken so as to prevent future delays; as to claim for damages, the complainant was advised that the Commission was without jurisdiction.

Filed March 11, 1913. Closed May 16, 1913.

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No. 6304—1913.

Rockford Brick & Tile Co., Rockford, vs. Chicago, Rock Island & Pacific Railway Company.

*Delay in Transit.*

Cars traced and delivered.

Filed March 11, 1913. Closed May 16, 1913.

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No. 6305—1913.

C. H. Patterson, Silver City, vs. Wabash Railroad Company.

*Depot Facilities.*

Satisfactorily adjusted.

Filed March 11, 1913. Closed September 24, 1913.

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No. 6306—1913.

Logan Freeman Telephone Co., Dickens, vs. Chicago, Milwaukee & St. Paul Railway Company.

*Telephone in Depot.*

Telephone installed.

Filed March 13, 1913. Closed May 16, 1913.

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No. 6307—1913.

W. W. Anderson, Scranton, vs. Chicago & North Western Railway Company.

*Telephone in Depot.*

Telephone installed.

Filed March 13, 1913. Closed May 16, 1913.

No. 6308—1913.

W. R. Scott, Truro, vs. Chicago, Burlington & Quincy Railroad Company.

*Refusal to Set out Car at Siding for Loading Logs.*

The company permitted loading at siding of logs already there, but directed that future shipments should be delivered to proper station. This arrangement appeared to be satisfactory to complainant.

Filed March 14, 1913. Closed May 16, 1913.

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No. 6309—1913.

E. M. Richards, Pocahontas, vs. Chicago, Rock Island & Pacific Railway Company.

*Failure to Furnish Grain Cars.*

On account of heavy grain loading there was some delay in furnishing and handling cars.

Filed March 14, 1913. Closed May 16, 1913.

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No. 6310—1913.

Farmers Co-operative Grain & Live Stock Co., Center Point, vs. Chicago, Rock Island & Pacific Railway Company.

*Refusal to Allow Unloading of Tile on Railroad Property.*

Satisfactorily adjusted.

Filed March 18, 1913. Closed April 16, 1913.

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No. 6311—1913.

F. Mosebach, Melbourne, vs. Chicago Great Western Railroad Company.

*Drainage Conditions.*

Satisfactorily adjusted.

Filed March 19, 1913. Closed July 8, 1913.

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No. 6312—1913.

D. S. Spencer, Laurens, vs. Chicago, Milwaukee & St. Paul Railway Company.

*Unsatisfactory Treatment of Live Stock.*

Railway company fully explained conditions referred to in complaint, to which complainant made no answer.

Filed March 19, 1913. Closed October 29, 1913.

No. 6313—1913.

Louden Machinery Co., Fairfield, vs. Chicago, Rock Island & Pacific Railway Company.

*Delay in Transit.*

Closed on request of complainant.

Filed March 24, 1913. Closed July 8, 1913.

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No. 6314—1913.

Farmers' Grain Dealers Association, Colo. vs. Illinois Central Railroad Company.

*Distribution of Grain Cars at Cleghorn.*

Proportion of available equipment furnished.

Filed March 24, 1913. Closed July 8, 1913.

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No. 6315—1913.

Waterloo Fruit & Commission Company, Waterloo, vs. Chicago Great Western Railroad Company, et al.

*Inadequate Transfer Facilities.*

Satisfactorily adjusted.

Filed March 24, 1913. Closed October 29, 1913.

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No. 6316—1913.

N. G. O. Coad & Son, Hull, vs. Chicago, Milwaukee & St. Paul Railway Company.

*Delay in Transit.*

Car traced and delivered.

Filed March 27, 1913. Closed July 8, 1913.

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No. 6317—1913.

G. A. Kenderdine, Grinnell, vs. Chicago, Rock Island & Pacific Railway Company.

*Failure to Announce Departure of Train.*

Company requested to prevent future occurrences of this nature.

Filed April 3, 1913. Closed July 8, 1913.

No. 6318—1913.

Independent Baking Co., Davenport, vs. Chicago, Rock Island & Pacific Railway Company.

*Delay to Shipments.*

Railway company advised methods were being instituted to avoid delays, and not hearing further from the complainant it was presumed that the service was satisfactorily improved.

Filed April 3, 1913. Closed September 24, 1913.

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No. 6319—1913.

G. J. Schaeffer, Neils, vs. Chicago, Rock Island & Pacific Railway Company.

*Depot Facilities.*

Papers returned by the Commerce Counsel on October 3, 1913, advising that the railway company had acceded to the request of the petitioners.

Filed April 7, 1913. Closed October 29, 1913.

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No. 6320—1913.

Attorney General of Iowa, Des Moines, vs. Des Moines Union Railway Company.

*Condition of Doors in Union Depot.*

Explanation by the company appeared to satisfy complainant.

Filed April 7, 1913. Closed September 24, 1913.

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No. 6321—1913.

Moline Plow Co., Moline, Ill., vs. Creston, Winterset & Des Moines Railroad Company.

*Failure to Handle Freight.*

On account of condition of road bed this company was unable to handle freight for several weeks.

Filed April 8, 1913. Closed July 8, 1913.

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No. 6322—1913.

J. R. Brewbaker, Spring Hill, vs. Chicago, Rock Island & Pacific Railway Company.

*Water Supply at Stock Yards.*

Satisfactorily adjusted.

Filed April 8, 1913. Closed July 8, 1913.

No. 6323—1913.

Gustav Kracht, Melbourne, vs. Minneapolis & St. Louis Railroad Company.

*Fence.*

Fence constructed.

Filed April 8, 1913. Closed October 29, 1913.

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No. 6324—1913.

Burt Grain Company, Galt, vs. Chicago, Rock Island & Pacific Railway Company.

*Failure to Furnish Grain Cars.*

Cars furnished.

Filed April 8, 1913. Closed July 8, 1913.

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No. 6325—1913.

Chicago & North Western Ry. Co., vs. Ernest Stuffregin, et al, Wall Lake.

*Leaving Gates Open.*

Commission requested defendants to keep gates closed when not in actual use.

Filed April 9, 1913. Closed October 29, 1914.

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No. 6326—1913.

T. E. Leftwick, Carlisle, vs. Chicago, Rock Island & Pacific Railway Company.

*Crossing.*

Satisfactorily repaired.

Filed April 11, 1913. Closed July 8, 1913.

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No. 6327—1913.

Citizens of Marne, Marne, vs. Chicago, Rock Island & Pacific Railway Company.

*Closing of Depot.*

Railway company advised that depot would be kept open so as to provide the service desired by complainants.

Filed April 12, 1913. Closed May 16, 1913.

No. 6328—1913.

Iowa Telephone Co., Des Moines, vs. Chicago & North Western Railway Company.

*Wires Crossing Tracks.*

Commission approved crossing span in Carroll, Iowa.

Filed April 12, 1913. Closed May 16, 1913.

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No. 6329—1913.

J. F. Kratzer, Valley Junction, vs. Minneapolis & St. Louis Railroad Company.

*Rebuilding of Depot at Ashauca.*

New depot constructed, which satisfied complainant.

Filed April 18, 1913. Closed May 16, 1913.

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No. 6330—1913.

W. A. Sawtell, et al, Melbourne, vs. Chicago Great Western Railroad Company.

*Crossing.*

Satisfactorily adjusted.

Filed April 18, 1913. Closed July 8, 1913.

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No. 6331—1913.

John W. Peters, East Peru, vs. Chicago Great Western Railroad Co.

*Fence.*

Fence satisfactorily repaired.

Filed April 18, 1913. Closed July 8, 1913.

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No. 6332—1913.

H. K. Groubeck, Jewell, vs. Chicago & North Western Railway Company.

*Failure to Furnish Stock Cars and Condition of Stock Yards.*

Closed without prejudice.

Filed April 18, 1913. Closed July 8, 1913.



No. 6333—1913.

Fred Kaufman, Wayland, vs. Chicago Burlington & Quincy Railroad Company.

*Interstate Rates on Hedge Posts.*

Shipper quoted rates as requested.

Filed April 18, 1913. Closed September 24, 1913.

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No. 6334—1913.

E. E. Heldridge, Milford, vs. Chicago, Milwaukee & St. Paul Railway Company.

*Telephone in Depot.*

Telephone installed.

Filed April 19, 1913. Closed September 24, 1913.

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No. 6335—1913.

S. A. Ferguson, Rowan, vs. Chicago, Rock Island & Pacific Railway Company.

*Tiling.*

Complainant advised of proper procedure to pursue in cases of this kind, as provided by law.

Filed April 23, 1913. Closed September 24, 1913.

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No. 6336—1913.

S. A. Koch, Mason City, vs. Chicago, Rock Island & Pacific Railway Company.

*Application to Change Name of Clear Lake Junction to Odd Fellows Home.*  
Dismissed.

Filed April 23, 1913. Closed September 24, 1913.

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No. 6337—1913.

C. R. Rohde, Waterloo, vs. Chicago, Rock Island & Pacific Railway Company.

*Train Service at Plymouth Junction.*

Satisfactorily adjusted.

Filed April 23, 1913. Closed July 8, 1913.

No. 6338—1913.

Waterloo Steam Laundry, Waterloo, vs. Illinois Central Railroad Company and American Express Company.

*Delay to Express Shipments.*

Satisfactorily adjusted.

Filed April 29, 1913. Closed September 24, 1913.

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No. 6339—1913.

John Deere Plow Co., Omaha, Neb., vs. Chicago & North Western Railway Company.

*Train Service, Omaha to Clinton.*

Railway company advised that passengers would be carried on certain through interstate trains between Omaha, Neb. and Clinton, Iowa, upon payment of extra fare of \$2.50.

Filed April 29, 1913. Closed July 8, 1913.

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No. 6340—1913.

Geo. C. Roefling, Glenwood, vs. Chicago, Burlington & Quincy Railroad Company.

*Water Supply at Stock Yards in Bartlett.*

Satisfactorily adjusted.

Filed May 1, 1913. Closed September 24, 1913.

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No. 6341—1913.

Will W. McBride, Omaha, Neb., vs. Minneapolis & St. Louis Railroad Company.

*Delay in Forwarding Baggage.*

Satisfactorily adjusted.

Filed May 8, 1913. Closed September 24, 1913.

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No. 6342—1913.

Des Moines Fly Trap Co., Des Moines, vs. Illinois Central Railroad Company.

*Delay in Shipment of Lumber.*

Car traced and delivered.

Filed May 12, 1913. Closed July 8, 1913.

No. 6343—1913.

C. P. Whitney, Keosauqua, vs. Chicago, Rock Island & Pacific Railway Company.

*Delay to Shipments.*

Service improved.

Filed May 13, 1913. Closed October 29, 1913.

No. 6344—1913.

L. J. Larson, et al, Waukon, vs. Chicago, Milwaukee & St. Paul Railway Company.

*Application for Depot at Sunderman Crossing.*

See order of the Board in case of W. S. Hart, et al, Waukon, vs. C., M. & St. P. Ry. Co., No. 5996—1913.

Filed May 13, 1913. Closed November 15, 1913.

No. 6345—1913.

J. H. Bagley, Melbourne, vs. Chicago Great Western Railroad Co.

*Fence.*

Fence properly repaired.

Filed May 17, 1913. Closed July 8, 1913.

No. 6346—1913.

Chas. Morrison, Rockwell City, vs. Chicago, Milwaukee & St. Paul Railway Company.

*Elevator Site at Rando.*

Satisfactory arrangements made for location.

Filed May 17, 1913. Closed September 24, 1913.

No. 6347—1913.

J. A. Hamilton, Algona, vs. Chicago, Rock Island & Pacific Railway Company.

*Blocking of Crossing at Popjoy.*

Steps taken by company to avoid future occurrences of this kind.

Filed May 17, 1913. Closed September 24, 1913.

No. 6348—1913.

J. W. Witham, De Soto, vs. Chicago, Rock Island & Pacific Railway Company.

*Crowded Condition of Passenger Coaches.*

Satisfactorily adjusted.

Filed May 22, 1913. Closed September 24, 1913.

No. 6349—1913.

Nedd & Gabby, McIntire, vs. Chicago, Rock Island & Pacific Railway Company.

*Refusal to Switch Cars.*

Satisfactorily adjusted.

Filed May 24, 1913. Closed September 24, 1913.

No. 6350—1913.

E. A. Chapel, Verdi, vs. Chicago, Rock Island & Pacific Railway Company.

*Telephone in Depot.*

The file was returned by the Commerce Counsel on August 8, 1913, and on the suggestion of the complainant, as the relief could not be granted under the statute, the case was dismissed.

Filed May 27, 1913. Closed September 24, 1913.

No. 6351—1913.

Commercial Club, Rembrandt, vs. Minneapolis & St. Louis Railroad Company.

*Depot.*

Company agreed to improve depot so as to properly take care of business.

Filed May 29, 1913. Closed October 29, 1913.

No. 6352—1913.

E. R. Hutchins, Okoboji, vs. Chicago, Milwaukee & St. Paul Railway Company.

*Agent.*

Agent installed on June 1, 1913.

Filed May 31, 1913. Closed July 8, 1913.

No. 6353—1913.

S. V. Chenoweth, Newburg, vs. Minneapolis & St. Louis Railroad Company.

*Condition of Unloading Track.*

Situation apparently adjusted so as to satisfy complainant.  
Filed June 3, 1913. Closed October 29, 1913.

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No. 6354—1913.

Thos. L. Davis, Honey Creek, vs. Chicago & North Western Railway Company.

*Inadequate Station Facilities.*

Satisfactorily adjusted.  
Filed June 4, 1913. Closed July 8, 1913.

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No. 6355—1913.

W. L. Robinson, Green Mountain, vs. Chicago Great Western Railroad Company.

*Culvert.*

Satisfactorily adjusted.  
Filed June 4, 1913. Closed October 29, 1913.

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No. 6356—1913.

W. E. Silver, Adel, vs. Chicago, Milwaukee & St. Paul Railway Company.

*Train Service.*

Additional service provided which was satisfactory to complainant.  
Filed June 7, 1913. Closed September 24, 1913.

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No. 6357—1913.

J. A. Roebuck, Rhodes, vs. Chicago, Milwaukee & St. Paul Railway Company.

*Delay in Transit.*

Car traced and delivered.  
Filed June 7, 1913. Closed September 24, 1913.

No. 6358—1913.

A. H. Drake, Waterloo, vs. Chicago, Great Western Railroad Company.

*Hours for Freight Delivery.*

Complainant in error as to hours freight depot was kept open.  
Filed June 10, 1913. Closed October 29, 1913.

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No. 6359—1913.

Farmers Elevator Co., Bagley, vs. Chicago, Milwaukee & St. Paul Railway Company.

*Failure to Furnish Grain Cars.*

Available equipment furnished.  
Filed June 10, 1913. Closed October 29, 1913.

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No. 6360—1913.

Grant Mill Co., Grant, vs. Atlantic Northern & Southern Railway Company.

*Application for Siding.*

Road in hands of receiver, and complainant advised to handle this matter through the Court.  
Filed June 13, 1913. Closed September 24, 1913.

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No. 6361—1913.

Otto F. Huss, Norwalk, vs. Chicago Great Western Railroad Co.

*Fence.*

Fence properly repaired.  
Filed June 13, 1913. Closed September 24, 1913.

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No. 6362—1913.

Farmers Grain & Coal Co., Pocahontas, vs. Chicago, Rock Island & Pacific Railway Company.

*Failure to Furnish Grain Cars.*

Available equipment furnished.  
Filed June 16, 1913. Closed September 24, 1913.



No. 6363—1913.

J. W. Shultz, Jr., Victor, vs. Chicago, Rock Island & Pacific Railway Company.

*Switching Service.*

Service improved.

Filed June 16, 1913. Closed September 24, 1913.

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No. 6364—1913.

Farmers Elevator Co., Holland, vs. Chicago, Rock Island & Pacific Railway Company.

*Failure to Furnish Grain Cars.*

Available equipment furnished.

Filed June 19, 1913. Closed September 24, 1913.

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No. 6365—1913.

John Frerichs, Holland, vs. Chicago, Rock Island & Pacific Railway Company.

*Failure to Furnish Grain Cars.*

Situation relieved.

Filed June 19, 1913. Closed September 24, 1913.

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No. 6366—1913.

Calvin Bennett, Moulton, vs. Wabash Railroad Company.

*Fence.*

Fence satisfactorily repaired.

Filed June 20, 1913. Closed October 29, 1913.

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No. 6367—1913.

J. T. Lacey, Central City, vs. Chicago, Anamosa & Northern Railway Company.

*Fence.*

Fence repaired.

Filed June 21, 1913. Closed October 29, 1913.

No. 6368—1913.

Sadie Nelson, Malone, vs. Chicago & North Western Railway Company.  
*Station Service.*

Adjusted.

Filed June 23, 1913. Closed October 29, 1913.

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No. 6369—1913.

J. E. Miller, Greene vs. Chicago, Rock Island & Pacific Railway Company.  
*Failure to Furnish Grain Cars.*

Available equipment furnished.

Filed June 23, 1913. Closed September 24, 1913.

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No. 6370—1913.

L. B. Coffin & Co., Spring Hill, vs. Chicago, Rock Island & Pacific Railway Company.

*Failure to Furnish Grain Cars.*

Cars furnished.

Filed June 24, 1913. Closed September 24, 1913.

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No. 6371—1913.

John McKinney, Adelphi, vs. Wabash Railroad Company.

*Fence.*

Fence repaired so as to satisfy complainant.

Filed June 25, 1913. Closed September 24, 1913.

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No. 6372—1913.

Gibson & Maxwell, Maxwell, vs. Chicago, Milwaukee & St. Paul Railway Company.

*Delay in Transit.*

Company requested to hasten delivery—interstate shipment.

Filed June 27, 1913. Closed October 29, 1913.

No. 6373—1913.

Newman Creamery Company, Guernsey, vs. Chicago & North Western Railway Company.

*Failure to Furnish Proper Cars for Transportation of Butter.*

Filed June 30, 1913. Closed September 24, 1913.

Satisfactorily adjusted.

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No. 6374—1913.

Waverly Bottling Works, Waverly, vs. Chicago Great Western Railroad Company.

*Failure to Handle Express Shipments Account Insufficient Time Between Arrival and Departure of Train.*

Company advised that action would be taken to avoid future complaint. Filed July 3, 1913. Closed September 24, 1913.

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No. 6375—1913.

J. L. Blake, Perry, vs. Minneapolis & St. Louis Railroad Company.

*Condition of Stock Yards at Angus.*

Yards satisfactorily repaired.

Filed July 9, 1913. Closed September 24, 1913.

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No. 6376—1913.

Burt Grain Company, Galt, vs. Chicago, Rock Island & Pacific Railway Company.

*Failure to Furnish Grain Cars.*

Cars furnished.

Filed July 9, 1913. Closed September 24, 1913.

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No. 6377—1913.

H. Patterson, Sioux Falls, S. D., vs. Chicago, Rock Island & Pacific Railway Company.

*Train Service.*

Full explanation furnished by company to which complainant made no reply.

Filed July 9, 1913. Closed September 24, 1913.

No. 6378—1913.

Albia Brick Co., Albia, vs. Chicago, Burlington & Quincy Railroad Co.  
*Crossing.*

Complaint withdrawn by complainant.

Filed July 11, 1913. Closed September 24, 1913.

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No. 6379—1913.

Leo H. Hirsch & Co., Muscatine, vs. Chicago, Rock Island & Pacific Railway Company.

*Switching Service.*

Satisfactorily adjusted.

Filed July 12, 1913. Closed October 29, 1913.

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No. 6380—1913.

Chicago & North Western Railway Company, vs. John Rain, Wall Lake.

*Failure to Close Gates.*

Defendant requested to keep gates closed when not in actual use.

Filed July 18, 1913. Closed October 29, 1913.

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No. 6381—1913.

Vienna Pearl Button Co., Muscatine, vs. Chicago, Rock Island & Pacific Railway Company.

*Delay in Handling Cars.*

Company took such action as would avoid further complaints.

Filed July 18, 1913. Closed September 24, 1913.

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No. 6382—1913.

H. J. Murray, Norwalk, vs. Chicago Great Western Railroad Company.

*Fence.*

Proper repairs made to fence.

Filed July 18, 1913. Closed September 24, 1913.

No. 6383—1913.

A. H. Waterhouse, Cedar Rapids, vs. Chicago, Rock Island & Pacific Railway Company.

*Failure to Announce Departure of Train.*

Railway company advised that action had been taken to prevent a recurrence.

Filed July 18, 1913. Closed September 24, 1913.

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No. 6384—1913.

C. V. Woodward, Orchard, vs. Illinois Central Railroad Company.

*Elevator Site.*

Inasmuch as complainant had not filed application with the company for lease of ground, it was suggested that he do so.

Filed July 23, 1913. Closed September 24, 1913.

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No. 6385—1913.

Thos. J. Williams, Nevada, vs. Minneapolis & St. Louis Railroad Company.

*Loss in Transit.*

Shipment traced and delivered.

Filed July 23, 1913. Closed September 24, 1913.

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No. 6386—1913.

B. G. Pull, Melbourne, vs. Chicago Great Western Railroad Company.

*Weeds Along Right-of-Way.*

Satisfactorily adjusted.

Filed July 23, 1913. Closed September 24, 1913.

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No. 6387—1913.

J. A. Buchman, Cleveland, Ohio, vs. Chicago, Milwaukee & St. Paul Railway Company, et al.

*Toilet Facilities on Trains.*

Letters from railway companies explaining the situation, apparently satisfied complainant.

Filed July 25, 1913. Closed October 29, 1913.

No. 6388—1913.

Martin Block Coal Co., Numa, vs. Chicago, Rock Island & Pacific Railway Company.

*Failure to Furnish Coal Cars.*

Cars furnished.

Filed July 30, 1913. Closed September 24, 1913.

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No. 6389—1913.

B. M. Coon, Estherville, vs. Minneapolis & St. Louis Railroad Company.

*Improper Train Make-up.*

Satisfactorily adjusted.

Filed July 30, 1913. Closed September 24, 1913.

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No. 6390—1913.

F. J. Day, Council Bluffs, vs. Chicago, Milwaukee & St. Paul Railway Company.

*Train Service.*

On account of extensive construction work, the movement of passenger trains had been retarded, however, the company advised that it would be in a position soon to materially improve the passenger service, which appeared to satisfy complainant.

Filed August 2, 1913. Closed October 29, 1913.

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No. 6391—1913.

L. B. Coffin, Spring Hill, vs. Chicago, Rock Island & Pacific Railway Company.

*Failure to Furnish Grain Cars.*

Cars furnished.

Filed August 6, 1913. Closed September 24, 1913.

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No. 6392—1913.

J. J. Martin, Ayrshire, vs. Minneapolis & St. Louis Railroad Company.

*Refrigerator Service.*

Complainant did not answer letter in regard to further investigation.

Filed August 12, 1913. Closed November 29, 1913.



No. 6393—1913.

Scott Martin, Sheldon, vs. Chicago, St. Paul, Minneapolis & Omaha Railway Company, et al.

*Dangerous Crossings.*

Satisfactorily adjusted.

Filed August 19, 1913. Closed October 29, 1913.

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No. 6394—1913.

Lehigh Clay Products Co., Lehigh, vs. Crooked Creek Railroad & Coal Company.

*Switching Service.*

Arrangements made so as switching would be properly performed.

Filed August 19, 1913. Closed October 29, 1913.

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No. 6395—1913.

Fenton Hardware Company, Fenton, vs. Chicago & North Western Railway Co.

*Refusal to Accept Shipment.*

Satisfactorily adjusted.

Filed August 19, 1913. Closed October 29, 1913.

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No. 6396—1913.

J. J. Short, Primghar, vs. Chicago, Milwaukee & St. Paul Railway Company.

*Dangerous Crossing at Sanborn, Iowa.*

Proper instructions issued by railway company to satisfy complainant.

Filed August 19, 1913. Closed October 29, 1913.

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No. 6397—1913.

W. M. Black, Des Moines, vs. Chicago, Milwaukee & St. Paul Railway Company.

*Dangerous Condition of Road-bed.*

Satisfactory improvements made in road-bed.

Filed August 22, 1913. Closed October 29, 1913.

No. 6398—1913.

M. B. Capron, Melbourne, vs. Chicago Great Western Railroad Company.

*Fence.*

Fence repaired.

Filed August 22, 1913. Closed October 29, 1913.

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No. 6399—1913.

Fenn Brothers, Salem, vs. Chicago, Burlington & Quincy Railroad Company.

*Obstructed Condition of Switching Yards.*

Satisfactorily adjusted.

Filed August 22, 1913. Closed November 15, 1913.

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No. 6400—1913.

Chas. Dwelle, Northwood, vs. Chicago, Rock Island & Pacific Railway Company.

*Dangerous Condition of Road-bed.*

Withdrawn by complainant.

Filed August 22, 1913. Closed October 29, 1913.

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No. 6401—1913.

Jacob Eversman, Burlington, vs. Chicago, Rock Island & Pacific Railway Company.

*Crossing.*

Crossing satisfactorily improved.

Filed August 26, 1913. Closed October 29, 1913.

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No. 6402—1913.

W. H. Salisbury, Osage, vs. Illinois Central Railroad Company.

*Unsanitary Condition of Stock Yards.*

Satisfactorily adjusted.

Filed August 29, 1913. Closed October 29, 1913.

No. 6403—1913.

Rolla C. Stokes, New London, vs. Chicago, Burlington & Quincy Railroad Company.

*Dangerous Crossings.*

Electric bells installed.

Filed September 2, 1913. Closed October 29, 1913.

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No. 6404—1913.

Trimble Brothers, Omaha, Neb., vs. Chicago Great Western Railroad Company.

*Freight Train Service.*

Delay to shipments caused by local freight trains being annulled for a time.

Filed September 2, 1913. Closed October 29, 1913.

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No. 6405—1913.

Lehigh Clay Products Co., Lehigh, vs. Chicago Great Western Railroad Company.

*Failure to Furnish Cars.*

Available equipment furnished.

Filed September 2, 1913. Closed November 29, 1913.

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No. 6406—1913.

L. S. Cox, Alden, vs. Illinois Central Railroad Company.

*Request for Planking of Crossing.*

Crossing satisfactorily repaired.

Filed September 6, 1913. Closed November 29, 1913.

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No. 6407—1913.

D. Milligan Co., Jefferson, vs. Minneapolis & St. Louis Railroad Company.

*Failure to Furnish Grain Cars.*

Available equipment furnished.

Filed September 10, 1913. Closed November 29, 1913.

No. 6408—1913.

C. J. Holmes Co., Hartford, vs. Chicago, Rock Island & Pacific Railway Company.

*Loss in Transit—Drugs.*

Agent installed at this station, which apparently satisfied complaint, as complainant did not desire any further action taken.  
Filed September 10, 1913. Closed November 29, 1913.

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No. 6409—1913.

Farmington Lumber Co., Farmington, vs. Chicago, Rock Island & Pacific Railway Company.

*Delay to Shipment.*

Delays caused by congestion of traffic, which was relieved as soon as possible.

Filed September 10, 1913. Closed November 29, 1913.

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No. 6410—1913.

D. Milligan Company, Jefferson, vs. Chicago, Milwaukee & St. Paul Railway Company.

*Failure to Furnish Grain Cars.*

Proportion of available equipment furnished.

Filed September 10, 1913. Closed November 29, 1913.

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No. 6411—1913.

Farmers Elevator Co., Yale, vs. Chicago, Milwaukee & St. Paul Railway Company.

*Failure to Furnish Grain Cars.*

On account of shortage of cars, all orders could not be filled, each company being given its proportion of available equipment.  
Filed September 10, 1913. Closed November 29, 1913.

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No. 6412—1913.

A. M. McColl, Des Moines, vs. Inter-Urban Railway Company.

*Dangerous Condition of Bridges.*

Company advised that all necessary repairs would be made.  
Filed September 10, 1913. Closed November 29, 1913.

No. 6413—1913.

T. S. Johnson, Waukeee, vs. Chicago, Milwaukee & St. Paul Railway Company.

*Obstructed View of Crossing.*

Satisfactorily adjusted.

Filed September 12, 1913. Closed November 29, 1913.

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No. 6414—1913.

Geo. Clow, Des Moines, vs. Chicago & North Western Railway Company.

*Fence.*

Satisfactorily adjusted.

Filed September 18, 1913. Closed November 15, 1913.

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No. 6415—1913.

Mac. J. Randall, Cedar Rapids, vs. Chicago, Rock Island & Pacific Railway Company.

*Error in Collection of Excess Fare.*

Satisfactorily adjusted.

Filed September 22, 1913. Closed October 29, 1913.

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No. 6416—1913.

B. E. Bruce, Carlisle, vs. Chicago, Rock Island & Pacific Railway Company.

*Weeds along right of way.*

Adjusted.

Filed September 22, 1913. Closed October 29, 1913.

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No. 6417—1913.

Waterloo Register Co., Waterloo, vs. Illinois Central Railroad Company.

*Delay, to Shipment.*

Satisfactorily adjusted.

Filed September 12, 1913. Closed October 29, 1913.

No. 6418—1913.

Edwin Holland, Carlisle, vs. Chicago, Rock Island & Pacific Railway Company.

*Delay to Shipment.*

Railroad Company showed delay was caused by congested traffic conditions.

Filed September 12, 1913. Closed October 29, 1913.

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No. 6419—1913.

Trimble Brothers, Omaha, Nebraska, vs. Chicago, Milwaukee & St. Paul Railway Company.

*Delay to Shipments.*

Satisfactorily adjusted.

Filed September 18, 1913. Closed November 15, 1913.

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No. 6420—1913.

The Commercial Travelers Congress of Iowa, Waterloo, vs. Iowa Railroads.

*Failure to Keep Bulletin Boards.*

Satisfactorily adjusted by railroads providing and maintaining Bulletin Boards at their stations.

Filed September 22, 1913. Closed November 29, 1913.

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No. 6421—1913.

J. G. Brolsma, for City of Woodward, vs. Chicago, Milwaukee & St. Paul Railway Company.

*Dangerous Public Crossing.*

Satisfactorily adjusted by railroad company removing the dangerous features.

Filed September 30, 1913. Closed November 29, 1913.

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No. 6422—1913.

Farmers Elevator Company, Clare, vs. Minneapolis & Saint Louis Railroad Company.

*Poor Grain Door Material.*

Satisfactorily adjusted by Railroad Company furnishing proper grain door material.

Filed September 30, 1913. Closed November 29, 1913.



No. 6423—1913.

Ladora Lumber and Grain Co., Ladora, vs. Chicago, Rock Island & Pacific Railway Company.

*Delay to Shipments.*

Satisfactorily adjusted.

Filed September 30, 1913. Closed November 29, 1913.

No. 6424—1913.

M. W. Newby, Onawa, vs. Illinois Central Railroad Company.

*Train Service.*

Satisfactorily adjusted for the time being, by consent of parties.

Filed October 3, 1913. Closed November 15, 1913.

No. 6425—1913.

J. P. McCleery & Son, Oxford, vs. Chicago, Rock Island & Pacific Railway Company.

*Delay to Shipment of Plaster.*

Satisfactorily adjusted.

Filed October 3, 1913. Closed October 29, 1913.

No. 6426—1913.

W. C. Logan, Waterloo, vs. Minneapolis & Saint Louis Railroad Company.

*Checking Baggage.*

Satisfactorily adjusted.

Filed October 3, 1913. Closed November 29, 1913.

No. 6427—1913.

Harlan Lumber Co., Indianola, vs. Chicago, Rock Island & Pacific Railway Company.

*Delay in Transit.*

Satisfactorily adjusted by railroad delivering car.

Filed October 4, 1913. Closed October 29, 1913.

No. 6428—1913.

Black Hawk Construction Co., Waterloo, vs. Chicago & North Western Railway Company.

*Delay in Transit.*

Satisfactorily adjusted by railroad company delivering car.

Filed October 4, 1913. Closed October 29, 1913.

No. 6429—1913.

J. H. McKlveen & Co., Prairie City, vs. Chicago, Rock Island & Pacific Railway Company.

*Delay in Moving Shipments of Sand.*

Satisfactorily adjusted by railway company furnishing prompt service.

Filed October 6, 1913. Closed November 29, 1913.

No. 6430—1913.

J. A. Campbell & Son, Atlantic, vs. Chicago, Rock Island & Pacific Railway Company.

*Refusal to Receive Freight After 5 P. M.*

Railroad company acted according to its rules, so it advised. Complainant was advised that this practice was in accordance with the company's rules, and was requested, if he so desired, to file a complaint against the practice. Not hearing further from the complainant, the case was closed.

Filed October 11, 1913. Closed November 29, 1913.

No. 6431—1913.

J. A. Watson, Cedar Rapids, vs. Chicago, Milwaukee & Saint Paul Railway Company.

*Objection to Collection of Excess Fare.*

Satisfactorily adjusted by Railway Company refunding complainant amount of excess fare collected.

Filed October 15, 1913. Closed November 29, 1913.

No. 6432—1913.

Walsh Brothers, Correctionville, vs. Chicago & North Western Railway Company.

*Failure to Furnish Cars to go Over Foreign Line.*

Satisfactorily adjusted by Railway Company furnishing cars.

Filed October 15, 1913. Closed November 29, 1913.

No. 6433—1913.

H. L. Moffitt, Metz, vs. Chicago, Rock Island & Pacific Railway Company.

*Complaint Against Cars Blocking Crossing.*

Satisfactorily adjusted by Railway Company stopping this practice.

Filed October 15, 1913. Closed November 29, 1913.

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No. 6434—1913.

Erickson & Jacobson, Pickering, vs. Minneapolis & St. Louis Railroad Company.

*Failure to Furnish Cars.*

Cars furnished.

Filed October 16, 1913. Closed November 29, 1913.

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No. 6435—1913.

E. G. McGreevey, Leland, vs. Minneapolis & St. Louis Railroad Company.

*Inadequate Depot Facilities.*

Satisfactorily adjusted.

Filed October 24, 1913. Closed November 15, 1913.

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No. 6436—1913.

C. L. Pierce, Camanche, vs. Davenport, Rock Island & Northwestern Railway Company.

*Blocking Crossings.*

Satisfactorily adjusted.

Filed October 29, 1913. Closed November 29, 1913.

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No. 6437—1913.

Chicago & North Western Railway and Chicago, Milwaukee & St. Paul Railway, vs. Chicago Great Western Railroad.

*Condemnation, Mason City, Iowa.*

Satisfactorily adjusted.

Filed April 29, 1912. Closed September 24, 1913.

No. 6438—1913.

Fort Dodge, Des Moines & Southern Railroad Company, vs. Ella Spencer, et al.

*Condemnation, Rockwell City, Calhoun County, Iowa.*

The railroad company satisfactorily purchased the land in question.  
Filed November 4, 1912. Closed March 7, 1913.

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No. 6439—1913.

Chicago, Milwaukee & St. Paul Railway Co., vs. S. V. Anderson.

*Condemnation, Herndon, Guthrie County, Iowa.*

The railway company purchased the land without necessity of condemnation proceedings.

Filed April 18, 1913. Closed May 16, 1913.

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No. 6440—1913.

Chicago, Milwaukee & St. Paul Railway Company, vs. F. H. Searles, et al.

*Condemnation, Guthrie County, Iowa.*

Railway Company purchased land without necessity of condemnation proceedings.

Filed April 18, 1913. Closed May 16, 1913.

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No. 6441—1913.

Chicago, Milwaukee & St. Paul Railway Company, vs. H. H. Davis, et al. Perry, Iowa.

*Condemnation, Perry, Dallas County, Iowa.*

Application withdrawn by railway company.

Filed August 12, 1913. Closed November 29, 1913.

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No. 6442—1913.

Dubuque Shippers' Association, by W. B. Martin, Dubuque, Iowa, vs. Chicago, Milwaukee & St. Paul Railway Company.

*Local Rates from Dubuque to Certain Iowa Stations.*

Dismissed.

Filed March 15, 1910. Closed October 29, 1913.

No. 6443—1913.

Scandia Brick & Tile Co., Madrid, vs. Chicago, Milwaukee & St. Paul Railway Company.

*Switching Charge.*

Closed.

Filed March 31, 1911. Closed October 29, 1913.

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No. 6444—1913.

Iowa Soldiers' Orphans Home, Davenport, vs. Chicago, Milwaukee & St. Paul Railway Company.

*Switching Charge from Davenport to Oakton.*

Closed.

Filed April 20, 1911. Closed October 29, 1913.

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No. 6445—1913.

Ottumwa Gas, Light, Heat & Power Co., Ottumwa, vs. Chicago, Milwaukee & St. Paul Ry. Co., and Chicago, Rock Island & Pacific Ry. Co.

*Rates on Coke.*

After investigation, the Commerce Counsel returned the file recommending that the case be dismissed.

Filed May 19, 1911. Closed January 11, 1913.

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No. 6446—1913.

Greater Des Moines Committee, Des Moines.

*Discrimination—Interstate Rates.*

After investigation, the Commerce Counsel advised that the rates complained of in this case were taken care of in cases already pending before the Interstate Commerce Commission.

Filed August 24, 1911. Closed February 14, 1913.

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No. 6447—1913.

Iowa Iron & Metal Co., Des Moines, vs. Chicago & North Western Railway Company.

*Excessive Rate on Iron—Interstate.*

Shipper was furnished information desired.

Filed November 11, 1912. Closed February 14, 1913.

No. 6448—1913.

Des Moines Poultry & Butter Co., Des Moines.

*Minimum Weight on Dairy Products—Interstate.*

File returned by Commerce Counsel on October 16, 1913, advising that the case should be closed.

Filed January 16, 1913. Closed October 29, 1913.

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No. 6449—1913.

Geo. B. Stapp, Cotter, vs. Chicago, Rock Island & Pacific Railway Company.

*Rates on Coal—Interstate.*

Commerce Counsel returned file on October 18, 1913, advising that complaint was satisfactorily adjusted.

Filed March 11, 1913. Closed October 26, 1913.

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No. 6450—1913.

J. C. Hubinger Brothers Co., Keokuk, vs. Chicago, Rock Island & Pacific Railway Company.

*Rate on Borax—Interstate.*

File returned by the Commerce Counsel on March 28, 1913, suggesting that this petition be dismissed, as the complainants did not desire any further prosecution.

Filed March 17, 1913. Closed May 16, 1913.

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No. 6451—1913.

Western Grocer Company, Marshalltown, vs. Chicago & North Western Railway Company, et al.

*Discrimination in Rates from Iowa Points to Omaha, Neb.*

Closed without prejudice.

Filed January 24, 1913. Closed March 7, 1913.

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No. 6452—1913.

Board of Railroad Commissioners, Des Moines, vs. Western Trunk Line Committee.

*Rate on Pig Iron—Interstate.*

Satisfactorily adjusted.

Filed May 9, 1913. Closed September 24, 1913.



No. 6453—1913.

Iowa Portland Cement Company, Des Moines, vs. Chicago Great Western Railroad Company.

*Switching Rate on Cement.*

Satisfactorily adjusted.

Filed August 24, 1913. Closed November 29, 1913.

No. 6454—1913.

T. M. Sinclair & Company, Cedar Rapids.

*Refrigerator Car Service.*

Withdrawn.

Filed October 6, 1913. Closed October 29, 1913.

No. 6455—1913.

J. W. Turner Improvement Co., Des Moines, Iowa, vs. Wabash Railroad Company.

*Switching Rate.*

Closed.

Filed September 7, 1910. Closed October 29, 1913.

No. 6456—1913.

H. L. Laird, Minneapolis, Minn., vs. C. G. W. R. R. Co.

*Demurrage.*

Withdrawn by complainants.

Filed March 4, 1911. Closed February 1, 1913.

No. 6457—1913.

John F. Keefner, Des Moines, Iowa, vs. M. & St. L. Rd. Co.

*Demurrage.*

Satisfactorily adjusted.

Filed August 21, 1911. Closed January 11, 1913.

No. 6458—1913.

Hill City Greenhouses, Forest City, Iowa, vs. C. R. I. & P. Ry. Co., and M. & St. L. Rd. Co.

*Discrimination-Interstate.*

Investigated by Commerce Counsel; file returned October 1, 1912. Advising no apparent discrimination.  
Filed October 16, 1911. Closed October 29, 1913.

No. 6459—1913.

Russell & Henderson, Winfield, Iowa, vs. Railroads.

*Liee Poultry; Demurrage.*

Closed.

Filed November 16, 1911. Closed October 29, 1913.

No. 6460—1913.

Iowa Bridge Company, Des Moines, Iowa, vs. C. B. & Q. R. R. Co.

*Car Service.*

Withdrawn.

Filed January 26, 1912. Closed June 3, 1913.

No. 6461—1913.

Rees Gabriel Co., Des Moines, Iowa, vs. C. M. & St. P. Ry. Co.

*Undercharge.*

Closed.

Filed April 29, 1912. Closed October 29, 1913.

No. 6462—1913.

H. L. Laird, Minneapolis, Minn., vs. C. R. I. & P. Ry. Co.

*Demurrage.*

Withdrawn.

Filed May 1, 1912. Closed February 1, 1913.

No. 6463—1913.

Chas. D. Coburn, Carbondale, Ill., vs. M. & St. L. R. R. Co.

*Discrimination in Passenger Fares*

Closed.

Filed July 1, 1912. Closed October 29, 1913.

No. 6464—1913.

Board of Railroad Commissioners, Des Moines, vs. Railroads.

*Increase in Rate on Poultry, Butter and Eggs, Interstate Case.*

Railroads withdrew advances. Case closed.

Filed July 17, 1912. Closed May 16, 1913.

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No. 6465—1913.

Overcharge Claim Bureau, Council Bluffs, Iowa, vs. Inter-Urban and C., B. & Q. R. R. Co.

*Overcharge on Milk (canned).*

Satisfactorily adjusted.

Filed August 12, 1912. Closed May 16, 1913.

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No. 6466—1913.

W. W. Branigan, Sec'y., Bolton-Hoover Coal Co., Oskaloosa, Iowa, vs. M. & St. L. R. R. Co.

*Overcharge, and Loss in Transit: Coal.*

Satisfactorily adjusted.

Filed August 28, 1912. Closed January 11, 1913.

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No. 6467—1913.

Gels Botsford, Des Moines, Iowa, vs. Railroads.

*Reduced Rates for Special Occasions.*

Closed.

Filed September 4, 1912. Closed April 16, 1913.

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No. 6468—1913.

Geo. T. Bell, Sioux City, Iowa, vs. C., M. & St. P. Ry. Co.

*Switching for the Clay Products Co.*

Closed.

Filed September 4, 1912. Closed October 29, 1913.

No. 6469—1913.

J. E. Decker & Sons, Mason City, Iowa, vs. C. G. W. R. R. Co.

*Overcharge for Switching Hogs.*

Investigated by Commerce Counsel; file returned October 14, 1913. with suggestion that complaint be dismissed.

Filed September 10, 1912. Closed October 29, 1913.

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No. 6470—1913.

H. R. Leamon, Wyoming, Iowa, vs. C. & N. W. Ry. Co.

*Overcharge on Tickets.*

Satisfactorily adjusted.

Filed September 10, 1912. Closed March 7, 1913.

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No. 6471—1913.

L. E. Rosebrook, Oskaloosa, Iowa, vs. Railroads.

*Additional 10 cent Fare on Train.*

Closed.

Filed September 13, 1912. Closed October 29, 1913.

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No. 6472—1913.

B. S. Hutchins, Mgr., Des Moines Sand Company, Des Moines, Iowa vs. Illinois & Iowa Demurrage Bureau.

*Changes in Average Agreement.*

Satisfactorily adjusted.

Filed September 28, 1912. Closed December 18, 1912.

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No. 6473—1913.

H. A. Mueller, St. Charles, Iowa, for W. H. Breeding, vs. C. G. W. R. R. Co.

*Claim for Loss by Fire.*

Satisfactorily adjusted.

Filed October 1, 1912. Closed July 8, 1913.

No. 6474—1913.

Carl Rickert, Reinbeck, Iowa, vs. C. G. W. R. R. Co.

*Claim.*

Satisfactorily adjusted.

Filed October 4, 1912. Closed May 16, 1913.

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No. 6475—1913.

H. E. Kracaw, Washington, Iowa, vs. C., B. & Q. R. R. Co.

*Claim for Loss of Shipment of Shoes.*

Satisfactorily adjusted.

Filed October 9, 1912. Closed December 18, 1912.

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No. 6476—1913.

W. B. Wayt & Son, Sac City, Iowa, vs. Crooked Creek R. R. Co.

*Demurrage.*

Satisfactorily adjusted.

Filed October 22, 1912. Closed March 7, 1913.

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No. 6477—1913.

C. T. Coonley, Bristow, Iowa, vs. C., M. & St. P. Ry. Co.

*Excessive Rental for Land.*

Satisfactorily adjusted.

Filed October 22, 1912. Closed July 8, 1913.

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No. 6478—1913.

Zimmerman Mill Fixture Co., Mason City, Iowa, vs. C., M. & St. P. Ry. Co.,  
and M. & St. L. Ry. Co.

*Overcharge.*

Closed.

Filed October 30, 1912. Closed February 14, 1913.

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No. 6479—1913.

Amana Society, South Amana, Iowa, vs. C., M. & St. P. Ry. Co.

*Claim.*

Closed.

Filed November 1, 1912. Closed February 1, 1913.

No. 6480—1913.

Reid I. Crane, Albia, Iowa, vs. Wabash Railroad Company.

*Overcharge on Baggage.*

Satisfactorily adjusted.

Filed November 1, 1912. Closed March 25, 1913.

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No. 6481—1913.

Iowa Ditching Machine Co., Mt. Pleasant, Iowa, vs. C., B. & Q. R. R. Co.

*Overcharge on Machinery.*

Satisfactorily adjusted.

Filed November 7, 1912. Closed January 11, 1913.

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No. 6482—1913.

W. E. Huncke, Iowa State Manufacturers Ass'n., Des Moines, Iowa, vs.  
C. & N. W. Ry. Co.

*Failure to Publish Distances.*

Satisfactorily adjusted.

Filed November 11, 1912. Closed December 18, 1912.

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No. 6483—1913.

Farmers Co-operative Produce Co., Des Moines, vs. C. G. W. R. R. Co.,  
and Inter-Urban Ry. Co.

*Responsibility of Railroad Company to shipper for Cream Cans.*

Closed.

Filed November 18, 1912. Closed September 24, 1913.

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No. 6484—1913.

Bonn Lumber Co., Guernsey, Iowa, vs. C. & N. W. Ry. Co.

*Claim.*

Closed.

Filed November 18, 1912. Closed January 11, 1913.



No. 6485—1913.

Venier Manufacturing Co., Cedar Rapids, Iowa, vs. Illinois & Iowa Demurrage Bureau.

*Demurrage.*

Closed.

Filed November 21, 1912. Closed December 18, 1912.

No. 6486—1913.

F. E. Lyon, Scranton, Iowa, vs. C., M. & St. P. Ry. Co.

*Loss of Piano in Shipment.*

Satisfactorily adjusted.

Filed November 26, 1912. Closed March 25, 1913.

No. 6487—1913.

F. D. McDonald, Des Moines, Iowa, vs. St. P. & K. C., S. L. R. R. Co.

*Claim.*

Closed.

Filed November 26, 1912. Closed January 11, 1913.

No. 6488—1913.

Jno. Dewitt, Keokuk, Iowa, vs. C., R. I. & P. Ry. Co.

*Failure to Cancel Tariff.*

Satisfactorily adjusted.

Filed November 26, 1912. Closed December 18, 1912.

No. 6489—1913.

O. M. Johnson & Co., Huxley, Iowa, vs. C. M. & St. P. Ry. Co.

*Switching Charges.*

Satisfactorily adjusted.

Filed December 2, 1912. Closed March 7, 1913.

No. 6490—1913.

Sunderland Bros. Co., Omaha, Nebr., vs. A. N. & S. Ry. Co.

*Claim.*

Satisfactorily adjusted.

Filed December 2, 1912. Closed July 8, 1913.

No. 6491—1913.

J. H. Queal & Co., Minneapolis, Minn., vs. Illinois Cent. R. R. Co.

*Transfer Charges at Sheldon, Iowa.*

Satisfactorily adjusted.

Filed December 7, 1912. Closed January 11, 1913.

No. 6492—1913.

Mac Clemons & Son, Mt. Ayr, Iowa, vs. C. B. & Q. R. R. Co.

*Overcharge.*

Satisfactorily adjusted.

Filed December 7, 1912. Closed February 14, 1913.

No. 6493—1913.

W. R. Smith & Son, South Omaha, Nebr., vs. Ill. Cent. R. R. Co.

*Furnishing Two Single Deck Cars at Double Deck Rate When Double*

*Deck is Ordered.*

Closed.

Filed December 11, 1912. Closed October 29, 1913.

No. 6494—1913.

Hawkeye Pearl Button Co., Muscatine, Iowa, vs. Muscatine North & South Ry. Co.

*Claims.*

Closed.

Filed December 11, 1912. Closed March 25, 1913.

No. 6495—1913.

Fred Dickman, Readlyn, Iowa, vs. C. M. & St. P. Ry. Co.

*Overcharge on Stone.*

Satisfactorily adjusted.

Filed December 13, 1912. Closed February 1, 1913.

No. 6496—1913.

W. T. Klidd, Akron, Iowa, for S. W. Fredell, vs. C. M. & St. P. Ry. Co.

*Claim.*

Satisfactorily adjusted.

Filed December 13, 1912. Closed March 7, 1913.

No. 6497—1913.

Frank Marquart, Lawton, Iowa, vs. C. & N. W. Ry. Co.

*Claim for Hogs Killed.*

Satisfactorily adjusted.

Filed December 19, 1912. Closed March 7, 1913.

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No. 6498—1913.

H. P. Holman, Kent, Iowa, vs. C. St. P. M. & O. Ry. Co.

*Claim for Loss on Shipment of Sheep.*

Satisfactorily adjusted.

Filed December 19, 1912. Closed July 8, 1913.

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No. 6499—1913.

W. H. Benn, T. M., Sioux City Terminal Ry., Sioux City, Iowa, vs.  
C. St. P. M. & O. Ry. Co.

*Failure of Tariff to Provide for Lower Minimums on Live Stock than  
Apply on 36 ft. Cars.*

Satisfactorily adjusted.

Filed December 19, 1912. Closed March 7, 1913.

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No. 6500—1913.

Western Demurrage Bureau, Omaha, Nebr., vs. Adel Clay Products  
Co., Adel, Iowa.

*Demurrage.*

Satisfactorily adjusted.

Filed December 31, 1912. Closed May 16, 1913.

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No. 6501—1913.

C. Hafer Lumber Co., Council Bluffs, Iowa, vs. Ft. D. D. M. & S. R. R.  
Company.

*Claim.*

Satisfactorily adjusted.

Filed January 9, 1913. Closed February 1, 1913.

No. 6502—1913.

J. D. Keller, Elkhart, Iowa, vs. St. P. & K. C. S. L. R. R. Co.

*Claim for Shrinkage on Hogs.*

Adjusted.

Filed January 16, 1913. Closed March 7, 1913.

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No. 6503—1913.

J. D. Keller, Elkhart, Iowa, vs. C. R. I. & P. Ry. Co.

*Claim.*

Satisfactorily adjusted.

Filed January 16, 1913. Closed May 16, 1913.

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No. 6504—1913.

F. E. Gill, Sioux City, Iowa, vs. Sioux City Terminal Ry. Co.

*Switching Charges.*

Satisfactorily adjusted.

Filed January 16, 1913. Closed September 24, 1913.

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No. 6505—1913.

W. W. Spikard, Des Moines, Iowa, vs. C. R. I. & P. Ry. Co.

*Failure to Pay Salary.*

Closed.

Filed January 16, 1913. Closed February 1, 1913.

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No. 6506—1913.

W. H. Hoopes & Sons, Muscatine, Iowa, vs. C. M. & St. P. Ry. Co., C. R.  
I. & P. Ry. Co., and C. & N. W. Ry. Co.

*Shrinkage on Cabbage*

Satisfactorily adjusted.

Filed January 21, 1913. Closed July 8, 1913.

No. 6507—1913.

Charles F. Reynolds, Cromwell, Iowa, vs. C. B. & Q. R. R. Co.  
*Excessive Rate on Ticket to San Antonio, Texas, from Cromwell, Iowa,  
as Compared with Creston, Iowa.*

Adjusted.

Filed January 21, 1913. Closed May 16, 1913.

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No. 6508—1913.

F. Bangs, Dows, Iowa, vs. C. R. I. & P. Ry. Co.  
*Protest Against Carrier Furnishing Two Single Deck Cars When One  
Double Deck is Ordered and Charging Single Deck Rates.*

Satisfactorily adjusted.

Filed January 24, 1913. Closed March 25, 1913.

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No. 6509—1913.

Hoag Duster Co., Monticello, Iowa, vs. C. M. & St. P. Ry. Co.  
*Overcharge on Shipments of Broom Corn.*

Closed.

Filed January 24, 1913. Closed July 8, 1913.

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No. 6510—1913.

Donald McCorkindale, Odebolt, Iowa, vs. Ill. Cent. R. R. Co.  
*Claim.*

Satisfactorily adjusted.

Filed February 1, 1913. Closed May 16, 1913.

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No. 6511—1913.

Luthe Hardware Co., Des Moines, Iowa, vs. D. M. U. Ry. Co.  
*Switching Charges.*

Closed without prejudice.

Filed February 5, 1913. Closed March 7, 1913.

No. 6512—1913.

N. A. Blackburn, Cresco, Iowa, vs. C. M. & St. P. Ry. Co.  
*Overcharge on Tickets.*

Satisfactorily adjusted.

Filed February 18, 1913. Closed March 7, 1913.

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No. 6513—1913.

Chas. Klein by H. C. Wallace, Rock Rapids, Iowa, vs. Illinois Central  
Railroad Company.

*Overcharge on Sheep.*

Satisfactorily adjusted.

Filed February 25, 1913. Closed July 8, 1913.

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No. 6514—1913.

W. C. Perkins, Churdan, Iowa, vs. C. M. & St. P. Ry. Co.  
*Claims.*

Satisfactorily adjusted.

Filed February 25, 1913. Closed May 16, 1913.

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No. 6515—1913.

Edward Bailor, Woodbine, Iowa, vs. Illinois Central R. R. Co., and C.  
& N. W. Ry. Co.

*Claim for Loss of Cattle.*

Closed.

Filed February 27, 1913. Closed May 16, 1913.

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No. 6516—1913.

O. H. Rholl & Son, Fertile, Iowa, vs. C. & N. W. Ry. Co.  
*Claims.*

Satisfactorily adjusted.

Filed March 1, 1913. Closed July 8, 1913.



No. 6517—1913.

H. J. Hoeger, Waverly, Iowa, vs. W. C. F. & N. Ry. Co.

*Discrimination in Application of Ten Cent Excess Fare Rule.*

Dismissed without prejudice.

Filed March 11, 1913. Closed May 16, 1913.

No. 6518—1913.

Sac City Cement & Tile Co., Sac City, Iowa, vs. Western Demurrage Bureau.

*Demurrage.*

Adjusted.

Filed March 13, 1913. Closed September 24, 1913.

No. 6519—1913.

J. S. Elliott, Woodward, Iowa, vs. C. M. & St. P. Ry. Co.

*Overcharge on Stock Shipment.*

Satisfactorily adjusted.

Filed March 13, 1913. Closed October 29, 1913.

No. 6520—1913.

Harriett Dunaway, Van Wert, Iowa, vs. C. B. & Q. R. R. Co.

*Claim.*

Closed.

Filed March 17, 1913. Closed March 25, 1913.

No. 6521—1913.

Farmers Co-operative Produce Co., Des Moines, Iowa, vs. C. M. & St. P. Ry. Co.

*Claim for Cream Cans.*

Adjusted.

Filed March 19, 1913. Closed July 8, 1913.

No. 6522—1913.

Thos. D. Kohl, Lisbon, Iowa, vs. C. G. W. R. R. Co.

*Claim for Stock Killed.*

Satisfactorily adjusted.

Filed March 27, 1913. Closed July 8, 1913.

No. 6523—1913.

John Mulhall, Sioux City, Iowa, vs. McAndrews (on C. M. & St. P. Ry.)

*Protest Against Charge Exacted for Unloading Cars.*

Withdrawn.

Filed March 31, 1913. Closed May 16, 1913.

No. 6524—1913.

Watrour Nursery Co., Des Moines, Iowa, vs. Inter-Urban Ry. Co.

*Excessive Switching Charge.*

Adjusted.

Filed April 3, 1913. Closed July 8, 1913.

No. 6525—1913.

Sibley Mill Co., Sibley, Iowa, vs. C. R. I. & P. Ry. Co.

*Overcharge.*

Satisfactorily adjusted.

Filed April 9, 1913. Closed May 16, 1913.

No. 6526—1913.

Lundberg Bros., Forest City, Iowa, vs. C. R. I. & P. Ry. Co.

*Claim.*

Closed.

Filed April 11, 1913. Closed July 8, 1913.

No. 6527—1913.

Don E. Fish, Adel, Iowa, vs. C. M. & St. P. Ry. Co.

*Claim.*

Satisfactorily adjusted.

Filed April 18, 1913. Closed May 16, 1913.

No. 6528—1913.

Clare Byers, Adel, Iowa, vs. C. M. & St. P. Ry. Co.

*Claim.*

Satisfactorily adjusted.

Filed April 18, 1913. Closed October 29, 1913.

No. 6529—1913.

B. Shunkwiler, Galt, Iowa, vs. C. R. I. & P. Ry. Co.

*Claim.*

Satisfactorily adjusted.

Filed April 19, 1913. Closed September 24, 1913.

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No. 6530—1913.

Crane & Company, Chicago, Illinois, vs. C. B. & Q. R. R. Co.

*Switching Charges at Council Bluffs.*

Satisfactorily adjusted.

Filed April 19, 1913. Closed July 8, 1913.

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No. 6531—1913.

Des Moines Building Material Co., Des Moines, Iowa, vs. M. & St. L. R. Co.

*Rates on Sand and Crushed Stone.*

Adjusted.

Filed April 19, 1913. Closed September 24, 1913.

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No. 6532—1913.

F. S. Pool, Minneapolis, Minn., for R. W. Emerson, Albert Lea, Minn., vs. Illinois Central Railroad Company.

*Excessive Storage Charge.*

Satisfactorily adjusted.

Filed April 25, 1913. Closed July 8, 1913.

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No. 6533—1913.

W. H. Vansant, Wayland, Iowa, vs. C. R. I. & P. Ry. Co.

*Overcharge on Car of Hedge Posts.*

Satisfactorily adjusted.

Filed May 10, 1913. Closed September 24, 1913.

No. 6534—1913.

Geo. A. Reiland, Lone Tree, Iowa, vs. C. R. I. & P. Ry. Co.

*Claim for Stock.*

Closed.

Filed May 22, 1913. Closed September 24, 1913.

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No. 6535—1913.

G. B. Snyder, Everly, Iowa, vs. C. M. & St. P. Ry. Co.

*Claim for Loss of Motorcycle Engine.*

Satisfactorily adjusted.

Filed May 22, 1913. Closed September 24, 1913.

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No. 6536—1913.

J. S. DeVries, Hospers, Iowa, vs. C. St. P. M. & O. Ry. Co.

*Rate on Grain.*

Adjusted.

Filed May 22, 1913. Closed July 8, 1913.

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No. 6537—1913.

O. E. Childe, Asst. Manager, Commercial Club, Omaha, Nebr., vs. Wabash Railroad.

*Excessive Mileage between Omaha and Blanchard, Iowa.*

Satisfactorily adjusted.

Filed June 14, 1913. Closed September 24, 1913.

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No. 6538—1913.

C. W. Blomberg, Albert City, Iowa, vs. C. M. & St. P. Ry. Co.

*Claim.*

Satisfactorily adjusted.

Filed June 14, 1913. Closed October 29, 1913.

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No. 6539—1913.

Peter Oosterlynck, Lester, Iowa, vs. C. M. & St. P. Ry. Co.

*Undercharge.*

Satisfactorily adjusted.

Filed July 3, 1913. Closed September 24, 1913.

No. 6540—1913.

R. J. Stoehr, Launa, Iowa, vs. C. M. & St. P. Ry. Co.

*Claim.*

Withdrawn.

Filed July 9, 1913. Closed September 24, 1913.

No. 6541—1913.

Bain Bros., Cedar Rapids, Iowa, vs. C. & N. W. Ry. Co.

*Notification of Consignee Where Post Office Address Differs from  
Destination.*

Satisfactorily adjusted.

Filed July 12, 1913. Closed September 24, 1913.

No. 6542—1913.

Chicago, Burlington & Quincy Railroad Company.

*Application to Raise Switching Rates in Des Moines.*

Withdrawn.

Filed July 23, 1913. Closed September 24, 1913.

No. 6543—1913.

D. W. Conwell, Grand Junction, Iowa, vs. M. & St. L. R. R. Co.

*Loss of Cloak.*

Satisfactorily adjusted.

Filed July 25, 1913. Closed September 24, 1913.

No. 6544—1913.

Otto Huss, Norwalk, Iowa, vs. C. G. W. R. R. Co.

*Claim.*

Satisfactorily adjusted.

Filed July 30, 1913. Closed November 29, 1913.

No. 6545—1913.

F. A. Newman, Stratford, Iowa, vs. C. & N. W. Ry. Co.

*Overcharge.*

Adjusted.

Filed August 12, 1913. Closed October 29, 1913.

No. 6546—1913.

Adel Clay Products Co., Adel, Iowa, vs. C. M. & St. P. Ry. Co.

*Demurrage Charges.*

Adjusted.

Filed August 19, 1913. Closed November 29, 1913.

No. 6547—1913.

Carlos Powelson, Aurora, Ill., vs. C. B. & Q. Rd. Co.

*Overcharge.*

Satisfactorily adjusted.

Filed August 22, 1913. Closed October 29, 1913.

No. 6548—1913.

Eckert & Williams, Northwood, Iowa, vs. C. R. I. & P. Ry. Co.

*Excessive Passenger Fare.*

Closed.

Filed August 26, 1913. Closed October 29, 1913.

No. 6549—1913.

H. H. Williams, Aurelia, Iowa, vs. C. & N. W. Ry. Co.

*Feeding in Transit Rates.*

Adjusted.

Filed September 2, 1913. Closed October 29, 1913.

No. 6550—1913.

W. H. Gelatt, Des Moines, Iowa, vs. C. R. I. & P. Ry. Co.

*Claim.*

Closed.

Filed September 6, 1913. Closed October 29, 1913.

No. 6551—1913.

Gust Vaxes, Olin, Iowa, vs. C. M. & St. P. Ry. Co.

*Refusal to Pay Employees.*

Satisfactorily adjusted.

Filed November 4, 1913. Closed November 15, 1913.



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CASES RELATING  
TO  
Classification Matters Closed  
During the Year

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### Cases Relating to Classification Matters

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No. 6552—1913.

National Confectioners' Association, St. Louis, Mo.

*Classification on Candy and Confectionery.*

Dismissed without prejudice.

Filed August 5, 1909. Closed June 3, 1913.

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No. 6553—1913.

Tone Brothers, Des Moines, Iowa.

*Reduced Rating on Pepper, etc.*

Withdrawn by petitioner.

Filed June 3, 1910. Closed June 3, 1913.

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No. 6554—1913.

Des Moines Rubber Co., et al, Des Moines.

*Carload rating on Boots, Shoes and Rubbers.*

Dismissed.

Filed June 3, 1910. Closed September 24, 1913.

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No. 6555—1913.

M. J. Golden, A. G. F. A., C. & N. W. Ry Co.

*Conforming of Iowa Classification to I. C. C. Rules.*

Iowa Classification No. 15 issued accordingly.

Filed August 23, 1910. Closed September 24, 1913.

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No. 6556—1913.

Fort Dodge Shippers Association, Ft. Dodge.

*Rating on Gypsum.*

Dismissed.

Filed August 21, 1911. Closed September 24, 1913.

No. 6557—1913.

John Thompson, Sioux City.

*Butter Milk in Tank Cars.*

The Commerce Counsel returned this file on May 14, 1913, suggesting that same be dismissed.

Filed October 11, 1911. Closed September 24, 1913.

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No. 6558—1913.

A. A. Deiser & Company, Des Moines.

*Rating on Bluing.*

Dismissed.

Filed December 4, 1911. Closed June 3, 1913.

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No. 6559—1913.

A. A. Deiser & Company, Des Moines.

*Rating on Ammonia.*

Dismissed without prejudice.

Filed December 4, 1911. Closed June 3, 1913.

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No. 6560—1913.

International Harvesting Co. of America, Chicago, Ill.

*Dunnage.*

Rating granted. See Supplement No. 1 to Iowa Classification No. 15.

Filed January 15, 1912. Closed June 3, 1913.

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No. 6561—1913.

Farmers Lumber Company, Omaha, Nebr.

*Minimum C. L. Weight on Lumber.*

Denied.

Filed January 24, 1912. Closed June 3, 1913.

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No. 6562—1913.

Chicago, Rock Island & Pacific Railway Company, et al.

*Classification on Baskets.*

Withdrawn by carriers.

Filed February 6, 1912. Closed June 3, 1913.

No. 6563—1913.

Ottumwa-Moline Engine & Pump Co., Ottumwa.

*Reduced Classification on Rough Castings and Steel Forgings.*

Ratings granted as adopted by the Western Classification Committee. See Supplement No. 1 to Iowa Classification No. 15.

Filed February 5, 1912. Closed June 3, 1913.

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No. 6564—1913.

Cedar Rapids Commercial Club, Cedar Rapids.

*Classification on Motor Plow.*

Granted. See Supplement No. 1 to Iowa Classification No. 15.

Filed March 13, 1912. Closed June 3, 1913.

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No. 6565—1913.

Chicago, Rock Island & Pacific Railway Company, et al.

*Classification of Fresh Pork Loins and Tenderloins.*

Denied.

Filed March 19, 1912. Closed September 24, 1913.

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No. 6566—1913.

German Kall Works, New York, N. Y.

*Reduced Classification on Muriate of Potash, Sulphate of Potash, etc.*

Dismissed without prejudice.

Filed April 24, 1912. Closed June 3, 1913.

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No. 6567—1913.

U. N. Roberts Co., Davenport.

*Classification on Leaded Glass.*

Withdrawn by Petitioner.

Filed May 29, 1912. Closed June 3, 1913.



No. 6568—1913.

Commerce Counsel, Des Moines.

*Grain and Seeds in mixed carloads.*

Granted. See Supplement No. 1 to Iowa Classification No. 15.  
Filed August 12, 1912. Closed September 24, 1913.

6569—1913.

Iowa State Manufacturers Association, Des Moines.

*Advance Charges.*

Dismissed.

Filed August 12, 1912. Closed September 24, 1913.

No. 6570—1913.

Iowa State Manufacturers Association, Des Moines.

*Minimum Weight on Cattle.*

Covered by Rule 35 of Iowa Classification.  
Filed August 12, 1912. Closed December 18, 1912.

No. 6571—1913.

Darius Miller, President, C. B. & Q. R. R. Co.

*Change in Average Car Demurrage Rule.*

Closed.

Filed August 24, 1912. Closed October 29, 1913.

No. 6572—1913.

Acme Roofing Tile Co., Des Moines.

*Reduced Classification on Roofing Tile.*

Dismissed without prejudice.  
Filed September 16, 1912. Closed June 3, 1913.

No. 6573—1913.

Louden Machinery Co., Fairfield.

*Reduced Classification on Litter Carriers.*

Granted. See Supplement No. 1 to Iowa Classification No. 15.  
Filed September 23, 1912. Closed June 3, 1913.

No. 6574—1913.

Louden Machinery Company, Fairfield.

*Reduced Classification on Cattle Stanchions.*

Granted. See Supplement No. 1 to Iowa Classification No. 15.  
Filed September 23, 1912. Closed June 3, 1913.

No. 6575—1913.

Louden Machinery Company, Fairfield.

*Mixture with Agricultural Implements of Barn Door Hangers and Track, Etc.*

Granted. See Supplement No. 1 to Iowa Classification No. 15.  
Filed September 23, 1912. Closed June 3, 1913.

No. 6576—1913.

Chicago, Burlington & Quincy Railroad Company, et al.

*Change in Classification on Chautauqua Outfits.*

Granted. See Supplement No. 1 to Iowa Classification No. 15.  
Filed November 21, 1912. Closed June 3, 1913.

No. 6577—1913.

Dadant & Sons, Hamilton, Ill.

*Commodity Rate on Beecomb Foundation.*

Dismissed without prejudice.  
Filed December 2, 1912. Closed November 15, 1913.

No. 6578—1913.

W. B. Martin, Commissioner, Dubuque Shippers' Association, Dubuque.

*Same Ratings to Apply on Articles Whether Made of Iron or Steel.*

Granted. See Supplement No. 1 to Iowa Classification No. 15.  
Filed December 21, 1912. Closed June 3, 1913.

No. 6579—1913.

Churchill Drug Company, Burlington.

*Classification on Powdered American Wormseed.*

Granted. See Supplement No. 1 to Iowa Classification No. 15.  
Filed December 21, 1912. Closed June 3, 1913.

No. 6580—1913.

Iowa Millers' Club, Des Moines.

*Milling in Transit Rules.*

Satisfactorily adjusted.  
Filed January 9, 1913. Closed March 25, 1913.

No. 6581—1913.

Van Nostrand Saddlery Co., Muscatine.

*Commodity Rate on Harness and Saddlery.*

Granted. See Supplement No. 1 to Iowa Classification No. 15.  
Filed January 9, 1913. Closed September 24, 1913.

No. 6582—1913.

Burlington Basket Co., Burlington.

*Reduced Rating on Candy in Baskets.*

Granted. See Supplement No. 1 to Iowa Classification No. 15.  
Filed February 6, 1913. Closed June 3, 1913.

No. 6583—1913.

Iowa State Manufacturers Association, Des Moines.

*Rule with Reference to Fractions.*

Granted. See Supplement No. 1 to Iowa Classification No. 15.  
Filed February 15, 1913. Closed June 3, 1913.

No. 6584—1913.

Downing Electrical Company, Des Moines.

*Reduced Rating on Gasoline Torches.*

Dismissed without prejudice.  
Filed February 18, 1913. Closed June 3, 1913.

No. 6585—1913.

Luthe Hardware Co., by Railroad Commission, vs. Western Classification Committee.

*Rating on Bicycle Pumps.*

The Western Classification Committee declined to grant the request, and the Commerce Counsel advised that the complainant did not desire any further action taken.

Filed February 25, 1913. Closed October 29, 1913.

No. 6586—1913.

Dadant & Sons, Hamilton, Ill.

*Reduced Rating on Beeswax.*

Dismissed without prejudice.  
Filed March 11, 1913. Closed September 24, 1913.

No. 6587—1913.

Baum Iron Company, Omaha, Neb.

*Rating on Emery Wheel Stand.*

Dismissed without prejudice.  
Filed March 13, 1913. Closed June 3, 1913.

No. 6588—1913.

Board of Railroad Commissioners, Des Moines.

*Reduced Rating on Motorcycles.*

Granted. See Supplement No. 1 to Iowa Classification No. 15.  
Filed March 18, 1913. Closed June 3, 1913.

No. 6589—1913.

Herring Motor Co., et al, Des Moines.

*Reduced Rating on Automobiles.*

Granted. See Supplement No. 1 to Iowa Classification No. 15.  
Filed March 19, 1913. Closed June 3, 1913.

No. 6590—1913.

W. B. Martin, Commissioner, Dubuque Shippers' Association, Dubuque.  
*Substitution of Rule 25 of Western Classification for Rule 18 of Iowa  
 Classification No. 14.*

Dismissed without prejudice.

Filed March 24, 1913. Closed May 18, 1913.

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No. 6591—1913.

Western Grocer Company, Marshalltown.  
*Transfer Charges at Junction Points.*

Withdrawn by petitioner.

Filed March 27, 1913. Closed June 3, 1913.

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No. 6592—1913.

Chicago, Burlington & Quincy Railroad Company, et al.  
*Melons in Packages.*

Granted. See Supplement No. 1 to Iowa Classification No. 15.

Filed March 27, 1913. Closed June 3, 1913.

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No. 6593—1913.

E. G. Wylie, Des Moines.

*Car Load Ratings.*

Carload ratings granted on Traps, Skates and Chicken Coops.

Filed March 31, 1913. Closed June 3, 1913.

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No. 6594—1913.

Downing Electrical Company, Des Moines.

*Reduced Ratings on Electric Irons.*

Dismissed without prejudice.

Filed April 3, 1913. Closed June 3, 1913.

No. 6595—1913.

International Harvester Co., Chicago, Ill.

*General Mixture Rule.*

Withdrawn by petitioner.

Filed April 9, 1913. Closed June 3, 1913.

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No. 6596—1913.

International Harvester Co., Chicago, Ill.

*Classification of Self Guiding Device.*

Western Classification Ratings adopted with minimum weight of 20,000 lbs., and privilege of mixture under Agricultural Implements.

Filed April 9, 1913. Closed June 3, 1913.

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No. 6597—1913.

International Harvester Co., Chicago, Ill.

*Classification on Kerosene Traction Engines.*

New ratings adopted. See Supplement No. 1 to Iowa Classification No. 15.

Filed April 9, 1913. Closed June 3, 1913.

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No. 6598—1913.

International Harvester Co., Chicago, Ill.

*Application that Description "Gasoline Engine" be Changed to Read  
 "Internal Combustion."*

Granted. See Supplement No. 1 to Iowa Classification No. 15.

Filed April 9, 1913. Closed June 3, 1913.

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No. 6599—1913.

International Harvester Co., Chicago, Ill.

*Mixture of Parts of Cream Separators with Complete Article.*

Granted. See Supplement No. 1 to Iowa Classification No. 15.

Filed April 9, 1913. Closed June 3, 1913.



No. 6600—1913.

Weed Chain Tire Grip Co., New York City.

*Reduced Rating on Automobile Tire Chains.*

Granted. See Supplement No. 1 to Iowa Classification No. 15.  
Filed April 12, 1913. Closed September 24, 1913.

No. 6601—1913.

Kratzer Carriage Co., Des Moines.

*Reduced Rating on Malleable Buggy and Wagon Steps.*

Granted. See Supplement No. 1 to Iowa Classification No. 15.  
Filed April 18, 1913. Closed June 3, 1913.

No. 6602—1913.

Iowa State Manufacturers Association, Des Moines.

*Minimum C. L. Weight on Lumber Commodity Rate.*

Minimum Weights changed. See Supplement No. 1 to Iowa Classification No. 15.

Filed April 23, 1913. Closed June 3, 1913.

No. 6603—1913.

Railroad Commission, Des Moines.

*Release Provision on Stone and Manufactures of Same.*

Dismissed without prejudice.  
Filed April 23, 1913. Closed June 3, 1913.

No. 6604—1913.

Maytag Company, et al., Newton.

*Classification on Grain Graders and Cleaners.*

Withdrawn by petitioners.  
Filed April 23, 1913. Closed June 3, 1913.

No. 6605—1913.

One Minute Manufacturing Company, Newton.

*Mixture of Hand and Domestic Power Washers.*

Granted. See Supplement No. 1 to Iowa Classification No. 15.  
Filed April 23, 1913. Closed June 3, 1913.

No. 6606—1913.

Beech-Nut Packing Company, Canajoharie, N. Y., et al.

*Reduced Rating on Peanut Butter.*

Granted. See Supplement No. 1 to Iowa Classification No. 15.  
Filed April 23, 1913. Closed June 3, 1913.

No. 6607—1913.

Close-To-Nature Company, Colfax.

*Classification of Grain Sprouters.*

Granted. See Supplement No. 1 to Iowa Classification No. 15.  
Filed May 2, 1913. Closed June 3, 1913.

No. 6608—1913.

H. B. Glover Company, Dubuque.

*Reduced Rating on Cotton Garments.*

Granted. See Supplement No. 1 to Iowa Classification No. 15.  
Filed May 2, 1913. Closed September 24, 1913.

No. 6609—1913.

Wheeler Lumber, Bridge & Supply Co., Des Moines.

*Classification on Wall Board.*

Granted. See Supplement No. 1 to Iowa Classification No. 15.  
Filed May 8, 1913. Closed June 3, 1913.

No. 6610—1913.

International Harvester Co., Chicago, Ill.

*Change in Classification on Feed Grinding Mills.*

Granted. See Supplement No. 2 to Iowa Classification No. 15.  
Filed May 24, 1913. Closed November 15, 1913.

No. 6611—1913.

M. H. Daley, Charles City.

*Reduced Rating on Barrel Carts.*

Granted. See Supplement No. 2 to Iowa Classification No. 15.  
Filed June 4, 1913. Closed November 15, 1913.

No. 6612—1913.

International Harvester Co., Chicago, Ill.

*Mixed C. L. of Certain Agricultural Implements.*

Granted. See Supplement No. 2 to Iowa Classification No. 15.  
Filed June 7, 1913. Closed November 15, 1913.

No. 6613—1913.

E. G. Wylie, Des Moines.

*Carload Ratings on Certain Acids.*

Granted. See Supplement No. 2 to Iowa Classification No. 15.  
Filed June 18, 1913. Closed November 15, 1913.

No. 6614—1913.

E. G. Wylie, Des Moines.

*Rating on Passenger Vehicles.*

Granted. See Supplement No. 2 to Iowa Classification No. 15.  
Filed June 30, 1913. Closed November 15, 1913.

No. 6615—1913.

Adel Clay Products Company, Adel.

*Carload Mixture of Hollow Tile and Hollow Brick.*

Dismissed without prejudice.  
Filed July 11, 1913. Closed November 15, 1913.

No. 6616—1913.

Adel Clay Products Co., Adel.

*Carload Mixture of Drain Tile and Hollow Building Material.*

Granted. See Supplement No. 2 to Iowa Classification No. 15.  
Filed July 11, 1913. Closed November 15, 1913.

No. 6617—1913.

Adel Clay Products Co., Adel.

*Material for Hollow Tile Siles.*

Dismissed without prejudice.  
Filed July 11, 1913. Closed November 15, 1913.

No. 6618—1913.

E. G. Wylie, Des Moines.

*Commodity Rate on Limestone.*

Granted. See Supplement No. 2 to Iowa Classification No. 15.  
Filed July 18, 1913. Closed November 15, 1913.

No. 6619—1913.

Chicago, Rock Island & Pacific Railway Company, et al.

*Minimum Weight on Articles, which, on Account of Their Length,  
Require Two Cars.*

Withdrawn by petitioners.  
Filed July 18, 1913. Closed October 29, 1913.

No. 6620—1913.

Iowa Sugar Company, Waverly.

*Rate on Limecake or Refuse Lime.*

Granted. See Supplement No. 2 to Iowa Classification No. 15.  
Filed July 25, 1913. Closed November 15, 1913.

No. 6621—1913.

Burlington Box Company, Burlington.

*Rating on Chicken Coops.*

Withdrawn by petitioner.  
Filed August 1, 1913. Closed October 29, 1913.

No. 6622—1913.

D. Benson, Des Moines.

*Classification of Automatic Stock Fountains.*

Granted. See Supplement No. 2 to Iowa Classification No. 15.  
Filed August 6, 1913. Closed November 15, 1913.

No. 6623—1913.

Dolse Brothers Company, Chicago, Ill., vs. Chicago, Rock Island & Pacific Railway Company, et al.

*Rating on Steam Shovels.*

On request of complainant, petition dismissed without prejudice.  
Filed August 26, 1913. Closed November 29, 1913.

No. 6624—1913.

Waterloo Fruit & Commission Co., et al, Waterloo.

*Marking of Melons.*

Satisfactorily adjusted.

Filed August 26, 1913. Closed November 29, 1913.

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No. 6625—1913.

McFarland Paper Company, Keokuk.

*Reduced Rating on Printed Wrapping Paper.*

Granted. See Supplement No. 2 to Iowa Classification No. 15.

Filed September 10, 1913. Closed November 15, 1913.

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No. 6626—1913.

Hawkeye Chemical Company, Marshalltown.

*Reduced Rating on Steel Tank Used as Cess Pool.*

Granted. See Supplement No. 2 to Iowa Classification No. 15.

Filed September 20, 1913. Closed November 15, 1913.

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No. 6627—1913.

Clinton Manufacturers' & Shippers' Association, Clinton.

*Carload Rating on Refrigerator Shelves.*

Granted. See Supplement No. 2 to Iowa Classification No. 15.

Filed September 20, 1913. Closed November 15, 1913.

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No. 6628—1913.

Morey Clay Products Company, Ottumwa.

*Change in Classification on Stoneware.*

Granted. See Supplement No. 2 to Iowa Classification No. 15.

Filed September 25, 1913. Closed November 15, 1913.

No. 6629—1913.

Home Pattern Company, New York City.

*Classification on Paper Patterns.*

Granted. See Supplement No. 2 to Iowa Classification No. 15.

Filed September 25, 1913. Closed November 15, 1913.

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No. 6630—1913.

Davenport Commercial Club, Davenport.

*Reduced Rating on Bread Baskets, Returned.*

Granted. See Supplement No. 2 to Iowa Classification No. 15.

Filed September 25, 1913. Closed November 25, 1913.

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No. 6631—1913.

Railroad Commission, Des Moines.

*Application of Western Trunk Line Rules Circular.*

Withdrawn.

Filed October 1, 1913. Closed November 15, 1913.



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CASES RELATING  
TO  
Complaints Against Express Companies  
Closed by Correspondence

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### Cases Relating to Complaints Against Express Companies.

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No. 6632—1913.

J. T. Mallory, Albion, Iowa, vs. Wells Fargo & Co., Express.

*Request for Agent at Pickering.*

Dismissed without prejudice.

Filed October 15, 1912. Closed January 11, 1913.

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No. 6633—1913.

Felner Fish Co., Clinton, Iowa, vs. U. S. Express Co.

*Refusal to Accept Shipments on Certain Billing.*

Satisfactorily adjusted.

Filed November 18, 1912. Closed October 29, 1913.

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No. 6634—1913.

Farmers Co-operative Produce Co., Des Moines, Iowa, vs. Express Companies.

*Expense Bills Not Showing Point of Origin and Shipper's Name.*

Satisfactorily adjusted.

Filed November 18, 1912. Closed February 1, 1913.

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No. 6635—1913.

Felner Fish Co., Clinton, Iowa, vs. Adams Express Co.

*Express Rates.*

Satisfactorily adjusted.

Filed November 18, 1912. Closed December 18, 1912.

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No. 6636—1913.

M. E. Peck, Garner, Iowa, vs. Wells Fargo Ex. Co.

*Overcharge.*

Satisfactorily adjusted.

Filed November 21, 1912. Closed January 11, 1913.

No. 6637—1913.

Lee Bros., Corley, Iowa, vs. U. S. Express Co.

*Overcharge.*

Satisfactorily adjusted.

Filed December 7, 1912. Closed February 1, 1913.

No. 6638—1913.

J. E. Decker &amp; Sons, Mason City, Iowa, vs. U. S. Express Co.

*Overcharge.*

Satisfactorily adjusted.

Filed December 27, 1912. Closed February 14, 1913.

No. 6639—1913.

Des Moines Poultry Co., Des Moines, Iowa, vs. Wells Fargo &amp; Co.

*Claims.*

Satisfactorily adjusted.

Filed December 27, 1912. Closed March 7, 1913.

No. 6640—1913.

Des Moines Poultry &amp; Butter Co., Des Moines, Iowa, vs. U. S. Express Co.

*Claims.*

Withdrawn.

Filed December 27, 1912. Closed March 7, 1913.

No. 6641—1913.

Des Moines Poultry &amp; Butter Co., Des Moines, Iowa, vs. Adams Express Co.

*Claims.*

Satisfactorily adjusted.

Filed December 27, 1912. Closed March 7, 1913.

No. 6642—1913.

Boda Bros., Kelsey, Iowa, vs. American Express Co.

*Excessive Rates on Poultry.*

Satisfactorily adjusted.

Filed February 6, 1913. Closed May 16, 1913.

No. 6643—1913.

E. E. Egan, Burlington, Iowa, vs. U. S. Express Co.

*Application for Express Service on C. R. I. & P. No. 403 and 404.*

Satisfactorily adjusted.

Filed April 18, 1913. Closed May 16, 1913.

No. 6644—1913.

John Mulhall, Sioux City, Iowa, vs. Wells Fargo Express Co.

*Claim.*

Satisfactorily adjusted.

Filed April 25, 1913. Closed May 16, 1913.

No. 6645—1913.

A. C. Minear, Kilbourne, Iowa, vs. U. S. Express Company.

*Installation of office at Kilbourne.*

Satisfactorily adjusted.

Filed June 10, 1913. Closed September 24, 1913.

No. 6646—1913.

J. W. Fowler, Grinnell, Iowa, vs. Adams Express Co.

*Express Service on Cream Cans.*

Closed.

Filed June 20, 1913. Closed September 24, 1913.

No. 6647—1913.

W. H. Codner, Allison, Iowa, vs. Wells Fargo Express Co.

*Express Delivery.*

Closed.

Filed June 24, 1913. Closed October 29, 1913.

No. 6648—1913.

Waverly Bottling Works, Waverly, Iowa, vs. U. S. Express Co.

*Inadequate Service.*

Satisfactorily adjusted.

Filed July 3, 1913. Closed September 24, 1913.



No. 6649—1913.

Brittain & Co., Marshalltown, Iowa, vs. Adams Express Co.

*Unsatisfactory Express Service.*

Satisfactorily adjusted.

Filed July 23, 1913. Closed September 24, 1913.

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No. 6650—1913.

Fosselman Ice Cream Co., Waterloo, Iowa, vs. Wells Fargo and American Express Companies.

*Inadequate Express Service.*

Adjusted.

Filed July 29, 1913. Closed October 29, 1913.

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No. 6651—1913.

C. Thorne, Washington, Iowa, vs. Adams Express Co.

*Inadequate Express Service.*

Satisfactorily adjusted.

Filed August 12, 1913. Closed October 29, 1913.

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No. 6652—1913.

Gurler & Co., Cedar Rapids, Iowa, vs. U. S. Express Co.

*Overcharge.*

Satisfactorily adjusted.

Filed August 19, 1913. Closed October 29, 1913.

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## INTERSTATE CASES

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## First General Revision of Iowa Interstate Rates

The first general revision of Iowa interstate rates was completed during the current year by virtue of decisions of the Interstate Commerce Commission in a series of cases wherein the Iowa State Board of Railroad Commissioners and various commercial organizations of the state were petitioners. The cities whose commercial clubs were actively represented, are as follows, in alphabetical order: Cedar Rapids, Des Moines, Ft. Dodge, Grinnell, Marshalltown, Mason City, Ottumwa and Waterloo. The cities on the Mississippi River taking active part were Burlington, Clinton, Davenport, Dubuque, Keokuk and Muscatine.

The relative significance of a revision of our interstate rates may be grasped when it is noted that the interstate revenue is approximately 90% of the total revenue from Iowa freight traffic, the other 10% being on state traffic. This revision embraces the rates to and from both eastern and western parts of the United States. The general principles of the revision were laid down by the Commission in its decisions rendered on June 17 and December 1, 1913.

The railroad companies attempted to frame specific schedules in compliance with these general orders, but their proposals were not acceptable to the representatives of Iowa, and upon rehearings the Interstate Commerce Commission made specific orders in supplemental opinions. The Interstate Commerce Commission refused to accept the schedules proposed by the carriers in three out of the four cases; and it is sincerely felt by Iowa cities that the schedules proposed in the fourth case fall to meet the legitimate needs of the state.

These orders by the Interstate Commerce Commission have caused a revision in the freight rates on all the articles in the classification, embracing several thousand different articles between more than a thousand towns in Iowa, and over 13,000 stations in New York and seventeen other states east of Illinois; also between practically all of Iowa and over 3,500 towns in Kansas, Nebraska, Colorado, Utah, Wyoming and New Mexico; also between stations in Iowa and the city of Chicago. The Chicago-Iowa revision also compelled a revision in the rates between Iowa points and Peoria, Joliet and all the principal cities in northern Illinois.

Mr. McCain, chairman of the Trunk Line Association, in a recent work on freight rates, referring to our Mississippi River Case, pronounced it "The most radical modification of the percentage system that it (the Commission) had made prior to the date on which it was rendered. The decision is so replete with matters of import in rate adjustments and especially in points concerning the percentage basis that it is quoted below almost in full."

Concrete illustrations of the changes are as follows:

## I. MISSISSIPPI RIVER CASE.

(I. C. C. 4424.)

For Burlington, Clinton, Davenport, Dubuque, Keokuk and Muscatine, the old and new rates from New York and Boston are, on the six classes:

Classes	Old	New	Reduction
First .....	97	90	7
Second .....	84	78	6
Third .....	66	60	6
Fourth .....	47	42	5
Fifth .....	40	36	4
Sixth .....	33	30	3
From Philadelphia:			
First .....	91	84	7
Second .....	78	72	6
Third .....	64	58	6
Fourth .....	45	40	5
Fifth .....	38	34	4
Sixth .....	31	28	3
From Baltimore:			
First .....	89	82	7
Second .....	76	70	6
Third .....	63	57	6
Fourth .....	44	39	5
Fifth .....	37	33	4
Sixth .....	30	27	3
From Albany, N. Y.:			
First .....	82	75	7
Second .....	71	65	6
Third .....	56	50	6
Fourth .....	40	35	5
Fifth .....	34	30	4
Sixth .....	28	25	3
From Buffalo and Pittsburgh:			
First .....	69	59.5	9.5
Second .....	60.5	51.5	9
Third .....	47.5	39.5	8
Fourth .....	33.5	27.5	6
Fifth .....	28.5	24	4.5
Sixth .....	23.5	20	3.5

Classes	Old	New	Reduction
From Columbus, Ohio:			
First .....	59	51	8
Second .....	51.5	44	7.5
Third .....	41	33.5	7.5
Fourth .....	29.5	23.5	6
Fifth .....	24.5	20.5	4
Sixth .....	20	16.5	3.5
From Grand Rapids, Mich.:			
First .....	55	49	6
Second .....	50	42	8
Third .....	40	32.5	7.5
Fourth .....	29	22.5	6.5
Fifth .....	24	19.5	4.5
Sixth .....	19.5	15.5	4
From LaFayette, Indiana:			
First .....	52	43	9
Second .....	47	37	10
Third .....	37	27	10
Fourth .....	26	20.5	5.5
Fifth .....	21	17	4
Sixth .....	17	13	4

## II. INTERIOR IOWA CITIES CASE.

(I. C. C. 3464, 3465.)

These reductions range from 10% to 33% of the proportionals west of the Mississippi River and apply on all class traffic. On traffic to interior Iowa points, proportionals are added to the proportionals at the Mississippi River in order to make the rates to such interior Iowa points. In the past on this traffic the eastern territory has been divided into ten different groups and a different proportional used for each one of the ten groups. This led to much confusion and inconsistency.

The proportionals west of the river were so framed that they were usually smaller on important traffic from the extreme east than from western points. For instance, a manufacturer in Grinnell, Iowa, buying his stuff f. o. b. the Mississippi River paid a lesser freight rate on the commodities if they originated in New York than if they originated in Ohio or Indiana.

The Commission has now established one set of proportionals west of the river applicable on all our eastern traffic in both directions. If you take the present proportionals and then compare these to the new proportionals, you will have the following results:

For Fort Dodge the new proportional on first class will be 41.2 cents, which will be 9.2 cents less than the average now existing, and 12.8 cents



less than the highest today. The reductions are proportionately less for the lower classes.

For Des Moines the new proportional on first class traffic will be 34.8 cents, which is 3.3 cents less than the average now existing.

For Cedar Rapids the new proportional on first class will be 22.8 cents, which is 6.7 cents less than the average today, and 10 cents less than the highest today.

For Ottumwa the new proportional on first class traffic will be 23.6 cents, which is 5.7 cents less than the average and 8.9 cents less than the highest today.

For Waterloo the new proportional first class rate of 25.6 cents will be 9.2 cents less than the average today, and 12.9 cents less than the highest today.

Notwithstanding these reductions in proportionals are large, the interior Iowa cities claim they are entitled to more and the Iowa Railroad Commission is going to try its best to help them to secure it. The reductions to the Mississippi River are greater than to the interior cities, thereby increasing the discrimination in favor of the Iowa cities on the Mississippi River; whereas the discrimination in favor of the river cities was one of the chief, if not the principal, cause of complaint which led to the bringing of the action on behalf of the interior cities.

The main proposition insisted upon by the Iowa Commission and the Commerce Council, as to the interior Iowa points, is that there should be a reasonable grouping of the towns between the rivers, in a series of zones, equitably distributed across the state, in the same manner as the Interstate Commerce Commission grouped the live stock rates between Iowa points and Chicago in 1910, and in the same manner that the Interstate Commerce Commission grouped the rates on class traffic between Iowa points and points in Colorado and Utah.

In this case the Interstate Commerce Commission adopted the schedule proposed by the railroads.

The following is a comparison of the average of the rates from the ten eastern groups, with the schedule adopted by the Interstate Commerce Commission.

Classes	Old	New	Reduction
For Cedar Rapids, the new proportionals are as follows:			
First	32.9	22.8	10.1
Second	29.5	19.7	9.8
Third	24.4	14.9	9.5
Fourth	18.1	11.4	6.7
Fifth	11.7	8.3	3.4
A	13.7	8.4	5.3
B	12.5	8.3	4.2
C	11.3	7.2	4.1
D	9.6	6.2	3.4
E	7.2	5.2	2

Classes	Old	New	Reduction
For Des Moines, the new proportionals are as follows:			
First	38.1	34.8	3.3
Second	31.4	27.8	3.6
Third	25.9	20.9	5
Fourth	19.8	16.6	3.2
Fifth	13.8	12.6	1.2
A	16.2	13.8	2.4
B	14.1	11.9	2.2
C	12.5	10.4	2.1
D	10	8.9	1.1
E	7.5	7.6	.1*
*(Adv.)			
For Fort Dodge, the new proportionals are as follows:			
First	50.4	41.2	9.2
Second	39.8	31.7	8.1
Third	31.4	23.7	7.7
Fourth	23.7	19.3	4.4
Fifth	18.6	14.9	3.7
A	21.1	16.5	4.6
B	17.6	13.8	3.8
C	14.9	11.9	3
D	11.9	10.2	1.7
E	9.6	8.8	.8
For Grinnell, the new proportionals are as follows:			
First	34.9	26.8	8.1
Second	31.1	22.9	8.2
Third	25.8	17.3	8.5
Fourth	19.6	13.3	6.3
Fifth	14.3	9.7	4.6
A	15.6	10.4	5.2
B	13.8	9.6	4.2
C	12.3	8.4	3.9
D	9.9	7.2	2.7
E	7.4	6	1.4
For Marshalltown, the new proportionals are as follows:			
First	38.1	34	4.1
Second	31.4	27.3	4.1
Third	25.9	20.5	5.4
Fourth	19.8	16.3	3.5
Fifth	12.9	12.3	.6
A	15.7	13.5	2.2
B	13.9	11.7	2.2
C	12.5	10.2	2.3
D	10	8.7	1.3
E	7.5	7.4	.1

Classes	Old	New	Reduction
For Mason City, the new proportionals are as follows:			
First .....	46.1	38	8.1
Second .....	37.8	29.7	8.1
Third .....	30.6	22.3	8.3
Fourth .....	20.6	18	2.6
Fifth .....	15.7	13.7	2
A .....	19.1	15.2	3.9
B .....	15.7	12.8	2.9
C .....	15.8	11.2	4.6
D .....	10.9	9.5	1.4
E .....	9	8.2	.8
For Oskaloosa, the new proportionals are as follows:			
First .....	35.4	25.6	9.8
Second .....	30.9	22	8.9
Third .....	25.6	16.7	8.9
Fourth .....	19.2	12.8	6.4
Fifth .....	12.5	9.3	3.2
A .....	14.6	9.8	4.8
B .....	13.5	9.2	4.3
C .....	11.9	8.1	3.8
D .....	9.8	6.9	2.9
E .....	7.5	5.7	1.8
For Ottumwa, the new proportionals are as follows:			
First .....	29.3	23.6	5.7
Second .....	26.1	20.4	5.7
Third .....	21.5	15.4	6.1
Fourth .....	16.2	11.8	4.4
Fifth .....	10.6	8.6	2
A .....	12.2	8.8	3.4
B .....	11.1	8.6	2.5
C .....	10.1	7.5	2.6
D .....	8.9	6.4	1.5
E .....	7	5.3	1.7
For Waterloo, the new proportionals are as follows:			
First .....	34.9	25.6	9.3
Second .....	30.6	22	8.6
Third .....	25.6	16.7	8.9
Fourth .....	19.3	12.8	6.5
Fifth .....	12.5	9.3	3.2
A .....	14.7	9.8	4.9
B .....	13.6	9.2	4.4
C .....	12.1	8.1	4
D .....	9.9	6.9	3
E .....	7.5	5.7	2.8

## III. WESTERN RATE CASE.

(I. C. C. 5241.)

This case probably causes the largest changes of any in the series. The Interstate Commerce Commission refused to adopt the schedule proposed by the railroads. The following shows the reductions on first class in cents per cwt. to Denver from a typical list of Iowa towns on a main line across the state from east to west:

Logan 24.8c, Woodbine 26.4c, Dunlap 27.6c, Dow City 28.2c, Arion 28.8c, Denison 19.4c, Vail 19.4c, West Side 19.4c, Arcadia 19.4c, Maple River 19.4c, Grand Junction 14.8c, Beaver 15.6c, Ogden 16.4c, Boone 18c, Jordan 18.8c, Carroll 19.4c, Glidden 22.4c, Ralston 22.8c, Scranton 23.2c, Jefferson 24c, Ontario 19.6c, Ames 20.4c, Nevada 22c, Colo 22.8c, State Center 24.4c, La Moille 25.2c, Marshalltown 17c, Le Grand 18c, Montour 18c, Tama 18c, Long Point 18c, Chelsea 18c, Belle Plaine 18c, Luzerne 18c, Blainstown 18c, Watkins 18c, Norway 18c, Fairfax 9c, Cedar Rapids 9c, Bertram 9c, Mt. Vernon 9c, Lowden 9c and Wheatland 9c. This is representative of the other lines across the state.

The changes in the rates between Iowa points and eastern Nebraska were not satisfactory to the state. The rest of the revision generally was very acceptable and should prove of benefit to Iowa commercial interests. After the Interstate Commerce Commission made the order revising our interstate rates, the State Commission of Nebraska revised their state rates, cutting materially below the interstate schedule established by the Interstate Commerce Commission. Cities on the Missouri River are now asking the Interstate Commerce Commission to remove the discriminations thereby created.

## IV. IOWA-CHICAGO RATE CASE.

(I. C. C. 3464, 3465, 3068 and 4447.)

The Interstate Commerce Commission has prescribed new rates between all interior Iowa points and Chicago. The Commission selected 42 representative Iowa points and prescribed the new rates on the ten classes, the railroads being required to revise the balance of the state corresponding to the rates fixed for these 42 stations. A check of the proposed revision for the 42 towns discloses 344 reductions, and 16 advances. Assuming a shipment of 100 pounds under each rating, there would be an aggregate advance from these 42 points of 17½c, and an aggregate reduction of 918½c. Each one of these 344 reductions applied to an entire class, embracing several hundred different articles.

In this case the Interstate Commerce Commission refused to adopt the schedule proposed by the railroads, but prepared one of their own.

The following compares the old and new rates for representative interior Iowa cities.

Classes	Old	New	Re- duction
For Cedar Rapids the old and new rates from Chicago are, on the ten classes:			
First .....	58	52	6
Second .....	47	42	5
Third .....	35	31	4
Fourth .....	24	23	1
Fifth .....	19	18	1
A .....	24	21	3
B .....	19	17	2
C .....	16	14	2
D .....	14	12	2
E .....	11	10	1
For Des Moines the old and new rates from Chicago are, on the ten classes:			
First .....	60	60	0
Second .....	50	48	2
Third .....	40	36	4
Fourth .....	29	27	2
Fifth .....	23.5	21	2.5
A .....	28.5	24	4.5
B .....	23.5	20	3.5
C .....	19	17	2
D .....	15.5	14	1.5
E .....	12.5	12	.5
For Fort Dodge the old and new rates from Chicago are, on the ten classes:			
First .....	72	65	7
Second .....	54	52	2
Third .....	42	39	3
Fourth .....	30	29	1
Fifth .....	24.5	23	1.5
A .....	29.5	26	3.5
B .....	24.5	21	3.5
C .....	20	18	2
D .....	16.5	15	1.5
E .....	13.5	13	.5
For Grinnell the old and new rates from Chicago are, on the ten classes:			
First .....	60	57	3
Second .....	50	46	4

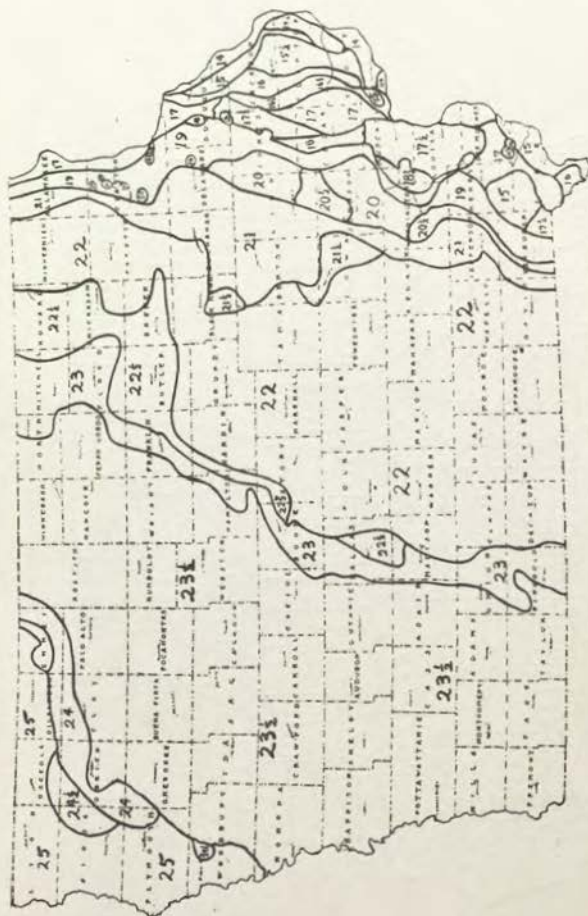
Classes	Old	New	Re- duction
For Grinnell, continued.			
Third .....	40	34	6
Fourth .....	26	26	0
Fifth .....	21	20	1
A .....	26	23	3
B .....	21	19	2
C .....	17	16	1
D .....	15	13	2
E .....	12	11	1
For Marshalltown the old and new rates from Chicago are, on the ten classes:			
First .....	60	59	1
Second .....	50	47	3
Third .....	40	35	5
Fourth .....	26	26	0
Fifth .....	21	21	0
A .....	26	24	2
B .....	21	19	2
C .....	17	16	1
D .....	15	13	2
E .....	12	12	0
For Mason City the old and new rates from Chicago are, on the ten classes:			
First .....	63	63	0
Second .....	52.5	50	2.5
Third .....	42	42	0
Fourth .....	26	26	0
Fifth .....	21	21	0
A .....	26	25	1
B .....	21	21	0
C .....	18	17	1
D .....	15	14	1
E .....	13.5	13	.5
For Oskaloosa the old and new rates from Chicago are, on the ten classes:			
First .....	60	57	3
Second .....	50	46	4
Third .....	40	34	6
Fourth .....	26	26	0
Fifth .....	21	20	1
A .....	26	23	3
B .....	21	19	2
C .....	17	16	1
D .....	15	13	2
E .....	12	11	1



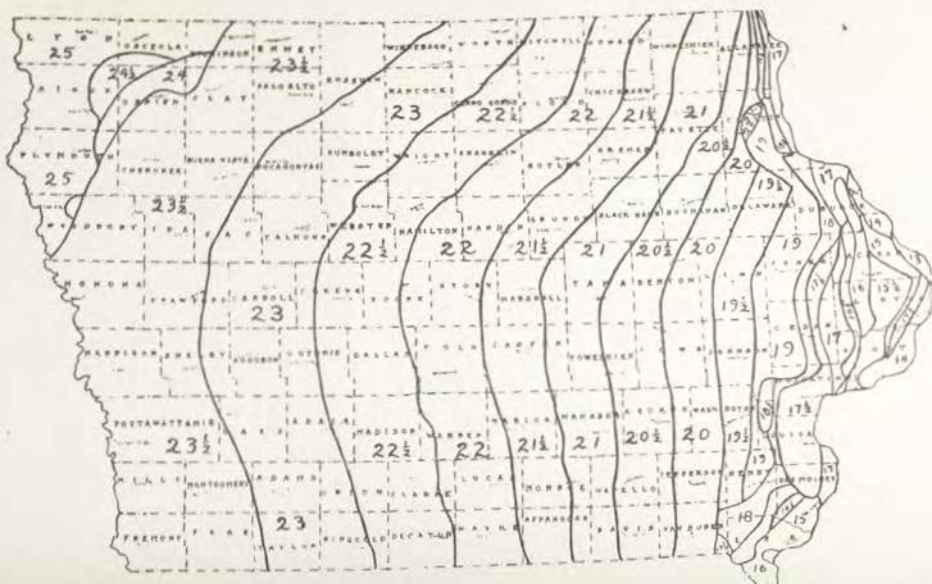
Classes	Old	New	Re- duction
For Ottumwa the old and new rates from Chicago are, on the ten classes:			
First .....	56	55	1
Second .....	46	44	2
Third .....	36	33	3
Fourth .....	26	25	1
Fifth .....	21	19	2
A .....	26	22	4
B .....	21	18	3
C .....	17	15	2
D .....	15	12	3
E .....	12	11	1
For Waterloo the old and new rates from Chicago are, on the ten classes:			
First .....	60	56	4
Second .....	50	45	5
Third .....	40	34	6
Fourth .....	25	25	0
Fifth .....	20	20	0
A .....	25	22	3
B .....	20	18	2
C .....	17	15	2
D .....	14	13	1
E .....	12	11	1

In order to illustrate the effect of the regrouping desired, we show on accompanying pages the old rates on live stock between Iowa towns and Chicago, together with grouping secured by order of the Commission. We also show on another page the original grouping of the rates between Iowa points and Denver and Salt Lake City and other western cities, taking the same rates together with grouping secured by order of the Interstate Commerce Commission. These drawings graphically illustrate the transformation of a haphazard, unreasonable rate adjustment into something having a semblance of reason and justice. We hope to secure a similar adjustment on class traffic between interior Iowa cities and the east.

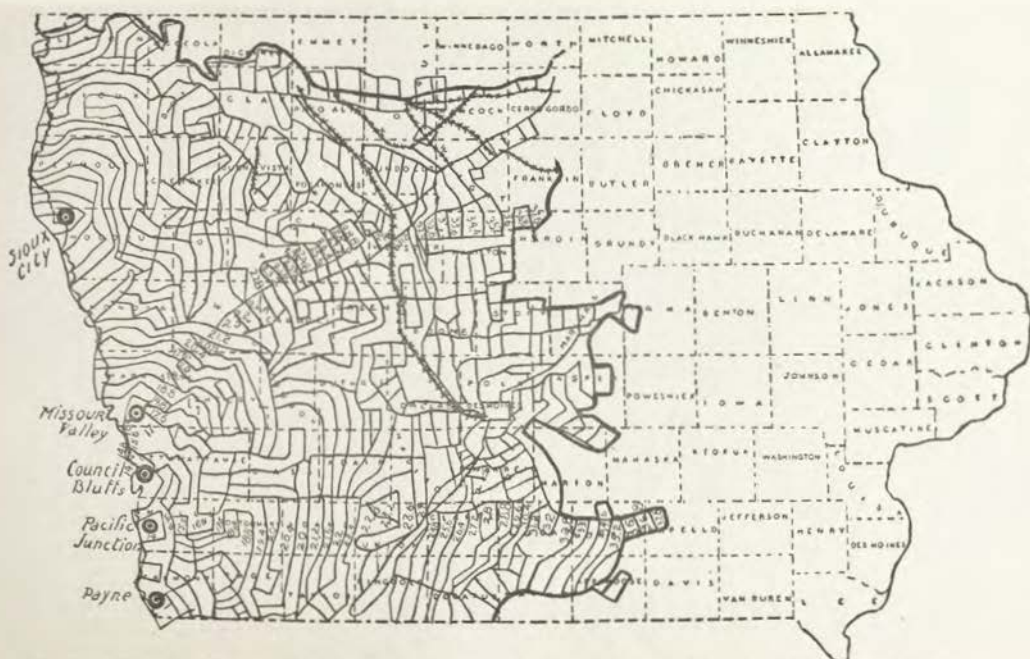
This closes a contest that has extended over a period of several years. We have not secured all we asked for; but a long step has been taken in the right direction. The reductions are large in thousands of instances. An important and far-reaching achievement has been made. These cases dealt chiefly with class rates. A number of commodities will have to be lined up in the near future. Changes are constantly being proposed by railroads that should be carefully checked by disinterested parties. These changes run up into many thousands every year.



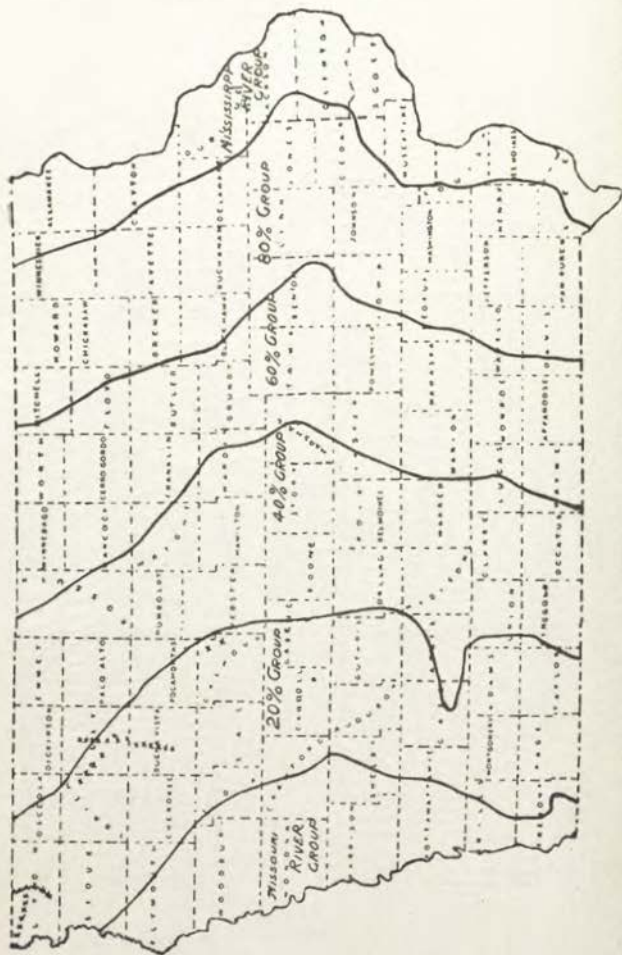
Grouping of old rates on live stock between Iowa towns and Chicago.



New grouping of live stock rates between Iowa towns and Chicago, secured by order of the Interstate Commerce Commission.



Original grouping of first class rates from Iowa towns to Denver, Salt Lake City, and points taking same rates.



Grouping of class rates between Iowa towns and Denver, Salt Lake City, and points taking same rates, secured by order of the Interstate Commerce Commission, in I. C. C. Docket 2241.

Some conception of the magnitude of these reductions we have secured may be had by comparison. In the famous Burnham-Hanna-Munger case (as modified by the Warnock decision) which went to the supreme court of the United States, the reduction finally effected on the same kind of traffic from the same eastern territory was 5 cents on first class. This case affected cities on the Missouri river. In the Des Moines case, involving the same traffic from the same eastern territory affecting only one city in Iowa, the reduction was  $5\frac{1}{2}$  cents. We have now increased the latter by 3.3 cents, at the same time causing a revision for a thousand other cities in the state.

One manufacturer states that an advantage of  $\frac{1}{2}$ c per cwt. on iron and steel from Pittsburgh, possessed by his competitor at St. Louis, costs him \$26,000 per year. Hugh L. Cooper, builder of the Keokuk dam, testified in the Mississippi River case that the cost of power in a representative industry averaged  $1\frac{1}{2}$ c per hundred pounds. If that be true, consider the tremendous importance of several cents on every hundred pounds; in other words, a freight differential of 2 or 3 cents per cwt. is of more importance to the single city of Keokuk than the building of the greatest dam in the world at her very doors, at a cost of \$25,000,000, even if the power were given free of cost to the factories that would locate at Keokuk; and this is based on the sworn testimony of the man who built that power. These are striking illustrations of the relative importance of freight rates in the industrial development of any city or state.

What we have secured can easily be lost if not carefully guarded. Further important steps must be taken in the same direction. The welfare and best interests of the state demand this. However, it is probably true that never again will there be such a wholesale revision of freight rates on Iowa traffic, affecting thousands of towns and thousands of articles.

This series of cases is epoch making. It should help materially to inaugurate a new industrial era in the state of Iowa.



## Interstate Rate Cases Handled by the Commerce Counsel

Marshall Oil Company, Marshalltown, Iowa, v. C. & N. W. Ry. Co., et al., I. C. C. No. 5134, concerning rates on axle grease in mixed carloads. Commission found that defendant's tariffs, excluding axle grease, were unjustly discriminatory and ordered the mixture.

Burlington Basket Company, Burlington, Iowa, v. Western Trunk Line Carriers, I. & S. No. 276. Advance in rates on baskets. Petition filed with Interstate Commerce Commission for suspension, which was granted. Pending.

Iowa Railroad Commission v. C. R. I. & P. Ry. Co., I. C. C. 5700. Car shortage and distribution. Complaint filed Feb. 10, 1913. Hearing was had on July 18, 1913. Briefs have been filed and decision expected soon.

State of Iowa v. Railway Companies, I. C. C. No. 5161. Rates on coffin stock. Complaint filed with Interstate Commerce Commission; commission found classification of coffin stock to be relatively unreasonable and unduly prejudicial, and ordered that in the future rate should not exceed lumber tariff rates.

Cedar Rapids Commercial Club v. Railroads. July 31, 1913, petition filed asking suspension of tariffs making advances in cotton-seed oil rates. Suspension denied.

Klaner Mfg. Co., Ft. Dodge, v. The A., T. & S. F. Ry. Co., et al., I. C. C. 5729. Complaint filed concerning classification of culverts. Complaint dismissed.

Farley-Loetscher Mfg. Co., Dubuque, Ia., et al. Application filed, asking suspension of tariffs advancing rates on door and window frames. Suspension denied.

J. W. Edgerly Co., Ottumwa, Ia., et al. Application filed, asking suspension of tariffs eliminating certain fiberboard containers. Suspension denied.

Commerce Counsel of Iowa, on July 17, 1913, joined with request of South Dakota Board of Railroad Commissioners, asking suspension of proposed increased minimum weight on flour in carloads. Suspension denied.

Farmers' Grain & Mercantile Company v. C. & N. W. Ry. Co. and C. G. W. R. R. Co. In re rates on grain, Kirkman, Iowa, to Omaha and Kansas City. Complaint filed on November 26, 1913. Pending.

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. Pending.

Iowa Grain Rates. On March 19, 1913, supplementary petition or application was filed with the Interstate Commerce Commission, joining Traffic Bureau of Sioux City. Commission held that present rates were just and reasonable.

Jacob Kerper, et al., v. Iowa Northern Railway Co. & C. G. W. R. R. Co., in re through routes and joint rates. On August 18, 1913, complaint withdrawn by complainants.

Kunz Grain Co. v. M. & St. L. R. R. Co., I. C. C. No. 5663. This department assisted Western Grain Dealers' Ass'n. Reparation on carload of corn; 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. Complaint filed. Pending.

Northwestern Cabinet Company, I. & S. No. 126 and 126-A. Application for suspension of tariffs advancing rates on furniture filed and granted. On hearing the Commission directed withdrawal of suspended tariffs, and that new tariffs be filed, in which a moderate advance in commodity rates may be justifiable.

Sheurman Bros., Inc., v. The A., T. & S. F. Ry. Co., et al., I. C. C. No. 5921. Complaint filed relative to rates on garnetted wool waste, and afterwards Western Classification No. 52 provided classification on garnetted wool waste which was satisfactory to complainants, and complaint was withdrawn.

Tisdale Lumber Company v. C., R. I. & P. Ry. Co. Lumber rates from south to certain Iowa stations. Included in I. & S. No. 282. Pending.

The Iowa Railroad Commission, through the Commerce Counsel, intervened in the case of the suspension of certain tariffs raising and readjusting transcontinental rates. Commission found rates not to be unreasonable.

Dubuque Shippers' Ass'n v. C. & N. W. Ry. Co., et al. This case affected the handling of less than carload shipments from Dubuque to points in Wisconsin. On September 5, 1912, complaint was filed, which was later dismissed.

Apple rates. Opened July 18, 1913, by State Railway Commissions of Missouri, Kansas, Iowa and Nebraska, relative to carload rates on apples. Petition being prepared to file with Interstate Commerce Commission.

Campbell Heating Company, 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. Pending.

Hoopes & Sons, Muscatine, Iowa, v. C., M. & St. P. Ry. Co., et al., I. C. C. No. 6016. Referring to switching and asking reparation. Pending.

Iowa & Southwestern Railway Company v. C., B. & Q. R. R. Co., I. C. C. No. 5441, asking for through routes and switching arrangements. Pending.

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. Pending.

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. 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.

Lumber: Fred Lynch, Dallas, Iowa, v. C., R. I. & P. Ry. Co., unreasonable rate applied on lumber; claim for reparation. Pending.

I. & S. No. 333, Rate Increases in Official Classification Territory, in connection with Docket 5860, known as Five Per Cent Rate Case. Hearings began in November, 1913. Suspension dockets having particular reference to the rates on glucose, salt, sugar, coffee, coal, etc. Pending.

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. Pending.

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. Pending.

H. Rhynsburger, Pella, Iowa, v. C., R. I. & P. Ry. Co., I. C. C. No. 5598. Rates on butter and eggs and reparation. Pending.

Wheeler Lumber Company, Des Moines, Iowa, v. The A., T. & S. F. Ry. Co., et al., I. C. C. No. 6089. Rates on fir lumber and fir lumber products from Pacific Coast points to Iowa points. Pending.

Manhattan Oil Company, Des Moines, Iowa, et al., v. The A., T. & S. F. Ry. Co., et al., I. C. C. No. 6307. Rates on petroleum from Kansas refining points to Iowa towns. Pending.

Giesler & Company v. The A., T. & S. F. Ry. Co., et al. Classification matter, referred to this department; later all papers returned to the Iowa Commission, at their request.

Morris-Johnson-Brown Mfg. Company v. Ill. Cent. R. R. Co., et al., I. C. C. No. 5315. Rates on excelsior. Pending.

Alfalfa Meal Company, Council Bluffs, v. C., B. & Q. R. R. Co. Opened April 11, 1912. Rates on alfalfa. While this was a claim for reparation, the reasonableness of the rate was also involved. This department appeared at the hearing and rendered such service as deemed advisable. Commission acted favorably upon the petition and reparation was awarded.

This department also assisted in the preparation and presentation and arguments in the Mississippi River, Interior Iowa and Western Rate cases.

MATTERS AFFECTING INTERSTATE RATES, BUT ADJUSTED WITH-  
OUT NECESSITY OF FILING COMPLAINT WITH INTER-  
STATE COMMERCE COMMISSION.

Frank Kamberling, Iowa Falls, Iowa. In re through rates and shipping charges from Iowa Falls to St. Louis. Matter taken up with complainant and situation fully explained.

Spaulding Mfg. Co., Grinnell, Iowa, to Ogden, Utah. Upon investigation it was found that the rate was charged in accordance with published tariffs; that error was due to billing.

Zimmerman Steel Company, Lone Tree, Iowa. In re rate on coke and advance in rates on pig iron from southern producing points to Lone Tree. Investigation in progress and adjustment seems probable.

Zimmerman Steel Company, Lone Tree, Iowa. Relative to rate adjustment on their products from Lone Tree to southeastern territory. Investigation pending and adjustment probable.

Kratzer Carriage Company, Des Moines, Iowa. Trouble with inspectors relative to shipments of vehicle springs, resulting in higher rates being charged than tariff provided. Matter was adjusted with railroad companies without necessity of formal action.

Relative to necessary action to compel railroad companies to charge not more than two cents per mile on interstate trips when state fares over same line were but two cents. Action was not begun, as the Interstate Commerce Commission had given the carriers until May 1, 1914, in which to readjust and file their tariffs, providing that the interstate rates be the same per mile as the state rates, effective May 1, 1914.

W. D. Burdick, Traffic Manager, Associated Manufacturers' Co., Waterloo, Iowa, requested that certain W. T. L. tariffs be amended relative to mixing concrete mixers with gasoline engines. Matter presented to Western Trunk Line Committee, but at the request of Mr. Burdick was later withdrawn.

W. E. Jones & Company, Ottumwa, Iowa. Grain rates, Ottumwa to Chicago. Investigation pending.

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OFFICERS AND DIRECTORS

OF

Steam Railway Companies

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## Officers and Directors of Steam Railway Companies.

## THE ATCHISON, TOPEKA &amp; SANTA FE RY. CO.

## DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
Benjamin P. Cheney	Boston, Mass.	October 23, 1913
Augustus D. Julliard	New York, N. Y.	October 23, 1913
T. DeWitt Cuyler	Philadelphia, Pa.	October 23, 1913
Edward P. Ripley	Chicago, Ill.	October 22, 1914
Byron L. Smith	Chicago, Ill.	October 22, 1914
Charles Steele	New York, N. Y.	October 22, 1914
Howel Jones	Topeka, Kan.	October 22, 1914
H. Rieman Duval	New York, N. Y.	October 21, 1915
Thomas P. Fowler	New York, N. Y.	October 21, 1915
Walker D. Hines	New York, N. Y.	October 21, 1915
Charles S. Gled	Topeka, Kan.	October 21, 1915
Edward J. Berwind	New York, N. Y.	October 21, 1916
John G. McCullough	New York, N. Y.	October 21, 1916
Henry C. Frick	Pittsburgh, Pa.	October 21, 1916
Andrew C. Jobes	Merriam, Kan.	October 21, 1916

## PRINCIPAL OFFICERS.

Title	Name	Official Address
President	E. F. Ripley	Chicago, Ill.
Vice President	W. B. Storey	Chicago, Ill.
Vice President	Edward Chambers	Chicago, Ill.
Vice President	W. E. Hodges	Chicago, Ill.
Secretary and Treasurer	E. L. Copeland	Topeka, Kan.
Asst. Secretary and Treasurer	G. Hollerhoff, Jr.	Los Angeles, Cal.
General Counsel	Walker D. Hines	New York, N. Y.
General Solicitor	Gardiner Lathrop	Chicago, Ill.
Comptroller	D. L. Gallup	New York, N. Y.
Deputy Comptroller	A. E. Waterhouse	New York, N. Y.
General Auditor	W. E. Bailey	Chicago, Ill.
Asst. General Auditor	J. E. Baxter	Chicago, Ill.
Asst. General Auditor	A. L. Conrad	Chicago, Ill.
General Manager Eastern Lines	O. W. Kouss	Topeka, Kan.
General Manager Western Lines	F. C. Fox	Amarillo, Texas
Acting General Manager Coast Lines	H. L. Hibbard	Los Angeles, Cal.
General Manager S. F. P. & F. Lines	W. A. Drake	Prescott, Ariz.
Chief Engineer System	C. F. W. Felt	Chicago, Ill.
General Superintendent	R. J. Parker	Topeka, Kan.
General Superintendent	E. Raymond	Newton, Kan.
General Superintendent	J. M. Kuro	La Junta, Colo.
General Superintendent	G. C. Markwether	Amarillo, Texas
Acting General Superintendent	F. R. Hitchcock	Los Angeles, Cal.
Freight Traffic Manager	F. B. Houghton	Chicago, Ill.
Passenger Traffic Manager	W. J. Black	Chicago, Ill.
General Freight Agent	F. R. Koonis	Topeka, Kan.
General Freight Agent	H. P. Ancewilt	Los Angeles, Cal.
General Freight and Passenger Agent	P. P. Hastings	Prescott, Ariz.
General Passenger Agent	J. M. Connell	Topeka, Kan.
Land Commissioner	Howel Jones	Topeka, Kan.

THIRTY-SIXTH ANNUAL REPORT OF THE  
ATLANTIC, NORTHERN AND SOUTHERN RAILWAY CO.

## DIRECTORS.

Name	Official Address
W. A. Follett, Receiver	Atlantic, Iowa

## PRINCIPAL OFFICERS.

Title	Name	Official Address
General Solicitor	W. A. Follett	Atlantic, Iowa
General Manager	F. B. Le Feter	Atlantic, Iowa

## CHARLES CITY WESTERN RAILWAY CO.

## DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
C. W. Hart	Charles City, Iowa	January 12, 1914
A. E. Ellis	Charles City, Iowa	January 12, 1914
N. Prudden	Charles City, Iowa	January 12, 1914
C. D. Ellis	Charles City, Iowa	January 12, 1914
E. M. Sherman	Charles City, Iowa	January 12, 1914
C. H. Parr	Charles City, Iowa	January 12, 1914
F. W. Fisher	Charles City, Iowa	January 12, 1914

## PRINCIPAL OFFICERS.

Title	Name	Official Address
Chairman of the Board	C. W. Hart	Charles City, Iowa
President	C. W. Hart	Charles City, Iowa
First Vice President	E. M. Sherman	Charles City, Iowa
Secretary	C. H. Parr	Charles City, Iowa
Treasurer	C. H. Parr	Charles City, Iowa
General Manager	C. W. Hart	Charles City, Iowa
Assistant General Manager	H. E. Bennett	Charles City, Iowa
Traffic Manager	H. E. Bennett	Charles City, Iowa

## CHICAGO, ANAMOSA AND NORTHERN RAILWAY CO.

## DIRECTORS.

Name	Official Address
G. E. Farmer, Receiver	Anamosa, Iowa

## PRINCIPAL OFFICERS.

Title	Name	Official Address
President	Louis E. 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

## CHICAGO, BURLINGTON &amp; QUINCY RAILROAD CO.

## DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
George F. Baker	New York, N. Y.	November 5, 1913
George C. Clark	New York, N. Y.	November 5, 1913
William F. Clough	New York, N. Y.	November 5, 1913
Howard Elliott	St. Paul, Minn.	November 5, 1913
George B. Harris	Chicago, Ill.	November 5, 1913
James J. Hill	St. Paul, Minn.	November 5, 1913
James N. Hill	New York, N. Y.	November 5, 1913
Darius Miller	Chicago, Ill.	November 5, 1913
Edward T. Nichols	New York, N. Y.	November 5, 1913
Hale Holden	Chicago, Ill.	November 5, 1913
Samuel Thorne	New York, N. Y.	November 5, 1913

## 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. Burham	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	O. M. Dawes	Chicago, Ill.
General Solicitor	O. M. Spencer	St. Joseph, Mo.
Solicitor	Byron Clark	Omaha, Neb.
General Auditor	C. I. Sturgis	Chicago, Ill.
Assistant General Auditor	H. D. Foster	Chicago, Ill.
Auditor	W. P. Durkee	Chicago, Ill.
General Manager	E. P. Bracken	Chicago, Ill.
General Manager	G. W. Holdrege	Omaha, Neb.
Assistant General Manager	E. S. Koller	Chicago, Ill.
Chief Engineer	T. E. Calvert	Chicago, Ill.
General Superintendent	F. L. Johnson	Galesburg, Ill.
General Superintendent	Robt. Rice	Burlington, Iowa
General Superintendent	P. H. Utzick	St. Louis, Mo.
General Superintendent	L. B. Allen	Lincoln, Neb.
General Superintendent	E. E. Young	Alliance, Neb.
Freight Traffic Manager	G. H. Crosby	Chicago, Ill.
Asst. Freight Traffic Manager	C. E. Spens	Chicago, Ill.
General Freight Agent	E. R. Fuller	Chicago, Ill.
General Freight Agent	W. Gray	St. Louis, Mo.
General Freight Agent	H. H. Holcomb	Omaha, Neb.
Passenger Traffic Manager	P. S. Eustis	Chicago, Ill.
General Passenger Agent	John Francis	Chicago, Ill.
General Passenger Agent	L. W. Wakley	Omaha, Neb.
General Passenger Agent	W. A. Lator	St. Louis, Mo.

## CHICAGO GREAT WESTERN RAILROAD COMPANY.

## DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
F. Weyerhaeuser	St. Paul, Minn.	October, 1913
E. F. Swinney	Kansas City, Mo.	October, 1913
E. N. Hurley	Chicago, Ill.	October, 1913
S. M. Felton	Chicago, Ill.	October, 1914
Charles Steele	New York, N. Y.	October, 1914
J. R. Morron	New York, N. Y.	October, 1914
O. H. Conover	Chicago, Ill.	October, 1915
C. M. Carr	Chicago, Ill.	October, 1915
A. A. Sprague	Chicago, Ill.	October, 1915
E. O. Finkbine	Des Moines, Iowa	October, 1915
J. S. Bell	Minneapolis, Minn.	October, 1915
J. A. Spoor	Chicago, Ill.	October, 1916
Milton Tootle, Jr.	St. Joseph, Mo.	October, 1916

## PRINCIPAL OFFICERS.

Title	Name	Official Address
President	S. M. Felton	Chicago, Ill.
Vice President	J. W. Blabon	Chicago, Ill.
Vice President	W. A. Garrett	Chicago, Ill.
Vice President	F. L. Purdy	New York, N. Y.
Secretary	J. F. Coykendall	Chicago, Ill.
Assistant Secretary	A. H. Gillard	New York, N. Y.
Assistant Secretary	M. P. Nugent	New York, N. Y.
Treasurer	J. F. Coykendall	Chicago, Ill.
General Counsel	John Barton Payne	Chicago, Ill.
Auditor	C. F. Krebs	Chicago, Ill.
Chief Engineer	L. C. Fritch	Chicago, Ill.
General Freight Agent	Oscar Townsend	Chicago, Ill.
General Passenger Agent	A. L. Craig	Chicago, Ill.

## MASON CITY AND FORT DODGE R. R. CO.

## DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
J. W. Blabon	Chicago, Ill.	September, 1913
Luther Drake	Omaha, Neb.	September, 1913
S. M. Felton	Chicago, Ill.	September, 1913
E. C. Finkbine	Des Moines, Iowa	September, 1913
G. W. Watties	Omaha, Neb.	September, 1913

## 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.

## WISCONSIN, MINNESOTA &amp; PACIFIC RAILROAD CO.

## DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
S. M. Felton	Chicago, Ill.	September 12, 1913
J. W. Blabon	Chicago, Ill.	September 12, 1913
J. H. Rich	Red Wing, Minn.	September 12, 1913
E. Sommers	St. Paul, Minn.	September 12, 1913
C. J. McConville	St. Paul, Minn.	September 12, 1913

## PRINCIPAL OFFICERS.

Title	Name	Official Address
President	S. M. Felton	Chicago, Ill.
Vice President	J. W. Blabon	Chicago, Ill.
Secretary	J. P. Coykendall	Chicago, Ill.
Treasurer	J. F. Coykendall	Chicago, Ill.
Auditor	Con F. Krebs	Chicago, Ill.

## CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY CO.

## DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
J. Ogden Armour	Chicago, Ill.	September, 1913
Stanley Field	Chicago, Ill.	September, 1913
L. J. Pett	Milwaukee, Wis.	September, 1913
P. A. Rockefeller	New York, N. Y.	September, 1913
Walter P. Bliss	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

## PRINCIPAL OFFICERS.

Title	Name	Official Address
President	A. J. Earling	Chicago, Ill.
Assistant to President	H. R. Williams	New York, N. Y.
Vice President	E. W. McKenna	Chicago, Ill.
Vice President	J. H. Hiland	Chicago, Ill.
Vice President	E. S. Koeley	Chicago, Ill.
Vice President	E. D. Sewall	Chicago, Ill.
Vice President	D. L. Bush	Chicago, Ill.
Vice President	H. B. Earling	Seattle, Wash.
Vice President	O. A. Goodnow	Chicago, Ill.
Assistant to President	J. W. Taylor	Chicago, Ill.
Secretary	E. W. Adams	Milwaukee, Wis.
Treasurer	P. G. Ranney	Chicago, Ill.
General Solicitor	H. H. Field	Chicago, Ill.
Attorney or General Counsel	Burton Hanson	Chicago, Ill.
General Auditor	E. A. Dousman	Chicago, Ill.
Assistant General Auditor	G. J. Bunting	Chicago, Ill.
Assistant General Auditor	J. Welch	Chicago, Ill.
General Manager	P. O. Hart	Chicago, Ill.
Assistant to the General Manager	J. T. Gillick	Chicago, Ill.
Chief Engineer	C. F. Loweth	Chicago, Ill.
Freight Traffic Manager	H. E. Pierpont	Chicago, Ill.
Passenger Traffic Manager	F. A. Miller	Chicago, Ill.



## CHICAGO AND NORTH WESTERN RAILWAY COMPANY.

## DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
Marvin Hughtitt	Chicago, Ill.	October, 1913
William K. Vanderbilt, Jr.	New York, N. Y.	October, 1913
James Stillman	New York, N. Y.	October, 1913
Oliver Ames	Boston, Mass.	October, 1913
Zenas Crane	Dalton, Mass.	October, 1913
William K. Vanderbilt	New York, N. Y.	October, 1914
Frederick W. Vanderbilt	New York, N. Y.	October, 1914
Byron L. Smith	Chicago, Ill.	October, 1914
Cyrus H. McCormick	Chicago, Ill.	October, 1914
Chauncey Keep	Chicago, Ill.	October, 1914
William A. Gardner	Chicago, Ill.	October, 1914
Chauncey M. Depew	New York, N. Y.	October, 1915
James O. Fargo	New York, N. Y.	October, 1915
Henry C. Frick	Pittsburgh, Pa.	October, 1915
David P. Kimball	Boston, Mass.	October, 1915
John V. Farwell	Chicago, Ill.	October, 1915
Homer A. Miller	Des Moines, Iowa	October, 1915

## PRINCIPAL OFFICERS.

Title	Name	Official Address
Chairman of the Board	Marvin Hughtitt	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. Ashton	Chicago, Ill.
Secretary	John D. Caldwell	Chicago, Ill.
Treasurer and Assistant Secretary	Milton B. Van Zandt	New York, N. Y.
General Solicitor	Carl C. Wright	Chicago, Ill.
General Counsel	Edward M. Hyzer	Chicago, Ill.
Comptroller	Lewis A. Robinson	Chicago, Ill.
General Auditor	Charles D. Brandriff	Chicago, Ill.
General Manager	William D. Cantillon	Chicago, Ill.
General Manager	Frank Walters	Omaha, Neb.
Assistant General Manager	Samuel G. Strickland	Chicago, Ill.
Chief Engineer	Edward C. Carter	Chicago, Ill.
General Superintendent	Walter J. Towne	Chicago, Ill.
General Superintendent	Chester T. Dike	Huron, S. D.
General Superintendent	Stanley M. Braden	Norfolk, Neb.
Freight Traffic Manager	Marvin Hughtitt, Jr.	Chicago, Ill.
Passenger Traffic Manager	Alexander C. Johnson	Chicago, Ill.
Assistant Freight Traffic Manager	Edmund D. Brigham	Chicago, Ill.
Assistant Freight Traffic Manager	Frank P. Ryman	Chicago, Ill.
General Freight Agent	Samuel F. Miller	Chicago, Ill.
General Passenger and Ticket Agent	Charles A. Cairns	Chicago, Ill.
Land Commissioner	Joseph F. Cleveland	Chicago, Ill.

## CHICAGO, SAINT PAUL, MINNEAPOLIS AND OMAHA RAILWAY COMPANY.

## DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
Wm. K. Vanderbilt	New York, N. Y.	October, 1913
W. K. Vanderbilt, Jr.	New York, N. Y.	October, 1913
Frederick W. Vanderbilt	New York, N. Y.	October, 1913
Wm. A. Gardner	Chicago, Ill.	October, 1914
Marvin Hughtitt	Chicago, Ill.	October, 1914
Byron L. Smith	New York, N. Y.	October, 1914
Chauncey M. Depew	Boston, Mass.	October, 1914
Zenas Crane	Dalton, Mass.	October, 1914
Oliver Ames	Boston, Mass.	October, 1915
James T. Clark	St. Paul, Minn.	October, 1915
Samuel A. Lynde	New York, N. Y.	October, 1915
John D. Caldwell	Chicago, Ill.	October, 1915

## PRINCIPAL OFFICERS.

Title	Name	Official Address
Chairman of the Board	Marvin Hughtitt	Chicago, Ill.
President	Wm. A. Gardner	Chicago, Ill.
Vice President	S. A. Lynde	New York, N. Y.
Second Vice President	James T. Clark	St. Paul, Minn.
Secretary	T. A. Polley	Hudson, Wis.
Assistant Secretary	M. B. Van Zandt	New York, N. Y.
Assistant Secretary	S. A. Lynde	New York, N. Y.
Treasurer	M. B. Van Zandt	New York, N. Y.
General Solicitor	J. B. Sheehan	New York, N. Y.
Comptroller	L. A. Robinson	St. Paul, Minn.
General Auditor	Chas. Jensch	Chicago, Ill.
General Manager	A. W. Trenholm	St. Paul, Minn.
Chief Engineer	C. W. Johnson	St. Paul, Minn.
General Superintendent	P. R. Pechin	St. Paul, Minn.
Traffic Manager (Freight)	H. M. Pearce	St. Paul, Minn.
General Freight Agent	E. B. Ober	St. Paul, Minn.
General Passenger and Ticket Agent	C. H. Mac Rae	St. Paul, Minn.
Land Commissioner	G. W. Bell	Hudson, Wis.

## THE CHICAGO, ROCK ISLAND AND PACIFIC RAILWAY COMPANY.

## DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
W. H. Moore	New York, N. Y.	1913
H. U. Mudge	Chicago, Ill.	1913
Geo. G. McMurtry	New York, N. Y.	1913
James McLean	New York, N. Y.	1913
D. G. Reid	New York, N. Y.	1914
E. S. Moore	Chicago, Ill.	1914
Roberts Walker	New York, N. Y.	1914
John J. Mitchell	Chicago, Ill.	1914
J. H. Moore	Chicago, Ill.	1915
F. L. Hine	New York, N. Y.	1915
Arthur Curtis James	New York, N. Y.	1915
Ogden Mills	New York, N. Y.	1915
W. T. Graham	New York, N. Y.	1915

## PRINCIPAL OFFICERS.

Title	Name	Official Address
Chairman of the Board	D. G. Reid	New York, N. Y.
Chairman Executive Committee	W. H. Moore	New York, N. Y.
President	H. U. Mudge	Chicago, Ill.
First Vice President	J. E. Gorman	Chicago, Ill.
Second Vice President	A. C. Ridgway	Chicago, Ill.
Third Vice President	John Sebastian	Chicago, Ill.
Vice President	E. S. Moore	Chicago, Ill.
Vice President, Secretary and Treasurer	Geo. H. Crosby	Chicago, Ill.
Vice President and General Counsel	F. C. Dillard	Chicago, Ill.
Vice President, A. Sec. & Asst. Treas.	J. J. Quinlan	New York, N. Y.
Assistant to President	H. M. Sloan	Chicago, Ill.
Assistant to President	J. B. Berry	Chicago, Ill.
Comptroller	Frank Nay	Chicago, Ill.
General Auditor	W. H. Burns	Chicago, Ill.
General Managers	W. M. Whitenton	Des Moines, Iowa
	A. E. Sweet	Topeka, Kan.
	C. W. Jones	El Reno, Okla.
Assistant General Managers	T. H. Peacom	Des Moines, Iowa
	J. B. Smalley	Topeka, Kan.
	F. J. Easley	El Reno, Okla.
Chief Engineer	C. A. Morse	Chicago, Ill.
Superintendent of Telegraph	C. H. Hubbell	Chicago, Ill.
Freight Traffic Manager	H. Gower	Chicago, Ill.
Passenger Traffic Manager	L. M. Allen	Chicago, Ill.
Real Estate & 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, 1914
W. A. SeEVERS	Des Moines, Iowa	June, 1914
M. B. SeEVERS	Des Moines, Iowa	June, 1914
Robert Ryan	Des Moines, Iowa	June, 1914
J. B. Ryan	Colfax, Iowa	June, 1914

## PRINCIPAL OFFICERS.

Title	Name	Official Address
President	Thos. W. Griggs	Davenport, Iowa
Vice President	M. B. SeEVERS	Des Moines, Iowa
Secretary	W. Blakeley	Colfax, Iowa
Treasurer	M. B. SeEVERS	Des Moines, Iowa
General Manager	W. Blakeley	Colfax, Iowa

## CRESTON, WINTERSET AND DES MOINES RAILROAD COMPANY.

## DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
R. Brown	Creston, Iowa	January, 1914
Jas. Brown	Creston, Iowa	January, 1914
S. N. Wilkins	Creston, Iowa	January, 1914
J. C. Sullivan	Creston, Iowa	January, 1914
Theo. S. Delay	Creston, Iowa	January, 1914
G. A. Perry	Creston, Iowa	January, 1914
Henry Ramsbottom	Spaulding, Iowa	January, 1914
John Ramsbottom	Spaulding, Iowa	January, 1914
A. S. Lynn	Orient, Iowa	January, 1914
C. E. Wilson	Macksburg, Iowa	January, 1914
Eugene Wilson	Winterset, Iowa	January, 1914
E. B. Marsh	Macksburg, Iowa	January, 1914
W. W. Walker	Macksburg, Iowa	January, 1914
G. M. White	Hebron, Iowa	January, 1914
M. E. Harris	Winterset, Iowa	January, 1914
M. Rowe	Macksburg, Iowa	January, 1914

## 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	S. N. Wilkins	Creston, Iowa
Assistant General Manager	C. E. Wilson	Creston, Iowa
Chief Engineer	G. B. Judd	Creston, Iowa

## CROOKED CREEK RAILROAD AND COAL COMPANY.

## DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
G. E. Burnham	Milwaukee, Wis.	September, 1913
F. Paul Stone	Oconomowoc, Wis.	September, 1913
M. M. Wilson	Webster City, Iowa	September, 1913
Chas. L. Burnham	Milwaukee, Wis.	September, 1913
F. M. Johnston	Boone, Iowa	September, 1913
C. H. Crooks	Boone, Iowa	September, 1913
H. U. Wallace	Chicago, Ill.	September, 1913

## PRINCIPAL OFFICERS.

Title	Name	Official Address
President	G. E. Burnham	Milwaukee, Wis.
Secretary	Chas. L. Burnham	Milwaukee, Wis.
Treasurer	F. M. Johnston	Boone, Iowa
Auditor	L. D. Kenworthy	Webster City, Iowa
General Superintendent	C. M. Kellogg	Webster City, Iowa
Gen. Freight, Pas. and Ticket Agent	John L. Sullivan	Boone, Iowa

## DAVENPORT, ROCK ISLAND &amp; NORTHWESTERN RAILWAY CO.

## DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
E. P. Bracken	Chicago, Ill.	January, 1914
D. L. Bush	Chicago, Ill.	January, 1914
J. M. Dering	Chicago, Ill.	January, 1914
J. H. Hilland	Chicago, Ill.	January, 1914
J. C. Hutchins	Chicago, Ill.	January, 1914
C. S. Jefferson	Chicago, Ill.	January, 1914
Darius Miller	Chicago, Ill.	January, 1914

## PRINCIPAL OFFICERS.

Title	Name	Official Address
President	D. L. Bush	Chicago, Ill.
Vice President	J. C. Hutchins	Chicago, Ill.
Secretary and Treasurer	M. J. Young	Davenport, Iowa
Auditor and Assistant Treasurer	J. H. Ellis	Davenport, Iowa
General Manager	O. B. Grant	Davenport, Iowa

## DUBUQUE AND SIOUX CITY RAILROAD COMPANY.

## DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
C. H. Markham	Chicago, Ill.	October, 1913
R. W. Goelet	New York, N. Y.	October, 1913
Cornelius Vanderbilt	New York, N. Y.	October, 1913
R. S. Lovett	New York, N. Y.	October, 1913
Chas. A. Peabody	New York, N. Y.	October, 1913
W. L. Park	Chicago, Ill.	October, 1913
Phillip Stockton	Boston, Mass.	October, 1913
J. T. Adams	Dubuque, Iowa	October, 1913
Walther Lutgen	New York, N. Y.	October, 1913
Henry de Forest	New York, N. Y.	October, 1913
J. W. Auchincloss	New York, N. Y.	October, 1913
A. R. Loomis	Fl. Dodge, Iowa.	October, 1913
D. H. Burbank	New York, N. Y.	October, 1913
E. T. H. Gibson	New York, N. Y.	October, 1913

## PRINCIPAL OFFICERS.

Title	Name	Official Address
President	C. H. Markham	Chicago, Ill.
Vice President	W. L. Park	Chicago, Ill.
Secretary and Assistant Treasurer	P. E. Couch	Dubuque, Iowa
Treasurer	A. J. Wykes	New York, N. Y.
Assistant Secretary	D. H. Burbank	New York, N. Y.
Comptroller	M. P. Blauvelt	Chicago, Ill.
Assistant Secretary in Charge	B. A. Beck	Chicago, Ill.
General Manager	T. J. Foley	Chicago, Ill.

## GREAT NORTHERN RAILWAY COMPANY.

## DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
Carl R. Gray	St. Paul, Minn.	October, 1915
W. H. Dunwoody	Minneapolis, Minn.	October, 1915
E. T. Nichols	New York, N. Y.	October, 1915
R. A. Jackson	St. Paul, Minn.	October, 1913
Wm. B. Dean	St. Paul, Minn.	October, 1913
Samuel Thorne	New York, N. Y.	October, 1913
James J. Hill	St. Paul, Minn.	October, 1914
Frederick Weyerhaeuser	St. Paul, Minn.	October, 1914
Louis W. Hill	St. Paul, Minn.	October, 1914

## PRINCIPAL OFFICERS.

Title	Name	Official Address
Chairman of the Board	Louis W. Hill	St. Paul, Minn.
President	Carl R. Gray	St. Paul, Minn.
Vice President	W. P. Kenney	St. Paul, Minn.
Vice President	R. A. Jackson	St. Paul, Minn.
Vice President	E. T. Nichols	New York, N. Y.
Vice President	J. N. Gruber	St. Paul, Minn.
Secretary and Assistant Treasurer	L. E. Katzenbach	St. Paul, Minn.
Treasurer and Assistant Secretary	E. T. Nichols	New York, N. Y.
General Solicitor	E. C. Lindley	St. Paul, Minn.
General Counsel	R. A. Jackson	St. Paul, Minn.
Comptroller	G. E. Martin	St. Paul, Minn.
Assistant Comptroller	F. H. Parker	St. Paul, Minn.
Auditor	F. E. Draper	St. Paul, Minn.
Assistant Auditor	W. H. Fortler	Spokane, Wash.
General Manager	C. H. Emerson	St. Paul, Minn.
Chief Engineer	Ralph Budd	St. Paul, Minn.
General Superintendents	J. H. Taylor (Lake Dist.)	Superior, Wis.
	F. Bell (Eastern Dist.)	St. Paul, Minn.
	C. O. Jenks (Cent. Dist.)	Great Falls, Mont.
	W. D. Scott (Western Dist.)	Seattle, Wash.
General Superintendent Transportation	W. C. Watrous	St. Paul, Minn.
General Passenger Agent	H. A. Noble	St. Paul, Minn.
Tax and Land Commissioner	J. T. Maber	St. Paul, Minn.

## IOWA AND OMAHA SHORT LINE RAILWAY CO.

## DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
Geo. W. Adams	Council Bluffs, Iowa	July, 1913
Peter Kathmann	Council Bluffs, Iowa	July, 1913
A. L. Ingram	Treynor, Iowa	July, 1913
Andrew Lufflary, Jr.	Treynor, Iowa	July, 1913
John J. Hess	Omaha, Neb.	July, 1913
Aug. F. Dammrow	Council Bluffs, Iowa	July, 1913
	Treynor, Iowa	July, 1913



## PRINCIPAL OFFICERS.

Title	Name	Official Address
Chairman of the Board	Geo. W. Adams	Council Bluffs, Iowa
President	Geo. W. Adams	Council Bluffs, Iowa
Vice President	C. L. Kirkwood	North Branch, Iowa
Secretary	Peter Kathmann	Treynor, Iowa
Treasurer	A. L. Ingram	Treynor, Iowa
General Solicitor	John J. Hess	Council Bluffs, Iowa
Auditor	A. E. Smith	Council Bluffs, Iowa
General Manager	Geo. W. Adams	Council Bluffs, Iowa
Chief Engineer	Andrew Lufflarry	Council Bluffs, Iowa
General Superintendent	Geo. W. Adams	Council Bluffs, Iowa
General Freight, Pas. and Ticket Agen	A. E. Smith	Council Bluffs, Iowa

## IOWA &amp; SOUTHWESTERN RAILWAY CO.

## DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
W. S. Farquhar	College Springs, Iowa	January, 1914
G. W. Richardson	Clarinda, Iowa	January, 1914
R. E. Lee	Clarinda, Iowa	January, 1914
J. H. Walkinshaw	Blanchard, Iowa	January, 1914
A. F. Galloway	Clarinda, Iowa	January, 1914
I. H. Taggart	Clarinda, Iowa	January, 1914
H. F. McCowan	Clarinda, Iowa	January, 1914
A. M. Abbott	College Springs, Iowa	January, 1914
W. N. Dewhurst	Blanchard, Iowa	January, 1914
J. M. Humbaugh	Clarinda, Iowa	January, 1914
M. F. Russell	Blanchard, Iowa	January, 1914

## 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
Treasurer	I. H. Taggart	Clarinda, Iowa
Attorney	Wm. 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 AND ONEIDA RAILWAY CO.

## DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
A. S. Blair	Manchester, Iowa	1916
E. M. Carr	Manchester, Iowa	1915
Hubert Carr	Manchester, Iowa	1916
W. Hutchison	Manchester, Iowa	1915
Wm. Hockaday	Manchester, Iowa	1916
Jos. Hutchinson	Manchester, Iowa	1916
M. F. LeRoy	Manchester, Iowa	1914
L. Matthews	Manchester, Iowa	1916
A. A. Morse	Manchester, Iowa	1914
A. R. LeRoy	Manchester, Iowa	1914
C. J. Seeds	Manchester, Iowa	1915
G. W. Dunham	Manchester, Iowa	1915
E. H. Hoyt	Manchester, Iowa	1915
R. W. Tirrill	Manchester, Iowa	1914
J. S. Jones	Manchester, Iowa	1914

## PRINCIPAL OFFICERS.

Title	Name	Official Address
Chairman of the Board	E. M. Carr	Manchester, Iowa
President	Jos. Hutchinson	Manchester, Iowa
Vice President	E. H. Hoyt	Manchester, Iowa
Secretary	L. Matthews	Manchester, Iowa
Treasurer	M. F. LeRoy	Manchester, Iowa
Attorney	A. S. Blair	Manchester, Iowa
Auditor	C. J. Seeds	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 AND ST. LOUIS RAILROAD CO.

## DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
W. M. Wadden	Boston, Mass.	October, 1913
W. J. Wollman	New York, N. Y.	October, 1913
A. O. Doan	New York, N. Y.	October, 1914
T. P. Shouts	New York, N. Y.	October, 1914
H. E. Huntington	New York, N. Y.	October, 1914
Frank Trumbull	New York, N. Y.	October, 1914
Frank P. Frazier	New York, N. Y.	October, 1915
F. H. Davis	New York, N. Y.	October, 1915
Newman Erb	New York, N. Y.	October, 1915

## PRINCIPAL OFFICERS.

Title	Name	Official Address
President	Newman Erb	New York, N. Y.
Vice President	F. H. Davis	New York, N. Y.
Vice President	W. G. Biers	Minneapolis, Minn.
Secretary	A. G. Doan	New York, N. Y.
Treasurer	F. H. Davis	New York, N. Y.
General Solicitor	W. H. Brenner	Minneapolis, Minn.
Consulting Counsel	Geo. W. Seavers	Oakbrook, Iowa
Auditor	L. G. Scott	Minneapolis, Minn.
General Manager	W. G. Biers	Minneapolis, Minn.
Chief Engineer	R. G. Kenly	Minneapolis, Minn.
Chief Superintendent	C. S. Lake	Minneapolis, Minn.
Traffic Manager	S. G. Lutz	Minneapolis, Minn.

## MUSCATINE NORTH &amp; SOUTH RY. CO.

## DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
F. H. Griggs	Davenport, Iowa	February, 1914
D. H. McKee	Des Moines, Iowa	February, 1914
S. S. Brown	St. Joseph, Mo.	February, 1914
John E. Dolman	St. Joseph, Mo.	February, 1914
Charles Howard	Muscatine, Iowa	February, 1914

## PRINCIPAL OFFICERS.

Title	Name	Official Address
President	Chas. Howard	Muscatine, Iowa
Vice President	D. H. McKee	Des Moines, Iowa
Vice President	H. B. Holbert	Muscatine, Iowa
Secretary	James A. Coe	Muscatine, Iowa
Auditor	H. H. Kohlhammer	Muscatine, Iowa
General Manager	H. B. Holbert	Muscatine, Iowa
Superintendent	James A. Coe	Muscatine, Iowa
General Freight and Passenger Agent	C. B. Woodul	Muscatine, Iowa

## ST. PAUL AND KANSAS CITY SHORT LINE RAILROAD COMPANY.

## DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
H. U. Mudge	Chicago, Ill.	October, 1913
J. E. Gorman	Chicago, Ill.	October, 1913
A. C. Ridgway	Chicago, Ill.	October, 1913
Geo. H. Crosby	Chicago, Ill.	October, 1913
A. T. Hart	Louisville, Ky.	October, 1913

## 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	Jno. Sebastian	Chicago, Ill.
Vice President	E. S. Moore	Chicago, Ill.
Vice President	F. C. MacMillan	Des Moines, Iowa
Vice Pres. and Treas. and Asst. Sec.	Geo. H. Crosby	Chicago, Ill.
Vice President	F. C. Dillard	Chicago, Ill.
Vice Pres., Asst. Sec. and Asst. Treas.	J. J. Quinlan	New York, N. Y.
Secretary and Assistant Treasurer	F. W. Sargent	Des Moines, Iowa
Comptroller	F. Nay	Chicago, Ill.
General Auditor	W. H. Burns	Chicago, Ill.
General Manager	W. H. Whitenton	Des Moines, Iowa
Chief Engineer	C. A. Morse	Chicago, Ill.
Freight Traffic Manager	A. Gower	Chicago, Ill.
General Passenger Agent	W. J. Leaby	Chicago, Ill.
Real Estate and Tax Agent	T. J. Newkirk	Chicago, Ill.

## SOUTHERN IOWA TRACTION COMPANY.

## DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
W. A. Boland	New York, N. Y.	December, 1913
S. M. Richardson	New York, N. Y.	December, 1913
J. L. Sawyers	Centerville, Iowa	December, 1913
G. M. Barnett	Centerville, Iowa	December, 1913
F. D. Sargent	Centerville, Iowa	December, 1913

## PRINCIPAL OFFICERS.

Title	Name	Official Address
President	W. A. Boland	New York, N. Y.
Vice President	J. L. Sawyers	Centerville, Iowa
Secretary	G. M. Barnett	Centerville, Iowa
Treasurer	G. M. Barnett	Centerville, Iowa
General Manager	J. P. Boyle	Centerville, Iowa

## THE TABOR AND NORTHERN RAILWAY CO.

## DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
Robert McClelland	Tabor, Iowa	June, 1915
Thomas McClelland	Galesburg, Ill.	June, 1915
R. S. McClelland	Austin, Colo.	June, 1915
J. M. Barbour	Los Angeles, Cal.	June, 1915

## PRINCIPAL OFFICERS.

Title	Name	Official Address
Chairman of the Board	Robert McClelland	Tabor, Iowa
President	Robert McClelland	Tabor, Iowa
Vice President	Thomas McClelland	Galesburg, Ill.
Treasurer	M. McClelland	Tabor, Iowa
Auditor	M. McClelland	Tabor, Iowa

## UNION PACIFIC RAILROAD CO.

## DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
Oliver Ames	Boston, Mass.	October, 1913
A. J. Earling	Chicago, Ill.	October, 1913
Robert W. Goelet	Newport, R. I.	October, 1913
W. A. Harriman	Arden, N. Y.	October, 1913
Marvin Huchitt	Chicago, Ill.	October, 1913
Otto H. Kahn	Morristown, N. J.	October, 1913
Robert S. Lovett	New York, N. Y.	October, 1913
Charles A. Peabody	New York, N. Y.	October, 1913
William Rocketteller	New York, N. Y.	October, 1913
William G. Rockefeller	New York, N. Y.	October, 1913
Mortimer L. Schiff	Oyster Bay, N. Y.	October, 1913
Jos. F. Smith	Salt Lake City, Utah	October, 1913
W. V. S. Thorne	New York, N. Y.	October, 1913
Frank Trumbull	New York, N. Y.	October, 1913
Frank A. Vanderbilt	New York, N. Y.	October, 1913

## PRINCIPAL OFFICERS.

Title	Name	Official Address
Chairman of the Executive Committee	R. S. Lovett	New York, N. Y.
President	A. L. Mohler	Omaha, Neb.
Vice President and Comptroller	C. B. Seger	New York, N. Y.
Vice President	W. V. S. Thorne	New York, N. Y.
Vice President in Charge of Traffic	J. A. Munroe	Omaha, Neb.
Secretary	Alex Millar	New York, N. Y.
Treasurer	F. V. S. Crosby	New York, N. Y.
General Solicitor	N. H. Loomis	Omaha, Neb.
Counsel	H. W. Clark	New York, N. Y.
Assistant Comptroller	H. S. Bradt	New York, N. Y.
Assistant General Manager	G. E. Bissonnet	New York, N. Y.
Auditor	H. J. Strirling	Omaha, Neb.
Assistant Auditor	W. B. Wilkins	Omaha, Neb.
General Manager	Charles Ware	Omaha, Neb.
Assistant General Manager	C. E. Fuller	Omaha, Neb.
Assistant General Manager	R. L. Huntley	Omaha, Neb.
Assistant General Manager	W. D. Lincoln	Omaha, Neb.
Traffic Manager, Freight	E. H. Wood	Omaha, Neb.
Traffic Manager, Passenger	Gerrit Fort	Omaha, Neb.
General Freight Agent	C. J. Lane	Omaha, Neb.
General Passenger Agent	W. S. Basinger	Omaha, Neb.
Land Commissioner	J. A. Griffith	Omaha, Neb.

## THE WABASH RAILROAD COMPANY.

## DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
Geo. J. Gould	New York, N. Y.	October, 1913
Edward T. Jeffery	New York, N. Y.	October, 1913
A. W. Krech	New York, N. Y.	October, 1913
Robert Goelet	New York, N. Y.	October, 1913
Frederic A. Delano	Chicago, Ill.	October, 1913
Winslow S. Pierce	New York, N. Y.	October, 1913
Tbos. H. Hubbard	New York, N. Y.	October, 1913
J. J. Shecum	New York, N. Y.	October, 1913
Robert M. Galloway	New York, N. Y.	October, 1913
J. Horace Harding	New York, N. Y.	October, 1913
Henry E. Cooper	New York, N. Y.	October, 1913
E. B. Fryor	St. Louis, Mo.	October, 1913
H. Rogers Winthrop	New York, N. Y.	October, 1913

## PRINCIPAL OFFICERS.

Title	Name	Official Address
Receiver	Frederic A. Delano	St. Louis, Mo.
Receiver	Wm. K. Bixby	St. Louis, Mo.
Receiver	Edward B. Pryor	St. Louis, Mo.
Chairman of the Board	Winslow S. Pierce	New York, N. Y.
President	Frederic A. Delano	Chicago, Ill.
Vice President	Edgar T. Welles	New York, N. Y.
Vice President	E. B. Fryor	St. Louis, Mo.
Secretary	J. C. Otteson	New York, N. Y.
Treasurer	F. L. O'Leary	St. Louis, Mo.
General Solicitor	J. L. Minnis	St. Louis, Mo.
Vice President and General Counsel	Wells H. Hodggett	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	C. H. Stinson	St. Louis, Mo.
General Passenger Agent	J. D. McNamara	St. Louis, Mo.



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OFFICERS AND DIRECTORS

OF

**Terminal Railway Companies**

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## 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 1, 1914
H. D. Thompson .....	Des Moines, Iowa .....	January 1, 1914
C. Huttenlocher .....	Des Moines, Iowa .....	January 3, 1914

## 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 .....	C. H. Houston .....	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, 1914
F. C. Hubbell .....	Des Moines, Iowa .....	April 24, 1914
G. C. Hubbell .....	Des Moines, Iowa .....	April 24, 1914
H. D. Thompson .....	Des Moines, Iowa .....	April 24, 1914
N. T. Guernsey .....	Des Moines, Iowa .....	April 24, 1914
J. C. Cook .....	Chicago, Ill. ....	April 24, 1914
D. L. Bush .....	Chicago, Ill. ....	April 24, 1914
E. B. Prior .....	St. Louis, Mo. ....	April 24, 1914

## 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 .....	G. W. Barnes .....	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 .....	January 2, 1914
H. D. Thompson .....	Des Moines, Iowa .....	January 2, 1914
C. Huttenlocher .....	Des Moines, Iowa .....	January 2, 1914
O. P. Thompson .....	Des Moines, Iowa .....	January 2, 1914
G. C. Hubbell .....	Des Moines, Iowa .....	January 2, 1914

## 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. Huston .....	Des Moines, Iowa
General Superintendent .....	C. H. Huston .....	Des Moines, Iowa

## IOWA TRANSFER RAILWAY COMPANY.

## DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
A. T. Abbott .....	Des Moines, Iowa .....	January 2, 1914
W. A. Garrett .....	Chicago, Ill. ....	January 2, 1914
F. C. Hubbell .....	Des Moines, Iowa .....	January 2, 1914
Robert Rice .....	Burlington, Iowa .....	January 2, 1914
F. W. Sargent .....	Des Moines, Iowa .....	January 2, 1914
J. A. Wagner .....	Des Moines, Iowa .....	January 2, 1914

## 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. Hahn .....	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 14, 1913
Wm. Milchrist .....	Sioux City, Iowa .....	October 14, 1913
Edward Tilden .....	Chicago, Ill. ....	October 14, 1913

## 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. DeB...	Sioux City, Iowa



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OFFICERS AND DIRECTORS

OF

**Railway Bridge Companies**

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## 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, 1914
F. B. Bowes .....	Chicago, Ill. ....	June, 1914
W. L. Park .....	Chicago, Ill. ....	June, 1914
M. P. Blauvelt .....	Chicago, Ill. ....	June, 1914
Blewett Lee .....	Chicago, Ill. ....	June, 1914

## 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 .....	O. F. Nau .....	Chicago, Ill.
Comptroller .....	M. P. Blauvelt .....	Chicago, Ill.
Assistant Secretary .....	D. R. Burbank .....	New York, N. Y.
Assistant Secretary in Chicago .....	Burt A. Peck .....	Chicago, Ill.
General Manager .....	T. J. Foley .....	Chicago, Ill.
Superintendent .....	W. S. Williams .....	Dubuque, Iowa

## KEOKUK AND HAMILTON BRIDGE COMPANY.

## DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
Andrew Carnegie .....	New York, N. Y. ....	2d Tues. June, 1914
Theodore F. Hicks .....	New York, N. Y. ....	2d Tues. June, 1914
David Paton .....	New York, N. Y. ....	2d Tues. June, 1914
Joseph J. Asch .....	New York, N. Y. ....	2d Tues. June, 1914
Mathias Nicoll .....	New York, N. Y. ....	2d Tues. June, 1914
James F. Secor .....	New York, N. Y. ....	2d Tues. June, 1914
W. S. Gilman .....	New York, N. Y. ....	2d Tues. June, 1914
Theodore Gilman .....	New York, N. Y. ....	2d Tues. June, 1914
Henry E. Smith .....	Philadelphia, Pa. ....	2d Tues. June, 1914

## 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.
Treasurer .....	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, 1914
David P. Kimball .....	Boston, Mass. ....	May, 1914
William A. Gardner .....	Chicago, Ill. ....	May, 1914
Hiram E. McCullough .....	Chicago, Ill. ....	May, 1914
John D. Caldwell .....	Chicago, Ill. ....	May, 1914

## 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.
Assistant Secretary .....	James C. Davis .....	Des Moines, Iowa
Assistant 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, 1913
Blewett Lee .....	Chicago, Ill. ....	October, 1913
W. L. Park .....	Chicago, Ill. ....	October, 1913
C. F. Parker .....	Chicago, Ill. ....	October, 1913
M. P. Blauvelt .....	Chicago, Ill. ....	October, 1913
F. B. Rowe .....	Chicago, Ill. ....	October, 1913
John R. Webster .....	Omaha, Neb. ....	October, 1913

## PRINCIPAL OFFICERS.

Title	Name	Official Address
President .....	C. H. Markham .....	Chicago, Ill.
Vice President .....	W. L. Park .....	Chicago, Ill.
Secretary .....	John R. Webster .....	Omaha, Neb.
Treasurer .....	Otto F. Nau .....	Chicago, Ill.
Comptroller .....	M. P. Blauvelt .....	Chicago, Ill.
Assistant Secretary .....	Burt A. Beck .....	Chicago, Ill.
General Manager .....	John R. Webster .....	Omaha, Neb.

## SIOUX CITY BRIDGE COMPANY.

## DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
Marvin Hughitt .....	Chicago, Ill. ....	May, 1914
William A. Gardner .....	Chicago, Ill. ....	May, 1914
David P. Kimball .....	Boston, Mass. ....	May, 1914
Hiram R. McCullough .....	Chicago, Ill. ....	May, 1914
Lewis A. Robinson .....	Chicago, Ill. ....	May, 1914
James T. Clark .....	St. Paul, Minn. ....	May, 1914
John D. Caldwell .....	Chicago, Ill. ....	May, 1914

## 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.
Assistant Secretary .....	James C. Davis .....	Des Moines, Iowa



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OFFICERS AND DIRECTORS

OF

Electric Interurban Railway Companies

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## 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 .....	1st Mon. April, 1914
C. B. Judd .....	Albia, Iowa .....	1st Mon. April, 1914
L. T. Richmond .....	Albia, Iowa .....	1st Mon. April, 1914
J. C. Mabry .....	Albia, Iowa .....	1st Mon. April, 1914
C. A. Ross .....	Los Angeles, Cal. ....	1st Mon. April, 1914

## PRINCIPAL OFFICERS.

Title	Name	Official Address
President .....	L. T. Richmond .....	Albia, Iowa
First Vice President .....	C. A. Ross .....	Albia, Iowa
Secretary .....	Calvin Manning .....	Albia, Iowa
Treasurer .....	E. C. Manning .....	Albia, Iowa
Attorney or General Counsel .....	J. C. Mabry .....	Albia, Iowa
General Manager .....	E. C. Manning .....	Albia, Iowa
Chief Engineer .....	C. B. Judd .....	Albia, Iowa

## BOONE ELECTRIC COMPANY.

## DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
William G. Doves .....	Cedar Rapids, Iowa .....	.....
John A. Reed .....	Cedar Rapids, Iowa .....	.....
Isaac B. Smith .....	Cedar Rapids, Iowa .....	.....
Harry W. Davis .....	Wilmington, Del. ....	.....

## PRINCIPAL OFFICERS.

Title	Name	Official Address
President .....	William G. Doves .....	Cedar Rapids, Iowa
First Vice President .....	John A. Reed .....	Cedar Rapids, Iowa
Secretary .....	Isaac B. Smith .....	Cedar Rapids, Iowa
Treasurer .....	Isaac B. Smith .....	Cedar Rapids, Iowa

## CEDAR RAPIDS AND MARION CITY RAILWAY COMPANY.

## DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
Joseph F. Porter .....	Davenport, Iowa .....	March, 1914
B. J. Denman .....	Davenport, Iowa .....	March, 1914
Frank T. Hulewit .....	Grand Rapids, Mich. ....	March, 1914
R. Schaddede .....	Grand Rapids, Mich. ....	March, 1914
S. G. Armstrong .....	Cedar Rapids, Iowa .....	March, 1914
Geo. B. Douglas .....	Cedar Rapids, Iowa .....	March, 1914
R. C. Allen .....	Cedar Rapids, Iowa .....	March, 1914

## PRINCIPAL OFFICERS.

Title	Name	Official Address
President .....	Joseph F. Porter .....	Davenport, Iowa
Vice President .....	B. Schaddede .....	Grand Rapids, Mich.
Second Vice President .....	B. J. Denman .....	Davenport, Iowa
Secretary .....	F. C. Allen .....	Cedar Rapids, Iowa
Treasurer .....	C. W. Hurd .....	Grand Rapids, Mich.
Attorney or General Counsel .....	W. E. Steele .....	Cedar Rapids, Iowa
Auditor .....	Alex. M. Wragg .....	Cedar Rapids, Iowa
General Manager .....	F. C. Allen .....	Cedar Rapids, Iowa
General Superintendent .....	F. L. Diserens .....	Cedar Rapids, Iowa
Superintendent of Transportation .....	Martin Evans .....	Cedar Rapids, Iowa

## CENTERVILLE LIGHT AND TRACTION COMPANY.

## DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
D. C. Bradley .....	Centerville, Iowa .....	31 Mon. May, 1914
Frank S. Payne .....	Centerville, Iowa .....	31 Mon. May, 1914
O. M. Bradley .....	Centerville, Iowa .....	31 Mon. May, 1914
G. D. Payne .....	Centerville, Iowa .....	31 Mon. May, 1914

## PRINCIPAL OFFICERS.

Title	Name	Official Address
Chairman of the Board .....	Frank S. Payne .....	Centerville, Iowa
President .....	Frank S. Payne .....	Centerville, Iowa
First 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
General Manager .....	Frank S. Payne .....	Centerville, Iowa
Chief Engineer .....	F. E. Holtbrook .....	Des Moines, Iowa
General Superintendent .....	H. R. Longanecker .....	Centerville, Iowa

## COLFAX SPRINGS RAILWAY COMPANY.

## DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
James P. Donahue .....	Colfax, Iowa .....	March 3, 1914
E. S. H. Donahue .....	Colfax, Iowa .....	March 3, 1914
Dick R. Lane .....	Davenport, Iowa .....	March 3, 1914

## PRINCIPAL OFFICERS.

Title	Name	Official Address
President .....	James P. Donahue .....	Colfax, Iowa
First Vice President .....	E. S. H. Donahue .....	Colfax, Iowa
Secretary .....	E. S. H. Donahue .....	Colfax, Iowa
Treasurer .....	James P. Donahue .....	Colfax, Iowa

## DAVENPORT &amp; MUSCATINE RAILWAY COMPANY.

## DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
Joseph F. Porter .....	Davenport, Iowa .....	February 2, 1914
P. P. Crafts .....	Davenport, Iowa .....	February 2, 1914
Joe R. Lane .....	Davenport, Iowa .....	February 2, 1914
H. E. Weeks .....	Davenport, Iowa .....	February 2, 1914
H. C. Blackwell .....	Davenport, Iowa .....	February 2, 1914

## PRINCIPAL OFFICERS.

Title	Name	Official Address
President .....	Joseph F. Porter .....	Davenport, Iowa
Vice President .....	P. P. Crafts .....	Davenport, Iowa
Secretary .....	H. E. Weeks .....	Davenport, Iowa
Treasurer .....	J. M. Thayer .....	Davenport, Iowa
Attorney or General Counsel .....	Joe R. Lane .....	Davenport, Iowa
General Manager .....	P. P. Crafts .....	Davenport, Iowa
Chief Engineer .....	B. J. Denman .....	Davenport, Iowa

## FORT DODGE, DES MOINES &amp; SOUTHERN RAILROAD.

## DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
Homer Loring .....	Boston, Mass. ....	.....
Frederick A. Farrar .....	Boston, Mass. ....	.....
George G. Beals .....	Boston, Mass. ....	.....
Laurence H. Parkhurst .....	Boston, Mass. ....	.....
L. E. Armstrong .....	Fort Dodge, Iowa .....	.....
C. F. Dunceomb .....	Fort Dodge, Iowa .....	.....
Parley Sheldon .....	Ames, Iowa .....	.....



## PRINCIPAL OFFICERS.

Title	Name	Official Address
Receivers	Homer Loring	Boston, Mass.
.....	James, Low	Boston, Mass.
President	Parley Sheldon	Boston, Mass.
.....	Homer Loring	Boston, Mass.
Secretary	L. H. Parkhurst	Boston, Mass.
Treasurer	George G. Board	Boston, Mass.
General Counsel	S. R. Dyer	Boone, Iowa
Auditor	F. M. Johnston	Boone, Iowa
General Manager	C. H. Crooks	Boone, Iowa
General Freight and Passenger Agent	J. L. Sullivan	Boone, Iowa

## INTER-URBAN RAILWAY COMPANY.

## DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
N. W. Harris	Chicago, Ill.	31 Tues. Jan., 1914
A. W. Harris	Chicago, Ill.	31 Tues. Jan., 1914
Edw. P. Smith	Chicago, Ill.	31 Tues. Jan., 1914
Emil G. Schmidt	Chicago, Ill.	31 Tues. Jan., 1914
F. M. Harris	Des Moines, Iowa	31 Tues. Jan., 1914
C. F. Hewitt	Des Moines, Iowa	31 Tues. Jan., 1914
Homer A. Miller	Des Moines, Iowa	31 Tues. Jan., 1914

## PRINCIPAL OFFICERS.

Title	Name	Official Address
President	Emil G. Schmidt	Chicago, Ill.
First Vice President	C. F. Hewitt	Des Moines, Iowa
Assistant Secretary	Edw. P. Smith	Chicago, Ill.
Secretary	O. H. Bernd	Des Moines, Iowa
Treasurer	C. F. Hewitt	Des Moines, Iowa
Auditor	O. H. Bernd	Des Moines, Iowa
General Manager	C. F. Hewitt	Des Moines, Iowa
Chief Engineer	J. E. Stedding	Des Moines, Iowa
Traffic Manager	C. T. Chapman	Des Moines, Iowa

## IOWA &amp; ILLINOIS RAILWAY CO.

## DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
J. F. Porter	Davenport, Iowa	January 7, 1914
F. W. Ellis	Clinton, Iowa	January 7, 1914
P. P. Crafts	Davenport, Iowa	January 7, 1914
H. E. Weeks	Davenport, Iowa	January 7, 1914
J. G. Humford	Davenport, Iowa	January 7, 1914
J. R. Lane	Davenport, Iowa	January 7, 1914
R. Schaddale	Grand Rapids, Mich.	January 7, 1914
G. E. Lamb	Clinton, Iowa	January 7, 1914
R. B. McCoy	Clinton, Iowa	January 7, 1914

## PRINCIPAL OFFICERS.

Title	Name	Official Address
President	J. F. Porter	Davenport, Iowa
First Vice President	F. W. Ellis	Clinton, Iowa
Second Vice President	P. P. Crafts	Davenport, Iowa
Secretary	H. E. Weeks	Davenport, Iowa
Treasurer	H. E. Weeks	Davenport, Iowa
Attorney or General Counsel	J. R. Lane	Davenport, Iowa
Auditor	F. W. Perkins	Davenport, Iowa
General Manager	P. P. Crafts	Davenport, Iowa
General Superintendent	C. F. Dyer	Davenport, Iowa
Traffic Manager	Geo. M. Cummins	Davenport, Iowa

## IOWA RAILWAY AND LIGHT COMPANY.

## DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
William G. Dows	Cedar Rapids, Iowa	May 26, 1914
Isaac B. Smith	Cedar Rapids, Iowa	May 26, 1914
John A. Reed	Cedar Rapids, Iowa	May 26, 1914
Robt. S. Cook	Cedar Rapids, Iowa	May 26, 1914
E. E. Pinney	Cedar Rapids, Iowa	May 26, 1914
W. F. Severa	Cedar Rapids, Iowa	May 26, 1914
Ed. H. Smith	Cedar Rapids, Iowa	May 26, 1914
M. W. Houser	Cedar Rapids, Iowa	May 26, 1914
R. I. Safely	Cedar Rapids, Iowa	May 26, 1914
W. J. Morrison	Cedar Rapids, Iowa	May 26, 1914
Benjamin Thaw	26 4th Ave., Pittsburgh, Pa.	May 26, 1914

## 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	C. S. Woodward	Cedar Rapids, Iowa
General Manager	William G. Dows	Cedar Rapids, Iowa
Traffic Manager	Isaac B. Smith	Cedar Rapids, Iowa

## MASON CITY &amp; CLEAR LAKE RAILROAD CO.

## DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
W. E. Brice	Mason City, Iowa	.....
C. H. McVider	Mason City, Iowa	.....
F. J. Hanlon	Mason City, Iowa	.....
Earl Smith	Mason City, Iowa	.....
B. L. Chisler	Mason City, Iowa	.....
Wm. M. Pyle	Delaware, Md.	.....

## PRINCIPAL OFFICERS.

Title	Name	Official Address
President	W. E. Bries	Mason City, Iowa
Vice President	C. H. McNider	Mason City, Iowa
Secretary	P. J. Hanlon	Mason City, Iowa
Treasurer	R. L. Cluder	Mason City, Iowa
General Solicitor	Earl Smith	Mason City, Iowa
Auditor	G. E. Peck	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 2, 1914
H. E. Chubbuck	Peoria, Ill.	June 2, 1914
H. W. Garner	Des Moines, Iowa	June 2, 1914
Geo. M. Mattis	Champaign, Ill.	June 2, 1914
Chas. Lofland	Oskaloosa, Iowa	June 2, 1914
O. E. Sawyer	Oskaloosa, Iowa	June 2, 1914
E. A. Macmill	Montreal, Canada	June 2, 1914
W. H. Carshahn	Champaign, Ill.	June 2, 1914

## PRINCIPAL OFFICERS.

Title	Name	Official Address
President	W. B. McKinley	Champaign, Ill.
Vice President	H. E. Chubbuck	Peoria, Ill.
Secretary	H. W. Garner	Des Moines, Iowa
Treasurer	G. Mattis	Champaign, Ill.
Auditor	B. E. Bramble	Champaign, Ill.

## OSKALOOSA TRACTION &amp; LIGHT CO.

## DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
W. B. McKinley	Champaign, Ill.	June 2, 1914
H. E. Chubbuck	Peoria, Ill.	June 2, 1914
H. W. Garner	Des Moines, Iowa	June 2, 1914
Geo. M. Mattis	Champaign, Ill.	June 2, 1914
M. J. Curran	Oskaloosa, Iowa	June 2, 1914
A. Rosenblatt	Oskaloosa, Iowa	June 2, 1914
Geo. Kalkbark	Oskaloosa, Iowa	June 2, 1914
W. H. Carshahn	Champaign, Ill.	June 2, 1914
E. A. Macmill	Montreal, Canada	June 2, 1914

## PRINCIPAL OFFICERS.

Title	Name	Official Address
President	W. B. McKinley	Champaign, Ill.
Vice President	H. E. Chubbuck	Peoria, Ill.
Secretary	H. W. Garner	Des Moines, Iowa
Treasurer	G. Mattis	Champaign, Ill.
Auditor	B. E. Bramble	Champaign, Ill.

## TAMA AND TOLEDO RAILWAY COMPANY.

## DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
W. C. Walters	Toledo, Iowa	January 15, 1913
W. E. Bries	Mason City, Iowa	January 15, 1913
J. P. Walters	Toledo, Iowa	January 15, 1913
A. L. Brooks	Tama, Iowa	January 15, 1913
G. E. Walters	Toledo, Iowa	January 15, 1913

## PRINCIPAL OFFICERS.

Title	Name	Official Address
Chairman of the Board	W. C. Walters	Toledo, Iowa
President	W. C. Walters	Toledo, Iowa
Vice President	W. E. Bries	Mason City, Iowa
Secretary	J. P. Walters	Toledo, Iowa
Treasurer	C. E. Walters	Toledo, Iowa
General Manager	W. C. Walters	Toledo, Iowa
General Freight Agent	S. N. Dodd	Toledo, Iowa
General Passenger and Ticket Agent	S. N. Dodd	Toledo, Iowa

## THE WATERLOO, CEDAR FALLS &amp; NORTHERN RY. CO.

## DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
L. S. Cass	Waterloo, Iowa	
J. P. 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. Farwell	Waverly, Iowa
Treasurer	W. H. Burk	Waterloo, Iowa
General Solicitor	Mullan & Pickett	Waterloo, Iowa
Attorney at General Counsel	Mullan & Pickett	Waterloo, Iowa
Auditor	W. H. Burk	Waterloo, Iowa
General Manager	C. D. Cass	Waterloo, Iowa
Chief Engineer	T. E. Rust	Waterloo, Iowa
General Superintendent	O. S. Lamb	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

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OFFICERS AND DIRECTORS

OF

**Express Companies**

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## Officers and Directors of Express Companies.

## 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. Damsel .....	Chicago, Ill. ....	No date fixed
Charles Siselo .....	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 West. Dept. ....	William H. Damsel .....	Chicago, Ill.
Secretary .....	Horatio H. Gates .....	New York, N. Y.
Treasurer .....	Caleb S. Spencer .....	New York, N. Y.
Attorney or General Counsel .....	Guthrie, Bangs & Van Sinderen .....	New York, N. Y.
General Auditor .....	Henry G. Waters .....	New York, N. Y.
General Manager of New York Dept. ....	Joseph Zimmerman .....	New York, N. Y.
In Charge of Traffic .....	Henry E. Hoff .....	Philadelphia, Pa.
General Manager of Eastern Dept. ....	Grant D. Curtis .....	Chicago, Ill.
General Manager of Western Dept. ....	Charles H. Hiner .....	Boston, Mass.
Supt. of New England Dept. ....		

## AMERICAN EXPRESS COMPANY.

## DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
James C. Fargo .....	New York, N. Y. ....	When suc. is elected
Francis F. Flagg .....	New York, N. Y. ....	When suc. is elected
Charles M. Pratt .....	New York, N. Y. ....	When suc. is elected
John H. Bradley .....	New York, N. Y. ....	When suc. is elected
Cornelius Vanderbilt .....	New York, N. Y. ....	When suc. is elected
J. Horace Harding .....	New York, N. Y. ....	When suc. is elected
John G. Milburn .....	New York, N. Y. ....	When suc. is elected
James S. Alexander .....	New York, N. Y. ....	When suc. is elected

## PRINCIPAL OFFICERS.

Title	Name	Official Address
President	James C. Fargo	New York, N. Y.
First Vice President	Francis F. Flagg	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	Carter, Ledyard & Milburn	New York, N. Y.
Comptroller	William E. Powellson	New York, N. Y.
Vice Pres. and Gen. Mgr. East. Dept.	Henry S. Juller	New York, N. Y.
Vice Pres. and Gen. Mgr. West. Dept.	George C. Taylor	Chicago, Ill.
Manager of Foreign Dept., U. S. and Canada	Marcellus F. Berry	New York, N. Y.
Director General of Foreign Dept., Europe	William S. Dalliba	Paris, France
Mgr. Dept. of Equip. and Sup.	Elisha Flagg	New York, N. Y.
Vice Pres. and Gen. Traffic Mgr.	John H. Bradley	New York, N. Y.
Asst. General Traffic Manager	Edwin H. Bush	New York, N. Y.

## GREAT NORTHERN EXPRESS COMPANY.

## DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
D. S. Elliott	St. Paul, Minn.	October 9, 1913
C. R. Gray	St. Paul, Minn.	October 9, 1913
L. W. Hill	St. Paul, Minn.	October 9, 1913
J. M. Gruber	St. Paul, Minn.	October 9, 1913
W. P. Kenney	St. Paul, Minn.	October 9, 1913

## PRINCIPAL OFFICERS.

Title	Name	Official Address
President	D. S. Elliott	St. Paul, Minn.
Vice President	C. R. Gray	St. Paul, Minn.
Secretary	L. E. Katzenbach	St. Paul, Minn.
Treasurer	L. E. Katzenbach	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 suc. is elected
Frank H. Platt	New York, N. Y.	When suc. is elected
Charles C. Tegethoff	New York, N. Y.	When suc. is elected
Joseph W. Hardiman	New York, N. Y.	When suc. is elected
Edward T. Platt	New York, N. Y.	When suc. is elected
William H. Averell	St. George, L. I., N. Y.	When suc. 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	Clarence D. Martin	New York, N. Y.
Counsel	Branch P. Kerfoot	New York, N. Y.
Comptroller	Charles A. Lutz	New York, N. Y.
Traffic Manager	M. T. Jones	New York, N. Y.

## WELLS FARGO &amp; COMPANY.

## DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
B. D. Caldwell	New York, N. Y.	October 10, 1913
F. B. Underwood	New York, N. Y.	October 10, 1913
C. A. Teasdale	New York, N. Y.	October 10, 1913
H. W. de Forest	New York, N. Y.	October 10, 1913
R. DeLafield	New York, N. Y.	October 10, 1913
P. M. Warburg	New York, N. Y.	October 10, 1913
W. V. S. Thorne	New York, N. Y.	October 10, 1913
W. Mahl	New York, N. Y.	October 10, 1913
L. F. Lore	New York, N. Y.	October 10, 1913
H. E. Huntington	New York, N. Y.	October 10, 1913
E. A. Stedman	Chicago, Ill.	October 10, 1913
W. Sproule	San Francisco, Cal.	October 10, 1913
W. F. Herrin	San Francisco, Cal.	October 10, 1913

## PRINCIPAL OFFICERS.

Title	Name	Official Address
President	B. D. Caldwell	New York, N. Y.
Vice President	A. Christeson	San Francisco, Cal.
Vice President	E. A. Stedman	Chicago, Ill.
Secretary	C. H. Gardiner	New York, N. Y.
Treasurer	B. H. Elver	New York, N. Y.
Attorney or General Counsel	C. W. Stockton	New York, N. Y.
Comptroller	J. W. Newkum	Chicago, Ill.
Assistant Comptroller	R. Burr	New York, N. Y.
General Manager	A. Christeson	San Francisco, Cal.
General Manager	E. A. Stedman	Chicago, Ill.
General Traffic Manager	F. S. Holbrook	New York, N. Y.
Traffic Manager	G. S. Lee	New York, N. Y.

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COMPILED RETURNS

OF

Steam Railway Companies

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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	Atchison, Topeka & S. F.	10							
2	Atlantic, N. & S.								
3	Charles City West, Ry. Co.	2,914							
4	Chicago, Anamosa & N.	1,130							
5	Chicago, Burlington & Q.								
6	Chicago Great Western.								
7	Mason City & Ft. Dodge								
8	Wisconsin, Minn. & Pac.			9,828,411					
9	Chicago, Mil. & St. P.			18,221					
10	Chicago, & North-Western	51,960		111,255		212,480	300	200,392	
11	Chicago, St. L. & Pac.	215,044	20,600					200,392	
12	Chicago, St. L. & M. & O.	38,458	20,466			48,442	12,800	205,258	
13	Colfax Northern Ry. Co.	282,755						62,733	
14	Creston, Wint. & D. M.	100						46,417	
15	Crooked Creek.	902							
16	Davenport, E. I. & N. W.								
17	Dub. & S. C. (Ill. Cent.)	30,000							
18	Great Northern.								
19	Iowa & Omaha Short Line.							37,560	
20	Iowa & Southwestern.							1,792,501	
21	Manchester & Oerida.	1,220							
22	Minneapolis & St. Louis.								
23	Muscatine North & South.							938,728	
24	St. P. & K. C. Short Line.	600						4,500	
25	Southern Iowa Traction.								
26	Tabor & Northern.							2,600	
27	Union Pacific.	227		119					
28	Wabash.	20							
	Total.	1,458,834	108,855	468,119		241,922	14,160	2,635,765	

<sup>a</sup> Cash to the amount of \$88,405,510.25 was realized from convertible bonds exchanged for 888,810 shares of common stock.

<sup>b</sup> Includes preferred.

<sup>c</sup> All stock held by C. G. W.

<sup>d</sup> The records of the C. B. & Q. R. B. Co., showing the early issues of the stock were destroyed in the Chicago fire of 1871.

<sup>e</sup> Issued and on hand.

<sup>f</sup> Old stock surrendered and a part reissued since January 1, 1911. Some old stockholders dropping out and new ones coming in.

<sup>g</sup> Delivered to Iowa Central Railway Co. under agreement covering purchase of all its railway and property January 1, 1913.

<sup>h</sup> Issued in exchange for stock of the old Co., "The Minneapolis & St. Louis Railway Company."

<sup>i</sup> This report covers the period January 21, 1913, to June 30, 1913.

<sup>j</sup> This report covers the period July 20, 1913, to June 30, 1913.

## —CONTINUED—STEAM ROADS.

Outstanding—Purpose of the Issue							Total	Total cash realized	Number of stockholders	Number		
of Ry. Property		For Acquisition of Securities		For Reorganization		For other purposes						
Preferred	Common	Preferred	Common	Preferred								
22,000			1,015,980	1,049,995		888,810	3,000,805	\$88,405,510.25	36,241	1		
							2,914	269,825.00		4		
							1,130			5		
								1,900.00		373	2	
867,670							867,683			6		
							9,828,411			7		
								1,900.00		8		
							59,934	4,000,000.00		9		
							1,000,000	2,228,231	137,992,791.00	19,410	3	
							1,545,844	94,000,544.49	8,929	10		
106,127	25,300	241,328		40,600			340,442	4,315,967.73	1,692	11		
119,800	5,973	12,600					748,772	74,877,000.00	485	12		
62,755							100	10,000.00		6		
							902	90,200.00		447	14	
							1,125			8		
							30,000	5,000,000.00		37		
							117,569	11,759,900.00		9		
							307,410	2,000,000		16,397	18	
							79,956			1		
							1,125			1		
							212,877	150,000.00		1,530	19	
							4,500	450,000.00		4		
							500	50,000.00		6		
							2,000			5		
							366	25,300.00		43		
							219,175	2,102,108		32,130	27	
							40,000	40,000		4,902	28	
							1,556,475	245,813	609,960	750,000		
							5,494,014	9,280,000				
							2,819,628	1,869,802	2,016,728	15,837,541	\$ 430,511,628.47	106,197

TABLE NO. 4—FUNDED

Number	Name of Road	Recapitulation of		
		Total par value outstanding	Total Par Value Held by	
			In treasury	Prepaid as collateral
1	Atholton, Topeka & S. F.	\$ 322,439,945.00	\$ 3,292,806.50	
2	Atlantic, N. & S.			
3	Charles City West, Ry. Co.		\$ 350,000.00	
4	Chicago, Anamosa & N.	350,000.00		
5	Chicago, Burlington & Q.	300,135,900.00	11,856,000.00	31,000.00
6	Chicago Great Western	23,000,000.00		
7	Mason City & Ft. Dodge	12,600,000.00		
8	Wisconsin, Minn. & Far	6,232,000.00		
9	Chicago, Mil. & St. P.	456,819,996.39	156,236,211.54	
10	Chicago, & North Western	222,570,000.00	7,819,000.00	\$1,496,000.00
11	Chicago, St. P., M. & O.	27,598,946.02	51,046.02	
12	Chicago, E. I. & Pac.	231,771,000.00	5,028,000.00	340,000.00
13	Colfax Northern Ry. Co.			
14	Creighton, Wm. & D. M.	200,000.00		
15	Crooked Creek	112,500.00		
16	Davenport, E. I. & N. W.			
17	Dub. & S. C. (Ib. Cent.)	17,135,000.00		
18	Great Northern	234,444,400.00	28,000,000.00	14,166,000.00
19	Iowa & Omaha Short Line	150,000.00		
20	Iowa & Southwestern	150,400.00		
21	Manchester & Onda	65,000.00		
22	Maneapolis & St. Louis	40,986,094.91	2,747,472.32	
23	Muscatine North & South	1,000,000.00	300,000.00	
24	St. P. & K. C. Short Line	9,851,116.00		
25	Southern Iowa Traction	50,000.00		
26	Tabor & Northern			
27	Union Pacific	200,000,480.00	1,228,000.00	
28	Wabash	124,980,107.00	1,986,909.00	8,560,000.00
	Total	\$ 222,228,158.32	\$ 218,289,136.48	\$ 54,819,000.00

a Not held by respondent.

b This report covers the period January 21, 1913, to June 30, 1913.

c This report covers the period July 29, 1912, to June 30, 1913.

DEBT—STEAM ROADS.

Number	Funded Debt				
	Respondent	Total par value not held by respondent	Interest Accrued During Year		Interest paid during year
			Charged to income	Charged to contributions	
1		\$ 219,146,148.50	\$ 13,521,770.76		\$ 13,009,210.37
2					
3					
4					
5		\$ 419,511,300.00	177,734,100.00	8,546,455.42	8,557,000.10
6			23,000,000.00	917,500.00	917,500.00
7			12,000,000.00	480,000.00	480,000.00
8			6,232,000.00	240,288.00	
9			297,458,854.08	10,304,641.30	8,212,420.19
10		2,052,300.00	296,159,500.00	8,229,266.49	8,549,085.48
11		2,059,300.00	37,547,000.00	1,325,264.05	1,949,377.30
12			236,658,000.00	9,701,273.27	9,733,928.33
13					
14		200,000.00	12,000.00		5,825.00
15		112,500.00	5,625.00		
16					
17		150,000.00	729,300.00		727,136.00
18		231,969,400.00	10,705,087.83		10,771,834.75
19		150,000.00	9,000.00		
20		150,400.00			
21		65,000.00	2,250.00		2,250.00
22		88,238,622.39	1,824,157.51		1,911,522.00
23		800,000.00			
24		9,851,116.00	341,947.15		444,480.00
25		50,000.00	2,500.00		2,500.00
26		201,021,480.00	8,072,877.09		8,065,845.59
27		114,769,138.00	2,396,170.84		2,396,170.84
28		\$ 24,505,900.00	\$ 1,934,259,622.84	\$ 79,767,968.42	\$ 77,632,305.37





TABLE NO. 6—RECAPITULATION

Number	Name of Road	Capital Stock				Funded Total par value outstanding	
		Total par value outstanding	Assignment		Count Per Mile of Line		
			To railroads	To other properties			
				Miles	Amount		
1	Achison, Topeka & S. F.	\$ 305,080,530.00	\$ 305,080,530.00	10,755.22	\$38,326.00	\$ 322,429,045.00	
2	Atlantic, N. & S.	291,400.00	291,400.00	16.33	17,844.00		
3	Charles City West. Ry. Co.	112,000.00	112,000.00	19.00	5,714.00	25,000.00	
4	Chicago, Anamosa & N.	110,820,100.00	110,820,100.00	8,808.29	12,588.00	209,135,000.00	
5	Chicago, Burlington & Q.	32,385,315.00	32,385,315.00	1,411.57	61,115.00	23,000,000.00	
6	Chicago Great Western	32,841,152.00	32,841,152.00	278.13	86,331.00	15,000,000.00	
7	Mason City & Ft. Dodge	5,835,400.00	5,835,400.00	277.43	21,343.00	6,325,000.00	
8	Wisconsin, Minn. & Pac.	232,623,100.00	232,623,100.00	9,273.31	24,817.00	452,839,964.00	
9	Chicago, Mil. & St. P.	154,854,485.53	154,854,485.53	7,830.89	19,775.00	222,570,960.00	
10	Chicago, St. P. & O.	34,944,134.99	34,944,134.99	1,674.71	29,328.11	37,598,066.52	
11	Chicago, R. I. & Pac.	74,877,500.00	74,877,500.00	5,368.88	13,946.00	221,771,000.00	
12	Colfax Northern Ry. Co.	10,000.00	10,000.00	0	0		
13	Creston, Wint. & D. M.	50,300.00	50,300.00	19.75	4,567.00	300,000.00	
14	Crooked Creek	112,500.00	112,500.00	17.61	6,388.00	112,500.00	
15	Davenport, R. I. & N. W.	3,000,000.00	3,000,000.00	46.70	64,157.00		
16	Dub. & S. C. (Ill. Cent.)	11,799,500.00	11,799,500.00	789.18	15,453.00	11,125,000.00	
17	Great Northern	222,949,256.00	216,449,256.00	7,462.16	23,004.00	290,444,400.00	
18	Iowa & Omaha Short Line	1,000,000.00	1,000,000.00	12.13	82,440.23	150,000.00	
19	Iowa & Southwestern	123,000.00	123,000.00	17.18	6,833.00	190,400.00	
20	Manchester & Oesida	62,710.00	62,710.00	8.42	7,447.00	60,000.00	
21	Minneapolis & St. Louis	21,287,700.00	21,287,700.00	1,364.64	15,699.00	40,986,994.81	
22	Muscataine North & South	450,000.00	450,000.00	47.77	9,420.14	1,000,000.00	
23	St. P. & K. C. Short Line	50,000.00	50,000.00	117.78	455.00	9,831,110.00	
24	Southern Iowa Traction	300,000.00	300,000.00	24.74	3,684.00		
25	Tabor & Northern	25,300.00	25,300.00	8.79	3,878.00	50,000.00	
26	Union Pacific	\$16,216,800.00	\$16,216,800.00	3,566.38	88,913.25	208,000,426.00	
27	Wabash	92,400,436.00	92,400,436.00	2,941.38	45,364.00	124,989,107.00	
28	Total	\$1,707,462,359.52	\$1,700,962,309.52	\$6,500.00	61,421.40	\$277,709.14	\$2,222,566,138.12

ital only. No road or equipment owned.  
covers the period January 21, 1913, to June 30, 1913.  
O'Keefe covers the period July 30, 1912, to June 30, 1913.

OF CAPITALIZATION—STEAM RAILS.

Number	Name of Road	Debt				Total				Number
		Assignment		Amount Per Mile of Line	Total par value outstanding	Assignment		Amount Per Mile of Line		
		To railroads	To other properties			To railroads	To other properties			
				Miles	Amount			Miles	Amount	
1	Achison, Topeka & S. F.	\$ 322,430,045.00		10,755.22	\$29,980.00	\$ 627,619,575.00	\$ 627,619,575.00	10,755.22	\$38,346.00	1
2	Atlantic, N. & S.					291,400.00	291,400.00	16.33	17,844.00	2
3	Charles City West. Ry. Co.					291,400.00	291,400.00	16.33	17,844.00	3
4	Chicago, Anamosa & N.					465,000.00	465,000.00	19.60	23,071.00	4
5	Chicago, Burlington & Q.					319,974,100.00	319,974,100.00	8,808.29	26,825.00	5
6	Chicago Great Western					109,265,315.00	109,265,315.00	1,411.57	77,400.00	6
7	Mason City & Ft. Dodge					44,841,152.00	44,841,152.00	277.43	118,586.00	7
8	Wisconsin, Minn. & Pac.					13,125,400.00	13,125,400.00	378.13	43,700.00	8
9	Chicago, Mil. & St. P.					683,453,066.30	683,453,066.30	9,273.31	75,451.43	9
10	Chicago, St. P. & O.					387,424,485.53	387,424,485.53	7,830.89	49,474.00	10
11	Chicago, R. I. & Pac.					71,045,241.01	71,045,241.01	1,674.71	42,778.80	11
12	Colfax Northern Ry. Co.					306,648,200.00	306,648,200.00	5,368.88	57,115.00	12
13	Creston, Wint. & D. M.					10,000.00	10,000.00	0	0	13
14	Crooked Creek					290,200.00	290,200.00	19.75	14,608.63	14
15	Davenport, R. I. & N. W.					225,000.00	225,000.00	17.61	12,776.00	15
16	Dub. & S. C. (Ill. Cent.)					3,000,000.00	3,000,000.00	46.70	64,157.00	16
17	Great Northern					28,914,500.00	28,914,500.00	789.18	37,966.00	17
18	Iowa & Omaha Short Line					402,286,205.00	\$114,113,300	7,462.76	53,005.00	18
19	Iowa & Southwestern					1,150,000.00	1,150,000.00	12.13	94,723.53	19
20	Manchester & Oesida					313,400.00	313,400.00	17.18	17,410.00	20
21	Minneapolis & St. Louis					127,730.00	127,730.00	8.42	15,167.00	21
22	Muscataine North & South					62,273,794.91	62,273,794.91	1,364.64	45,623.00	22
23	St. P. & K. C. Short Line					1,420,000.00	1,420,000.00	47.77	39,353.73	23
24	Southern Iowa Traction					9,901,110.00	9,901,110.00	117.78	84,065.00	24
25	Tabor & Northern					309,000.00	309,000.00	24.74	8,084.00	25
26	Union Pacific					75,300.00	75,300.00	5.79	5,566.00	26
27	Wabash					217,389,683.00	217,389,683.00	2,941.38	106,012.00	27
28	Total	\$2,114,594,628.32	\$1,617,613,500	61,332.57	\$84,925.8	\$3,202,679,467.84	\$3,215,856,907.84	\$114,113,300	61,421.40	\$64,067.66

TABLE NO. 7—EXPENDITURES FOR ADDITIONS AND

Number	Name of Road	For Year Ended			
		Right of way and acquired grounds	Real estate	Widening cuts and fills	Protecting of banks and drainage
1	Atchison, Topeka & Santa Fe.....	\$ 117,860.35	\$ 82,960.74	\$ 129,789.79	\$ 153,761.44
2	Atlantic Northern & Southern.....	4,558.97			
3	Charles City Western Ry. Co.....				
4	Chicago, Anamosa & Northern.....				
5	Chicago, Burlington & Quincy.....	2,469,145.82	9,427.73	31,571.49	613,351.02
6	Chicago Great Western.....	647.96		6,942.88	4,859.75
7	Mason City & Ft. Dodge.....	6,479.98			
8	Wisconsin, Minnesota & Pacific.....				
9	Chicago, Milwaukee & St. Paul.....	1,520,774.28	9,867.07	284,342.26	82,349.68
10	Chicago & North-Western.....	171,233.76	678.65	65,868.11	89,965.37
11	Chicago, St. Paul, Minneapolis & Omaha.....	133,169.48	699,623.72	2,269.08	2,348.62
12	Chicago, Rock Island & Pacific.....	22,856.54		141,437.98	23,933.82
13	Colfax Northern Ry.....				
14	Creton, Winterset & Des Moines.....				
15	Crooked Creek.....				
16	Davenport, Rock Island & Northwestern.....	65,628.58		465.49	2,861.68
17	Delaware & Sioux City (Ill. Cont.).....	2,330.50			
18	Great Northern.....	342,343.65	49,172.12	238,227.13	94,437.41
19	Iowa & Omaha Short Line.....				
20	Iowa & Southwestern.....				
21	Manchester & Oneida.....				
22	Minneapolis & St. Louis.....	38,422.50	6145.00	808.45	888.08
23	Muscatine North & South.....				
24	St. Paul & Kansas City Short Line.....	303,370.83		59,890.94	382.28
25	Southern Iowa Traction.....				
26	Tabor & Northern.....				
27	Union Pacific.....	61,588.99	2,011.00		
28	Wabash.....	268,694.47	37,084.00	2,981.57	9,230.70
	Total.....	\$5,490,490.92	\$ 78,811.59	\$ 948,898.21	\$ 452,918.58

a Credit.

b This report covers the period January 21, 1912, to June 30, 1913.

c This report covers the period July 20, 1912, to June 30, 1913.

BETTERMENTS DURING THE YEAR—ENTIRE LINE—STEAM ROADS.

June 30, 1913										Number
Grade reductions and changes of line	Tunnel im- provements	Bridges, cutovers and culverts	Increase weight of rail	Improved frogs and switches	Track fastenings and appar- tenances	Ballast	Additional main track			
\$ 151,001.30	\$ 2,546.33	\$ 506,739.55	\$ 205,034.82	\$ 9,746.31	\$ 682,668.04	\$ 501,577.81	\$ 2,139,341.21			1
		181.48								2
										3
										4
										5
										6
										7
										8
										9
										10
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										26
										27
										28
\$ 2,199,095.72	\$ 275,024.81	\$ 3,143,064.53	\$ 1,502,544.99	\$ 95,322.32	\$ 2,119,247.12	\$ 2,432,439.62	\$ 21,771,835.72			



TABLE NO. 8—EXPENDITURES FOR ADDITIONS AND BETTERMENTS

Number	Name of Road	For Year Ended				
		Sheds and out tracks	Terminal yards	Fencing right of way	Improvement under or over grade	Elimination of crossings
1	Aitchison, Topeka & S. P.	\$ 278,229.68	\$ 226,830.81	\$ 44,114.65	\$ 11,284.92	\$ 21,665.11
2	Atlantic, N. & S.			1,402.19		
3	Charles City West, Ry. Co.					
4	Chicago, Anamosa & N.					
5	Chicago, Burlington & Q.	361,463.29	259,050.89	11,585.78	19,121.26	149,796.10
6	Chicago Great Western.	47,389.43	45,419.71	2,932.69	821.43	
7	Mason City & Ft. Dodge.	8,837.32	23,354.35		31,969.54	
8	Wisconsin, Minn. & Pac.	1,439.95		100.56		
9	Chicago, Mil. & St. P.	281,000.75	2,596,322.35	29,151.64	62,221.19	315,964.85
10	Chicago & North-Western.	62,145.75	47,846.65	10,551.04	37,811.15	209,156.89
11	Chicago, St. P., M. & O.	88,032.22	189,919.78	1,322.07		16,234.67
12	Chicago, R. I. & Pac.	163,019.87	49,505.51	9,372.66	4,520.83	310,189.09
13	Colfax Northern Ry. Co.					
14	Creston, Wint. & D. M.					
15	Crooked Creek.					
16	Davenport, B. I. & N. W.	39,278.85		1,049.81		
17	Dub. & S. C. (Ill. Cent.).	61,949.51				
18	Great Northern.	265,768.95	131,416.48	15,846.23	30,161.92	8,479.18
19	Iowa & Omaha Short Line.					
20	Iowa & Southwestern.			825.00	475.00	
21	Manchester & Onida.				212.70	5,075.21
22	Minneapolis & St. Louis.	29,839.48	79,533.78	1,685.76		
23	Muscatine North & South.					
24	St. P. & K. C. Short Line.	67,469.11	178,872.11	172.75		
25	Southern Iowa Traction.					
26	Tabor & Northern.					
27	Union Pacific.	25,694.80	672.81	10,225.92	969.92	41,751.88
28	Wabash.	290,675.85	196,338.97	1,549.07	8,522.84	129,865.54
	Total.	\$2,702,714.92	\$3,732,385.69	\$141,529.58	\$189,217.13	\$1,700,297.71

a Credit.

b This report covers the period January 21, 1912, to June 30, 1912.

c This report covers the period July 20, 1912, to June 30, 1912.

DURING THE YEAR—ENTIRE LINE—CONTINUED—STEAM ROADS.

June 30, 1913									Number
Instocking apparatus	Black and other signal appar- atus	Telegraph and telephone lines	Station, build- ing and fix- tures	Roadway machinery and tools	Shops, engine houses and traintables	Shop machinery and tools	Water and fuel stations		
\$ 23,607.21	\$ 279,968.08	\$ 3,629.85	\$ 323,809.00	\$ 9,910.53	\$ 444,601.33	\$ 234,984.95	\$ 228,711.21	1	
						28.50		2	
			60.30					4	
								5	
51,671.79	141,300.02	49,774.71	1,197,122.35		67,144.50	30,249.86	171,610.44	6	
12,667.12	17,077.54	37,544.82	42,114.87	3,188.21	61,737.77	21,421.67	47,138.54	6	
1,179.68	6,700.00	2,003.31	17,823.20		5,928.05		3,929.62	7	
	866.00		2,329.52		96.40		1,253.78	8	
34,373.12	799,473.03	11,675.39	597,829.45	32,423.28	1,100,289.56	485,091.66	300,329.57	9	
49,931.45	321,006.04	300,986.52	6,090.42	29,272.55	254,797.49	96,077.57	180,786.54	10	
	281.84	309,096.29	325.58	49,945.56	14,056.69	230,980.15	58,725.99	11	
18,055.33	44,579.61	6,455.94	176,860.62		107,660.47	21,445.90	79,618.96	12	
								13	
								14	
								15	
								16	
								17	
								18	
92.30	4,321.00		5,190.42		30,598.98	11,655.75	5,192.62	17	
476.94	8,345.80	27,621.60	508,133.48	26,963.27	209,301.21	90,023.45	196,218.00	18	
								19	
								20	
								21	
								22	
								23	
								24	
								25	
								26	
								27	
6,283.27	6,985.96	22,642.57	131,635.35	24,748.80	238,473.44	69,319.61	176,225.80	27	
2,940.28	90,844.47	94,414.02	135,164.04	31,380.00	439,011.34	137,331.67	129,278.51	28	
\$ 180,202.19	\$1,816,549.43	\$576,023.72	\$1,257,574.86	\$180,100.49	\$2,716,077.27	\$1,222,929.11	\$1,707,626.40		

TABLE NO. 9—EXPENDITURES FOR ADDITIONS AND BETTERMENTS

Number	Name of Road	For the Year			
		Grain elevators and storage warehouses	Dock and wharf property	Electric light and power plants	Electric power transmission
1	Atchison, Topeka & S. F.	\$ 122,650.89	\$ 76,801.84		
2	Atlantic, N. & S.				
3	Charles City West. Ry. Co.				
4	Chicago, Anamosa & N.	3,721.89			
5	Chicago, Burlington & Q.	67,574.61			
6	Chicago Great Western				
7	Mason City & Ft. Dodge				
8	Wisconsin, Minn. & Pac.				
9	Chicago, Mil. & St. P.	148,475.43	45,473.25		\$ 136.74
10	Chicago, & North-Western	95,328.83	64,663.76		
11	Chicago, St. P., M. & O.	2,673.55		\$ 11,231.49	
12	Chicago, R. I. & Pac.	271,079.85	2,330.99	2,182.62	2,181.55
13	Colfax Northern Ry. Co.				
14	St. Croix, Wab. & D. M.				
15	Crooked Creek				
16	Davenport, H. I. & N. W.				430.00
17	Dub. & S. C. (Ill. Cent.)				
18	Great Northern		10,961.33	29,879.77	2,566.30
19	Iowa & Omaha Short Line				
20	Iowa & Southwestern				800,481.90
21	Manchester & Onida				3,650.00
22	Minneapolis & St. Louis				2,110.39
23	Missouri North & South				
24	St. P. & K. C. Short Line	952.54		28,011.01	
25	Southern Iowa Traction				
26	Tabor & Northern				
27	Union Pacific	63,379.61			
28	Wabash	33,470.60			
	Total	\$ 838,118.33	\$ 301,194.32	\$ 30,879.71	\$ 6,404.50

a Credit.

b This report covers the period January 21, 1912, to June 30, 1913.

c This report covers the period July 20, 1912, to June 30, 1913.

DURING THE YEAR—ENTIRE LINE—CONTINUED—STEAM ROADS.

Ended June 30, 1913							Number
Gas, kerosene, kerosene lamps	Snow and sand fences and snow sheds	Reconstruction and other work not classified	Equipment	Interest and commission	Other additions and betterments	Total—Entire line	
	\$29,600.68		\$ 9,612,306.97		\$ 64,105.22	\$17,934,593.12	1
						6,567.66	2
			161.67			658.09	4
	3,873.56		3,744,878.70		78,192.73	12,320,222.76	5
	171.75	\$522,817.48	509,319.50		8,619.37	1,516,678.43	6
	7,158.61		2,131,451.78		3,616.13	87,164.62	7
			22,106.49		2,813,900.00	29,749.73	8
	33,605.23		11,482,904.49		308,000.00	21,577,008.71	9
\$ 136.63	227.86		4,282,511.19		11,250.00	47,114.87	10
	3,778.25		1,427,285.04		98,190.91	30,205.26	11
	6,058.56		5,664,791.63		26,125.00	6,400.00	12
							13
							14
							15
			430.00			87,359.16	16
					118.24	222,672.52	17
			7,054,373.17		422,670.97	12,654,025.82	18
	800,481.90		3,650.00			4,243.00	19
							20
			2,110.39		2,527.47	68,900.33	21
			2,110.39		2,527.47	68,900.33	22
			2,110.39		2,527.47	68,900.33	23
			2,110.39		2,527.47	68,900.33	24
			2,110.39		2,527.47	68,900.33	25
			2,110.39		2,527.47	68,900.33	26
			2,110.39		2,527.47	68,900.33	27
			2,110.39		2,527.47	68,900.33	28
			2,110.39		2,527.47	68,900.33	29
			2,110.39		2,527.47	68,900.33	30
			2,110.39		2,527.47	68,900.33	31
			2,110.39		2,527.47	68,900.33	32
			2,110.39		2,527.47	68,900.33	33
			2,110.39		2,527.47	68,900.33	34
			2,110.39		2,527.47	68,900.33	35
			2,110.39		2,527.47	68,900.33	36
			2,110.39		2,527.47	68,900.33	37
			2,110.39		2,527.47	68,900.33	38
			2,110.39		2,527.47	68,900.33	39
			2,110.39		2,527.47	68,900.33	40
			2,110.39		2,527.47	68,900.33	41
			2,110.39		2,527.47	68,900.33	42
			2,110.39		2,527.47	68,900.33	43
			2,110.39		2,527.47	68,900.33	44
			2,110.39		2,527.47	68,900.33	45
			2,110.39		2,527.47	68,900.33	46
			2,110.39		2,527.47	68,900.33	47
			2,110.39		2,527.47	68,900.33	48
			2,110.39		2,527.47	68,900.33	49
			2,110.39		2,527.47	68,900.33	50
			2,110.39		2,527.47	68,900.33	51
			2,110.39		2,527.47	68,900.33	52
			2,110.39		2,527.47	68,900.33	53
			2,110.39		2,527.47	68,900.33	54
			2,110.39		2,527.47	68,900.33	55
			2,110.39		2,527.47	68,900.33	56
			2,110.39		2,527.47	68,900.33	57
			2,110.39		2,527.47	68,900.33	58
			2,110.39		2,527.47	68,900.33	59
			2,110.39		2,527.47	68,900.33	60
			2,110.39		2,527.47	68,900.33	61
			2,110.39		2,527.47	68,900.33	62
			2,110.39		2,527.47	68,900.33	63
			2,110.39		2,527.47	68,900.33	64
			2,110.39		2,527.47	68,900.33	65
			2,110.39		2,527.47	68,900.33	66
			2,110.39		2,527.47	68,900.33	67
			2,110.39		2,527.47	68,900.33	68
			2,110.39		2,527.47	68,900.33	69
			2,110.39		2,527.47	68,900.33	70
			2,110.39		2,527.47	68,900.33	71
			2,110.39		2,527.47	68,900.33	72
			2,110.39		2,527.47	68,900.33	73
			2,110.39		2,527.47	68,900.33	74
			2,110.39		2,527.47	68,900.33	75
			2,110.39		2,527.47	68,900.33	76
			2,110.39		2,527.47	68,900.33	77
			2,110.39		2,527.47	68,900.33	78
			2,110.39		2,527.47	68,900.33	79
			2,110.39		2,527.47	68,900.33	80
			2,110.39		2,527.47	68,900.33	81
			2,110.39		2,527.47	68,900.33	82
			2,110.39		2,527.47	68,900.33	83
			2,110.39		2,527.47	68,900.33	84
			2,110.39		2,527.47	68,900.33	85
			2,110.39		2,527.47	68,900.33	86
			2,110.39		2,527.47	68,900.33	87
			2,110.39		2,527.47	68,900.33	88
			2,110.39		2,527.47	68,900.33	89
			2,110.39		2,527.47	68,900.33	90
			2,110.39		2,527.47	68,900.33	91
			2,110.39		2,527.47	68,900.33	92
			2,110.39		2,527.47	68,900.33	93
			2,110.39		2,527.47	68,900.33	94
			2,110.39		2,527.47	68,900.33	95
			2,110.39		2,527.47	68,900.33	96
			2,110.39		2,527.47	68,900.33	97
			2,110.39		2,527.47	68,900.33	98
			2,110.39		2,527.47	68,900.33	99
			2,110.39		2,527.47	68,900.33	100

TABLE NO. 10—EXPENDITURES FOR ROAD, EQUIPMENT AND  
JUNE 30, 1917—

Number	Name of Road	Road		Equipment	
		Total expenditures July 1, 1917, to June 30, 1912	Total expenditures July 1, 1917, to June 30, 1913	Total expenditures July 1, 1917, to June 30, 1912	Total expenditures July 1, 1917, to June 30, 1913
1	Atchison, Topeka & S. P.	\$30,000,978.83	\$50,208,926.76	\$30,684,345.71	\$ 49,246,054.68
2	Atlantic, N. & S.	.....	.....	.....	.....
3	Charles City West, Ry. Co.	207,215.52	356,561.81	38,299.26	46,222.25
4	Chicago, Anamosa & N.	204,230.21	209,230.21	.....	.....
5	Chicago, Burlington & Q.	69,497,641.65	50,654,179.77	12,560,111.56	17,294,908.45
6	Chicago Great Western.	96,303,421.30	97,850,159.25	10,431,403.55	10,600,750.09
7	Mason City & Ft. Dodge.	332,840.41	453,306.84	680,533.79	698,985.47
8	Wisconsin, Minn. & Pac.	105,695.55	112,281.02	6100,969.00	6125,156.40
9	Chicago, Mil. & St. P.	30,436,485.19	209,941,236.92	10,302,659.69	47,869,771.21
10	Chicago, & North Western.	75,869,929.38	82,245,444.30	10,982,734.41	15,603,845.30
11	Chicago, St. P., M. & O.	5,711,147.38	6,531,167.70	1,749,086.63	3,173,271.66
12	Chicago, R. I. & Pac.	18,369,791.20	21,101,418.44	10,597,569.63	15,992,387.56
13	Colfax Northern Ry. Co.	.....	59.11	.....	.....
14	Creighton, Wint. & D. M.	.....	219,897.35	.....	15,643.22
15	Crooked Creek	.....	.....	.....	.....
16	Davenport, R. I. & N. W.	121,548.65	150,292.23	18,927.51	19,877.41
17	DeB. & S. C. (Ill. Cent.)	871,861.75	1,094,534.27	.....	.....
18	Great Northern	47,197,988.97	63,749,163.92	17,112,519.29	24,675,716.63
19	Iowa & Omaha Short Line.	.....	.....	.....	.....
20	Iowa & Southwestern	.....	283,194.65	.....	6,000.60
21	Manchester & Onida	2,137.00	5,137.00	4,238.00	4,238.00
22	Minneapolis & St. Louis	30,971,988.12	31,274,006.63	2,230,241.83	2,190,692.15
23	Mauncie North & South	.....	.....	.....	.....
24	St. P. & K. C. Short Line	6,369,367.53	9,988,473.63	487,292.58	661,836.35
25	Southern Iowa Traction	309,856.27	211,349.14	6,930.71	6,920.71
26	Tabor & Northern	.....	.....	.....	.....
27	Union Pacific	28,668,271.98	29,913,002.49	9,245,930.24	9,546,192.58
28	Wabash	1,273,415.28	6,674,744.31	5,119,749.21	19,440,210.98
	Total	\$433,051,909.43	\$673,540,719.49	\$121,075,663.05	\$ 206,312,221.28

aIncludes \$23,006,109.92 for proprietary, affiliated and controlled companies.  
bIncludes \$30,740,869.97 for proprietary, affiliated and controlled companies.  
cCredit.  
dThis report covers the period January 21, 1913, to June 30, 1913.  
eThis report covers the period July 30, 1912, to June 30, 1913.

GENERAL EXPENDITURES—ENTIRE LINE AND IOWA—SINCE  
STEAM ROADS.

General Expenditures		Total—Entire Line		Total—Iowa		Number
Total expenditures July 1, 1917, to June 30, 1912	Total expenditures July 1, 1917, to June 30, 1913	Total expenditures July 1, 1917, to June 30, 1912	Total expenditures July 1, 1917, to June 30, 1913	Total expenditures July 1, 1917, to June 30, 1912	Total expenditures July 1, 1917, to June 30, 1913	
\$ 11,907.17	\$ 11,907.17	\$ 112,681,341.63	\$ 125,268,329.58	\$ 217,392.49	\$ 284,676.50	1
11,005.02	11,002.29	391,520.43	413,866.55	391,520.43	413,866.55	2
14,228.29	14,328.23	307,538.44	307,538.44	307,538.44	307,538.44	3
1,651,451.39	1,282,259.89	55,359,434.99	60,471,721.31	60,471,721.31	60,471,721.31	4
.....	.....	106,954,221.85	108,420,903.24	108,420,903.24	108,420,903.24	5
.....	.....	272,336.65	339,291.27	339,291.27	339,291.27	6
81,300.00	.....	58,477.95	613,871.73	613,871.73	613,871.73	7
38,865.76	995,596.54	41,227,700.04	208,428,514.97	208,428,514.97	208,428,514.97	8
28,780.00	100,834.84	86,911,461.59	98,300,044.63	7,267,232.23	5,832,865.33	9
76,321.51	109,742.42	5,587,865.21	9,874,181.78	248,965.21	241,418.31	10
94,773.26	123,868.36	28,756,100.00	37,215,703.99	.....	.....	11
119.40	142.66	119.40	192.77	119.40	192.77	12
.....	2,333.61	.....	236,082.38	.....	236,082.38	13
.....	.....	.....	178,609.74	115,089.95	144,230.28	14
.....	.....	.....	871,901.75	1,094,534.27	.....	15
.....	.....	1,491,219.53	65,330,080.99	89,807,556.48	1,857,268.83	16
.....	.....	.....	.....	.....	1,871,064.31	17
.....	.....	.....	.....	.....	.....	18
.....	.....	.....	.....	.....	.....	19
.....	.....	.....	.....	.....	.....	20
.....	.....	.....	.....	.....	.....	21
.....	.....	.....	.....	.....	.....	22
.....	.....	.....	.....	.....	.....	23
.....	.....	.....	.....	.....	.....	24
.....	.....	.....	.....	.....	.....	25
.....	.....	.....	.....	.....	.....	26
.....	.....	.....	.....	.....	.....	27
.....	.....	.....	.....	.....	.....	28
\$6,230,007.38	\$7,300,796.65	\$ 592,449,979.78	\$ 614,124,073.35	\$27,333,122.10	\$25,073,675.37	



TABLE NO. 11—SUMMARY OF ROAD AND EQUIPMENT

Number	Name of Road	Investment to June 30, 1917				Investment Since June 30, 1917	
		Road		Equipment		Investment Since June 30, 1917	
		Entire line	Iowa	Entire line	Iowa	Entire line	Iowa
1	A., T. & S. F.	\$ 497,080,005.17				\$125,308,829.58	\$ 284,010.30
2	A., N. & S.					413,896.56	413,896.56
3	C. C. W. Ry.	296,427,146.87	\$ 288,250.32	\$ 49,844,553.13	19,385.90	19,385.90	19,385.90
4	C., A. & N.	258,200.33				413,896.56	413,896.56
5	C., B. & Q.	108,032,516.43				413,896.56	413,896.56
6	C. O. W.	41,588,487.71				413,896.56	413,896.56
7	M. C. & Ft. D.	42,769,182.71				413,896.56	413,896.56
8	W., M. & F.	11,327,427.37				413,896.56	413,896.56
9	C., M. & St. P.	210,580,755.04		1,510,686.67	700,764.91	413,896.56	413,896.56
10	C. & N. W.	61,027,705.93	\$ 54,000,800.76	47,800,579.97	\$12,223,828.94	413,896.56	413,896.56
11	C., St. P., M. & O.	663,408,611.00				413,896.56	413,896.56
12	C., R. I. & P.	6108,210,227.88				413,896.56	413,896.56
13	C. N. Ry. Co.					413,896.56	413,896.56
14	D. C. W. & D. M.					413,896.56	413,896.56
15	Crooked Creek					192.77	192.77
16	D., R. I. & N. W.	3,171,381.84	\$ 2,378,008.39	112,428.67		178,690.74	144,720.23
17	D. & S. C. (I. C.)	29,679,549.80				1,024,534.27	1,971,031.21
18	Gl. N.	230,947,770.98		44,064,372.07		80,107,090.48	1,971,031.21
19	I. & O. S.					279,088.94	279,088.94
20	El. & S. W.					304,432.14	304,432.14
21	M. & O.	6117,591.00	\$ 117,301.00			131,306.60	1,800.00
22	M. & St. L.	24,900,522.94	\$ 9,841,088.30	1,405,864.20		62,106,620.21	31,945,973.05
23	M., N. & S.					38,800,068.81	22,304,884.76
24	St. P. & K. C. S. L.					10,985,379.29	217,800.80
25	S. I. T.					217,800.80	217,800.80
26	T. & N.	82,688.67	82,688.67	10,229.06		92,917.73	92,917.73
27	Union Pacific	228,772,871.00		11,108,065.08		279,684,953.61	39,268,625.63
28	Wabash	6169,684,832.62				19,230,901.82	19,230,901.82
	Total	\$ 2,229,157,861.36	\$ 666,775,280.83	\$ 126,445,731.13	\$12,224,068.62	\$ 913,979,898.67	\$ 717,186,167.67

a Includes equipment.

b Credit.

c Mileage basis.

d This report covers the period January 31, 1913, to June 30, 1913.

e This report covers the period July 30, 1912 to June 30, 1913.

## —ENTIRE LINE AND IOWA—STEAM ROADS.

Number	Name of Road	Total		Reserve for Accrued Depreciation—Credits		Net total		Cost per Mile of Line	
		Entire line	Iowa	Entire line	Iowa	Entire line	Iowa	Entire line	Iowa
		\$ 682,454,424.70		\$15,303,017.25		\$ 617,251,407.47		\$67,732.15	
1	A., T. & S. F.	413,896.56		413,896.56		413,896.56		35,343.94	\$25,343.94
2	A., N. & S.	413,896.56		413,896.56		413,896.56		35,343.94	\$25,343.94
3	C. C. W. Ry.	307,558.44		307,558.44		307,558.44		15,727.83	\$12,727.83
4	C., A. & N.	413,896.56		413,896.56		413,896.56		35,343.94	\$25,343.94
5	C., B. & Q.	413,896.56		413,896.56		413,896.56		35,343.94	\$25,343.94
6	C. O. W.	413,896.56		413,896.56		413,896.56		35,343.94	\$25,343.94
7	M. C. & Ft. D.	413,896.56		413,896.56		413,896.56		35,343.94	\$25,343.94
8	W., M. & F.	413,896.56		413,896.56		413,896.56		35,343.94	\$25,343.94
9	C., M. & St. P.	413,896.56		413,896.56		413,896.56		35,343.94	\$25,343.94
10	C. & N. W.	413,896.56		413,896.56		413,896.56		35,343.94	\$25,343.94
11	C., St. P., M. & O.	413,896.56		413,896.56		413,896.56		35,343.94	\$25,343.94
12	C., R. I. & P.	413,896.56		413,896.56		413,896.56		35,343.94	\$25,343.94
13	C. N. Ry. Co.	413,896.56		413,896.56		413,896.56		35,343.94	\$25,343.94
14	D. C. W. & D. M.	413,896.56		413,896.56		413,896.56		35,343.94	\$25,343.94
15	Crooked Creek	192.77		192.77		192.77		192.77	192.77
16	D., R. I. & N. W.	225,205.62	\$ 225,205.62	4,792.40	4,792.40	220,413.22	220,413.22	12,322.04	12,322.04
17	D. & S. C. (I. C.)	2,022,485.23	2,022,485.23			2,022,485.23	2,022,485.23	74,088.02	74,088.02
18	Gl. N.	30,773,784.16				30,773,784.16		40,455.65	
19	I. & O. S.	364,039,241.03		25,304,083.65		341,344,257.38		49,783.96	
20	El. & S. W.	279,088.94				279,088.94		23,008.15	
21	M. & O.	304,432.14				304,432.14		17,780.00	
22	M. & St. L.	131,306.60	131,306.60	1,800.00		129,506.60	15,300.82	15,300.82	
23	M., N. & S.	62,106,620.21	31,945,973.05	509,743.81	232,300.79	62,307,732.44	31,712,672.23	45,871.25	50,603.89
24	St. P. & K. C. S. L.	10,985,379.29		1,927.25		10,983,452.04		63,233.66	
25	S. I. T.	217,800.80				217,800.80		8,900.27	8,900.27
26	T. & N.	92,917.73				92,917.73		10,620.54	10,620.54
27	Union Pacific	279,684,953.61		10,047,816.20	320.76	269,637,137.41		73,603.24	
28	Wabash	19,230,901.82		5,645,120.05		13,585,781.77		94,942.33	
	Total	\$2,211,708,507.67	\$164,566,019.00	\$87,679,823.81	\$1,391,878.07	\$2,224,028,678.86	\$224,014,184.00	\$67,202.01	\$51,546.00



TABLE NO. 13—INCOME STATEMENT—

Number	Name of Road	Other Income					
		Income from lease of road	Hire of equipment—credit balance	Rent Income		Net profit from miscellaneous material property	Separately owned properties—profit
				Joint facility	Miscellaneous		
1	Atchison, Topeka & S. F.		\$869,926.86	\$ 237,623.99	\$ 44,994.00	\$ 41,640.00	\$4,230,636.20
2	Atlantic, N. & S.						
3	Charles City West. Ry. Co.						
4	Chicago, Anamosa & N.						
5	Chicago, Burlington & Q.	\$ 2,976.36	65,740.87	532,691.13	27,486.02	4,015.85	
6	Chicago Great Western		56,504.52	15,087.56	21,771.61		
7	o Mason City & Ft. Dodge.	480,000.00					
8	o Wisconsin, Minn. & Pac.	249,280.00					
9	Chicago, Mil. & St. P.	3,297.85		258,115.85	94,303.61	202,612.67	
10	Chicago, & North-Western			121,021.00	68,106.74	608,887.55	
11	Chicago, St. P., M. & O.			116,065.09	20,252.19	21,136.14	
12	Chicago, R. I. & Pac.			466,988.50	95,709.54	76,796.92	1,301.33
13	Coifax Northern Ry. Co.		1,173.56				
14	o Creston, Wint. & D. M.						
15	Crooked Creek						
16	Davenport, R. I. & N. W.		587.47	33,480.43			
17	Dub. & S. C. (Ill. Cent.)			69,325.05	23,068.00		
18	Great Northern	2,051.00		463,270.51	330,119.77	42,329.67	
19	Iowa & Omaha Short Line.						
20	o Iowa & Southwestern						
21	Manchester & Onida					50.00	
22	Minneapolis & St. Louis	2,000.00		165,808.88	5,163.57		
23	Muscatine North & South						
24	St. P. & K. C. Short Line.			2,800.02	342.00		
25	Southern Iowa Traction						
26	Tabor & Northern						
27	Union Pacific	21,634.82		592,488.73	47,159.46	46,147.78	
28	Wabash	4,000.00		117,914.55	79,006.18	6,711.30	354,952.32
	Total	\$765,319.13	\$694,332.68	\$3,227,344.67	\$767,562.65	\$1,005,130.56	\$4,627,075.71

a Operated under lease by Chicago Great Western R. R. Co. Lease provides that lessee receives all receipts and pays all expenses growing out of operation of line and there is therefore no income account for this road.  
 b This report covers the period January 21, 1913, to June 30, 1913.  
 c This report covers the period July 20, 1912, to June 30, 1913.

CONTINUED—ENTIRE LINE—STEAM ROADS.

Number	Name of Road	Other Income										
		Dividend income	Income from				Release of pre- mium on funded debts	Miscellaneous income	Total other income	Gross income carried forward	Gross loss carried forward	
			Funded securities	Undfunded ac- curities and accounts	Sinking and other re- serve funds	Net profit from miscellaneous material prop- erty						
1	Atchison, Topeka & S. F.								\$ 291,911.09	\$7,487,829.34	\$ 27,699,459.12	
2	Atlantic, N. & S.	\$ 105,155.00	\$ 430,351.22	\$ 992,327.64	\$ 67,963.35						\$ 7,894.20	\$ 177.49
3	Charles City West. Ry. Co.										5,079.54	
4	Chicago, Anamosa & N.										29,811,832.63	
5	Chicago, Burlington & Q.	229,667.00	489,508.14	307,594.53					398.47	175,579.46	2,478,562.83	
6	Chicago Great Western	10,484.00	1,569.33	56,363.43						480,000.00	480,000.00	
7	o Mason City & Ft. Dodge.									249,280.00	249,280.00	
8	o Wisconsin, Minn. & Pac.									901,230.29	8,084,914.03	
9	Chicago, Mil. & St. P.	2,029,886.00	1,679,422.13	1,768,331.19	147,669.54					3,453,491.91	24,660,769.32	
10	Chicago, & North-Western	1,839,922.00	53,438.33	741,749.45	33,970.75					328.78	233,803.09	
11	Chicago, St. P., M. & O.	46,331.00	11,900.00	5,729.36						649.62	3,137,722.42	17,739,271.22
12	Chicago, R. I. & Pac.	66,666.67	2,660,354.75	370,850.21						1,172.96	9,962.79	
13	Coifax Northern Ry. Co.										313.21	
14	o Creston, Wint. & D. M.											1,778.83
15	Crooked Creek									67.63	34,135.55	8,370.69
16	Davenport, R. I. & N. W.									2,287.40	74,977.49	1,382,176.63
17	Dub. & S. C. (Ill. Cent.)									5,632.85	7,787,722.76	26,456,268.88
18	Great Northern	4,335,128.22	1,051,949.13	3,477,221.28								9,544.57
19	Iowa & Omaha Short Line.											671.95
20	o Iowa & Southwestern									356.00	406.00	2,927.13
21	Manchester & Onida										300,822.12	2,002,253.22
22	Minneapolis & St. Louis	69,853.68	59,871.70	7,034.94								19,268.75
23	Muscatine North & South									7,797.84	39,256.77	
24	St. P. & K. C. Short Line.										1,310.91	
25	Southern Iowa Traction											8,582.67
26	Tabor & Northern									1,466.42	24,166,261.24	45,280,879.20
27	Union Pacific	108,949.00	5,369.33	73,994.14	203.77					2,500.00	795,732.65	6,871,664.73
28	Wabash											
	Total	\$22,887,117.97	\$10,068,191.21	\$12,336,216.16	\$39,189.41	\$11,500.63			\$1,306,723.67	\$58,232,908.76	\$62,035,944.85	\$30,294.57



TABLE NO. 14—INCOME STATEMENT—

Number	Name of Road	Deductions from				
		Deductions for lease of other roads	Hire of equipment—debit balance	Rent Deductions		Miscellaneous tax accruals
				Joint facility	Miscellaneous	
1	Atholson, Topeka & Santa Fe.....	\$1,338,103.00		\$ 668,917.41	\$ 92,482.76	\$ 227.53
2	Atlantic Northern & Southern.....					
3	Charles City Western Ry. Co.....		\$ 6,427.66			
4	Chicago, Anamosa & Northern.....			655.08		
5	Chicago, Burlington & Quincy.....			1,138,088.86	19,988.01	11,377.88
6	Chicago Great Western.....	711,440.00		655,582.83	22,191.00	
7	o Mason City & Ft. Dodge.....					
8	o Wisconsin, Minnesota & Pacific.....					
9	Chicago, Milwaukee & St. Paul.....		1,112,056.63	588,307.72	15,685.51	77,094.53
10	Chicago & North Western.....	375,282.96	373,868.36	275,945.97	68,152.20	27,361.54
11	Chicago, St. Paul, Minneapolis & Omaha.....		51,369.91	233,306.91	1,932.28	11,914.54
12	Chicago, Rock Island & Pacific.....	1,694,829.65	902,235.18	1,429,567.17	4,101.22	
13	Colfax Northern Ry.....		7,412.00	65.00	10.00	
14	o Creston, Winterset & Des Moines.....					
15	Crooked Creek.....		4,154.20			
16	Davenport, Rock Island & Northwestern.....			5,270.69		
17	Dubuque & Sioux City (R. Cent.).....	87,616.62	49,860.38	110,705.15	250.00	
18	Great Northern.....	3,110.00	84,928.09	771,738.76	24,268.41	71,333.43
19	Iowa & Omaha Short Line.....		540.65			
20	Iowa & Southern.....			89.18	240.00	
21	Manchester & Oneida.....					
22	Minneapolis & St. Louis.....	377,807.31	163,033.02	126,975.80	5,213.21	
23	Neussville North & South.....		74,660.50	25,008.82		5.00
24	St. Paul & Kansas City Short Line.....		4,564.30	1,475.00		
25	Southern Iowa Traction.....		1,732.34			
26	Tabor & Northern.....		1,295,448.06	145,627.26		
27	Union Pacific.....	1,000.00	1,081,162.22	1,628,731.41	16,852.77	
28	Wabash.....					
	Total.....	\$1,096,271.64	\$5,485,801.96	\$7,672,679.37	\$276,156.17	\$250,349.55

a Operated under lease by Chicago Great Western R. R. Co. Lease provides that lessee receives all receipts and pays all expenses growing out of operation of line and there is therefore no income account for this road.

b Credit.

c This report covers the period January 21, 1913 to June 30, 1913.

d This report covers the period July 30, 1912 to June 30, 1913.

CONTINUED—ENTIRE LINE—STEAM ROADS.

Gross Income	Net loss on miscellaneous physical property	Separately owned properties—loss	Interest Deductions for		Amortization of funded debt	Miscellaneous deductions	Total deductions	Net income	Net loss	Number
			Funded debt	Unfunded debt						
			\$ 13,281,779.76	\$ 1,331.75		\$24,816.67	\$ 15,537,490.33	\$ 22,143,068.74	\$ 177.43	1
				\$ 8,175.47			13,611.15		\$ 8,808.30	2
										3
			\$ 6,646,453.32	305.52	\$ 9,447.77	2,190.75	4,685.85	1,031.01		4
			917,000.00	1,683.35	13,873.16	919.45	2,523,923.38	20,055,196.17		5
\$232.88			480,000.00				480,000.00	1,245,109.45		6
			245,280.00				245,280.00			7
			10,794,641.30	106,006.36			12,736,766.29	17,643,537.56		8
			5,595,356.49	1,136.35			9,796,736.83	14,355,013.47		9
			1,889,394.05				3,225,338.29	2,378,563.31		10
			9,701,373.97	119,354.29			15,741,972.28	2,997,028.94		11
	\$833.11		12,000.00				8,322.11		4,379.22	12
			5,623.00				9,739.39		11,456.89	13
							8,370.69		11,558.05	14
							306.00		335,044.39	15
			708,000.00	55,955.22		1.73	12,102,483.45	24,254,814.93		16
			9,000.00				9,540.65		18,285.22	17
			2,000.00				2,000.00		2,282.07	18
			3,320.00				3,379.12		861.99	19
			1,284,157.31	177,592.05	6,451.80	373.00	2,378,005.70	373,587.52		20
							246,946.94		19,265.75	21
			241,047.19	4,081.47			1,903.00		371,688.17	22
							2,140.43		6,081.44	23
			8,670,877.69	537,736.51			6,372.77		1,909.70	24
118.33			3,285,179.84	679,361.10			24,500.00		10,051,868.93	25
									6,708,964.34	26
									162,000.39	27
\$531.21	\$833.11		\$ 79,745,006.12	\$ 2,078,828.37	\$ 29,272.72	\$128,477.00	\$ 99,712,329.19	\$142,689,600.37	\$397,829.19	28

TABLE NO. 15—INCOME STATEMENT—

Number	Name of Road	Disposition	
		Appropriations of income to sinking and other reserve funds	Dividend appropriations of income
1	Atchison, Topeka & Santa Fe.....	\$ 461,106.11	\$ 16,107,470.00
2	Atlantic Northern & Southern.....		
3	Charles City Western Ry. Co.....		
4	Chicago, Anamosa & Northern.....	655,450.28	8,867,128.00
5	Chicago, Burlington & Quincy.....		
6	Chicago Great Western.....		
7	a Wisconsin, Minnesota & Pacific.....		
8	b Mason City & Ft. Dodge.....		
9	Chicago, Milwaukee & St. Paul.....		
10	Chicago & North-Western.....	199,960.75	16,899,615.00
11	Chicago, St. Paul, Minneapolis & Omaha.....		2,685,610.00
12	Chicago, Rock Island & Pacific.....		3,749,325.00
13	Colfax Northern Ry.....		
14	c Creston, Winterset & Des Moines.....		
15	Crooked Creek.....		
16	Davenport, Rock Island & Northwestern.....		
17	Dubuque & Sioux City (Ill. Cent.).....	56,783.00	
18	Great Northern.....		14,608,650.50
19	Iowa & Omaha Short Line.....		
20	d Iowa & Southwestern.....		
21	Manchester & Oneida.....		
22	Minneapolis & St. Louis.....		
23	Muscatine North & South.....		
24	St. Paul & Kansas City Short Line.....		
25	Southern Iowa Traction.....		
26	Tabor & Northern.....		
27	Union Pacific.....	58,680.00	25,645,130.51
28	Wabash.....		
	Total.....	\$ 1,431,959.74	\$ 82,048,417.71

a Balance for year carried forward to credit of income balance.

b Operated under lease by Chicago Great Western R. R. Co. Lease provides that Lessee receives all receipts and pays all expenses growing out of operation of line and there is therefore no income account.

c This report covers the period January 21, 1913, to June 30, 1913.

d This report covers the period July 20, 1912, to June 30, 1913.

CONTINUED—ENTIRE LINE—STEAM ROADS.

of Net Income						Number
Appropriations of income for additions and betterments	Appropriations of income for new lines and extensions	Stock interest accrued through income	Miscellaneous appropriations of income	Income balance transferred to credit of profit and loss	Income balance transferred to debit of profit and loss	
\$ 5,674,432.65						1
					\$ 177.40	2
					5,805.80	3
7,647,743.31				\$ 1,024.01		4
				2,915,874.68		5
				1,245,039.45		6
						7
						8
				17,643,037.98		9
				3,775,407.72		10
				195,023.21		11
				259,536.54		12
					4,839.32	13
					11,486.89	14
					11,658.06	15
						16
4,230,000.00				201,910.69		17
			\$ 1,128,165.82	4,277,389.61		18
					18,086.22	19
					2,328.07	20
					651.99	21
				373,587.02		22
					19,256.75	23
					317,588.70	24
				1,000.00		25
				9,668,901.06		26
687,652.32					374,831.68	27
\$ 17,967,829.16			\$ 1,128,165.82	\$ 40,504,699.87	\$ 774,171.12	28

TABLE NO. 16—PROFIT AND LOSS STATEMENT—STEAM ROADS.

Number	Name of Road	Debits						Debits						Number				
		Balance June 30, 1912	Debit balance from income account	Appropriations of surplus for fund and other reserve funds	Dividend appropriations of surplus	Appropriations of Surplus for		Extinguished Through Surplus		Miscellaneous additions of surplus	Loss on retired road and equipment	Delayed Income debits	Miscellaneous debits		Balance credits June 30, 1913, from general balance sheet	Total		
						Additions and betterments	New lines and extensions	Stock dis-count	Debt dis-count									
1	Achelison, Topeka & S. P.													\$ 20,569,800.81	\$ 20,569,800.81	1		
2	Atlantic, N. & S.															2		
3	Charles City West. Ry. Co.	\$ 3,565.66	\$ 5,898.89												9,464.55	3		
4	Chicago, Anamosa & N.															4		
5	Chicago, Burlington & Q.															5		
6	Chicago Great Western									\$ 69,071.22			\$ 20,680.49	41,892,618.41	41,573,270.12	6		
7	o Mason City & Ft. Dodge												1,818.34	2,663,963.19	2,665,781.53	7		
8	Wisconsin, Minn. & Pac.			\$237,434.18	\$ 15,912,583.00											8		
9	Chicago, Mil. & St. P.							\$1,569,723.57		225,989.70	\$2,639,849.49	84,300.00	1,818.34	43,417,062.08	63,048,731.90	9		
10	Chicago, & North-Western									159,120.88	160,120.88	159,120.88	43,417,062.08	38,419,350.25	38,419,350.25	10		
11	Chicago, St. P., M. & O.									1,823,064.73	49,867.96	36,828,744.39	49,867.96	4,818,845.63	4,818,845.63	11		
12	Chicago, R. I. & Pac.									224,919.00	1,906.84	4,922,039.39	1,906.84	12,325,627.70	12,325,627.70	12		
13	Colfax Northern Ry. Co.	1,301.60	4,329.82												5,631.42	13		
14	b Creston, Wint. & D. M.															14		
15	Crooked Creek	7,501.06	11,668.06												19,169.12	15		
16	Davenport, R. I. & N. W.					\$73,596.33									37,790.09	16		
17	Dub. & S. C. (Ill. Cent.)														454.71	374,431.06	17	
18	Great Northern									219,819.38	9,188.09	479,237.37	61,474,131.43	61,071,896.37	44,821.17	2,825.07	18	
19	Iowa & Omaha Short Line	26,238.95	18,086.22												16,496.54	17,147.53	19	
20	c Iowa & Southwestern		2,338.07												8,992.50	72,099.23	20	
21	Manchester & Oneida		931.99												124,395.51	715,551.41	1,149,080.83	21
22	Minneapolis & St. Louis														7,990.24	7,990.24	22	
23	Muscatine North & South	30,910.10	19,298.25													40,208.35	23	
24	St. P. & K. C. Short Line	180,757.82	317,968.17													519,117.99	24	
25	Southern Iowa Traction	13,679.27	6,031.44													19,710.71	25	
26	Tabor & Northern	18,373.15														18,373.15	26	
27	Union Pacific									\$67,939,647.05	116,968.36	15,000.00	422,397.22	122,917,414.30	161,418,446.92	27		
28	Wabash	8,041,679.95	376,831.69											8,542.29	8,426,134.1	28		
	Total	\$8,316,668.06	\$702,500.33	\$237,434.18	\$ 14,186,329.33			\$1,575,320.07	\$ 27,939,947.05	\$8,202,984.05	\$2,746,359.09	\$2,829,784.54	\$346,256,731.25	\$417,814,269.9				

a Operated under lease by Chicago Great Western R. R. Co. Lease provides that lessee receives all receipts and pays all expenses growing out of operation of line and there is therefore no profit and loss account for this road.

b This report covers the period January 21, 1913, to June 30, 1913.

c This report covers the period July 20, 1912, to June 30, 1913.



TABLE NO. 17—PROFIT AND LOSS

Number	Name of Road	Credits	
		Balance, June 30, 1912	Credit balance transferred from income account
1	Atchison, Topeka & S. F.	\$ 20,470,715.99	
2	Atlantic, N. & S.		
3	Charles City West. Ry. Co.		
4	Chicago, Anamosa & N.	41,841,883.08	
5	Chicago, Burlington & Q.	1,897,292.08	\$ 1,845,029.45
6	Chicago Great Western.		
7	a Mason City & Ft. Dodge.		
8	Wisconsin, Minn. & Pac.		
9	Chicago, Mil. & St. P.	42,981,354.69	17,643,687.86
10	Chicago, & North Western.	34,196,872.05	3,775,467.72
11	Chicago, St. P., M. & O.	4,020,822.32	287,023.2
12	Chicago, R. I. & Pac.	12,916,267.65	253,565.54
13	Colfax Northern Ry. Co.		
14	b Creston, Wint. & D. M.		
15	Crooked Creek.		
16	Davenport, R. I. & N. W.	37,798.00	
17	Dub. & S. C. (Ill. Cent.).	12,887.87	261,810.69
18	Great Northern.	57,182,134.37	4,577,989.61
19	Iowa & Omaha Short Line.		
20	Iowa & Southwestern.		
21	Manchester & Oneida.	16,775.65	
22	Minneapolis & St. Louis.	1,549,697.78	373,587.32
23	Muscatine North & South.		
24	St. P. & K. C. Short Line.		1,000.00
25	Southern Iowa Traction.		
26	Tabor & Northern.		
27	Union Pacific.	151,416,774.39	9,663,901.05
28	Wabash.		
	Total.	\$ 307,306,591.91	\$ 37,587,711.13

a Operated under lease by Chicago Great Western R. R. Co. Lease provides that lessee receives all receipts and pays all expenses growing out of operation of line and there is therefore no profit and loss account for this road.

b This report covers the period January 21, 1912, to June 30, 1913.

c This report covers the period July 29, 1912, to June 30, 1913.

STATEMENT—CONTINUED—STEAM ROADS.

Number	Credits				Total	Number
	Profit on road operations—amount sold	Delays or income credits	Miscellaneous credits	Balance debit, June 30, 1912, carried to general balance sheet		
1			\$ 99,654.82		\$ 20,569,800.81	1
2				\$ 9,404.55	9,404.55	2
3						3
4						4
5			31,388.00		41,873,270.12	5
6			2,450.00		2,956,781.32	6
7						7
8				84,200.00	84,200.00	8
9			1,468,869.26		62,045,734.99	9
10			406,979.59		38,145,959.25	10
11		\$ 78,191.22			4,815,845.03	11
12			1,344.89	54,531.19	12,823,607.79	12
13				5,630.92	5,630.92	13
14						14
15				19,069.11	19,069.11	15
16					37,798.00	16
17					274,451.96	17
18		12,426.91	2,828.45	490,327.23	61,971,866.57	18
19					44,824.17	19
20				232.50	2,338.07	20
21				271.87	17,147.53	21
22			300,000.00	147,340.22	2,069,560.52	22
23					40,238.35	23
24				460.35	615,696.19	24
25				19,701.71	19,701.71	25
26				705.93	15,473.15	26
27			35,957.89	281,873.59	161,418,446.03	27
28			2,961.08		8,426,154.17	28
		\$ 90,068.13	\$ 265,664.20	\$ 3,666,725.90	\$ 9,179,988.99	\$ 417,814,365.07

TABLE NO. 18—OPERATING REVENUES

Number	Name of Road	Revenue from				
		Freight revenue	Passenger Service			
			Passenger revenue	Excess baggage revenue	Fare and other revenue	Mail revenue
1	Achison, Topeka & S. F.	\$ 61,547,714.60	\$ 25,491,140.25	\$ 361,333.35	\$ 32,062.10	\$ 1,566,234.25
2	Atlantic, N. & S.	51,771.55	12,765.80	272.96	---	759.80
3	Charles City West, Ry. Co.	32,322.92	9,833.80	25.91	---	---
4	Chicago, Adams & N.	25,966.86	5,348.00	165.00	---	1,688.30
5	Chicago, Burlington & Q.	61,668,856.49	21,866,650.73	310,372.25	224.00	2,329,531.41
6	Chicago Great Western.	9,795,074.28	5,144,353.86	54,971.35	17,369.23	2,423,616.46
7	o Mason City & Ft. Dodge.	---	---	---	---	---
8	o Wisconsin, Minn. & Pac.	---	---	---	---	---
9	Chicago, Mil. & St. P.	28,540,091.28	16,758,128.17	213,544.42	---	1,815,147.75
10	Chicago, & North-Western	54,051,588.23	20,557,623.25	254,673.33	---	1,475,435.86
11	Chicago, St. P., M. & O.	10,857,306.50	4,984,515.31	78,777.44	---	373,337.86
12	Chicago, R. I. & Pac.	43,940,945.50	10,080,164.17	207,566.82	18,915.28	1,920,110.11
13	Colfax Northern Ry. Co.	27,105.15	6,431.77	1.35	---	---
14	o Creston, Wint. & D. M.	3,359.54	414.63	5.30	---	---
15	Crooked Creek.	22,226.17	874.04	14.15	---	701.21
16	Davenport, R. I. & N. W.	---	---	---	---	5,744.72
17	Dub. & S. C. (Ill. Cent.)	4,198,095.15	1,638,214.50	24,156.44	561.42	141,076.61
18	Great Northern.	58,420,235.00	15,168,588.44	166,770.85	31,682.50	2,006,956.10
19	Iowa & Omaha Short Line	6,546.49	1,500.64	---	---	---
20	o Iowa & Northwestern	14,072.46	4,067.01	51.25	---	304.42
21	Manchester & Ouedia.	12,264.95	3,264.95	200.84	---	351.06
22	Minneapolis & St. Louis	7,838,061.21	1,865,657.75	23,334.57	45.85	194,994.68
23	Muscatine North & South.	9,722.23	29,108.41	---	---	---
24	St. P. & K. O. Short Line	440,566.25	205,647.29	2,091.12	68.02	7,457.86
25	Southern Iowa Traction	13,018.33	14,167.82	314.79	---	1,076.55
26	Tabor & Northern.	18,250.67	5,863.68	190.54	---	586.60
27	Union Pacific.	56,230,956.34	10,629,586.97	171,622.44	---	2,001,330.23
28	Wabash.	21,774,362.19	7,269,258.66	81,626.74	28,760.40	730,966.13
	Total.	\$435,081,175.28	\$148,677,413.57	\$1,500,142.30	\$281,902.80	\$ 14,861,033.84

o Operated under lease by Chicago Great Western F. R. Co. Lease provides that lessee receives all receipts and pays all expenses growing out of operation of line and there is therefore no operating revenues for this road.  
 o This report covers the period January 21, 1913, to June 30, 1913.  
 o This report covers the period July 30, 1912, to June 30, 1913.

## —ENTIRE LINE—STEAM ROADS.

Transportation							Switching revenue	Special service train revenue	Miscellaneous transportation revenue	Total revenue from transportation	Number
Train Revenue				Total passenger revenue	Switching revenue	Special service train revenue					
Express revenue	Milk revenue on passenger trains	Other passenger revenue	Total passenger revenue				Switching revenue	Special service train revenue	Miscellaneous transportation revenue	Total revenue from transportation	Number
\$ 3,282,529.98	\$ 26,112.75	\$ 427,780.42	\$ 31,615,366.08	\$ 688,364.62	\$ 62,022.74	\$ 22,276.60	\$ 96,945,704.74	1			
891.37	14.22	---	14,615.12	---	---	---	66,389.71	2			
729.35	---	---	9,888.03	---	---	---	42,115.96	3			
2,204,812.78	359,739.92	9,766.25	27,839,633.23	1,327,074.27	33,065.14	736.88	93,380,269.88	4			
349,759.61	142,567.27	8,050.97	3,931,868.42	188,256.98	8,558.40	7,066.80	13,901,414.98	5			
---	---	---	---	---	---	---	---	6			
2,248,429.95	876,746.96	13,238.14	21,628,316.40	1,629,563.07	25,331.98	56,118.64	81,888,321.55	7			
2,703,873.25	1,179,654.46	65,523.05	26,226,121.59	1,303,355.47	46,860.18	32,311,627.80	42,115.96	8			
405,841.03	25,422.97	5,746.29	6,860,720.94	153,969.69	14,000.75	10,768.53	16,828,006.24	9			
1,977,323.19	---	29,234.33	22,826,733.03	617,967.00	74,640.72	6,791.25	67,477,677.50	10			
---	---	---	6,431.32	---	---	---	33,612.47	11			
---	---	---	419.95	---	---	---	3,979.19	12			
300.00	---	---	1,889.40	---	---	---	25,783.47	13			
---	---	---	5,744.72	---	---	---	130,728.07	14			
192,617.67	32,189.87	7,860.80	2,026,029.23	46,440.09	5,593.92	604,686.95	6,811,918.44	15			
1,777,248.74	---	5,020.14	10,369,725.77	321,610.48	38,818.23	51,319.86	78,297,710.03	16			
---	---	---	1,500.24	---	---	---	8,187.13	17			
---	---	---	6,014.47	---	---	---	20,622.03	18			
---	---	---	11,444.77	---	---	---	23,713.88	19			
---	---	---	1,123.63	---	---	---	136,219.18	20			
176,202.99	---	---	31,506.85	---	---	---	6,636,983.69	21			
---	---	---	71.24	---	---	---	2,236.03	22			
---	---	---	119.60	---	---	---	682,238.03	23			
---	---	---	236,614.96	---	---	---	39,185.30	24			
---	---	---	16,067.15	---	---	---	27,900.00	25			
1,269,880.68	---	229,002.00	14,800,511.48	7,192.25	3,408.40	---	51,299,717.40	26			
1,078,678.67	48,964.86	8,632.00	9,230,206.21	393,002.15	18,348.52	---	31,486,478.68	27			
\$ 18,475,181.11	\$ 8,465,281.28	\$ 500,738.40	\$167,431,543.40	\$7,500,609.93	\$ 381,576.43	\$1,126,943.65	\$601,600,948.19	28			

TABLE NO. 19—OPERATING REVENUES—

Number	Name of Road	Revenue from Operations other				
		Station and train privileges	Parcel room receipts	Storage freight	Storage baggage	Car service
1	Atchison, Topeka & S. F.	\$ 32,629.22	\$ 2,761.50	\$ 29,884.99	\$ 28,314.25	\$ 166,922.76
2	Atlantic, N. & B.			7.00		196.00
3	Charles City West. Ry. Co.					1,192.00
4	Chicago, Anamosa & N.					
5	Chicago, Burlington & Q.	9,963.48	12,622.75	43,222.67	16,527.54	219,759.64
6	Chicago Great Western	4,919.45	1,773.55	9,221.06	1,644.49	43,117.69
7	Chicago & North-Western					
8	Chicago, Minn. & Pac.					
9	Chicago, Mil. & St. P.	32,131.09	4,288.76	38,244.44	10,645.46	271,374.99
10	Chicago, & North-Western	41,019.55	39,435.53	23,965.65	18,491.33	302,233.03
11	Chi. St. P., M. & O.	8,108.39		7,639.75	980.40	42,384.08
12	Chicago, R. I. & Pac.	52,963.90	22,261.73	36,515.68	11,192.28	302,848.47
13	Colfax Northern Ry. Co.					667.90
14	Creston, Wint. & D. M.					280.40
15	Crooked Creek					387.45
16	Davenport, R. I. & N. W.	60.08		11,566.26		11,566.26
17	Dub. & S. C. (Ill. Cent.)	2,456.10	1,330.60	3,723.10	1,309.29	23,285.03
18	Great Northern	37,027.93	16,528.42	16,613.05	33,067.94	119,254.90
19	Iowa & Omaha Short Line			6.65		
20	Iowa & Southwestern					126.00
21	Manchester & Omsida	18.20		5.65		29.66
22	Minneapolis & St. Louis	8,292.09	119.70	2,556.02	500.65	36,959.39
23	Muscatine North & South					127.25
24	St. P. & K. C. Short Line	431.14		127.25	18.75	526.67
25	Southern Iowa Traction					97.00
26	Tabor & Northern					13.55
27	Union Pacific	45,923.07	4,216.21	9,642.32	14,370.29	67,416.77
28	Wabash	23,778.49	1,189.01	12,867.73	1,567.75	94,030.18
	Total	\$317,063.85	\$105,963.05	\$224,224.71	\$148,920.43	\$ 1,700,891.89

<sup>a</sup> Operated under lease by Chicago Great Western R. R. Co. Lease provides that lessee receives all receipts and pays all expenses growing out of operation of line and there is therefore no operating revenues for this road.

<sup>b</sup> This report covers the period January 31, 1915, to June 30, 1915.

<sup>c</sup> This report covers the period July 30, 1912, to June 30, 1913.

CONTINUED—ENTIRE LINE—STEAM ROADS.

Number	Name of Road	than Transportation				Joint facilities—Dr.	Joint facilities—Cr.	Total operating revenue	Number
		Telegraph and telephone service	Rents of buildings and other property	Miscellaneous	Total				
		\$121,300.12	\$180,441.09	\$ 469,344.30	\$1,136,008.43	\$ 19,922.46	\$ 48,968.70	\$ 98,090,754.41	1
				1,075.34	1,272.34			67,662.05	2
				130.00	2,015.50			45,443.96	3
								24,832.93	4
		207,341.39	161,938.29	199,619.23	909,376.59	2,511.87	138,259.91	94,374,485.51	5
		749.80	7,228.72	18,749.22	89,455.14		12,708.30	14,009,618.42	6
									7
		81,773.64	82,100.00	62,192.92	335,964.70	374.30	163,551.12	89,985,462.88	8
			175,666.48	106,870.79	707,293.31	3,213.58	29,388.46	83,035,921.08	10
				9,261.83	3,704.81			10,963,004.68	11
		18,732.90	31,863.26	61,606.18	73,492.73	17,458.60	39,501.81	67,968,569.67	12
				22.00	689.00			84,391.47	13
				7.00	97.94			3,979.19	14
			417.40	2,001.44	14,422.63			56,171.31	15
			9,302.07	1,507.07	45,703.84	10.00	803.75	138,190.70	16
		33,589.84	17,054.94	68,784.33	324,020.97	21,886.70	54,246.48	6,928,506.03	17
				5.00	11.65			78,664,569.78	18
				80.00	216.00			8,198.78	19
					385.84			29,858.42	20
		1,830.11	19,690.41	2,710.81	64,069.32			23,762.39	21
				305.00	365.00		5,956.57	9,707,036.58	22
		39		2,466.00	3,660.80			126,634.18	23
				56.10	56.10		93.41	686,915.34	24
		349.63			490.45			28,241.60	25
		73,981.11	94,841.66	66,915.11	376,254.44	23,312.82	33,250.22	28,391.40	26
			46,350.14	31,107.96	210,076.20			51,596,236.34	27
								31,700,286.54	28
		\$501,209.19	\$786,123.44	\$1,060,110.81	\$4,898,827.97	\$ 92,378.66	\$656,785.00	\$636,963,881.00	



TABLE NO. 20—OPERATING REVENUES

Number	Name of Road	Revenue from				
		Freight revenue	Passenger Service			
			Passenger revenue	Excess baggage revenue	Parlor and chair car revenue	Mail revenue
1	Atchison, Topeka & S. P.	\$ 388,158.33	\$ 100,907.56	\$ 1,560.37		\$ 16,472.93
2	Atlantic, N. & S.	51,771.55	12,708.81	272.99		790.00
3	Charles City West. Ry. Co.	32,227.98	9,832.89	29.91		
4	Chicago, Anamosa & N.	25,190.86	5,248.66	105.00		1,038.35
5	Chicago, Burlington & Q.	8,028,988.88	3,313,459.82	44,467.04		559,036.10
6	Chicago Great Western.	4,808,079.40	1,700,165.00	21,136.55	\$ 9,378.80	111,137.29
7	Chicago City & Ft. Dodge.					
8	Wisconsin, Minn. & Pac.	11,690,072.45	3,096,075.19	48,038.86		305,492.31
9	Chicago, Mil. & St. P.	12,850,844.78	4,690,532.62	72,567.12		438,010.24
10	Chicago, & North-Western.	596,844.26	426,031.26	6,294.49		30,738.32
11	Chicago, St. P., M. & O.	10,412,534.81	5,091,334.23	68,888.66	130.18	381,797.46
12	Chicago, R. I. & Pac.	27,103.15	6,431.77	1.55		
13	Colfax Northern Ry. Co.	3,559.24	414.65	5.39		
14	Creston, Wint. & D. M.	22,226.17	874.04	14.15		701.21
15	Crooked Creek					4,132.19
16	Davenport, R. I. & N. W.	3,377,404.87	1,908,067.92	23,663.44	561.42	135,741.47
17	Dub. & S. C. (Ill. Cent.)	325,640.79	77,511.46	869.95		9,438.12
18	Great Northern.	6,956.49	1,350.64			364.45
19	Iowa & Omaha Short Line.	14,372.46	4,387.01	61.26		301.06
20	c Iowa & Southwestern.	12,250.86	8,564.98	100.84		100,414.06
21	Manchester & Oueda.	3,356,990.89	894,752.50	12,198.58		
22	Minneapolis & St. Louis.	94,732.33	29,153.41			
23	Muscatine North & South.	440,582.26	295,647.59	2,001.12	63.02	7,457.89
24	St. P. & K. O. Short Line.	12,018.32	14,167.82	314.79		1,078.65
25	Southern Iowa Traction.	18,339.67	6,308.68	190.24		583.60
26	Tabor & Northern.	71,097.95	9,870.59	192.31		8,859.87
27	Union Pacific.	909,281.47	328,219.44	3,025.25		48,500.54
28	Wabash.					
	Total.	\$ 67,597,343.17	\$ 21,491,619.87	\$ 902,066.83	\$ 10,122.92	\$ 2,157,564.68

a Operated under lease by Chicago Great Western R. R. Co. Lease provides that lessee receives all receipts and pays all expenses growing out of the operation of line and there is therefore no operating revenue for this road.

b This report covers the period January 21, 1913 to June 30, 1913.

c This report covers the period July 29, 1913 to June 30, 1913.

## —IOWA—STEAM ROADS.

Transportation										Number
Train Revenue										
Excess revenue	Mail revenue on passenger trains	Other passenger train revenue	Total passenger service revenue	Switching revenue	Special service train revenue	Miscellaneous operation revenue	Total revenue from transportation			
\$ 24,967.92	891.37		\$ 5,119.09	\$ 149,067.54	\$ 345.00	\$ 6.00	\$ 537,566.87		1	
14.32	9,888.05			14,018.16			66,389.71		2	
729.55	\$ 408.68			7,630.24			45,116.96		3	
340,063.69	60,884.29	490.67		4,309,651.19	41,908.42	\$ 6,304.13	34,353.98		4	
191,596.20	16,312.74	2,699.30		2,000,336.29	67,438.14	5,912.60	12,398,632.03		5	
							6,941,456.79		6	
									7	
									8	
419,169.53	69,700.27	1,351.89		3,845,798.09	101,005.40	4,738.16	15,616,304.81		9	
723,283.40	55,354.22	\$ 830.15		5,338,608.05	91,496.58	7,964.49	5,287.24		10	
21,395.80	2,338.85	965.80		457,443.95	6,873.69	636.35	18,914,151.24		11	
645,022.61		10,228.21		6,007,966.23	109,452.91	18,445.26	1,098.00		12	
				6,433.32	74.00		16,639,517.26		13	
				419.95			33,613.47		14	
390.00				1,889.49	1,619.96		3,979.19		15	
				4,132.19	65,588.24		25,738.47		16	
182,568.00	21,887.51	7,542.29		1,970,017.05	26,941.93	5,993.92	5,800,000.02		17	
9,787.82	1.30			13,013.71	4,882.50	308.00	424,409.43		18	
				1,690.64			64.03		19	
611.75				6,014.47	36.00		8,187.13		20	
1,173.94	1,352.95			31,414.77			20,622.93		21	
86,411.67	869.97			1,964,257.76	34,943.33	4,218.33	18.25		22	
2,194.44	119.00			31,596.85			1,901.67		23	
21,274.43	71.24			239,514.96	3,468.71	1,662.10	6.00		24	
506.92				16,067.15	100.00		23,185.50		25	
1,025.85				7,112.23	2,408.63		126,259.13		26	
2,791.40				17,201.12	332.00		27,690.62		27	
31,186.79	2,040.45	263.68		413,005.66	1,748.59	896.03	29,436.60		28	
\$ 2,004,351.88	\$ 219,811.87	\$ 38,387.88		\$ 26,823,484.08	\$ 600,068.25	\$ 65,091.43	\$ 642,730.53		29	
							\$ 85,678,717.81		30	

TABLE NO. 21—OPERATING REVENUES

Number	Name of Road	Revenue from Operation				
		Station and train privileges	Parcel room receipts	Storage—freight	Storage—baggage	Car service
1	Atholton, Topeka & S. F.	\$ 547.39	\$ 32.25	\$ 66.67	\$ 74.90	\$ 138.89
2	Atlantic, N. & S.			7.00		199.00
3	Charlottesville, Ry. Co.					1,195.00
4	Chicago, Anamosa & N.					
5	Chicago, Burlington & Q.	974.65	1,177.80	6,080.54	2,609.85	49,916.67
6	Chicago Great Western	2,333.15	1,305.25	2,439.38	1,167.30	16,977.88
7	o Mason City & Ft. Dodge					
8	o Wisconsin, Minn. & Pac.					
9	Chicago, Mil. & St. P.	5,692.91	1,721.80	4,927.96	738.90	32,532.95
10	Chicago, & North Western	5,598.87	1,494.90	7,551.67	2,435.10	39,474.00
11	Chicago, St. P., M. & O.	552.53		477.66	324.71	3,387.95
12	Chicago, R. I. & Pac.	11,401.54	560.75	9,153.63	3,115.25	52,448.66
13	Colfax Northern Ry. Co.					667.00
14	o Creston, Wint. & D. M.					281.45
15	Crooked Creek					380.45
16	Davenport, R. I. & N. W.	35.56		208.30		9,334.56
17	Dub. & S. C. (Ill. Cent.)	2,291.69	1,818.90	2,168.05	1,305.35	21,541.00
18	Great Northern	2,034.23		743.32	119.35	1,992.50
19	Iowa & Omaha Short Line			6.65		
20	o Iowa & Southwestern					155.00
21	Manchester & Orono	12.20		5.65		29.69
22	Minneapolis & St. Louis	3,789.92	59.30	1,073.83	49.90	15,185.00
23	Muscatine North & South			127.53	18.75	829.67
24	St. P. & E. C. Short Line	491.14		15.50		97.00
25	Southern Iowa Traction			6.75	10.06	47.19
26	Tabor & Northern	20.74	9.95	31.16	21.61	1,515.38
27	Union Pacific	1,812.82	30.49			
28	Wabash					
	Total	\$ 83,180.25	\$ 7,683.29	\$ 36,112.34	\$ 12,000.63	\$ 246,969.47

a Operated under lease by Chicago Great Western R. R. Co. Lease provides that leasee receives all receipts and pays all expenses growing out of operation of line and there is therefore no operating revenue for this road.

b This report covers the period January 31, 1912, to June 30, 1913.

c This report covers the period July 30, 1912, to June 30, 1913.

## —IOWA—CONTINUED—STEAM ROADS.

Other Than Transportation					Joint facilities revenue—Dr.	Joint facilities revenue—Cr.	Total operating revenue	Number
Telephone and telegraph service	Rents of buildings and other property	Miscellaneous	Total	Total				
\$ 581.41	\$ 490.65	\$ 2,463.67	\$ 4,121.23			\$ 641,601.10	1	
		1,073.34	1,572.34			67,466.05	2	
	139.90	2,015.90	2,275.90			65,418.85	3	
						34,332.98	4	
45,176.25	11,867.45	17,808.99	135,138.10	\$ 449.70	\$ 21,202.02	12,554,261.05	5	
873.73	1,874.74	4,987.79	21,592.12		741.64	6,973,750.55	6	
							7	
							8	
10,497.99	6,831.15	8,637.40	71,661.99	176.67	304,996.55	15,730,888.29	9	
24,992.96	41,868.24	128,495.74	2,460.32	2,738.21	19,058,820.77	10		
	98.00	97.85	6,009.10	2,053.98	1,901.54	1,058,592.11	11	
						8,108.78	12	
4,302.40	2,972.19	15,055.49	160,886.31	30.55	1,285.80	16,741,471.62	13	
	22.00		680.00			54,301.47	14	
						3,479.19	15	
	7.50	67.94	286.84			26,121.21	16	
	123.50		9,671.51			79,771.94	17	
	3,332.07	1,122.12	40,183.05	10.00		5,990,225.95	18	
	1,646.70	28.29	5,922.51	3,127.38		457,274.29	19	
	5.00		11.05			20,808.93	20	
	80.00		286.00			20,808.93	21	
			48.51			28,762.39	22	
1,300.73	5,025.19	1,481.97	28,400.69		11.85	4,400,144.14	23	
			305.00			150,284.18	24	
		2,460.00	2,800.80		90.41	688,919.24	25	
		56.10	56.10			28,241.00	26	
849.06		460.45	460.45			25,801.49	27	
61.75	66.29	46.24	302.67	16.22	33.49	16,706.34	28	
	1,473.00	847.11	6,011.48		2,908.82	1,264,396.68	29	
\$ 62,636.58	\$ 68,127.59	\$101,117.15	\$ 577,902.24	\$ 9,665.97	\$ 123,259.63	\$66,375,192.41		

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	Atchafalo, Topoka & Santa Fe	\$15,230,198.31	\$48,217,940.88	\$ 2,074,824.02	\$28,113,218.08	\$ 2,005,891.24	\$68,540,082.73	65.07	1
2	Atlantic Northern & Southern	27,592.72	11,701.61		23,995.30	4,440.75	67,829.45	100.00	2
3	Charles City Western Ry. Co.	6,095.52	4,738.81	2,498.84	19,569.50	2,091.94	28,984.64	79.18	3
4	Chicago, Anamosa & Northern	8,079.10	747.18	1,653.17	12,486.91	2,338.19	25,295.56	79.45	4
5	Chicago, Burlington & Quincy	11,535,892.55	16,120,215.26	1,266,802.81	29,597,717.32	2,369,200.29	62,842,801.63	66.50	5
6	Chicago Great Western	1,666,890.22	2,007,288.12	665,648.97	3,924,635.62	413,971.24	10,200,147.08	73.28	6
7	a Mason City & Ft. Dodge								7
8	a Wisconsin, Minnesota & Pacific								8
9	Chicago, Milwaukee & St. Paul	9,707,286.05	12,641,964.18	1,010,268.21	21,676,166.58	1,293,904.15	56,899,629.50	68.90	9
10	Chicago & North Western	11,501,186.45	11,565,496.00	1,248,982.37	32,241,757.68	1,925,807.65	58,233,780.22	70.15	10
11	Chicago, St. Paul, Minneapolis & Omaha	3,208,203.60	2,188,946.05	548,613.14	6,746,791.54	394,914.74	11,887,461.26	69.95	11
12	Chicago, Rock Island & Pacific	9,600,079.49	9,715,721.84	1,874,978.72	27,559,326.40	1,677,461.10	60,816,577.55	74.03	12
13	Colfax Northern Ry.	6,866.88	4,853.04	147.74	16,323.19	1,350.04	29,748.99	86.73	13
14	a Creston, Winterset & Des Moines	376.42	83.00		2,108.65	890.00	3,466.07	87.10	14
15	Crooked Creek	6,002.50	4,734.90		10,764.17	3,022.47	23,724.33	68.48	15
16	Davenport, Rock Island & Northwestern	46,577.58	15,794.59		70,071.62	2,001.78	128,985.49	102.77	16
17	Dubuque & Sioux City (Ill. Cent.)	919,424.16	1,459,769.83	180,240.67	2,608,077.68	170,271.10	5,890,773.74	77.81	17
18	Great Northern	11,321,341.20	4,261,316.64	1,242,553.12	21,478,237.80	1,480,291.20	45,828,640.08	68.21	18
19	Iowa & Omaha Short Line	3,219.11	1,250.00		9,972.33	1,200.00	15,732.44	122.00	19
20	Iowa & Southwestern	7,180.00	1,325.00		11,127.00	325.00	20,844.21	85.61	20
21	Manchester & Oelids	3,999.16	2,836.44		11,221.08	320.00	6,707,387.86	69.10	21
22	Minneapolis & St. Louis	1,249,520.72	1,208,365.00	215,736.57	2,784,662.54	218,277.73	6,707,387.86	69.10	22
23	Muscatine North & South	15,470.68	15,247.07	6,847.88	86,772.22	11,288.94	128,126.79	111.80	23
24	St. Paul & Kansas City Short Line	146,745.42	89,487.85	22,006.74	367,018.15	15,009.77	541,267.93	92.61	24
25	Southern Iowa Traction	8,205.11	1,150.56	464.77	12,145.38	1,110.62	34,185.65	85.63	25
26	Taber & Northern	6,928.30	1,828.23		7,785.24	2,404.60	19,666.67	67.17	26
27	Union Pacific	3,667,139.29	6,219,644.05	1,175,835.52	13,951,142.28	1,400,861.68	28,416,626.38	65.08	27
28	Wabash	4,389,278.23	5,330,497.46	1,025,136.45	13,211,608.52	795,518.62	21,663,489.30	77.73	28
	Total	\$87,170,121.38	\$94,302,647.14	\$13,397,066.55	\$217,704,242.47	\$14,037,935.18	\$460,587,002.72	66.90	

a Operated under lease by Chicago Great Western R. R. Co. Lease provides that lessee receives all receipts and pays all expenses growing out of the operation of line and there is therefore no operating expenses for this road.  
 b This report covers the period January 21, 1913 to June 30, 1913.  
 c This report covers the period July 20, 1912 to June 30, 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	Atchafalo, Topoka & Santa Fe	\$ 96,023.43	\$ 88,542.64	\$ 17,719.52	\$ 114,720.02	\$ 9,498.69	\$ 322,495.11	59.22	\$ 22,082.56	1
2	Atlantic Northern & Southern	27,562.72	11,701.61		20,700.32	4,440.75	67,829.45	100.00		2
3	Charles City Western Ry. Co.	6,095.52	4,738.81	2,498.84	19,539.58	2,091.94	35,984.64	79.18	1,664.95	3
4	Chicago, Anamosa & Northern	8,079.10	747.18	1,672.17	15,485.91	3,309.30	27,295.56	79.45	1,400.58	4
5	Chicago, Burlington & Quincy	1,205,228.85	1,297,180.17	243,011.32	2,749,700.15	281,559.78	6,906,876.57	66.64	140,832.00	5
6	Chicago Great Western	875,811.80	1,072,695.02	390,345.50	3,864,971.28	214,685.20	6,300,006.08	76.39	210,802.24	6
7	a Mason City & Ft. Dodge									7
8	a Wisconsin, Minnesota & Pacific									8
9	Chicago, Milwaukee & St. Paul	2,182,028.07	2,757,728.26	278,621.61	6,232,115.11	356,029.37	11,847,008.44	75.03	312,260.46	9
10	Chicago & North Western	2,823,892.24	2,820,477.44	320,289.26	7,744,245.89	202,480.12	14,263,455.05	75.29	371,217.19	10
11	Chicago, St. Paul, M. & O.	3,129,132.50	3,127,568.03	621,966.43	6,425,647.57	6,748,910.66	26,996,910.66	69.96	35,646.01	11
12	Chicago, Rock Island & Pacific	2,241,281.03	2,427,651.63	486,890.88	7,108,329.31	428,649.29	12,802,473.79	76.47	546,156.74	12
13	Colfax Northern Ry.	6,866.88	4,853.04	147.74	16,323.19	1,350.04	29,748.99	86.73	1,735.53	13
14	a Creston, Winterset & Des Moines	376.42	83.00		2,108.65	890.00	3,466.07	87.10		14
15	Crooked Creek	6,002.50	4,734.90		10,764.17	3,022.47	23,724.33	98.48	2,375.63	15
16	Davenport, Rock Island & N. W.	20,505.01	11,630.51		37,018.91	2,190.11	81,726.78	102.62	15,602.16	16
17	Dubuque & Sioux City (Ill. Cent.)	919,424.16	1,459,769.83	180,240.67	2,815,200.29	162,863.59	5,903,628.28	85.29	308,916.67	17
18	Great Northern	11,321,341.20	7,927,411.11	1,165.83	180,696.56	14,155.88	307,673.14	63.67	29,000.88	18
19	Iowa & Omaha Short Line	3,219.11	1,250.00		9,972.33	1,200.00	15,732.44	132.62	1,400.91	19
20	Iowa & Southwestern	7,180.00	1,325.00		11,127.00	325.00	30,187.00	96.70		20
21	Manchester & Oelids	3,999.16	2,836.44	1,204.08	11,324.23	320.35	30,344.21	85.61	807.65	21
22	Minneapolis & St. Louis	641,584.21	647,719.31	11,085.79	1,909,744.35	222,879.16	3,422,902.22	76.46	122,500.00	22
23	Muscatine North & South	15,470.68	15,247.07	5,847.88	86,772.22	11,288.94	128,126.79	111.80	4,661.98	23
24	St. Paul & Kansas City Short Line	146,745.42	89,487.85	22,006.74	367,018.15	15,009.77	635,224.43	92.61	25,673.08	24
25	Southern Iowa Traction	8,205.11	1,150.56	464.77	12,145.38	1,116.62	24,185.65	85.63	7,745.04	25
26	Taber & Northern	6,928.30	1,828.23		7,785.24	2,404.60	19,666.67	67.17	1,042.62	26
27	Union Pacific	3,667,139.29	6,218,758.58	4,707.35	30,834.37	5,003.62	116,698.50	121.29	31,221.23	27
28	Wabash	312,059.45	231,646.55	56,811.01	597,122.60	48,866.31	1,247,511.29	89.47	67,674.04	28
	Total	\$ 15,658,747.25	\$ 13,650,964.57	\$ 2,142,790.92	\$ 34,229,224.54	\$ 2,150,780.24	\$ 65,169,511.42	75.52	\$ 8,287,822.67	

a Operated under lease by Chicago Great Western R. R. Co. Lease provides that lessee receives all receipts and pays all expenses growing out of the operation of line and there is therefore no operating expenses for this road.  
 b Proportional on revenue train mileage basis.  
 c This report covers the period January 21, 1913 to June 30, 1913.  
 d This report covers the period July 20, 1912 to June 30, 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	Atchison, Topeka & Santa Fe.....	\$ 70,300.00		\$112,995,400.00	\$ 74,767.70
2	Atlantic Northern & Southern.....				
3	Charles City Western Rr. Co.....				
4	Chicago, Anamosa & Northern.....	112,000.00			
5	Chicago, Burlington & Quincy.....			42,080,359.99	829,207.00
6	Chicago Great Western.....				4,454.02
7	Mason City & Ft. Dodge.....				
8	Wisconsin, Minnesota & Pacific.....				
9	Chicago, Milwaukee & St. Paul.....	745,300.00		8,418,700.00	2,008,519.00
10	Chicago & North-Western.....	2,342,596.71		22,519,300.00	1,675,422.00
11	Chicago, St. Paul, Minneapolis & Omaha.....	4,231,128.20		734,695.00	46,331.00
12	Chicago, Rock Island & Pacific.....	4,877.50		22,699,593.00	41,682.50
13	Coifax Northern Rr.....				
14	Creston, Winterset & Des Moines.....				
15	Crooked Creek.....				
16	Davenport, Rock Island & Northwestern.....				
17	Dubuque & Sioux City (Ill. Cent.).....				670.00
18	Great Northern.....	9,350.00		116,469,870.00	4,388,813.25
19	Iowa & Omaha Short Line.....				
20	Iowa & Southwestern.....				
21	Manecheater & Oueda.....				
22	Minneapolis & St. Louis.....	198,910.00		8,897,600.00	31,847.00
23	Muscataine North & South.....				
24	St. Paul & Kansas City Short Line.....				
25	Southern Iowa Traction.....				
26	Tabor & Northern.....				
27	Union Pacific.....	39,400.00		143,518,490.00	11,094,000.00
28	Wabash.....	296,300.00		11,000,032.00	108,549.00
	Total.....	\$ 8,049,702.51		\$488,826,082.99	\$ 20,869,283.50

c This report covers the period January 31, 1913 to June 30, 1913.

d This report covers the period July 30, 1912 to June 30, 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	
			\$ 6,645,199.99	\$ 25,427.30			\$130,641,830.90	\$ 100,106.00	1
									2
									3
							112,000.00		4
							42,977,726.65	829,207.00	5
		\$ 900,000.00	962,606.00	628.00		\$ 9,960.00	79,749,602.00	10,484.02	6
							739,610.00		7
			710,000.00						8
									9
		265,000.00	1,750,600.00	31,386.00		1,469,350.00	12,748,600.00	2,008,855.00	10
			5,700,000.00	181,300.00			39,612,536.71	1,836,222.00	11
							4,552,883.50	46,331.00	12
		1,387,700.00			158.29				13
			\$ 6,609,610.00	\$4,324.17		418,000.00	28,116,107.00	69,848.67	14
									15
									16
									17
							670.00		18
		2,000,000.00			12,796,359.17	151,815.00	131,884,419.17	4,956,128.25	19
									20
									21
			40,000.00		88,608.00		4,066,510.00	66,838.00	22
									23
					101.00		101.00		24
									25
									26
									27
			17,040,035.00	1,988,876.00			160,598,510.00	13,022,876.00	28
			1,821,700.00				16,741,830.00	108,949.00	29
							230,000.00		30
		\$7,997,000.00	\$ 49,705,461.90	\$2,297,234.47		\$2,177,100.00	\$868,445,549.43	\$ 22,905,517.97	



TABLE NO. 26—SUMMARY OF SECURITIES OWNED—(NOT HELD

Number	Name of Road	Miscellaneous Securities of			
		Respondent "In Treasury" and "Pledged as Collateral"		Railway Companies—Active	
		Par Value	Dividends or Interest	Par Value	Dividends or Interest
1	Atchison, Topeka & S. F.				
2	Atlantic, N. & S.				
3	Charles City West. Ry. Co.				
4	Chicago, Anamosa & N.				
5	Chicago, Burlington & Q.				
6	Chicago Great Western				
7	Mason City & Ft. Dodge				
8	Wisconsin, Minn. & Pac.				
9	Chicago, Mil. & St. P.				
10	Chicago, & North-Western				
11	Chicago, St. P., M. & O.				
12	Chicago, St. L. & Pac.				
13	Colfax Northern Ry. Co.				
14	Creighton, Wint. & D. M.				
15	Crooked Creek				
16	Davenport, R. I. & N. W.				
17	Dub. & S. C. (Ill. Cent.)				
18	Great Northern				
19	Iowa & Omaha Short Line				
20	Iowa & Southwestern				
21	Manchester & Ononda				
22	Minneapolis & St. Louis				
23	Muscatine North & South				
24	St. P. & K. C. Short Line				
25	Southern Iowa Traction				
26	Tabor & Northern				
27	Union Pacific				
28	Wabash	\$ 11,150,411.00			
	Total	\$ 11,150,411.00			

\*This report covers the period January 31, 1913 to June 30, 1913.

†This report covers the period July 30, 1913 to June 30, 1913.

IN SINKING OR OTHER FUNDS)—CONTINUED—STEAM ROADS.

Number	Miscellaneous Securities of						Total—Miscellaneous Securities	
	Railway Companies—Inactive		Other Than Railway Companies—Active		Other Than Railway Companies—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			\$ 3,055.00				\$ 3,055.00	
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								
16								
17			744,185.84	\$ 67,980.50			744,185.84	\$ 67,980.50
18								
19								
20								
21								
22								
23								
24								
25								
26								
27			2,000.00				11,152,411.00	
28								
			\$749,220.84	\$ 67,980.50			\$ 11,899,601.84	\$ 67,980.50



TABLE NO. 27—COMPARATIVE GENERAL

Number	Name of Road	Property Investment			
		Road and Equipment			
		Investment to June 30, 1907		Investment Since June 30,	
		Road	Equipment	Road	Equipment
1	Ashland, Topeka & S. F.	\$417,086,095.17		\$ 10,518,026.76	\$ 49,246,054.08
2	Atlantic, N. & S.			256,553.81	46,222.82
3	Charles City West. Ry. Co.				
4	Chicago, Anamosa & N.	206,497,146.87	\$ 48,844,853.13	56,694,479.77	17,291,990.65
5	Chicago, Burlington & Q.			453,506.84	93,983.57
6	Chicago Great Western			112,895.02	125,153.49
7	Mason City & Ft. Dodge	42,760,182.71	1,519,016.67	83,541,236.52	15,668,545.29
8	Wisconsin, Minn. & Pac.	11,877,617.37	760,764.91	709,541,236.52	47,501,771.91
9	Chicago, Mil. & St. P.	210,540,715.94	47,600,529.17	83,541,236.52	15,668,545.29
10	Chicago, & North-Western	a237,705,593.67		6,331,167.70	3,173,271.69
11	Chicago, St. P., M. & O.	a62,408,611.03		21,104,418.44	15,092,587.36
12	Chicago, St. P. & Pac.	a113,210,137.88		50.11	
13	Colfax Northern Ry. Co.				
14	dCreston, Wint. & D. M.				
15	Crooked Creek	a2,500.02		130,592.23	19,377.01
16	Davenport, R. I. & N. W.	3,171,881.84	112,439.67	1,054,254.27	4,233.00
17	Dub. & S. C. (Ill. Cent.)	a29,679,249.89		63,740,165.92	24,673,710.63
18	Great Northern	250,947,770.99	44,984,376.91	233,194.03	6,850.69
19	Iowa & Omaha Short Line			2,137.00	4,233.00
20	Iowa & Southwestern			21,374,646.62	2,136,427.15
21	Manchester & Onida	a117,391.00		9,586,423.61	401,256.25
22	Minneapolis & St. Louis	74,000,332.94	4,095,868.99	211,349.14	6,263.71
23	Missouri North & South	a1,265,901.28			
24	St. P. & K. C. Short Line			10,239.48	
25	Iowa & Omaha Short Line			10,239.48	
26	Tabor & Northern	82,668.07		39,913,022.49	9,286,112.53
27	Union Pacific	228,773,871.99	11,108,000.09	6,674,744.31	10,480,545.03
28	Wabash	a136,954,652.62			
	Total	\$2,230,560,373.96	\$158,445,731.18	\$673,027,688.70	\$306,258,672.00

a Includes equipment.

b Includes \$26,770,849.97 additions and betterments for proprietary, affiliated and auxiliary companies.

c Credit.

d This report covers the period January 21, 1913 to June 30, 1913.

e This report covers the period July 30, 1912, to June 30, 1913.

BALANCE SHEET—ASSETS—STEAM ROADS.

1907	General ex- penditures	Reserve for de- precia- tion—Credit	Property Investment				Number	
			Road and Equipment					
			Total June 30, 1913		Total June 30, 1912			
			Increase, 1913	Decrease, 1913	Increase, 1913	Decrease, 1913		
	\$ 936,782,745.14	\$ 15,263,017.23	\$ 617,451,407.47	\$ 368,218,685.23	\$ 18,952,724.24		1	
	11,052.29		413,969.55	361,320.42	22,346.12		2	
	1,822,859.89	21,816,162.81	392,137,668.50	385,973,528.07	9,964,825.43		3	
			413,326.94	108,022,516.45	100,555,077.85	1,427,438.60	4	
			66,302.94	44,568,487.71	44,511,446.50	77,041.21	5	
			25,139.62	12,071,888.58	12,156,131.79		6	
	965,816.54	5,649,829.07	316,130,109.51	304,018,723.47	214,018,723.47	216,911,286.24	7	
	100,854.84	4,663,712.28	321,089,596.02	311,249,502.54	10,748,723.48		8	
	160,742.42	1,321,812.99	70,901,479.79	66,877,622.57	4,023,907.22		9	
	112,802.29	718,537.21	229,711,291.63	221,417,023.29	8,293,701.34		10	
	142.66		192.77	119.40	73.37		11	
			4,702.40	220,513.21	221,685.09	1,071.87	12	
			3,462,485.23	3,425,001.07	37,262.68		13	
			30,773,784.16	30,561,111.64	222,672.52		14	
	1,491,219.93	23,594,983.65	341,344,297.38	318,000,320.76	22,343,976.62		15	
			14,738.08	504,432.14			16	
			7,500.00	139,506.00	130,106.00	600.00	17	
			250,000.00	508,743.81	67,597,732.44	62,568,885.40	8,867.04	18
				1,395,471.38	1,396,037.72	566.33	19	
			587,939.11	1,927.55	10,984,451.94	7,338,989.42	3,645,462.52	20
				217,869.85	207,376.95	10,492.87	21	
				300.76	92,566.79	92,566.79		22
			42,829.56	10,047,516.79	249,027,445.31	277,149,158.29	8,134,743.58	23
			2,234,849.56	2,845,120.65	185,379,686.92	175,025,218.13	10,354,438.79	24
	\$ 24,254,773.78	\$ 87,679,023.81	\$ 21,707,437.95	\$ 22,225,679,000.00	\$ 307,104,121.19	\$ 21,230,798.47		25



TABLE NO. 29—COMPARATIVE GENERAL BALANCE

Number	Name of Road	Property	
		Other	
		Advances to proprietary affiliated and controlled companies for purchase of rolling stock, equipment and betterments	Miscellaneous Physical property
1	Atchison, Topeka & Santa Fe.....	\$ 132,835.46	\$ 5,866,807.10
2	Atlantic Northern & Southern.....		8,884.43
3	Charles City Western Ry. Co.....		1,430,056.41
4	Chicago, Anamosa & Northern.....	492,197.83	65,708.96
5	Chicago, Burlington & Quincy.....		
6	Chicago Great Western.....		
7	Mason City & Ft. Dodge.....		
8	Wisconsin, Minnesota & Pacific.....		
9	Chicago, Milwaukee & St. Paul.....	29,881,066.03	2,682,250.94
10	Chicago & North Western.....	17,831,122.13	992,025.23
11	Chicago, St. Paul, Minneapolis & Omaha.....	279.98	169,229.34
12	Chicago, Rock Island & Pacific.....	12,314,155.22	1,745,944.01
13	Co-fax Northern Ry.....		
14	Creston, Winterset & Des Moines.....		
15	Crossed Creek.....		
16	Davenport, Rock Island & Northwestern.....		
17	Dubuque & Sioux City (Ib. Cent.).....	449,704.42	5,111,344.05
18	Great Northern.....		
19	Iowa & Omaha Short Line.....		
20	Iowa & Southwestern.....		
21	Manchester & Oneida.....		
22	Minneapolis & St. Louis.....		
23	Muscatine North & South.....		
24	St. Paul & Kansas City Short Line.....		
25	Southern Iowa Traction.....		
26	Tabor & Northern.....		
27	Union Pacific.....	1,254,150.54	6,206.43
28	Wabash.....		275,000.00
	Total.....	\$ 61,965,586.01	\$ 17,982,616.93

a This report covers the period January 31, 1913 to June 30, 1913.

b This report covers the period July 20, 1912 to June 30, 1913.

SHEET—ASSETS—CONTINUED—STEAM ROADS.

Investment—Continued						Number
Investments						
Securities pledged	Securities unpledged	Total June 30, 1913	Total June 30, 1912	Increase, 1913	Decrease, 1913	
						1
		\$ 17,439,958.86	\$ 23,469,629.42	\$ 23,571,306.66		2
			8,884.43	9,962.24		3
						4
						5
		\$ 182,701.50	2,000.00	250,459.98	238,967.29	6
		130,000.00	230,600.00	340,600.00		7
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TABLE NO. 20—COMPARATIVE GENERAL BALANCE

Number	Name of Road	Working			
		Cash	Securities Issued or Assumed —Held in Treasury		
			Stocks	Funded debt	Miscellaneous
1	Atehison, Topeka & S. F.	\$ 27,800,807.50	\$ 70,300.00	\$ 5,292,850.00	
2	Atlantic, N. & S.	716.04			
3	Charles City West. Ry. Co.	4,815,305.97			
4	Chicago, Anamosa & N.	2,565,250.92		11,886,000.00	
5	Chicago, Burlington & Q.				
6	Chicago Great Western				
7	Mason City & Ft. Dodge				
8	Wisconsin, Minn. & Pac.	17,301,249.19	740,900.00	106,326,211.94	
9	Chicago, Mil. & St. P.	9,647,231.88	2,342,239.71	7,819,000.00	
10	Chicago, & North-Western	2,415,142.62	4,231,128.20	31,946.02	
11	Chicago, St. P., M. & O.	5,063,472.01	4,467.50	5,028,000.00	
12	Chicago, R. I. & Pac.	2,482.50			
13	Cottas Northern Ry. Co.	1,983.58			
14	oCreston, Wint. & D. M.	9,756.62			
15	Crooked Creek				
16	Davenport, R. I. & N. W.				
17	Dub. & S. C. (Ill. Cent.)	6,119,814.84	87,244.00	29,009,000.00	
18	Great Northern	1,495.00			
19	Iowa & Omaha Short Line	227,246.43	198,910.00	2,747,472.22	
20	oIowa & Southwestern	80,230.58		200,000.00	
21	Manchester & Onida				
22	Minneapolis & St. Louis	1,284.04			
23	Muscatine North & South				
24	St. P. & K. C. Short Line	3,012.48			
25	Southern Iowa Traction	10,868,085.16	89,460.00	1,258,000.00	
26	Tabor & Northern	2,725,901.58	2,361.00	1,689,411.52	
27	Union Pacific				
28	Wabash				
	Total	\$ 88,792,896.00	\$ 7,721,737.81	\$218,288,628.61	

a This report covers the period January 21, 1913 to June 30, 1913.  
 b This report covers the period July 20, 1912 to June 30, 1913.

SHEET—ASSETS—CONTINUED—STEAM ROADS.

Number	Assets						
	Marketable Securities			Loans and bills receivable	Traffic and car service balances—due from other companies	Net balance due from agents and con- ductors	Miscellaneous accounts receivable
	Stocks	Funded debt	Miscellaneous				
1	\$ 397,428.46	\$ 277,607.01		\$ 418,333.05	\$ 796,250.58	\$ 666,279.36	\$ 3,379,069.24
2						85.56	13.78
3	369,072.12	62,000.00		2,765,498.21	799,279.08	2,568,479.72	2,623,219.95
4		564,897.50		413.13	223,957.77	242,168.69	459,964.35
5							
6				554,428.80	502,298.72	2,336,979.13	2,177,510.18
7	14,247,728.22			309,231.59	119,282.09	2,100,829.61	2,368,474.47
8				1,922.82	95,958.28	227,157.74	403,278.25
9	155.20	262,500.00		132,748.63	908,181.95	1,048,144.63	3,269,129.53
10	1,309,646.27	14,168,641.33				1,100.58	264.90
11							
12						1,948.20	8,283.79
13						1,411.61	98,512.21
14							
15	1.00						
16	674,664.07	27,487,101.00	\$506,656.01	\$,968,072.74	207,196.44	4,171,641.43	2,625,902.40
17							
18							
19				699.79			1,719.33
20				16,000.00			266,056.01
21				9,600.00		286,040.79	4,073.03
22						1,773.13	4,073.03
23						12,517.82	10,459.35
24						13,218.27	83,992.95
25	101.00					20.00	270.09
26						1,040.72	929.18
27	64,800,256.84	29,809,491.26		47,196,284.28	1,405,168.02	221,823.13	2,441,984.13
28	4,941.00	473,000.00		6,430,218.87	608,727.24	737,529.50	2,479,091.46
	\$ 72,000,828.28	\$ 71,009,418.00	\$506,656.01	\$ 64,008,306.26	\$ 3,187,984.40	\$ 17,045,894.74	\$ 23,467,899.99

TABLE NO. 31—COMPARATIVE GENERAL BALANCE

Number	Name of Road	Working Assets—Continued		
		Materials and supplies	Other working assets	Total June 30, 1913
1	Atchafalaya, Topeka & Santa Fe	\$ 15,108,154.54	\$ 86,259.72	\$ 22,300,575.71
2	Atlantic Northern & Southern			513.97
3	Charles City Western Ry. Co.			
4	Chicago, Anamosa & Northern			
5	Chicago, Burlington & Quincy	6,846,071.90	122,312.82	33,871,487.32
6	Chicago Great Western	1,131,469.59	144,859.74	5,161,287.19
7	Mason City & Ft. Dodge			
8	Wisconsin, Minnesota & Pacific			
9	Chicago, Milwaukee & St. Paul	11,154,586.23	653,898.58	12,711,238.83
10	Chicago & North-Western	6,014,827.08	225,014.79	45,459,253.45
11	Chicago, St. Paul, Minneapolis & Omaha	1,629,324.59		5,619,107.81
12	Chicago, Rock Island & Pacific	6,940,012.42	2,458,901.11	29,985,771.56
13	Co'tax Northern Ry.	242.99		9,953.59
14	a Creton, Waterloo & Des Moines			
15	Crooked Creek			7,223.97
16	Davenport, Rock Island & Northwestern	47,567.85		131,247.29
17	Dubuque & Sioux City (Ill. Cent.)			1.00
18	Great Northern	6,625,281.54	92,081.50	80,869,106.47
19	Iowa & Omaha Short Line			
20	b Iowa & Southwestern	1,304.00		3,388.79
21	Manchester & Onida			39,254.08
22	Minneapolis & St. Louis	401,876.10	71,848.55	4,635,906.07
23	Muscatine North & South	4,581.88		216,644.57
24	St. Paul & Kansas City Short Line	109,778.03	19,867.74	289,975.54
25	Southern Iowa Traction	169.09		10,600.54
26	Tabor & Northern			8,433.15
27	Union Pacific	5,739,634.50		153,736,477.15
28	Wabash	5,787,396.47		17,680,018.75
	Total	\$ 64,612,600.83	\$ 3,838,110.21	\$ 67,736,756.88

a This report covers the period January 21, 1913 to June 30, 1913.

b This report covers the period July 20, 1912 to June 30, 1913.

SHEET—ASSETS—CONTINUED—STEAM ROADS.

Number	Working Assets—Continued			Accrued Income Not Due			Number
	Total June 30, 1912	Increase, 1913	Decrease, 1913	Unmatured interest, dividends and rents due prior to June 30, 1913	Unmatured interest, dividends and rents due after June 30, 1913	Increase, 1913	
1	\$ 64,379,500.00		\$ 12,077,674.28				
2	122.56	\$ 861.00					
3							
4							
5	37,043,007.57		3,170,320.95				
6	5,058,989.10	102,401.00		\$ 1,232.61	\$ 1,258.26	\$ .62	
7							
8							
9	76,090,777.28	116,674,431.30		84,300.54	2,629,749.14		\$ 2,545,448.60
10	49,030,308.15						
11	19,529,612.54						
12	44,001,904.76		4,129,132.50	1,112,164.22	929,564.59	291,200.73	
13	11,201.72		1,084.13				
14							
15	15,158.10		4,954.13				
16	7,223.97						
17	131,008.70		30,238.63				
18	1.00						406,006.07
19	72,616,342.07	8,226,762.90			406,006.07		406,006.07
20							
21	29,719.72	234.83					
22	4,294,492.27	341,505.90			9,622.05		
23	227,886.12						
24	663,829.07						
25	8,697.09	5,119.15					
26	5,004.31						
27	192,418,229.94		28,651,702.81	783,129.73	1,025,217.11		297,087.38
28	21,189,581.35		5,000,502.00				
	\$ 77,682,078.41	\$ 135,405,512.99	\$ 45,863,922.31	\$ 2,045,500.55	\$ 4,684,841.90	\$ 200,861.80	\$ 2,740,113.10

TABLE NO. 22—COMPARATIVE GENERAL BALANCE SHEET—ASSETS—CONTINUED—STEAM ROADS.

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## THIRTY-SIXTH ANNUAL REPORT OF THE

Number	Name of Road	Advances				Deferred Debit Items			Unliquidated file count on Securities			Special deposits	Number
		Temporary advances to promoters, affiliated companies	Working funds	Other advances	Items paid in advance	Taxes paid in advance	Capital stock	Funded debt	Property abandoned rating expenses	Number			
1	Atchison, Topeka & S. F.	\$ 1,073,530.56	\$ 9,022.65		\$63,527.25	\$ 51,112							
2	Chicago & North-Western												
3	Chicago City West, Ry. Co.												
4	Chicago, Anamosa & N.												
5	Chicago, Burlington & Q.	170,486.17	107,129.24	\$ 3,339,235.95	14,512.10								
6	Chicago Great Western	730,207.78	7,275.00		2,567.15								
7	Chicago, Milwaukee & Pac.	10,821.87											
8	Chicago, Mil. & St. P.		274,059.47	4,391,242.70	51,311.72								
9	Chicago & North-Western	1,300.25											
10	Chicago, St. L. & O.	800.35											
11	Chicago, St. L. & P.	\$ 191,800.30	17,178.57	133,778.48	27,655.47								
12	Colfax Northern Ry. Co.				\$1.27								
13	Creston, Wint. & D. M.				784.50								
14	Crooked Creek, I. & N. W.												
15	Great Northern	65,089.17	13,242.50	2,195,355.65	22,279.20								
16	Iowa & Omaha Short Line												
17	Iowa & Omaha												
18	Manitou & Okauchee												
19	Missouri Pacific	7,557.28	1,000.00	438.56	2,466.40								
20	Missouri, North & South												
21	Northwestern												
22	Southern Iowa Traction		8.21	15,457.70	60.56								
23	Tabor & Northern												
24	Union Pacific	130,240,007.70	31,287.95		38,583.36								
25	Wabash	\$ 15,534,337.58	\$ 603,055.22	\$ 19,636,554.00	\$ 657,327.31	\$ 6,250,006.31	\$ 1,328,008.00	\$ 1,295,000.00	\$ 1,295,000.00	\$ 1,295,000.00	\$ 1,295,000.00	\$ 1,295,000.00	\$ 1,295,000.00
26	Total												

a This report covers the period January 31, 1913 to June 30, 1913.

b This report covers the period July 30, 1912 to June 30, 1913.

## BOARD OF RAILROAD COMMISSIONERS

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TABLE NO. 23—COMPARATIVE GENERAL BALANCE SHEET—ASSETS—CONTINUED—STEAM ROADS.

Number	Name of Road	Cash and Securities			Deferred Debit Items—Continued.			Total June 30, 1913			Total June 30, 1912			Increase, 1913			Decrease, 1913			Number	
		In sinking and redemption funds	In insurance and other reserve funds	In provident funds	Other deferred debit items	Total June 30, 1913	Total June 30, 1912	Increase, 1913	Decrease, 1913	Number											
1	Atchison, Topeka & S. F.	\$ 1,726,846.19			\$ 1,328,008.00	\$ 6,250,006.31	\$ 6,250,514.25	\$ 1,295,000.00	\$ 1,295,000.00	\$ 1,295,000.00	\$ 1,295,000.00	\$ 1,295,000.00	\$ 1,295,000.00	\$ 1,295,000.00	\$ 1,295,000.00	\$ 1,295,000.00	\$ 1,295,000.00	\$ 1,295,000.00	\$ 1,295,000.00		
2	Chicago & North-Western																				
3	Chicago City West, Ry. Co.																				
4	Chicago, Anamosa & N.																				
5	Chicago, Burlington & Q.	19,271,131.31		\$ 496,338.50	2,500,307.25	27,000,766.00	27,797,652.31	27,797,652.31	27,797,652.31	27,797,652.31	27,797,652.31	27,797,652.31	27,797,652.31	27,797,652.31	27,797,652.31	27,797,652.31	27,797,652.31	27,797,652.31	27,797,652.31		
6	Chicago Great Western				300,000.15	300,000.15	300,000.15	300,000.15	300,000.15	300,000.15	300,000.15	300,000.15	300,000.15	300,000.15	300,000.15	300,000.15	300,000.15	300,000.15	300,000.15	300,000.15	
7	Chicago, Milwaukee & Pac.																				
8	Chicago, Mil. & St. P.	359,143.71	\$ 2,806,000.00		128,823.28	158,973.26	159,447.52	159,447.52	159,447.52	159,447.52	159,447.52	159,447.52	159,447.52	159,447.52	159,447.52	159,447.52	159,447.52	159,447.52	159,447.52		
9	Chicago & North-Western	1,719,393.59			1,719,393.59	1,719,393.59	1,719,393.59	1,719,393.59	1,719,393.59	1,719,393.59	1,719,393.59	1,719,393.59	1,719,393.59	1,719,393.59	1,719,393.59	1,719,393.59	1,719,393.59	1,719,393.59	1,719,393.59	1,719,393.59	
10	Chicago, St. L. & O.	1,005,021.19			600,741.23	600,741.23	600,741.23	600,741.23	600,741.23	600,741.23	600,741.23	600,741.23	600,741.23	600,741.23	600,741.23	600,741.23	600,741.23	600,741.23	600,741.23	600,741.23	
11	Chicago, St. L. & P.				2,157,071.44	2,157,071.44	2,157,071.44	2,157,071.44	2,157,071.44	2,157,071.44	2,157,071.44	2,157,071.44	2,157,071.44	2,157,071.44	2,157,071.44	2,157,071.44	2,157,071.44	2,157,071.44	2,157,071.44	2,157,071.44	
12	Colfax Northern Ry. Co.																				
13	Crooked Creek, I. & N. W.																				
14	Great Northern																				
15	Iowa & Omaha Short Line																				
16	Iowa & Omaha																				
17	Manitou & Okauchee																				
18	Missouri Pacific	1,282,659.11			1,282,659.11	1,282,659.11	1,282,659.11	1,282,659.11	1,282,659.11	1,282,659.11	1,282,659.11	1,282,659.11	1,282,659.11	1,282,659.11	1,282,659.11	1,282,659.11	1,282,659.11	1,282,659.11	1,282,659.11	1,282,659.11	
19	Missouri, North & South	2,835.00			1,322,119.47	1,322,119.47	1,322,119.47	1,322,119.47	1,322,119.47	1,322,119.47	1,322,119.47	1,322,119.47	1,322,119.47	1,322,119.47	1,322,119.47	1,322,119.47	1,322,119.47	1,322,119.47	1,322,119.47	1,322,119.47	
20	Northwestern																				
21	Southern Iowa Traction																				
22	Tabor & Northern	6,522.44			147,661.59	147,661.59	147,661.59	147,661.59	147,661.59	147,661.59	147,661.59	147,661.59	147,661.59	147,661.59	147,661.59	147,661.59	147,661.59	147,661.59	147,661.59	147,661.59	
23	Union Pacific	6,497.56			4,602,539.27	4,602,539.27	4,602,539.27	4,602,539.27	4,602,539.27	4,602,539.27	4,602,539.27	4,602,539.27	4,602,539.27	4,602,539.27	4,602,539.27	4,602,539.27	4,602,539.27	4,602,539.27	4,602,539.27	4,602,539.27	
24	Wabash	\$ 39,799,537.53	\$ 30,300,000.00	\$ 69,099,537.53	\$ 30,000,000.00	\$ 69,099,537.53	\$ 69,099,537.53	\$ 69,099,537.53	\$ 69,099,537.53	\$ 69,099,537.53	\$ 69,099,537.53	\$ 69,099,537.53	\$ 69,099,537.53	\$ 69,099,537.53	\$ 69,099,537.53	\$ 69,099,537.53	\$ 69,099,537.53	\$ 69,099,537.53	\$ 69,099,537.53	\$ 69,099,537.53	
25	Total																				

a This report covers the period January 31, 1913 to June 30, 1913.

b This report covers the period July 30, 1912 to June 30, 1913.





TABLE NO. 35—COMPARATIVE GENERAL BALANCE

Number	Name of Road	Stock			
		Capital Stock			
		Common	Preferred	Debtenture	Receipts out- standing for installments paid
1	Atchison, Topeka & S. F.	\$ 195,881,000.00	\$114,199,550.00		
2	Atlantic, N. & S.	290,400.00	1,000.00		\$ 225.00
4	Chicago, Anamosa & N.				
5	Chicago, Burlington & Q.	110,809,100.00			
6	Chicago Great Western	45,746,913.00	41,621,652.00		
7	Mason City & Ft. Dodge	19,395,400.00	13,635,732.00		
8	Wisconsin, Minn. & Pac.	5,593,400.00			
9	Chicago, Mil. & St. P.	116,348,300.00	116,374,600.00		
10	Chicago, & North Western	122,455,509.97	22,398,554.56		
11	Chicago, St. P., M. & O.	21,409,473.33	13,645,721.66		
12	Chicago, R. I. & Pac.	74,877,250.00			
13	Coifax Northern Ry. Co.	10,000.00			
14	Creston, Wint. & D. M.				
15	Crooked Creek	112,500.00			
16	Davenport, R. I. & N. W.	3,000,000.00			
17	Dub. & S. C. (Ill. Cent.)	11,739,500.00			
18	Great Northern		300,950,670.00		12,968,015.00
19	Iowa & Omaha Short Line				
20	Iowa & Southwestern	123,000.00			
21	Manchester & Oquida	62,710.00			
22	Minneapolis & St. Louis	15,370,200.00	9,217,500.00		
23	Muscatine North & South	450,000.00			
24	St. P. & K. C. Short Line	50,000.00			
25	Southern Iowa Traction	200,000.00			
26	Tabor & Northern	25,300.00			
27	Union Pacific	216,647,500.00	99,569,300.00		
28	Wabash	53,800,213.33	39,300,213.33		
	Total	\$1,018,448,540.00	\$674,802,940.00		\$ 12,058,805.00

a This report covers the period January 21, 1913 to June 30, 1913.

b This report covers the period July 30, 1912 to June 30, 1913.

SHEET—CONTINUED—LIABILITIES—STEAM ROADS.

Stock liability for issuance of con- standing securities of constituent companies	Premiums realized on capital stock	Stock				Number	
		Total, 1913	Total, 1912	Increase, 1913	Decrease, 1913		
		\$ 316,080,300.00	\$ 284,372,530.00	\$ 20,707,000.00		1	
		291,625.00	291,625.00			2	
		110,529,100.00	110,529,100.00			3	
		86,098,215.00	86,098,215.00			4	
		32,841,132.00	32,841,132.00			5	
		5,593,400.00	5,593,400.00			6	
		224,822,100.00	222,653,100.00			7	
	\$ 29,607.75	154,884,143.28	154,884,143.28			8	
		21,700,300.00	21,000,000.00			9	
		75,000,000.00	75,000,000.00			10	
		30,000.00	30,000.00			11	
		112,500.00	112,500.00			12	
		3,000,000.00	3,000,000.00			13	
		11,739,500.00	11,739,500.00			14	
		222,949,298.00	200,999,750.00	12,968,548.00		15	
		178,000.00		122,000.00		16	
		62,710.00	62,710.00			17	
		21,287,700.00	21,287,700.00			18	
		450,000.00				19	
		50,000.00				20	
		200,000.00	200,000.00			21	
		25,300.00				22	
		216,647,500.00	216,647,500.00		1,300.00	23	
		92,400,458.06	92,400,458.06			24	
		\$ 128,731.02	\$ 29,607.75	\$ 1,076,418,724.50	\$1,672,682,078.00	\$ 33,789,746.00	25

TABLE NO. 36—COMPARATIVE GENERAL BALANCE

Number	Name of Road	Mortgage, Bonds <sup>a</sup>				
		Mortgage bonds	Collateral trust bonds	Fruit bonds, debentures and notes	Treasury bonds	Escrowed trust obligations
1	Arlington, Topeka & S. P.	\$ 211,686,105.00		\$ 200,000.00	\$31,728,000.00	
2	Atlantic, N. & B.					
3	Charles City West. Ry. Co.					
4	Chicago, Anamosa & N.					
5	Chicago, Burlington & Q.	198,157,800.00	\$ 7,310,200.00	3,667,000.00		
6	Chicago Great Western	23,000,000.00				
7	Mason City & Ft. Dodge	11,000,000.00				
8	Wisconsin, Minn. & Pac.	6,232,000.00				
9	Chicago, Mil. & St. P.	330,771,311.64		135,977,654.66		
10	Chicago & North-Western	171,000,000.00	29,866,000.00	19,705,000.00	\$ 6,000,000.00	
11	Chicago, St. P., M. & O.	30,028,946.62		7,500,000.00		
12	Chicago, R. I. & Pac.	147,502,000.00	7,470,000.00	30,000,000.00	14,779,000.00	
13	Collar Northern Ry. Co.					
14	Creighton, Wigt. & D. M.					
15	Crooked Creek	112,800.00				
16	Davenport, H. I. & N. W.					
17	Dub. & S. C. (Ill. Cent.)	6,780,000.00				
18	Great Northern	185,880,900.00	107,613,500.00			
19	Iowa & Omaha Short Line					
20	Iowa & Southwestern	100,400.00				
21	Manchester & Oneida	65,000.00				
22	Minneapolis & St. Louis	29,682,954.01			1,000,000.00	
23	Muscatine North & South	1,000,000.00				
24	St. P. & K. C. Short Line	9,851,110.00				
25	Southern Iowa Traction					
26	Tabor & Northern	80,000.00				
27	Union Pacific	125,080,390.00		37,074,370.00		
28	Wabash	104,799,149.23	5,000,000.00	9,807,558.34	1,226,000.00	4,119,600.00
	Total	\$ 1,600,039,995.50	\$ 157,259,700.00	\$ 224,011,613.00	\$52,584,000.00	\$27,342,000.00

<sup>a</sup>This report covers the period January 31, 1913 to June 30, 1913.

<sup>b</sup>This report covers the period July 30, 1913 to June 30, 1914.

SHEET—LIABILITIES—CONTINUED—STEAM ROADS.

Debt		Receiver certificates	Obligations for advances received for construction, equipment and betterments	Total, 1913	Total, 1912	Increase, 1913	Decrease, 1913	Number
Miscellaneous funded obligations	Escrowed outstanding for funded debt							
\$58,804,850.00				\$ 222,439,045.00	\$ 245,933,045.00		\$13,494,000.00	1
								2
								3
				209,135,000.00	209,853,000.00		718,000.00	4
				23,000,000.00	23,000,000.00			5
				12,000,000.00	12,000,000.00			6
				6,232,000.00	6,232,000.00			7
				426,848,963.30	268,356,154.00	\$ 158,492,811.64		8
				223,570,000.00	221,302,000.00	2,268,000.00		9
				37,598,046.62	35,038,916.62	2,559,000.00		10
				231,771,000.00	233,136,000.00	6,649,000.00		11
								12
								13
								14
				112,800.00	112,800.00			15
				608,600.00	423,721.86	184,878.14		16
			\$ 428,650.00			428,650.00		17
	10,425,000.00		1,022,868.99	18,777,302.09	18,694,830.57	82,471.52		18
				230,414,409.00	228,350,400.00	11,144,000.00		19
								20
				150,400.00	150,400.00			21
				65,000.00	65,000.00			22
				40,000,004.91	43,200,004.91	3,200,000.00	3,214,000.00	23
				1,000,000.00	1,000,000.00			24
				317,413.37	10,368,223.27	10,146,434.08	232,080.40	25
								26
				35,000.00	35,000.00			27
				208,659,480.00	203,661,500.00	5,000,000.00	5,000.00	28
				138,598,107.57	136,610,107.57	2,979,000.00		29
			\$14,000,000.00					30
\$69,230,850.00		\$14,000,000.00	\$ 2,608,296.72	\$ 2,228,105,275.51	\$ 2,045,032,878.76	\$ 221,440,871.85	\$18,428,000.00	31



TABLE NO. 37—COMPARATIVE GENERAL BALANCE

Number	Name of Road	Loans and bills payable	Traffic and car expenses due to other companies	Audited vouchers and wages unpaid	Miscellaneous amounts payable	Working	
						Material, work, etc., bonded and accrued debts unpaid	Material, work, etc., unbonded and accrued debts unpaid
1	Atchison, Topeka & S. F.	\$ 782,500.00	\$ 9,215,343.82	\$ 2,016,065.54	\$ 900,704.8		
2	Atlantic, N. & S.						
3	Charles City West, Ry. Co.	\$ 128,377.47	10,564.20	601.31	1,087.33		
4	Chicago, Anamosa & N.		1,009,725.26	7,150,628.22	324,338.74	\$ 138,022.2	
5	Chicago, Burlington & Q.		431,978.79	1,192,307.21	78,700.13	\$ 22,360.0	
6	Chicago Great Western				51,733.38		
7	Mason City & Ft. Dodge						
8	Wisconsin, Minn. & Pac.						
9	Chicago, Mil. & St. P.	654,860.11	8,837,116.08	457,821.65	\$ 730,027.3		
10	Chicago, & North-Western	1,063,242.38	5,244,791.26	771,512.08	\$ 102,708.2		
11	Chicago, St. P., M. & O.	300,488.73	2,181,060.64	117,993.28	\$ 6,222.2		
12	Chicago, R. I. & Pac.	598,536.03	6,485,772.02	259,200.47	\$ 234,902.2		
13	Colfax Northern Ry. Co.	204.58	1,568.78				
14	Creighton, Wint. & D. M.						
15	Crossed Creek	15,116.92	7,469.05				
16	Davenport, B. I. & N. W.	1,084.60	64,820.82				
17	Dub. & S. C. (Ill. Cent.)		35.10	907.20			
18	Great Northern	2,300,256.11	7,236,718.50	\$ 2,543,112.04	\$ 730,792.2		
19	Iowa & Omaha Short Line						
20	Iowa & Southwestern	2,649.00					
21	Manchester & Oueda		5,437.14				
22	Minneapolis & St. Louis	4,428,000.00	140,241.04	881,705.20	73,267.20		
23	Muscatine North & South	16,032.79	23,600.26	21,982.82	9,019.02		
24	St. P. & R. C. Short Line	17,615.60		147,383.02	1,252.28		
25	Southern Iowa Traction	40,428.07		2,012.02	2,348.70		
26	Tabor & Northern	20,230.54	816.75		1,291.70		
27	Union Pacific	690,594.66	2,706,508.15	6,885,480.29	\$ 230,222.2		
28	Wabash	1,342,927.50	514,061.24	5,267,488.57	451,088.57		
	Total	\$ 7,497,963.68	\$ 7,771,011.58	\$ 26,506,231.99	\$ 14,432,022.27	\$ 24,498,751.2	

a This report covers the period January 21, 1913 to June 30, 1913.

b This report covers the period July 20, 1912 to June 30, 1913.

SHEET—LIABILITIES—CONTINUED—STEAM ROADS.

Liabilities						Number		
Matured work, etc., bonded and accrued debts unpaid	Working advances due to other companies	Other working liabilities	Total, 1913	Total, 1912	Increase, 1913		Decrease, 1913	
			\$ 643,562.93	\$ 13,321,706.08	\$ 9,813,343.02	\$ 2,508,363.06		
			124.19	140,844.50	113,606.28	27,238.22		
\$ 145,000.00			45,133.85	11,468,204.67	12,261,114.38		\$ 792,480.11	
			652,270.52	2,000,752.65	1,759,329.64	845,323.01		
			\$ 999,401.50	519,134.94	250,248.12	259,886.82		
			199,730.41	179,526.41	101,179.37	8,347.04		
11,000.00			720,000.87	14,448,876.94	13,384,000.97	1,065,876.97		
17,000.00			241,891.69	10,456,743.25	9,717,219.83	739,523.42		
			41,981.77	2,771,229.89	1,982,864.67	788,365.22		
23,000.00			196,211.54	1,063,290.08	7,780,293.00	2,117,763.76		
				1,763.95	1,178.31	685.65		
				22,680.85	16,241.24	6,439.61		
				65,944.82	41,410.67	24,534.15		
				171,296.18	108,964.62	62,331.56		
\$ 200.00			202,600.55	202,910.98	19,862,520.74	12,438.15	\$ 8,015,262.78	
				5,242.00		6,240.00		
				60.00	180,200.34	31,232.11	5,941,720.82	
				1,094.40	72,249.70	74,829.65	7,419.73	
				815,025.88	77,534.91	1,029,877.79	250,225.01	
				943.62	45,725.37	27,197.34	18,541.15	
				41,429.45	42,688.90		1,259.44	
				80,278.49	18,707,242.20	42,460,840.97	23,750,201.67	
				8,228.76	8,752,267.00	6,840,840.46	1,911,426.54	
\$ 100,450.00	\$ 2,022,492.24	\$ 4,103,616.46	\$ 17,025,749.07	\$ 28,672,750.55	\$ 16,416,608.42	\$ 27,566,216.47		

TABLE NO. 38—COMPARATIVE GENERAL BALANCE

Number	Name of Road	Accrued Liabilities			
		Unmatured interest and rents payable	Taxes accrued	Total, 1913	Total, 1912
1	A., T. & S. F.	\$ 6,855,549.20	\$ 1,662,065.84	\$ 8,547,615.04	\$ 8,504,507.57
2	A., N. & S.				
3	C. O. W. Ry.				
4	C., A. & N.	1,596,611.55	98,400.00	1,695,011.55	1,565,739.13
5	C., B. & Q.	475,817.06	225,366.51	701,174.57	665,137.42
6	C. G. W.				
7	M. C. & Ft. D.				
8	W. C. & F.				
9	C., M. & St. P.	4,495,240.85	1,515,215.54	5,810,456.39	1,804,160.69
10	C. & N. W.	1,230,783.25	60,000.00	1,900,783.25	1,921,435.84
11	C., St. P., M. & O.	1,392,197.49	542,122.25	1,934,319.74	1,816,884.69
12	C., R. I. & P.	2,405,173.40	1,279,637.42	3,684,810.82	3,669,385.15
13	C. N. Ry. Co.	1,235.34	1,095.14	2,338.48	1,954.84
14	S. C., W. & D. M.				
15	Crooked Creek				
16	D., R. I. & N. W.	65,375.00		65,375.00	65,375.00
17	D. & S. C. (H. C.)	236,004.16	1,930,354.68	2,266,358.84	1,666,411.57
18	Gl. N.				
19	I. & O. S. L.				
20	I. & S. W.				
21	M. & O.	473,658.33	277,607.68	751,266.41	707,341.20
22	M. & St. L.				
23	M., N. & S.	188,139.99	22,877.26	210,964.25	196,487.50
24	St. P. & K. C. S. L.	850.55	2,645.04	2,645.04	2,542.70
25	S. I. T.		555.35	555.35	555.35
26	T. & N.	8,281,776.71	1,019,439.64	9,302,216.35	9,375,036.56
27	Union Pacific	964,984.58	630,951.91	1,615,936.49	1,312,355.96
28	Wabash				
	Total	\$29,893,150.46	\$ 9,108,730.41	\$38,501,869.87	\$ 33,438,974.58

<sup>a</sup>This report covers the period January 31, 1913 to June 30, 1913.  
<sup>b</sup>This report covers the period July 20, 1912 to June 30, 1913.

SHEET—LIABILITIES—CONTINUED—STEAM ROADS.

Not Due		Deferred Credit Items				Number
Increase, 1913	Decrease, 1913	Unpublished specimens on outstanding debit	Operating re- serves	Liability on ac- count of provi- dent fund	Other deferred credit items	
	\$ 46,865.53				\$ 465,164.72	1
						2
						3
\$ 29,282.42			\$ 1,700,967.66	\$ 406,338.89	440,488.04	4
36,917.15					823,466.90	5
					48.33	7
						8
					415,100.12	9
4,006,428.70					435,671.96	10
69,362.51			\$ 81,761.93		240,829.71	11
117,486.05		7,624.35		1,817,810.07	1,371,800.13	12
					1,650.71	13
718.64						14
						15
					41,347.65	16
						17
619,865.57			1,123,677.69		174,918.17	18
						19
						20
			80,886.70		334,375.78	21
44,124.21						22
			83,077.22		294,130.33	23
10,866.06						24
102.34						25
					747,605.04	26
	80,792.63		319,385.90		2,067,385.05	27
			130,249.27			28
225,985.53						29
\$ 5,238,066.06	\$ 140,179.70	\$ 81,251.93	\$ 4,836,401.91	\$ 406,038.80	\$ 8,702,829.00	30

TABLE NO. 29—COMPARATIVE GENERAL BALANCE

Number	Name of Road	Deferred Credit Items—Continued			
		Total, 1913	Total, 1912	Increase, 1913	Decrease, 1913
	Atchafalaya, Topeka & Santa Fe	\$ 66,164.72	\$ 545,618.42	\$ 219,546.30	
	Atlantic Northern & Southern				
	Charles City Western Ry. Co.	2,777,980.29	2,714,480.43	513,009.96	
	Chicago, Anamosa & Northern	382,406.99	1,613,372.72		\$ 781,966.73
	Chicago, Burlington & Quincy	48.23		48.23	
	Chicago Great Western				
	Chicago, Rock Island & St. Louis	415,150.12	354,243.91	180,906.21	
	Chicago, Milwaukee & St. Paul	433,671.55	246,454.43	189,212.83	
	Chicago & North Western	222,673.64	271,636.90		\$ 60,367.26
	Chicago, St. Paul, Minneapolis & Omaha	2,688,704.29	1,878,597.95	810,195.64	
	Chicago, Rock Island & Pacific	1,509.71	110.12		
	Co. Dak. Northern Ry.				
	Chicago, Wausau & Des Moines	41,347.90	54,120.30	7,596.16	
	Crooked Creek				
	Daytonport, Rock Island & Northwestern				
	Delaware & Susquehanna (D. Cent.)	1,356,266.38	1,110,225.43	186,269.85	
	Great Northern				
	Iowa & Omaha Short Line				
	Iowa & Southwestern	454,306.48	300,100.29	174,165.09	
	Manchester & Onida				
	Minneapolis & St. Louis	387,192.54	168,619.57	164,572.97	
	Missouri North & South				
	St. Paul & Kansas City Short Line				
	Southern Iowa Traction				
	Tabor & Northern	1,004,397.54	1,846,372.47	48,155.07	
	Union Pacific	2,043,025.29	2,209,874.27	44,753.02	
	Wabash				
	Total	\$ 14,116,361.75	\$ 12,024,241.32	\$ 2,944,233.00	\$ 822,224.42

\* This report covers the period January 21, 1913 to June 30, 1913.  
 † This report covers the period July 30, 1912 to June 30, 1913.

SHEET—LIABILITIES—CONTINUED—STEAM ROADS.

Number	Name of Road	Appropriated Surplus				Total, 1913	Total, 1912	Increase, 1913	Decrease, 1913	Number
		Reserves from Income or Surplus								
		Invested in sinking and redemption funds	Invested in other reserve funds	Not specifically invested						
	Atchafalaya, Topeka & Santa Fe	\$ 27,155,324.28	\$1,798,846.19	\$ 10,725.59	\$ 28,964,896.06	\$ 27,628,122.23	\$ 1,341,772.82			
	Atlantic Northern & Southern									
	Charles City Western Ry. Co.	21,421,216.24	\$ 21,942,706.87		2,700,000.00	28,114,039.11	48,845,173.10	5,265,537.01		
	Chicago, Anamosa & Northern									
	Chicago, Burlington & Quincy									
	Chicago Great Western									
	Chicago, Rock Island & St. Louis									
	Chicago, Milwaukee & St. Paul									
	Chicago & North Western									
	Chicago, St. Paul, Minneapolis & Omaha									
	Chicago, Rock Island & Pacific									
	Co. Dak. Northern Ry.									
	Chicago, Wausau & Des Moines									
	Crooked Creek									
	Daytonport, Rock Island & Northwestern									
	Delaware & Susquehanna (D. Cent.)									
	Great Northern									
	Iowa & Omaha Short Line									
	Iowa & Southwestern									
	Manchester & Onida									
	Minneapolis & St. Louis									
	Missouri North & South									
	St. Paul & Kansas City Short Line									
	Southern Iowa Traction									
	Tabor & Northern									
	Union Pacific									
	Wabash									
	Total	\$ 65,607,714.78	\$ 68,620,367.22	\$ 44,400,420.87	\$ 40,347,286.04	\$119,166,678.01	\$101,492,734.20	\$ 18,529,285.79	\$ 865,997.49	



TABLE NO. 40—COMPARATIVE GENERAL BALANCE

Number	Name of Road	Profit and		
		Balance <sup>a</sup>		
		1913	1912	Increase, 1913
1	Atchison, Topeka & S. F.	\$ 20,540,800.81	\$ 20,470,115.39	\$ 9,684.82
2	Atlantic N. & S.			
3	Charles City West. Ry. Co.			
4	Chicago, Anamosa & N.	691,689,152.76	688,172,544.79	2,596,611.06
5	Chicago, Burlington & Q.	2,628,968.19	1,497,252.68	1,240,671.11
6	Chicago Great Western			
7	Mason City & Ft. Dodge			485,568.83
8	Wisconsin, Minn. & Pac.	43,417,053.09	42,861,254.09	2,357,877.51
9	Chicago, Mil. & St. P.	21,128,744.36	21,180,272.05	
10	Chicago & North-Western	4,902,020.20	4,026,222.32	
11	Chicago, St. P., M. & O.		12,016,237.68	
12	Chicago, H. I. & Pac.	11,907,124.14		
13	Collax Northern Ry. Co.			
14	c Creston, Wint. & D. M.			
15	Crooked Creek	87,705.00	87,700.00	
16	Davenport, H. L. & N. W.	454.71	12,267.57	
17	Dub. & S. C. (Ill. Cent.)			4,291,567.10
18	Great Northern	61,674,131.47	57,162,134.97	
19	Iowa & Omaha Short Line			219,740.00
20	d Iowa & Southwestern	36,455.54	36,775.06	
21	Manchester & Oquais	1,149,000.85	1,249,522.75	
22	Minneapolis & St. Louis			300,551.93
23	Muscatine North & South			79,549,157.47
24	St. P. & K. C. Short Line			1,022,849.70
25	Southern Iowa Traction			12,076,017.15
26	Tabor & Northern			249,278.49
27	Union Pacific	122,917,414.80	121,416,774.80	
28	Wabash			117,286.01
	Total	\$ 395,438,328.00	\$ 312,220,924.58	\$ 11,242,994.70

<sup>a</sup> Includes \$49,146,527.35 in Income Account.

<sup>b</sup> Includes \$49,320,663.67 in Income Account.

<sup>c</sup> This report covers the period January 21, 1913 to June 30, 1913.

<sup>d</sup> This report covers the period July 30, 1912 to June 30, 1913.

SHEET—LIABILITIES—CONTINUED—STEAM ROADS.

Loss	Grand Total				Number	
	Balance	1913	1912	Increase, 1913		Decrease, 1913
	\$ 69,210,218.41	\$ 692,820,323.03	\$ 6,475,464.78		1	
	462,469.00	462,231.23	27,238.22		2	
		478,721,542.14	11,177,430.24		3	
	116,765,965.40	114,719,561.56	1,945,504.54		4	
	41,211,284.97	43,091,400.12	259,014.80		5	
	12,222,156.41	12,110,779.27	8,376.84		6	
	735,647,203.22	561,339,159.80	192,307,493.42		7	
	449,723,124.28	429,899,225.84	12,823,898.49		8	
	\$ 24,801.33	31,495,168.22	78,144,420.85	2,219,687.43	9	
	\$11,122.54	\$22,123,977.56	\$22,478,019.53	9,647,238.62	10	
		12,869.22	12,869.27	2,675.28	11	
		241,580.80	241,581.24	5,119.01	12	
	3,615,721.54	3,545,100.43	67,622.11		13	
	22,433.16	21,221,678.37	201,781.25		14	
		221,126,784.45	220,807,941.15	31,224,422.80	15	
			219,740.00		16	
			150,800.22	\$ 200.44	17	
	300,551.93	79,549,157.47	69,499,176.50	1,044,011.27	18	
		1,022,849.70	7,419.75		19	
		12,076,017.15	1,117,011.00		20	
		249,278.49	15,613.46		21	
		117,286.01	118,544.45	1,259.44	22	
	\$2,400,000.00	223,273,201.42	24,201,284.21		23	
		216,284,254.04	219,552,922.02	5,268,411.21	24	
	\$ 29,000,000.77	\$ 4,639,220,767.06	\$ 4,405,127,982.55	\$ 219,405,794.80	\$ 24,209,000.40	

TABLE NO. 41—EMPLOYES AND

Number	Name of Road	General Officers				Other	
		Number on June 30	Total number of days worked	Total yearly compensation	Average daily compensation	Number on June 30	Total number of days worked
1	Atchison, Topeka & S. F.					1	365
2	Atlantic, N. & W.					1	365
3	Chicago City West. Ry. Co.	1	365	1,500.00	4.19	1	365
4	Chicago, Anamosa & N.	11	3,600	24,085.02	9.34	1	365
5	Chicago, Burlington & Quincy	1	365	5,000.00	13.70	14	4,955
6	Chicago Great Western						
7	Chicago & North Western						
8	Chicago & North Western						
9	Chicago, Mil. & St. P.	1	364	1,636.64	16.00	6	1,871
10	Chicago, St. P., M. & O.			78,368.61	18.30	108	25,975
11	Chicago, R. I. & Pac.					1	365
12	Colfax Northern Ry. Co.	1	160	300.00	3.23	1	159
13	Creston, Wint. & D. M.	7	730	2,471.76	3.25		
14	Crooked Creek	4	1,460	7,895.00	5.34		
15	Davenport, H. I. & N. W.					27	9,857
16	Dub. & S. C. (Ill. Cent.)					3	1,066
17	Great Northern	1	365	1,300.00	4.10		
18	Iowa & Omaha Short Line						
19	Iowa & Southwestern	9	730	309.00	.37	1	365
20	Manchester & Okeola	14	2,250	44,737.33	19.66	27	5,959
21	Minneapolis & St. Louis	2	730	7,290.00	9.86	3	1,065
22	Muscatine North & South	1	365	3,000.00	8.21	3	1,201
23	St. P. & K. C. Short Line	1	365	1,300.00	3.29		
24	Southern Iowa Traction	0	630	3,000.00	4.76	1	315
25	Tabor & Northern					1	365
26	Union Pacific	1	365	7,305.00	16.88	5	1,825
27	Wabash						
	<b>Total</b>	108	17,122	190,295.00	111.75	288	67,984

c Estimated.

d Operated under lease by Chicago Great Western R. R. Co. Lease provides that leasee receives all receipts and pays all expenses growing out of the operation of line and there is therefore no Employees and Salaries table for this road.

e This report covers the period January 25, 1913 to June 30, 1913.

f This report covers the period July 20, 1912 to June 30, 1913.

SALARIES—IOWA—STEAM ROADS.

Officers		General Office Clerks				Station Agents				Number	
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		
\$ 3,000.00	\$ 8.22	12	4,371	\$ 11,147.90	\$ 2.55	2	1,108	\$ 3,127.02	\$ 2.82	1	
	4.38	1	365		2.66	1	365		2.66	2	
900.00	2.30	1	365	730.00	2.00	7	2,555	3,736.00	1.44	3	
		61	17,715	47,705.29	2.48	223	72,000	154,041.82	2.11	3	
20,624.43	6.73	29	10,807	30,847.41	2.85	123	43,275	92,995.28	2.13	6	
		48	17,467	39,358.00	2.26	250	174,507	235,161.85	2.51	9	
41,828.58	22.34	30	9,504	24,356.44	2.54	232	78,416	189,706.09	2.42	10	
		219,862.76	8.46	1,712	160,160	286,323.92	3.41	316	131,881	9,651.95	30.00
		1,500.00	4.11	1	365	480.00	1.32	1	365	1,000.00	2.80
		375.00	2.00								
						2	208	250.00	1.08	14	
						2	625	1,125.20	1.82	15	
						8	2,949	7,238.60	2.45	16	
49,886.61	5.06	25	8,600	20,312.81	3.04	129	46,698	97,971.00	2.11	17	
6,000.00	5.48					13	4,247	9,470.30	2.23	18	
						1	600	1,200.00	2.00	19	
						2	1,210	2,420.00	2.00	20	
1,205.22	3.29									21	
30,251.62	4.40	227	35,078	71,022.21	2.01	123	43,728	85,241.00	1.95	22	
4,000.00	2.67	1	1,000	2,400.00	2.40	8	2,620	6,180.00	2.31	23	
5,581.38	4.05	2	664	2,177.73	3.28	18	6,350	11,706.91	1.86	24	
		1	313	600.00	1.92	2	620	1,401.00	2.25	25	
900.00	2.85	1	315	900.00	1.58	1	312	900.00	2.85	25	
900.00	2.47	9	3,298	7,100.65	2.15	2	730	3,420.00	4.65	27	
7,627.72	4.93	19	6,935	15,871.61	2.21	12	4,380	8,741.22	1.99	28	
\$ 146,306.86	\$ 7.82	2,157	278,680	\$ 665,429.72	\$ 2.99	1,304	549,642	\$ 1,183,305.43	\$ 2.13		





TABLE NO. 43—EMPLOYES AND SALARIES

Number	Name of Road	Other Trainmen				Machinists	
		Number on June 30	Total number of days worked	Total yearly compensation	Average daily compensation	Number on June 30	Total number of days worked
1	Aitchison, Topeka & S. F.	20	9,367	20,642.86	2.21	40	14,901
2	Atlantic, N. & S.						
3	Charles City West. Ry. Co.					1	
4	Chicago, Anamosa & N.						
5	Chicago, Burlington & Quincy	962	118,309	308,532.49	2.61	207	74,807
6	Chicago Great Western	356	76,606	176,008.78	2.30	273	88,184
7	Chicago & Ft. Dodge						
8	Chicago & Wisconsin, Minn. & Pac.						
9	Chicago, Mil. & St. P.	733	296,860	844,092.77	2.99	136	50,375
10	Chicago & North Western	741	249,000	790,859.87	2.18	303	100,006
11	Chicago, St. P., M. & O.	461	92,476	213,116.87	2.30	191	66,551
12	Chicago, R. I. & Pac.	716	245,469	762,627.23	2.11	128	49,137
13	Collax Northern Ry. Co.	2	720	1,265.25	1.64	1	272
14	Creston, Wint. & D. M.	1	68	122.38	2.11		
15	Crooked Creek	1	363	719.19	1.96	1	341
16	Davenport, R. I. & N. W.	6	2,300	7,925.64	3.40	2	692
17	Des. & N. C. (Ill. Cent.)	200	94,696	204,472.63	2.90	79	26,591
18	Great Northern	13	3,312	10,778.54	2.90	5	1,350
19	Iowa & Omaha Short Line	1	300	584.26	1.95		
20	Iowa & Southwestern	1		442.00			
21	Manchester & Des Moines	1	362	817.97	1.47		
22	Minneapolis & St. Louis	190	65,118	194,125.19	2.98	248	66,444
23	Minneapolis North & South	6	2,204	7,440.66	2.17	4	1,258
24	St. P. & K. C. Short Line	67	13,261	36,488.63	2.82	4	1,775
25	Southern Iowa Traction	1	330	780.00	2.36		
26	Taber & Northern						
27	Union Pacific	45	16,428	60,129.12	2.15	12	4,207
28	Wabash	45	16,428	12,537.24	2.58	49	19,827
	Total	2,690	1,219,051	3,787,589.06	3.00	1,786	601,251

<sup>a</sup> Estimated.

<sup>b</sup> Operated under lease by Chicago Great Western R. R. Co. Lease provides that leasee receives all receipts and pays all expenses growing out of the operation of line and there is therefore no Employees and Salaries table for this road.

<sup>c</sup> This report covers the period January 31, 1912 to June 30, 1913.

<sup>d</sup> This report covers the period July 29, 1912 to June 30, 1913.

—IOWA—CONTINUED—STEAM ROADS.

Number	Machinists		Carpenters				Other Shopmen			
	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
1	\$ 68,050.33	\$ 2.58	41	12,940	21,263.55	22.50	223	64,667	\$ 162,258.69	\$2.30
2										
3		2.90	1			2.00	1			1.75
4	207,918.51	2.43	306	66,858	182,010.37	2.68	83	349,774	612,248.90	2.45
5	551,698.54	2.82	220	76,788	191,091.00	2.50	600	190,115	472,770.72	2.40
6										
7	241,859.30	4.06	355	136,972	638,739.01	2.50	192	345,990	753,143.32	2.27
8	670,987.54	3.44	566	144,044	902,671.78	2.53	1,491	451,834	967,684.73	2.14
9	147,730.73	2.22	100	38,804	85,317.23	2.21	68	21,910	25,000.76	2.45
10	150,929.21	2.75	282	109,100	243,000.23	2.26	1,208	446,821	940,005.72	2.12
11	1,290.38	2.30		15	64.90	2.65	2	684	1,000.00	2.25
12										
13	852.87	2.00	12	1,091	9,820.66	2.66	38	915	858.98	1.67
14	112,740.85	4.23	7	1,952	5,057.42	2.63	820	269,643	16,479.84	2.82
15	6,455.89	4.71	24	5,130	14,071.68	2.74	94	29,404	601,888.08	2.42
16										
17					620.00					
18	212,272.27	2.24	169	55,595	88,171.69	2.48	326	82,074	167,844.25	2.05
19	2,000.00	3.99	3	929	3,442.24	2.66	17	5,056	10,927.96	2.08
20	9,265.47	3.45	11	2,368	8,444.23	3.46	69	29,777	26,528.86	2.73
21										
22										
23	30,442.00	2.77	6	1,627	6,035.95	2.74	187	38,467	162,263.76	2.67
24	42,738.95	2.77	17	5,281	14,748.95	2.74	60	18,467	40,311.68	2.17
25										
26										
27	\$ 1,869,917.99	\$ 2.85	2,469	729,042	1,969,411.65	22.00	7,113	2,194,867	\$5,150,386.46	\$2.47

TABLE NO. 44—EMPLOYES AND SALARIES

Number	Name of Road	Section Foremen			Other		
		Number on June 30	Total number of days worked	Total yearly compensation	Number on June 30	Total number of days worked	
1	Atchison, Topeka & S. F.	6	2,548	\$ 5,209.30	\$2.06	97	2,118
2	Atlantic, N. & S.				2.21	8	
3	Charles City West. Ry. Co.				1.81	8	2,970
4	Chicago, Anamosa & N.	3	1,095	1,940.00			
5	Chicago, Burlington & Quincy	274	89,425	173,371.70	1.04	1,858	251,474
6	Chicago Great Western	95	32,841	66,829.13	2.03	1,013	238,811
7	3 Mason City & Ft. Dodge						
8	& Wisconsin, Minn. & Pac.						
9	Chicago, Mil. & St. P.	258	201,254	114,047.63	1.52	4,254	758,264
10	Chicago, & North-Western	311	44,559	204,741.9	2.17	2,615	503,253
11	Chicago, St. P., M. & O.	30	3,756	8,503.51	2.28	79	18,124
12	Chicago, R. I. & Pac.	258	122,299	232,001.31	1.94	2,871	313,237
13	Coifax Northern Ry. Co.	2	723	1,412.84	1.94	8	2,412
14	Creston, West. & D. M.	4	232	429.60	2.81	18	1,044
15	Crooked Creek	2	720	1,396.00	1.78	8	1,328
16	Davenport, R. I. & N. W.	6	2,190	4,053.69	2.12	61	15,249
17	Dub. & S. O. (Ill. Cent.)	120	47,570	12,612.85	1.97	1,009	205,950
18	Great Northern	12	4,225	8,469.78	2.00	198	25,294
19	Iowa & Omaha Short Line	1	365	478.50	1.81	12	2,328
20	Iowa & Southwestern	1	1,022.00			14	
21	Manchester & Oquida	1	365	720.00	1.97	5	778
22	Minneapolis & St. Louis	187	45,972	92,328.25	1.91	877	131,276
23	Moscow North & South	7	2,255	5,610.00	2.30	37	2,440
24	St. P. & K. C. Short Line	28	5,870	20,649.07	2.00	504	90,717
25	Southern Iowa Traction	2	539	2,070.00	2.70	2	2,701
26	Taber & Northern	1	212	480.00	1.33	2	602
27	Union Pacific	2	1,371	2,634.37	2.45	45	14,714
28	Wabash	14	2,110	9,622.05	1.91	91	28,482
	Total	1,099	572,429	\$1,218,526.43	\$1.97	15,737	2,234,681

<sup>a</sup> Estimated.

<sup>b</sup> Operated under lease by Chicago Great Western R. R. Co. Lease provides that leasee receives all receipts and pays all expenses growing out of the operation of line and there is therefore no Employees and Salaries table for this road.

<sup>c</sup> This report covers the period January 21, 1912 to June 30, 1912.

<sup>d</sup> This report covers the period July 20, 1912 to June 30, 1913.

—IOWA—CONTINUED—STEAM ROADS.

Trackmen		Switch Tenders, Crossing Tenders and Watchmen			Telegraph Operators and Dispatchers				Number	
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		
\$ 21,690.40	\$1.95		20	\$ 30.00	\$1.50	9	9,534	\$ 7,793.32	\$3.05	1
										2
										3
										4
										5
										6
										7
										8
										9
										10
										11
										12
										13
										14
										15
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										18
										19
										20
										21
										22
										23
										24
										25
										26
										27
										28
\$5,454,778.14	\$1.68	263	137,234	\$ 389,170.34	\$1.28	1,391	424,443	\$1,056,012.93	\$2.49	28

TABLE NO. 45—EMPLOYES AND SALARIES

Number	Name of Road	Employees—Account Floating Equipment				All Other Em	
		Number on June 30	Total number of days worked	Total yearly compensation	Average daily compensation	Number on June 30	Total number of days worked
1	Atchafalpa, Topock & Santa Fe				176	58,155	
2	Atlantic Northern & Southern					270	
3	Charles City Western Ry. Co.				5	174,007	
4	Chicago, Anamosa & Northern	625			510	154,315	
5	Chicago, Burlington & Quincy						
6	Chicago Great Western						
7	Chicago & Mason City & Ft. Dodge				2,819	551,706	
8	Chicago & Wisconsin, Minn. & Pac.				889	226,204	
9	Chicago, Milwaukee & St. Paul				131	39,151	
10	Chicago & North Western				1,388	307,003	
11	Chicago, St. Paul, Minneapolis & Omaha				1	222	
12	Chicago, Rock Island & Pacific						
13	Co-fax Northern Ry.						
14	Creighton, Waterloo & Des Moines				1	1,501	
15	Crooked Creek				202	122,154	
16	Davenport, Rock Island & Northwestern				65	15,122	
17	Dempsey & Sioux City (R. Cent.)						
18	Great Northern				30	4,817	
19	Iowa & Omaha Short Line				16	15,150.00	
20	Iowa & Southwestern				20	5,869	
21	Manchester & Oquida	274		74,751			
22	Minneapolis & St. Louis				99	32,707	
23	Minneapolis North & South	15		8,166			
24	St. Paul & Kansas City Short Line				22	6,749	
25	Southern Iowa Traction				11	3,477	
26	Tabor & Northern	202		65,711			
27	Union Pacific	82		16,491			
28	Wabash				22,001	43,391	
	Total				7,283	2,130,771	

a Estimated.

b Operated under lease by Chicago Great Western R. R. Co. Lease provides that lessee receives all receipts and pays all expenses growing out of the operation of line, and there is therefore no Employees and Salaries table for this road.

c This report covers the period January 21, 1912 to June 30, 1912.

d This report covers the period July 30, 1912 to June 30, 1913.

## —IOWA—CONTINUED—STEAM ROADS.

Employees and Laborers	Total—Including General Officers				Total—Excluding General Officers					
	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
\$ 121,225.92	\$1.08	737	214,704	\$ 221,822.31	\$1.43	737	214,704	\$ 221,822.31	\$1.43	737
26		23		10,413		23		18,218.26		1.71
84		24	10,778	20,015.56	1.85	33		4,247,362.74	2.35	34
6,225	1,854.194	4,381	622.39	2.36	6,214	1,869,454	4,247,362.74	2.35	6,214	
4,030	1,147.974	2,982	737.26	2.58	4,025	1,147,809	2,982,737.26	2.58	4,025	
2.05	11,210	2,516,750	8,256,822.54	2.28	12,510	3,316,750	8,256,822.54	2.58	12,510	
8,799	2,474,280	6,369,163.39	7,088	8,792	2,474,276	6,371,496.79	2.58	10,111		
842	267,619	699,155.77	1,651	842	267,619	699,155.77	2.61	11,420		
11,470	2,838,170	7,014,545.07	2,415	11,420	2,838,268	6,926,178.46	2.43	12,121		
59	8,692	18,826.84	2,162	95	8,692	18,800.84	2.16	13,123		
22	2,674	4,205.96	3,00	22	2,674	4,205.96	1.92	14,124		
23	2,263	11,548.82	2,07	15	4,803	9,471.69	1.88	15,125		
19	53,487	127,569.15	2,39	174	51,977	119,708.15	2.11	16,126		
4,008	1,142,812	2,815,288.29	2,44	4,028	1,142,812	2,815,288.29	2.46	17,127		
629	123,449	280,223.22	2,39	422	123,449	280,223.22	2.39	18,128		
30	4,817	9,071.90	1,98	19	4,817	7,871.00	1.74	19,129		
20	15,150.00		25	25		12,150.00		20,130		
20	5,869	9,539.62	1,77	17	4,930	9,539.62	2.61	21,131		
174,200.82	2.33	1,280,620.65	2.51	2,108	788,169	1,935,802.22	2.46	22,132		
99	32,707	80,064.64	2,62	97	31,977	79,454.94	2.48	23,133		
19,622.52	2.69	184,623	420,015.47	2.58	866	184,288	420,015.47	2.57	24,134	
22	6,749	13,849.47	2,03	20	6,980	12,649.47	1.99	25,135		
11	3,477	8,919.69	2,56	9	2,947	5,912.00	2.07	26,136		
151,264.24	1.55	645	200,223.66	645		200,223.66		27,137		
22,001	43,391	365	171,680	428,206.21	2.42	364	171,324	429,971.21	2.39	28,138
\$ 4,027,712.59	\$2.19	54,628	14,881,108	\$ 97,110,065.63	\$2.46	54,544	14,864,137	\$ 97,910,809.63	\$2.45	54,544



TABLE NO. 46—EMPLOYES AND SALARIES

Number	Name of Road	Maintenance of Way and Structures				Maintenance			
		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
1	Atchison, Topeka & S. F.	130	31,841	\$ 56,007.46	\$1.78	245	108,474		
2	Atlantic, N. & S.								
3	Charles City West. Ry. Co.								
4	Chicago, Aurora & N.	11	4,915	7,558.60	1.58	1	565		
5	Chicago, Burlington & Quincy	1,850	364,519	688,838.12	1.80	1,263	380,905		
6	Chicago Great Western								
7	a Mason City & Ft. Dodge								
8	a Wisconsin, Minn. & Pac.								
9	Chicago, Mil. & St. P.	3,979	798,512	1,573,529.51	1.97	2,019	684,000		
10	Chicago, & North-Western	97	38,716	57,617.53	2.00	308	114,243		
11	Chicago, St. P., M. & O.	4,157	906,969	1,636,546.97	1.89	1,698	505,488		
12	Chicago, H. I. & Pac.	10	3,218	5,877.80	1.81	3	1,144		
13	Coifax Northern Ry. Co.	32	1,334	2,307.00	1.77				
14	b Creston, Wht. & D. M.	7		2,414.54	1.95	1			
15	Crooked Creek	79	21,819	41,955.34	1.92	19	3,590		
16	Davenport, R. I. & N. W.	1,822	361,138	694,467.21	1.92	967	306,378		
17	Deb. & S. C. (Ill. Cent.)	163	30,382	59,016.87	1.97	104	27,618		
18	Great Northern	13	2,717	3,349.11	1.19				
19	Iowa & Omaha Short Line	6	1,128	2,286.81	2.00				
20	Iowa & Southwestern	1,171	237,464	426,578.18	1.84	774	304,388		
21	Manchester & Osella	26	11,622	22,468.08	1.93	17	8,530		
22	Minneapolis & St. Louis	397	109,211	197,469.67	1.89	70	23,971		
23	Muscatine North & South	30	2,130	5,428.49	3.77				
24	St. P. & K. C. Short Line	5	1,687	3,484.97	2.19	1	315		
25	Southern Iowa Traction	34	18,363	39,833.79	1.68	207	1		
26	Tabor & Northern	121	38,861	72,178.28	1.75	145	45,801		
27	Union Pacific								
28	Wabash								
	Total	13,165	2,608,888	\$5,641,721.82	\$1.88	8,673	2,461,350		

a Operated under lease by Chicago Great Western R. R. Co. Lease provides that lessee receives all receipts and pays all expenses growing out of operation of line and there is therefore no Employees and Salaries table for this road.

b This report covers the period January 31, 1913 to June 30, 1913.

c This report covers the period January 31, 1913 to June 30, 1913.

d This report covers the period July 25, 1912 to June 30, 1913.

## —IOWA—CONTINUED—DISTRIBUTION—STEAM ROADS.

of Equipment	Traffic Expenses				Transportation Expenses					
	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
\$ 296,383.14	\$1.27	7	2,707	\$ 10,389.56	\$3.76	255	76,492	\$ 188,531.75	\$1.46	1
000.00	1.64	1	365	000.00	1.61	18	5,448	10,659.16	1.85	4
956,041.63	2.51	27	8,315	56,860.74	3.24	1,333	384,026	1,578,021.41	3.31	5
1,504,000.22	2.41	15	4,980	17,667.74	3.77	3,094	1,013,478	8,219,781.49	3.17	19
284,541.48	2.49	2	829	5,531.29	4.52	206	126,216	845,991.42	2.87	11
1,316,086.24	2.53	600	66,878	250,566.04	3.73	3,859	1,211,786	8,319,545.00	3.10	12
4,430.14	2.13					11	8,219	9,698.40	2.48	13
						6	440	992.00	2.19	14
376.98	1.61					7	34,506	5,177.54	1.85	15
70,334.62	3.30					74	54,508	61,075.65	2.57	16
797,536.42	2.58	22	7,369	28,323.10	3.15	1,935	460,214	1,288,416.70	2.80	17
61,813.21	2.24	9	3,348	8,100.00	2.44	148	41,736	111,822.51	2.68	18
						7	2,159	8,821.66	2.71	19
		1	365	1,309.22	3.29	10	3,123	5,840.49	1.86	21
692,515.20	2.90	39	16,420	51,131.23	3.11	976	311,252	868,725.12	2.82	22
19,711.45	2.84	2	1,399	4,020.00	3.62	24	7,813	24,254.63	3.27	23
72,483.15	2.79	2	2,909	8,981.06	3.07	211	48,602	155,381.69	2.19	24
						9	2,967	6,021.01	2.39	25
889.79	2.37					3	940	2,185.23	2.47	26
246,739.28		5	1,347	3,440.00	2.76	963		216,546.83		27
107,219.62	2.34	11	4,015	13,477.30	3.27	309	76,077	117,231.16	2.74	28
\$ 1,413,512.88	\$2.40	800	329,499	\$ 422,711.29	\$3.51	12,368	3,797,025	\$ 11,561,448.71	\$2.98	

TABLE NO. 47—EMPLOYES AND SALARIES—IOWA—

Number	Name of Road	General Expenses				Outside	
		Number on June 30	Total number of days worked	Total yearly compensation	Average daily compensation	Number on June 30	Total number of days worked
1	Atholton, Topeka & Santa Fe.....						
2	Atlantic Northern & Southern.....						
3	Charles City Western Ry. Co.....						
4	Chicago, Anamosa & Northern.....	3	565	\$ 1,100.00	\$1.96		
5	Chicago, Burlington & Quincy.....						
6	Chicago Great Western.....					28	9,915
7	Chicago & Mason City & Ft. Dodge.....						
8	Wisconsin, Minn. & Pac.....						
9	Chicago, Milwaukee & St. Paul.....	22	10,010	\$1,022.94	\$1.10	73	24,300
10	Chicago & North-Western.....	1	313	1,699.98	\$5.43	8	3,130
11	Chicago, St. Paul, Minneapolis & Omaha.....	1,014	12,000	\$57,972.06	\$4.83	72	19,004
12	Chicago, Rock Island & Pacific.....	5	511	1,085.00	\$2.11		
13	Colfax Northern Ry.....						
14	Creighton, Winterset & Des Moines.....	2	300	875.00	\$2.92		
15	Crooked Creek.....	7	2,277.70	3.25			
16	Davenport, Rock Island & Northwestern.....	9	3,122	11,175.00	\$3.58		
17	Dubuque & Sioux City (Ill. Cent.).....	5	2,000	9,500.00	\$4.75	19	5,013
18	Great Northern.....	1	365	2,400.00	\$6.58		
19	Iowa & Omaha Short Line.....						
20	Iowa & Southwestern.....						
21	Manchester & Onida.....	9	730	300.00	\$0.41		
22	Minneapolis & St. Louis.....	142	24,176	\$7,095.00	\$2.93		
23	Minneapolis North & South.....	19	6,268	15,541.00	\$2.48		
24	St. Paul & Kansas City Short Line.....	2	730	4,750.00	\$6.51		
25	Southern Iowa Traction.....	2	678	1,800.00	\$2.65		
26	Tabor & Northern.....	2	630	1,385.00	\$2.20		
27	Union Pacific.....	12	2,869	7,573.39	\$2.64	12	4,240
28	Wabash.....	13	5,475	16,347.28	\$2.99	4	1,490
	Total.....	1,282	132,541	\$ 497,222.96	\$3.82	217	67,138

a Estimated.

b Operated under lease by Chicago Great Western R. R. Co. Lease provides that lessee receives all receipts and pays all expenses growing out of the operation of line and there is therefore no Employees and Salaries table for this road.

c This report covers the period January 21, 1913 to June 30, 1913.

d This report covers the period July 30, 1912, to June 30, 1913.

DISTRIBUTION—CONTINUED—AND ENTIRE LINE—STEAM ROADS.

Number	Operations		Total—including General Officers				Total—including General Officers—Entire Line				
	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	
1			787	214,704	\$ 551,523.31	\$2.43	55,716	14,819,405	\$38,000,986.90	\$2.56	
2											
3			24	10,773	20,018.56	\$1.85	24	10,773	20,018.56	\$1.85	
4			6,225	1,894,104	4,381,652.36	\$3.36	34,177	14,908,368	26,917,859.73	\$2.46	
5	\$ 17,066.66	\$1.72	4,429	1,147,976	2,902,727.06	\$2.58	8,212	2,405,433	6,237,947.87	\$2.60	
6											
7			12,219	2,516,750	5,309,832.84	\$2.12	12,219	2,516,750	5,309,832.84	\$2.12	
8			36,655.02	1,449	9,703	2,474,980	6,325,101.98	2.58	5,793	2,474,980	6,325,101.98
9			5,465.78	1,74	842	627,613	899,155.77	\$3.51	9,349	2,719,363	7,422,284.90
10			11,470	2,858,175	7,014,545.97	\$2.45	39,941	12,522,517	29,616,519.31	\$2.46	
11			29	8,692	18,205.84	\$2.10	29	8,692	18,205.84	\$2.10	
12			21	2,024	4,253.66	\$2.12	21	2,024	4,253.66	\$2.12	
13			178	33,437	127,508.15	\$2.29	280	80,863	335,507.26	\$2.37	
14			4,008	1,142,312	2,815,253.32	\$2.48	4,731	1,200,332	2,946,790.08	\$2.50	
15	1,188.00	1.43	422	173,440	353,233.29	\$2.19	40,823	11,590,828	27,869,132.56	\$2.41	
16			29	4,817	9,071.00	\$1.88	30	4,817	9,071.00	\$1.88	
17			25	1,120	12,150.00	\$4.82	25	1,120	12,150.00	\$4.82	
18			93	9,200	9,200.00	\$1.77	93	9,200	9,200.00	\$1.77	
19			2,122	700,616	1,980,690.63	\$2.83	2,122	700,616	1,980,690.63	\$2.83	
20			50	22,702	85,064.04	\$3.62	50	22,702	85,064.04	\$3.62	
21			804	184,034	420,015.47	\$2.38	804	184,034	420,015.47	\$2.38	
22			21	6,745	15,849.47	\$2.35	21	6,745	15,849.47	\$2.35	
23			11	3,477	8,919.00	\$2.56	11	3,477	8,919.00	\$2.56	
24	4,434.42	1.02	645	202,232.00	462,232.00	\$2.29	19,956	5,897,264	12,819,825.80	\$2.42	
25	1,732.77	1.61	505	171,689	428,206.31	\$2.42	16,840	4,378,877.66	10,108,846.92	\$2.43	





TABLE NO. 50—TRAFFIC AND MILEAGE

Name of Road	Total				
	Operating revenues per mile of road	Operating revenues per train-mile	Operating expenses per mile of road	Operating expenses per train-mile	Operating expenses per mile of road
Topeka & Santa Fe	\$ 58,000,794.41	\$ 11,905.09	\$ 2,707.72	\$ 62,830,682.72	\$ 7,790.82
Northern & Southern	34,833.96				
City Western Ry. Co.		1,732.75	1,610.99	27,299.56	1,322.23
Anamosa & Northern	10,369.00	2,047.27	2,047.27	62,847,861.01	6,298.40
Burlington & Quincy	14,000,618.42	9,307.33	2,843.90	10,290,142.08	6,867.28
Great Western					
City & Ft. Dodge					
Main, Minnesota & Pacific		8,591.17	2,330.63	50,819,623.50	5,919.11
St. Paul, Milwaukee & St. Paul		10,413.02	2,027.1	58,132,780.22	7,905.11
St. Paul & North Western		9,727.83	2,028.56	11,867,461.28	6,816.12
St. Paul, Minneapolis & Omaha		6,575.81	1,942.59	50,216,377.53	6,344.92
Rock Island & Pacific		2,628.57	1,313.91	99,748.00	2,583.1
Northern Ry.					
Winterset & Des Moines		1,492.00	2,149.1	25,724.03	1,312.20
Rock Creek		2,758.99		128,505.49	2,536.4
Fort Rock Island & Northwestern		8,968.00	1,825.54	5,809,773.74	6,474.7
Keosauqua & Sioux City (Ill. Cent.)		78,601,590.78	2,322.81	45,829,640.08	5,563.82
Northern		10,250.28		15,792.44	1,316.62
Omaha Short Line		20,869.58	471.89	30,137.00	1,121.28
& Southwestern		2,828.18	8,602.8	30,344.21	2,416.7
Star & Onida		5,108.78	1,942.06	6,707,287.86	1,072.7
St. Paul & St. Louis		2,217.49	5,121.09	128,126.79	2,626.7
Line North & South		58,341.60	1,141.53	635,232.43	4,742.9
Ol & Kansas City Short Line		2,702.39		24,180.65	977.9
on Iowa Traction		2,641.06	1,830.81	19,006.67	1,779.4
& Northern		51,569,230.34	14,424.31	28,417,626.23	7,943.7
Pacific		12,930.98	1,801.95	24,695,689.20	9,233.84
h	\$306,813,851.74	\$ 10,234.47	\$ 2,400.90	\$25,419,712.56	\$ 6,822.82

Report covers the period January 31, 1913 to June 30, 1913.  
Report covers the period July 30, 1912 to June 30, 1913.

STATISTICS—ENTIRE LINE—CONTINUED—STEAM ROADS

Name of Road	Traffic												
	Operating expenses per train-mile	Net operating revenue per mile of road	Net operating revenue per mile of road	Average number of passengers per car-mile	Average number of passengers per train-mile	Average number of freight 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 empty cars per train-mile	Average mileage, rounded during year	Number	
Topeka & Santa Fe	\$ 1,263.0	\$ 24,590,671.06	\$ 4,209.77	14	87	6.11	15.53	339.80	21.77	21.63	8.22	8,218.27	1
Northern & Southern	1,586.0	7,000.42	800.22	12	6	.02	28.82	47.50	4.75	1.69	2.02	19.30	2
City Western Ry. Co.	1,508.8	21,521,594.48	2,451.43	14	61	6.23	19.10	493.83	26.96	23.34	10.48	9,109.31	3
Anamosa & Northern	1,770.1	2,740,076.84	2,459.90	14	50		18.14	449.80	31.14	24.90	8.36	1,696.22	4
Burlington & Quincy	1,323.9	25,088,830.28	2,672.00	12	45	5.99	16.40	346.05	29.49	31.15	7.41	9,612.82	5
Great Western	1,503.9	21,785,160.86	2,107.00	16	52	5.14	18.58	347.07	28.36	18.93	8.00	7,974.24	6
City & Ft. Dodge	1,438.4	3,105,543.40	2,922.75	15	32	5.41	18.59	374.01	21.20	14.53	5.82	1,746.84	7
Main, Minnesota & Pacific	1,440.1	17,092,889.12	2,331.13	14	51	5.23	15.67	304.58	26.76	18.82	7.01	7,572.46	8
St. Paul, Milwaukee & St. Paul	1,317.7	4,058.28	359.76	20	48	4.25	35.41	98.83	5.40	2.79	2.61	18.00	9
St. Paul & North Western	2,792.2	2,690.78	22.67										10
St. Paul, Minneapolis & Omaha	1,809.6	6,274.70	478.43				1.07	3.01	4.0	2.12	2.00	17.61	11
Rock Island & Pacific	1,402.2	1,337,732.29	1,989.48	16	40	4.82	16.01	301.04	34.55	36.84	6.70	40.06	12
Northern Ry.	1,809.6	22,825,960.70	4,271.75	14	47	5.71	23.06	634.62	40.10	47.57	11.67	779.96	13
Winterset & Des Moines	1,692.2	67,560.66	6,022.80	6	5	8.1	13.06	10.73	1.45	.89	.56	15.13	14
Rock Creek	1,409.0	1,409.0	37.33	12	12	1.00	8.00	15.10	2.47	1.88	.79	18.00	15
Fort Rock Island & Northwestern	1,902.7	2,438.18	400.05	9	9	.61		6.49				8.42	16
Keosauqua & Sioux City (Ill. Cent.)	1,316.9	2,909,615.72	1,821.84	9	9	1.23	10.12	304.99	32.54	15.95	5.68	1,646.47	17
Northern	1,383.0	30,696.81	378.43	15	28	2.00	17.42	192.43	16.84	11.04	4.82	322.94	18
Omaha Short Line	1,785.5	4,056.96	151.81	14	15	1.06	10.58	10.00	2.26	1.58	.77	24.74	19
& Southwestern	1,329.2	9,224.75	907.41	10	10	1.00		13.27				20.76	20
Star & Onida	1,564.3	22,171,608.01	6,470.14	15	31	6.49	16.82	411.89	35.08	36.26	8.56	3,576.84	21
St. Paul & St. Louis	1,470.9	7,075,797.21	2,813.89	13	49	8.17	18.83	305.23	29.61	21.00	7.02	2,514.00	22
Line North & South	1,634.4	219,423,949.18	\$ 2,286.10	14	32	3.61	17.91	391.54	31.29	21.82	8.44	62,286.22	23

TABLE NO. 51—TRAFFIC AND MILEAGE

Name of Road	Locomotive Mileage						Total revenue 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		
A. S. F.	17,978,543	19,437,404	2,007,561	56,108	9,737,625	49,289,481	2,154,287	
A. & N.								
W. Ry.		21,216	21,216				42,432	
A. & Q.	19,120,297	17,992,403	844,265	17,120	9,081,215	47,895,480	2,990,560	
W.	2,180,285	2,096,185	111,588	4,879	1,389,472	7,740,908	339,129	
O. & Ft. D.								
M. & P.		16,407,467	1,798,509	22,465	10,718,423	22,271,619	2,565,448	
U. & St. P.	22,304,726	20,640,504	1,880,392	31,849	15,276,046	49,238,412	2,387,072	
N. W.	17,495,670	15,897,176	716,291	6,009	1,999,974	11,122,528	661,863	
St. P., M. & O.	4,050,518	3,874,176	716,291				1,216,181	
I. & P.	10,642,734	18,897,154	718,437	24,792	6,588,230	42,541,873	1,216,181	
Hy. Co.	9,183	7,232	6,148			12,962	272	
W. & D. M.					6,532	19,337		
Old Creek.	12,710				165,930	165,930	12,660	
I. & N. W.			15	2,618	513,843	4,414,268	61,724	
S. C. (L. C.)	2,146,564	1,790,948	750,700	27,628	4,235,494	29,550,274	2,209,097	
J. S. L.	17,120,741	12,970,773	8,423		130	9,727	288	
A. & S. W.		1,144	14,228			14,228		
O.		29,259	29,259			96,538		
S. L.	2,244,625	2,022,721	265,059	7,063	824,412	6,294,520	100,000	
A. & N.	46,248	62,912			128,090			
A. & K. C. S. I.	317,730	279,096		458	60,569	663,149	60,712	
F.			22,500		22,500	22,500		
N.			13,340		13,340	13,340		
Pacific	8,005,578	9,694,431	1,174,529	11,468	2,201,721	21,807,687	687,380	
ab.	9,800,684	7,022,794	120,574	1,067	4,100,628	17,796,247	700,500	
Total.	128,707,020	122,045,308	10,647,700	228,924	60,225,045	342,961,367	15,925,460	

STATISTICS—ENTIRE LINE—CONTINUED—STEAM ROADS

Car Mileage									Number
Revenue Service									
Freight Car—Miles				Passenger Car—Miles					
Loaded	Empty	Coal cars	Total freight car—Miles	Passenger	Sleeping, parlor and observation	Other passenger train—Car	Total passenger car—Miles		
469,047,949	148,955,279	15,508,776	598,337,004	43,696,390	40,428,223	39,737,000	123,861,682		1
									2
									3
									4
									5
									6
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									28
2,993,083,146	1,144,600,970	126,468,237	4,222,176,423	311,735,597	197,566,148	273,988,788	783,120,543		

rides 73,766 motor car miles.  
 report covers the period January 21, 1913 to June 30, 1913.  
 report covers the period July 30, 1913 to June 30, 1913.





TABLE NO. 53—TRAFFIC AND MILEAGE

Number	Name of Road	Passenger		
		Number of passen- gers carried one round trip per mile	Number of passen- gers carried one mile	Number of passen- gers carried one per mile of road
		294,725	5,291,623	296,096
1	Aitchison, Topeka & Santa Fe.....			
2	Atlantic Northern & Southern.....			
3	Charles City Western Ry. Co.....			
4	Chicago, Anamosa & Northern.....	14,050	266,204	412
5	Chicago, Burlington & Quincy.....	4,548,179	108,210,361	116,868
6	Chicago Great Western.....	1,938,375	86,949,239	115,509
7	Mason City & Ft. Dodge.....			
8	Wisconsin, Minnesota & Pacific.....			
9	Chicago, Milwaukee & St. Paul.....	2,288,025	150,988,795	77,800
10	Chicago & North Western.....	5,981,731	239,100,698	147,499
11	Chicago, St. Paul, Minneapolis & Omaha.....	280,530	20,737,353	203,179
12	Chicago, Rock Island & Pacific.....	5,800,025	593,191,649	125,130
13	Colfax Northern Ry.....	130,513	642,546	49,425
14	Creighton, Winterset & Des Moines.....			
15	Crooked Creek.....			
16	Davenport, Rock Island & Northwestern.....			
17	Dubuque & Sioux City (Ill. Cent.).....	1,909,094	82,122,201	115,508
18	Great Northern.....	97,439	2,591,709	47,732
19	Iowa & Omaha Short Line.....	4,464	51,535	4,501
20	Iowa & Southwestern.....	16,772	179,963	501
21	Manchester & Oelids.....	22,053	359,800	20,053
22	Minneapolis & St. Louis.....	1,484,750	43,264,639	53,259
23	Marquette North & South.....	66,727	1,278,182	1,234
24	St. Paul & Kansas City Short Line.....	239,090	10,222,690	78,543
25	Southern Iowa Traction.....	27,793	485,304	19,024
26	Tabor & Northern.....	15,549	167,120	15,549
27	Union Pacific.....	531,309	509,683	207,188
28	Wabash.....	100,332	10,904,522	32,915
	Total.....	20,216,306	1,000,430,273	107,608

a Estimated.

b This report covers the period January 21, 1913 to June 30, 1913.

c This report covers the period July 30, 1912 to June 30, 1913.

STATISTICS—IOWA—STEAM RAILS

Traffic							Number
Average distance traveled—miles	Total passenger revenue	Average amount re- ceived from each passenger	Average receipts per passenger per mile	Total passenger ac- crued—trains	Passenger service— train revenue per mile of road	Passenger service— train revenue per train—mile	
17.97	\$ 100,507.26	\$ .34261	\$ .01107	\$ 149,307.24	\$ 7,494.09	\$ 1.30024	1
19.09	5,248.00	.28151	.03500	7,630.24	324.41		2
35.05	2,212,350.82	7,739.21	.01979	4,309,001.19	2,906.04	1.42187	3
46.75	1,719,185.00	617.03	.01861	3,900,530.29	2,642.98	1.25213	4
47.68	2,006,275.19	837.84	.01961	2,845,796.06	1,982.16	1.69552	5
47.08	4,000,232.02	1,517.2	.01949	2,958,508.05	2,077.26	1.32964	6
35.41	450,001.26	696.64	.02005	487,413.09	4,776.99	1.46147	7
45.37	5,012,234.23	8777.2	.01954	6,027,936.28	2,900.58	1.24436	8
4.92	4,431.77	849.18	.03001	4,433.32	494.87	4.8810	9
	874.04			1,869.40	167.29	.30470	10
42.27	1,698,007.92	8125.9	.01922	1,970,017.68	2,747.80	1.21232	11
36.54	77,511.46	7964.9	.02177	66,618.71	1,202.40	.88279	12
11.54	1,599.64	2582.1	.00566	1,599.63	121.13	1.0904	13
10.73	4,997.61	2573.4	.02714	6,014.47	274.13	4.1229	14
8.43	2,564.08	3075.9	.03176	11,444.77	1,359.23	8.8659	15
39.28	504,723.50	18841.1	.01909	1,064,327.78	1,209.23	5.0161	16
19.00	29,108.41	4269.3	.02199	31,505.85	1,765.83	8.6173	17
40.62	200,647.29	7398.1	.01914	236,514.96	270.00	6.0623	18
17.88	14,167.32	6103.7	.02943	16,067.18	607.32	4.9743	19
10.75	2,203.68	3494.1	.02377	7,132.23	7,016.74	1.3454	20
2.23	9,870.30	14267.1	.01517	17,301.12	1,979.78	1.82972	21
60.06	229,219.84	1,8199.1	.02383	413,633.55			22
41.44	\$ 21,468,667.50	\$ 81273	\$ .01930	\$ 20,728,537.94	\$ 2,622.91	\$ 1.19454	23

TABLE NO. 54—TRAFFIC AND MILEAGE

Number	Name of Road	Freight					
		Number of tons carried of freight earning revenue	Number of tons of freight same as above minus freight earned one mile	Number of tons carried one mile	Number of tons carried one mile — intrastate	Number of tons carried one mile per mile of road	Number of tons carried one mile per mile of road — intrastate
1	Atchison, Topeka & S. P.	1,980,104	1,022	39,022,623	19,763	1,961,523	602
2	Atlantic, N. & S.						
3	Charles City West. Ry. Co.	51,424		10,078,904		514,254	
4	Chicago, Anamosa & N.	8,620,188		858,854,370		367,059	
5	Chicago, Burlington & Quincy	4,156,256		623,281,899		633,301	
6	Chicago Great Western						
7	Mason City & Ft. Dodge						
8	Wisconsin, Minn. & Pac.	8,733,703	8,5,113	1,481,863,168	168,177,164	761,149	85,692
9	Chicago, Mil. & St. P.	8,030,787	1,079,393	1,561,518,987	184,377,343	364,563	119,738
10	Chicago & North-Western	1,013,997	145,846	31,806,240	5,217,564	267,705	51,132
11	Chicago, St. P., M. & O.	5,438,192		1,181,277,074		367,889	
12	Chicago, R. I. & Pac.		379,644		1,315,399		116,502
13	Colfax Northern Ry. Co.						
14	Creighton, Wint. & D. M.	34,949				1,102	
15	Crooked Creek						
16	Davenport, R. I. & N. W.	5,438,009	72,477	590,442,177	168,177,164	739,850	
17	Dub. & S. C. (Ill. Cent.)	622,076		58,091,790	2,380,311	455,017	45,414
18	Great Northern	9,373		113,767		7,379	
19	Iowa & Omaha Short Lines	18,872	6,178	217,405	76,037	1,948	30,335
20	c Iowa & Southwestern	20,368	30,323	171,709	171,709		
21	Manchester & Oaeta	3,280,942		461,650,950		102,130	
22	Minneapolis & St. Louis	363,833		4,356,175		5,084	
23	Muscatine North & South	732,544		41,037,192		330,611	
24	St. P. & K. C. Short Line	50,014		1,000,880		44,558	
25	Southern Iowa Traction	18,540		303,665		39,940	
26	Tabor & Northern	2,383,653		5,467,155		2,222,421	
27	Union Pacific	698,718		111,676,463		544,439	
28	Wabash						
	Total	32,408,601	4,206,509	7,627,791,778	300,929,056	664,068	95,014

a Estimated.

b This report covers the period January 21, 1913 to June 30, 1913.

c This report covers the period July 30, 1912 to June 30, 1913.

STATISTICS—IOWA—CONTINUED—STEAM ROADS

Traffic		Freight										Number
Average distance of haul of one ton of freight—Miles	Average amount of freight received for each ton of freight—Miles	Total freight revenue	Total intrastate freight revenue	Average amount of freight received for each ton of freight	Average amount received for each ton of freight—intrastate	Average receipts per ton per mile	Average receipts per ton per mile — intrastate	Freight revenue per ton of road	Freight revenue per train mile			
19.71	13.47	\$ 388,158.33	\$ 801.37	\$ 1.1603	\$ .81338	\$ .00066	\$ .00040	\$19,815.25	\$8.0008	1		
19.00	15.99	35,996.86		.50561		.02579		1,388.37	1.31340	2		
99.63	105.30	8,028,188.38		.81133		.00085		5,081.70	3.34628	3		
157.18	137.18	4,898,379.40	600,443.61	1.25994		.00736		6,170.15	2.19338	4		
92.06	92.06	11,690,572.45	2,111,399.81	1.23297	1.16995	.00786	.01270	6,013.02	2.30743	5		
104.07	105.30	12,850,844.78	2,099,796.86	1.06929	1.04723	.00622	.01123	7,931.35	2.89928	6		
81.19	85.77	886,314.26	100,370.30	.37839	.66734	.01131	.01292	5,746.22	2.43347	7		
136.59	8.42	10,413,554.81		1.23239		.00881		4,665.96	2.15706	8		
			27,167.14			.00715		2,989.78	1.77304	9		
		27,259.17		.63000		.00700		1,770.10	1.01081	10		
194.29	67.25	3,377,464.87	748,704.72	.98218		.00637		4,710.99	1.66881	11		
12.17	12.17	325,640.79	72,008.97	.60177	.90396	.00984	.02131	4,182.39	2.96050	12		
11.22	12.60	14,372.46		.77317		.00749		809.00	1.01704	13		
	8.42	12,290.86				.00080	.07135	1,602.59	4.63631	14		
328.92	28.59	3,355,920.96		.98718		.00727		3,790.15	1.94910	15		
26.77	26.77	14,722.33		.37908		.01174		1,731.85	2.08400	16		
30.00	30.00	49,586.23		.60112		.01059		2,189.43	2.00750	17		
30.00	30.00	12,018.32		.24015		.01300		483.78	1.37301	18		
10.75	10.75	18,593.67		.36292		.00903		1,706.17	1.19496	19		
4.39	4.39	71,037.36		.93579		.01281		38,865.02	4.33973	20		
		969,531.47		2.06774		.00668		4,938.60	3.43211	21		
134.06	83.80	\$7,470,428.44	\$5,825,958.87	\$1.06566	\$1.02162	\$ .00917	\$ .01218	\$ 5,078.00	\$1.45082	22		

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	Operating expenses per train mile
		\$ 541,691.10	\$ 27,534.34	\$ 2,004.19	\$ 323,405.11	\$ 16,200.41	\$ 1,003.03
1	Aitchison, Topeka & S. P.						
2	Atlantic, N. & S.						
3	Charles City West. Ry. Co.						
4	Chicago, Anamosa & N.	34,333.98	1,792.79	1,402.89	3,399,876.37	5,816.59	1,590.83
5	Chicago, Burl. & Q.	12,594,321.05	9,227.81	2,373.05	5,320,009.68	9,227.81	1,717.95
6	Chicago Great Western	6,973,790.55	8,948.44	2,251.01			
7	Mason City & Ft. D.						
8	Wisconsin, Minn. & Pac.						
9	Chicago, Mil. & St. P.	15,789,688.59	\$ 1,125.28	1,780.65	11,847,008.44	6,109.15	1,340.87
10	Chicago & North Western	19,088,599.77	11,750.29	2,048.87	14,353,485.05	8,828.78	1,545.44
11	C. & N. W.	1,055,990.11	19,642.82	2,056.16	748,610.96	7,889.38	1,417.95
12	C. & St. P., M. & O.	10,741,671.82	7,163.39	1,772.94	12,802,472.19	6,089.63	1,357.78
13	Chicago, R. I. & Pac.	34,301.47	2,638.57	1,518.91	29,748.09	2,288.31	1,317.27
14	Colfax Northern Ry. Co.						
15	Creston, Wint. & D. M.						
16	Crooked Creek	26,121.31	1,492.03	2,149.1	25,724.53	1,513.29	2,797.12
17	Davenport, R. I. & N. W.	79,791.94	2,391.03		81,725.78	2,315.33	
18	Dub. & S. C. (Ill. Cent.)	5,930,223.08	8,271.81	1,639.97	5,038,858.56	7,063.41	1,265.27
19	Great Northern	427,274.39	5,487.72	1,981.45	397,675.14	5,107.47	1,844.19
20	Iowa & Omaha Short Line	8,198.75	674.89	772.22	15,792.44	1,146.43	1,638.23
21	Iowa & Southwestern	29,838.43	1,158.33	1,454.42	30,187.00	1,121.39	1,468.99
22	Manchester & Oneida	23,762.39	2,322.13	1,635.59	3,423,982.92	3,883.54	1,251.24
23	Minneapolis & St. Louis	4,490,144.14	5,976.03	1,635.59	80,444.21	2,410.77	7,657.7
24	Muscatine North & South	133,497.02	2,217.49	1,129.92	128,129.79	2,925.17	1,293.95
25	St. P. & K. C. Short Line	685,919.24	5,121.09	1,367.74	633,222.43	4,742.36	1,250.09
26	Southern Iowa Traction	28,241.60	1,141.53	87.425	24,155.66	977.49	7,487.8
27	Taber & Northern	88,311.40	2,041.03	1,826.83	113,608.50	46,292.84	3,792.79
28	Union Pacific	98,790.34	38,002.01	3,196.68	1,247,511.19	5,970.10	2,476.47
29	Wabash	1,304,936.68	6,622.60	2,767.88			
	Total	\$ 86,154,970.15	\$ 8,464.57	\$ 1,933.57	\$ 65,055,221.56	\$ 6,391.66	\$ 1,457.13

a Estimated.

b Deficit.

c This report covers the period January 21, 1913 to June 30, 1913.

d This report covers the period July 30, 1913, to June 30, 1912.

STATISTICS—IOWA—CONTINUED—STEAM ROADS

Traffic		Total									
Net operating revenue	Net operating revenue per mile of road	Average number of passengers per car	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	number
\$ 219,285.90	\$ 11,024.65	12	48	7.19	14.71	396.82	26.80	27.10	8.72	19.80	1
7,000.42	289.50	12	6	.02	28.82	47.00	4.75	1.08	2.02	19.00	2
4,187,644.48	2,911.22	17	53	5.73	16.35	307.96	21.70	21.64	9.50	1,439.45	3
1,662,880.57	2,159.89	15	53	5.28	15.22	422.70	22.50	22.50	8.45	779.33	4
3,942,680.15	2,083.12	12	39	5.21	14.68	280.92	27.33	19.10	7.25	1,939.22	5
4,656,038.73	2,891.32	15	48	5.30	17.04	341.45	30.80	29.04	9.80	1,630.20	6
237,082.05	3,303.44	19	69	5.95	16.21	214.92	20.98	18.25	6.81	102.54	7
2,389,198.63	1,873.73	17	54	4.72	14.46	244.71	23.91	16.53	6.06	2,102.33	8
4,559.38	300.56	20	48	2.45	35.41	198.33	5.40	2.79	2.61	13.00	9
396.78	22.07					8.01	4.69	2.31	2.09	17.61	10
51,533.84	654.80									35.29	11
896,325.42	1,308.40	16	51	4.89	15.15	294.77	24.68	18.90	7.07	716.92	12
29,299.12	389.13	23	84	5.73	17.01	301.40	19.56	17.72	7.34	77.80	13
57,363.05	632.80	6	5	.81	32.04	10.75	1.45	.89	.56	15.13	14
671.93	37.23	12	12	1.00	8.06	15.10	2.67	1.88	.79	18.00	15
3,418.18	465.95	9	9	.01		6.40				8.42	16
1,037,161.22	1,234.21	15	37	5.37	19.96	307.56	29.42	14.02	5.60	884.06	17
614,659.77	2,322.70	19	9	1.23	9.71	63.57	7.99	5.07	2.18	89.99	18
60,686.81	378.43	15	38	2.70	17.42	192.43	16.34	11.04	4.83	133.94	19
4,655.00	151.81	14	15	1.05	15.33	39.90	2.36	1.98	.77	24.74	20
9,234.73	770.48	20	20	1.00		13.27				16.76	21
69,139.16	6,813.02	7	49	2.22	15.05	318.65	37.86	29.49	6.78	2.46	27
146,795.49	702.60	33	49	5.17	18.83	395.33	29.61	21.00	7.62	896.96	22
\$ 21,099,748.89	\$ 2,073.01	15	49	5.08	10.10	299.51	27.07	18.00	7.88	10,259.15	23



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 mileage		
		105,360	119,003	8,700	100	119,084	332,967	14,137	
1	Atchison, Topeka & S. P.								
2	Atlantic, N. & S.								
3	Cherock City West. Ry. Co.								
4	Chicago, Anamosa & N.								
5	Chicago, Burlington & Q.	2,477,349	2,526,865	141,085	3,328	1,171,812	6,721,339	394,666	
6	Chicago Great Western	1,687,441	1,908,774	70,092	2,341	441,425	3,706,073		
7	Mason City & Ft. Dodge.								
8	Wisconsin, Minn. & Pac.								
9	Chicago, Mil. & St. P.	5,609,300	3,650,476	311,545	7,311	1,898,677	10,997,309	778,479	
10	Chicago & North-Western	4,505,694	4,771,158	312,191	3,953	1,196,830	10,786,308	425,924	
11	Chicago, St. P., M. & O.	254,437	297,025	15,508	292	223,350	791,612	10,558	
12	Chicago, R. I. & Pac.	4,736,420	4,670,071	395,333	8,714	1,377,460	11,998,030	300,169	
13	Collfax Northern Ry. Co.	9,153	7,332				22,583	372	
14	Creston, Wint. & D. M.								
15	Crooked Creek	12,775				6,502	19,327	9,680	
16	Davenport, R. I. & N. W.					48,720	62,730	60,461	
17	Dob. & S. C. (Ill. Cent.)	2,074,300	1,656,382	18	2,814	432,461	4,163,872	6,005	
18	Great Northern	130,512	106,100		154	81,453	298,022	253	
19	Iowa & Omaha Short Line		1,144	8,433		100	9,727		
20	Iowa & Southwestern			14,829			14,829		
21	Manchester & Oneida			26,530			26,530		
22	Minneapolis & St. Louis	1,946,947	1,955,123	109,955	4,403	311,070	3,485,000	114,110	
23	Muscatine North & South	4,545	62,812			18,730	178,066		
24	St. P. & K. C. Short Line	217,736	279,496		308	65,839	502,119	60,728	
25	Southern Iowa Traction					22,300	22,300		
26	Tabor & Northern			15,340			15,340		
27	Union Pacific	25,187	25,615		27	225,084	282,733	43,588	
28	Wabash	206,300	228,624	3,708	149	113,196	652,687	22,967	
	Total	22,971,212	21,469,961	1,476,688	22,911	7,354,892	54,305,902	2,168,100	

a Estimated.

b This report covers the period January 31, 1912 to June 30, 1913.

c This report covers the period July 30, 1912 to June 30, 1913.

STATISTICS—IOWA—CONTINUED—STEAM ROADS

Number	Mileage Service								Number
	Revenue Service								
	Freight Car—Miles				Passenger Car—Miles				
	Loaded	Empty	Carhouse	Total freight car—Miles	Passenger	Sleeping, parlor and observation	Other passenger train—Cars	Total passenger car—Miles	
	2,602,009	802,500	95,025	3,400,351	701,257	244,136	348,000	703,493	1
1									2
2	30,720	42,586	21,216	99,524	21,216			21,216	3
3	51,910,317	22,084,041	2,712,138	76,707,296	7,037,809	3,128,961	7,294,948	17,307,496	4
4	36,809,516	12,842,671	1,498,233	50,250,420	3,839,001	1,989,766	2,808,105	8,676,874	5
5									6
6									7
7	100,996,612	38,341,946	5,111,629	144,370,587	8,329,505	4,320,329	7,191,647	19,741,771	8
8	91,701,738	44,848,639	4,384,718	140,935,195	9,370,968	6,077,429	10,465,085	29,463,482	9
9	5,194,484	1,641,772	221,418	5,957,674	970,510	441,375	589,815	1,638,690	10
10	81,719,517	29,233,051	4,462,021	115,414,589	10,349,180	5,443,512	7,355,977	23,148,669	11
11	42,794	40,028		82,822	82,812			82,812	12
12									13
13	35,300	29,336	11,384	77,060					14
14									15
15	21,257,734	14,172,560	2,015,567	49,445,870	5,917,815	1,278,094	2,709,014	7,905,763	16
16	1,945,281	805,249	55,308	2,805,838	282,108	1,306	110,069	24,523	17
17	9,432	5,909		15,341	8,585			8,585	18
18	26,950	11,376		38,326				14,448	19
19								25,289	20
20	24,197,443	9,488,787	1,336,119	35,022,349	7,567,781	376,940	1,346,242	4,890,962	21
21	586,170	151,496		737,666	67,108		67,108	134,516	22
22	2,297,953	1,045,945	397,398	3,741,297	288,703	97,172	122,371	808,417	23
23	51,200	25,100		76,300				34,000	24
24	15,340			15,340					25
25	321,260	115,368	11,117	447,745	37,674	31,640	67,314	126,738	26
26	5,008,296	2,132,530	278,671	8,369,547	591,313	386,432	344,419	1,168,184	27
27									28
	438,519,025	177,888,770	22,128,027	638,535,822	47,741,867	24,218,084	40,808,451	112,828,662	

TABLE NO. 57—TRAFFIC AND MILEAGE

Number	Name of Road	Car						
		Revenue Service						
		Special Car—Miles						
		Freight—loaded	Freight—empty	Caboose	Passenger	Sleeping parlor and observation	Other passenger train cars	Total special car miles
1	Aitchison, Topeka & S. F.				91	580	417	1,088
2	Atlantic, N. & S.							
3	Charles City West. Ry. Co.							
4	Chicago, Anamosa & N.							
5	Chicago, Burlington & Q.	35,400	320	2,891	11,364			49,975
6	Chicago Great Western	15,104	13,472	1,902	1,949	6,886	2,692	44,136
7	Mason City & Ft. Dodge							
8	Wisconsin, Minn. & Pac.							
9	Chicago, Mil. & St. P.	35,896	195		1,547	20,145	7,009	64,732
10	Chicago & North-Western	38,313		2,868	19,917			61,138
11	Chicago, St. P., M. & O.	4,289		238				4,527
12	Chicago, R. I. & Pac.	95,561	110	7,243	1,074	37,948	3,435	146,561
13	Collax Northern Ry. Co.							
14	A Creston, Wint. & D. M.							
15	Crooked Creek							
16	Davenport, R. I. & N. W.							
17	Dub. & S. C. (Ils. Cent.)	35,618		2,580	1,006			38,994
18	Great Northern	1,617		154		468		2,335
19	Iowa & Omaha Short Line							
20	c Iowa & Southwestern							
21	Manchester & Osceola							
22	Minneapolis & St. Louis	11,413			8,482			19,895
23	Muscatine North & South							
24	St. P. & K. C. Short Line	656		130	1,149	235	564	2,712
25	Southern Iowa Traction							
26	Tabor & Northern							
27	Union Pacific	85		10	28			123
28	Wabash	1,435	8	143				1,586
	Total	278,512	14,105	18,248	47,579	66,055	13,484	437,985

a Estimated.

b This report covers the period January 21, 1913 to June 30, 1913.

c This report covers the period July 20, 1912 to June 30, 1913.

STATISTICS—IOWA—CONTINUED—STEAM ROADS

Mileage—Continued		Train Mileage						Number		
Continued	Total revenue car mileage	Non-revenue service car—miles	Revenue Service				Total revenue train mileage		Non-revenue service train—miles	
			Freight train—miles	Passenger train—miles	Mixed train—miles	Special train—miles				
	4,396,122	305,460	99,546	143,063	7,300	120	201,029	12,077	1	
										2
	121,050			21,216	21,216			42,432		4
	95,614,977	996,323	2,258,835	2,800,309	149,479	2,801	5,292,606	189,999		5
	58,921,420	1,497,186	1,459,396	1,571,616	69,312	2,307	3,097,241	121,007		6
										8
	164,386,987	9,281,712	5,948,147	3,548,801	231,234	7,937	8,858,569	778,476		9
	167,439,775	12,089,700	4,288,653	4,708,817	287,483	2,982	9,287,620	808,035		10
	6,761,161	325,732	227,538	286,878	19,741	228	528,166	1,174		11
	128,709,550	3,101,005	4,333,622	4,006,956	359,546	8,714	9,442,988	800,100		12
	115,644	908	9,183	7,322	6,148		22,583	272		13
	77,050									14
										15
	27,389,627	423,971	2,009,429	1,623,373	15	2,517	3,629,327	6,680		16
	2,332,719	54,955	109,798	105,993		154	216,237	6,588		17
	33,947			1,144			9,432	19,576		18
	52,786						14,238	14,238		20
	29,539						29,539			21
	29,539,237	905,472	1,339,115	1,014,455	186,315	3,769	2,743,637	87,214		22
	497,882		49,545	62,412			109,899			23
	4,447,350	1,026,980	216,223	277,988			694,399	69,728		24
	116,410						22,300	22,300		25
	15,340						15,340			26
	600,090	48,714	17,137	12,798			79,647	42,431		27
	9,368,317	120,941	278,734	221,113			3,750	568,745	16,322	28
	749,795,307	29,578,089	27,129,246	21,067,004	1,302,087	21,570	44,589,991	2,113,913		





TABLE NO. 59—FREIGHT TRAFFIC MOVEMENT

Number		Products					
		Live Stock		Dressed Meats		Other Packing House Products	
		Tons	Per cent of total tonnage	Tons	Per cent of total tonnage	Tons	Per cent of total tonnage
1	Atchison, Topeka & S. F.	1,000,238	5.09	41,440	.50	70,928	.34
2	Atlantic, N. & S.						
3	Charles City West. Ry. Co.						
4	Chicago, Annamora & N.	9,837	19.12				
5	Chicago, Annamora & N.	1,791,578	5.80	156,485	.56	129,377	.39
6	Chicago, Burlington & Q.	214,647	4.04	50,324	1.12	40,729	.77
7	Chicago Great Western						
8	Mason City & Ft. Dodge						
9	Wisconsin, Minn. & Pac.	1,297,108	3.08	137,683	.42	97,233	.30
10	Chicago, Mil. & St. P.	1,321,807	2.95	227,908	.51	130,190	.33
11	Chicago, St. P., M. & O.	319,016	4.18	50,615	.62	35,044	.22
12	Chicago, R. I. & Pac.	1,008,543	4.87	131,848	.64	158,462	.58
13	Colfax Northern Ry. Co.	54	.04				
14	Creston, Wint. & D. M.	514	17.50				
15	Crooked Creek	1,500	4.30				
16	Davenport, R. I. & N. W.						
17	Dub. & S. C. (Ill. Cent.)	167,482	4.82	16,821	.49	64,902	1.58
18	Great Northern	236,209	.70	18,289	.00	14,681	.04
19	Iowa & Omaha Short Line	2,002	2.34				
20	Iowa & Southwestern	1,376	1.29				
21	Manchester & Oneida	1,697	8.72	2	.01		
22	Minneapolis & St. Louis	163,142	2.58	28,300	.51	6,246	.11
23	Muscantine North & South	2,800	1.70				
24	St. P. & E. C. Short Line	9,166	1.24				
25	Southern Iowa Traction	27	.07				
26	Tabor & Northern	2,611	13.78				
27	Union Pacific	634,042	6.03	37,659	.86	35,815	.28
28	Wabash	355,567	2.34	241,814	1.30	170,677	1.69
	Total	8,615,788	3.64	1,187,941	.80	925,520	.39

\* This report covers the period January 21, 1912 to June 30, 1912.

† This report covers the period July 30, 1912 to June 30, 1913.

## —ENTIRE LINE—CONTINUED—STEAM ROADS

Number	of Animals										Number
	Poultry, Game and Fish		Wool		Hides and Leather		Other Products 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	
	12,370	.06	15,372	.07	11,380	.05	146,614	.09	1,308,320	6.47	1
	230	.45	10	.02	2		13	.03	10,092	19.62	4
	20,249	.27	15,369	.03	16,791	.03	78,059	.22	2,317,830	6.94	5
	16,850	.32	1,433	.03	11,755	.22	12,224	.23	356,973	6.73	6
											7
											8
	17,246	.05	17,305	.05	79,714	.32	99,082	.30	1,722,068	5.27	9
	47,559	.11	70,041	.04	79,433	.18	180,357	.29	1,662,353	4.38	10
	16,581	.30	5,075	.09	12,215	.15	17,564	.21	469,110	5.94	11
	67,000	.53	4,756	.02	28,732	.14	23,753	.11	1,423,496	6.87	12
											13
	21	.00	4	.13			69	2.25	622	20.47	14
							36	.11	1,562	4.47	15
											16
	12,653	.37	8,746	.11	2,341	.07	11,828	.24	269,773	7.78	17
	30,456	.09	9,895	.03	4,885	.02	33,723	.10	248,758	1.04	18
											19
									2,084	31.78	20
									1,706	9.06	20
	431	2.01	21	.11			2,033	7.38	3,778	18.28	21
	11,100	.30	591	.01	1,794	.03	2,081	.16	229,364	8.96	22
	55	.03							2,961	1.73	23
	187	.02	37	.01	747	.10	25	.03	11,947	1.39	24
											25
											26
	49,458	.47	29,043	.28	9,135	.05	15,931	.15	612,094	7.73	27
	87,345	.66	9,343	.06	62,016	.40	79,104	.51	1,001,286	6.41	28
											29
	461,416	.50	122,802	.06	312,021	.13	639,382	.28	12,304,920	5.30	

TABLE NO. 60—FREIGHT TRAFFIC MOVEMENT

Number	Name of Road	Products of							
		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	Atchison, Topeka & S. F.	59,671	.28	2,542,925	13.95	235,944	1.21	2,020,504	12.48
2	Atlantic, N. & S.								
3	Charles City West, Ry. Co.								
4	Chicago, Anamosa & N.	2,020	4.00	12,905	25.12				
5	Chicago, Burlington & Q.	197,918	.99	10,318,638	30.99	188,846	.99	448,584	1.24
6	Chicago Great Western	110,737	2.09	839,942	15.71	18,136	.09	1,468	.01
7	Mason City & Ft. Dodge								
8	Wisconsin, Minn. & Pac.								
9	Chicago, Mil. & St. P.	771,406	2.85	3,428,089	10.32	524,631	1.61	2,020,448	6.19
10	Chicago & North-Western	961,009	3.14	6,050,967	12.49	279,939	.92	9,355,056	29.29
11	Chicago, St. P., M. & O.	221,322	3.92	761,012	9.27	18,550	.23	8,215	.10
12	Chicago, R. I. & Pac.	255,991	1.24	3,847,400	13.57	96,695	.42	213,044	1.62
13	Colfax Northern Ry. Co.	89	.02	389,027	96.21				
14	c Creston, Wint. & D. M.			276	8.39				
15	crooked Creek	2	.00	7,025	20.31				
16	Davenport, R. I. & N. W.								
17	Dub. & S. C. (Ill. Cent.)	32,185	.03	475,482	13.72	26,100	.70	5,164	.13
18	Great Northern	973,456	1.71	61,960,541	55.74	100,423	.48	18,122,504	56.21
19	Iowa & Omaha Short Line	244	2.00	948	3.54				
20	d Iowa & Southwestern	151	.80	8,748	25.76				
21	Manchester & Oquida	1,468	7.29	7,228	38.23	47	.23	576	.21
22	Minneapolis & St. Louis	79,904	1.42	1,352,234	24.02	16,415	.29	176	.01
23	Muscatine North & South	2,951	1.21	22,599	32.54				
24	St. P. & K. C. Short Line	553	.07	341,294	46.37	548	.07	249	.03
25	Southern Iowa Traction	21	.01	34,000	68.14	54	.19		
26	labor & Northern	1,021	5.29	2,945	19.24				
27	Union Pacific	23,204	.32	1,961,225	18.59	22,258	.23	141,427	1.28
28	Walsh	546,282	3.50	2,917,487	25.07	72,141	.47	25,967	.22
	Total	3,922,625	1.07	38,621,607	16.33	1,922,767	.71	21,262,221	13.62

a Includes 56,922 tons lignite coal.

b Includes 31 per cent lignite coal.

c This report covers the period January 21, 1912 to June 30, 1912.

d This report covers the period July 30, 1912 to June 30, 1913.

—ENTIRE LINE—CONTINUED—STEAM ROADS

Number	Name of Road	Products of Forests											
		Stone, Sand, Etc.		Other Products of Mines		Total		Lumber		Other Products of Forests		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
1	Atchison, Topeka & S. F.	1,365,414	7.59	1,269,211	9.48	8,843,279	41.55	575,500	4.62	477,267	2.26	1,422,977	6.58
2	Atlantic, N. & S.	5,873	7.53	258	.50	19,556	38.06	5,310	10.30	112	.21	5,422	10.51
3	Charles City West, Ry. Co.	2,108,755	6.32	272,224	1.12	12,664,455	40.92	1,987,376	5.95	322,819	1.00	2,310,188	6.96
4	Chicago, Anamosa & N.	215,917	5.92	129,802	2.20	1,406,027	26.50	268,264	7.50	11,017	.22	460,181	7.72
5	Chicago, Burlington & Q.	1,948,221	5.84	168,700	.32	8,771,565	28.55	2,731,224	8.36	2,362,772	7.29	5,114,696	15.65
6	Chicago Great Western	2,119,408	6.54	219,256	.49	19,267,123	44.37	2,031,255	6.23	2,884,255	6.43	5,285,619	13.54
7	Mason City & Ft. Dodge	121,042	1.48	48,869	.52	1,273,127	15.66	1,027,651	15.52	977,261	11.00	1,934,912	23.18
8	Wisconsin, Minn. & Pac.	1,856,567	8.71	170,016	.82	6,380,423	30.79	1,588,095	7.66	515,282	2.40	2,103,677	10.12
9	Chicago, Mil. & St. P.	215	.13			269,551	96.37	202	.07	4,483	1.46	4,285	1.53
10	Chicago & North-Western	287	18.94			863	37.84	188	21.89			883	21.89
11	Chicago, St. P., M. & O.	211	.88	714	2.14	8,052	23.08	490	1.49	100	.27	590	1.67
12	Chicago, R. I. & Pac.	136,197	4.47	29,619	.53	722,847	29.55	205,082	5.52	17,915	.31	222,997	6.43
13	Colfax Northern Ry. Co.	696,454	1.89	71,880	.31	21,504,220	62.05	2,657,719	5.90	465,000	1.20	3,569,719	9.10
14	c Creston, Wint. & D. M.	1,968	21.19	19	.30	2,799	20.83	1,534	16.25			1,534	16.25
15	crooked Creek	1,217	6.98			8,216	43.74	869	4.69			869	4.69
16	Davenport, R. I. & N. W.	6	.02	77	.28	9,128	44.75	1,332	6.04	278	1.26	1,610	7.40
17	Dub. & S. C. (Ill. Cent.)	203,672	4.94	15,311	.27	1,277,132	30.66	326,467	6.53	11,227	.29	367,744	6.53
18	Great Northern	1,970	1.16	248	1.41	61,881	36.33	363	21.46	248	1.4	36,779	21.00
19	Iowa & Omaha Short Line	16,134	2.31	2,097	.28	201,655	49.53	21,143	4.25	9,500	1.39	40,693	5.53
20	d Iowa & Southwestern	2,950	11.90			40,125	80.39	669	1.15	4,973	9.95	5,692	11.18
21	Manchester & Oquida	1,850	10.45			6,646	35.08	976	5.19			976	5.16
22	Minneapolis & St. Louis	879,342	8.30	281,311	2.68	3,352,777	31.99	725,277	6.28	4,487	.04	726,764	6.92
23	Muscatine North & South	751,282	4.81	403,213	2.28	5,725,397	39.65	1,045,082	6.60	180,037	1.15	1,225,139	7.84
24	St. P. & K. C. Short Line	13,692,672	5.79	2,214,092	1.26	94,147,864	29.81	10,880,178	7.11	5,146,917	2.45	24,927,066	10.56

TABLE NO. 61—FREIGHT TRAFFIC MOVEMENT

Number	Name of Road	Manufactures							
		Petroleum, Etc.		Sugar		Naval Stores		Iron Pig and Bloom	
		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. & S. P.	501,785	2.66	134,627	.64			49,176	.23
2	A. N. & S.								
3	C. C. & N. W. Ry.	8	.04	17	.04				
4	C. A. & N.								
5	C. B. & Q.	441,359	1.83	232,582	.70	13,732	.04	192,710	.55
6	C. G. W.	156,267	2.95	32,737	.59			36,638	.68
7	M. C. & P. D.								
8	W. M. & P.								
9	C. M. & St. P.	821,691	.99	89,994	.37	66,542	.17	545,539	1.67
10	C. & N. W.	378,695	.84	139,949	.27	173		624,244	1.39
11	C. St. P. M. & O.	85,377	1.04	35,175	.43	54		30,299	.62
12	C. N. R. I. & P.	374,349	1.32	129,622	.63			117,548	.57
13	C. N. Ry. Co.	41	.02	8				881	.11
14	a C. W. & D. M.	2	.07						
15	Crooked Creek	168	.17					30	.09
16	D. R. I. & N. W.								
17	D. & S. C. (I. C.)	36,935	1.04	28,650	.82	1,639	.03	5,288	.16
18	D. N. & W.	109,349	.50	33,303	.19	6,451	.02	15,348	.53
19	I. & O. S. L.	133	1.41	21	.23				
20	M. & S. W.	85	.45					11	.21
21	M. & O.	56	.27					7	.03
22	M. & St. L.	66,719	1.18	17,128	.30	836	.01	20,291	.36
23	M. N. & S.	834	.49	446	.26			138	.06
24	St. P. & K. C. S. L.	5,115	.70	1,307	.22			299	.54
25	S. I. T.							117	.25
26	U. & N.	397	2.65					17	.09
27	Union Pacific	115,433	1.29	343,349	2.32	696	.01	25,485	.54
28	Wabash	195,079	1.26	96,708	.62	8,732	.05	135,357	.87
	Total	2,685,169	1.21	1,218,392	.52	88,580	.04	1,988,112	.77

a This report covers the period January 21, 1913 to June 30, 1913.

b This report covers the period July 30, 1912 to June 30, 1913.

—ENTIRE LINE—CONTINUED—STEAM ROADS

Number	Manufactures									
	Iron and Steel Rails		Other Castings and Machinery		Bar and Sheet Metal		Cement, Brick and Lime		Agriculture Implement	
	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	54,423	.29	431,095	2.01	123,797	.87	1,699,212	6.91	74,097	.33
2										
3										
4										
5	212,238	.64	479,415	1.44	317,659	.90	1,744,471	5.23	290,458	.87
6	50,036	.94	156,454	2.84	73,231	1.38	449,169	8.48	28,961	.73
7										
8										
9	169,551	.49	371,135	1.14	909,482	1.56	1,734,707	5.31	299,789	.82
10	132,550	.39	467,254	1.04	694,322	1.32	1,375,294	3.97	227,059	.51
11	69,007	.84	94,653	1.15	9,738	.12	231,269	3.06	33,389	.65
12	81,179	.39	119,633	.58	329,272	1.54	935,667	4.52	297,065	1.00
13			881	.13	71	.03	313	.11	4	.01
14							245	7.92	10	.02
15	23	.08	77	.12					35	.11
16										
17	15,681	.44	45,372	1.31	11,898	.34	191,539	5.33	80,111	.87
18	49,992	.15	198,278	.57	79,142	.21	631,075	1.87	109,356	.33
19					42	.16	241	2.99	64	.68
20					482	2.53	1,637	8.98	93	.49
21					30	.03	1,450	0.49	62	.30
22	15,713	.28	85,616	1.32	23,446	.42	374,758	6.65	43,458	.77
23	216	.13	206	.11	148	.05	19,386	7.86	218	.13
24	2,281	.31	2,945	.49	2,504	.34	77,331	10.16	5,239	.44
25	97	.21					1,254	2.54	24	.12
26	58	.31	17	.09			349	1.89	84	.45
27	189,210	1.80	182,965	1.73	95,897	.88	365,824	3.48	58,987	.56
28	61,079	.39	302,967	1.94	336,135	2.27	646,231	4.14	55,650	.33
	1,094,515	.46	2,925,870	1.24	2,595,691	1.68	10,259,594	4.34	1,369,313	.59



TABLE NO. 62—FREIGHT TRAFFIC MOVEMENT

Number	Name of Road	Manufactures					
		Wagons, Carriages, Tools, Etc.		Wines, Liquors and Beers		Household goods and Furniture	
		Tons	Per cent of total tonnage	Tons	Per cent of total tonnage	Tons	Per cent of total tonnage
1	Atchison, Topeka & S. F.	67,422	.59	125,210	.59	124,440	.59
2	Atlantic, N. & S.						
3	Charles City West. Ry. Co.	19	.05	17	.04	281	.55
4	Chicago, Ann Arbor & N.	95,768	.28	198,412	.59	234,678	.70
5	Chicago, Burlington & Q.	16,454	.81	38,171	.72	37,473	.71
6	Chicago Great Western						
7	Mason City & Ft. Dodge						
8	Wisconsin, Minn. & Pac.						
9	Chicago, Mil. & St. P.	112,002	.34	356,411	1.70	164,138	.50
10	Chicago & North-Western	69,074	.14	259,284	.58	175,900	.40
11	Chicago, St. P., M. & O.	16,385	.30	37,836	.45	30,585	.37
12	Chicago, R. I. & Pac.	129,461	.58	91,283	.44	147,027	.71
13	Colfax Northern Ry. Co.	8				101	.04
14	Creighton, Wint. & D. M.					72	2.25
15	Crooked Creek			3	.01	47	.18
16	Davenport, R. I. & N. W.						
17	Dub. & S. C. (Ill. Cent.)	11,335	.33	14,960	.43	16,020	.46
18	Great Northern	26,142	.68	56,450	.18	46,847	.14
19	Iowa & Omaha Short Line	17	.18	22	.35	23	.35
20	Iowa & Southwestern					65	.34
21	Manchester & Oneida	98	.59	23	.01	297	1.56
22	Minneapolis & St. Louis	14,005	.25	37,022	.69	40,023	.72
23	Missouri North & South	389	.23			1,070	.63
24	St. P. & K. C. Short Line	443	.00	6,497	.89	4,979	.68
25	Southern Iowa Traction					71	.12
26	Tabor & Northern	11	.01			108	1.02
27	Union Pacific	47,078	.45	69,123	.60	54,967	.52
28	Wabash	78,072	.49	145,670	.58	85,490	.54
	Total	660,011	.28	1,663,964	.69	1,167,185	.49

<sup>a</sup>This report covers the period January 21, 1912 to June 30, 1913.

<sup>b</sup>This report covers the period July 30, 1912 to June 30, 1913.

—ENTIRE LINE—CONTINUED—STEAM ROADS

Number	Manufactures				Merchandise		Miscellaneous		Number			
	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								
	739,104	3.50	4,000,564	18.98	1,271,055	6.02	180,023	.85	21,181,328	1		
			2,305	4.29	1,296	2.50	504	.08	51,444	4		
	1,032,835	3.09	5,400,096	16.44	2,072,275	6.21	796,942	2.39	33,382,439	5		
	196,767	2.76	1,229,708	24.49	331,063	6.24	79,000	1.50	5,306,774	6		
			1,496,784	4.49	6,290,601	19.25	3,178,326	9.73	693,475	1.85	22,668,176	9
			2,076,506	4.63	6,496,235	14.69	2,245,828	5.24	1,718,829	2.71	44,839,071	10
			415,304	5.02	1,144,763	13.15	619,134	7.55	114,348	1.30	8,205,947	11
			1,292,736	6.21	3,837,832	18.02	1,283,787	6.19	93,721	.45	20,725,543	12
					691	.85	327	.12	3,648	1.31	279,644	13
					339	10.99	21	1.64	72	2.32	2,619	14
	14,066	40.24	14,384	41.15			229	.93	111	.31	34,949	15
			130,393	3.76	588,411	15.54	209,007	7.56	78,721	2.13	3,466,187	17
			281,881	.83	1,721,030	5.12	867,879	2.58	430,717	1.28	33,695,658	18
					628	6.68	476	5.05	22	.87	9,379	19
			155	.87	2,403	12.73	3,680	19.50	615	2.73	18,372	20
			126,878	2.79	2,811	13.78	1,384	6.79	392	1.08	20,320	21
			5,017	3.20	806,968	15.91	349,583	6.21	100,063	2.84	5,031,954	22
					2,840	13.30	14,324	8.71	19,300	6.06	179,228	23
			55,691	7.60	102,007	32.23	36,696	6.23	3,129	.29	732,544	24
					1,519	3.12	1,428	2.88	181	.38	50,044	25
			122	.65	1,222	6.43			1,703	9.00	15,840	26
			302,863	2.89	1,771,628	16.87	384,674	5.37	245,479	2.34	10,520,526	27
			1,019,903	6.53	3,157,070	20.40	1,065,736	6.84	639,129	4.09	15,623,949	28
			9,187,087	3.80	36,887,644	15.60	14,288,368	6.04	4,666,720	1.97	236,505,064	29











TABLE NO. 67—INTRASTATE FREIGHT TRAFFIC

Number	Name of Road	Manufacturers					
		Wagons, Carriages, Tools, Etc.		Wines, Liquors, and Beers		Household Goods and Furniture	
		Tons	Per cent of total tonnage	Tons	Per cent of total tonnage	Tons	Per cent of total tonnage
						66	6.45
1	Atchison, Topeka & S. F.						
2	Atlantic, N. & S.						
3	Charles City West. Ry. Co.						
4	Chicago, Anamosa & N.	19	.05	17	.01	281	.55
5	Chicago, Burlington & Q.						
6	Chicago Great Western						
7	Mason City & Ft. Dodge						
8	Wisconsin, Minn. & Pac.						
9	Chicago, Mil. & St. P.	887	.05	6,323	.30	21,963	1.52
10	Chicago & North-Western	511	.03	3,463	.13	8,800	.45
11	Chicago, St. P., M. & O.	10	.01	253	.17	705	.48
12	Chicago, R. I. & Pac.	86,450	1.02	25,244	.30	80,384	.95
13	Colfax Northern Ry. Co.	8				101	.04
14	Creighton, Wint. & D. M.					73	2.35
15	Crooked Creek					47	.13
16	Davenport, R. I. & N. W.						
17	Dub. & S. C. (Ill. Cent.)	10,607	.02	14,800	.43	15,592	.45
18	Great Northern	25	.02	74	.10	112	.20
19	Iowa & Omaha Short Line	17	.18	52	.55	33	.35
20	Iowa & Southwestern					65	.54
21	Manchester & Onida	68	.50	23	.01	207	1.90
22	Minneapolis & St. Louis	6,616	.19	20,017	.90	25,349	.71
23	Muscatine North & South	480	.32			1,075	.63
24	St. P. & K. C. Short Line	343	.06	6,497	.89	4,979	.68
25	Southern Iowa Traction					71	.12
26	Tabor & Northern	11				192	1.02
27	Union Pacific						
28	Wabash	2,282	.49	4,370	.03	2,565	.64
	Total	108,900	.51	80,456	.28	162,072	.77

a This report covers the period January 21, 1912 to June 30, 1913.  
 b This report covers the period July 20, 1912 to June 30, 1913.

MOVEMENT—IOWA—CONTINUED—STEAM ROADS

Number	Manufacturers						Merchandise		Miscellaneous		Total tonnage	Number	
	Other Manufacturers		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									
				147	14.28	191	18.09				1,022	1	
												2	
				2,500	4.29	1,296	2.56				50,444	4	
												5	
												6	
												7	
												8	
				279,740	15.00	276,684	11.45	60,330	3.02		1,805,113	9	
				18,006	5.00	219,601	11.08	300,911	10.17	42,378	2.15	1,976,066	10
				1,242	.85	7,850	5.38	14,776	9.79	1,898	1.28	145,846	11
				541,001	6.42	1,760,230	30.63	997,789	7.59	33,173	.30	8,436,152	12
						991	.35	227	.15	3,618	1.31	279,644	13
						130	10.00	51	1.64	72	2.22	3,019	14
				14,066	40.24	14,384	41.15	329	.53	111	.31	24,940	15
												16	
				285,928	9.66	288,148	15.30	230,957	7.59	78,418	2.14	3,428,959	17
				146	.30	2,680	3.48	6,682	9.23	840	1.16	78,477	18
						628	6.68	476	5.05	82	.87	9,370	19
						2,462	12.71	2,669	10.50	515	2.73	18,873	20
						2,811	13.78	1,384	6.79	862	1.93	30,303	21
				91,197	2.55	584,422	16.22	207,370	5.79	107,270	3.00	3,580,942	22
				5,617	3.30	22,640	13.30	14,824	8.71	10,300	6.00	170,332	23
				35,611	7.00	169,037	22.23	36,636	3.63	2,128	.25	722,944	24
						1,519	3.12	1,418	2.88	181	.38	9,014	25
						1,222	6.42			1,700	9.00	18,940	26
				30,367	6.58	96,627	30.40	22,002	6.86	19,174	4.00	456,718	27
				990,128	4.64	3,686,855	17.39	1,977,300	7.49	363,038	1.70	21,317,146	28



TABLE NO. 68—DESCRIPTION OF EQUIPMENT

Number	Name of Road	Locomotives in									
		Passenger	Freight	Switching	Total locomotives in service	Leased	Total locomotives owned	Locomotives			On June 30, 1913
								On June 30, 1912	* Added during year	Retired during year	
1	Atchison, Topeka & S. P.	481	1,051	309	1,841	96	1,815	1,777	101	68	1,824
2	Atlantic, N. & S.										
3	Charles City West. Ry. Co.	1	2		3		3	3			3
4	Chicago, Anamosa & N.		1		1		1	1			1
5	Chicago, Burlington & Q.	456	922	294	1,772		1,772	1,673	176	79	1,770
6	Chicago Great Western	41	207	41	289		289	283	10	4	286
7	Mason City & Ft. Dodge										
8	Wisconsin, Minn. & Pac.										
9	Chicago, Mil. & St. P.	405	1,373	274	1,652		1,652	1,585	67	59	1,651
10	Chicago & North-Western	376	1,008	338	1,722		1,722	1,670	115	60	1,722
11	Chicago, St. P., M. & O.	76	245	56	377		377	364	23	10	377
12	Chicago, R. I. & Pac.	483	736	333	1,552	356	1,196	1,142	54		1,196
13	Colfax Northern Ry. Co.										
14	dCreston, Wink. & D. M.										
15	Crooked Creek	1			1		1	1			1
16	Davenport, R. I. & N. W.		1	8	9		9	9			9
17	Dub. & S. C. (Ill. Cent.)	37	80	8	125		125	85			125
18	Great Northern	309	661	132	1,002		1,002	1,187		95	1,282
19	Iowa & Omaha Short Line		1		1		1				1
20	Iowa & Southwestern		2		2		2				2
21	Manchester & Oquida	1			1		1				1
22	Minneapolis & St. Louis	35	161	34	230	5	211	211	7	6	213
23	Muscatine North & South	1	4	1	6		6	6	1		4
24	St. P. & K. C. Short Line	5	11	1	17		17	17			17
25	Southern Iowa Traction							1			1
26	Tabor & Northern		2		2		2				2
27	Union Pacific	222	459	149	831	170	661	675	7	21	661
28	Wabash	142	400	115	716		716	660	33	16	716
	Total	8,022	7,441	2,194	12,667	563	12,004	11,100	1,248	518	12,004

aIncludes 7 Gas Electric Motor Cars.

bObservation cars.

cIncludes 4 Electric and 1 Oil Motor.

dThis report covers the period January 21, 1913 to June 30, 1913.

eThis report covers the period July 20, 1912 to June 30, 1913.

—ENTIRE LINE—STEAM ROADS

Number	In Service		Cars in Passenger Service										Number						
	Owned	No. fitted with train brake	No. fitted with automatic coupler	First class	Second class	Combination cars	Emigrant cars	Piling cars	Parlor cars	Sleeping cars	Baggage, express and postal cars	Other cars in passenger service		Total cars in passenger service	Number fitted with train brake	Number fitted with automatic coupler			
																	No. fitted with train brake	No. fitted with automatic coupler	First class
1	1,815	1,815	586	156	144								480	2	1,425	1,428	1,425	1	
2																			2
3	3	3	1												5	0	0	0	3
4																			4
5	1,749	1,749	636			221			27	14			207	45	1,551	1,546	1,546	5	
6	285	285	78	11	22				4	2		24	49		190	190	190	6	
7																		7	
8																		8	
9	1,952	1,952	6307	373	915				45	28	217		277		1,630	1,559	1,559	9	
10	1,722	1,722	950	11	170				21	61			548	242	1,789	1,789	1,789	10	
11	277	277	104	45	63				5	25			72		221	221	221	11	
12	1,196	1,196	213	232	94				41	4			206	42	1,085	1,085	1,085	12	
13															5	6	6	13	
14																		14	
15																		15	
16																		16	
17																		17	
18	1,885	1,885	365	28					44				45	29	1,014	1,014	1,014	18	
19			1		1										1	1	1	19	
20																		20	
21	212	212	45	22	1										2	2	2	21	
22																		22	
23																		23	
24																		24	
25																		25	
26																		26	
27	661	661	198						44				49	5	217	23	543	27	
28	716	716	124	33	66								17	7	171	66	437	28	
	12,091	12,091	3,827	798	919				307	191	433		2,363	455	9,222	9,215	9,215		

TABLE NO. 69—DESCRIPTION OF EQUIPMENT

Number	Name of Road	Cars in Freight						
		Box	Flat	Stock	Coal	Tank	Refrigerator	Other cars
1	Atchison, Topeka & S. F.	31,121	2,968	3,221	8,770	2,227		4,455
2	Atlantic, N. & S.		4					
3	Charles City West. Ry. Co.	1	1					
4	Chicago, Annamosa & N.	27,773	1,033	7,265	16,548	112	2,218	85
5	Chicago, Burlington & Q.	7,677	796	831	1,136			
6	Chicago Great Western							
7	Mason City & Ft. Dodge							
8	Wisconsin, Minn. & Pac.	42,088	4,889	5,866	4,953		2,366	3,865
9	Chicago, Mil. & St. P.	32,833	4,772	4,744	10,337		2,589	5,152
10	Chicago & North-Western	8,793	1,472	154	1,856		373	
11	Chicago, St. P., M. & O.	27,759	1,958	4,619	6,379		2,000	
12	Chicago, R. I. & Pac.							
13	Colfax Northern Ry. Co.							
14	Creton, Wint. & D. M.	2	4					
15	Crooked Creek	1			18			
16	Davenport, R. I. & N. W.	19	35		69			
17	Dub. & S. C. (Ill. Cent.)	137	24	24	14			
18	Great Northern	22,777	4,076	1,879	2,221		2,495	10,145
19	Iowa & Omaha Short Line	4	6		2			
20	Iowa & Southwestern	1	1					
21	Manchester & Onida						24	166
22	Minneapolis & St. Louis	5,912	196	474	1,394			
23	Missouri North & South	4	2					
24	St. P. & K. C. Short Line	38	13	30	252			
25	Southern Iowa Traction							
26	Tabor & Northern			2,341	2,313		21	1,328
27	Union Pacific	12,727	785	1,196	7,335		75	271
28	Wabash							
	Total	249,001	24,411	32,634	62,667	2,440	12,764	25,467

<sup>a</sup>This report covers the period January 31, 1913 to June 30, 1913.  
<sup>b</sup>This report covers the period July 30, 1912 to June 30, 1913.

—ENTIRE LINE—CONTINUED—STEAM ROADS

Service	Cars in Companies' Service										Number	
	Total	No. Fitted With—		Officers and pay	Gravel	Berrie	Caboote	Other road cars	Total	No. Fitted With—		
		Train brake	Automatic coupler							Train brake		Automatic coupler
	32,802	32,802	55,802	29	2,374	31	747	1,023	5,214	5,209	5,214	1
	4	4	4									2
	2	2	2									4
	55,735	55,735	55,735	22	175	41	692	4,371	6,301	6,147	6,301	5
	10,891	10,891	10,891	3	569	10	138	113	833	828	823	6
	64,637	64,637	64,637	6	398	44	1,121	1,364	2,828	2,833	2,833	7
	60,429	60,429	60,429	8	1,309	31	894	1,030	2,072	2,072	2,072	8
	12,569	12,569	12,569	2	152	10	146	25	338	335	335	9
	43,040	42,966	43,040	30	2,589	19	629	1,015	4,462	4,162	4,462	10
	6	6	6				1	2	2	2	2	14
	19	19	19									15
	123	123	123				1		1	1	1	16
	199	199	199				7		7	7	7	17
	53,594	53,301	53,594	30	603	35	628	673	1,869	1,601	1,868	18
	12	12	12									19
	2	2	2									20
	7,416	7,306	7,416	3	47	7	110	218	485	466	484	22
	6	6	6				2		2	2	2	23
	333	333	333				6		3	19	19	24
	17,096	17,096	17,096	15	461	23	314	1,945	2,761	2,731	2,761	25
	22,389	22,337	22,389	6		15	316	303	640	588	640	26
	601,384	600,973	601,384	174	10,347	275	5,753	12,886	29,438	28,739	29,437	28

TABLE NO. 70—DESCRIPTION OF EQUIPMENT

Number	Name of Road	Total cars in service		Total cars owned		Cars		
		Total cars in service	Cars leased	Total cars owned	On June 30, 1912	Added during year	Retired during year	
1	Atchison, Topeka & Santa Fe.....	50,501	505	58,906	55,025	5,248	1,937	
2	Atlantic, Northern & Southern.....	30		30				
3	Charles City Western Ry. Co.....	4		4				
4	Chicago, Anamosa & Northern.....	63,289		62,800	4,974	4,243		
5	Chicago, Burlington & Quincy.....	11,914	24	11,860	12,551	56	437	
6	Chicago Great Western.....							
7	Mason City & Ft. Dodge.....							
8	Wisconsin, Minnesota & Pacific.....							
9	Chicago, Mil. & St. P.....	69,049		69,049	69,948	20,547	1,446	
10	Chicago & North Western.....	65,200		65,200	65,094	6,363	4,007	
11	Chicago, St. P., M. & O.....	13,225		13,225	17,008	1,610	488	
12	Chicago, Rock Island & Pacific.....	48,567	20,463	38,124	24,711	4,272	800	
13	Collax Northern Ry.....	6	6					
14	a Creston, Winterset & Des Moines.....	9		9				
15	Crooked Creek.....	20		20				
16	Davenport, Rock Island & Northwestern.....	174		174				
17	Dubuque & Sioux City (Ill. Cent.).....	251		251				
18	Great Northern.....	56,476		56,476	50,449	6,783	756	
19	Iowa & Omaha Short Line.....	13		13				
20	Iowa & Southwestern.....	5		5				
21	Manchester & Omsida.....	1		1				
22	Minneapolis & St. Louis.....	8,630	24	7,966	8,184	25	213	
23	Muscatine North & South.....	12		12				
24	St. Paul & Kansas City Short Line.....	329		329	405		46	
25	Southern Iowa Traction.....	1		1				
26	Tabor & Northern.....	2		2				
27	Union Pacific.....	20,460	8,846	17,564	17,967	230	643	
28	Wabash.....	23,460	743	23,223	20,472	8,958	1,267	
	Total.....	440,644	24,211	416,433	377,787	54,246	15,610	

<sup>a</sup>This report covers the period January 21, 1913 to June 29, 1913.

<sup>b</sup>This report covers the period July 29, 1912 to June 30, 1913.

—ENTIRE LINE—CONTINUED—STEAM ROADS

Number	Owned		Equipment Owned or Leased Not in Service of Respondent								Number	
	Equipped With		Locomotives				Cars					
	Train brake	Automatic coupler	Number	Equipped With		Passenger service	Freights service	Commodore' service	Total	Equipped With		
				Train brake	Automatic coupler					Train brake		Automatic coupler
	58,906	58,906	100	100	100	8,000		5,000	8,000	8,000	1	
	10	10									2	
	4	4									3	
	63,116	63,282									4	
	11,800	11,800									5	
											6	
											7	
	69,049	69,049									8	
	65,200	65,200	10								9	
	13,225	13,225									10	
	48,567	28,124									11	
											12	
											13	
											14	
											15	
											16	
											17	
	56,476	56,476									18	
	13	13									19	
	5	5									20	
	1	1									21	
	7,966	7,966	4	4	4						22	
	12	12									23	
	329	329									24	
	1	1									25	
	2	2									26	
	17,544	17,544	10	10	10	980		980	980	980	27	
	23,119	23,223									28	
	414,965	416,415	45	114	114	9,675		9,675	9,675	9,675	29	



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	Line of proprietary companies														
1	Atchison, Topeka & S. F.	12,101.09	223.14	4,378.05	2,781.94	24.04	918.96													
2	Atlantic, N. & S.	54.92		53.74																
3	Charles City West. Ry. Co.	18.30		16.33																
4	Chicago, Anamosa & N.	30.30		19.60																
5	Chicago, Burlington & Q.	12,825.65	149.34	822.41	7,914.43	71.45														
6	Chicago Great Western	2,145.65		713.83	42.18															
7	Mason City & Ft. Dodge																			
8	Wisconsin, Minn. & Pac.	13,687.73		9,873.31																
9	Chicago, Ml. & St. P.	12,453.56	155.06	3,049.59	4,781.27	1.98														
10	Chicago & North-Western	3,497.99	62.58	1,674.71																
11	Chicago, St. P., M. & O.	9,939.39	45.47	3,589.62	1,788.39		1,421.00	161.11												
12	Chicago, R. I. & Pac.	14.00					13.00													
13	Colfax Northern Ry. Co.	33.27		19.75																
14	o Creston, Wint. & D. M.	30.27	4.92	17.61																
15	Crooked Creek	30.15		41.93	3.68															
16	Davenport, R. I. & N. W.	1,006.18	7.72	826.13	434.85		2.03													
17	Dub. & S. C. (Ill. Cent.)	9,980.74	445.22	6,762.86	75.97	606.27														
18	Great Northern	13.12		12.18	1.00															
19	Iowa & Omaha Short Line	18.18		17.18																
20	o Iowa & Southwestern	9.17		8.42																
21	Manchester & Omaha	2,014.65		1,234.37	128.89															
22	Minneapolis & St. Louis	61.00		47.80																
23	Muscatine North & South	169.03	13.81	117.78																
24	St. P. & K. C. Short Line	37.65		24.74																
25	Southern Iowa Traction	11.75		8.79																
26	Tabor & Northern	5,674.63	113.35	1,969.09	1,591.27															
27	Union Pacific	3,622.97	168.43	1,745.67	205.06	88.53	6.17													
28	Wabash																			
	Total	88,562.83	1,327.23	30,024.19	19,747.12	792.57	2,361.16	1,065.5												

aIncludes 45.91 miles Connecting tracks.

bIncludes Sidings on Branches and Spurs.

cThis report covers the period January 31, 1913 to June 30, 1913.

dThis report covers the period July 20, 1912 to June 30, 1913.

## ENTIRE LINE—STEAM ROADS

Number	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							
1	134.56	8,237.55	42.96	1.91	8,101.08	7,159.99	809.19	6.23	5.94	2,601.27	10,262.02	1
2		83.74			83.74	32.74				1.18	34.92	2
3		16.33			16.33	16.33				1.97	18.30	3
4		19.60			19.60	19.60				.00	30.29	4
5	390.22	9,128.51	.21	5.95	8,802.34	8,786.84	762.12	23.55		2,841.02	12,393.53	5
6	84.65	1,436.22			1,411.37	756.01				396.51	1,179.95	6
7												7
8	326.71	9,710.02		32.24	9,341.07	9,378.31	695.06	23.24	14.07	63,115.36	18,194.64	8
9	76.78	7,975.54		61.55	7,837.51	7,339.86	835.46	104.49	15.36	57,232.22	12,148.41	9
10	72.38	1,747.59	2.74	4.60	1,670.11	1,674.71	156.62	6.37	2.50	585.41	2,425.61	10
11	629.34	7,572.53			6,922.19	5,368.88	282.18	8.01		1,374.49	7,233.66	11
12		13.00			13.00							12
13		19.75			19.75							13
14		17.61			17.61							14
15		19.75			19.75							15
16		49.00			49.00	46.70	1.06			40.09	87.91	16
17		762.01			762.01	760.98	.70			4.89	210.14	17
18	305.98	7,750.18	301.49	6.71	7,438.29	6,338.83	302.67	9.23	13.03	1,908.96	8,967.19	18
19		13.13			13.13	13.13					13.13	19
20		17.18			17.18	17.18				1.00	18.18	20
21		8.42			8.42						9.17	21
22	100.00	1,646.47		7.19	1,629.31	1,305.19	9.92			314.51	1,667.63	22
23	6.20	54.00			54.00	54.00				7.00	54.80	23
24	18.34	136.12	.37		117.78	117.78				32.89	150.67	24
25		24.74	.87		24.74	24.74				2.91	27.65	25
26	1.96	39.75			37.79	37.79				4.10	39.79	26
27	27.10	3,581.29	9.45		3,567.16	3,559.59	808.84	2.07	2.07	1,274.66	5,637.90	27
28	473.88	2,514.00			2,040.72	1,945.72	231.32			848.81	3,025.85	28
	2,169.42	62,389.67	304.73	120.06	59,878.63	55,771.31	4,845.59	133.24	137.68	18,996.33	79,961.85	

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 contract, etc.	Line operated under lease	Line operated under proprietary companies
				Main line	Branches and spurs			
1	Aetehson, Topeka & S. F.	64.33	1.05	19.89				
2	Atlantic, N. & S.	54.92		53.74				
3	Charles City West. Ry. Co.	18.30		16.33				
4	Chicago, Aurora & N.	20.10		19.60				
5	Chicago, Burlington & Q.	2,011.51	13.06	274.55	1,000.54			
6	Chicago Great Western	1,961.00		370.79	29.42			373.30
7	Mason City & Ft. Dodge							
8	Wisconsin, Minn. & Pac.							
9	Chicago, Mil. & St. P.	1,889.22		1,869.27				
10	Chicago & North Western	2,550.63	7.81	863.78	1,238.92			
11	Chicago, St. P., M. & O.	189.22		74.54				
12	Chicago, R. I. & Pac.	2,600.63	22.78	1,102.82	756.22			102.31
13	Colfax Northern Ry. Co.	14.09					13.00	
14	Creston, Wint. & D. M.	23.27	23.27	19.75				
15	Crooked Creek	20.27		17.01				
16	Davenport, R. I. & N. W.	58.05	4.02	34.50				
17	Dub. & S. C. (Ill. Cent.)	924.64	6.37	326.13	389.71		.58	
18	Great Northern	131.54	.63	77.85				
19	Iowa & Omaha Short Line	13.13		12.13	1.00			
20	Iowa & Southwestern	18.15	18.15	17.18				
21	Manchester & Onida	5.17		3.42				
22	Minneapolis & St. Louis	1,045.83		467.22	138.82		174.22	
23	Muscatine North & South	61.00		47.89				
24	St. P. & K. C. Short Line	109.01	13.81	117.78				
25	Southern Iowa Traction	27.65		24.74				
26	Tabor & Northern	11.75		8.79				
27	Union Pacific	50.47	.14	2.67				
28	Wabash	232.29	.06	167.33	36.05			
	Total	12,336.85	111.78	5,645.01	3,670.78		33.58	709.53

aIncludes second, third, fourth and yard tracks and sidings.

bIncludes Sidings on Branches and Spurs.

cThis report covers the period January 31, 1913 to June 30, 1913.

dThis report covers the period July 20, 1912 to June 30, 1913.

IOWA—STEAM ROADS

Number	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 siding	Total mileage—all tracks
				Iron	Steel							
1		19.89		19.89			19.87			24.73	64.29	1
2		53.74		53.74						1.18	54.92	2
3		16.33		16.33						1.97	18.30	3
4		19.60		19.60						.60	20.20	4
5	73.47	1,438.56		1,395.00	1,395.00	344.53				330.12	1,725.12	5
6	5.82	779.33		779.33	600.51	14.85				148.38	827.69	6
7												7
8												8
9	69.95	1,930.23	18.00	1,850.77	61,869.27					1,869.27	1,939.27	9
10	17.56	1,639.36		1,602.70	1,602.70	348.30				9,544.88	11,157.58	10
11	27.30	102.04	.76	74.44	74.54					87.18	111.72	11
12	30.86	2,102.20		2,021.45	1,839.14	85.00				453.17	2,472.62	12
13		13.00		13.00								13
14	19.75	19.75		19.75	19.75					3.52	23.27	14
15	17.01	17.01		17.01	17.01					2.66	20.27	15
16	35.29	35.29		35.29	34.50		1.00			21.08	57.24	16
17	.60	718.92		716.42	715.84	.70			4.89	199.55	921.28	17
18		77.86		77.86	77.86				24.68	102.54	102.54	18
19		13.13		13.13	13.13						13.13	19
20		17.18	17.18	17.18	17.18					1.00	18.18	20
21		8.42		8.42	8.42					.75	9.17	21
22	83.79	884.05	7.10	780.16	626.04					134.43	790.47	22
23	6.30	34.00		34.00	47.89					7.09	44.80	23
24	18.84	136.12	.37	117.78	117.78					32.39	150.07	24
25		24.74	.57	24.74	24.74					2.91	27.66	25
26	1.96	10.75		8.79	8.79					1.60	10.39	26
27		2.46		2.46	2.46				1.60	46.88	50.47	27
28	5.58	308.00		303.38	303.38					24.24	327.62	28
	302.31	10,321.61	37.87	30.76	9,938.49	9,216.79	715.02		23.07	2,000.32	12,911.80	

TABLE NO. 73—RENEWALS OF RAILS AND

Number	Name of Road	New Rails		
		Iron		
		Tons	Weight per yard—pounds	Average price per ton, at the shipping point
1	Atchafalpa, Topeka & S. F.			
2	Atlantic, N. & S.			
3	Charles City West. Ry. Co.			
4	Chicago, Anamosa & N.			
5	Chicago, Burlington & Q.			
6	Chicago Great Western			
7	Mason City & Ft. Dodge			
8	Wisconsin, Minn. & Pac.			
9	Chicago, Mil. & St. P.			
10	Chicago & North Western			
11	Chicago, St. P., M. & O.			
12	Chicago, R. I. & Pac.			
13	Colfax Northern Ry. Co.			
14	o Creston, Wint. & D. M.			
15	Crooked Creek			
16	Davenport, R. I. & N. W.			
17	Dub. & S. C. (Ill. Cent.)			
18	Great Northern			
19	Iowa & Omaha Short Line			
20	o Iowa & Southwestern			
21	Manchester & Onida			
22	Minneapolis & St. Louis			
23	Muscatine North & South			
24	St. P. & K. C. Short Line			
25	Southern Iowa Traction			
26	Tabor & Northern			
27	Union Pacific			
28	Wabash			
	Total			

<sup>a</sup>This report covers the period January 21, 1913 to June 30, 1913.

<sup>b</sup>This report covers the period July 30, 1912 to June 30, 1913.

TIES—IOWA—STEAM ROADS

Laid During Year			New Ties Laid During Year	
Steel			Number	Average price per tie at shipping point—cents
Tons	Weight per yard—pounds	Average price per ton at the shipping point		
60.77	85	\$ 30.35	10,923	\$ 73.31
6,733.00	90-85	30.19	464,013	65.90
7,478.76	85	30.50	228,820	59.40
137.93	82	30.01	500,217	61.00
16,504.87	100-90-80-75-60	29.19	699,734	56.27
.79	80	29.19	75,139	59.00
13,006.42	100-90-80	30.15	524,375	65.00
71.07	72	24.00	7,112	76.30
325.00	75-85	31.77	21,288	78.30
786.00	70-75		247,954	61.00
.79	80	31.25	33,825	63.72
4,157.04	85-90-70	31.22	1,512	46.00
			170,453	61.40
			8,715	69.98
69.42	85	32.53	67,371	75.95
			2,677	70.00
86.50	65	31.05	1,360	41.30
60.69	90	30.91	17,528	66.19
90,118.96			2,977,920	











TABLE NO. 77—ACCIDENTS TO PERSONS IN IOWA. A. ACCIDENTS  
OR CARS—CONTINUED—

Number	Name of Road	A—Other Persons—													
		Collisions		Derailments		Parting of Trains		Locomotives or cars breaking down		Falling from trains, locomotives or cars		Jumping on or off trains, locomotives or cars		Struck by Trains, Locomotives or Cars—At	
		Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
												Highway Crossings	Stations	Other points along track	
1	Aetison, Topeka & S. F.													1	
2	Atlantic, N. & S.														
3	Charles City West. Ry. Co.														
4	Chicago, Anamosa & N.														
5	Chicago, Burlington & Q.														
6	Chicago Great Western	1													
7	Mason City & Ft. Dodge														
8	Wisconsin, Minn. & Pac.														
9	Chicago, Mil. & St. P.	3	3	2				3	1	3	8			16	8
10	Chicago & North Western		1					3	4	2	9			13	12
11	Chicago, St. P., M. & O.														
12	Chicago, R. L. & Pac.	1	1	1										1	3
13	Colfax Northern Ry. Co.													3	22
14	o Creston, Wint. & D. M.														
15	Crooked Creek														
16	Davenport, R. L. & N. W.														
17	Dub. & S. C. (Ill. Cent.)								6					8	3
18	Great Northern												1		
19	Iowa & Omaha Short Line													8	9
20	Iowa & Southeastern													1	
21	Manchester & Oneida														
22	Minneapolis & St. Louis			1						1	3		1	4	
23	Muscatine North & South														
24	St. P. & K. C. Short Line													1	
25	Southern Iowa Traction														
26	Tabor & Northern														
27	Union Pacific											1	1	1	2
28	Wabash														
	Total	4	4	4				13	20	9	21		8	5	41

a This report covers the period January 21, 1913 to June 30, 1913.

b This report covers the period July 30, 1912 to June 30, 1912.

RESULTING FROM THE MOVEMENT OF TRAINS, LOCOMOTIVES  
STEAM ROADS.

Number	Name of Road	A—Other Persons—Not Trespassing															
		Trespassing		A—Other Persons—Not Trespassing													
		Other causes		Collisions		Derailments		Parting of trains		Locomotives or cars breaking down		Falling from trains, locomotives or cars		Jumping on or off trains, locomotives or cars		Struck by Trains, Locomotives or Cars—At	
		Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
1	Aetison, Topeka & S. F.																
2	Atlantic, N. & S.																
3	Charles City West. Ry. Co.																
4	Chicago, Anamosa & N.																
5	Chicago, Burlington & Q.																
6	Chicago Great Western																
7	Mason City & Ft. Dodge																
8	Wisconsin, Minn. & Pac.																
9	Chicago, Mil. & St. P.	1	10	8													
10	Chicago & North Western	1	11	11													
11	Chicago, St. P., M. & O.																
12	Chicago, R. L. & Pac.																
13	Colfax Northern Ry. Co.																
14	o Creston, Wint. & D. M.																
15	Crooked Creek																
16	Davenport, R. L. & N. W.																
17	Dub. & S. C. (Ill. Cent.)																
18	Great Northern																
19	Iowa & Omaha Short Line																
20	Iowa & Southeastern																
21	Manchester & Oneida																
22	Minneapolis & St. Louis																
23	Muscatine North & South																
24	St. P. & K. C. Short Line																
25	Southern Iowa Traction																
26	Tabor & Northern																
27	Union Pacific																
28	Wabash																
	Total	5	18	116	134			2		1				1		2	51







TABLE NO. 80—BRIDGES, TRESTLES, TUNNELS,

Number	Name of Road	Bridges							
		Stone		Iron		Wooden		Combination	
		Number	Aggregate length	Number	Aggregate length	Number	Aggregate length	Number	Aggregate length
1	A., T. & S. F.	19	128	5	1,590				
2	A., N. & S.								
3	C. C. W. Ry.	65	302					9	264
4	C., A. & N.	6	400						
5	C., B. & Q.	123	958	231	27,000	6	999		
6	C. G. W.		103		13,000				
7	M. C. & Ft. D.								
8	W., M. & P.								
9	C., M. & St. P.	102	7,590	547	47,420	14	1,416		
10	C. & N. W.	3	95	455	35,897	70	4,541		
11	C., St. P., M. & O.	21	909	16	774	1	60		
12	C., H. I. & P.	64	444	531	54,279	22	322	4	900
13	C. N. Ry. Co.					22	728		
14	I. C., W. & D. M.					3	435		
15	Crooked Creek		1		306				
16	D., R. I. & N. W.		8		2,828				
17	D. & S. C. (I. C.)	61	974	103	16,646				
18	Gl. N.		63		415	1	109		
19	I. & O. S. L.					18	1,846		
20	I. & O. S. W.					2	16	1	8
21	M. & O.	3	24						
22	M. & St. L.	27	27		9,825				
23	M., N. & S.			2	1,035				
24	St. P. & K. C. S. L.		5		839				
25	S. I. T.		1		225				
26	T. & N.		1		130	10	1,000		
27	Union Pacific		3		1,030				
28	Wabash	50	62	67	662	14	1,425	1	62
	Total	257	11,792	2,074	215,254	184	12,077	15	1,224

a Concrete.  
 b Stone and Concrete.  
 c Pontoon.  
 d Steel.  
 e Includes Steel.

f This report covers the period January 31, 1913 to June 30, 1913.  
 g This report covers the period July 30, 1912 to June 30, 1913.

ETC.—IOWA—STEAM ROADS

Number	Bridges		Trestles		Tunnels		Overhead Highway Crossings				Overhead Railway Crossings											
	Total		Aggregate length		Aggregate length		Bridges—number		Conduits—number		Trestles—number		Total—number		Bridges—number		Conduits—number		Trestles—number		Total—number	
	Number	Aggregate	Number	Aggregate length	Number	Aggregate length	Bridges—number	Conduits—number	Trestles—number	Total—number	Bridges—number	Conduits—number	Trestles—number	Total—number	Bridges—number	Conduits—number	Trestles—number	Total—number				
15	1,718	8	682				1			1	1										1	
14	619	30	2,900																			
205	29,371	1,136	89,763				12			62	74	5									6	11
103	12,900	439	37,663							13	13										1	1
62	56,308	1,861	120,206	61	469	5				41	48	6									5	11
357	40,124	2,171	144,505	18			18			22	28	21									4	23
38	1,445	79	6,134				1			1												
361	55,955	843	50,663				8			39	47	9									1	9
12	738	1	800																			
3	435																					
1	306	16	1,175																			
8	2,808	19	2,092																			
164	17,089	738	62,165				2			22	24	4									1	5
4	515	102	14,945																			
18	1,845						1				1											
		25	815																			
6	48																					
27	9,352	619	23,659				2			14	16	4									1	5
5	1,035	41	6,059																			
5	839	61	6,681																			
1	222	15	1,859																			
11	1,139																					
2	1,030	12	564																			
42	2,001	340	28,915																			
2,330	240,967	8,624	641,220	1	469	50				220	269	31								1	30	62

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COMPILED RETURNS

OF

**Terminal Railway Companies**

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TABLE NO. 1—MILEAGE, BRIDGES, TRESTLES, AND CROSSINGS—TERMINAL COMPANIES

Name	Mileage					Bridges, Etc.												
	Line owned			New line constructed during year	Rails		Bridges	Trestles	Overhead highway crossings			Overhead railway crossings						
	Main track	Yard tracks and sidings	Total		Iron	Steel			Number	Aggregate length	Number	Aggregate length	Bridges	Conduits	Trestles	Bridges	Conduits	Trestles
Des Moines Terminal.....	.91	7.08	7.94	.07	7.94													
Des Moines Union.....	5.15	30.51	35.66		35.66	1	225	1	42	1								
Des Moines Western.....	1.47	3.13	4.60	.47	4.59													
Iowa Transfer.....	.21	2.43	2.64		2.63													
Sioux City Terminal.....	1.37	6.88	8.45		8.45	1	100											
Total.....	9.31	60.36	69.67	1.04	69.67	2	613	1	42	1								

TABLE NO. 2—CAPITAL STOCK—TERMINAL COMPANIES

Name	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	\$ 229,200.00				\$ 229,200.00		
Des Moines Union.....	30,000	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	6	\$ 1,700.00
Sioux City Terminal.....	2,000	300,000.00	100,000.00				100,000.00	6	5,000.00
Total.....	33,000	\$3,400,000.00	\$ 918,200.00				\$ 918,200.00		\$ 7,700.00



TABLE NO. 3—FUNDED DEBT—TERMINAL COMPANIES

Name	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.....									
Des Moines Union.....	\$800,000.00	\$671,000.00				\$671,000.00	10	\$33,550.00	\$ 33,550.00
Des Moines Western.....									
Iowa Transfer.....									
Sioux City Terminal.....									
Total.....	\$800,000.00	\$671,000.00				\$671,000.00	10	\$33,550.00	\$ 33,550.00

TABLE NO. 4—RECAPITULATION OF CAPITALIZATION—TERMINAL COMPANIES

Name	Total Par Value Outstanding			Assignment to Railways		
	Capital Stock	Funded debt	Total	Capital Stock	Funded debt	Total
Des Moines Terminal.....	\$ 299,200.00		\$ 299,200.00	\$ 299,200.00		\$ 299,200.00
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.....	35,000.00		35,000.00	35,000.00		35,000.00
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.....	\$ 918,200.00	\$ 671,000.00	\$ 1,589,200.00	\$ 918,200.00	\$ 671,000.00	\$ 1,589,200.00

TABLE NO. 5—ROAD AND EQUIPMENT—TERMINAL COMPANIES

Name	Investments to June 30, 1907		Investment since June 30, 1907	Total	Reserve for Accrued Depreciation	Net Total
	Road	Equipment				
Des Moines Terminal.....	\$ 6245,548.09		\$ 676,237.31	\$ 6921,785.33		\$ 6921,785.33
Des Moines Union.....	1,233,107.55	\$ 31,386.63	24,919.36	1,309,413.44		1,309,413.44
Des Moines Western.....	214,849.39		2,859.31	217,708.70		217,708.70
Iowa Transfer.....	39,862.41			39,862.41		39,862.41
Sioux City Terminal.....			124,220.30	124,220.30		124,220.30
Total.....	\$ 7,744,967.37	\$ 31,386.63	\$ 144,967.48	\$ 8,021,741.48		\$ 8,021,741.48

a Investment to June 30, 1908.

b Investment since June 30, 1908.

c Credit.

TABLE NO. 6—INCOME

Name	Rail Operations				Tax accruals	Operating income
	Revenue	Expenses	Net revenue	Set-offs		
Des Moines Terminal.....	\$10,501.57	\$ 5,479.55	\$ 5,422.02		\$ 1,959.22	\$ 4,322.50
Des Moines Union.....	102,434.91		102,434.91		49,061.24	52,733.67
Des Moines Western.....	4,531.84	50.00	4,481.84		4,299.00	183.84
Iowa Transfer.....					497.10	
Sioux City Terminal.....	133,297.55	101,808.34	18,968.91		750.00	18,238.91
Total.....	\$238,165.87	\$106,837.89	\$131,327.68		\$56,323.56	\$ 75,459.22

TABLE NO. 7—INCOME STATEMENT—

Name	Deductions from Gross Income				
	Deductions for use of other roads	Rent Deductions		Miscellaneous tax accruals	Interest deduc- tions for furnished debit
		Joint facility	Miscellan- eous		
Des Moines Terminal.....		\$ 538.08	\$ 969.03		\$ 33,550.00
Des Moines Union.....		192.61			
Des Moines Western.....		600.00			
Iowa Transfer.....			30,200.00		
Sioux City Terminal.....					
Total.....		\$ 2,630.64	\$ 11,169.03		\$ 33,550.00

STATEMENT—TERMINAL COMPANIES

Operating loss	Other Income						Total other income	Gross income	Gross loss
	Income from lease of road	Joint facility rent income	Dividend income	Income from bonds and securities	Income from real estate securities	Miscellaneous income			
		\$86,068.39	\$ 340.00		\$13,247.81		\$88,655.60	\$ 4,322.50	\$ 151,459.27
		7,346.19	340.00		714.58		8,406.77	5,384.63	2,386.10
\$ 497.30		2,783.50					2,783.50	18,238.91	18,238.91
\$ 497.10		\$95,197.68	\$ 680.00		\$13,561.89		\$109,829.57	\$184,541.00	

CONTINUED—TERMINAL COMPANIES

Deductions from Gross Income					Net Income	Dividend approxi- mations of income	Income Balance Transferred to Profit and Loss	
Interest deduc- tions for unfunded debt	Miscellaneous deductions	Total deductions		Debit			Credit	
				\$ 4,322.50				\$ 4,322.50
		\$ 30,337.05		116,023.23				116,023.23
	\$ 685.12	1,377.73		7,306.58				7,306.58
		600.00		1,694.10	\$ 1,700.00	\$ 13.90		
\$ 1,542.14		11,742.14		6,496.77	\$ 6,000.00			406.77
\$ 1,542.14	\$ 685.12	\$ 40,066.92		\$ 236,834.77	\$ 7,700.00	\$ 13.90		\$ 228,148.67

TABLE NO. 8—PROFIT AND LOSS STATEMENT—TERMINAL COMPANIES

Name	Debit				Credit					
	Balance June 30, 1912	Debit balance transferred from income account	Loss on retired road and equipment	Balance credit June 30, 1913	Total	Balance June 30, 1912	Credit balance transferred from income account	Profit on road and equipment sold	Balance debit June 30, 1913	Total
Des Moines Terminal.....			\$ 1,869.85	\$ 16,628.55	\$ 18,398.40	\$ 14,076.00	\$ 4,232.80			\$ 18,308.80
Des Moines Union.....				693,386.00	693,386.00	577,373.37	116,012.63			693,386.00
Des Moines Western.....				76,573.27	76,573.27	69,566.39	7,306.88			76,573.27
Iowa Transfer.....		\$ 13.90		1,300.97	1,235.87	1,233.87				1,233.87
Sioux City Terminal.....				4,546.64	4,546.64	4,049.87	496.77			4,546.64
Total.....		\$ 13.90	\$ 1,869.85	\$ 792,254.12	\$ 794,138.67	\$ 665,990.00	\$ 138,148.67			\$ 794,138.67

TABLE NO. 9—OPERATING EXPENSES—TERMINAL COMPANIES

Name	Maintenance of way and structures	Maintenance of equipment	Traffic expenses	Transportation expenses	General expenses	Total operating expenses	Ratio operating expenses to operating revenue—per cent
Des Moines Terminal.....	\$ 5,319.40				\$ 120.15	\$ 5,479.55	60.30
Des Moines Union.....							
Des Moines Western.....							
Iowa Transfer.....	5,463.16	\$ 8,304.66	\$ 1,000.00	\$ 80,541.35	2,109.15	\$ 91,368.34	92.13
Sioux City Terminal.....							
Total.....	\$ 13,502.56	\$ 8,304.66	\$ 1,000.00	\$ 80,541.35	\$ 2,229.30	\$ 106,577.80	44.96



TABLE NO. 10—COMPARATIVE GENERAL

Name	Property				
	Road and				
	Investment to June 30, 1907		Investment since June 30, 1907		
	Road	Equipment	Road	Equipment	General expenditures
Des Moines Terminal.....	\$9245,548.02	.....	\$176,227.31	.....	.....
Des Moines Union.....	1,353,307.56	\$31,886.63	1,869.35	\$23,056.00	.....
Des Moines Western.....	214,849.39	.....	83,245.00	.....	.....
Iowa Transfer.....	30,802.41	.....	2,609.61	.....	.....
Sioux City Terminal.....	.....	.....	97,068.60	27,151.80	.....
Total.....	\$1,744,367.37	\$31,886.63	\$ 94,788.68	\$50,301.80	.....

a Investment to June 30, 1908.  
 b Investment since June 30, 1908.  
 c Credit.

TABLE NO. 11—COMPARATIVE GENERAL BALANCE

Name	Working				
	Cash	Marketable Securities			Loans and bills receivable
		Stocks	Funded Debt	Miscellaneous	
Des Moines Terminal.....	\$ 2,507.73	.....	.....	.....	.....
Des Moines Union.....	40,439.45	.....	.....	.....	\$ 525,507.13
Des Moines Western.....	2,630.12	.....	.....	.....	5,000.00
Iowa Transfer.....	861.01	.....	.....	.....	.....
Sioux City Terminal.....	13,153.43	.....	.....	.....	.....
Total.....	\$20,688.37	.....	.....	.....	\$ 534,507.13

BALANCE SHEET—ASSETS—TERMINAL COMPANIES

Investment	Equipment								Securities			
	Reserve for Accrued Depreciation—Cr.	Total 1913	Total 1912	Increase 1913	Decrease 1913	Stocks of proprietary, affiliated and controlled companies		Increase 1913	Decrease 1913			
						1913	1912					
										1913	1912	
.....	\$ 321,785.33	\$ 308,310.99	\$13,474.34	.....	.....	.....	.....	.....	.....	.....	.....	
.....	1,309,413.44	1,309,413.44	.....	.....	.....	\$ 6,800.00	\$ 6,800.00	.....	.....	.....	.....	
.....	131,000.59	117,481.56	14,119.03	.....	.....	6,800.00	6,800.00	.....	.....	.....	.....	
.....	83,722.02	83,722.02	.....	.....	.....	.....	.....	.....	.....	.....	.....	
.....	124,220.33	124,027.76	192.54	.....	.....	.....	.....	.....	.....	.....	.....	
Total.....	\$1,620,741.45	\$1,862,985.57	\$27,785.91	.....	.....	\$13,600.00	\$13,600.00	.....	.....	.....	.....	

SHEET—ASSETS—CONTINUED—TERMINAL COMPANIES

Assets									
Traffic and car service balances due from other companies	Net balance due from Agents and conductors	Miscellaneous accounts receivable	Materials and supplies	Other working assets	Total 1913	Total 1912	Increase 1913	Decrease 1913	
.....	.....	\$ 2,232.00	\$2,883.80	.....	\$ 7,733.02	\$ 5,882.29	\$ 1,851.33	.....	
\$2,463.70	\$2,180.96	137,065.91	863,722.50	314.84	772,199.61	644,454.13	127,765.48	.....	
23.30	.....	15,068.75	1,473.42	.....	26,450.33	28,537.69	2,087.36	\$ 12,087.36	
.....	.....	1,305.66	.....	.....	2,168.33	1,845.01	323.32	.....	
.....	.....	55,327.73	4,305.93	.....	55,697.14	56,655.96	958.82	5,896.34	
Total.....	\$ 2,431.90	\$ 2,180.96	\$ 189,795.10	\$ 8,563.24	\$64,637.34	\$ 861,199.05	\$ 749,243.10	\$ 129,860.13	\$ 17,924.30

TABLE NO. 12—COMPARATIVE GENERAL BALANCE

Name	Accrued Income Not Due			
	Unmatured interest, dividends and rents receivable		Increase 1913	Decrease 1913
	1913	1912		
Des Moines Terminal.....				
Des Moines Union.....				
Des Moines Western.....				
Iowa Transfer.....				
Sioux City Terminal.....	\$ 106.33	\$ 73.23	\$ 33.10	
Total.....	\$ 106.33	\$ 73.23	\$ 33.10	

TABLE NO. 13—COMPARATIVE GENERAL BALANCE

Name	Capital Stock		Funded Debt	
	1913	1912	1913	1912
Des Moines Terminal.....	\$ 229,500.00	\$ 229,500.00		
Des Moines Union.....	400,000.00	400,000.00	\$ 671,000.00	\$ 671,000.00
Des Moines Western.....	85,000.00	85,000.00		
Iowa Transfer.....	34,000.00	34,000.00		
Sioux City Terminal.....	100,000.00	100,000.00		
Total.....	\$ 918,500.00	\$ 918,500.00	\$ 671,000.00	\$ 671,000.00

SHEET—ASSETS—CONTINUED—TERMINAL COMPANIES

Rents and In- terest in advance	Other deferred debit items	Deferred Debit Items				Grand Total		Increase 1913	Decrease 1913
		Total 1913	Total 1912	Increase 1913	Decrease 1913	1913	1912		
						\$ 229,518.95	\$ 214,192.28	\$ 15,326.67	
						2,088,373.05	1,960,677.57	127,705.48	
						164,820.72	102,819.05	62,001.67	
						35,800.35	35,507.08	293.27	
						177,013.77	185,676.12	(8,662.35)	\$ 5,662.35
						\$321.15	\$321.15		
						\$321.15	\$321.15		
						\$ 2,795,646.84	\$ 2,666,223.66	\$ 145,886.14	\$ 5,662.35

SHEET—LIABILITIES—TERMINAL COMPANIES

Working Liabilities								
Loans and bills payable	Audited vouchers and wages unpaid	Miscel- laneous accounts payable	Matured interest, dividends and rents unpaid	Other Working Liabilities	Total 1913	Total 1912	Increase 1913	Decrease 1913
		\$15,790.00			\$15,790.00	\$ 917.28	\$12,872.72	
	\$20,680.00		\$ 6,888.30	\$12,300.16	79,363.22	67,690.25	11,683.25	
	\$ 277.45				\$ 277.45	6,328.63	\$ 6,576.21	
	672.17			8.21	680.38	343.19	337.23	
\$20,000.00	\$,776.69	22,922.50			51,009.19	61,300.64	9,501.45	
\$30,000.00	\$73,466.37	\$69,712.50	\$ 6,888.30	\$12,306.37	\$148,410.54	\$138,604.00	\$24,866.20	\$14,776.00

TABLE NO. 14—COMPARATIVE GENERAL BALANCE

Name	Accrued Liabilities Not Due			
	Taxes Accrued		Increase 1913	Decrease 1913
	1912	1913		
Des Moines Terminal.....				
Des Moines Union.....				
Des Moines Western.....				
Iowa Transfer.....				
Sioux City Terminal.....	\$ 721.10	\$ 605.00		\$ 106.10
Total.....	\$ 721.10	\$ 605.00		\$ 106.10

TABLE NO. 15—COMPARATIVE GENERAL BALANCE

Name	Appropriated Surplus—Continued			
	Total 1913	Total 1912	Increase 1913	Decrease 1913
Des Moines Terminal.....				
Des Moines Union.....		\$ 24,919.26		
Des Moines Western.....				
Iowa Transfer.....				
Sioux City Terminal.....	20,100.00	17,004.51	\$ 2,005.52	
Total.....	\$ 45,019.26	\$ 41,923.77	\$ 3,005.52	

TABLE NO. 16—EMPLOYES AND SALARIES—

Name	Employees and							
	General Officers				All Other Employees			
	No. on June 30, 1913	Total number of days worked	Total yearly compensation	Average daily compensation	No. on June 30, 1913	Total number of days worked	Total yearly compensation	Average daily compensation
Des Moines Terminal.....	1	265	\$ 300.00	\$ .80	20	1,561	\$ 2,328.28	\$ 4.05
Des Moines Union.....	6	739	5,505.00	7.54	308	116,179	271,685.56	2.39
Des Moines Western.....	4	1,400	309.50	1.09	30	10,583	15,759.06	1.77
Iowa Transfer.....	4	1,460	480.00	.66	7	5,111	6,726.57	2.71
Sioux City Terminal.....	4	1,460	5,300.00	3.63	30	12,549	21,920.25	2.48
Total.....	19	5,475	\$11,684.50	\$ 2.19	401	145,082	\$27,776.12	\$ 2.36

SHEET—LIABILITIES—CONTINUED—TERMINAL COMPANIES

Deferred Credit Items				Appropriated Surplus	
Amount		Increase 1913	Decrease 1913	Additions to property since June 30, 1907 through income	Reserve from income or surplus not specifically invested
1912	1913				
				\$ 24,919.26	
	\$ 112.91	\$ 112.91			\$ 30,100.00
	\$ 112.91	\$ 112.91		\$ 24,919.26	\$ 30,100.00

SHEET—LIABILITIES—CONTINUED—TERMINAL COMPANIES

Profit and Loss				Grand Total			
Balance		Increase 1913	Decrease 1913	1913	1912	Increase 1913	Decrease 1913
1913	1912						
\$ 16,528.90	\$ 14,076.00	\$ 2,452.90		\$ 229,318.90	\$ 214,193.38	\$ 15,225.07	
913,490.27	707,608.65	116,021.22		2,088,272.00	1,990,967.57	127,705.45	
76,973.27	69,386.39	7,586.88		194,860.73	192,819.00	2,041.07	
1,209.97	1,223.87		12.90	30,899.25	30,967.00	829.26	
4,546.64	4,019.87	690.77		177,013.77	183,976.13	5,962.35	
1,011,949.10	\$886,684.18	\$126,278.82	\$ 12.90	\$2,796,646.84	\$2,626,923.00	\$145,286.14	\$ 5,962.35

DESCRIPTION OF EQUIPMENT—TERMINAL COMPANIES

Salaries	Equipment Owned											
	Total				Locomotives			Cars				
	No. on June 30, 1913	Total number of days worked	Total yearly compensation	Average daily compensation	Passenger	Freight	Switching	Fitted with Train brake Automatic coupler	Passenger	Freight	In companies service	Fitted with Train brake Automatic coupler
21	2,220	\$ 3,878.68	\$ 4.87									
406	116,939	283,190.56	2.42			7						
34	12,045	19,159.04	1.60							17	7	10
11	3,571	6,206.51	2.18									
40	18,900	37,326.20	2.00			4						
510	148,567	\$49,701.14	\$ 2.85			11				19	7	16



TABLE NO. 17—TRAFFIC AND CAR STATISTICS—TERMINAL COMPANIES

Name	Car Statistics													
	Switching Traffic—Freight						Terminal Operations—Freight			Terminal Operations—Passenger				
	Number of cars handled Loaded	Number of cars handled Empty	Number of cars handled at cost for tenant	Number of cars handled not earning revenue	Number of cars handled not earning revenue—Empty	Total number of cars handled	Number of cars handled earning revenue	Number of cars handled at cost for tenant	Number of cars handled companies	Total number of cars handled	Number of cars handled earning revenue	Number of cars handled at cost for tenant	Number of cars handled companies	Total number of cars handled
Des Moines Terminal.....	70,000	187,302	187,302	4,304	74,329	330,301	41,048	131,270	172,616	28,707	28,707	1,800	1,800	28,817
Des Moines Union.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Des Moines Western.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Iowa Transfer.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sioux City Terminal.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	70,000	387,302	387,302	4,304	74,329	330,301	41,048	131,270	172,616	28,707	28,707	1,800	1,800	28,817

TABLE NO. 18—TRAFFIC AND CAR STATISTICS—CONTINUED—TERMINAL COMPANIES.

Name	Summary—Car Statistics										Revenue and Expense Statistics—Switching Traffic and Terminal Operations					
	Total number of cars	Total number of cars revenue—Loaded	Total number of cars revenue—Empty	Total number of cars handled not earning revenue	Total number of cars handled at cost for tenant companies	Total number of cars handled	Revenue from revenue cars	Other revenue	Total revenue	Average revenue per revenue car	Average amount tenant received from tenant companies	Average amount received per car from tenant companies	Operating expenses	Average expense per car handled		
	Loaded	Loaded	Empty	Handled not earning revenue	Handled at cost for tenant companies	Handled	\$	\$	\$	\$	\$	\$	\$	\$		
Des Moines Terminal.....	30,088	30,088	30,088	43,905	44,349	118,778	150,974	51,680.25	3.15	1,239.03	3.15	270,202.65	1,708			
Des Moines Union.....	622	622	622	187,302	187,302	43,905	44,349	1,239.03	3.27284	1,058	32,039.47	745	27,044.10			
Des Moines Western.....	70,055	70,055	70,055	116,569	116,569	116,569	116,569	13,000.35	1.12	9,481.50	0.31	1,232.08	.009			
Iowa Transfer.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....			
Sioux City Terminal.....	80,377	80,377	80,377	118,778	118,778	337,655	337,654	18,379.09	1.08	137,000.20	1.08	405,148.81	.710			
Total.....	181,088	181,088	181,088	360,551	360,551	1,076,726	1,076,726	137,999.44	1.06	178,100.72	1.06	476,627.62	2.85			

TABLE NO. 19—RENEWALS OF RAILS AND TIES—CONSUMPTION OF FUEL BY LOCOMOTIVES—ACCIDENTS TO PERSONS—TERMINAL COMPANIES

Name	Renewals of Rails and Ties During Year				Consumption of Fuel by Locomotives						Accidents to Persons						
	Steel Rails		Ties		Switching Locomotives			Consumption per Mile			Killed			Injured			
	Tons	Weight per yard—lbs.	Average price per ton at distributing point	Number	Average price at distributing point	Tons	Average cost at distributing point	Bituminous Coal	Hard Wood	Soft Wood	Miles run	Average lbs. consumed per mile	Passengers	Employees	Other persons	Total	
Des Moines Terminal.....	173.25	15-40 820.43	5,714 \$ .829	8,289	8,289	2,560	2,560	2,560	2,560	2,560	2,560	2,560	2,560	2,560	2,560	2,560	2,560
Des Moines Union.....																	
Des Moines Western.....																	
Iowa Transfer.....																	
Sioux City Terminal.....	10.50	19.92 2,114	.718	1,785	1,785	1,785	1,785	1,785	1,785	1,785	1,785	1,785	1,785	1,785	1,785	1,785	1,785
<b>Total</b> .....	<b>183.75</b>			<b>8,674</b>		<b>11,667</b>					<b>79</b>				<b>0</b>		<b>0</b>

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COMPILED RETURNS  
OF  
Railway Bridge Companies

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TABLE NO. 1—CAPITAL STOCK—BRIDGE COMPANIES

Name	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
Dunleith & Dubuque.....	10,000	\$ 1,000,000.00	\$ 1,000,000.00	.....	.....	.....	\$1,000,000.00	14	\$140,000.00
Keokuk & Hamilton.....	10,000	1,000,000.00	1,000,000.00	.....	.....	.....	1,000,000.00	.....	.....
Missouri Valley and Blair.....	20,000	2,000,000.00	1,900,000.00	.....	.....	.....	1,000,000.00	.....	.....
Omaha Bridge & Terminal.....	75,000	7,500,000.00	5,000,000.00	.....	.....	.....	5,000,000.00	.....	187,381.08
Sioux City Bridge.....	22,500	2,250,000.00	945,800.00	.....	.....	.....	945,800.00	8	75,994.00
Total.....	137,500	\$13,750,000.00	\$ 9,875,800.00	.....	.....	.....	\$9,875,800.00	.....	\$302,945.97

TABLE NO. 2—FUNDED DEBT—BRIDGE COMPANIES

Name	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
Dunleith & Dubuque.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Keokuk & Hamilton.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Missouri Valley and Blair.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Omaha Bridge & Terminal.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sioux City Bridge.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	\$1,000,000.00	\$1,000,000.00	.....	.....	.....	\$1,000,000.00	.....	.....	.....

TABLE NO. 3—RECAPITULATION OF CAPITALIZATION—BRIDGE COMPANIES

Name	Total Par Value Outstanding			Assignments							
	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	2,000,000.00	.....	.....	2,000,000.00	.....	.....	.....	.....	.....
Missouri Valley and Blair.....	1,900,000.00	1,000,000.00	2,900,000.00	.....	.....	2,900,000.00	.....	.....	.....	.....	.....
Omaha Bridge & Terminal.....	5,000,000.00	.....	5,000,000.00	.....	.....	5,000,000.00	.....	.....	.....	.....	.....
Sioux City Bridge.....	945,800.00	.....	945,800.00	.....	.....	945,800.00	.....	.....	.....	.....	.....
Total.....	\$9,875,800.00	\$1,000,000.00	\$10,875,800.00	\$9,875,800.00	\$1,000,000.00	\$10,875,800.00	.....	.....	.....	.....	.....

TABLE NO. 4—SUMMARY OF ROAD AND EQUIPMENT—BRIDGE COMPANIES

Name	Entire Line					
	Investment to June 30, 1907		Investment since June 30, 1907	Total	Reserve for accrued depreciation—Cr.	Net Total
	Road	Equipment				
Dunleith & Dubuque.....	\$ 1,016,802.82	.....	\$ 23,141.77	\$ 1,059,944.59	.....	\$ 1,059,944.59
Keokuk & Hamilton.....	2,000,000.00	.....	.....	2,000,000.00	.....	2,000,000.00
Missouri Valley and Blair.....	1,900,000.00	.....	107,973.60	2,007,973.60	.....	2,007,973.60
Omaha Bridge & Terminal.....	6,728,201.98	\$ 18,786.01	\$ 36,056.40	6,772,136.40	.....	6,772,136.40
Sioux City Bridge.....	945,800.00	.....	.....	945,800.00	.....	886,355.27
Total.....	\$12,621,005.90	\$ 18,786.01	\$ 104,677.97	\$12,754,526.88	\$ 60,434.62	\$ 12,694,092.26

a Credit.



TABLE NO. 5—INCOME STATEMENT

Name	Rail Operations				Tax accruals	Operating income	Operating loss	Other
	Revenues	Expenses	Net revenue	Net deficit				
Dunkleth & Dubuque.....					\$22,500.00		\$22,500.00	
Kookuk & Hamilton.....	\$74,802.18	\$43,873.95	\$30,498.23		5,070.17	\$24,918.06		
Missouri Valley and Blair.....					8,073.52		8,073.52	
Omaha Bridge & Terminal.....								\$87,616.00
Sioux City Bridge.....					14,185.47		14,185.47	
Total.....	\$74,802.18	\$43,873.95	\$30,498.23		\$60,829.16	\$24,918.06	\$55,256.69	\$87,616.00

a Debit.

TABLE NO. 6—PROFIT AND LOSS

Name	Debit			
	Balance June 30, 1912	Debit balance transferred from income account	Dividend appropriations of surplus	Delayed income debits
Dunkleth & Dubuque.....				\$ 85,000.00
Kookuk & Hamilton.....		\$ 58,432.22		
Missouri Valley and Blair.....			\$ 137,781.92	12,790.55
Omaha Bridge & Terminal.....				
Sioux City Bridge.....				
Total.....		\$ 58,432.22	\$ 137,781.92	\$ 67,790.55

—BRIDGE COMPANIES

Income				Total	Gross income	Gross loss	Interest deductions & unimpaired debt	Dividend appropriations of income	Income Balance Transferred to Profit and Loss	
Joint facility rent income	Income from unfunded securities and accounts	Miscellaneous income	Credit						Debit	
\$150,732.24			\$150,732.24	\$145,232.24				\$180,000.00	\$8,332.24	
	\$ 255.52	\$ 5,478.13	5,733.65	30,851.76					30,851.76	
432,055.47	2,309.17		434,364.64	429,808.79	\$38,432.22					\$38,432.22
				\$7,616.09			\$87,616.00			
93,581.31	1,973.48		95,554.79	82,918.32				75,064.00	7,854.32	
\$244,406.08	\$ 3,737.82	\$ 5,678.13	\$253,822.03	\$249,619.61	\$38,432.22	\$87,616.00	\$215,004.00	\$46,338.32	\$38,432.22	

STATEMENT—BRIDGE COMPANIES.

Debit		Credit				
Balance credit, June 30, 1913	Total	Balance June 30, 1912	Credit balance transferred from income account	Miscellaneous credits	Balance debit, June 30, 1913	Total
\$ 88,760.00	\$ 88,760.00	\$ 80,267.85	\$ 8,232.24			\$ 88,760.00
7,908.31	62,908.34	14,000.43	30,851.76	\$ 17,366.15		62,908.34
85,115.02	135,548.14	133,548.14				133,548.14
40,815.10	190,877.57	175,877.57		15,000.00		190,877.57
64,914.39	64,914.29	37,909.57	7,354.22			64,914.29
\$ 287,603.74	\$ 501,698.43	\$ 432,163.96	\$ 46,338.32	\$ 32,366.15		\$ 501,698.43

TABLE NO. 7—OPERATING EXPENSES

Name	Maintenance of Way			
	Maintenance of roadway and track	Maintenance of track structures	Maintenance of buildings, docks and wharves	Other maintenance of buildings and structure expense
Dunkleth & Dubuque.....	\$ 2,848.98			\$ 3,700.32
Keokuk & Hamilton.....		\$29,345.34		
Missouri Valley and Bluff.....				
Omaha Bridge & Terminal.....	3,078.21	5,532.50	\$ 21.82	
Sioux City Bridge.....				
Total.....	\$ 6,227.19	\$34,877.84	\$ 21.82	\$ 3,700.32

TABLE NO. 8—OPERATING EXPENSES—ENTIRE

Name	General	
	Administration	Other general expenses
Dunkleth & Dubuque.....	\$ 3,048.61	\$ 173.27
Keokuk & Hamilton.....	14,928.61	
Missouri Valley and Bluff.....		
Omaha Bridge & Terminal.....		522.00
Sioux City Bridge.....		
Total.....	\$ 16,577.12	\$ 706.87

—ENTIRE LINE—BRIDGE COMPANIES

and Structures		Transportation Expenses					
Maintaining joint tracks, yards and other facilities—Cr.	Total	Superintendence and dispatching trains	Station service	Other casualties	All other transportation expenses	Operating joint tracks and facilities—Cr.	Total
\$ 6,508.30		\$ 2,916.00		\$ 25.90	\$ 5,732.28	\$ 8,094.32	
	\$29,345.34						
		4,011.11	\$ 81.48		480.00	4,572.59	
\$9,022.53							
\$15,490.83	\$29,345.34	\$ 6,927.16	\$ 81.48	\$ 25.90	\$ 6,222.28	\$13,266.91	

LINE—CONTINUED—BRIDGE COMPANIES

Expenses		Recapitulation of Expenses				Ratio of Operating Expenses to Operating Revenue Per Cent
General administration, joint tracks, yards and terminals—Cr.	Total	Maintenance of Way and Structures	Transportation Expenses	General Expenses	Total Operating Expenses	
		Amount	Amount	Amount		
\$ 2,221.78						
	\$ 14,928.61	\$ 29,345.34		\$ 14,928.61	\$ 43,573.95	50.00
522.60						
\$ 2,804.38	\$ 14,928.61	\$ 29,345.34		\$ 14,928.61	\$ 43,573.95	50.00

TABLE NO. 9—TAXES AND ASSESSMENTS—BRIDGE COMPANIES

Name	Ad Valorem Tax			On Property Owned Not Used in Operation and Miscellaneous	Internal Revenue U. S. Government	Total Taxes
	On the Value of Real and Personal Property					
	Iowa	Illinois	Nebraska	Nebraska		
Denieth & Dubuque.....	\$ 22,620.68	\$ 8,255.00			\$ 1,634.22	\$ 32,509.90
Keokuk & Hamilton.....	1,860.00	2,776.17			1,068.71	5,704.88
Missouri Valley and Blair.....	2,411.25		\$ 5,059.50			7,470.75
Omaha Bridge & Terminal.....	6,580.00		6,200.00	\$ 142.56	772.91	13,595.47
Sioux City Bridge.....						
Total.....	\$ 33,721.93	\$ 11,031.17	\$ 11,259.50	\$ 142.56	\$ 3,476.84	\$ 60,831.90

TABLE NO. 10—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		1912	1913	
			1912	1913	1912	1913			
Denieth & Dubuque.....	\$ 1,014,502.82		\$ 33,141.77	\$ 33,141.77					
Keokuk & Hamilton.....	2,000,000.00		10,000.73	107,572.60					
Missouri Valley and Blair.....	1,590,000.00		18,785.01	48,625.62	17,201.29	18,785.01	18,785.01		
Omaha Bridge & Terminal.....	6,738,291.56							\$ 50,434.64	\$ 60,434.62
Sioux City Bridge.....	945,800.00								
Total.....	\$12,688,694.38	\$ 18,785.01	\$ 51,847.19	\$ 123,719.38	\$ 17,201.29	\$ 18,785.01	\$ 18,785.01	\$ 50,434.64	\$ 60,434.62

a Credit.



TABLE NO. 11—COMPARATIVE GENERAL BALANCE SHEET—ASSETS—CONTINUED—BRIDGE COMPANIES

Name	Property Investment—Continued						Working Assets			
	Miscellaneous Investments		Total		Increase	Decrease	Cash		Miscellaneous Accounts Receivable	
	1912	1913	1912	1913	1913	1913	1912	1913	1912	1913
Dunleith & Deboque.....	\$ 1.00	\$ 1.00	\$ 1,000,005.29	\$ 1,000,005.29	-----	-----	\$14,890.42	\$ 9,833.34	\$116,804.41	\$ 58,682.56
Kookuk & Hamilton.....	-----	-----	2,000,000.00	2,000,000.00	-----	-----	103,697.71	13,771.29	13,333.33	13,332.69
Missouri Valley and Blair.....	-----	-----	1,940,005.73	2,027,373.00	807,367.27	-----	-----	-----	238,458.99	69,675.41
Omaha Bridge & Terminal.....	-----	-----	6,680,782.29	6,721,139.09	31,357.80	-----	-----	-----	97,037.70	22,375.40
Sioux City Bridge.....	-----	-----	865,305.36	865,305.37	-----	\$ 9,999.99	15,719.38	107,815.31	-----	-----
Total.....	\$ 1.00	\$ 1.00	\$12,375,123.67	\$12,604,083.25	\$128,960.17	\$ 9,999.99	\$134,347.51	\$139,919.95	\$466,554.43	\$164,036.11

TABLE NO. 12—COMPARATIVE GENERAL BALANCE SHEET—ASSETS—CONTINUED—BRIDGE COMPANIES

Name	Working Assets—Continued						Grand Total	Increase	Decrease	
	Other Working Assets		Total		Increase	Decrease				
	1912	1913	1912	1913	1913	1913				
Dunleith & Deboque.....	-----	-----	\$ 116,804.41	\$ 58,682.56	-----	\$ 58,122.65	\$1,166,810.00	\$1,108,682.96	\$ 58,122.65	
Kookuk & Hamilton.....	-----	-----	14,890.42	8,333.34	-----	6,497.08	2,014,890.42	2,006,233.24	8,497.08	
Missouri Valley and Blair.....	-----	-----	117,031.04	27,163.97	-----	89,867.07	2,937,949.77	2,954,736.57	7,665.50	
Omaha Bridge & Terminal.....	-----	-----	238,458.99	69,675.41	-----	168,783.58	6,928,211.39	6,799,815.19	127,396.20	
Sioux City Bridge.....	-----	-----	113,477.38	120,949.66	\$ 16,713.88	-----	1,038,742.44	1,015,456.32	6,713.89	
Total.....	-----	-----	\$ 600,501.94	\$ 285,946.04	\$ 16,713.88	\$ 323,209.75	\$13,175,035.01	\$12,989,029.29	\$ 14,409.69	\$208,015.41

TABLE NO. 13—COMPARATIVE GENERAL BALANCE

Name	Capital Stock		Funded Debt		Working	
	1912	1913	1912	1913	Audited Vouch- ers and Wages Unpaid	
					1912	1913
Dunkleth & Dubuque.....	\$1,000,000.00	\$1,000,000.00			\$1,414.32	\$ 849.39
Koosuk & Hamilton.....	1,000,000.00	1,000,000.00				
Missouri Valley and Blair.....	1,500,000.00	1,800,000.00			3,492.63	49,920.65
Omaha Bridge & Terminal.....	5,000,000.00	5,000,000.00	\$1,732,333.81	\$1,700,000.00		
Sioux City Bridge.....	945,800.00	945,800.00			5,282.47	4,747.04
Total.....	\$9,875,800.00	\$9,875,800.00	\$1,732,333.81	\$1,700,000.00	10,189.82	\$56,712.08

TABLE NO. 14—COMPARATIVE GENERAL BALANCE

Name	Accrued Liabilities Not Due		Profit	
	Taxes Accrued		Balance	
	1912	1913	1912	1913
Dunkleth & Dubuque.....	\$ 14,867.63	\$ 19,078.47	\$ 80,527.85	\$ 88,760.09
Koosuk & Hamilton.....			14,650.42	7,968.34
Missouri Valley and Blair.....			123,548.14	86,115.92
Omaha Bridge & Terminal.....			175,877.57	40,815.10
Sioux City Bridge.....			67,659.97	64,314.39
Total.....	\$ 14,867.63	\$ 19,078.47	\$ 432,163.95	\$ 287,933.74

SHEET—LIABILITIES—BRIDGE COMPANIES

Liabilities							
Matured Interest, Divi- dends and Rents Unpaid		Matured Mortgage, Bonded and Secured, Debt Unpaid		Total		Increase	Decrease
1912	1913	1912	1913	1912	1913	1913	1912
\$ 70,000.00				\$ 71,414.26	\$ 849.39		\$ 70,565.13
280.00	\$ 235.00	\$1,000,000.00	\$1,000,000.00	1,000,280.00	1,000,335.00	\$ 55.00	
				3,492.63	49,620.65	46,128.01	
					5,282.47	4,747.04	540.43
\$ 70,280.00	\$ 235.00	\$1,000,000.00	\$1,000,000.00	\$1,000,466.82	\$1,005,547.05	\$ 46,182.02	\$ 71,305.56

SHEET—LIABILITIES—CONTINUED—BRIDGE COMPANIES

and Loss		Grand Total			
Increase	Decrease	Amount		Increase	Decrease
1913	1912	1912	1913	1913	1912
\$ 8,582.54		\$ 1,166,816.00	\$ 1,168,687.95		\$ 58,122.05
	\$ 6,552.08	2,014,820.42	2,008,333.34		6,487.08
	38,422.22	2,607,049.77	2,604,796.97	\$ 7,006.80	
	125,003.47	6,028,211.35	6,790,815.10		137,306.58
7,234.32		1,058,742.44	1,015,456.43	6,713.59	
\$ 15,866.56	\$ 180,016.77	\$ 13,175,655.01	\$ 13,688,929.29	\$ 14,609.69	\$ 302,015.41





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COMPILE    TURNS

OF

**Electric Interurban Railway  
Companies**

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TABLE NO. 1—MILEAGE—ELECTRIC LINES.

Number	Lines	Mileage of Road Operated—All Tracks											Number										
		Line Owned				Line of proprietary com- panies	Line operated under lease tract	Line operated under con- tract	Line operated under franchise rights	Total Mileage Operated				New Line Construct- ed During Year									
		Single track	Second track	Sidings and turn- outs	Total					Single track	Second track	Sidings and turn- outs		Total	Single track	Second track	Sidings and turn- outs	Total					
1	Albia Interurban	10.00			10.00					10.00				10.00									1
2	Boone Electric	5.63			5.63					5.63				5.63									2
3	Cedar Rapids and Marion City	2.80			2.80					2.80				2.80									3
4	Centerville Light & Traction	6.48		1.00	6.58					6.48		1.00		7.48									4
5	Colfax Springs	1.00			1.00					1.00				1.00									5
6	Davenport & Muscatine	33.27		1.28	30.50			4.47		30.09		1.28		31.37									6
7	Ft. Dodge, Des Moines & Southern	117.59		33.74	141.34	8.36		6.82		136.41		24.59		160.91									7
8	Inter-urban	64.18	5.00	5.37	74.61			20.75		84.93	5.00	5.37		95.30									8
9	Iowa & Illinois	33.00		2.81	35.86			3.63		36.68		2.81		39.49									9
10	Iowa Railway & Light	36.88		5.13	41.98		.86		3.63	37.71		5.13		42.84									10
11	Mason City & Clear Lake	14.63		5.54	20.16					14.63		5.54		20.16									11
12	Oskaloosa & Buxton	2.30			2.30					2.30				2.30									12
13	Oskaloosa Traction & Light						2.30			2.30				2.30									13
14	Tama & Toledo	2.87			2.87					2.87				2.87									14
15	Waterloo, Cedar Falls & Northern	67.59	3.72	8.39	79.66					67.59	3.72	8.39		79.66	16.73	.14	1.13						15
	Total	400.14	8.78	22.26	461.18	8.36	3.16		35.12	438.71	8.78	53.02		500.51	16.73	.14	1.13						

a Mileage from City Limits of Cedar Rapids to Marion City.

b This company owns the line that is operated by the Oskaloosa Traction & Light Co.

c This report covers the period, June 30, 1912, to September 1, 1912; the operations of this road for the remainder of the fiscal year are included in the report of the Iowa Railway & Light Company.

d This report covers the period, October 1, 1912, to June 30, 1913.

TABLE NO. 2—CAPITAL STOCK—ELECTRIC LINES.

Number	Lines	Number of Shares Authorized			Par value of one share	Total Par Value Authorized			Total Par Value Outstanding			Number
		Common	Preferred	Total		Common	Preferred	Total	Common	Preferred	Total	
1	Albia Interurban	2,500		2,500	\$ 100.00	\$ 250,000.00		\$ 250,000.00	\$ 250,000.00		\$ 250,000.00	1
2	o Boone Electric	3,000	3,000	6,000	100.00	300,000.00	\$ 200,000.00	500,000.00	300,000.00	\$ 200,000.00	600,000.00	2
3	c Cedar Rapids & Marion City							500,000.00	500,000.00		500,000.00	3
4	a Centerville Light & Traction	5,000		5,000	100.00	500,000.00		500,000.00	500,000.00		500,000.00	4
5	e Colfax Springs	250		250	100.00	25,000.00		25,000.00	25,000.00		25,000.00	5
6	e Davenport & Muscatine	10,000		10,000	100.00	1,000,000.00		1,000,000.00	1,000,000.00		1,000,000.00	6
7	ft. Dodge, Des Moines & Southern	50,000	12,000	62,000	100.00	5,200,000.00	1,200,000.00	6,400,000.00	5,000,000.00	1,500,000.00	6,500,000.00	7
8	Inter-urban	12,000		12,000	100.00	1,200,000.00		1,200,000.00	1,100,000.00		1,100,000.00	8
9	o Iowa & Illinois	15,000	8,000	23,000	100.00	1,500,000.00	800,000.00	2,300,000.00	1,500,000.00	554,200.00	2,054,200.00	9
10	o Iowa Railway & Light	30,000	30,000	60,000	100.00	6,000,000.00		6,000,000.00	1,700,000.00	1,182,885.00	2,882,885.00	10
11	Mason City & Clear Lake	15,000		15,000	100.00	1,500,000.00		1,500,000.00	400,000.00		400,000.00	11
12	o Okaloosa & Buxton	5,000		5,000	100.00	500,000.00		500,000.00	500,000.00		500,000.00	12
13	o Okaloosa Traction & Light	5,000		5,000	100.00	500,000.00		500,000.00	300,000.00		300,000.00	13
14	e Tama & Toledo	500		500	100.00	50,000.00		50,000.00	50,000.00		50,000.00	14
15	Waterloo, Cedar Falls & Nor.	22,500	8,000	30,500	100.00	2,250,000.00	800,000.00	3,050,000.00	1,875,000.00	465,950.00	2,340,950.00	15
	Total	180,750	61,000	241,750	\$ 100.00	\$18,075,000.00	\$ 6,100,000.00	\$24,175,000.00	\$14,784,295.00	\$ 3,708,035.00	\$18,492,330.00	

a The capital stock of this Company covers street railway, interurban railway, electric lighting and power systems, gas works and district steam heating system owned by the Company.

b The capital stock of this Company covers electric railways, electric lighting and power, steam heating and gas properties owned by the company.

c This report covers the period, June 30, 1912, to September 1, 1912; the operations of this road for the remainder of the fiscal year are included in the report of the Iowa Railway & Light Company.

d This company owns the line that is operated by the Okaloosa Traction & Light Company.

e This report covers the period, October 1, 1912, to June 30, 1913.

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		Common	Preferred			Common	Preferred	Common		Preferred	
1	Albia Interurban					\$ 200,000.00		\$ 200,000.00						1
2	o Boone Electric					300,000.00	\$ 200,000.00	600,000.00		7.00				2
3	c Cedar Rapids & Marion City							500,000.00						3
4	a Centerville Light & Traction							500,000.00						4
5	e Colfax Springs					25,000.00		25,000.00						5
6	e Davenport & Muscatine					1,000,000.00		1,000,000.00						6
7	ft. Dodge, Des Moines & Southern					5,500,000.00	1,200,000.00	6,700,000.00						7
8	Inter-urban					1,100,000.00		1,100,000.00						8
9	o Iowa & Illinois					1,500,000.00	554,200.00	2,054,200.00						9
10	o Iowa Railway & Light					1,700,000.00	1,182,885.00	2,882,885.00	2.00	7.00	\$34,000.00	\$72,182.77		10
11	Mason City & Clear Lake					400,000.00		400,000.00						11
12	o Okaloosa & Buxton					174,250.00		174,250.00						12
13	o Okaloosa Traction & Light					300,000.00		300,000.00						13
14	e Tama & Toledo					50,000.00		50,000.00				6,085.58		14
15	Waterloo, Cedar Falls & Northern					1,875,000.00	465,950.00	2,340,950.00						15
	Total	\$0,000.00	\$0,000.00			\$14,684,295.00	\$ 3,708,035.00	\$18,392,330.00			\$34,000.00	\$78,166.45		

a The capital stock of this company covers street railway, interurban railway, electric lighting and power systems, gas works, and district steam heating system, owned by the company.

b The capital stock of this company covers electric railways, electric lighting and power, steam heating and gas properties owned by the company.

c This report covers the period, June 30, 1912, to September 1, 1912; the operations of this road for the remainder of the fiscal year are included in the report of the Iowa Railway & Light Company.

d This company owns the line that is operated by the Okaloosa Traction & Light Company.

e This report covers the period, October 1, 1912, to June 30, 1913.



TABLE NO. 4—FUNDED DEBT—ELECTRIC LINES.

Number	Line	Total Funded Debt						Number	
		Total par value authorized	Total par value outstanding	Total Par Value Held by Respondent		Total par value not held by respondent	Interest		
				In treasury	In sinking or other funds		Rate		Amount accrued during year
1	Albia Interurban	\$ 462,500.00	\$ 462,500.00	\$225,200.00		\$ 237,300.00	6-7	\$ 15,732.46	\$ 15,822.44
2	Boone Electric	1,000,000.00	300,000.00			200,000.00	6	2,000.00	2,000.00
3	Cedar Rapids & Marion City								
4	aCenterville Light & Traction	120,000.00	120,000.00			120,000.00	6	3,000.00	3,000.00
5	Colfax Springs								
6	fDavenport & Muscatine								
7	Ft. Dodge, Des Moines & Southern	10,000,000.00	5,773,500.00	571,000.00	\$ 11,000.00	5,202,500.00			
8	Inter-urban	b	1,329,500.00				5-6	60,046.97	58,000.00
9	Iowa & Illinois	2,000,000.00	1,200,000.00	127,000.00		1,073,000.00	5	50,120.00	43,120.00
10	cIowa Railway & Light	10,000,000.00	3,424,000.00	5,000.00		3,419,000.00	5	142,770.32	142,770.32
11	Mason City & Clear Lake	2,000,000.00	224,000.00			224,000.00	6	19,770.00	19,800.00
12	eOskaloosa & Buxton								
13	Oskaloosa Traction & Light	300,000.00	256,000.00	11,000.00		245,000.00	5	12,250.00	12,250.00
14	dTama & Toledo	10,000.00	10,000.00			10,000.00			
15	Waterloo, C. F. & Nor.	6,520,000.00	3,116,000.00	21,000.00		3,095,000.00	5-6	127,680.72	127,680.72
	Total	\$2,742,500.00	\$16,715,500.00	\$71,200.00	\$ 11,000.00	\$15,233,700.00		\$ 447,109.58	\$ 445,008.01

aThe funded debt of this company covers street railway, interurban railway, electric lighting and power systems, gas works and district heating system owned by the company.

bUnlimited.

cThe funded debt of this company covers electric railways, electric lighting and power, steam heating and gas properties owned by the company.

dThis report covers the period June 30, 1912, to September 1, 1912; the operations of this road for the remainder of the fiscal year are included in the report of the Iowa Railway & Light Company.

eThis company owns the line that is operated by the Oskaloosa Traction & Light Company.

fThis report covers the period October 1, 1912, to June 30, 1913.

TABLE NO. 5—RECAPITULATION OF CAPITALIZATION—ELECTRIC LINES.

Number	Lines	Capital Stock			Funded Debt			Total—Stock and Debt			Number
		Total par value outstanding	Amount Per Mile of Line		Total par value outstanding	Amount Per Mile of Line		Total par value outstanding	Amount Per Mile of Line		
			Miles	Amount		Miles	Amount		Miles	Amount	
1	Albia Interurban	\$ 250,000.00	10.00	\$ 25,000.00	\$ 462,500.00	10.00	\$ 46,250.00	\$ 712,500.00	10.00	\$ 71,250.00	
2	Boone Electric	600,000.00	5.62	106,571.53	250,000.00	6.62	48,151.19	850,000.00	5.62	127,722.72	
3	Cedar Rapids & Marion City										
4	aCenterville Light & Traction	600,000.00	6.48	77,100.49	120,000.00	6.48	15,818.51	720,000.00	6.48	95,079.00	
5	Colfax Springs	25,000.00	1.00	25,000.00				25,000.00	1.00	25,000.00	
6	fDavenport & Muscatine	1,000,000.00	32.52	27,259.78				1,000,000.00	32.52	27,259.78	
7	Ft. Dodge, Des Moines & Southern	6,700,000.00	100.67	41,700.04	5,773,500.00	100.67	25,926.30	12,473,500.00	100.67	77,630.43	
8	Inter-urban	1,160,000.00	74.61	35,547.51	1,329,500.00	74.61	17,613.14	2,489,500.00	74.61	28,902.65	
9	Iowa & Illinois	2,004,200.00	33.26	57,233.88	1,200,000.00	33.26	23,463.46	3,204,200.00	33.26	90,747.34	
10	cIowa Railway & Light	2,982,325.00	26.32	75,232.97	3,424,000.00	26.32	22,917.21	6,399,585.00	26.32	171,150.21	
11	Mason City & Clear Lake	400,000.00	20.16	19,241.27	224,000.00	20.16	16,971.42	624,000.00	20.16	29,912.69	
12	eOskaloosa & Buxton	174,250.00	5.39	75,779.56				174,250.00	5.39	75,779.56	
13	Oskaloosa Traction & Light	300,000.00	2.30	120,424.77	256,000.00	2.30	111,304.85	556,000.00	2.30	241,729.12	
14	dTama & Toledo	10,000.00	2.87	17,423.03	10,000.00	2.87	2,484.00	20,000.00	2.87	20,000.00	
15	Waterloo, Cedar Falls & Northern	2,240,000.00	67.59	34,634.55	3,116,000.00	67.59	46,101.48	5,356,000.00	67.59	80,736.01	
	Total	\$18,427,325.00	462.87	\$ 29,822.65	\$16,215,500.00	423.05	\$ 38,223.65	\$31,633,728.00	462.87	\$ 74,866.00	

aCapital stock and funded debt of this company covers street railway, electric lighting and power systems, gas works and district heating system owned by the company.

bCapital stock and funded debt of this company covers electric railways, electric lighting and power, steam heating and gas properties owned by the company.

cThis report covers the period June 30, 1912, to September 1, 1912; the operations of this road for the remainder of the fiscal year are included in the report of the Iowa Railway & Light Company.

dThis company owns the line that is operated by the Oskaloosa Traction & Light Company.

eThis report covers the period October 1, 1912, to June 30, 1913.

TABLE NO. 6—CURRENT ASSETS AND LIABILITIES—ELECTRIC LINES.

Number	Lines	Cash and Current Assets Available for Payment of Current Liabilities							Number	
		Cash	Bills receivable	Accounts receivable	Materials and supplies	Prepaid accounts	Miscellaneous	Total cash and current assets		Balance current liabilities
1	Albia Interurban									1
2	a Boone Electric	\$ 6,769.63		\$29,354.13	\$ 8,145.60			\$ 144,328.31		2
3	Cedar Rapids & Marion City									3
4	Centerville Light & Traction		\$ 100.00							4
5	Colfax Springs	129.91		1,771.82		\$1,183.87		30,530.15	1,492,732.51	1,432,232.66
6	c Davenport & Muscatine	7,871.46		1,771.82				10,530.15	1,492,732.51	1,432,232.66
7	d Ft. Dodge, Des Moines & Southern	10,001.45		186,354.63	60,399.35			237,245.43	1,222,687.59	1,480,007.00
8	e Inter-urban	37,137.74	16,309.59	35,355.28		688.50	\$4,035.00	94,979.54		94,979.54
9	f Iowa & Illinois	4,540.36		24,502.41		21,215.36		50,322.13	55,000.14	305,419.37
10	g Iowa Railway & Light	40,041.65	1,224.32	172,430.82	32,814.63			248,544.23	149,717.86	398,262.09
11	h Mason City & Clear Lake	36,163.88		3,757.74	13,421.47		6,191.82	33,534.61		33,534.61
12	i Oskaloosa & Burton									
13	l Oskaloosa Traction & Light	155.18	500.00	329.19	197.56			1,391.93		1,391.93
14	m Tama & Toledo	7,589.61	77,669.85	21,411.21	35,627.54		31,000.00	162,627.91	432,178.42	614,806.33
15	n Waterloo, Cedar Falls & Northern									
	Total	\$125,332.47	\$ 25,223.96	\$ 576,484.24	\$ 130,630.90	\$ 22,888.16	\$ 81,226.82	\$ 1,601,815.50	\$ 3,285,177.00	\$ 4,286,992.50

a This report covers the period June 30, 1912, to September 1, 1912; the operations of this road for the remainder of the fiscal year are included in the report of the Iowa Railway & Light Company.

b This company owns the line that is operated by the Oskaloosa Traction & Light Company.

c This report covers the period October 1, 1912, to June 30, 1913.

TABLE NO. 7—CURRENT ASSETS AND LIABILITIES—CONTINUED—ELECTRIC LINES.

Number	Lines	Current Liabilities Accrued to and Including June 30, 1913								Number		
		Loans and notes payable	Accounts payable	Matured interest on debt unpaid	Miscellaneous interest unpaid	Rent due and unpaid	Dividends unpaid	Miscellaneous	Total current liabilities		Balance cash assets	Total
1	Albia Interurban										1	
2	a Boone Electric	\$ 60,339.23	\$ 51,721.55							\$ 115,060.78	\$ 229,227.53	\$ 144,329.31
3	Cedar Rapids & Marion City											
4	Centerville Light & Traction		3,040.44							3,040.44		3,040.44
5	c Colfax Springs	1,306,560.12		10,073.31		\$ 1,000.40			\$35,088.55	1,413,222.66		1,413,222.66
6	d Davenport & Muscatine	1,306,560.12		10,073.31		\$ 1,000.40			\$35,088.55	1,480,007.00		1,480,007.00
7	e Ft. Dodge, Des Moines & Sou.	1,068,573.96		295,364.09	\$ 230,459.41					62,528.25	31,721.29	94,979.54
8	f Inter-urban	51,941.47	92,388.00	750.00		72.00				105,419.37		105,419.37
9	g Iowa & Illinois								1,417.75	396,292.49		396,292.49
10	h Iowa Railway & Light	382,274.00	113,995.49						4,149.58	31,239.74	21,297.57	33,534.61
11	i Mason City & Clear Lake		8,087.19									8,087.19
12	l Oskaloosa & Burton											
13	m Oskaloosa Traction & Light	1,233.04	133.15							1,391.19	25.74	1,391.19
14	n Tama & Toledo	309,749.17	177,628.77						\$ 6,088.68	81,313.71	614,806.33	614,806.33
15	o Waterloo, Cedar Falls & North.											
	Total	\$ 3,218,229.96	\$ 682,278.72	\$ 221,249.47	\$ 4,387.45			\$ 6,083.68	\$ 72,480.87	\$ 4,204,710.17	\$ 822,327.43	\$ 4,286,992.60

a This report covers the period June 30, 1912, to September 1, 1912; the operations of this road for the remainder of the fiscal year are included in the report of the Iowa Railway & Light Company.

b This company owns the line that is operated by the Oskaloosa Traction & Light Company.

c This report covers the period October 1, 1912, to June 30, 1913.

TABLE NO. 8—EXPENDITURES FOR ROAD, EQUIPMENT AND GENERAL EXPENDITURES—ELECTRIC LINES.

Number	Lines	Road				Equipment				Number		
		Total cost to June 30, 1912	Additions during year	Deductions during year	Total Cost to June 30, 1913		Total Cost to June 30, 1912	Additions during year	Deductions during year		Total Cost to June 30, 1913	
					Total amount	Amount per mile of line					Total amount	Amount per mile of line
1	Albia Interurban	\$ 172,229.00	\$ 2,084.56	\$10,715.02	\$ 163,997.07	\$16,329.79	\$ 12,800.00			\$ 12,800.00	\$1,250.00	1
2	a Boone Electric	3,982.35	601.59		4,573.94	812.02	2,093.53			2,093.53	306.46	2
3	Cedar R. & Marion City											3
4	Centerville Light & Trac.	102,897.91	697.16		103,595.07	15,986.89	15,223.11	\$ 271.32		15,794.31	2,128.75	4
5	Colfax Springs	23,044.23	219.15		23,863.48	23,863.48	2,745.20			2,745.20	2,745.20	5
6	c Davenport & Muscatine	870,219.37	174,988.64	37,032.16	1,018,146.85	27,856.27	62,912.84	29,910.21		92,844.05	3,467.00	6
7	ft. D., D. M. & Southern	5,835,895.18	288,795.61	21,647.31	6,123,043.48	33,109.43	665,507.99	194,889.92	\$ 982.07	859,465.54	5,319.20	7
8	Inter-Urban	1,410,850.80	21,775.97	601.56	1,431,925.21	19,122.64	169,114.91	38,330.67	255.71	307,532.87	3,777.81	8
9	Iowa & Illinois	1,552,721.16	31,776.96	8,360.29	1,576,137.83	34,371.53	85,575.10			85,975.10	2,807.31	9
10	Iowa Railway & Light	2,677,132.81	639,225.39		3,316,358.17	89,990.15	107,084.73	42,811.74		149,896.47	4,957.73	10
11	Mason City & Clear Lake	657,711.20	40,398.00		737,959.19	36,109.86	10,451.89	10,463.57		20,915.49	1,037.40	11
12	b Okaloosa & Buxton				65,441.29	37,583.16				4,379.00	1,803.46	12
13	Okaloosa Trac. & Light											13
14	a Tama & Toledo	60,976.42	1,562.21		62,538.63	21,790.00	1,347.39			1,847.39	409.00	14
15	Waterloo, C. F. & N.											15
	Total	\$13,218,797.46	\$1,301,965.30	\$95,572.04	\$14,415,481.95	\$37,597.00	\$1,134,327.80	\$316,746.01	\$1,187.78	\$1,454,239.14	\$3,738.77	

a This report covers the period June 30, 1912, to September 1, 1912; the operations of this road for the remainder of the fiscal year are included in the report of the Iowa Railway & Light Company.

b This company owns the line that is operated by the Okaloosa Traction & Light Company.

c This report covers the period, October 1, 1912, to June 30, 1913.

TABLE NO. 9—EXPENDITURES FOR ROAD, EQUIPMENT AND GENERAL EXPENDITURES—CONTINUED—ELECTRIC LINES.

Number	Lines	General Expenditures				Total Expenditures for Road, Equipment and General Expenditures				Number		
		Total Cost to June 30, 1912	Additions during year	Deductions during year	Total Cost to June 30, 1913		Total Cost to June 30, 1912	Additions during year	Deductions during year		Total Cost to June 30, 1913	
					Total amount	Amount per mile of line					Total amount	Amount per mile of line
1	Albia Interurban	\$ 172,229.00	\$ 2,084.56	\$10,715.02	\$ 184,608.54	\$18,460.85	\$ 12,800.00			\$ 12,800.00	\$1,250.00	1
2	a Boone Electric	3,982.35	601.59		4,573.94	812.02	2,093.53			2,093.53	306.46	2
3	Cedar R. & Marion City											3
4	Centerville Light & Trac.	4,412.95			4,412.95	681.00	130,833.07	908.89		131,822.33	18,796.63	4
5	Colfax Springs	77.19			77.19	77.19	56,686.00			56,686.00	2,266.00	5
6	c Davenport & Muscatine	302,688.84	19,790.72		322,479.56	6,086.85	1,136,808.05	224,689.57	27,032.16	1,584,445.46	26,610.12	6
7	ft. D., D. M. & Southern	7,220,510.92	3,087.30		7,223,598.22	45,021.46	15,751,913.09	486,770.53	22,579.28	16,210,104.84	28,480.15	7
8	Inter-Urban	854,467.00			854,467.00	12,791.95	2,534,379.31	60,151.64	937.37	2,595,370.90	34,763.40	8
9	Iowa & Illinois	1,015,749.07	323.67		1,016,072.74	2,346.43	1,540,455.87	32,160.62	8,900.29	1,581,053.11	48,615.47	9
10	Iowa Railway & Light	1,215,968.27	2,149,902.43		3,365,870.73	91,331.63	2,990,885.81	2,831,932.58		5,763,818.31	185,299.53	10
11	Mason City & Clear Lake	300.15	14.00		314.15	10.61	608,603.14	80,685.66		749,688.80	27,137.92	11
12	b Okaloosa & Buxton				4,816.99	2,694.33				7,511.98	31,667.00	12
13	Okaloosa Trac. & Light											13
14	a Tama & Toledo					62,322.78	1,562.21			63,885.99	22,250.00	14
15	Waterloo, C. F. & Nor.					4,671,916.61	1,314,985.92			5,986,902.53	38,576.74	15
	Total	\$10,531,440.27	\$2,154,618.14	\$12,730,575.37	\$ 33,962.21	\$29,506,811.28	\$ 5,018,030.22	\$60,759.82	\$34,977,618.50	\$75,989.76		

a This report covers the period June 30, 1912, to September 1, 1912; the operations of this road for the remainder of the fiscal year are included in the report of the Iowa Railway & Light Company.

b This company owns the line that is operated by the Okaloosa Traction & Light Company.

c This report covers the period October 1, 1912, to June 30, 1913.



TABLE NO. 10—INCOME ACCOUNT—ELECTRIC LINES.

Number	Lines	Operating revenues	Operating expenses	Net operating revenue	Miscellaneous income				Gross income less operating expenses	Number
					Interest on deposits	Income from securities owned	Rents of leased lines	Other miscellaneous income		
1	Albia Interurban	\$ 33,195.50	\$ 18,638.91	\$ 14,556.57					\$ 14,556.57	1
2	Boone Electric	7,489.51	4,289.76	3,199.75				\$ 2,800.45	5,700.00	2
3	Cedar Rapids & Marion City	60,704.27	36,003.01	24,701.26					24,701.26	3
4	Centerville Light & Traction	31,710.12	17,361.49	14,348.63					14,348.63	4
5	Colfax Springs	5,774.97	5,001.28	773.69					773.69	5
6	Davenport & Muscatine	120,666.68	78,143.17	41,523.51					41,523.51	6
7	Ft. Dodge, Des Moines & Southern	725,428.92	511,024.20	213,809.72				1,940.60	215,840.41	7
8	Inter-urban	229,423.08	224,822.25	4,600.83	\$ 601.84			327.26	102,748.90	8
9	Iowa & Illinois	300,246.64	142,881.64	157,365.00	211.00				57,576.00	9
10	Iowa Railway & Light	384,388.12	159,962.89	224,425.23		\$ 11,255.00		365,000.55	370,684.59	10
11	Mason City & Clear Lake	119,279.94	59,383.75	59,896.19					59,896.19	11
12	Oskaloosa & Buxton									12
13	Oskaloosa Traction & Light	8,264.65	7,014.88	1,249.77					1,000.00	13
14	Tama & Toledo	3,701.46	1,715.10	1,986.36					1,986.36	14
15	Waterloo, Cedar Falls & Northern	436,559.44	188,362.02	248,197.42					248,197.42	15
	Total	\$2,330,385.21	\$1,455,624.17	\$ 874,761.04	\$ 812.87	\$ 11,255.00		\$270,432.27	\$1,149,287.19	

a Deficit.

b This report covers the period June 30, 1912, to September 1, 1912; the operations of this road for the remainder of the fiscal year are included in the report of the Iowa Railway &amp; Light Company.

c This company owns the line that is operated by the Oskaloosa Traction &amp; Light Company.

d This report covers the period October 1, 1912, to June 30, 1913.

TABLE NO. 11—INCOME ACCOUNT—CONTINUED—ELECTRIC LINES.

Number	Lines	Deductions from Income							Net Income	Net Loss	Number	
		Taxes			Interest		Rents of leased lines	Other deductions from income				Total deductions
		On real and personal property	On capital stock	On earnings	On bonded debt	On floating debt						
1	Albia Interurban	\$1,406.51	\$23.58	\$ 9,000.00				\$ 11,230.29	\$ 2,295.18	1		
2	Boone Electric	402.30		2,000.00		\$ 884.25		5,487.71	1,812.21	2		
3	Cedar Rapids & Marion City	2,434.18						2,434.18	22,242.08	3		
4	Centerville Light & Traction			7,300.00				7,300.00	7,168.63	4		
5	Colfax Springs	2,949.06				53,723.25		57,672.31	\$ 825.33	5		
6	Davenport & Muscatine	15,882.00				51,734.95		67,616.95	148,723.45	6		
7	Ft. Dodge, Des Moines & Southern	10,927.97		90,946.97				70,974.87	31,772.00	7		
8	Inter-urban	4,000.72		55,159.00		8,913.71		67,073.43	4,673.43	8		
9	Iowa & Illinois	14,471.87		142,770.81		10,736.86		177,979.55	196,700.84	9		
10	Iowa Railway & Light									10		
11	Mason City & Clear Lake	2,670.00		19,770.00		23.00		22,463.00	36,533.19	11		
12	Oskaloosa & Buxton									12		
13	Oskaloosa Traction & Light	547.15					\$1,800.00	2,347.15	425.00	13		
14	Tama & Toledo	42.40		100.00				142.40	1,843.96	14		
15	Waterloo, Cedar Falls & Northern	12,900.00		126,949.73		10,740.00		150,649.73	97,547.90	15		
	Total	\$70,997.43	\$23.58	\$427,147.32		\$18,860.13	\$1,800.00	\$632,869.68	\$47,061.20	\$21,623.89		

a This report covers the period June 30, 1912, to September 1, 1912; the operations of this road for the remainder of the fiscal year are included in the report of the Iowa Railway &amp; Light Company.

b This company owns the line that is operated by the Oskaloosa Traction &amp; Light Company.

c This report covers the period October 1, 1912, to June 30, 1913.

TABLE NO. 12—INCOME ACCOUNT—CONTINUED—ELECTRIC LINES.

Number	Lines	Disposition of Net Income					For Year		At Beginning of Year		Profit or Loss Adjustments During Year		At Close of Year		Number
		Reserves and special charges	Dividends on Common Stock		Dividends on Preferred Stock		Surplus	Deficit	Surplus	Deficit	Credits	Debits	Surplus	Deficit	
			Rate	Amount	Rate	Amount									
1	Albia Interurban					\$ 2,250.18		\$ 7,171.65			\$7,963.00	\$ 2,444.83		1	
2	a Boone Electric					1,513.31		7,292.74				9,106.00		2	
3	C. E. & M. C.					22,213.08								3	
4	C. L. & T.					7,166.65								4	
5	Colfax Springs							\$ 820.61		\$ 375.05			\$1,301.00	5	
6	c Dav. & M.						15,739.80						15,739.80	6	
7	Fl. D., D. M. & S.					145,223.45			71,911.79		15,877.31	336,837.90		7	
8	Inter-Urban	\$2,000.00				29,786.31			161,132.65		15,249.77	175,678.36		8	
9	Iowa & Illinois						4,678.40		93,086.00	\$89,653.49			8,111.87	9	
10	Iowa Ry. & L.	2.00	\$34,000.00	7.00	\$72,182.77	50,518.07			382,611.20			373,159.46		10	
11	M. C. & C. L.					36,533.19			39,414.04		7,437.84	39,007.41	43,817.60	11	
12	a Okaloosa & B.													12	
13	O. Trac. & L.						438.58			670.21			1,408.29	13	
14	a Tama & Toledo					1,842.90			2,017.77			2,801.73		14	
15	W., C. F. & N.			6.00	12,100.94	84,367.75			156,894.09		10,443.00	232,836.23		15	
	Total	\$2,006.55	\$2,000,000.00		\$85,142.71	\$425,732.13	\$21,063.89	\$729,097.00	\$94,431.92	\$97,091.33	\$86,394.00	\$1,046,361.50	\$306,443.22		

a This report covers the period June 30, 1912, to September 1, 1912; the operations of this road for the remainder of the fiscal year are included in the report of the Iowa Railway & Light Company.

b This company owns the line that is operated by the Okaloosa Traction & Light Company.

c This report covers the period October 1, 1912, to June 30, 1913.

TABLE NO. 13—OPERATING REVENUES—ELECTRIC LINES.

Number	Lines	Revenue from Transportation									Number		
		Passenger revenue	Baggage revenue	Freight, chair and special car revenue	Mail revenue	Express revenue	Milk revenue	Freight revenue	Switching revenue	Miscellaneous revenue			
1	Albia Interurban	\$ 32,195.59									\$ 32,195.59	1	
2	a Boone Electric	7,009.21									7,009.21	2	
3	Cedar Rapids & Marion City	34,096.83					\$ 269.78	\$6,306.24			40,672.85	3	
4	Centerville Light & Traction	35,567.72	\$ 386.80					1,267.73		\$ 1,219.84	\$ 37,232.29	4	
5	Colfax Springs	4,666.37									4,666.37	5	
6	c Daventport & Muscatine	115,781.01	21.99	\$ 301.10	87.64			302.96		2,604.28	\$ 5.00	118,996.25	6
7	Fl. Dodge, Des Moines & Southern	340,191.54	1,727.41	2,602.02	4,206.12	5,090.00		338,805.54	30,490.39			718,273.62	7
8	Inter-Urban	167,456.01	411.30	915.35	716.55	2,303.68	\$4,747.45	104,741.00	36,675.15			296,467.74	8
9	Iowa & Illinois	141,136.66	668.81	50.00	1,375.62	\$,343.69	1,489.24	36,645.63	1,072.49		8.00	160,414.29	9
10	Iowa Railway & Light	200,068.16	758.05		1,294.27	3,889.29	1,354.80	40,734.62	2,913.00		1,107.66	256,008.05	10
11	Mason City & Clear Lake	80,324.89	39.74		301.82		18.75	27,870.00	8,406.00			116,961.16	11
12	a Okaloosa & Buxton	8,864.05										8,864.05	12
13	Okaloosa Traction & Light	2,970.02			65.33	359.66		784.25	283.27			3,673.45	13
14	a Tama & Toledo	329,018.72	722.00		599.72	2,587.86	784.25	82,388.19	2,622.50		868.30	429,528.91	14
15	Waterloo, Cedar Falls & Northern												15
	Total	\$1,511,513.74	\$4,656.84	\$8,729.07	\$8,969.00	\$82,635.51	\$7,874.49	\$634,739.25	\$53,194.44	\$2,000.91	\$2,209,197.95		

a This report covers the period June 30, 1912, to September 1, 1912; the operations of this road for the remainder of the fiscal year are included in the report of the Iowa Railway & Light Company.

b This company owns the line that is operated by the Okaloosa Traction & Light Company.

c This report covers the period October 1, 1912, to June 30, 1913.

TABLE NO. 14—OPERATING REVENUES—CONTINUED—ELECTRIC LINES.

Number	Lines	Revenue From Operations Other Than Transportation										Total	Total operating revenue	Number		
		Station and car privileges	Parcel room receipts	Storage	Car service	Telephone and telegraph service	Rentals of tracks and terminals	Rentals of equipment	Rentals of buildings and other property	Power	Miscellaneous					
1	Albia Interurban															
2	a Boone Electric	\$ 106.50														\$ 106.50
3	b Cedar Rapids & Mason City	257.80														607.30
4	c Centralville Lark & Traction	2,500.12														31,750.12
5	d Colfax Springs	257.80														78.30
6	e Deavenport & Muscatine	690.12	\$ 79.95	\$ 38.50	\$ 2,024.45											2,774.07
7	f Ft. Dodge, D. M. & Southern	396.21	\$ 273.26	48.00	95.00											720,413.00
8	g Iowa & Illinois	592.68	322.80	441.00												236,421.66
9	h Iowa Railway & Light	303.00	31.65	268.50												200,516.64
10	i Iowa Traction & Light															1,000.00
11	k Okaloosa & Boston															1,014.77
12	l Okaloosa Traction & Light															2,000.00
13	m Tama & Toledo	14.00		104.65	1,443.00											8,954.00
14	n Waterloo, Cedar Falls & N.															489,200.41
15	Total	\$6,122.50	\$33,033.45	\$430,803,813,682.45			\$9,573.50	\$1,201.67	\$14,780.78	\$2,839,538,711,187.26	\$6,923.80	\$8,100.41	\$1,428,875.55			\$9,280,285.71

a This report covers the period June 30, 1922, to September 1, 1922; the operations of this road for the remainder of the fiscal year are included in the report of the Iowa Railway & Light Company.

b This company owns the line that is operated by the Okaloosa Traction & Light Company.

c This report covers the period October 1, 1921, to June 30, 1922.

TABLE NO. 15—OPERATING EXPENSES—ELECTRIC LINES.

Number	Lines	Way and Structures							Total	Number
		Superintendence	Maintenance of way	Maintenance of electric lines	Buildings and structures	Depreciation of way and structures	Other operations—fr.	Other operations—cr.		
1	Albia Interurban									
2	a Boone Electric	\$ 108.94	\$ 2,670.56	\$ 256.13						\$ 2,670.56
3	b Cedar Rapids & Mason City	248.50	3,703.50	175.11	\$ 611.00					684.61
4	c Centralville Lark & Traction	646.66	502.75	102.75	94.44					8,027.70
5	d Colfax Springs	2,000.07	2,000.07							2,000.07
6	e Deavenport & Muscatine	1,002.67	5,419.57	1,385.43	1,25.50					7,791.66
7	f Ft. Dodge, D. M. & Southern	2,800.75	47,562.50	21,083.27	1,518.45	\$ 21,000.00				117,001.86
8	g Iowa & Illinois	2,409.66	15,715.15	2,598.65	317.96	6,739.14				35,431.65
9	h Iowa Railway & Light	880.00	17,194.19	3,569.25	908.64					22,482.03
10	i Iowa Traction & Light		5,471.72	656.19	221.49					6,819.40
11	k Okaloosa & Boston									200.00
12	l Okaloosa Traction & Light	222.01	27.74							375.86
13	m Tama & Toledo		174.69	1.24	601.00					1,200.53
14	n Waterloo, Cedar Falls & Northern		7,882.50	5,066.37						14,286.35
15	Total	\$ 14,038.79	\$139,357.20	\$ 39,500.58	\$ 6,775.10	\$ 27,238.34				\$ 240,875.55

a This report covers the period June 30, 1922, to September 1, 1922; the operations of this road for the remainder of the fiscal year are included in the report of the Iowa Railway & Light Company.

b This company owns the line that is operated by the Okaloosa Traction & Light Company.

c This report covers the period October 1, 1921, to June 30, 1922.



TABLE NO. 16—OPERATING EXPENSES—CONTINUED—ELECTRIC LINES.

Number	Lines	Equipment								Total	Total traffic expenses	Number
		Superintendence	Maintenance of power equipment	Maintenance of cars and locomotives	Maintenance of electric equipment of cars and locomotives	Miscellaneous equipment expenses	Depreciation of equipment	Other operations—Dr.	Other operations—Cr.			
1	Albia Interurban			\$ 100.00	\$ 1,442.05					\$ 1,542.05		1
2	a Boone Electric	\$ 110.00		231.49	99.74	22.53				464.76	\$ 90.00	2
3	Cedar Rapids & Marion City	306.27	\$ 748.99	1,300.90	767.16	199.04				3,222.36	12.85	3
4	Centerville Light & Traction			1,548.20	248.86	185.32				2,077.47	2,968.77	4
5	Colfax Springs					90.25				90.25		5
6	c Davenport & Muscatine	36.88		2,821.58	1,317.24	736.00				4,801.45	\$ 2,236.50	6
7	Fl. Dodge, Des Moines & Southern	4,268.14	11,922.22	19,850.96	4,006.71	979.25	\$26,000.00			77,044.86	\$9,897.57	7
8	Inter-Urban	622.04	696.08	11,494.27	5,325.88	38.36	2,179.35			21,181.10	8,143.27	8
9	Iowa & Illinois	4.45	155.40	5,022.50	1,029.81	333.15				7,146.34	8,008.04	9
10	Iowa Railway & Light	587.12	246.79	6,078.21	4,742.24	1,668.09				13,262.45	4,049.15	10
11	Mason City & Clear Lake			85.90	2,968.96	1,796.46				4,851.32	1,380.00	11
12	b Oskaloosa & Buxton					500.20				500.20		12
13	Oskaloosa Traction & Light			488.74						488.74		13
14	a Tama & Toledo		1,860.15	140.79	783.24	3,264.41		\$ 1,692.00		7,640.59	7,008.14	14
15	Waterloo, Cedar Falls & Nor.	3,300.00		6,502.55	783.24	3,264.41				17,452.71	7,469.64	15
	Total	\$ 9,154.00	\$15,535.83	\$60,209.72	\$22,129.77	\$ 8,078.43	\$29,170.93	\$ 1,492.00		\$ 155,781.24	\$ 54,437.10	

a This report covers the period June 30, 1912, to September 1, 1912; the operations of this road for the remainder of the fiscal year are included in the report of the Iowa Railway & Light Company.

b This company owns the line that is operated by the Oskaloosa Traction & Light Company.

c This report covers the period October 1, 1912, to June 30, 1913.

TABLE NO. 17—OPERATING EXPENSES—CONTINUED—ELECTRIC LINES.

Number	Lines	Conducting Transportation										Total	Number			
		Superintendence	Power plant employees	Substation employees	Fuel for power	Other power supplies and expense	Power purchased	Power exchanged—balance	Other operations—Dr.	Other operations—Cr.	Conductors, motormen and trainmen			Miscellaneous transportation expenses		
1	Albia Interurban	\$1,080.00					\$ 1,800.00					\$ 6,283.85	\$ 12,563.85	1		
2	a Boone Electric	146.97							\$ 528.22			177.84	2,269.00	2		
3	Cedar Rap. & M. City	1,101.00	\$ 1,161.00			\$ 2,796.96	\$ 144.20					2,066.89	21,471.33	3		
4	Centerville Lt. & Trac.						5,462.00					2,324.98	8,313.29	4		
5	Colfax Springs											1,200.84	1,200.84	5		
6	c Davenport & Mus.	1,426.21					19,970.50					5,406.45	25,199.27	6		
7	Fl. D., D. M. & So.	13,717.48	13,814.02	3,310.52	39,565.97	731.72						44,809.47	214,138.29	7		
8	Inter-Urban	5,253.27		4,219.17		284.20	24,055.70					49,531.98	30,077.14	104,391.66	8	
9	Iowa & Illinois	2,021.29	7,500.77	1,218.27	18,823.20	1,164.25	1,867.90					21,136.73	18,617.96	72,886.00	9	
10	Iowa Railway & Light	3,119.17		5,018.91		19.25			39,470.21			37,822.27	25,409.24	100,859.06	10	
11	Mason C. & Clear Lake	1,255.03	144.00	600.00	427.91	146.08	11,530.90					14,992.84	4,851.43	51,456.56	11	
12	b Oskaloosa & Buxton														12	
13	Oskaloosa Trac. & Lt.							\$ 2,000.00				5,072.42	5,072.42	13		
14	a Tama & Toledo						267.20					561.00	184.00	1,112.29	14	
15	Waterloo, C. F. & N.	4,416.41	8,291.08	1,834.43	19,682.74	879.21						\$ 8,716.00	60,371.00	41,136.02	138,644.87	15
	Total	\$14,546.84	\$21,017.57	\$16,061.46	\$91,590.27	\$2,371.39	\$68,060.07	\$ 2,365.13	\$29,998.73	\$ 8,716.00	\$ 800,388.23	\$ 178,797.11	\$ 756,702.70			

a This report covers the period, June 30, 1912, to September 1, 1912; the operations of this road for the remainder of the fiscal year are included in the report of the Iowa Railway & Light Company.

b This company owns the line that is operated by the Oskaloosa Traction & Light Company.

c This report covers the period, October 1, 1912, to June 30, 1913.

TABLE NO. 18—OPERATING EXPENSES—CONTINUED—ELECTRIC LINES.

Number	Lines	General and Miscellaneous									Total	Number
		General expenses	Other operations— —City	Other operations— —City	Salaries and damages	Insurance	Stationery and printing	Store and stable expenses	Reins of tracks and terminals	Reins of equip- ment		
1	Albia Interurban	\$ 500.00			\$ 502.50	\$ 250.00	\$ 200.00		\$ 10.00		\$ 1,712.50	1
2	Boone Electric	437.33			65.90	133.33			31.00		667.56	2
3	Cedar Rapids & Marion City	2,068.65			2,732.07	227.71	100.29	\$ 114.00			5,868.72	3
4	Centerville Light & Traction	1,310.29			30.29	60.00	130.24		21.20		1,778.12	4
5	Colfax Springs	50.52									50.52	5
6	Davenport & Muscatine	6,214.19			2,042.74	748.24	351.50	42.22			10,001.56	6
7	Pt. Dodge, Des Moines & Southern	27,711.37			18,294.00	1,919.92	3,949.31	1,588.00	14,480.36	\$ 14,468.26	81,822.23	7
8	Inter-Urban	19,867.37			5,250.13	1,561.91	4,046.81		1,905.00	19,171.51	48,832.73	8
9	Iowa & Illinois	10,756.19			3,045.73	1,522.78	1,402.86	54.24	10,593.14	261.78	31,409.72	9
10	Iowa Railway & Light	8,942.51	\$ 2,688.26		2,097.74	2,175.89	1,813.92		2,204.22	61,192.76	79,245.94	10
11	Mason City & Clear Lake	6,656.37			1,388.73	1,005.50	1,221.09			1,566.30	11,861.99	11
12	Oskaloosa & Buxton					48.80	61.31				642.94	12
13	Oskaloosa Traction & Light	190.75	341.08			2.23	36.25	4.10			574.01	13
14	Tama & Toledo	207.70			2.23	15.37	36.25				279.01	14
15	Waterloo, Cedar Falls & Nor.	25,420.33	12,495.52	\$44,463.32	4,629.40	4,635.79	4,643.80	4,873.92	1.00	9,492.97	21,129.45	15
	Total	\$ 110,570.43	\$ 15,420.02	\$44,463.32	\$43,415.08	\$14,423.24	\$17,500.43	\$ 6,656.49	\$ 25,832.76	\$ 38,438.16	\$ 237,820.75	

a Credit.

b This report covers the period, June 30, 1912, to September 1, 1912; the operations of this road for the remainder of the fiscal year are included in the report of the Iowa Railway &amp; Light Company.

c This company owns the line that is operated by the Oskaloosa Traction &amp; Light Company.

d This report covers the period, October 1, 1912, to June 30, 1913.

TABLE NO. 19—OPERATING EXPENSES—CONTINUED—ELECTRIC LINES.

Number	Lines	Recapitulation of Expenses					Total operating expenses		Number
		Way and structures	Equipment	Traffic	Conducting trans- portation	General and miscel- laneous	Amount	Ratio to operating revenue— Per cent	
1	Albia Interurban	\$ 2,020.50	\$ 1,547.02		\$ 12,293.85	\$ 1,212.50	\$ 18,638.63	56.15	1
2	Boone Electric	681.02	654.76	90.00	2,369.00	637.60	4,309.76	69.63	2
3	Cedar Rapids & Marion City	5,037.70	3,612.29	12.87	21,471.33	5,868.72	30,003.01	69.21	3
4	Centerville Light & Traction	1,905.94	2,077.47	2,066.77	5,213.29	1,778.12	17,381.49	54.74	4
5	Colfax Springs	2,000.67	90.25		1,230.84	50.52	3,601.28	129.79	5
6	Davenport & Muscatine	7,791.46	4,891.43	2,388.33	62,169.87	10,001.56	78,143.17	65.07	6
7	Pt. Dodge, Des Moines & Southern	117,921.25	77,944.96	29,967.37	214,138.29	81,822.22	611,524.20	70.51	7
8	Inter-Urban	44,221.39	21,151.16	6,143.37	194,301.69	48,832.73	234,802.25	68.57	8
9	Iowa & Illinois	20,431.43	7,145.34	8,008.94	72,886.06	24,469.72	142,881.94	71.23	9
10	Iowa Railway & Light	22,483.03	13,202.45	4,949.12	100,829.05	19,749.94	159,902.29	62.89	10
11	Mason City & Clear Lake	6,319.40	6,361.00	1,389.00	33,450.20	11,861.99	59,353.70	49.78	11
12	Oskaloosa & Buxton	350.32	483.74		5,637.95	642.94	7,014.98	78.61	12
13	Oskaloosa Traction & Light	173.93	140.79	7.08	1,112.29	279.01	1,715.10	46.23	13
14	Tama & Toledo	14,233.83	17,482.71	7,469.64	128,944.87	21,129.45	188,302.62	43.15	14
15	Waterloo, Cedar Falls & Nor.								15
	Total	\$ 246,875.35	\$ 155,781.24	\$ 54,437.10	\$ 736,703.70	\$ 237,820.78	\$ 1,433,624.17	59.91	

a This report covers the period June 30, 1912, to September 1, 1912; the operations of this road for the remainder of the fiscal year are included in the report of the Iowa Railway &amp; Light Company.

b This company owns the line that is operated by the Oskaloosa Traction &amp; Light Company.

c This report covers the period October 1, 1912, to June 30, 1913.









TABLE NO. 26—EMPLOYEES—ACCIDENTS TO PERSONS—ELECTRIC LINES.

Number	Lines	Gen'l 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	Employee	Other persons	Total	Passengers	Employee	Other persons	Total		
1	Abia Interurban	1	1		3		3	18	\$ 11,400.00										1
2	e Boone Electric	1	5	1			1	11	2,417.19										4
3	Cedar Rapids & Marion City																		4
4	Centerville Light & Traction		3	1	5	1	4	15	5,864.93										6
5	Colfax Springs		31	1	2		2	3	3,492.51										7
6	e Davenport & Muscatine		6	1	23		13	63	33,273.41										6
7	Ft. Dodge, Des Moines & Southern		15	3	266	4	179	474	337,923.90		3	3	5	10	75	11	96	9	
8	Inter-urban		8	3	39	6	98	157	120,971.96		1	2	3	1	3	19	23	9	
9	Iowa & Illinois		9	2	89	1	55	158	6,997.56							2	2	10	
10	Iowa Railway & Light		63			15	335	419	825,841.11		4	4	2	33	1	36	10	11	
11	Mason City & Clear Lake		2	1	25	1	30	61	25,732.75										12
12	e Okaloosa & Buxton																		12
13	Okaloosa Traction & Light																		13
14	e Tama & Toledo	1	1			1	8	11	1,165.12										14
15	Waterloo, Cedar Falls & Northern	9	21	3	72	3	143	251	292,511.53		1		1		6	3	9	15	
	Total	35	135	16	547	33	889	1,653	\$1,008,538.97		5	8	15	13	117	96	166		

a Serve without compensation.  
 b Includes 3 officers without compensation.  
 c This report covers the period June 30, 1912, to September 1, 1912; the operations of this road for the remainder of the fiscal year are included in the report of the Iowa Railway & Light Company.  
 d This company owns the line that is operated by the Okaloosa Traction & Light Company.  
 e This report covers the period October 1, 1912, to June 30, 1913.

TABLE NO. 27—DESCRIPTION OF EQUIPMENT—ELECTRIC LINES.

Number	Line <sup>a</sup>	Passenger Cars								All Other Cars											Total all cars	Number			
		Closed		Open		Combination		Total	Freight	Mail	Express	Baggage		Combination	Work		Snow plows	Sweepers	Miscellaneous						
		a	b	a	b	a	b	a				b	a		b	a			b	a			b	a	b
1	Abia Interurban	6		1			7																8	1	
2	e Boone Electric	4	1	1			5	1															5	4	
3	Cedar Rapids & Marion																						4	4	
4	Centerville L. & Trac.	2		2			4																4	4	
5	Colfax Springs			1			1																1	5	
6	d Davenport & Muscatine	20		14		6	40																19	67	
7	Ft. Dodge, D. M. & S.	6	5				11	5	645	1													6	8	
8	Inter-urban	11					11		80														11	9	
9	Iowa & Illinois	4	3				7		12														7	10	
10	Iowa Railway & Light	26	3	3			32	6	1	24													33	11	
11	Mason City & Clear L.	10	10	1	5		11	15	3														15	12	
12	e Okaloosa & Buxton																								13
13	Okaloosa Trac. & Light																								13
14	e Tama & Toledo	3	1	2			4	2	1	9													5	11	
15	Waterloo, C. F. & N.	36	6	16	11		62	17	58		4												6	78	
	Total	130	29	38	22	6	174	51	6	880	1		10	1	1		11	1	6	30		1	7	23	229

a With electric equipment.  
 b Without electric equipment.  
 c Locomotives.  
 d This report covers the period June 30, 1912, to September 1, 1912; the operations of this road for the remainder of the fiscal year are included in the report of the Iowa Railway & Light Company.  
 e This company owns the line that is operated by the Okaloosa Traction & Light Company.  
 f This report covers the period October 1, 1912, to June 30, 1913.



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COMPILED RETURNS

OF

**Express Companies**

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TABLE NO. 1—MILEAGE COVERED—ENTIRE LINE AND IOWA—EXPRESS COMPANIES

Name	Entire Line						Iowa						
	Steam roads	Electric lines	Steam-boat lines	Stage lines	Miscellaneous mileage	Total	Mileage Covered in Outside Operations		Steam roads	Electric lines	Stage lines	Miscellaneous mileage	Total
							Ocean going mileage	Mileage in foreign countries					
Adams .....	33,125.86	601.42	4,323.00	27.00	-----	38,086.29	12,602.00	430.00	2,324.21	24.40	3.00	-----	2,851.61
American .....	97,553.35	949.70	2,996.75	19.50	7.00	61,531.30	68,284.00	8,678.00	2,601.13	93.71	2.50	-----	2,697.34
Great Northern .....	8,912.65	215.59	2302.00	-----	-----	9,330.24	-----	-----	77.86	-----	-----	-----	77.86
United States .....	29,133.01	5,547.45	459.70	-----	-----	35,140.16	3,300.00	-----	2,579.00	-----	-----	-----	2,579.00
Wells Fargo .....	92,909.12	2,884.81	5,531.57	1,633.57	24,497.02	96,847.19	25,947.00	-----	2,901.10	127.15	-----	-----	3,028.25
Total .....	191,632.99	8,198.98	13,517.82	1,080.37	24,904.02	238,984.18	112,683.00	9,108.00	10,243.96	245.26	5.50	-----	10,494.72

<sup>a</sup>Includes 30 miles not assignable to states and territories.

TABLE NO. 2—CAPITAL STOCK—EXPRESS COMPANIES

Name	Common						Dividends Declared During Year	
	Number of shares authorized	Total par value authorized	Total par value outstanding	Total Par Value Held by Respondent Corporation		Total par value not held by respondent	Rate	Amount
				In treasury	In sinking or other funds			
Adams .....	120,000	\$ 120,000.00	\$ 120,000.00	\$ 19,160.00	-----	\$ 100,840.00	\$ 12	\$ 1,210,680.00
American .....	180,000	18,000,000.00	18,000,000.00	480,000.00	-----	17,520,000.00	12	2,117,700.00
Great Northern .....	10,000	1,000,000.00	1,000,000.00	-----	-----	1,000,000.00	-----	-----
United States .....	100,000	10,000,000.00	10,000,000.00	-----	-----	10,000,000.00	-----	-----
Wells Fargo .....	240,000	24,000,000.00	23,967,400.00	-----	-----	23,967,400.00	10	2,396,740.00
Total .....	660,000	\$ 66,000,000.00	\$ 62,967,400.00	\$ 480,000.00	-----	\$ 52,487,400.00	-----	\$ 5,724,520.00

<sup>a</sup>Shares have no par value and are not included in total.  
<sup>b</sup>\$12.00 per share.

TABLE NO. 3—FUNDED DEBT—EXPRESS COMPANIES

Name	Collateral Trust 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		te	Amount accrued during year	Amount paid during year
Adams .....	\$ 25,000,000.00	\$ 26,000,000.00	\$ 20,700.00	\$ 16,120,400.00	\$ 19,558,900.00	4%	\$801,578.75	\$802,830.00
American .....	.....	.....	.....	.....	.....	.....	.....	.....
Great Northern .....	.....	.....	.....	.....	.....	.....	.....	.....
United States .....	.....	.....	.....	.....	.....	.....	.....	.....
Wells Fargo .....	.....	.....	.....	.....	.....	.....	.....	.....
Total .....	\$ 25,000,000.00	\$ 26,000,000.00	\$ 20,700.00	\$ 16,120,400.00	\$ 19,558,900.00	.....	\$801,578.75	\$802,830.00

TABLE NO. 4—COST OF REAL PROPERTY AND EQUIPMENT—IOWA—EXPRESS COMPANIES

Name	Real estate used in cr tion	Buildings and fixtures used in operation	Equipment				Total cost to June 30, 1912	Total cost to June 30, 1913
			Cars	Horses	Vehicles	Other Equipment		
Adams .....	\$ 2,841.20	\$ 2,210.80	.....	.....	.....	.....	.....	.....
American .....	.....	.....	.....	.....	.....	.....	.....	.....
Great Northern .....	.....	.....	.....	.....	.....	.....	.....	.....
United States .....	.....	.....	.....	.....	.....	.....	.....	.....
Wells Fargo .....	.....	.....	.....	.....	.....	.....	.....	.....
Total .....	\$ 2,841.20	\$ 2,282.45	.....	.....	.....	.....	.....	.....

TABLE NO. 5—COST OF REAL PROPERTY AND EQUIPMENT—ENTIRE LINE—EXPRESS COMPANIES

Name	Real estate used in operation	Buildings and fixtures used in operation	Equipment					Total cost to June 30, 1912	Total cost to June 30, 1913	
			Cars	Other Equipment						
				Office	Horses	Vehicles	Stable			Transportation
Adams .....	\$22,215,300.00	.....	\$ 732,579.08	\$ 787,158.85	\$1,855,658.52	\$12,961.43	\$127,271.66	\$6,102,150.21	\$6,940,816.23	
American .....	2,736,079.14	\$9,772,114.76	1,440,472.50	1,060,705.21	2,430,901.88	142,371.82	178,818.54	11,825,656.07	12,791,467.49	
Great Northern .....	5,381.67	7,685.42	51,217.83	39,700.00	25,385.00	2,062.00	13,444.00	134,190.75	137,360.52	
United States .....	1,144,058.11	237,970.77	9,004,743.96	806,442.88	919,329.26	146,328.49	198,349.20	3,900,968.11	4,057,222.07	
Wells Fargo .....	934,039.75	2,650,636.68	\$384,025.01	1,129,419.49	982,793.29	963,696.28	129,309.06	152,174.64	5,732,092.59	7,099,254.10
Total .....	\$ 9,955,352.36	\$6,106,822.62	\$24,625.01	\$2,928,332.90	\$3,606,803.22	\$6,197,809.94	\$662,082.80	\$900,056.44	\$7,225,066.43	\$20,955,127.46

aIncludes buildings and fixtures used in operation.

bIncludes \$218,912.59, all other equipment.

cIncludes \$240,508.01, all other equipment.



TABLE NO. 6—ADJUSTMENT OF ANNUAL

Name	Office Equipment		Horses	
	Inventory value June 30, 1912	Inventory value June 30, 1913	Inventory value June 30, 1912	Inventory value June 30, 1913
Adams	\$ 315,285.00	\$ 315,480.35		
American	48,869.48	51,317.83	\$ 30,396.00	\$ 29,700.00
Great Northern				
United States				
Wells Fargo				
Total	\$ 365,154.48	\$ 366,798.18	\$ 30,396.00	\$ 29,700.00

TABLE NO. 7—ADJUSTMENT OF ANNUAL

Name	Office Equipment		Horses	
	Inventory value June 30, 1912	Inventory value June 30, 1913	Inventory value June 30, 1912	Inventory value June 30, 1913
Adams				
American				
Great Northern	\$ 1,113.00	467.00	\$ 671.08	
United States				
Wells Fargo				
Total	\$ 1,113.00	\$ 467.00	\$ 671.08	

TABLE NO. 8—INCOME ACCOUNT—

Name	Operating			
	Gross receipts from operation	Express privileges Dr.	Operating Revenues	Operating Expenses
Adams	\$ 35,182,127.77	\$19,444,344.68	\$16,787,782.76	\$16,565,816.25
American	47,849,019.07	32,377,072.38	24,371,927.25	23,629,867.46
Great Northern	5,351,531.43	2,959,055.27	1,813,592.16	1,927,873.82
United States	21,620,700.66	10,446,373.84	11,174,323.82	11,145,177.74
Wells Fargo	34,924,813.78	16,908,000.36	18,026,253.42	16,019,196.00
Total	\$142,938,192.31	\$71,085,411.83	\$71,862,700.48	\$68,208,065.47

## INVENTORY—ENTIRE LINE—EXPRESS COMPANIES

Vehicles		Stable Equipment		Transportation Equipment		Total	
Inventory value June 30, 1912	Inventory value June 30, 1913	Inventory value June 30, 1912	Inventory value June 30, 1913	Inventory value June 30, 1912	Inventory value June 30, 1913	Inventory value June 30, 1912	Inventory value June 30, 1913
		\$ 166,344.25	\$ 212,961.43	\$ 55,438.00	\$ 60,654.25	\$ 668,017.91	\$ 628,102.03
\$ 29,440.00	\$ 28,385.00	1,995.00	2,032.00	11,853.67	12,444.00	122,430.31	124,868.83
\$ 29,440.00	\$ 28,385.00	\$168,339.25	\$215,013.43	\$ 67,291.67	\$ 83,098.25	\$ 690,498.72	\$ 738,000.86

## INVENTORY—IOWA—EXPRESS COMPANIES

Vehicles		Stable Equipment		Transportation Equipment		Total	
Inventory value June 30, 1912	Inventory value June 30, 1913	Inventory value June 30, 1912	Inventory value June 30, 1913	Inventory value June 30, 1912	Inventory value June 30, 1913	Inventory value June 30, 1912	Inventory value June 30, 1913
\$ 639.34		\$ 62.56				\$ 2,876.87	\$ 467.00
\$ 639.34		\$ 62.56				\$ 2,876.87	\$ 467.00

## ENTIRE LINE—EXPRESS COMPANIES

Income		Outside Operations					
Net operating revenue	Net operating deficit	Revenues		Expenses		Total net revenue	Total net deficit
		Net revenue from outside operations	Net deficit from outside operations	Revenues	Expenses		
\$ 171,966.34		\$ 118,935.47	\$ 184,157.19			\$ 60,221.72	\$ 106,744.82
522,060.59						532,069.30	
304,627.34						304,627.34	
29,156.08						29,156.08	
2,016,025.42		182,312.16	172,386.29		\$ 9,925.71	2,025,961.13	
\$ 2,453,845.21		\$ 301,247.67	\$ 356,543.48		\$ 9,925.71	\$ 65,221.72	\$ 2,399,549.30

TABLE NO. 9—INCOME ACCOUNT—ENTIRE

Name	Taxes accrued	Operating income	Operating Loss	Other	
				Separately operated properties—Profit	Loss
Adams .....	\$ 196,617.59		\$ 80,872.77		
American .....	360,192.36	\$ 571,877.47			
Great Northern .....	47,673.42	337,568.97			
United States .....	138,087.57		309,311.56	\$ 124,678.55	
Wells Fargo .....	337,291.95	1,698,749.18			
Total .....	\$1,090,702.90	\$ 2,608,190.57	\$ 199,884.36	\$ 124,678.55	

TABLE NO. 10—INCOME ACCOUNT—ENTIRE

Name	Deductions	
	Separately operated properties—Loss	Interest accrued on funded debt
Adams .....	\$ 14,009.79	\$ 801,578.79
American .....		
Great Northern .....		
United States .....		
Wells Fargo .....		
Total .....	\$ 14,009.79	\$ 801,578.79

TABLE NO. 11—INCOME ACCOUNT—ENTIRE

Name	Disposition	
	Dividends	
	On Common Stock	
	Rate	Amount
Adams .....		\$ 1,210,980.00
American .....		
Great Northern .....		
United States .....	10	2,386,749.00
Wells Fargo .....		
Total .....		\$ 2,606,829.00

LINE—CONTINUED—EXPRESS COMPANIES

Income	Dividends declared on funded debt or controlled	Interest on funded debt owned or controlled	Interest on other securities, loans and accounts	Net income from miscellaneous investments	Miscellaneous income	Total other income	Gross corporate income	Gross corporate loss
	\$ 888,993.96	\$ 1,022,330.57	\$ 37,413.38	\$ 4,603.90	\$ 115,256.29	\$ 2,090,706.35	\$ 1,940,808.58	
	1,007,099.90	301,640.61	2,909.00	73,969.75	1,674.48	1,596,817.72	1,908,906.19	
		2,909.00			165.46	2,665.46	390,219.88	
	16,176.66	191,610.00	10,389.64	14,625.32		356,739.51	247,347.92	
	499,474.00	599,568.65	162,184.02	92,730.45	63,757.84	1,346,685.14	\$ 669,434.82	
	\$ 2,441,253.00	\$ 2,017,650.36	\$ 228,867.95	\$ 185,401.13	\$ 119,845.36	\$ 5,177,694.18	\$ 4,745,490.39	

LINE—CONTINUED—EXPRESS COMPANIES

	from Gross Corporate Income				Net corporate income	Net corporate loss
	Other interest	Sinking funds chargeable to income	Other deductions	Total deductions		
	\$ 60,266.37		\$ 89,537.55	\$ 965,412.46	\$ 1,005,681.12	
	96,663.94		87,023.09	131,867.63	1,835,877.59	
			16,068.32	16,068.32	244,126.06	
	870.83		25,400.49	24,530.22	225,007.60	
			14,007.52	14,007.52	\$ 3,045,426.40	
	\$ 157,001.14		\$ 159,991.97	\$ 1,122,681.65	\$ 6,358,908.74	

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
					\$ 1,585,877.56	\$ 304,568.83
					244,126.06	
					225,007.60	
					645,626.49	
					\$ 2,961,547.62	\$ 304,568.83

TABLE NO. 12—PROFIT AND LOSS

Name	Debit					
	Balance June 30, 1912	Balance for year brought forward from income account	Reductions for year	Dividends Declared out of Surplus		
				On Common Stock		On Other Securities
				Rate	Amount	
Adams		\$ 204,268.88	\$ 225,722.41		3%	\$ 2,117,700.00
American			1,309,670.66			
Great Northern			7,721.22			
United States			205,520.74			
Wells Fargo			17,464.90			
Total		\$ 204,268.88	\$ 2,467,281.96			\$ 2,117,700.00

<sup>a</sup>Of this amount \$1,000,000.00 was declared from income from investments and \$1,067,000.00 from income from operations.

TABLE NO. 13—OPERATING REVENUES

Name	Revenue from Transportation		
	Express revenue	Miscellaneous transportation revenue	Total revenue from transportation
Adams	\$ 31,699,453.50	\$ 122,686.62	\$ 31,822,140.12
American	\$ 45,807,631.95	45,807,631.95	91,615,263.90
Great Northern	2,300,446.13	2,300,446.13	4,600,892.26
United States	21,092,190.21		21,092,190.21
Wells Fargo	34,327,572.35	3,565.15	34,331,137.50
Total	\$ 135,427,373.94	\$ 126,251.77	\$ 135,553,625.71

<sup>a</sup>Includes miscellaneous transportation revenue.

TABLE NO. 14—OPERATING REVENUES—ENTIRE

Name	Revenue from Operations		
	C. O. D. cheques	Telegraphic transfers	Letters of credit
Adams	\$ 252,165.50		
American	28,202.54		
Great Northern	152,260.84	\$ 406.75	\$ 146.21
United States	330,668.67	3,169.86	
Wells Fargo			
Total	\$ 853,127.55	\$ 3,576.61	\$ 146.21

<sup>a</sup>Includes all revenues from operations other than transportation.  
<sup>b</sup>Credit.

ACCOUNT—EXPRESS COMPANIES

Debit		Credit				
Balance credit June 30, 1912, carried to balance sheet	Total	Balance June 30, 1912	Balance for year brought forward from income account	Additions for year	Balance debit June 30, 1912, carried to balance sheet	Total
\$26,392,207.28	\$26,392,207.28	\$26,726,430.12	\$26,726,430.12	\$ 5,744.50		\$26,732,174.62
19,288,463.81	19,288,463.81	21,355,831.51	21,355,831.51	26,722.65		21,382,554.16
628,503.28	628,503.28	446,232.81	302,107.75	244,126.06		692,366.62
1,186,886.35	1,186,886.35	1,170,826.60	222,967.60			1,393,794.20
6,672,623.07	6,672,623.07	5,783,943.50	648,680.40	107,355.66		6,539,979.56
\$28,880,580.27	\$28,880,580.27	\$28,522,999.54	\$28,522,999.54	\$ 123,222.75		\$28,646,222.29

600.00 from income from operations.

ENTIRE LINE—EXPRESS COMPANIES

Revenue from Operations Other Than Transportation						
Custom house brokerage fees	Order and commission department	Rents of buildings and other properties	Money orders—Domestic	Money orders—Foreign	Travelers' cheques—Domestic	Travelers' cheques—Foreign
		\$ 3,332.55	\$ 74,551.25	\$ 369.85		\$ 1,801.70
\$ 614.81			13,792.38	462.57		796.54
16,426.71		21,769.79	87,924.71	911.94	\$ 1,151.87	
\$ 8,981.90	\$ 2,128.52	2,421.20	100,737.25	1,423.71	19,112.43	
\$ 25,669.51	\$ 2,128.52	\$ 27,712.15	\$ 267,165.60	\$ 3,161.47	\$ 20,264.30	\$ 2,597.60

LINE—CONTINUED—EXPRESS COMPANIES

Other Than Transportation—Continued					
Other revenues—Financial department	Miscellaneous revenue	Total revenue from operation other than transportation	Gross receipts from operation	Express privileges—Dr.	Total operating revenues
\$ 1,109.29	\$ 19,950.67	\$ 20,059.96	\$ 25,182,127.77	\$ 18,444,344.96	\$ 6,737,782.79
\$2,041,277.72	\$2,041,277.72	\$2,041,277.72	\$7,849,000.67	\$3,277,073.38	\$4,571,927.29
\$ 183.29	\$1,986.50	\$2,169.79	\$3,351,531.43	\$2,009,028.27	\$1,342,503.16
\$2,773.58	\$7,124.75	\$9,898.33	\$1,629,739.65	\$9,445,875.84	\$11,174,535.82
\$2,696.98	\$7,737.67	\$10,434.65	\$4,924,813.78	\$16,908,210.35	\$18,933,025.02
\$ 21,549.00	\$ 2,072,004.51	\$ 2,093,553.51	\$ 42,558,192.51	\$ 71,085,411.82	\$ 71,899,789.48



TABLE NO. 15—OPERATING EXPENSES—

Name	Maintenance						Horses
	Superintendence	Buildings, fixtures and grounds	Office equipment	Cars—Repairs	Cars—Renewals	Cars—Depreciation	
Adams	\$ 7,741.78	\$ 97,826.97	\$100,775.00				\$188,710.11
American							
Great Northern	5,372.05	484.15	7,541.08				6,355.16
United States	1,073.34	12,988.31	48,631.41				104,679.86
Wells Fargo	22,026.79	73,884.96	102,044.00	\$123,889.82	\$ 727,153,827.50		58,924.61
Total	\$36,214.16	\$185,178.69	\$301,927.64	\$121,889.82	\$ 727,153,827.50		\$359,669.74

TABLE NO. 16—OPERATING EXPENSES—ENTIRE

Name	Traffic Expenses						
	Superintendence	Outside Agencies	Advertising	Traffic associations	Stationery and printing	Other expenses	Total traffic expenses
Adams	\$ 74,188.85	\$ 17,236.86	\$ 36,165.16	\$ 2,091.27	\$ 22,668.25	\$ 280.47	\$ 122,730.86
American							473,638.48
Great Northern	13,333.04	11,874.50	1,112.94	500.39	2,305.10		31,027.07
United States	69,236.67	66,323.72	8,217.55	5,638.21	28,323.94		169,080.09
Wells Fargo	114,158.61	118,866.18	68,838.12	7,536.00	65,718.12	23.70	370,436.91
Total	\$ 261,800.15	\$ 112,121.56	\$ 114,323.97	\$18,706.87	\$118,915.51	\$ 206.36	\$ 1,196,900.45

TABLE NO. 17—OPERATING EXPENSES—ENTIRE

Name	Transportation					
	Stable supplies and expenses	Train employees	Train supplies and expenses	Transfer employees	Transfer expenses	Stationery printing
Adams	\$ 1,386,910.00	\$ 966,428.92	\$ 27,081.55			\$ 482,297.91
American						
Great Northern	50,518.82	130,494.90	2,481.42	\$ 21,032.10		28,000.45
United States	1,114,672.19	791,342.29	5,455.92	174,806.04	\$ 680.04	276,012.72
Wells Fargo	1,154,632.21	1,418,326.22	130,466.85	574,912.47	3,662.90	368,917.78
Total	\$ 3,715,335.22	\$ 2,296,623.33	\$ 166,116.45	\$ 770,770.61	\$ 4,343.08	\$ 1,125,919.96

ENTIRE LINE—EXPRESS COMPANIES

Maintenance							
Vehicles—Repairs	Vehicles—Renewals	Stable equipment	Transportation equipment	Other expenses	Maintaining joint facilities—Dr.—Cr.	Maintaining joint facilities—Cr.—Dr.	Total Maintenance
\$ 318,968.29	\$ 184,462.21	\$ 64,426.22	\$ 9,565.06	\$ 569.05	\$ 7,902.91	\$16,631.41	\$ 607,315.79
7,087.45	1,004.75	2,761.02	3,637.14		735.74	224.48	83,814.51
192,659.70	22,914.15	87,104.65	11,867.07				482,781.79
176,939.96	24,421.58	77,546.90	19,045.75	102.58	3,612.94	4,631.95	728,602.21
\$ 725,132.20	\$ 223,802.70	\$ 151,539.21	\$45,115.91	\$ 671.56	\$12,211.59	\$21,387.84	\$ 3,415,904.82

LINE—CONTINUED—EXPRESS COMPANIES

Transportation Expenses						
Superintendence	Office employees	Commissionaire	Wagon employees	Office supplies and expenses	Rent of local offices	Stable employees
\$ 222,026.45	\$ 5,082,120.20	\$ 1,149,246.21	\$ 2,705,466.35	\$ 405,136.12	\$ 642,076.76	\$ 827,466.22
44,822.78	172,265.01	204,171.58	144,859.90	16,027.01	42,542.07	8,584.64
329,206.23	2,790,997.88	1,240,677.14	1,723,425.20	299,007.10	434,445.99	211,808.23
801,685.31	3,325,461.82	2,629,338.45	1,977,668.68	491,920.80	516,900.86	216,540.24
\$ 1,209,289.21	\$11,301,914.96	\$ 4,623,388.22	\$ 6,549,622.12	\$ 1,121,711.04	\$ 1,635,966.12	\$ 774,399.52

LINE—CONTINUED—EXPRESS COMPANIES

Expenses—Continued							
Loss and damage—freight	Loss and damage—Money	Damage to property	Injuries to persons	Other expenses	Operating joint facilities—Dr.	Operating joint facilities—Cr.	Total transportation expenses
\$ 745,463.26	\$85,910.90	\$11,116.41	\$ 25,394.11	\$ 21,300.90	\$ 235,024.07	\$ 242,731.42	\$14,279,999.19
19,292.96	176.08	137.50	3,973.86		29,608.77	7,985.02	30,074,452.28
435,001.40	5,928.68	4,927.80	81,807.20	14,121.00			9,888,100.80
226,518.24	25,100.12	9,842.21	60,145.84	50,008.00	106,900.28	179,547.77	12,738,756.96
\$ 1,796,286.90	\$84,210.70	\$25,985.52	\$ 119,691.00	\$ 96,664.00	\$ 271,622.07	\$ 430,217.27	\$58,506,864.23

TABLE NO. 18—OPERATING EXPENSES—ENTIRE

Name	General		
	Salaries and ex- penses of general officers	Salaries and ex- penses of conductors and attendants	General office expenses and miscellaneous
Adams .....	\$ 156,307.87	\$ 631,772.41	\$ 63,410.67
American .....	4,977.50	23,454.22	3,367.17
Great Northern .....	23,753.45	200,496.92	49,211.83
United States .....	79,459.70	767,754.45	52,896.79
Wells Fargo .....			
Total .....	\$ 265,199.52	\$ 1,623,007.98	\$ 168,916.46

TABLE NO. 19—OPERATING EXPENSES—ENTIRE

Name	Recapitulation	
	Maintenance	
	Amount	Ratio to total oper- ating expenses— Per cent
Adams .....	\$ 592,516.79	6.00
American .....	1,218,029.22	5.11
Great Northern .....	32,814.21	2.36
United States .....	432,781.79	2.28
Wells Fargo .....	738,992.21	4.61
Total .....	\$ 2,415,604.82	4.99

LINE—CONTINUED—EXPRESS COMPANIES

Expenses							
Law expenses	Insurance	Pensions	Stationery and printing	Other expenses	General adminis- trative facilities—Dr.	General adminis- trative facilities—Cr.	Total general expenses
\$ 102,868.73	\$ 102,733.81	\$ 56,982.54	\$ 41,005.44	\$ 12,519.32	\$ 204.55	\$ 1,078.43	\$ 1,160,778.11
1,927.45	4,942.98		1,845.35	288.18			1,871,727.48
63,603.21	27,238.25	6,933.56	15,608.79	10,807.62			54,602.02
40,522.55	65,882.27	24,561.84	27,081.50	54,572.17			650,955.12
							1,162,323.09
\$ 218,452.46	\$ 200,806.54	\$ 58,458.94	\$ 88,631.41	\$ 79,137.90	\$ 204.55	\$ 1,078.43	\$ 4,879,375.82

LINE—CONTINUED—EXPRESS COMPANIES

of Expenses							
Traffic Expenses		Transportation Expenses		General Expenses		Total Operating Expenses	
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 operating revenue—Per cent
\$ 122,730.96	.96	\$ 14,779,550.20	86.20	\$ 1,160,778.11	6.86	\$ 16,595,816.26	98.97
478,036.48	3.63	20,076,432.28	84.95	1,871,727.48	7.91	23,699,987.65	16.21
31,927.97	2.59	919,361.22	3.85	54,182.02	0.23	1,027,875.82	77.96
169,039.03	1.32	9,262,100.80	38.74	650,260.15	2.84	11,145,177.74	89.72
379,453.04	3.22	13,719,759.56	56.81	1,162,323.09	7.26	19,019,158.00	88.98
\$ 1,196,900.48	1.76	\$ 28,908,804.63	86.12	\$ 4,879,375.82	7.13	\$ 68,826,995.27	95.19

TABLE NO. 20—TAXES AND ASSESSMENTS—ENTIRE LINE AND IOWA—EXPRESS COMPANIES

Name	Entire Line								Iowa total taxes	
	Ad Valorem Tax		Specific Tax				Miscellaneous	Internal revenue, U. S. government		Total
	On the value of real and personal property	On value of stocks of bonds or on valuation based on earnings, dividends, or other results of operation	On stocks, bonds, loans, etc.	On gross or net earnings, revenues or dividends	On traffic or some physical quality of property operated, or on privilege					
Adams .....	\$ 75,157.50		\$ 59,707.40	\$ 34,470.07		\$ 7,522.63	\$ 196,617.26	\$ 2,329.91		
American .....	119,300.87	\$ 212,807.76	1,350.00	22,497.59	\$ 1,030.84	2,645.30	360,195.35	4,396.14		
Great Northern .....	7,506.94		25,672.00	715.00		5,560.00	17,672.42	102.99		
United States .....	77,998.56	6,686.71	43,347.56	8,440.47		2,237.94	138,657.67	3,489.00		
Wells Fargo .....	88,557.13	3,704.61	340,087.90	8,194.24	781.68	16,876.49	337,301.95	3,434.91		
Total .....	\$ 268,671.44	\$ 222,145.09	\$ 280,164.90	\$ 54,322.37	\$ 2,841.96	\$ 22,102.33	\$ 1,099,735.09	\$ 15,140.56		

TABLE NO. 21—COMPARATIVE GENERAL BALANCE SHEET—ASSETS—EXPRESS COMPANIES

Name	Permanent and Long Term Investments							Increase 1913	Decrease 1913
	Investment					Total June 30, 1913	Total June 30, 1912		
	Real Property and Equipment			Reserves for accrued depreciation—Credit					
Real estate	Buildings and fixtures	Equipment							
Adams .....	\$ 2,215,396.60		\$ 53,745,682.71	\$ 917,466.27	\$ 6,543,423.15	\$ 5,714,069.77	\$ 225,422.26		
American .....	2,706,079.14	\$ 3,772,114.76	9,323,572.55	1,456,861.80	11,933,373.56	39,632,346.21	705,559.55		
Great Northern .....	5,281.67	7,080.42	124,898.83		137,360.92	124,199.76	3,170.17		
United States .....	1,144,068.11	237,970.77	2,675,193.79	1,039,927.43	3,917,259.10	2,920,500.13	99,745.09		
Wells Fargo .....	534,329.75	2,089,636.68	4,001,987.76	1,000,553.84	5,126,508.03	5,659,693.62	276,896.72		
Total .....	\$ 9,635,356.30	\$ 6,106,802.63	\$ 15,881,086.64	\$ 4,406,289.45	\$ 26,436,950.15	\$ 25,029,750.30	\$ 1,407,174.56		

aIncludes buildings and fixtures.

bIncludes \$20,073.17, foreign department furniture, fixtures and good-will.



TABLE NO. 23—COMPARATIVE GENERAL BALANCE SHEET—ASSETS—CONTINUED—EXPRESS COMPANIES

Name	Permanent and Long Term Investments—Continued													
	Securities									Total June 30, 1913	Total June 30, 1912	Increase, 1913	Decrease, 1913	
	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 .....				\$16,130,400.00			\$ 21,500.00				\$16,141,900.00	\$13,309,400.00	\$ 772,500.00	
American .....							288,781.50				288,781.50			
Great Northern .....											100,000.00	661,324.95		\$ 366,324.95
United States .....							39,933.00				39,933.00	10,000.00		
Wells Fargo .....														
<b>Total</b> .....				\$16,130,400.00			\$ 425,281.50				\$16,543,681.50	\$16,329,506.47	\$ 772,500.00	\$ 366,324.95

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, 1912	Increase, 1913	Decrease, 1913
		Physical property	Securities—Pledged	Securities—unpledged				
Adams .....		\$ 302,388.78	\$22,578,902.88	\$ 2,564,046.03	\$6,645,335.69	\$23,742,667.76	\$ 1,402,007.93	
American .....		1,903,332.85		31,847,474.43	16,430,767.30	38,100,638.03		\$ 1,640,900.73
Great Northern .....				22,034.72	33,034.72	33,034.72		
United States .....	\$ 2,089,775.45	643,677.82		46,600.00	800,307.23	623,697.07	54,670.76	
Wells Fargo .....		2,134,343.59			2,134,343.59	2,170,973.58		36,629.00
<b>Total</b> .....	\$ 2,089,775.45	\$ 4,883,700.96	\$22,578,902.88	\$28,211,245.20	\$5,973,543.04	\$36,308,610.16	\$ 1,457,208.69	\$ 1,686,529.81

TABLE NO. 24—COMPARATIVE GENERAL BALANCE

Name	Working			
	Cash	Securities Issued or Assumed — Held in Treasury		
		Stocks	Funded debt	Miscella- neous
Adams .....	\$ 2,635,545.77	\$ 2,535,750.64		\$ 20,700.00
American .....	4,702,196.90	480,000.00		
Great Northern .....	305,954.73			
United States .....	727,580.85			
Wells Fargo .....	5,219,628.97			
Total .....	\$13,488,817.36	\$ 4,015,750.64		\$ 20,700.00

TABLE NO. 25—COMPARATIVE GENERAL BALANCE

Name	Materials and supplies	Other working assets	Working	
			Total June 30, 1913	Total June 30, 1912
Adams .....			\$20,668,615.97	\$22,717,609.29
American .....	\$ 199,768.58	\$ 100,929.50	22,774,811.57	\$30,515,811.09
Great Northern .....	7,676.37		1,846,300.41	1,416,644.23
United States .....	69,209.24		7,108,850.31	7,429,698.18
Wells Fargo .....	182,384.16	8,478.72	27,278,269.47	26,175,167.60
Total .....	\$ 471,697.72	\$ 109,399.52	\$80,291,854.18	\$80,229,380.97

TABLE NO. 26—COMPARATIVE GENERAL BALANCE

Name	Deferred		
	Temporary Advances		
	Temporary advances to system cor- porations	Working fund	Advance pay- ments on contracts
Adams .....	\$ 9,300.16	\$ 379,969.00	
American .....		1,000.00	
Great Northern .....			\$ 356,588.58
United States .....	16,818.06		
Wells Fargo .....		25,500.00	1,445,666.50
Total .....	\$ 26,118.22	\$ 410,469.00	\$ 1,802,653.47

SHEET—ASSETS—CONTINUED—EXPRESS COMPANIES

Assets						
Marketable Securities of Other Companies			Loans and bills receivable	Traffic balances due from other companies	Net balance due from agents and messengers	Miscellaneous receivables re- solvable
Stocks	Funded debt	Miscella- neous				
\$ 8,748,773.67	\$ 2,467,190.16	\$ 185,873.00	\$ 469,477.43	\$ 198,172.51	\$ 1,963,386.58	\$ 384,843.41
			4,077.50	188,000.96	5,010,870.16	12,038,000.61
				5,005.12	145,950.20	1,481,104.97
397,861.55	4,547,488.41		27,784.74	131,309.85	1,190,485.58	220,271.49
4,725,776.65	13,060,021.69	2,568,660.00	137,529.54	34,064.44	1,484,317.57	451,994.79
\$13,742,411.90	\$20,113,705.00	\$ 2,754,023.00	\$ 609,368.92	\$ 548,940.89	\$ 2,701,606.20	\$14,373,285.30

SHEET—ASSETS—CONTINUED—EXPRESS COMPANIES

Assets—Continued		Accrued Income Not Due				
Increase, 1913	Decrease, 1913	Unpaid in- terest, rents and dividends receivable	Total June 30, 1913	Total June 30, 1912	Increase, 1913	Decrease, 1913
	\$ 2,119,666.32	\$ 562,669.26	\$ 562,669.26	\$ 366,674.70	\$ 195,484.50	
\$ 2,359,029.88	347,532.53	347,532.53	842,854.99	4,908.44		
429,719.18						
	296,347.67	70,994.61	70,994.61	77,359.93		\$ 6,286.32
	300,791.21	419,277.47	419,277.47	300,791.82	213,806.66	
\$ 2,988,748.06	\$ 2,666,232.20	\$ 1,207,183.87	\$ 1,207,183.87	\$ 969,569.00	\$ 415,849.50	\$ 6,196.32

SHEET—ASSETS—CONTINUED—EXPRESS COMPANIES

Debit Items						
Other tem- porary ad- vances	Rents and in- terest paid in advance	Taxes paid in advance	Unextinguished Disc't on		Special deposits	Sinking fund assets
			Capital Stock	Funded debt		
	\$ 60,854.40	\$ 17,179.01				
\$ 1,440.34	5,372.81	63,786.82			\$ 21,171.55	
	28,438.05	9,878.50		\$ 69,444.60		
	19,372.56	58,700.11				
\$ 1,440.34	\$ 114,918.19	\$ 149,543.63	\$ 69,444.60		\$ 21,171.55	

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, 1912	Increase 1913	Decrease 1913
Adams .....				\$ 71,741.70	\$ 545,044.33	\$ 369,543.05	\$175,501.28	
American .....				239,816.32	352,480.84	303,617.33	118,869.51	
Great Northern .....				6,609.08	489,537.18	674,833.54		\$ 185,296.36
United States .....				431,273.22	1,992,512.87	1,888,299.31	104,213.56	
Wells Fargo .....								
Total .....				\$ 709,440.32	\$ 3,401,601.22	\$ 3,301,293.23	\$ 99,308.05	\$ 199,276.36

TABLE NO. 28—COMPARATIVE GENERAL BALANCE SHEET—ASSETS—CONTINUED—EXPRESS COMPANIES

Name	Profit and Loss				Grand Total			
	Balance				June 30, 1913	June 30, 1912	Increase 1913	Decrease 1913
	June 30, 1913	June 30, 1912	Increase 1913	Decrease 1913				
Adams .....					\$ 70,536,378.38	\$ 69,790,754.63	\$ 745,623.75	
American .....					61,530,835.38	60,127,078.95	1,403,756.43	
Great Northern .....					3,936,736.05	1,000,869.50	2,935,866.55	
United States .....					14,218,641.77	14,324,862.82		\$ 106,221.05
Wells Fargo .....					28,354,290.30	28,108,493.02	245,797.28	
Total .....					\$ 186,736,241.76	\$ 184,128,093.72	\$ 2,608,148.04	\$ 276,251.05



TABLE NO. 29—COMPARATIVE GENERAL BALANCE SHEET—LIABILITIES—EXPRESS COMPANIES

Name	Stock						Total 1913	Total 1912	Increase 1913	Decrease 1913
	Capital Stock			Stock liability for conversion of securities	Premiums realized on capital stock					
	Common stock	Preferred stock	Receipts outstanding for instalments paid							
Adams .....										
American .....	\$18,000,000.00					\$18,000,000.00	\$15,000,000.00			
Great Northern .....	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			
Wells Fargo .....	23,967,400.00					23,967,400.00	23,967,400.00			
Total .....	\$32,967,400.00					\$32,967,400.00	\$32,967,400.00			

TABLE NO. 30—COMPARATIVE GENERAL BALANCE SHEET—LIABILITIES—CONTINUED—EXPRESS COMPANIES

Name	Long Term Debt						Total June 30, 1913	Total June 30, 1912	Increase 1913	Decrease 1913
	Unsecured Debt			Obligations for long term advances received						
	Collateral trust bonds	Miscellaneous obligations	Receipts outstanding for funded debt							
Adams .....	\$30,000,000.00			\$ 847,802.58		\$30,847,802.58	\$35,843,332.25	\$ 4,420.03		
American .....										
Great Northern .....										
United States .....										
Wells Fargo .....										
Total .....	\$30,000,000.00			\$ 847,802.58		\$30,847,802.58	\$35,843,332.25	\$ 4,420.03		

TABLE NO. 31—COMPARATIVE GENERAL BALANCE

Name	Working				
	Loans and bills payable	Traffic balances due to companies	Audited vouchers and wages unpaid	Miscellaneous accounts payable	Matured interest, rents and dividends paid
Adams .....	\$ 1,700,000.00	\$ 124,084.37	\$ 1,413,241.27	\$ 125,004.56	\$ 73,961.00
American .....	2,000,000.00	85,071.40	2,223,430.00	1,361,630.75	554,641.98
Great Northern .....		19,360.21	8,590.63	58,178.28	
United States .....		141,409.19	710,431.47		
Wells Fargo .....		56,431.56	2,355,860.33		17,861.66
<b>Total</b> .....	<b>\$ 3,700,000.00</b>	<b>\$ 429,387.73</b>	<b>\$ 6,711,050.30</b>	<b>\$ 1,540,503.58</b>	<b>\$ 646,434.64</b>

SHEET—LIABILITIES—CONTINUED—EXPRESS COMPANIES

Liabilities						Total June 30, 1913	Total June 30, 1912	Increase 1913	Decrease 1913
Matured long term debts unpaid	Working advances owed to other companies	Unpaid money orders, checks and drafts	Express privileges	Other working liabilities					
		\$ 640,780.61	\$ 2,015,932.72		\$ 6,091,064.43	\$ 5,814,354.45	\$ 1,177,909.77		
		15,332,000.50	1,033,330.40		33,365,154.00	30,210,218.76	3,354,935.31		
		86,068.67	319,207.61		486,984.40	291,781.81	195,192.66		
		379,720.92	1,498,002.33		2,724,007.74	3,172,333.69	\$ 447,725.86		
		2,757,415.86	1,106,008.09	\$ 13,702.25	6,839,779.71	6,628,040.80	197,901.00		
		\$19,296,016.45	\$ 7,821,250.02	\$ 13,702.25	\$40,129,140.06	\$36,016,729.45	\$ 4,757,208.47	\$ 644,956.94	





TABLE NO. 34—COMPARATIVE GENERAL BALANCE SHEET—LIABILITIES—CONTINUED—EXPRESS COMPANIES

Name	Profit and Loss				Grand Total			
	Total June 30, 1911	Total June 30, 1912	Increase 1913	Decrease 1913	Grand total June 30, 1913	Grand total June 30, 1912	Increase 1913	Decrease 1913
Adams	\$35,292,107.83	\$36,725,683.53		\$ 484,577.70	\$ 70,586,378.33	\$ 69,740,764.62	\$ 745,613.71	
American	19,298,469.83	21,490,361.47		2,200,891.64	61,500,305.33	60,120,078.55	1,430,226.78	
Great Northern	438,632.28	392,107.75	\$ 336,394.53		2,009,756.05	1,603,869.76	432,886.29	
United States	1,139,865.38	1,170,828.49	16,000.86		14,218,641.77	14,224,897.88	\$ 276,256.06	
Wells Fargo	6,673,023.07	5,355,043.59	728,577.18		29,354,500.36	29,108,403.62	246,096.74	
Total	\$38,889,989.37	\$35,523,999.04	\$ 661,008.57	\$ 2,625,418.34	\$ 186,736,241.76	\$ 184,138,099.72	\$ 2,674,303.09	\$ 276,256.06

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									12	\$ 200.00			1	\$ 12.00		
United States					24	\$ 3,925.25	1	\$ 130.00	301	6,025.00	55	\$ 7,250.00	300	1,601.85	233	\$ 2,465.55
Wells Fargo							1	1,679.45	313	7,331.35	92	12,153.18	79	1,187.00		
Total					24	\$ 3,925.25	1	\$ 1,729.45	705	\$11,651.35	157	\$19,403.18	379	\$ 2,822.45	233	\$ 2,465.55

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										\$ 10,915.00
American										39,596.51
Great Northern	\$ 7.87		\$ 113.14							\$ 82.50
United States	4,746.00	116	4,515.00	67	6,700.00	14	250.00	1,181.00	3,164.00	40,946.65
Wells Fargo	8,370.51	191	9,301.92	88	13,366.56	37	1,374.00	1,741.28	4,191.56	60,365.70
Total	\$ 13,064.38	326	\$ 13,829.96	156	\$ 20,066.56	51	\$ 1,584.00	\$ 2,922.28	\$ 6,388.56	\$ 132,723.48

TABLE NO. 37—FINANCIAL PAPER ISSUED—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	Number	Value
Adams .....	71,599	\$ 426,595.80							37,292	\$ 446,688.50
American .....										
Great Northern .....	1,459	15,356.94							478	5,024.28
United States .....	6,861,696	64,246,550			6,988	\$ 4733.08			19,838	5,650.08
Wells Fargo .....	114,400	855,528.50	80	\$ 1,846.43	64,555	649,399.08			44,330	615,752.01
Total .....	723,951	\$ 1,356,549.96	80	\$ 1,846.43	4,133	\$ 47,023.08			131,866	\$ 1,077,029.87

#Includes Foreign.

TABLE NO. 38—FINANCIAL PAPER ISSUED—CONTINUED—NUMBER OF OFFICES—IOWA—EXPRESS COMPANIES

Name	Statistics of Financial Paper Issued—Continued						Total Value	Number of Express Offices in Iowa	Number of Offices at which Money Orders were On Sale
	Telegraphic Transfers		Letters of Credit Issued		Other Forms of Remittance Paper Issued				
	Number	Value	Number	Value	Number	Value			
Adams .....							\$ 890,682.30	221	218
American .....								267	218
Great Northern .....							19,911.22	11	11
United States .....	5	\$ 4.36					13,258.46	117	117
Wells Fargo .....	45	\$ 4,396.38			80	\$ 2,321.08	1,527,614.10	430	611
Total .....	50	\$ 4,399.74			80	\$ 2,321.08	\$ 2,466,946.17	1,435	1,375

TABLE NO. 39—EQUIPMENT OWNED

Name	Automobiles		Cars		Car Safes— Stationary	
	Number	Value	Number	Value	Number	Value
Adams .....	626	\$ 623,533.73			106	\$ 15,029.02
American .....					51	7,500.00
Great Northern .....					398	130,325.00
United States .....	46	141,216.73	155	\$ 429,374.54	222	49,297.34
Wells Fargo .....						
<b>Total</b> .....	<b>744</b>	<b>\$ 1,243,580.67</b>	<b>155</b>	<b>\$ 489,374.54</b>	<b>1,007</b>	<b>\$ 302,781.96</b>

—ENTIRE LINE—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
218	\$ 166,018.39	5,915	\$ 52,473.31	1,583	\$ 220,610.02	3,063	\$ 45,425.01	7,104	\$ 49,654.55
44	7,700.00	752	18,500.00	23	19,750.00	219	2,850.00	904	1,828.00
819	303,761.87	1,301	119,292.43	2,271	330,442.88	2,454	22,105.57	3,206	35,888.63
946	344,459.47	5,096	105,359.19	4,460	667,909.24	2,055	27,216.73	9,584	35,652.48
<b>2,727</b>	<b>\$ 180,930.60</b>	<b>19,601</b>	<b>\$ 308,190.53</b>	<b>12,577</b>	<b>\$ 2,097,738.14</b>	<b>7,822</b>	<b>\$ 107,607.31</b>	<b>20,988</b>	<b>\$ 143,008.26</b>



TABLE NO. 40—EQUIPMENT OWNED—ENTIRE LINE—CONTINUED—EXPRESS COMPANIES

Name	Office Furniture and Fixtures		Office Safes		Single Wagons		Sleighs		Stable Equipment including Harness	All Other Equipment	Total
	Value	Number	Value	Number	Value	Number	Value	Value	Value	Value	
Adams .....	\$ 545,456.35	1,836	\$ 121,602.59	2,870	\$ 294,175.50	698	\$ 13,565.52	\$ 212,961.43	\$ 2,226.48	\$ 2,804,787.50	
American .....	6,376.73	250	19,800.00	149	19,525.00	61	1,450.00	2,922.00	7,427.50	234,956.53	
Great Northern .....	308,214.20	1,720	97,864.12	1,748	300,378.67	422	17,116.33	249,283.49	213,212.80	2,973,151.73	
United States .....	314,742.52	4,120	199,946.70	2,202	277,439.99	421	14,890.12	86,070.88	154,234.90	2,900,022.92	
Wells Fargo .....											
Total .....	\$ 855,120.50	7,907	\$ 439,303.41	7,089	\$ 1,001,450.16	1,508	\$ 46,973.04	\$ 447,412.80	\$ 202,900.45	\$12,449,456.93	

TABLE NO. 41—FINANCIAL PAPER ISSUED—ENTIRE LINE—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	Number	Value
Adams .....	1,129,567	\$ 10,820,846.80	2,341	\$ 86,602.46			19,512	\$ 281,600.00	1,102,553	\$12,549,950.66
American .....	196,003	2,281,566.43	1,126	29,009.01					140,229	1,788,071.49
Great Northern .....	81,489,805	\$13,280,729.70			810,000	\$ 1,302,580.00			831,584	9,901,664.70
United States .....	2,571,605	28,774,390.04	30,027	160,308.61	8,506,800	\$ 4,689,238.16			1,865,889	21,137,089.54
Wells Fargo .....										
Total .....	3,880,211	\$ 35,176,743.02	14,529	\$ 277,909.08	229,308	\$ 5,241,868.16	19,512	\$ 281,600.00	3,909,166	\$46,270,885.14

Includes Foreign.

TABLE NO. 42—FINANCIAL PAPER ISSUED—CONTINUED—NUMBER OF OFFICES—ENTIRE LINE—EXPRESS COMPANIES

Name	Statistics of Financial Paper Issued—Continued						Number of Express Offices in the United States, June 30, 1913	Number of Express Offices at which money orders were issued, June 30, 1913
	Telegraphic Transfers		Letters of Credit Issued		Other Forms of Remittance Paper Issued			
	Number	Value	Number	Value	Number	Value		
Adams	601	\$1,103,421	16	\$2,035,76	190,383	\$3,227,588.74	5,917	
American	9,066	\$86,722,230	4,331	\$194,071.46	4,331	\$194,071.46	7,882	
Great Northern							7,038	
United States							8,809	
Wells Fargo							4,724	
Total	1,693	\$88,548,041	16	\$2,035,76	190,345	\$3,227,588.21	25,641	

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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 HENDERSON, STATE PRINTER  
 J. M. JAMIESON, STATE BINDER  
 1915