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## SECOND ANNUAL REPORT

OF THE

## BOARD

OF

## RAILROAD COMMISSIONERS,

FOR THE

YEAR ENDING JUNE 30, 1879.

STATE OF IOWA.

PRINTED BY ORDER OF THE GENERAL ASSEMBLY.

DES MOINES:  
F. M. MILLS, STATE PRINTER.  
1879.

## COMMISSIONERS' REPORT.

STATE OF IOWA,  
OFFICE OF THE BOARD OF RAILROAD COMMISSIONERS, }  
DES MOINES, NOVEMBER 30, 1879. }

To HON. JOHN H. GEAR, *Governor of Iowa*:

In accordance with the requirements of law, we have the honor to submit herewith the second annual report of the Board of Railroad Commissioners showing the general traffic, earnings, operating expenses and condition of the railroad companies doing business in this State, for the year ending June 30, A. D. 1879, together with the returns of the several companies to this office and tabulated statements therefrom.

No change has taken place in the organization or membership of the Board since the date of our last report. Many of the difficulties which surrounded us at that time, and some confusion of thought due mainly to a new situation, a new law, and inexperienced men to construe it, have disappeared before calm consideration and a more thorough study of the law and its meaning, and a riper acquaintance with the duties required and the modes of solving difficulties presented.

In no direction have we seemed to find better progress than in the direction of a liberal construction of our powers under that clause of section 3 of the act establishing a Board of Railroad Commissioners, which confers upon the Board of Commissioners the general supervision of all railroads in the State operated by steam, and the duty imposed as a result to inquire, examine and inspect the condition, equipment, manner of conduct and management of railroads, all with reference to public safety and convenience.

The statelier forms of complaint provided for in section 15, and the more regular and systematic inspections of bridges as contemplated by section 4, have not the one, seemed so fitted to the habits and genius of our people, and the other, to the exigencies of our situation, as the informal complaint by simple letter to the Board and the equally informal inquiry set in operation by the citizens' letter. Since our organization only three formal complaints have been made, while our report, herewith submitted, will show that the citizens of the State have been free to approach us with almost every form of

informal complaint or inquiry. It is hoped that an examination of our work in this respect will lead to the conclusion that the great work of Railroad Commissions everywhere is in establishing easy informal communication between the patrons and the officials of railroad companies, and that this duty is second only to the work of gathering and systematizing facts connected with railways and their operations, for the use of the Legislature and the public generally.

No requirement ought to be more faithfully and promptly complied with than the mandate of section 5 of the law, directing the president or managing officer of each railroad company doing business in the State, to report to the Commissioners on the fifteenth day of the month of September. Yet the duty is sadly neglected, and the penalty imposed by the Legislature for a failure, though severe, has not been of itself a sufficient reason to enforce prompt compliance with the law. We therefore, again, as in our first annual report (see p. 19) suggest that the Commissioners be required to report such delinquencies to the Governor, and that he be required to proceed at once to collect the penalty upon the reception of the report of delinquency.

In connection with this matter we respectfully recommend that the law requiring the several railroad companies to report to the Board of Railroad Commissioners be so amended as to require the report to be made on the first day of the month of August in each year. Our reasons for this recommendation are, that the period between the fifteenth day of September, and the time when the Commissioners must make their report, is at best limited if all the railroad companies reported promptly. In addition, it is well known that the reports of State officers after the manuscript is prepared, must pass through the hands of the printer and binder in order to be put in shape for general distribution, and time must necessarily be given for their work. Our report should be in the hands of the printer by the fifteenth day of October, if it is to come out in time for general distribution and intelligent comment upon and discussion of the subjects considered, and the recommendations and suggestions made by the Board prior to the meeting of the Legislature. It seems to us if the Board of Commissioners is to become an important factor in bringing the public and the railroad companies to a clear comprehension of their true relations to each other, and to the general good of the State, it is very desirable that the members of the Legislature elect, should have an opportunity to consider and digest the report of the Board prior to their assembling at the capital for legislative work. Yet the last report of one railroad

company came in October 10, 1879, almost one month later than the time fixed by law. Thirty-four reports are to be made under the law. The work of the Commissioners does not end with the simple examination of each report and the extraction therefrom of valuable data and facts, but they should compare the different reports carefully with each other, and with the reports of former years, tables must be prepared, and much consideration given them, if really practicable suggestions are expected from the Commissioners, or knowledge to be acquired through their report, which shall be of benefit to the Legislature and the public generally.

In this connection we desire to call attention to the following remarks of Hon. W. B. Williams, Commissioner of Railroads for the State of Michigan, in his report to the Governor of that State, made on the 10th of October, A. D. 1879. After stating that on the first day of May (the day on which the law of Michigan requires the report to be made), only eighteen of the forty-five reports due were on hand. He further states that some of the delinquent reports did not arrive till late in July. He then says: "It is sincerely to be hoped that our railroad officers will be able in the future to see that it is not only for the public interest, but their own interest as well, that their annual returns are filed in this office at a date as early as that fixed in our law. \* \* \* \* There would seem to be no necessity for so long a time to elapse between the close of the year and the date fixed by the law for the filing of the returns of the companies in this office, and I have no question but that if the law required the returns to be filed here within thirty or sixty days after the close of the year, instead of four months, as now, that nearly all the railroad corporations of this State would make their returns more promptly and would find no difficulty in complying with the terms of the law. The fact that so long a time is given impresses upon the minds of the officers of the companies the idea that there is no immediate haste required, and when the blanks are received from this office they are laid aside for a more 'convenient season,' rather than any other purpose. The consequence is that the 'convenient season' not being found, the companies are, before they are aware of it, in arrears with their returns. If, instead of feeling that there is no necessity for making returns as soon as possible after the close of the year, they would fill them out at once, this difficulty would be avoided. \* \* \* \* If the accounts of the several companies are kept so as to furnish the information required for the

"returns, there would seem to be no difficulty in making them immediately, as it would then be a mere transcript of the books. If the accounts are not so kept and time is necessary for the purpose of making estimates and *guessing* at results, the returns are of no value. It becomes a serious question whether or not the time used by many of our companies in which to file their returns is not more for the purpose of picking up data that ought to be a matter of record and estimating results, rather than for any other;—in other words, whether it is not caused largely by a want of a proper system of accounts."

Attention is respectfully called again to the remarks of the Commissioners in their first annual report (see pp. 17 and 18), with regard to the requirement of the law as to bridges. The law requires a physical impossibility. And there seems to the Board to be a peculiar unfitness and want of wisdom in relieving the railroad companies from a rigid accountability to the public for the condition and safety of their own bridges. We renew our recommendation that the legislation upon this subject be revised, and suggest in lieu of the present provisions the scheme or plan set forth on page eighteen of our first annual report.

We again call attention to sections 1280, 1293, 1294, 1295, 1303 and 1318 of the Code of 1873. These sections are unrepealed portions of many laws enacted by the Legislature at different times and under different circumstances. By these several sections sometimes reports are required to be made to the Secretary of State, sometimes to the Governor, sometimes to the Executive Council, and again to the General Assembly. The provisions of sections 1293, 1294 and 1295 call into force and operation a special commission to discharge duties which may now very properly be required of the Commissioners. It seems wise and proper that all reports, facts, statistics and data with regard to railroad matters should be gathered and kept in one office and under the control of that Board which, under the law, is to have general supervision of all the railroads in the State operated by steam.

We again respectfully recommend that the Legislature provide by law that the actual and necessary traveling and other expenses incurred by the Commissioners in the discharge of the duties imposed on them by the law, and for which vouchers shall be rendered, be allowed; and that it be specially provided that each railroad company in Iowa shall furnish transportation over its own road, without expense to the State, for the Commissioners and their secretary, or any person acting under their direction.

#### COMPLAINTS MADE BY PERSONS AND FIRMS AGAINST RAILROAD COMPANIES ON VARIOUS ACCOUNTS.

We submit herewith a detailed report of the action taken by the Commissioners upon the various matters of complaint laid before them from time to time, by letter and otherwise. It will be observed that during the year not a single formal complaint under section fifteen has been made; while numerous and varied subjects of difficulty and difference have been submitted for our consideration and action. Below we set forth in detail a large number of complaints made by individuals at various times during the year past, and the action had thereupon. It will be observed that however small the matter complained of, it has received the careful consideration of the Board, and its best judgment in the way of settlement. No account is made in this report of the large number of cases of complaint of a yet more informal character which have been inquired into and adjusted by personal interview with the companies called in question; nor have we made other than this simple reference to the many matters of adjustment effected without complaint from any one, and on the voluntary motion of the Commissioners.

#### ACTION TAKEN ON COMPLAINTS.

December 5, 1878, the following letter of complaint was received at this office.

LOGAN, IOWA, Dec. 5, 1878.

*To the Iowa Railroad Commissioners, Des Moines, Iowa:*

GENTLEMEN—I, as a shipper of live stock, have some complaints to make on account of, as I think, unjust discrimination with regard to shipments of live stock over the Chicago & Northwestern Company's road. The matter is as follows:

1. It has been the custom, before the repeal of the law known as the Granger Railroad Law, to charge \$12.49 per car from our station (Logan), to Council Bluffs. On the 1st of December the rate is increased to \$15.00 per car. This we did not try to resist, or expect to complain of, but to-day I am informed by the local agent that I cannot ship by any but a night train. We have always been allowed to ship by any train (live stock). Further, when we go to Chicago the company furnish, as per contract, a pass home on the shipment of two or more cars, but they will not return us from Council Bluffs if we ship twenty cars at one shipment. Of course you, gentlemen, can see the reason for this discrimination. The railroad company would rather have \$70 per car out of the stock from this point, than have \$15; and they take these plans to annoy us, and try to get the stock shipped East. Now the facts are, it will, or would, make twenty-five

cents per hundred pounds difference to the farmers, or in the price I can pay them if I must ship East, over the western market; or, to make it plain, I could not give the producers of hogs to-day over \$2 per hundred pounds for them to ship to Chicago, but am paying \$2.25 for them to go west to Council Bluffs.

I ask your consideration of this matter, and a reply as to your conclusions.

J. W. STOCKER.

And on the 7th day of December, 1878, we received the following letter from Hon. Robert Smyth, of Mt. Vernon, Iowa:

*To the Secretary of the Board of Railroad Commissioners, Des Moines, Iowa:*

DEAR SIR—As you are aware there is great prostration of business at present in all departments except railroading. Farmers' products are very low. Pork, \$2 per 100 pounds; wheat, from 40 to 65 cents per bushel; oats, 11 to 14 cents, so that it is almost impossible for farmers to live and pay their taxes, and nearly impossible to pay any of their debts, yet the Chicago & Northwestern Railway Company, which passes here, and to which we are limited for carrying, has within the last week or two increased the rate of freight on their road very much, so that a car load of hogs from this place to Cedar Rapids, fifteen or sixteen miles, which ten days ago and always heretofore charged \$10 to 10.50, now charge about 15.00. A car load of lumber from Clinton, Iowa, which formerly cost \$17, now costs \$22, thus increasing a car load of lumber from Clinton, sixty-five miles, \$5, and a car of hogs or stock to Cedar Rapids, \$4.50. These things I think are outrageous, and the community are incensed very much. Please call the attention of the Commissioners to the matter as it evidently demands their intervention. The expense of operating the road is less and cheaper than ever before, and yet the company are enriching themselves unjustly and most oppressively at the expense of the people of the State, who are by industry and economy trying to weather the storm of their embarrassment.

ROBERT SMYTH,  
Farmer.

On page 60 of our First Annual Report we speak of a reported increase of freight tariffs in the State, and say: "The rapidly increasing commerce of Iowa demands every practicable agency for transportation and exchanges, and any attempt by discrimination to unjustly or oppressively interfere with or prevent the products of the State from seeking any market desired, or in any improper way to divert, limit or repress the business of exchanges will arouse the indignation of the people \* \* \*, and will command the prompt action of the Commissioners whenever their attention is called to it in the manner contemplated by law."

Although no formal complaint was made, the receipt of the above

letters and daily evidence afforded us of growing dissatisfaction at the increased rates fixed by the three great lines across the State, viz.: Chicago & Northwestern Railway Company, Chicago, Rock Island & Pacific Railroad Company, and the Chicago, Burlington & Quincy Railroad Company, led us to an investigation, in the course of which we found that up to the dates hereinafter mentioned, the C. & N. W. R'y, the C., R. I. & P. R. and the C., B. & Q. R. Co., were operating their roads under the tariff law enacted by the Fifteenth General Assembly. It also appeared that a conference between the officers of the above named companies had resulted in an agreed uniform tariff for all freight carried by their roads wholly within the State of Iowa, said tariff to take effect at or near the same time and actually put in effect as follows, by the C., B. & Q. R. R., September 9, 1878, by the C., R. I. & P. R. R., October 1, 1878, and by the C. & N. W. R'y, December 1, 1878.

On the 26th of March, 1879, a full and free conference was held at our office in Des Moines with certain officers hereafter mentioned, with regard to the increased rates above mentioned, in which the whole subject of local rates in Iowa, the relation of the roads to the public and their patrons, was very fully discussed and in such a spirit as indicated to us an earnest desire on the part of the several officials present to make concessions to all demands which they could deem reasonable, and which they could think consistent with their duties to the stockholders of their several companies. There were present at the conference, on the part of the C. & N. W. R'y Marvin Hughitt, Gen. Manager, C. C. Wheeler, Asst. Gen. Supt., and H. C. Wicker, Gen. Freight Agent; on the part of the C., R. I. & P. R., Hugh Riddle, President, and W. M. Sage, Gen. Freight Agent; on the part of the C. B. & Q. R., T. J. Potter, Gen. Supt., and Thomas Miller, Div. Freight Agent, and after the discussion they asked time to call a meeting of the officers of their several companies at an early day in Chicago to consider the demands of the Commissioners. This leave was granted and resulted in the adoption of a new uniform tariff, with certain reductions in rates; said tariff to take effect on each of the above lines on the 21st day of April, 1879.

The annexed table:—





Following this action the subjoined letter was addressed to Mr. Smyth:

BOARD OF RAILROAD COMMISSIONERS,  
DES MOINES, April 22, 1879. }

HON. ROBERT SMYTH, *Mt. Vernon, Iowa:*

DEAR SIR—Referring again to your letter of December 7, 1878, I am directed by the Commissioners to say, that about the time of the arrival of your letter they received information that the three trunk lines in the State, viz.: the Chicago & Northwestern Railway, the Chicago, Rock Island & Pacific Railroad, and the Chicago, Burlington & Quincy Railroad Companies had issued new freight tariffs, in which the rates on most classes of freight were considerably increased, and the time that would otherwise have been given to individual cases of complaint was consolidated into the work necessary to fortify themselves in the position they took, viz.: a demand for a general reduction in freight tariffs. This work necessarily consumed much time, and although not yet as fully successful as they hoped to be, they have obtained a modified tariff with very marked reductions, and which went into effect on each of the above named lines on the 21st inst.

By same mail I send you a copy of the revised tariff for the C. & N. W. R'y. From this tariff it will be seen that lumber, which you say for 65 miles was \$22.00, has been reduced to 9 cents per 100 lbs., or \$18.00 per car. Upon stock they have yet been able to secure but slight reductions.

The managers have made strong and persistent arguments that, owing to delay and loss in the use of cars, the large relative amount of switching and terminal expense, this class of business on short hauls is not now remunerative.

The Commissioners are pleased to report such progress as they have already made.

By order of the Board,

J. S. CAMERON, *Sec'y.*

A letter, of which the following is a copy, was addressed by the Commissioners to each of the companies who were parties to the modified tariff:

BOARD OF RAILROAD COMMISSIONERS,  
DES MOINES, May 29, 1879. }

SIR:—Copies of your revised freight tariff of April 21, 1879, have been received and examined. We note reductions from former rates and a disposition to listen to suggestions by this Board. We hope that you may be induced to consider the propriety of a greater reduc-

tion of rates on wheat and other grain, live stock, lime and salt, which you have not seen fit materially to reduce. These are important articles of local commerce, and concessions made in rates thereupon would be very favorably received by your patrons in the State, and would not at the same time, as we believe, materially affect your revenues.

As by law required, the result of our conference, now and hereafter, will be duly reported in our next annual report.

By the Board of Commissioners.

January 20, 1879, D. Armstrong & Co., of Farley, Iowa, made inquiry and complaint as follows:

FARLEY, IOWA, January 20, 1879.

M. C. WOODRUFF, *Dubuque, Iowa:*

DEAR SIR—\* \* \* Can you tell us why they ship from Dyersville for a less rate of freight to Chicago than here? Also, what can be done in the case? \* \* \*

D. ARMSTRONG & Co.

COMMISSIONERS' REPLY.

DUBUQUE, January 21, 1879.

D. ARMSTRONG & Co., *Farley, Iowa:*

GENTLEMEN—I have your letter of the 20th, in which you ask: "Can you tell us the reason why they ship from Dyersville for a less rate of freight than from here? Also, what can be done in the case?"

In reply I have to state that the powers and jurisdiction of the Iowa Railroad Commissioners are limited to questions of charges between points within the State. They have no power whatever over freight rates between any point in Iowa and Chicago or other station outside the State. Hence the complaint you make is not within the power of the Board to remedy.

But I have taken pains to inquire into the matter, nevertheless, and write you the result. Dyersville and Farley are less than seven miles apart and situated on the Iowa division of the Illinois Central Railroad. The tariff rates on stock from both places to Chicago are the same—\$50 per car load. This rate is charged alike at all stations west of Peosta and east of Manchester. The difference in distance between Farley and Chicago, and Dyersville and Chicago, is so slight that the company think it advisable to fix a like rate for both—and is the same from Epworth and Earlville—which is the rate as to other stations near together, except where the company finds competition in a rival



or cross-road. The Iowa railroad law prohibits discrimination in charges, but, of course, it cannot apply to charges made to points without the State. If you were shipping to Dubuque, or any other station in Iowa, the Commissioners would have jurisdiction and would promptly insist upon compliance with the law, which forbids higher rates for shorter hauls.

I do not see that anything can be done about it, except to protest to the company.

M. C. WOODRUFF.

OSAGE, IOWA, JANUARY 27, 1879.

To the Hon. Board of Railroad Commissioners, Des Moines, Iowa:

SIRS—I wish to call your attention to the fact that the Illinois Central have recently advanced the rate on wheat about 50 per cent to Mona from this station, and not from the other stations near here. I sold a few cars of wheat to go to Watertown, Wis., and after shipping three cars the rate from Mona was raised from 5.45 to 8 cents per hundred, which prevents my filling the sale. This looks like an unjust discrimination against this station. I have paid the extra rate on five cars, but the man I sold to declines to take any more unless the old rate is restored, and wants the extra freight on the five cars refunded. Hoping to hear from you in the matter, I am,

W. H. MUFFLY.

This complaint was promptly notified to the Illinois Central Railroad Company and an explanation asked. The following reply was received, which was duly forwarded to the complainant:

REPLY OF THE ILLINOIS CENTRAL RAILROAD COMPANY.

OFFICE OF TRAFFIC MANAGER, }  
CHICAGO, February 7, 1879. }

J. S. CAMERON, Esq., *Secretary*:

DEAR SIR—In the absence of the president I have the honor to acknowledge your communication of the 5th, as to advance of rates from Osage. This action was a slip of our freight department—was not intentional—was corrected as soon as brought to my notice. Our intention is that our patrons shall have no just cause of complaint, and permit me to thank the Honorable Commissioners for their kindness in calling it to our attention, with the hope that they may continue to do so whenever any complaint is made.

J. F. TUCKER, *Traffic Manager*.

WEST UNION, March 7, 1879.

To the Railroad Commissioners of Iowa:

DEAR SIRS—The fore part of January last I received from Skinner & Wood, of Erie, Pennsylvania, a portable steam engine and boiler combined, weighing 1,400 lbs., on which the freight to Chicago, 452 miles, was fifteen cents per hundred—\$2.10. There it was delivered to the Mil. & St. Paul Co., and transferred to the B. C. R. & Northern at Postville, and arrived here with charges from Chicago of \$1.17 per 100 made out in one bill, without designating the amount claimed by each road. And not being able to get any satisfactory explanation of the matter of the agent here, I wrote Superintendent Ives, who, after three weeks' delay, responds by telling me just what I knew before, that I had not been as badly swindled as I might have been had each company made out separate bills, and that rates east of Chicago have nothing to do with freights west.

I regard this as an abominable steal, and refer the matter to your Commission for the purpose of ascertaining whether it has any power to protect the people from such outrages. If not it is about time the people knew it, so they can again take the matter in hand and apply the necessary remedy. I inclose Mr. Ives' reply that you may get a full understanding of the case; will send you copy of original shipping bill and receipt showing freight paid as above stated if desired. Please return Ives' letter as I may have further use for it.

W. MCCLINTOCK.

ACCOMPANYING LETTER OF THE SUPERINTENDENT.

CEDAR RAPIDS, March 6, 1879.

WM. MCCLINTOCK, Esq., *West Union, Iowa*:

DEAR SIR—I find yours of February 16th in some way overlooked, and in reply would say that as to the rate from Erie to Chicago, of, as you say, fifteen cents per 100 pounds, this may or may not be the case, as the builders of the engine may have paid the freight some portion of the way; or, if not, they may have had a contract with the railway company for their engine at less than the regular rates. In any event the rates east of Chicago have nothing to do with the rates west of Chicago. The immense volume of business on eastern roads enables them to do work cheaper than roads west.

In looking over the case in point, I find you were charged only the regular tariff rate and classification as made by law of one and one-half first class on such machinery. Although this machine came *via* Postville, the rate is made *via* Cedar Rapids and is five cents per 100 pounds less than to Postville, and of course gave you the machine for less than if it had been billed to Postville and then re-billed from there to West Union, on account of our arrangement with the C., M. & St. P. R'y for billing directly from Chicago to West Union.

I trust this explanation will convince you that no injustice has been done.

C. J. IVES, *Superintendent*.

THE COMMISSIONERS TO MR. M'CLINTOCK.

BOARD OF RAILROAD COMMISSIONERS,  
DES MOINES, March 26, 1879. }HON. WM. M'CLINTOCK, *West Union, Iowa:*

DEAR SIR—The matter of your complaint of alleged overcharge on portable steam engine was duly laid before the Board of Commissioners, and on consideration it was concluded:

1. That if an overcharge was made by the Chi. Mil. & St. P. Co., or a contract made in Chicago for delivery to the B. C. R. & N. Co., at Postville, the charge, whatever it may have been, is not within the jurisdiction of the Iowa Commissioners, their jurisdiction extending only to contracts for transportation between points in Iowa.

2. That if overcharge is alleged for transporting the engine from Postville to West Union—points within the State—it will be necessary for the Board to have the bill of charge for this service forwarded to this office, or a definite showing of the charge be transmitted to them.

There remains another possible question hinging upon the first paragraph, to-wit: whether there was a distinct charge made by the Chi. Mil. & St. P. Co. for transporting the freight from McGregor to Postville. If so, please send us bill or voucher of charge; also send bill of charge on B. C. R. & N. from Postville to West Union. On receipt of these the Board will investigate the matter at once.

By order of the Board.

J. S. CAMERON, *Secretary.*

MR. M'CLINTOCK TO THE BOARD.

WEST UNION, March 30, 1879.

J. S. CAMERON, *Secretary:*

SIR—Your favor of the 26th received. My duplicate receipt forwarded by shippers, Skinner & Wood, stipulated for transporting the 1,400 lb. engine from Erie to Chicago at 15 cents per hundred, and to deliver same to Mil. & St. P. Co. to be forwarded to West Union. The bill presented to me here by agent of B. C. R. & N. Co. was for \$1.17 per 100 lbs. and \$2.10 advance charges. This advance charge exactly corresponds with the stipulated rates to Chicago. To find out what part of this \$1.17 was on account of the Mil. & St. P. Co., and what the B. C. R. & N., is what I have not been able to find out. Supt. Ives, in his letter you had before you in answer to my inquiries upon this very point, instead of answering my inquiry, undertakes to console me with the idea that but for an arrangement with the Mil. Co. to have the bills so made out that the whole charge over the two lines would all be made out in one item, I would have been worse swindled than I was. I have exhausted all the means in my power to furnish

the information that your Board think essential to their power to take action, and all the information I can get is that contained in the bill and receipt of the B. C. R. & N. Company's agent showing that I was charged from Chicago to West Union \$1.17 per hundred, while the charge on same from Erie to Chicago was but 15 cents per 100 lbs., and like most of steals I presume that there is no remedy, yet I live in hopes that the time will come when there will be.

W. M'CLINTOCK.

EXPLANATORY LETTER OF VICE-PRESIDENT WINSLOW.

CEDAR RAPIDS, April 5, 1879.

J. S. CAMERON, Esq., *Secretary of Board of Railroad Commissioners:*

DEAR SIR—In reply to your letter of March 27, relative to a communication from Mr. Wm. McClintock, of West Union, permit me to make the following statement:

The patent engine was billed from Chicago to West Union under the revised joint classification at one and a half first class rates, which is in accordance with the Iowa (so-called) "Granger" tariff classification. The addition to first class rates is made because of the expense and risk attending the transportation of machinery of this character.

It will be observed that this business is of the description known as inter-State traffic, where the rate is made and the freight billed at a point without the State, and that we received it at a junction point. I suppose cases of this character are not such as the Honorable Commissioners undertake to examine or adjust.

The machinery in question was transported a distance of 329 miles—Chicago to West Union—and if the charges were computed under the Iowa tariff law at the rate of 73 9-10 cents per 100 lbs. allowed roads of class "B," the amount properly so charged at one and a half of first class rates, stated above, would be \$15.52, while the actual amount paid by the consignee for that service was \$16.06, a difference of only 54 cents. In fact the rate at which this machinery was billed is such as prevails in and to that section of the country, and is not made by this company, except so far as it may lawfully become a party under the usual joint tariff arrangement made for the convenience of all parties interested. Because a low rate was charged from Erie to Chicago under the great competition for the moment existing—if, indeed, \$2.10 was the whole amount charged, and not simply a transfer charge in Chicago—it is no reason why a similar rate should prevail from Chicago to points west, as the circumstances are wholly different, as the Honorable Commissioners know.

This company desires to do what is right in this as well as in all other cases, and I will be obliged if the Commissioners will indicate what course of action we should take in this particular instance which, because of its peculiar and unusual character, happens to present objectionable features when considered by itself. I inclose copy of a letter written by Mr. Ives to the complainant and which is made a part of this communication.

E. F. WINSLOW, *Vice-President.*

EXIRA, IOWA, March 31, 1879.

HON. J. W. McDILL, *Railroad Commissioner for Iowa*:

DEAR SIR—Inclosed please find railroad receipt of J. L. Stotts for one car load of stone, 24,000 lbs., to Audubon, in this county, and from Earham on the main line—charges \$15. Also, receipts of Stotts & Houston, one car load of stone from same place to Exira, 20,000 lbs., \$22, and at special rates. Audubon is ten miles further from Earham than this place. Now, we think this an unjust discrimination, and can't see why we should be charged \$7 more for 4,000 lbs. less freight and not so far by ten miles. Please send receipts back, and any information you can give us that will enable us to get refunded to us the difference and it will be duly appreciated.

STOTTS &amp; HOUSTON.

The complaint was at once laid before Division Superintendent Royce, of Des Moines, who made reply on April 3, which was communicated to Stotts & Houston April 4, as follows:

BOARD OF RAILROAD COMMISSIONERS, }  
DES MOINES, April 4, 1879. }

MESSRS. STOTTS & HOUSTON, *Exira, Iowa*:

GENTLEMEN—Your letter of the 31st ult. to Hon J. W. McDill, Railroad Commissioner for Iowa, was forwarded to this office with instructions. Accompanying said letter were two receipts for freight charges paid to the Chicago, Rock Island & Pacific R. R. Co.—the first dated Feb. 6, 1879, for charges on one car stone, 20,000 pounds, from Earham to Exira; \$22.00; the second dated March 13, 1879, for charges on one car stone, 24,000 pounds, from Earham to Audubon, \$15.00. The above letter and receipts were at once submitted to Mr. H. F. Royce, Superintendent of the Iowa Division of the C., R. I. & P. R. R., with request for any information his company might be able to give bearing upon the alleged and apparent discrimination. The following is his reply, viz.:

DES MOINES, IOWA, April 3, 1879.

PETER A. DEY, Esq.:

DEAR SIR—Our stone rate up to March 10, 1879, was:

Earham quarries to Atlantic.....	\$20.00 per car.
Earham quarries to Exira.....	22.00 per car.
Earham quarries to Audubon.....	24.00 per car.

Car loads were all *estimated* at 20,000 pounds, but, practically, ship-

pers were not restrained from loading all a car would carry. In March a new tariff on stone took effect with rates from

Quarries to Atlantic.....	\$13.00 per car,
Quarries to Exira.....	14.50 per car,
Quarries to Audubon.....	15.00 per car,

for 24,000 pounds. Excess of that weight is charged for at the same rate per ton (or per 100 pounds). H. F. ROYCE.

The above letter showing that the difference in charges for carrying freight did not arise from any discrimination in favor of, or against, any locality but from a marked and uniform reduction of charges, is therefore ordered to be forwarded you, believing that the present very liberal rates will be entirely satisfactory to you and the people of your locality. By order of the Board.

J. S. CAMERON, *Secretary*.

AMES, IOWA, April 3, 1879.

M. C. WOODRUFF AND OTHERS, *Des Moines*:

GENTLEMEN—Being informed of your appointment for investigation and adjustment of illegal railroad claims I address you. Find inclosed bill and receipt. Now for the facts:

The N. W. R. R. would not give rates, though appealed to twice therefor, but the Ill. C. and I. C. did all right for me. I got rates and forwarded by last two companies named a stock of drugs, fixtures and household furniture. I rented an Illinois Central car and filled and unloaded the car at my expense, the Northwestern Railroad only running said car on their track. A full car load of merchandise or household goods from Marshalltown, at their car rates, cost \$17.20. They charge me for a little over three-fourths car load, \$37.98. At regular rates per hundred, making class of rates, they to weigh and load—1st, 2d and 3d, by small quantity—would amount to only about two-thirds of what they charged me. The car laid over two days at Marshalltown, and thereby the new wine sprung a leak, making a loss of eight gallons to the barrel—24 gallons, at \$1.50 per gallon, amount of loss of some \$36.00.

List of goods double first class: one lot cane bottom chairs, one lot wood bottom chairs, two rocking chairs, one seven-foot show-case, one truss case, one small prescription case, two empty cans. Weight of all, 375 pounds. Now of lower class: one heavy coal store stove, one heavy cook and one parlor coal stove, five barrels cement, three barrels new wine, two barrels heavy machinery oils, one barrel liquor, soda-fount machinery. Weight of all about 4,000 pounds. The balance was boxed and keg goods of various sorts, all boxed in good shape. The car was full, but not in weight. I was willing to pay for full car load at their rates, \$17.20, but now I want damage and the proper rebate.

Now please look up this matter and inform me of results, and oblige,  
A. B. VAN VALKENBURGH.

April 5th the Board laid this complaint before the Chicago & Northwestern Railway management, and on the 12th received the following reply:

CHICAGO, April 12, 1879.

J. S. CAMERON, *Secretary Board of Railroad Commissioners:*

DEAR SIR—YOUR favor of 5th inst. to Marvin Hughitt, General Manager, having been received in his absence, has been handed me for reply, and I take pleasure in explaining the action of the company with respect to the shipment referred to by Mr. Van Valkenburgh. From correspondence between Asst. Gen. Freight Agent Eddy and our agent at Marshalltown, herewith, it will be seen that the C. R. R. of Iowa delivered us for transportation to Ames, on 5th November last, a car containing household goods and stock of drugs and medicines in such shape that it could not be handled or checked, and asked a rate upon it. Mr. Eddy directed our agent to bill it at first class rate, actual weight, this being the tariff for both household goods, drugs and druggists' stock, in less than car loads. The "Iowa Law" tariff under which we were then operating our Iowa Division, does not give (nor, so far as our knowledge extends, does the freight tariff of any other transportation company) a car load rate upon miscellaneous merchandise, *i. e.*, dry goods, clothing, hats and caps, drugs, medicines, etc. The nearest approach to it is the car load rate made upon emigrants' movables and household goods, but it is not contemplated that this rate should include stocks of goods of any kind, as this class of freight is always embraced under first, second, third and fourth classes in all tariffs. The weight was placed at 16,750 pounds first class—22.14 per 100 pounds.—\$37.80. Had the property been so packed that it could have been unloaded, weighed and properly classified and charged as per tariff, we think the freight would have amounted to quite as much as we charged. The chairs, rockers, show-cases, empty cans and soda fountains would have been double first class, 44.28 cents per 100 pounds. The cook, parlor and store stoves, one and one-half first class, and with one or two exceptions all the balance of the shipment would have been first class.

Mr. Van Valkenburgh's statement that our rate "on car loads of merchandise or household goods," Marshalltown to Ames is \$17.20 is, of course incorrect, as no such tariff was in existence. He admits that the car was filled with the goods, though not full as to weight. We fail to see from Mr. Van Valkenburgh's statement that he has been overcharged or unfairly dealt with by this company, and from the facts as presented to us, we would not feel warranted in entertaining a claim for a reduction of our charge.

HENRY C. WICKER, *Gen. Freight Agent.*

BOARD OF RAILROAD COMMISSIONERS, }  
DES MOINES, April 21, 1879. }

A. B. VAN VALKENBURGH, *Esq., Iowa:*

DEAR SIR—Referring again to your letter of the 3d inst., wherein you say that you endeavored to obtain a rate on a car load of house-

hold goods and druggists' stock over the Chicago & Northwestern Railway, from Marshalltown to Ames; that said railway company refused to give you a rate on the above goods; that when presented for shipment they were detained at Marshalltown, causing loss by leakage of freight in casks, and that when transported and delivered to you at Ames, you were charged the rate for first class merchandise (22.14 c. per 100 pounds), on the actual weight of freight in the car, whereas a division of freight into its respective classes would have materially reduced the cost, I beg to say, that acting under a general order of the Board, I forwarded a copy of the complaint and accompanying papers to the General Manager of the C. & N. W. R'y for any explanation he might wish to make in behalf of his company.

Under date of April 12, Mr. Henry C. Wicker, general freight agent of said railway company, made reply. [See foregoing letter of Mr. Wicker printed in full.]

At a meeting of the Board, on the 19th inst., your communication, and the above answer, were submitted to the Commissioners, and after examination, they direct me to say, that from the evidence now before them the complaint is consolidated into two questions:

1. As to whether the C. & N. W. R'y Co. should have given rates for car load of household goods on the freight under consideration, Mr. Wicker in answer, says: "The 'Iowa law' tariff, under which we were then operating our Iowa Division, does not give (nor so far as our knowledge extends does the freight tariff of any other transportation company) a car load rate upon miscellaneous merchandise, *i. e.*, dry goods, hats and caps, clothing, drugs, medicines, etc., and the Commissioners must agree that the distinction is a reasonable one, made not only by the C. & N. W. R'y Co., but by common custom, as well as by the Legislature of our State in the act of the fifteenth General Assembly, known as the 'Granger' tariff law."

The second question for consideration is, whether the goods were offered for shipment in such form and condition that they could be handled and allotted to their respective classes under the lists for the classification of merchandise. Upon this question the Commissioners would like further evidence, for, if the answer by Mr. Wicker was made with full knowledge of the facts, they do not see ground to maintain the claim for neglect of prompt delivery or for excessive charges. In other words, if the goods were presented for shipment in an unusual form for which the railway company has no schedule of charges, the agent at Marshalltown could not, without disobeying reasonable in-

structions, receive them for transportation or forward them to their destination until he had received instructions as to the rates he should charge. Again, if goods presented in bulk should properly take classes ranging from double first to fourth class, the Commissioners would hesitate to say, without other attending explanatory circumstances, that the carrier was obliged to receive such goods for transportation until they were presented in such form that they could be classified and weighed; or, that consenting to take them in bulk at the rates for an estimated average class, they were making exorbitant charges.

Should the Commissioners, therefore, be acting under a wrong impression in regard to the manner in which the goods were offered for transportation, they desire you early to correct them, as it would materially change their views. By order of the Board.

J. S. CAMERON, *Secretary*.

April 26, the complainant replied to the foregoing letter of the Board, repeating his former assertions and announcing his ability to prove them, but failed to present any evidence other than a repetition of his first statement. The Board, therefore, after a sufficient lapse of time, addressed Mr. Van Valkenburgh the following:

BOARD OF RAILROAD COMMISSIONERS, }  
Des Moines, May 28, 1879. }

A. B. VAN VALKENBURGH, *Ames, Iowa:*

SIR—Your letter of the 26th ult., wherein you take issue with Mr. Wicker, G. F. A. of the C. & N. W. R'y., as to condition in which household goods, druggists' stock, etc., were offered for shipment, was submitted to the Commissioners, and they instruct me to say: that since the question at issue is one of fact, now only to be proved by strictly legal evidence, they suggest that the most suitable place to bring the action would be in the courts of the State. They would not wish to be understood, however, as recommending this action, for they fail to discover in the laws of the State, cited in former letter as the "Granger law," under which the C. & N. W. R'y Co. says it was then operating its road, or in the tariff of any common carrier, a rate for a mixed lot of household goods and druggists' stock, and they would suggest that the fact that you were given car load rates on such articles by the Illinois Central R. R., and the Central R. R. of Iowa, might simply be proof that those companies gave you a *special rate*. Again, your assertion that you did not wish the goods unloaded or handled might be taken as conclusive evidence that the goods were not presented for classification and weighing.

From the evidence now before them, and although from the nature of the case you may have paid a high rate, they cannot assert that the C. & N. W. R'y has overstepped any law of the State, or common custom among carriers. By order of the Board.

J. S. CAMERON, *Secretary*.

SOUTH ENGLISH, IOWA, February 20, 1879.

*To the Railroad Commissioners of Iowa:*

GENTLEMEN—On the 23d of December last I called for two through tickets from Washington, Iowa, to Indianapolis, Indiana, *via* C. & N. W. & P. R. to Chicago *via* Kankakee, etc., the company's agent at Washington, Iowa, demanding \$14.90 each for the same, which I paid under protest, telling him at the time that he was charging me more than the regular price, and that I should report him. The regular price is only \$12.10, making a difference on the two tickets of \$5.60. I have reported him to E. St. John, Gen. Agent. He refers the matter back to their agent at Washington, and there the matter rests; he, the agent at Washington, fails to take any notice of the matter. I made him a tender of the money, but he positively refused to sell me the tickets for less than \$14.90.

Harper is our station. We can't get through tickets there, and as my wife was with me and we only had a few minutes to stay in Washington, I was compelled to submit to the swindle. C. F. COSBY.

This complaint was referred to the Chicago, Rock Island & Pacific Railroad Company, and in due time the following reply was received:

CHICAGO, April 14, 1879.

*To the Railroad Commissioners of the State of Iowa:*

GENTLEMEN—Referring to complaint of C. F. Cosby, of South English, Keokuk county, a copy of which was kindly sent to this office, April 9, it is admitted that the agent of this company, at Washington, did sell Mr. Cosby two tickets, Washington to Indianapolis, at \$14.90 each. This was the *regular through fare for unlimited tickets* as per printed *schedule*. The railroad from Chicago to Indianapolis to serve its own purpose, authorizes the sale of *limited tickets, good for two days*, for \$2.80 less, the difference being wholly made by roads east of Chicago. It is claimed by our agent that Mr. Cosby did not ask for the limited ticket, nor does he offer them unless asked for, as they are issued only to be used in competition with rival routes. The full fare collected has been reported and paid over to connecting lines.

Mr. Harvey, our Washington agent, on hearing of Mr. Cosby's complaint, wrote to him under date of February 18th, explaining the two classes of tickets, and asserting that he sold him the usual first class tickets at regular rates. Mr. St. John, our general ticket agent, has corresponded with Mr. Cosby, and endeavored to make the matter clear to him. In the complaint made to the Commissioners, the impression is sought to be conveyed that the railroad officials pay no attention to

his communication. This company having sold the tickets asked for, at the regular tariff rates and settled for them with connecting roads, and decline to refund the difference between the price of two *limited* and *unlimited* tickets as demanded by Mr. Cosby.

HUGH RIDDLE, *President.*

THE COMMISSIONERS TO THE CHICAGO, ROCK ISLAND & PACIFIC RAILROAD COMPANY.

BOARD OF RAILROAD COMMISSIONERS, }  
DES MOINES, April 19, 1879. }

HUGH RIDDLE, Esq., *President, C., R. I. & P. R. R. Co.*

SIR—The Board having considered the complaint of Mr. C. F. Cosby (a copy of which was forwarded you on the 9th inst.), together with your letter of the 14th inst., in answer thereto direct to me to say:

That from the evidence now before them it appears that Mr. Cosby had reason to believe that your company had tickets on sale at Washington to Indianapolis, and that although he may not have known the technical name by which such tickets were designated in order to ask explicitly for a "limited ticket," yet the conversation with your agent and the protest against paying the price asked for the tickets, could hardly have failed to inform the agent that such limited tickets with reduced price were the ones that Mr. Cosby wished to purchase.

Your letter is silent as to what your instructions to agents would be under the above circumstances, but the Commissioners are clearly of the opinion that the relations of the agents of the railway companies to the public are such that they should assist their patrons to obtain such accommodations and benefits as are at the disposal of their companies, and especially so in a case like the above, where the wishes of the patron seem clearly to have been shown and would have readily been granted except for his failure to use the specific technical term employed by the railway companies.

The Commissioners do not claim that they have jurisdiction in the above case, it being one of inter-state business, yet the grievance claimed having been against the agent of a company in this State, they have deemed it proper thus far to express their views.

By order of the Board.

J. S. CAMERON, *Secretary.*

COUNCIL BLUFFS, IOWA, April 21, 1879.

To the Honorable the Railroad Commissioners of the State of Iowa:

GENTLEMEN—I beg to call your attention to the fact that under the revised railroad tariff issued by the pooled lines, viz.: the C. & N. W., the C., R. I. & P., and the C., B. & Q., at your instance, the

rates on live stock remain the same as they were previous to the revision and about 33 $\frac{1}{4}$  per cent higher than under the tariff known as the Granger, while all other classes of freight have been reduced. For instance, hogs and cattle from here to Chicago from the west are \$60, 500 miles.

Under present tariff, 100 miles, the rate is	.....	\$20.00
" " " 200 " " "	.....	32.00
" " " 300 " " "	.....	37.50

Evidently an unjust discrimination against packers doing business in this State, and who, if any class of business men in the State, should be protected from unjust discrimination.

The shrink in weight on a car of hogs is about as great from points 100 miles apart as 500 miles apart, and the present high tariff makes it difficult for packers in the State to draw hogs more than 15 to 40 miles. Product from this point, for instance, being 26 cents to Chicago, and from Atchison, Kansas, about 15 cents per 100 lbs. to Chicago.

JOHN T. STEWART.

A copy of the above complaint of Mr. Stewart was forwarded, April 23, 1879, to the management of each of the railroad companies mentioned therein.

Afterward, the following letters in reply and explanation were received at this office:

OFFICE OF THE GENERAL MANAGER }  
OF THE C. & N. W. R'y Co., }  
CHICAGO, April 30, 1879. }

J. S. CAMERON, Esq., *Secretary Railroad Commission, Des Moines, Iowa:*

DEAR SIR—On my return to the office to-day after an absence of a week, I am in receipt of your letter of the 23d inst.

Mr. Stewart is mistaken as to the rates charged by the Iowa lines on live stock from Council Bluffs to Chicago, it being \$70 instead of \$60 as stated by him. The present local tariffs on live stock, about which he complains, we do not regard as unreasonable, and you will find by comparison that they are no higher than are charged on other portions of the company's lines.

I note what Mr. Stewart says respecting the rates charged on pork product from Atchison to Chicago. Our company has no ambition whatever to operate its line under the ruinous rates now charged by the Chicago and St. Louis lines, who are in competition for the business of Kansas. If a merchant were to buy goods and pay cash for them, and sell them at 50 per cent of the cost price, it would not be a more speedy road to bankruptcy than the present tariff rates of the competitive interests referred to.

M. HUGHITT.

VICE-PRESIDENT'S OFFICE, C., B. & Q. R. R. Co., }  
BURLINGTON, IOWA, May 12, 1879. }

J. S. CAMERON, Esq., *Secretary Iowa Railroad Commissioners:*

DEAR SIR—I have just returned from the East and find here yours of April 23, with copy of complaint of Mr. J. T. Stewart, of

Council Bluffs, as to rates on live stock. I understand that Mr. Stewart has withdrawn his complaint as far as the C., B. & Q. is concerned. If he has not done so, will you be kind enough to let me know and we will explain.

C. E. PERKINS.

MR. STEWART WITHDRAWS HIS COMPLAINT.

COUNCIL BLUFFS, May 8, 1879.

*To the Board of Railroad Commissioners:*

I wish to withdraw my recent letter calling your attention to the fact that no change had been made by the pooled lines in local rates on hogs and cattle, and to ask that so far as my complaint is concerned no action be taken in the matter. I do this, however, without any prejudice to any future action I may wish to take in the matter.

JOHN T. STEWART.

The three railroad companies complained of were notified of the withdrawal of the complaint by Mr. Stewart on the 13th of May, 1879.

CARROLL, IOWA, May 8, 1879.

*To the Railroad Commissioners of the State of Iowa:*

GENTLEMEN—Having for the past year been provoked beyond measure by being overcharged in freight by the N. W. R. R. Co., I take this way of laying a couple of facts before you so you may see how they abuse the trust reposed in them by the people of this State. Yesterday I received a three-spring light wagon from Moline (taken down for shipment); actual weight, 700 lbs. Freight from Moline to Grand Junction, \$4.21; freight from Grand Junction here, distance 40 miles, \$6.00; said light wagon billed at 2,500 lbs., rate 24 cents per hundred, or what they call first class. To-day we received a bill from Buffalo, N. Y., of forks and hoes, etc., weight 440 lbs. Freight from Buffalo, N. Y., \$1.32; freight from Clinton here, \$3.43; rate of freight from Clinton 78 cents, and everything else we get is just in the same proportion.

Now, how long is this a-going to continue? We look to you for an equal rate of freight, but instead thereof we are paying twice the amount of freight we paid while the railroad law was in force. Let us hear from you and tell us if this is right and in accordance with the arrangements between you and the railroad company.

M. A. HOYT & BRO.

This complaint was notified to the Chicago & Northwestern Railway Company, May 13, to which the following reply was made to this office:

OFFICE GENERAL MANAGER, C. & N. W. R'y Co., }  
CHICAGO, May 22, 1879. }

J. S. CAMERON, Esq., *Secretary Railroad Commissioners, Des Moines:*

DEAR SIR—Earlier reply to your communication of May 13, concerning a complaint of Mess. M. A. Hoyt & Bro., of Carroll, relative to alleged overcharge in shipment of democratic spring wagon from Moline, has been delayed pending an investigation of the matter. I find the facts to be as follows:

Our classification on democratic spring wagons requires that they be tightly boxed to take first class rates. If inclosed in crates or skeleton frames one and a half first class rates are charged on actual weight. These wagons were shipped from Moline to Grand Junction by the Moline manufacturers, who should have known that our classification required them to be boxed or crated to take once or once and one-half first class rate. The shippers are therefore at fault in this case, and our freight agent has sent them a copy of revised joint classification, with the request that they box the wagons the same as done by all manufacturers on our own line to take the benefit of the low rate.

Under the circumstances the error being with the shippers, we have said to Messrs. Hoyt that we will reduce our charges to what they would have been on a crated wagon. This, however, not to be taken as a precedent in any future shipments of the kind.

With respect to the second complaint relative to the shipment of forks, hoes, etc., from Buffalo, N. Y., I would say that Messrs. Hoyt & Bro. are mistaken in their statement. Our rate is seventy-eight cents per hundred from Chicago, as per tariff, copy of which has been furnished to your office.

M. HUGHITT.

On receipt of the above letter from General Manager Hughitt a copy was forwarded to Hoyt & Bro. accompanied by a letter from this Board—the latter as follows:

BOARD OF RAILROAD COMMISSIONERS, }  
DES MOINES, May 28, 1879. }

M. A. HOYT & BRO., *Carroll, Iowa:*

GENTLEMEN—In the matter of your complaint of May 8th, against the Chicago & Northwestern R'y Co., I am directed to say that a copy of the complaint was at once forwarded to the General Manager of that company. His answer is sent in full to you. [Here follows the letter of Mr. Hughitt as above.]

The Commissioners express the hope that the above concession on the part of the C. & N. W. R'y will be entirely satisfactory to you.

In regard to your assertion that you are "paying twice the freight you paid while the railroad law was in force," the Commissioners must express their surprise, for although they hope to secure further reductions on many articles, the tariffs on file in their office do not show

such a state of facts as you assert. In the case in question (democrat spring wagons), you will see by examining the revised classification of the C. & N. W. R'y that by boxing the wagon you are able to get first class rates on actual weight, while the lowest rate under the "Granger Tariff" was one and one-half times first class.

Referring to the second charge in your complaint, you will see that Mr. Hughitt claims an error in statement that first class rate from Clinton to Carroll is seventy-eight cents per 100 pounds. The Granger rate for class A roads for that distance was 56.2 cents, and the present C. & N. W. R'y tariff 57 cents per 100 pounds; and any excess of that rate would be an overcharge. Should Mr. Hughitt, therefore, be in error, and the charge prove to have been seventy-eight cents per 100 pounds from Clinton to Carroll, instead of from Chicago to Carroll, the Commissioners would be pleased to have you forward freight receipt to them and they will take further action at once. By order of the Board.

J. S. CAMERON, *Secretary.*

No further evidence has been supplied in this case up to date.

On the 10th of May, 1879, B. F. Buffington & Co., of Red Oak Iowa, made complaint setting forth that the Chicago, Burlington & Quincy Railroad Company had advanced their rate on wheat in ear loads, on 180 miles haul, from twenty cents per 100 pounds to twenty-five cents. This was notified to the company, and the following reply was received from General Superintendent T. J. Potter.

BURLINGTON, May 19, 1879.

HON. J. W. McDILL, *Afton:*

DEAR SIR—Referring to your letter of the 10th about complaint by Mr. Buffington, will say that our freight department claim it was a mistake, and I inclose you the correction, and I hope this will be satisfactory to you.

T. J. POTTER.

Accompanying the above letter was printed general freight order 136, issued by the C., B. & Q. R. R. Co., dated Chicago, May 16, 1879, addressed to agents, to take effect May 19. The order was a correction of the rate complained of, and was in the following words: "Wheat in car loads, 180 miles and all greater distances, twenty cents per 100 pounds."

This correction being notified to the complainants the following letter was received from them by Mr. Commissioner McDill:

RED OAK, IOWA, May 20, 1879.

HON. J. W. McDILL, *Afton, Iowa:*

DEAR SIR—We yesterday received notice through the C., B. & Q. agent at this place that the rates on wheat to Keokuk, etc., would be twenty cents per hundred, the same as the old rate. We thank you for your prompt attention to this matter, and through you the railroad company for the concession and prompt righting of the matter on their part. It is of considerable importance to us, for during the year we find a market at different points in the eastern part of the State for a considerable quantity of wheat. And rates being the same, we can get better prices than on the regular market. So, frequently, we can, and do, pay from two to five cents per bushel more for wheat than if we had to sell on the regular market.

B. F. BUFFINGTON & Co.

May 19, 1879, Chace & Co., of Red Oak, Iowa, wrote to Commissioner McDill the following:

RED OAK, IOWA, May 19, 1879.

MR. J. W. McDILL, *Afton, Iowa:*

DEAR SIR—If you are not conversant with the facts of the case, we would like to call your attention to the recent advance of rates in the local tariff of the C., B. & Q. R. R. While it may be perfectly correct and proper under the law, yet it cuts us off from supplying a milling trade on wheat we have long enjoyed. Millers, particularly at Keokuk and Ft. Madison, who have taken our wheat heretofore say they cannot now touch it, on account of a rise in freights. We have not been able to procure a tariff sheet, but you can easily ascertain the changes made and see if they are all right.

CHACE & Co.

This complaint, it will be observed, refers to the same "mistake of the freight department" of the C., B. & Q. R. R. Co. referred to by Mr. Superintendent Potter in his letter of May 19, addressed to Mr. Commissioner McDill in response to the complaint of Buffington & Co. Mr. Potter's letter entirely answers and disposes of it.

On the 20th of May, 1879, the following letter was received:

DES MOINES, May 20, 1879.

*To the Railroad Commissioners:*

GENTLEMEN—Last Friday night I took the train at Grinnell, Iowa, for Des Moines, on the Chicago, Rock Island & Pacific Railroad, at 12:20. I was at the office nearly 10 minutes before the train arrived



from the East. The ticket office was closed, and I could get no ticket for Des Moines. I so informed the conductor on said train and called as witnesses to the fact Mr. Sears, of Marshalltown, and Mr. Hefflinger, of Grundy, but the conductor (Mr. McChesney) charged ten cents extra. What I want to know is, was it legal? If not, what redress has a poor granger? Does the present law afford any? If it does, what is to be done? and will your Honors proceed to give some one the "grand bounce." I coaxed him (the conductor) and after that failed, utterly, I threatened him with all the statutes in such cases made and provided, and a great many others not in the law, but firmly fixed in my mind all the same. Now, gentlemen, I would like to have you inform me what course is to be pursued to "get even" with the company and their conductor. As to the ten cents, I can stand that by smoking one cigar less, but I want to ascertain whether railroad companies and their employes are subjects of law the same as white men these days, and if they are not, I desire that each and all of you join with the undersigned in one grand effort to re-enact the old grange law, and then they will catch it sure. If the ticket agent and not the conductor is to suffer, deal gently with him on my account. Please let me hear from you on the subject.

L. D. TRACY.

BOARD OF RAILROAD COMMISSIONERS, }  
DES MOINES, May 29, 1879. }

HON. L. D. TRACY, *Parkersburg, Iowa:*

DEAR SIR—In reply to your letter of the 20th inst., the Railroad Commissioners would respectfully refer you for your remedy for injury sustained, to section 2, chapter 68, acts of fifteenth General Assembly, not repealed by the Commissioner law, and to section 13, chapter 77, acts of the seventeenth General Assembly. The law by giving a specific remedy, in their view, takes from them any discretion in the matter. From the investigation thus far given to the matter, the Commissioners learn that proof will be necessary to establish the facts as they will be disputed.

By same mail we send you a copy of the law as it now stands.

By order of the Commissioners. J. S. CAMERON, *Secretary.*

GREENFIELD, IOWA, July 15, 1879.

*To the Board of Railroad Commissioners of Iowa:*

GENTLEMEN—You will find enclosed freight bills for your examination and consideration. As I think that I am being charged too much for carrying my freights by these railroad companies, I appeal to you for protection in this matter.

W. B. BURGET.

The freight bills referred to are for chairs, coffins, glass, varnish, wire spring beds, mattresses, and kindred articles. The matter of the

complaint was forwarded to the management of the Chicago, Burlington & Quincy Railroad, and the following letters were received in explanation:

DIVISION FREIGHT AGENT'S OFFICE, }  
BURLINGTON, August 6, 1879. }

T. J. POTTER, Esq., *General Superintendent:*

DEAR SIR—Returning herewith letter of Mr. Cameron, Secretary of the Board of Railroad Commissioners, noting complaint of overcharge of W. B. Burget, of Greenfield, I have attached copies of expense bills as made out and collected by agent at Greenfield. By comparing the exhibit as made by Mr. Cameron, with the true copies attached, you will notice the incorrectness. The first exhibit gives the figures \$9.66 as being the amount of but one expense bill, while in reality it is the total of what is taken for three. The total amount paid by consignee was \$10.51; the exhibit makes the amount \$15.83.

THOS. MILLER.

GENERAL SUPERINTENDENT'S OFFICE, }  
BURLINGTON, August 14, 1879. }

J. S. CAMERON, Esq., *Secretary Railroad Commissioners, Des Moines:*

DEAR SIR—Your letter of July 16, to Mr. Perkins, about the claim of W. B. Burget, was referred to me. Please read letter from our Division freight agent and copy of the billing which shows that Burget has made you a misstatement of facts. The rates charged were our regular distance Iowa tariff rates.

T. J. POTTER.

The matter was duly considered by the Board, and the following letter addressed to the complainant:

BOARD OF RAILROAD COMMISSIONERS, }  
DES MOINES, August 29, 1879. }

W. B. BURGET, Esq., *Greenfield, Iowa:*

DEAR SIR—Referring again to your letter of July 15, claiming excessive charges for carrying goods, Des Moines to Greenfield *via* Indianola, I am instructed by the Board to say: that upon the receipt of the above letter, a copy of the same was forwarded to C. E. Perkins, General Manager of the Chicago, Burlington & Quincy Railroad, for any explanation his company might wish to make in regard to the complaint. His answer was received August 14, 1879, through T. J. Potter, General Superintendent, and Thomas Miller, Division Freight Agent who claims that the rates charged by the Chicago, Burlington & Quincy Railroad in the case cited, were in accordance with the printed tariff of their company. The Commissioners have subse-

quently examined the bills accompanying your letter in connection with the tariffs of the C. B. & Q. R. R. Co. and the C. R. I. & P. R. R. Co., and find that the total charges for carrying from Des Moines to Greenfield, equal the sum of the local rates of the two companies for the distance which the goods were carried over their respective lines. While the sum of such charges is greater than would have been made by either company for a continuous carriage of goods over its line, a distance equal to that between Des Moines and Greenfield, it does not appear that either company received more than its published tariff rates, or more than it would have received for the same labor performed for another person, and over any other portion of its line. They cannot, therefore, conclude that you were charged unusual or exorbitant rates.

By order of the Board.

J. S. CAMERON, *Secretary.*

ALBIA, IOWA, August 12, 1879.

J. S. CAMERON, Esq., *Secretary Board of Railroad Commissioners, Des Moines:*

DEAR SIR— I take the liberty of asking you a few questions: The lumber dealers in this place are of the opinion that the C. B. & Q. R. R., are unjustly discriminating against this place in freights on lumber from Chicago. We are credibly informed that they give special rates to Chariton of seventeen cents per 100 lbs., being thirty miles longer haul; to Lovilla on the Albia & Des Moines Branch, nineteen cents per 100 lbs.; while to this place they charge us twenty-four cents per 100 lbs. Is there any way we can reach and remedy this discrimination through the Railroad Commissioners? Not having the means for posting in regard to the authority of the Commissioners, I ask you to give us such information as you see proper, and any suggestions you may see fit to make will be thankfully received. J. C. DOWNS.

The matter of this complaint was forwarded to the Chicago, Burlington & Quincy management, and on the 5th of September the following letter was received:

GEN. SUPERINTENDENT'S OFFICE, C. B. & Q. R. R.,  
BURLINGTON, September 5, 1879.

J. S. CAMERON, *Secretary Board Railroad Commissioners:*

DEAR SIR— Yours of August 29, to Mr. Perkins, inclosing complaint from Mr. Downs about lumber rates, has been referred to me. This is the first intimation we had there was any trouble about rates at Albia. The lumber business there is so small it amounts to but very little. Mr. Downs has received six (6) cars of lumber over our

road in the past eight (8) months. We are going to revise our lumber rates from Chicago to several points in Iowa, and will then take up the question of rates to Albia.  
T. J. POTTER.

The Commissioners having considered the questions involved in the foregoing complaint of J. C. Downs, arrived at the conclusions set forth in the following letter:

BOARD OF RAILROAD COMMISSIONERS, }  
August 29, 1879. }

J. C. DOWNS & Co., *Albia, Iowa:*

GENTLEMEN— Your letter of the 12th inst., regarding supposed discriminations against your town in the matter of rates of freight on lumber from Chicago has been referred to the Board.

They instruct me to say that they do not understand they have any control over the rates charged for carrying freight from points without our State to points within it, or vice versa; such being interstate commerce and not wholly within the control of either State. They have however addressed the General Manager of the C. B. & Q. R. R., expressing the hope that if such discrimination as you cite is in fact made, he will see fit to so regulate rates of transportation from points outside to points inside the State that such cause of complaint shall be removed. By order of the Board.

J. S. CAMERON, *Secretary.*

STANTON, IOWA, August 18, 1879.

RAILWAY COMMISSIONERS, *Des Moines, Iowa:*

GENTLEMEN— We desire to call your attention to the treatment we are receiving at the hands of the C. B. & Q. R. R. Their local distance tariff of September 9, 1878, fixes the rates on cattle to Burlington, as follows:

From Villisca.....	\$34.00 per car
From Stanton.....	34.50 per car
From Hepburn.....	34.50 per car
From Essex.....	35.50 per car

but instead of allowing us to ship at these rates they are charging \$50.00 and upwards from points named to Burlington.

Please let us know if there is not some way of compelling them to forward our stock at their local rates; or must we submit to any rates they see fit to impose?

FASSETT & HANSON.

A copy of the above complaint was forwarded to C. E. Perkins, Esq.,

vice president and general manager of the C. B. & Q. R. R. Co., August 19, 1879. His reply is given in full below.

CHICAGO, BURLINGTON & QUINCY R. R. Co.,  
T. J. POTTER, GENERAL SUPERINTENDENT,  
BURLINGTON, IOWA, September 5, 1879. }

J. S. CAMERON, Esq., *Secretary Board of Railroad Commissioners, Des Moines:*

DEAR SIR—Yours of August 19th to Mr. Perkins, has been handed to me. It is true we have had some trouble about rates with Messrs. Fassett & Hanson, for the simple reason that they had been selling stock contracts and we stopped it, and refused to countersign their return contracts. They then turned their stock *via* T. P. & W. at Burlington. Their shipments have not been local but have been through shipments. T. J. POTTER.

At a meeting of the Board on the 26th day of September, 1879, the foregoing complaint of Messrs. Fassett & Hanson, together with the answer on behalf of the C. B. & Q. R. R., was examined. Messrs. Fassett & Hanson having meanwhile furnished satisfactory written evidence in proof of their allegations, the Board made decision in their favor as fully set forth in the following letter to T. J. Potter, General Superintendent C. B. & Q. R. R.

BOARD OF RAILROAD COMMISSIONERS. }  
DES MOINES, September 27, 1879. }

T. J. POTTER, *General Superintendent C. B. & Q. R. R. Co., Burlington, Iowa:*

SIR—On the 19th August we advised you that Messrs. Fassett & Hanson had complained to the Board that the C. B. & Q. R. R. Co., while its local distance rates on stock as published were

From Villisca to Burlington .....	\$34.00
From Stanton to Burlington .....	34.50
From Hepburn to Burlington .....	34.50
From Essex to Burlington .....	35.50

was not allowing them to ship at such rates but was charging them \$50 per car and upwards from the points named to Burlington.

On the 5th September we received your letter in reply, in which you stated that there had been trouble with Messrs. Fassett & Hanson for the reason that they had been selling stock contracts, and that your company in consequence refused to countersign their return contracts; that Messrs. F. & H. then turned their stock, *via* T. P. W. R'y at Bur-

lington, and that their shipments have not been local but through shipments. On the 8th September Messrs. F. & H. forwarded papers in evidence of their charge. These papers show that on the 23d July, 1879, your station agent at Stanton charged and received from Fassett & Hanson the sum of one hundred dollars as freight on two cars of hogs from Stanton to Burlington. In this we find an overcharge of \$31. That on the 6th day of August, 1879, your station agent at Stanton charged and received from John Hanson the sum of one hundred dollars for two cars of hogs from Stanton to Burlington—the hogs being consigned to John Fassett. In this we find an overcharge of \$31. On the 24th day of July, 1879, John Fassett shipped from Hepburn to Burlington two cars of hogs for which he paid your agent \$69, the regular published rate. By a copy of a T. P. & W. R'y way-bill, dated July 25, it seems your company made back charges on the same of \$31. This amount we find to be an overcharge.

On the 6th day of August, 1879, John Fassett shipped from Hepburn, Iowa, two car loads of hogs, and on the same date from Villisca, Iowa, two car loads of hogs, all to Burlington, for which he paid your agents \$138. By copies of T. P. & W. R'y Co.'s way-bills, dated August 7, 1879, it seems your company made back charges on the same of \$63. This amount we find to be an overcharge.

With regard to these back charges Messrs. Fassett & Hanson claim that nothing was said about charging more than the local rates, but when they arrived at Burlington your company claimed that they could not have the stock till the back charges were paid, but that you afterward modified the demand and sent in the charges to the T. P. & W. R'y Co. A copy of the letter of Messrs. Fassett & Hanson is sent herewith.

In our view of this case, with the evidence now before us, we cannot believe that you are correct in your claim made in your letter of September 5, 1879, viz.: that these shipments have not been local but through shipments. The bills, receipts and contracts all describe the termination of the shipment as Burlington, both the point of shipment and that of consignment being within the State of Iowa. Having established a schedule of local rates, we cannot take any other view of existing law than that it becomes your duty to charge all alike the same rate for the same distance. To charge any other than the fixed rate would be in each case to discriminate either against the general public or against the individual. Discrimination is expressly prohibited by the law, which should govern your company in operating

the road and us in endeavoring to construe and enforce it. See Secs. 11, 12 and 13 of the act creating the Board of Railroad Commissioners.

We express the hope, therefore, that you will, upon careful consideration of the subject, see that you have not complied with the spirit and requirements of the law of the State, and that you will refund to Messrs. Fasset & Hanson the sum of one hundred and fifty-six dollars (\$156), which it seems to us you have overcharged them.

Board of Railroad Commissioners, J. S. CAMERON, *Secretary*.

The decision of the Commissioners was also communicated to Messrs. Fasset & Hanson under same date, September 27, 1879.

BURLINGTON, IOWA, October 11, 1879.

J. S. CAMERON, Esq., *Secretary Board of Iowa Railroad Commissioners:*

DEAR SIR—Referring to our complaints of unjust discrimination and of charges in our shipments on part of the Chicago, Burlington & Quincy Railroad Company, under different dates, we now desire to inform you that we have this day amicably adjusted all differences, and our complaints are hereby withdrawn.

JOHN FASSETT & HANSON.

CHICAGO, BURLINGTON AND QUINCY RAILROAD CO., }  
T. J. POTTER, GENERAL SUPERINTENDENT. }  
BURLINGTON, IOWA, October 13, 1879. }

J. S. CAMERON, Esq., *Secretary Board of Railroad Commissioners, Des Moines:*

DEAR SIR—Referring to the complaint made by Fasset & Hanson, will say that we have adjusted their claim, and I understand [they] have written you to that effect. We, of course, withdraw our complaint against them on account of stock contracts. T. J. POTTER.

COUNCIL BLUFFS, IOWA, August 19, 1879.

HON. J. W. McDILL, *Afton, Iowa:*

DEAR SIR—I am informed that you, as Railroad Commissioner, are the proper party to whom to make my complaints—as follows: I am a coal dealer in this city. I deal in car load lots, buy and sell the same. Frequently I receive by one railroad terminating here and ship out on another. In shipping in car loads from one road to another the railroad company by which I ship will not receive the car of the other railroad company, but requires me to be at the expense of transferring the load from car to car. I am of the opinion that this should not exist, and that the car with load should be received, and if the road receiving the same is desirous of transferring at its expense, all right, but the expense should not be added to cost of freight. I will cite you a point. I now have a car of coal to go to Woodburn on the

C. & N. W. R'y, coming in on the C., B. & Q. R'y. The C. & N. W. R'y requires me to transfer the load from the C., B. & Q. R'y to a C. & N. W. R'y car before they will receive it, adding a cost of five dollars on the car of coal. Will you please tell me what is right about this? J. W. RODEFER.

A copy of the above letter was forwarded to Marvin Hughitt, General Manager of the Chicago & Northwestern R'y, and the following answer for his company was received:

CHICAGO & NORTHWESTERN RAILWAY CO., }  
LAW DEPARTMENT, }  
CHICAGO, September 1, 1879. }

J. S. CAMERON, Esq., *Secretary of Board of Railroad Commissioners:*

DEAR SIR—Your letter to Mr. Hughitt, General Manager of this company, inclosing letter to the Board of Railroad Commissioners from J. W. Rodefer, has been referred to me.

The facts in the matter are as follows:

Mr. Rodefer is a coal dealer having his coal yard on the C., B. & Q. R. R. at Council Bluffs. This company will always receive coal coming over the C., B. & Q. R. R., or any other road, consigned to any point on the line of the C. & N. W. R'y Co. in the cars in which it arrives, and transport the same to the place of destination. This is, in my opinion, what the law requires. But what Mr. Rodefer seeks to do is to compel this company to receive coal shipped by him from Council Bluffs to points on our line in C., B. & Q. cars, and thus make us pay car mileage to the C., B. & Q. road while our own cars are idle. If he loads cars at any point on the C., B. & Q. road destined and consigned to Woodbine, or any other point on our line, the loaded cars will be transported with the cargo unbroken to the point to which it is consigned. But I respectfully insist that if a car is loaded for, and consigned to, Council Bluffs, and the consignee sells the coal at a point on the line of our road, we are not bound to transport it in the C., B. & Q. car and pay for the use of the car.

There are busy seasons when a railroad company uses all its cars and must have them, and there are other seasons when many cars are idle. If it was in Mr. Rodefer's power to require us at such time to transport all his shipments of coal from Council Bluffs to his customers in C., B. & Q. R. R. cars and pay mileage for them while our cars stood still, he might do us great injury for the benefit of a competing road. I should be very glad to know what are the views of the Commissioners upon this question.

Of course we will transport the freight in the cars of the C., B. & Q. Co. at rates which will net us the same freight as if transported in our own cars, but we do not concede that any dealer can compel us to use and pay mileage on the cars of another company while our own cars are idle, and theirs would be also if we were not compelled to use them.

B. C. COOK, *General Solicitor*.

On the 28th of August the Commissioners, having examined the

foregoing complaint of Mr. J. W. Rodefer, arrived at the conclusions set forth in their letter of the 29th August, viz.:

BOARD OF RAILROAD COMMISSIONERS,  
August 29, 1879. }

J. W. RODEFER, Esq., *Council Bluffs, Iowa*;

SIR—We have made an examination of the questions involved in your letter of August 19, 1879, to Mr. McDill of the Board, and we are of the opinion that the Board has no power over the matter, but you can proceed under chapter 18 of the laws of the 15th General Assembly, approved March 18, 1874, to have your rights asserted and confirmed. This law was not repealed when the law organizing the Board of Railroad Commissioners was enacted, and under its terms it seems to us that the Circuit and District Courts of Pottawattamie county, or the judges thereof, have power to ascertain and enforce your rights. By the Board of Railroad Commissioners.

J. S. CAMERON, *Secretary*.

The above decision of the Commissioners was communicated to Mr. B. C. Cook, General Solicitor for the Chicago & Northwestern Railway Co., under date Sept. 5, 1879. His reply is given in full below.

CHICAGO & NORTHWESTERN RAILWAY Co.,  
LAW DEPARTMENT,  
CHICAGO, September 8, 1879. }

J. S. CAMERON, *Secretary Railroad Commissioners, Des Moines, Iowa*:

DEAR SIR—Yours of the 5th is received. This company design to comply with the law, and we should have been very glad to have had the views of the Commissioners upon the question whether chapter 20, of the laws of 1874, would require us to take a C., B. & Q. car, loaded at Council Bluffs, for some point on our line, and carry the same to its destination at a rate less than the charges allowed by law for carrying the same goods in our own cars, or at a rate which shall net to us, as much less as our own rate in our own cars would net to us, as we have to pay mileage for the use of the C., B. & Q. car. Of course we are willing to transport the C., B. & Q. car loaded, if we can net the same rate on the freight that we would if we were to transport it in our own car.

B. C. COOK, *General Solicitor*.

The Commissioners are again compelled to call attention to the total lack of care and accuracy in the preparation of many of the reports.

The usefulness of the system and its value to the people of the State will be greatly impaired, if the statistics are not complete, as well as reliable. No method suggests itself as better calculated to secure accuracy than that fixed in the law requiring them to be certified by some officer of the company, under oath. It is a delicate matter to correct in our tables a mistake found in a report sworn to by an officer of a railroad company as true, even when the Commissioners know that it is not. In the report of 1878, the Commissioners say: "If any of the 'deductions from the tables show incorrect results, the officers of the 'companies must bear the responsibility, as the Commissioners have 'exercised every care in their power to make them correct, and could 'only have failed where the information asked for was wholly or in 'part withheld.'" The supposition at that time was that all the railroad officers, as some have, would recognize the importance of meeting the concessions of the State in the spirit in which they were extended, and that the effort would be to work in harmony for the best interests of both. The information asked for was to enable the State to act intelligently. Without making complaints that would be invidious, one difficulty may be fully illustrated by reference to the report of the Central Iowa Railway. It returns for the stock and debt statement of its road an exact copy of the report of the year before, while such extraordinary publicity has been given to the affairs of this company, that the most casual newspaper reader knows that the mortgages had been foreclosed, and that a new company had been organized from the bondholders, the name changed, and that the present officers hold their positions from the new organization. Yet they report to the officers of the State, whose duty it is to call upon them for detailed and accurate information, that the stock which had been foreclosed, and presumably out of existence, and the bonds of their company, were exactly the same June 30, 1879, that they were June 30, 1878. As this report is made under oath, it would be hardly courteous to say that we thought it not true. We are inclined, however, to believe that the intelligent officer of the company, who made the return, did not fully realize the object of the inquiries, and the importance of returning the exact status of his road at the date of the report. Our impressions are that the property is now represented in some way by the former bonded indebtedness, and we feel that the officers of the company should have stated to us the facts as they exist. It is mortifying to have to guess out what we should know accurately. The railroad companies should

manifest a disposition to furnish any information that would be of value to the Commissioners, rather than a disposition to answer as few questions as possible, and those in so careless and indifferent a manner that nothing can be gathered from them. If our reports are to be valuable, they must be accurate. It is true that a penalty was provided in the law for the failure to make returns promptly, but there is no method prescribed for its enforcement. The law should be amended, fixing a penalty for furnishing incorrect and unreliable information, as well as for delays, and some method for applying it, so that in the future the Commissioners may not have a repetition of the annoyances to which they have been subjected by the inattention and negligence of the officers of some of the companies. We dwell on this subject here because we had hoped the returns of this year would have been more correct and an improvement over the first year's. On the contrary, many of them are simple copies of last year's, carrying forward, evidently without thought or care, absurd blunders that then seemed unnecessary.

## CAPITAL STOCK.

The total number of miles reported by the companies as being operated during the year is four thousand three hundred and ninety-six. Last year the Des Moines & Ft. Dodge reported eighty-seven and two-tenths miles—this year eighty-three and eighty-eight hundredths, this company running under lease its trains from the Junction to Ft. Dodge, over the track of the Illinois Central Road. The Receiver of the Chicago, Clinton & Western Road last year reported twenty-seven and one-half miles; this year, the purchaser, the Burlington, Cedar Rapids & Northern Road, reports for that line but ten miles, the balance of the track being unused.

We estimate the capital stock belonging to the Iowa roads at \$90,612,451.71, an aggregate increase during the last year of \$1,755,085.76, or an average of \$20,612 per mile, and a decrease since the report of last year of \$763 per mile. The following roads have increased their stock since last report:

Chicago, Burlington & Quincy.....	\$3,262,140
Sioux City & Pembina and D. S.....	195,000
Burlington & Northwestern.....	3,583
Des Moines, Adel & Western.....	17,100
Des Moines & Minneapolis.....	1,310
Waukon & Mississippi.....	1,300
Fort Dodge & Fort Ridgely.....	7,800
Total increase.....	\$3,488,233

The following roads have decreased their capital since last report:

Des Moines & Fort Dodge.....	\$2,550,900
Crooked Creek.....	5,500
	<u>\$2,162,400</u>

It is more than probable that the reorganization of several roads that have been in the hands of receivers will reduce the capital fully as fast as it is increased by building new lines, for the present at least. Every reform in the direction of reducing representative capital to actual cost is desirable and right.

## DEBT.

The following Roads show an increase or decrease of their indebtedness during the year:

DEBT.	INCREASED DURING THE YEAR.	DIMINISHED DURING THE YEAR.
Burlington, Cedar Rapids & Northern R. R.....	\$ 302,617 70	
Central Iowa.....		\$ 180,644 99
Chicago, Burlington & Quincy.....	119,100 00	
Chicago, Clinton, Dubuque & Minnesota.....	119,665 47	
Chicago, Milwaukee & St. Paul.....	4,464,087 90	
Chicago, Iowa & Nebraska.....		50,100 00
Cedar Rapids & Missouri River.....		49,908 42
Maple River.....	49,619 38	
Iowa Midland.....	5,129 79	
Iowa Southern & Missouri Northern.....		392,874 98
Keokuk & Des Moines.....	32,700 00	
Grinnell & Montezuma.....	167,000 00	
Iowa Falls & Sioux City.....	96,610 00	
Kansas City, St. Joseph & Council Bluffs.....	563,587 21	
Sioux City & Pacific.....	100,138 32	
Sioux City & Pembina & Dakota Southern.....		2,135,499 10
Sioux City & St. Paul.....		232,590 00
Burlington & Northwestern.....	6,000 00	
Crooked Creek.....	40,000 00	
Des Moines, Adel & Western.....	16,000 00	
Des Moines & Minneapolis.....	60,816 42	

The aggregate debt for the roads and parts of through lines proportioned for Iowa, we estimate at \$70,243,795, an increase over the amount returned last year of more than three millions of dollars, the greatest increase being in the Chicago, Milwaukee & St. Paul road, which has extended its line from Algona to the west line of the State. The Grinnell & Montezuma road has increased its debt \$167,000 without any legitimate reason so far as can be discovered from the reports, either in the line of new equipment or new construction. If there are any causes that justify this increase, the State has a right to know what they are. Fifteen roads during the year have increased

their indebtedness. Six have reduced; generally by paying off floating debt, or the reduction is the result of a sinking fund. The most remarkable decrease of debt is reported by the Sioux City & Pembina and Dakota Southern of 2,130,000; the report of either this year or last must have been in error.

## STOCK AND DEBT.

The stock and debt of the roads in Iowa amount to \$160,856,246, or \$36,612 per mile. The B., C. R. & N. road \$29,035; C., M. & St. P. \$38,643; C. & N. W. \$58,350; C. I. & N. \$56,122; C. & M. R. \$41,611; Maple River \$20,128 (the last three roads return no equipment); C., R. I. & P. \$45,942; I. S. & M. N. \$29,492; K. & D. M. \$41,201; D. M. & Ft. D. \$47,101; G. & M. \$30,600; D. & S. C. \$41,110; K. C., St. Joseph & C. B. \$43,279; M. I. & N. 38,353; S. C. & Pac. 61,201; S. C. & Pem. & D. S. 22,500. The unfortunate process of selling securities at a large discount has swollen the representative capital of many of the roads beyond their capacity to earn dividends and at the same time carry their tonnage at moderate rates.

## COST OF ROADS.

This table is in the main a repetition of the stock and bonds of the roads. The changes through which they have passed, and the variety of management, would render an accurate and just division between construction and renewals impossible. The Chicago & Northwestern shows an excess of cost over capital of two and one-half millions; the Chicago, Rock Island & Pacific more than one and one-half million, which has absorbed that much of the surplus reported. The Missouri, Iowa & Nebraska reports the cost of road as \$1,899,300, and its total debt \$1,800,000, its stock and debt \$3,260,075, or a marked indication that the stock cost but little, and was issued mainly to control the property. The report simply states that the total amount paid in as per books of the company is \$1,460,075, while the amount realized in cash for the stock is returned as blank.

## GROSS EARNINGS.

The entire earnings of the roads in Iowa are:

Passengers, Mail and Express.....	\$ 5,335,177.36
Freight and Miscellaneous.....	\$ 16,005,532.08
Total for year ending June 30, 1879.....	\$ 21,340,709.44
Earnings for year ending June 30, 1878.....	\$ 20,714,496.97
An increase over the earnings of last year of.....	\$ 626,212.73

Several of the roads show a large reduction of earnings; on the Burlington, Cedar Rapids & Northern it is \$226,800.99, and on the Central of Iowa \$126,272.05.

The earnings from passenger trains per train mile run are as follows: B., C. R. & N. 97 c.; B. & S. W. 40 c.; Central Iowa R'y 81 c.; C., B. & Q. 1.66; C., M. & St. P. 1.41; C. & N. W. 1.29; Iowa Midland 74; C., R. I. & P. 1.38; K. & D. M. 81 c.; D. M. & Ft. D. 1.07; Ill. Cent. 1.35; K. C., St. Jo. & C. B. 1.89; N. & M. 23 c.; S. C. & P. 84 c.; S. C. & Pem. 1.12; S. C. & St. P. 1.07; W. & M. 13 c.

The earnings from freight trains per train mile run are: B., C. R. & N. 1.88; B. & S. W. 1.17; C. Iowa R'y 2.12; C., B. & Q. 1.34; C., M. & St. P. 1.33; C. & N. W. 1.60; Iowa Midland 90 c.; C., R. I. & P. 1.24; K. & D. M. 1.41; D. M. & Ft. D. 1.91; Ill. Cent. 1.48; K. C., St. Jo. & C. B. 1.89; N. & M. 82 c.; S. C. & Pac. 2.45; S. C. & Pem. 3.41; S. C. & St. P. 1.84; W. & M. 76 c.

## TRANSPORTATION OF MAILS.

We have estimated the amount received by the several railroad companies for transporting the mails in this State as \$420,186.36.

## OPERATING EXPENSES.

The total operating expenses as returned to the Board are \$12,904,-420.92. Per train mile, B., C. R. & N. 1.04; B. & S. W. 79 c.; Cent. Iowa Railway 1.19; C., B. & Q., 87 c.; C., C., D. & M. 1.09; C., M. & St. P. 74 c.; C. & N. W. 73 c.; Iowa Midland 81 c.; C., R. I. & P. 71 c.; K. & D. M. 93 c.; D. M. & Ft. D. 98 c.; Ill. Cent. 85 c.; K. C., St. Jo. & C. B. 80 c.; M. I. & N. 87 c.; N. & M. 79 c.; St. L., Ott. & C. R. 85 c.; S. C. & Pac. 98 c.; S. C. & Pem. 1.58; S. C. & St. P. 1.20; B. & N. W. 50 c.; W. & M. 46 c.

The difference between operating expenses and earnings for the year is, \$8,436,288.52; for the year ending June 30, 1878, \$8,148,545.74; being an increase of \$287,742.78; the increase of earnings in the same period being \$626,213.37. Three of the roads report that they are unable to earn money enough to pay operating expenses.

The St. Louis, Ottumwa & Cedar Rapids Road costs to operate above earnings 28 per cent.  
The Toledo & Northwestern Road costs to operate above earnings 2 per cent.  
Crooked Creek Road costs to operate above earnings 74 per cent.

Last year there were six roads that did not pay operating expenses, but two of these remain on the present list. The other four did not

earn more money than they did last year, but are operated cheaper. The Toledo & Northwestern last year reported their net earnings ten per cent above expenses, or gross earnings of \$5,707.16; this year the gross earnings are \$3,605.54. While the expenses have been reduced nearly \$1,000, the earnings are about 2,000 less, so that the management seems in no way responsible for this result. The Davenport & Northwestern road reports the cost ninety-seven per cent of gross earnings, but returns as extraordinary expenses \$9,751.12, which would leave operating expenses in excess of earnings \$4,824.42, or two and one-half per cent.

The lowest percentage of operating expenses to earnings on the standard gauge roads is the C. & N. W. 48; C. R. I. & P. 54; Ill. Cent. 58; C., B. & Q. 60; C., M. & St. P. 60; D. M. & Ft. D. 62. Of the narrow gauge roads the W. & M. 52; B. & N. W. 67; D. & M. 73; I. E. 85; D. A. & W. 94. This however is no criterion of the management of the roads, but rather an index of the prosperity and productions of the country tributary to them. When the country is prosperous enough to stimulate passenger travel, and large agricultural products are to be moved, gross earnings will increase and reduce this percentage.

#### PER CENT OF NET EARNINGS TO CAPITAL STOCK AND DEBT.

We estimate the earnings of the C., B. & Q. road on its capital stock and debt as 10.60 per cent; last year the return made to us by the company was 6.30, which was an error. The officer making the report had charged the interest paid to operating expenses, and in getting the per centage of net earnings to capital and debt, had again made the interest on the debt an element in arriving at his results. The net earnings last year should have been reported at about ten per cent. The C., M. & St. P. report 5.40; C. & N. W. 10.29; C., R. I. & P. 10.17; N. & M. 6.30; K. C., St. J. & C. B. 5.17; B., C. R. & N. 3.64; K. & D. M. 1.80; D. M. & Ft. D. 1.90; all the other roads fall below this amount.

It is difficult, with this statement in view, to see the inducement to build new roads, and we can only account for the building on the theory that the larger lines desire to make as much territory as possible tributary to them, and the additional inducement offered in the shape of township taxation and other local aid. The capital invested is not, in itself, very remunerative.

It is rather a noticeable fact that the roads which return the largest

net earnings on their capital are those that received the smallest average amounts per train mile for their work—the C., B. & Q. 1.40; the C., R. I. & P. 1.32; the C. & N. W. 1.52; the C., M. & St. P. 1.37; their operating expenses per train mile being, respectively, 87, 71, 73 and 74 cents. These average lower than any except the narrow gauge roads. The fact is patent that the lines charging the lowest average rates are earning the most money. There are two good reasons for this; the first, that the business is on the road to be done, and the pool enables every class of it to pay something of a profit; the other, that the character of their roads, the rolling stock and other facilities are ample and complete, so far as Iowa grades will allow, to meet the requirements. Their capital and debt more nearly represent their value than the other lines. Close and economical management is as essential to successful railroad working as to any other class of business. We know of no legislation that can be or should be adopted that would equalize the earnings of the roads. If the rates of the principal roads were higher than the others we would suggest reduction, but the simple fact meets us that the rates are lower, but the volume of business is so much greater that a profit still is left. Some of the roads have, and we think wisely, adopted a policy of accumulating a surplus fund. This surplus will enable them to purchase when at lowest prices, iron, steel, rolling stock, machinery and everything that enters into the railroad plant, and keep fully up with and anticipate the wants of trade. We have regarded that policy as unwise that has led to the increase of railroad stock and debts, apparently with the intent of expending every dollar earned in dividends, and making it almost impossible without further borrowing to pay them, and we look at the manifest disposition of some of the roads honestly to accumulate a surplus as a harbinger of better things. That this accumulation can not be used as an instrument of oppression is plain when we remember that all power of control is vested in the State.

The Sioux City & Pacific and Sioux City & Pembina roads, built, as they are, in the Missouri and Sioux valleys, without grades and with slight curvature, should be profitable to operate, but as yet the business is light, and competition with the east and west roads has left them but little beside operating expenses. The volume of traffic carried on the trunk lines could be moved on these lines at very low rates.



Amount charged to construction fund in completed roads by which capital is increased, covering additional equipment, cost of steel over iron rails, cost of bridge and culvert renewals over old structures as far as charged to construction.

	EQUIPMENT.	TOTAL.
Burlington, Cedar Rapids & Northern Road...	\$ 21,242 02	\$ 70,228 35
Central Iowa Railway.....	30,780 82	46,245 92
Chicago, Burlington & Quincy Railroad.....	985,790 66	2,294,558 82
Chicago, Clinton, Dubuque & Minnesota.....		5,655 80
Chicago, Milwaukee & St. Paul.....	281,605 03	728,457 85
Chicago & Northwestern.....	499,166 21	866,595 63
Iowa Midland Railroad.....		8,253 72
Chicago, Rock Island & Pacific.....	417,808 12	700,353 39
Kansas City, St. Joseph & Council Bluffs.....	64,559 88	138,595 77
Sioux City & Pacific.....	5,693 87	12,510 33
Sioux City & Pembina and Dakota Southern.....	5,500 00	10,424 00
Sioux City & St. Paul.....	2,812 95	19,617 20
Burlington & Northwestern.....		2,296 16
	\$2,314,870 16	\$ 4,903,852 94
Deduct equipment charges.....		2,314,870 16
Amount capital has been increased less equipment charges.....		\$ 2,588,982 78

The equipment charges we regard as always legitimate if for new cars or machinery. The increase for other purposes should be scanned by the owners of the property with care. To swell capital in the easy method of charging everything to construction that can be forced into that account, may answer well when earnings are on the increase and new business being added to the lines, but there is no surer road to permanent prosperity than keeping the capital of a road within a reasonable amount of the cost of construction and equipment, making renewals ordinarily from the earnings.

#### AVERAGE EARNINGS PER MILE OF ALL ROADS IN THE STATE.

Eleven roads show an excess, after deducting operating expenses, interest, taxes and rental.

The total excess is.....	\$ 5,286,832.50
The others a deficit of.....	493,769.17
Leaving the net income of all the roads.....	\$ 4,793,063.33
Add to this rent of leased roads above interest.....	561,924.77
Total.....	\$ 5,354,988.10
Which, if equalized, would amount to net earnings per mile in the entire State of.....	1,218.16

#### TAXES PAID BY THE ROADS.

The total amount of taxes reported to us as paid by the roads in the State is \$584,169.79, or eleven per cent of their net earnings to the stockholders, after deducting operating expenses, interest and taxes.

#### ROADS OWNED AND LEASED.

Three thousand three hundred and ninety-nine and 13-100 miles are owned by the companies running them; nine hundred and ninety-six and 91-100 miles are leased and run mostly by foreign corporations, mainly by the Chicago & Northwestern and Illinois Central roads. The Chicago, Burlington & Quincy, Rock Island and Milwaukee & St. Paul, all operate branches of their roads by lease, but we gather from their reports that they also own the stock, or a majority of the stock, of the leased lines.

#### SIDINGS.

The sidings of the roads amount to 481.92 miles, or eleven per cent of the length of the main tracks.

#### STEEL RAILS.

Some idea of the condition of the roads, and the standard at which they are maintained, may be learned from the number of miles of steel rails in their tracks:

The Burlington, Cedar Rapids & Northern reports.....	113.26 miles.
The Central Iowa reports.....	35.90 miles.
The Chicago, Burlington & Quincy reports.....	253.86 miles.
The Chicago, Clinton, Dubuque & Minnesota reports..	4.83 miles.
The Chicago, Milwaukee & St. Paul reports.....	19.08 miles.
The Chicago & Northwestern reports.....	279.82 miles.
The Chicago, Rock Island & Pacific reports.....	392.00 miles.
The Keokuk & Des Moines reports.....	24.22 miles.
The Des Moines & Fort Dodge reports.....	2.50 miles.
The Illinois Central reports.....	52.14 miles.
The Kansas City, St. Joseph & Council Bluffs reports..	35.00 miles.
The Sioux City & St. Paul reports.....	6.40 miles.

Or a total of.....1,219.01 miles.

twenty-seven and one-half per cent of the total trackage in the State. This tendency in the direction of better roads is gratifying and an indication that with returning prosperity and increased earnings, our roads are being brought up to the standard of the roads of the older States.

## BRIDGES.

The total number of wooden truss bridges reported is 687—length, 76,640 feet; of iron truss and trestle bridges, 71—16,386 feet; combination truss bridges, 24—length, 6,484 feet; stone culverts, 751—length, 31,025 feet; pile and trestle wooden bridges, 5,553—length, 552,850 feet. Very much has been done in the last year to improve the character of bridges, the iron trestle having to a certain extent taken the place of the wooden. The policy of using imperishable material for bridges seems to be growing. The experience of every railroad shows that bridge timbers exposed to the sun and rain of our climate, may decay without any evidence of it on the surface that can be detected by the closest inspection; besides, the liability of wooden structures to fire makes every change of this nature an improvement. Every imperishable structure introduced reduces the yearly cost of maintenance of roadway and lessens the liability to accident.

## RAILROAD CROSSINGS.

The total number of crossings at grade is eighty-two; over or under, nine. We see nothing in the experience of the last year to change the views we entertained in our last report, that a rigid enforcement of the law should furnish all the protection that is required.

## HIGHWAY CROSSINGS.

The highway crossings of railroads at grade are 3,683; over, 50; under, 59. The number protected by flagmen, 24; number of bridges eighteen feet above the rail is 51; less than eighteen feet, 2. Seven persons have been killed and eleven injured at stations and highway crossings during the year.

## STATIONS.

The total number of stations returned was 743, or a station to every six miles of road.

## PERSONS EMPLOYED.

The total number of persons directly employed by the roads is 15,391, while in working quarries, mining coal, building masonry, getting out timbers and ties, and contract work of various kinds, there probably is fifty per cent more. Much of this labor is required for the inter-state transportation. To retain for our roads this business is desirable, because with it they will be enabled to do our carriage cheaper than if it took other routes, and the larger the business done the more men will be employed.

The Missouri valley from Yankton to St. Louis is as perfect a line for grades and curvatures as can be found anywhere. A locomotive between these points could probably haul three times as many cars as over either of the Iowa trunk roads. That the freight from Dakota, Nebraska, Kansas, and the Pacific States should be hauled over the high grades of Iowa instead of following the easy descent of the Missouri to St. Louis is a matter of surprise. The distance from Council Bluffs to Chicago is about 500 miles; to St. Louis, by the level grade of the Missouri valley, 480 miles. From Chicago by rail to Baltimore, the nearest large foreign shipping point, 840 miles; from St. Louis, 940 miles; or only eighty miles further, and five hundred miles of that distance very favorable, while the balance is fully as good as the line from Chicago. The Iowa lines, by their energy and enterprise, have been enabled to control to a large degree the roads in the States west of them. The St. Louis lines never have been pushed in this direction, but it is not improbable that in the near future they will compete for that business in the direction in which it would seem that nature intended it to go. We think the people of Iowa would make a mistake if, by any legislation, they forced this commerce out of the State. It would be well to remember in this connection that the same locomotive that would haul eighteen cars across Iowa, would haul fifty down the valley.

## FENCING.

The total number of miles of fence reported built is four thousand one hundred and twelve; the amount needed is two thousand one hundred and sixty-seven. The details of the cost furnished us are so unsatisfactory that we have omitted them entirely.

## EQUIPMENT.

The total number of locomotives in use on the roads is 1,036. Of these 660 are more than thirty tons weight; 359 more than twenty tons and 17 less than twenty tons. The total number of cars in use is 31,584. Of these 578 are passenger cars, 275 express and baggage cars, 17,940 box freight cars, 2,512 stock cars, 7,693 platform cars, 561 conductors' way-cars, 1,682 other cars. The inter-State commerce is largely carried in the cars of other roads, as well as the cars of the various transportation lines. These supplement to a great degree the wants of business, where freight makes extraordinary demands of the roads. That there will be times when the roads are unable fully to meet the requirements of their customers, is to be expected. A sudden

advance of price will bring at once for shipment large amounts of produce that the roads could easily have handled, if brought in naturally and without this stimulus. Some of the roads have introduced very heavy machinery. Whether the superstructure will warrant the increased weight with the rate of speed now used, can only be determined by experience. From the earliest railroad operations in this country to the present time, there has been a constant tendency to over-tax the superstructure of our roads. The old strap rail, crude as it was, fitted reasonably well the light engines that ran over it; when the weight was increased, the iron T rail became a necessity, and was perfectly adapted to the weight of trains of that day. With the progress of rail freight transportation, the weight was again greatly increased, which, added to the rapid speed, made the iron unprofitable. The life of the best American iron in our trunk roads was but about a year. A substitute was again found in the steel rail, which was fully adapted to the machinery then in use. It is a serious question whether we are not now preparing to treat our steel rails as we did their predecessors. In England they are running over their steel rails with cars and engines but little heavier than in the days of Stephenson.

Money applied to reducing grades is always profitably expended. Increased weight of machinery may end in wearing out rails rapidly. Every railroad manager knows that the present rate of freight per ton per mile on the leading thoroughfares could never have been reduced had not steel taken the place of the iron rail. The capacity of carriage of cars has been increased from ten tons in 1869, to fifteen tons in 1879, without materially increasing the weight of the car, the only change being the enlargement of journals, with possibly a better arrangement of material suggested by experience, thus reducing the dead weight of every car load of freight.

Passenger trains might be run cheaper, if our people would be satisfied with the light and cheap cars, and indifferent accommodations on the roads in Europe. We are hauling too much weight of car to the passenger, to run this business economically.

#### TRAIN MILEAGE.

The total number of miles run by passenger trains.....	6,971,373
The total number of miles run by freight trains.....	18,505,590
The total number of miles run by mixed trains.....	392,695
The total number of miles run by construction trains.....	1,469,948
The total mileage.....	27,091,664
The total number of passengers carried.....	7,927,683
The number of passengers carried one mile.....	330,408,980
The total number of tons freight carried.....	8,553,311
The number of tons freight carried one mile.....	2,790,826,910

#### TONNAGE CLASSIFIED.

The total tonnage of the roads is 8,950,881; of this the percentage is as follows:

Grain.....	31 per cent
Flour.....	4 per cent
Provisions.....	3 per cent
Animals.....	10 per cent
Other agricultural products.....	1 per cent
Lumber and forest products.....	15 per cent
Coal.....	11 per cent
Salt, lime and plaster.....	1 per cent
Iron and steel.....	3 per cent
Stone and brick.....	3 per cent
Manufactures.....	2 per cent
Merchandise and articles not enumerated.....	16 per cent
	100

#### NET WEIGHT HAULED BY A TON WEIGHT OF LOCOMOTIVE.

The following roads reported the net amount of freight they are able to haul over their grades with an engine of given weight. This we regard as an important element in arriving at the cost of running freight trains:

NAMES OF RAILROADS	Weight of engine	Net freight car-	Net freight per
	in tons.		
Burlington, Cedar Rapids & Northern.....	30	180	6.00
Burlington & Southwestern.....	30	170	5.66
Central Iowa Railway.....	30	206	6.86
Chicago, Burlington & Quincy.....	35	180	5.00
Chicago, Clinton, Dubuque & Minnesota.....	33	570	17.27
Chicago, Milwaukee & St. Paul.....	30	180	6.00
Chicago & Northwestern (failure again to report).....			
Chicago, Rock Island & Pacific.....	35	180	5.14
Keokuk & Des Moines.....	32	229	6.90
Illinois Central.....	30	117	3.90
Kansas City, St. Joseph & Council Bluffs.....	32	400	12.50
Missouri, Iowa & Nebraska.....	33	340	7.28
Newton & Monroe.....	32	90	4.30
St. Louis, Ottumwa & Cedar Rapids.....	24	160	4.70
Sioux City & Pacific.....	28	360	12.86
Sioux City & Pembina.....	26	225	8.65
Crooked Creek.....	16½	50	3.92
Des Moines & Minneapolis.....	14	100	7.14
Des Moines, Adel & Western.....	9	60	6.66
Waukon & Mississippi.....	14	100	7.14

The returns in the above table vary materially from those of last year. Our impression is that the present is more nearly correct. Some of the roads must have reported as net tonnage the weight of train. These tables were, to our mind, the strongest argument that could be adduced to prove that no inflexible tariff for freight could be adopted without working unequally and unjustly on the various lines. A road that can haul from twelve to fifteen tons net freight for every ton weight of locomotive, can do its work much cheaper than one that hauls five tons, which is about the average of the roads across the State. This subject was so interesting to us that we have followed it still further, and present in the following tables, made from profiles furnished by the companies, the amount and rate of grades of most of the Iowa roads. We regret that the balance were unable or unwilling to furnish the data for making the tables complete. The labor in making them was very considerable, but we regard them as valuable for all future time. Any changes of grade by either of the roads can be added to or subtracted from these tables and they can always be kept correct. We feel that in presenting so entirely satisfactory a guide for arriving at one element that so largely goes to make up the cost of transportation, that we have done the State some service, and that legislation will approach this branch of the question with as accurate and minute knowledge as any railroad officer can have. We have no data of the grades of the Iowa lines across Illinois, but think we are safe in assuming that thirty feet per mile is the maximum. If this be true, the roads can carry their freight much cheaper per ton per mile than over the grades of Iowa roads ranging from fifty-three to sixty-nine feet, as will be seen by the following tables:

T A B L E I I .  
GRADES ASCENDING EAST AND SOUTH.

NAMES OF RAILROAD.	RATE OF ASCENT PER MILE IN FEET.														Total Miles.		
	3 Feet.	10 Feet.	15 Feet.	20 Feet.	25 Feet.	30 Feet.	40 Feet.	45 Feet.	50 Feet.	55 Feet.	60 Feet.	70 Feet.	80 Feet.	90 Feet.		Level.	
	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....	
Chicago, Burlington & Quincy main line	12.88	8.01	1.78	0.42	4.80	7.50	2.80	8.01	4.03	13.92	1.20	6.30	17.41	.....	.....	44.54	375.0
Chicago & Northwestern main line	14.70	13.45	4.30	10.50	15.77	6.31	7.01	10.95	1.65	14.51	2.31	.....	.....	.....	.....	95.75	320.0
Illinois Central main line	39.54	13.70	2.20	2.30	11.34	6.30	8.15	9.92	11.90	13.41	1.17	1.34	4.20	1.00	1.37	75.69	327.0
Illinois & St. Paul main line	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7.64	177.0
Chicago & Rock Island	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Creighton to State line	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Central Iowa Railway	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Yilliana to Clarksville	8.15	4.05	1.23	1.74	1.05	.85	.75	1.67	1.53	3.59	.....	.....	.....	.....	.....	9.58	44.0
Haddings to Sidney	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Williamson to Des Moines	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
William Junction to Knoxville	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Washington to State line	5.13	6.77	4.66	3.12	5.84	8.89	4.35	8.00	3.70	9.55	.75	.....	.....	.....	.....	35.01	127.0
Des Moines to Indianapolis and Winnessee	4.00	3.52	7.57	5.73	3.43	3.00	3.52	2.00	1.43	3.22	1.23	3.70	.....	.....	.....	31.29	130.0
Des Moines to Chicago	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Aveca to Harlan	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lower Midland, Clinton to Anamosa	1.70	1.05	2.15	3.65	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Charles to Keosauqua	6.76	6.00	5.50	6.41	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Stanwood to Tyngsen	.27	.50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Burlington & Southwestern	4.43	3.21	.97	1.50	.84	.74	1.78	1.04	.40	2.20	2.10	2.40	8.43	.....	.....	.....	.....
Burlington, Cedar Rapids & Northern main line	6.48	4.76	5.37	6.08	6.57	6.63	7.73	4.23	11.75	6.43	3.00	.....	.....	.....	.....	.....	.....
Cedar Rapids to Postville	.35	4.10	1.30	3.50	4.45	3.40	3.00	2.35	2.33	6.00	.....	.....	.....	.....	.....	.....	.....
Clinton to Keosauqua	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Missouri to Riverside	3.15	3.35	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Elmdra to Webster	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Central Iowa Railway	5.35	6.02	6.04	6.43	6.43	6.03	6.04	6.30	6.73	6.58	.....	.....	.....	.....	.....	.....	.....
Des Moines & Ft. Dodge	8.43	5.55	2.62	1.14	4.43	1.40	1.50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Des Moines & Muscatine	1.35	2.50	1.34	1.30	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Des Moines & Keosauqua	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Kansas City & Northern	1.43	3.77	.73	5.54	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

TABLE II—CONTINUED.

NAME OF RAILROAD.	RATE OF ASCENT PER MILE IN FEET.														Total Miles.			
	8 Feet.	10 Feet.	15 Feet.	20 Feet.	25 Feet.	30 Feet.	35 Feet.	40 Feet.	45 Feet.	50 Feet.	55 Feet.	60 Feet.	75 Feet.	80 Feet.		Level.		
St. Louis City & St. Paul	.....	1.43	1.10	1.35	1.65	.56	1.31	.88	.....	.....	.....	.....	.....	.....	.....	18.96	37.0	
St. Louis City & Pacific	.....	1.02	1.19	3.09	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	46.73	75.0	
Milwaukee & St. Paul, Suburb., Ackley & Dakota	.....	1.19	1.36	2.90	1.89	4.15	.76	.68	2.18	.96	10.10	.....	.....	.....	.....	22.97	93.0	
Milwaukee & St. Paul, State Line to Mason City	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	17.04	40.0	
Milwaukee & St. Paul, State Line to Calmar	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	41.23	68.0	
Milwaukee & St. Paul, Corwin to Decorah	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9.0	
Chicago, Clinton, Dubuque & Minnesota	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	139.6	
Waukon & Mississippi	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	23.0	
Lehigh & Judd	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	8.0	
Cedar Falls & Minnesota	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	13.60	
Turkey River Branch, C. C. D. & M.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	73.0	
Council Bluffs & St. Louis	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	43.6	
.....	.....	1.51	1.89	1.35	.61	1.40	.78	1.60	1.09	1.09	2.31	.66	7.78	5.19	.....	.....	17.14	71.7

TABLE III.

GRADES ASCENDING WEST AND NORTH.

NAME OF RAILROAD.	RATE OF ASCENT PER MILE IN FEET.														Total Miles.						
	8 Feet.	10 Feet.	15 Feet.	20 Feet.	25 Feet.	30 Feet.	35 Feet.	40 Feet.	45 Feet.	50 Feet.	55 Feet.	60 Feet.	75 Feet.	80 Feet.		Level.					
Chicago, Burlington & Quincy main line	.....	10.67	12.43	15.16	10.17	5.13	6.42	9.20	3.18	8.33	10.70	4.51	4.13	12.88	.....	.....	44.54	274.1			
Chicago, Rock Island & Pacific main line	.....	37.01	11.86	12.40	9.13	10.29	8.23	8.96	10.07	3.77	15.66	2.09	.93	.....	.....	.....	70.23	317.0			
Chicago & Northwestern main line	.....	34.36	16.09	16.50	10.25	11.47	6.42	10.66	10.99	2.40	12.60	.....	.....	1.61	.49	1.00	1.36	300.0			
Illinois Central main line	.....	13.84	10.40	11.38	13.99	11.33	8.69	9.09	13.86	17.42	12.16	2.84	2.66	.....	.....	.....	78.68	377.0			
Milwaukee & St. Paul main line	.....	11.06	13.14	9.20	10.55	12.80	7.16	12.71	14.71	8.01	13.74	3.35	1.39	.19	.....	.....	.....	49.0			
Chariton to Leon	.....	3.47	1.89	.87	.....	.....	.....	.....	1.48	1.02	3.26	.69	.85	1.76	.....	.....	.....	7.84	37.5		
Chariton to Indianola	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	35.0			
Hastings to Sidney	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....			
Creston to Greenfield	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....			
Villisca to Clarinda	.....	1.27	.....	.38	.34	.36	.19	.36	.25	.38	.30	.....	.....	.....	.....	.....	.....	14.3			
Des Moines to Indianola and Winterset	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....			
Atlantic to Audubon	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....			
Avoca to Harlan	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....			
Iowa Midland—Clinton to Anamosa	.....	1.48	.85	3.30	.54	3.23	1.69	.86	1.94	.15	14.15	.....	.....	.....	.....	.....	.....	18.89	71.0		
Maple River Road	.....	.87	1.89	2.63	3.66	3.41	1.37	.....	2.92	.....	.....	.....	.....	.....	.....	.....	.....	14.33	60.0		
Stanwood to Tipton	.....	0.76	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....			
Burlington & Southwestern	.....	3.01	2.86	1.69	3.09	2.48	.73	1.10	2.31	1.91	1.88	1.79	1.90	3.17	.....	.....	.....	32.34	118.0		
Burlington & Northwestern	.....	1.06	1.04	.38	.11	.97	.08	.21	.17	.19	.76	.....	.....	.....	.....	.....	.....	.....			
Burlington, Cedar Rapids & Northern main line	.....	21.40	13.59	10.89	4.70	10.43	9.28	4.92	7.60	4.15	11.82	6.25	4.59	.11	.....	.....	.....	72.02	251.0		
Cedar Rapids to Postville	.....	3.23	3.39	3.46	3.47	3.36	3.69	3.35	1.78	2.69	8.83	1.67	2.25	.41	.91	.....	.....	18.10	28.0		
Vinton to Holland	.....	3.43	3.71	3.59	.90	3.00	1.12	1.63	1.35	3.11	3.66	3.09	.73	.....	.....	.....	.....	33.40	71.0		
Muscataine to Riverside	.....	.87	2.00	1.48	.85	1.30	.47	1.46	.30	.....	.37	.....	.....	.....	.....	.....	.....	.50	9.26	31.0	
Elmira to Webster	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....			
Central Iowa Railway	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....			
Keokuk & Des Moines	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....			
Des Moines & Fort Dodge	.....	9.73	7.29	2.77	3.44	1.78	1.34	.59	1.18	1.29	5.91	.....	.....	.....	.....	.....	.....	.....			
Des Moines & Minneapolis	.....	3.19	3.52	1.16	2.63	2.21	1.92	.74	1.14	1.06	3.09	.72	1.88	1.39	1.10	.21	.91	.34	36	14.11	25.0
Missouri, Iowa & Nebraska	.....	1.74	74	1.08	.84	.17	.26	.11	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....			
St. Louis, Kansas City & Northern	.....	1.31	.19	1.04	1.06	.47	.32	.41	.21	1.16	2.31	.21	1.06	.99	2.96	1.06	.....	.....			

TABLE III—CONTINUED.

NAME OF RAILROAD.	RATE OF ASCENT PER MILE IN FEET.															
	5 Feet.	10 Feet.	15 Feet.	20 Feet.	30 Feet.	40 Feet.	50 Feet.	60 Feet.	74 Feet.	80 Feet.	90 Feet.	95 Feet.	Level.	Total Miles.		
Sioux City & St. Paul	5.07	4.59	3.11	1.70	3.25	5.09	4.44	1.45	...	...	...	...	...	13.00	37.0	
St. Paul, Duluth & Northern Pacific	4.10	5.20	4.51	1.56	4.28	2.51	1.91	2.07	1.59	10.00	3.28	...	...	23.57	19.0	
Milwaukee & St. Paul, State line to Mason City	1.44	.56	1.22	.26	.98	.51	.23	2.97	.85	.40	...	...	...	17.04	40.0	
Milwaukee & St. Paul, State line to Decorah	1.18	1.44	2.25	.72	2.09	2.36	3.07	...	...	...	...	...	...	11.33	60.0	
River Road, Clinton to Dubuque & State Line	8.24	15.23	2.14	.45	2.01	.11	.88	.41	...	...	...	...	...	100.4	...	
Kansas City, St. Joseph & Council Bluffs	13.82	.29	...	...	...	...	...	...	...	...	...	...	...	33.8	...	
Lehigh & Judd	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8.0	
Cedar Falls & Minnesota	6.80	4.30	4.70	3.16	5.95	2.70	.56	1.13	1.06	4.85	.35	...	...	13.00	75.0	
Chicago & North Western	4.49	1.30	2.55	1.27	.26	1.21	.15	.45	...	...	...	...	...	14.05	71.7	
Council Bluffs & St. Louis	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	

TOPOGRAPHICAL.

The low water in the Mississippi river at Burlington, according to our best information is 486 feet above tide; at Davenport, 528; Clinton, 564; Dubuque, 597; McGregor, 618; or a fall in the river of 132 feet from McGregor to Burlington, a distance by river of about 230 miles, or a little more than six inches per mile.

The dividing ridge between the Mississippi and Missouri river as shown by the grade line on the C., B. & Q., at Creston, is 781 feet above low water at Burlington; on the Rock Island at Adair it is 869 feet above low water at Davenport; on the Northwestern at Arcadia it is 868 feet above the Clinton base; on the Illinois Central at Alta summit it is 924 feet above low water at Dubuque; on the Milwaukee & St. Paul Ruthven summit is 810 feet above low water at McGregor. The highest ground in the State crossed by this road is west of the main divide and between the Little Sioux and Floyd rivers, both tributaries of the Missouri. Its elevation is 937 feet, being 300 feet higher than grade at the Minnesota State Line on the Burlington & Cedar Rapids road. The elevation of the dividing ridge between the rivers ranges from 780 to 950 feet, or from 1,300 to 1,550 feet above tide, the rise on the ridge between the extreme points reached being 275 feet. The three lower of the five roads that crosses the State make the ascent gradually or by a series of rises to the summit or dividing ridge. The upper roads rise respectively 525 feet and 609 feet within twenty-three and fifteen miles of the river. The country then begins to descend, reaching points 200 to 300 feet lower, and does not again reach this elevation until near the Des Moines river. The following tables will be interesting to any one who wishes to study the topographical features of the State. A correct understanding of the character of the country and the grades of the roads is actually necessary to determine the value of haulage as compared with roads differently circumstanced.

## CHICAGO, BURLINGTON &amp; QUINCY RAILROAD.

LIST OF ELEVATIONS IN MAIN LINE C, B &amp; Q. ROAD FROM BURLINGTON TO PACIFIC JUNCTION.

	Above low water in Mississippi at Burlington.	Above tide.
Low water in Mississippi river at Burlington.....	400	486
Grade at Burlington depot.....	22	508
Grade at Mount Pleasant depot.....	214	700
Grade at Skunk River depot.....	252	588
Grade at Fairfield depot.....	287	744
Grade at Agency depot.....	286	772
Grade at Ottumwa depot.....	123	609
Grade at Albia depot.....	438	924
Grade at Cedar Creek depot.....	272	758
Grade at Chariton depot.....	528	1008
Grade at White Breast depot.....	355	841
Grade at Creston summit between M. & M. rivers.....	781	1277
Grade at Villisca depot.....	514	1000
Grade at Summit, bet. Nodaway and Nishnabotna depot.....	747	1233
Grade at Red Oak depot.....	512	998
Grade at Summit between Nishnabotna and Keg Creek depot.....	678	756
Grade at Pacific Junction depot.....	436	922

## CHICAGO, ROCK ISLAND &amp; PACIFIC RAILROAD.

ELEVATIONS MAIN LINE C, B, I. &amp; P.—DAVENPORT TO COUNCIL BLUFFS.

	Above the Mis- sissippi river at Davenport.	Above tide.
Low water in Mississippi at Davenport above line.....	.....	522
Grade at Davenport station.....	44	572
Grade at Cedar River crossing.....	59	635
Grade at summit between Cedar and Iowa rivers.....	185	721
Grade at Iowa City station.....	128	664
Grade at Homestead summit station.....	312	848
Grade at Marengo station.....	190	726
Grade at Grinnell station.....	467	1003
Grade at Kellogg station.....	286	832
Grade at Newton station.....	385	931
Elevation of grade at Mitchellville station.....	420	956
Elevation of grade at Des Moines station.....	255	791
Elevation of grade at Stuart station.....	652	1188
Elevation of grade at Adair summit station.....	839	1405
Elevation of grade at Top of cut.....	917	1453
Elevation of grade at Atlantic station.....	608	1144
Elevation of grade at Shelby station.....	748	1284
Elevation of grade at Council Bluffs station.....	460	996

## CHICAGO &amp; NORTHWESTERN RAILROAD.

ELEVATION OF MAIN LINE C. &amp; N. W. R. R. FROM CLINTON TO COUNCIL BLUFFS.

	Above Missis- sippi river at Clinton.	Above tide.
Elevation of grade at Clinton station.....	311	600
Elevation of grade at Mechanicsville summit.....	339	908
Elevation of grade at Cedar Rapids station.....	202	781
Elevation of grade at summit between Cedar and Iowa rivers.....	332	901
Elevation of grade at Marshalltown station.....	315	884
Elevation of grade at State Center summit one mile west.....	551	1130
Elevation of grade at Des Moines river.....	326	835
Elevation of grade at Ogden station.....	548	1117
Elevation of grade at Arcadia, main summit.....	868	1437
Elevation of grade at Missouri Valley station.....	449	1018
Elevation of grade at Council Bluffs station.....	430	998

## ILLINOIS CENTRAL RAILROAD.

MAIN LINE ILLINOIS CENTRAL RAILROAD—DUBUQUE TO SIOUX CITY.

	Above Missis- sippi river at Dubuque.	Above tide.
Low water at Dubuque.....	00	597
Grade at Dubuque station.....	19	616
Grade at Farley station.....	525	1132
Grade at Dyersville station.....	335	932
Grade at Independence station.....	326	923
Grade at Waterloo station.....	267	844
Grade at Cedar Falls station.....	278	855
Grade at summit west of Cedar Falls.....	407	1094
Grade at New Hartford station.....	309	906
Grade at summit west of Ackley.....	520	1117
Grade at Iowa Falls station.....	520	1117
Grade at Judd station.....	520	1123
Grade at Fort Dodge station.....	437	1034
Grade at Storm Lake station.....	851	1448
Grade at Alta station.....	924	1521
Grade at Sioux City station.....	522	1119

## MILWAUKEE &amp; ST. PAUL RAILROAD.

	Above Missis- sippi river at McGregor.	Above tide.
MAIN LINE MILWAUKEE & ST. PAUL R. E. FROM M'GREGOR TO THE CROSSING OF THE BIG SIOUX RIVER.		
Low water in Mississippi river at North McGregor.....	00	618
Grade at station North McGregor.....	13	631
Grade at Beulah Junction station.....	324	942
Grade at Monona station.....	609	1227
Grade at Calmar station.....	652	1270
Grade at Fort Atkinson station.....	401	1019
Grade at summit west of Charles City.....	517	1195
Grade at Cedar River crossing.....	302	1010
Grade at Clear Lake station.....	625	1243
Grade at Algona station.....	575	1193
Grade at crossing of East fork Des Moines.....	500	1118
Grade at Emmetsburgh station.....	613	1231
Grade at crossing of west fork of Des Moines.....	590	1208
Grade at Ruthven summit.....	810	1428
Grade at Spencer station.....	696	1314
Grade at Little Sioux crossing.....	699	1317
Grade at Summit, east of Sunborn.....	937	1555
Grade at Floyd river.....	810	1428
Grade at summit, west of Pattersonville.....	838	1456
Grade at Rock river.....	624	1242
Grade at summit west of Rock river.....	849	1471
Grade at Big Sioux River crossing.....	626	1244

## CENTRAL RAILROAD OF IOWA.

	Above low water in Mississippi at Burlington.	Above tide.
ELEVATIONS CENTRAL IOWA ROAD—ALBIA TO NORTHWOOD.		
Grade at Albia.....	438	924
Grade at Des Moines River Crossing, Eldyville.....	157	643
Grade at Oskaloosa summit.....	324	810
Grade at South Skunk.....	157	673
Grade at Grinnell station.....	492	1008
Grade at Marshalltown station.....	315	884
Grade at Geneva station.....	650	1156
Grade at Mason City station.....	612	1098
Grade at Northwood station.....	734	1230

## BURLINGTON, CEDAR RAPIDS &amp; NORTHERN RAILROAD.

	Above Missis- sippi river at Burlington.	Above tide.
MAIN LINE ELEVATIONS—BURLINGTON, CEDAR RAPIDS NORTHERN ROAD FROM BURLINGTON TO MINNESOTA LINE.		
Grade at Burlington station.....	15	501
Grade at Kossuth station.....	256	742
Grade at Wapello station.....	66	552
Grade at Iowa River crossing.....	78	564
Grade at summit between Cedar and Iowa rivers.....	306	792
Grade at Cedar River crossing.....	201	687
Grade at Cedar Rapids station.....	212	698
Grade at Vinton station.....	302	788
Grade at Waterloo station.....	350	845
Grade at Cedar Falls station.....	369	855
Grade at Greene station.....	469	955
Grade at Nora Junction station.....	569	1055
Grade at Manley Junction station.....	709	1195
Grade at Northwood station.....	734	1220
Grade at State Line.....	734	1220

The foregoing tables would indicate that the supremacy of the Iowa lines in the traffic from the east to the west is by no means firmly established, and if it is maintained it will be in spite of the natural gradients. We are clearly of the opinion that it is the interest of the State of Iowa to retain for her roads the trans-continental trade, as well as that of the States and Territories west of it. This should not, however, be done at a loss, and Iowa products required to pay more than their due proportion. Our business can be done economically, and at a reasonable cost, provided our roads are employed at remunerative rates to within a fair per cent of their capabilities, and it seems to us the part of true policy to aid them in the development of business at home and elsewhere.

The railroad interest requires the nurturing care of encouraging as well as restrictive legislation. We do not believe that there is any hostility or natural antagonism between the great agricultural interests of the State and the carrier or transportation lines. The former are entitled to reasonable rates; the latter should expect nothing more. An intelligent knowledge of the elements that make up the cost of doing the work would seem to be all that was necessary to arrive at correct and satisfactory results.

## ACCIDENTS TO PERSONS.

During the year two passengers are reported killed, both from their



own misconduct; eleven employes killed from causes beyond their control, thirty-one from their own misconduct, seven others at highway crossings and stations, nine stealing rides, and twenty-four trespassing on track; or a total killed of eighty-four persons. There are reported injured, one passenger from causes beyond his control, eleven from their own misconduct; employes, from causes beyond their control, thirty-six; from their own misconduct, sixty-seven; at stations and highway crossings, eleven; stealing rides, five; trespassing on track, twenty-three; or a total injured of one hundred and fifty-four.

Accidents resulting, as this year, in death to twenty-four and injury to twenty-three persons walking on railroad tracks seem to be on the increase. The public has learned by long use to regard the tracks as a sort of highway, on which it has a joint occupancy with the trains, and until it shall be recognized as fully a trespass to use railroads for foot travel as any other private property these accidents will continue. In the nature of things there can be no joint occupancy; the roads must have the sole use of their tracks. A law relieving railroad companies from all responsibility for accidents of this kind, thoroughly posted, might save many lives. At stations grade crossings for foot or wagon passage should be avoided wherever practicable, as they are always attended with danger.

## LAND GRANTS.

The Chicago, Burlington & Quincy road has received from land grant.....	360,072.96 acres.
June 30, 1878, had sold.....	321,106.19 acres.
Amount sold and contracted to June 30, 1879.....	319,973.63 acres.
The gross amount received from sales, contracts, etc., June 30, 1878.....	\$ 2,175,313.10
The gross amount received from sales, contracts, etc., June 30, 1879.....	2,425,203.14
The company has paid in taxes on the lands.....	170,885.23
The company has expended in management and sale.....	427,978.62

## CHICAGO, MILWAUKEE &amp; ST. PAUL.

The company has received from grant.....	2,816.29 acres.
The lands to lease from undisputed grant.....	185,462.17 acres.
Lands in the overlapping grants claimed by the Sioux City & St. Paul.....	90,000.00 acres.

## CHICAGO, ROCK ISLAND &amp; PACIFIC.

Number of acres received from grant.....	550,193.51
Number of acres sold.....	272,233.38
Amount received from sales, including bills receivable.....	\$ 2,100,371.00
Taxes paid.....	498,193.29
Expenses in sale and management of lands (extended).....	152,551.41

## SIOUX CITY &amp; ST. PAUL.

The number of acres received from grant.....	320,002.64
The number of acres sold.....	132,115.83
The number of acres claimed as overlapping grant with Milwaukee & St. Paul.....	87,164.54
Amount received from lands sold.....	\$ 728,427.58
Outstanding contracts.....	13,620.95
The gross amount received from sales and contracts.....	742,148.58

There is no material change in the reports of the other companies from last year.

Since our last report was made, the tendency toward consolidation or leasing the various lines of road that may have served as competitors or feeders, has increased more rapidly than we then anticipated. The Chicago, Rock Island & Pacific Railroad Company control by a long lease the Keokuk & Des Moines road, a distance of one hundred and sixty-two miles; and also reports to us that on the 30th day of September, 1879, it leased the Burlington, Cedar Rapids & Northern Railroad, with all its branches and proprietary roads. This lease expires in June, 1880, if not ratified by the vote of a majority in amount of the stock of each company. If ratified the terms will be in perpetuity. The road leased is now operating four hundred and twenty-three miles in Iowa, and twelve and one-half in Minnesota. The Iowa City & Western, one of its proprietary roads, now being constructed, will add to this, when completed to What Cheer, about sixty miles.

The Chicago & Northwestern has leased the Des Moines & Minneapolis, fifty-eight miles, and is, we learn, negotiating for the Toledo & Northwestern. The Chicago, Milwaukee & St. Paul has leased the Davenport & Northwestern in addition to the roads reported last year, which adds one hundred and sixty miles to its Iowa lines. The Chicago, Burlington & Quincy road is extending its lines into new territory. On the leases given above—

The Rock Island road controls in Iowa.....	1,244 miles.
The C., B. & Q. road controls in Iowa.....	577 miles.
The C. & N. W. road controls in Iowa.....	564 miles.
The C., M. & St. P. road controls in Iowa.....	645 miles.

These four main lines own or control more than three thousand miles of road in the State, and in all probability the time is not far distant when they will have the balance except those lines that may be reached by the Wabash combination. For all practical purposes this result may be regarded as inevitable. No legislation can prevent this result. While you may legislate against leases, you cannot say that

the same parties may not own two or more roads. As corporations they may be separate, but if desirable there is no means of preventing an unity of interest. It is even doubtful whether it would be to our interest to do so if we could prevent it. The Iowa roads can be worked more economically in connection and consolidation with the Illinois and Wisconsin lines than either or both could be separately. A casual examination of the workings of the roads proves this. The Chicago, Rock Island & Pacific road, for the year 1869-70, reported that the average earnings from freight were three cents per ton per mile; for the year ending June 30, 1879, the report to us gives an average of one and forty-three hundredths cents per ton per mile, and a reduction of fourteen-hundredths of one cent since the report of the year ending June 30, 1878, a decrease of fifty-two per cent on the average rates of 1869 and 1870, and a decrease of nine per cent during the last year. From the report of the president of the road to the stockholders we learn that "the operations of the years 1878 and 1879 have resulted in the largest net earnings ever reported by the company." This is probably true of all trunk lines. This can only be produced by one cause—large tonnage carried a long distance. Perhaps we should add here that the general decline of prices, wages, and everything that goes to make up the cost of haulage, figures in this result, but bears no proportion to the extent of the decline.

The local tonnage is claimed by the officers of the trunk roads to be but fifteen per cent of the total, the through (and we here use the term through freight to include that between all Iowa points and Chicago), is eighty-five per cent of the amount carried. If this percentage continues, our legislation can only reach fifteen per cent of the tonnage of the through lines, we having no legislative control of the inter-state business. It is possible that by the exercise of our legislative powers we may be enabled to divert a portion of our products south, or from the Mississippi river east by other routes than Chicago, incidentally benefiting the river towns. The Mississippi river has ceased to be a factor in the transportation of the products of Iowa. Whether a railroad completed along the river without grades and capable of handling large trains with a minimum of power and cost, consolidated in one interest, could be made available to turn our commercial route from the East to the South, is a problem that may be solved in the future to our advantage. We do not believe that the river will ever be able to accomplish this. We regard it as unwise and unnecessary to interfere with the course and laws of trade, unless we as a peo-

ple are gainers thereby. With the principles of legislative control fully established, and sustained by all the courts, we entertain for the State at large little fear from the consolidation of railroad interests. Individual and local wrongs may and must occur, but the products of the State would generally be handled cheaper with every increased distance and increase of business where the bulk was unbroken.

If our trunk lines were consolidated with the roads leading to the seaboard cities of Boston, New York, Philadelphia, and Baltimore, our grain and produce if moved by rail, might without immediate break of bulk, be placed on board of vessels, saving to the farmers of Iowa, storing and handling charges in Chicago and at terminal points. London is the market of the world; it fixes the prices of all our agricultural products, whether shipped there or sold at home, and our efforts should be to reduce the transportation rates between the producer and the final market to the lowest practical amount. The product of an acre of land in Iowa, if shipped abroad, is equally valuable with that of an acre of land cultivated with the same crop within fifty miles of London, except the difference in cost of transportation. If one carrier who owns the railroad and the steamship can take our surplus here and deliver it there, without the intervention of storage, commissions and re-handling, without the selling, buying and speculation at the grain centres of the country, then the Iowa farmer gets for his crop the same the English farmer does, less the minimum charges of long unbroken carriage.

While on this subject, it may be well to discuss the remedy that to the superficial observer seems to be the panacea for all ills, that is, the adoption of a *pro rata* rate per mile for all distances. In the report of the Commissioners which accompanied the decision in the case of the Keokuk & Des Moines *vs.* The Des Moines & Fort Dodge road, they say: "From the evidence and the nature of the business it is clear that the Rock Island company were paying a liberal price and a large bounty over a *pro rata* for the business furnished them at Des Moines. This is legitimate. Branch roads of this character could not be maintained on purely local rates, and it is right that they should be liberally compensated for gathering up and delivering in car loads to the trunk lines." It is difficult even for the most skillful expert to determine the difference in cost per ton per mile between long and short distances, as there are so many elements that enter into it. No railroad company can afford when there is a demand for them to have their cars used for storage, nor can they have them

stand idle—their value is in their constant use. It takes as long to load and unload a car whose freight is carried twenty-five miles, as if carried five hundred and except the actual cost of power used, track and train service and time consumed, there is really no difference in the cost. No rate that can ever be obtained will make short haulage very profitable, for when the service is completed the amount received is small, and there seems to be justice in the position taken by the trunk lines that they should not be compelled to gather up the freight in small lots, getting a short haulage over their heavy grades and parts of their roads that were expensive to operate, and when they reached the part of the route on which carriage was profitable, turn the freight over to rival companies. At every point on the Mississippi river they meet strong competition for carriage over the low grades of Illinois. We have stated before that the local business is but fifteen per cent of the entire amount, and the roads claim that the concessions, about fifteen per cent, made in the last year to eighty-five per cent of their business, should justify them in charging simply a remunerative rate on short distances, when the sole result of a less rate would be to divert from them what they had gathered up.

It is not generally known that the Iowa tariff of rates is lower than the Illinois or the inter-State as adopted by the Iowa roads. We introduce this fact to show that the theory of remunerative rates on short distances is recognized in the State that has the most railroad competition of any in the Union. It is a practice as old as railroad operations that the carrier over a long route shall pay a bonus in addition to a *pro rata* rate for all freight furnished. The business principle that underlies this is too plain to need further elucidation; this kept in view will explain many things that have looked like discrimination from an isolated standpoint.

There is no State that can as ill afford the system of prorating per mile as Iowa. Kansas and Nebraska are further from the seaboard, but they have a limited market for their products in the mining regions west of them, and hence that advantage. In the States of New York, Pennsylvania, Delaware and Maryland, the farmer can urge with some show of reason that the value of his lands has been reduced by the cheap through rates to the west, and may insist that his freight shall be carried *pro rata* with the through freight. The English farmer complains that by reason of cheap through transportation, the products of the Mississippi valley have driven him out of his own market, and demands for his protection the re-enactment of the corn laws and the reduction

of rents. There is no subject in England to-day that so seriously affects the public mind as this. The same thing is true of our Eastern States. The value of farms has been reduced in ten years about fifty per cent, or has followed the reduction of rates in our through transportation lines, the percentage being about the same. That these people should demand *pro rata* rates that would give their property a value in proportion to its nearness to market, is certainly natural and to be looked for in their legislation, but for the people of Iowa, a State that but for its railroads would to-day have been settled but little more than along its rivers, to demand and require the principle of prorating per mile for all distances, seems to us suicidal. Followed as naturally might be expected by the States east of us, we soon would have demonstrated that what was a low rate within one hundred miles of New York, Philadelphia or Baltimore, *pro rata* to the capital of Iowa, would be more in value per hundred pounds than any cereal that we can raise on our soil. We have treated this question from purely an agricultural standpoint, eighty-three per cent of the transportation reported to us being agricultural products or pertaining to them.

We have stated before that we believe the consolidation of the lines of Iowa into four great corporations inevitable, and, on the whole desirable. We are aware that this position meets the prejudices against large monopolies that are engrafted into our entire views of public policy, prejudices that have existed since the foundation of corporations, and many of them the results of injustice from the exercise of uncontrolled corporate power. The decisions of the courts with regard to the power of the State to control corporations are not only right but essential to the best interests of the corporations themselves. The public must employ the carrier—it has no other resource—and it has a right to demand of him that his work shall be done at fair rates, and that discriminations shall not be made. So long as it has the power to investigate and correct evils of this class, it is less jealous than without that power. The roads should always be able to demonstrate that their treatment of the public is just. A late writer in the *North American Review* suggests that the roads may be compelled to call on legislatures to protect themselves from their fierce competitions with each other. While taking advantage of these contests the public recognizes the wrong done by unfair and irregular dealings with its large interests. The country is best served by regular and moderate

rates, always reliable, and conducted on business principles. Integrity of purpose should control these great corporations in their dealings with each other and the public, and all patrons of the roads should be treated alike under similar circumstances. No legitimate interest can be advanced by carrying at a loss one week and charging enormous rates the next. In the contests that may yet come between capital and labor in the not very distant future, the roads need the protection of public sentiment; this they can have in a greater degree when regulated, controlled and protected by the State.

By reference to table fourteen it will be seen that in every instance but one, the lowest average rates of transportation are on lines that have consolidated with roads outside the State, and control most roads in the State. The exception should not figure (the Saint Louis, Ottumwa & Cedar Rapids road) as it costs twenty-eight per cent more to operate than its entire earnings. No road can be very useful to the public in whose business there is not some element of profit.

The trunk lines for the last year have been reasonably profitable; whether they can carry the business of the smaller lines that they are absorbing and maintain this condition, is a question. We do not believe the interests of the State at large will be injured by it; localities may.

Chicago has long been the Iowa market, and with the facilities it has, it will not readily relinquish our trade, and all that we can ask is, that it have no advantage over other competitors.

The great Lakes and the Erie canal have always demanded and received their share of the transportation of the products of the western States, and we do not expect that the time will ever come when either of them will be eliminated from the problem of freight carriage. The railroads will always find in the former a most perfect natural competition, and in the latter a very perfect artificial one, no combination of corporations can ever deprive the people of the west of the facilities they afford. That the railroads have been able to successfully compete with these great natural routes is not due to the fact that they can do their work as cheap, but that they can do it quicker. Time enters so largely into our modern plans that it overbalances cost. The routes by the Lakes and Canal will always keep transportation charges down. This route is not available on an average of seasons for more than eight months in the year.

## THE COMMISSIONER SYSTEM CONSIDERED.

In the first annual report of this Board, made in 1878, the Commissioners devoted some space to a discussion of the Railroad Commissioner system. It was a new departure in railroad control in this State, and although it had been adopted by a large number of the more progressive States, in some of which it had been on trial for eight to ten years, and had been in operation in England and all the more enlightened States of Europe for many years, with the people of Iowa it was an experiment. There were many reasons justifying the attention then given to it, and the past two years' experience certainly has not diminished their number or weight. Among these reasons were the obvious interest felt in the general subject of railroad regulation among all classes and a desire to arrive at the best method, the considerable dissatisfaction with the crude, inelastic and oppressive act of 1874, which proved to be so injurious to sundry interests and localities that some of the railroad companies refused to avail themselves of the high rates prescribed therein for long local hauls. Another was the experience of many States that had adopted the tariff system during the past few years, and which had been found so partial and defective as to be no longer satisfactory. The first year's experience under the new system proved that it was far more acceptable and equitable to the general interests than that which it superceded. These general considerations, taken together, make up what seems to us to be the best average judgment of the people, and to our minds are quite conclusive of the question. This conclusion gathers additional force from several facts of detail, which may be referred to in brief. One of these is the minimum of friction between railroads and patrons, as demonstrated by the diminishing number of complaints made by shippers and people generally, a fact clearly indicating a fixed purpose on the part of the railroads to voluntarily adjust rates and accommodations to the needs and rational expectations of the public.

Before this system was enacted suits at law were the sole remedy for unjust charges upon shippers. These suits, conducted at vast expense in the aggregate, were the source alike of exasperating delays and serious annoyance to both complainants and defendants. Oftener than otherwise these suits were contested through all the grades of our courts, and when at last the end was reached, it was an end of each several case only, others of like character and involving like principles following upon its heels. It might be an interesting, as it certainly

would be a startling exhibit, could the aggregate annual expenditure from both public treasury and private purse, on account of these suits, be spread before the public. To the Commissioners any and all persons aggrieved apply for redress, no matter how small the amount involved, confident of prompt hearing and without expense to themselves. The Commissioners are a court of arbitration, its expenses being borne by assessments upon the railroads. Not one suit at law, arising from alleged unjust or discriminative charges, so far as the Commissioners have knowledge, has been prosecuted against any railroad company in Iowa since the Commissioner system was adopted. All grievances of this character have been preferred to this Board, and by it investigated and adjudged, the result in every case, with perhaps a single exception, being accepted as final. Moreover, the Commissioners are not aware of an instance where any railroad company has persisted in charges that have been complained of after such rates have been held to be unjust or discriminative by the Board. The peculiar significance of this comparison between the present system and those which preceded it as to the points of difference here noted, can not fail to mark the Commissioner law as an important improvement in the regulation of railroads. It seems to vastly simplify the relations between the railroads and the public, and to cheapen the cost of adjusting whatever differences or grievances may from time to time be complained of. It is not claimed to be perfect; there is no general system, there can be no general system, of regulative control that can be of equal satisfaction and value to all the varied interests existing in so large a State as ours, but that no other method of regulation so fully meets all these diversified and important interests on the common grounds of equity there can be but little question.

As bearing upon the importance, economy, efficiency and value of the Commissioner system, in comparison with others yet tried, the subjoined letter of Hon. Chas. F. Adams, Jr., chairman of the Board of Railroad Commissioners of Massachusetts, will be read with interest. Last winter the legislature of that State was confronted with a proposition to reduce the number of the Board, or to consolidate the Commission with other existing commissions or officers, and to consolidate the offices of clerk and accountant of the Board, which are provided by the law of Massachusetts. The railroad committee of the House addressed a letter to Mr. Chairman Adams asking his views upon these propositions, to which he replied at considerable length. As the letter of inquiry invited Mr. Adams to furnish "any other facts or opinions

in reference to the general subject" that might occur to him, he responded in interesting detail. The opinions of Mr. Adams, it will not be denied, possess a weight second to those of no other man in the United States, as he is conceded to be the best informed gentleman on questions of railroad regulation and the methods therefor in the country. Peculiar confidence may be reposed in his opinions on account of his declared purpose to retire from the Massachusetts Board of Commissioners as soon as the work then on hand [February 20, 1879] should be completed:

## LETTER OF THE HOUSE COMMITTEE.

HOUSE OF REPRESENTATIVES, }  
 BOSTON, February 11, 1879. }

MY DEAR SIR—The Committee on Railroads desire that, if it is agreeable to you, you would express to them in writing your views with reference to a reorganization of the Board of Railroad Commissioners. First, as to whether the number could be reduced with advantage. Secondly, whether the offices of clerk and accountant could be consolidated, or if any change should be made in the salary of either of those officials. Thirdly, whether the Railroad Commission could, with advantage, be consolidated with any other commission or commissions, and any other facts or opinions in reference to the general subject that may occur to you.

\* \* \* \* \*

Very truly yours, CHAS. S. OSGOOD.

Hon. CHAS. F. ADAMS, *Chairman Railroad Commissioners, Boston.*

## REPLY BY MR. ADAMS.

BOARD OF RAILROAD COMMISSIONERS, }  
 BOSTON, February 20, 1879. }

CHARLES S. OSGOOD, Esq., *Chairman Committee on Railroads:*

DEAR SIR—I have to acknowledge the receipt of your favor of the 11th inst., relating to a reorganization of the Board of Railroad Commissioners, and requesting me to give the Committee my views generally in relation to that Board, the number of its members, their duties, compensation, etc. I do this with the more freedom, as, for reasons already known to the Committee, the matter is one in which I do not feel that I have any longer a personal interest. My connection with the Board is practically over. I do not propose to remain a member of it longer than is absolutely necessary for me to complete the work it now has on hand, growing out of the national convention of railroad commissioners recently held. This cannot occupy more than a year or eighteen months at most. So far as I am concerned, therefore, no action that the present Legislature can take will more than hasten a result which I am myself very anxious to bring very speedily about.

As the gentlemen of the Committee are aware, I have been a member of the Board ever since its original organization—ten years ago in June next. I am, therefore, quite fully acquainted with the policy which has been pursued in developing its work, and have very distinct ideas as to the course which should be pursued by those who may compose it in the future. In

the first place, I wish to say that, whether owing to the fact that the Commissioners have not hitherto sought to bring what they were doing into constant publicity or other causes, there seems to be a quite general misconception as to the duties devolved on the Board, and the work done by it. As the nature and extent of those duties directly affect the answers to the more important inquiries contained in your letter, I shall, in the first place, refer to them.

These duties are of three general descriptions—*first*, those of a supervisory character as respects the railroads themselves; *secondly*, those which are both supervisory and judicial as between the railroads and the public; and *thirdly*, judicial duties as between the different railroad corporations.

The supervisory duties include the care of accounts, and responsibility for returns—in regard to which, under the act of 1876 (chapter 185), the powers of the Board are of the largest character—the examination each year of tracks, bridges, and appliances, and the investigation into accidents.

The supervisory and judicial duties, so far as the public is concerned, are most extensive, but undefined. They include the investigation on the spot into any and every complaint which may reach the Board in regard to the methods in which the railroads are operated, whether as affecting individuals or communities. They include, also, a jurisdiction over highway grade-crossings, the re-location of stations, and all the duties connected with the forming of railroad corporations, and their compliance, during the construction of their roads, with the requirements of law. The whole general railroad legislation of the last ten years is, in fact, built upon this Board as a foundation.

As between the railroad corporations themselves, the jurisdiction of the Board is both large and final. From it there is, practically, no appeal. All questions concerning joint business between connecting roads come before the Commissioners as arbitrators. They alone can authorize grade-crossings. Under various special acts, also, they are called upon to establish rights, and to apportion heavy expenditures.

It should not be necessary for me to observe that a proper performance of these duties met, under any circumstances, occupy a great deal of time, and require certain peculiar qualifications. Not only is a good deal both of knowledge and of firmness necessary, but not seldom the questions at issue involve heavy outlays or a division of profits which directly affect the whole value of railroad properties. In one case, for instance, payments amounting to some \$60,000 per annum had to be apportioned arbitrarily; in another a decision one way or another involved an outlay of some \$600,000; and, in yet other cases, the whole profit on the business of corporations has been concerned. Neither in any of these cases, or in other similar cases which have come before them, were the Commissioners under any obligation to state reasons for the conclusions they arrived at. In almost every case they have disposed of also, at least of late years, their awards have, I believe, been sustained, and generally proved satisfactory to the parties.

I desire also to say that it is an entire mistake to suppose that the duties of the Board are diminishing as its work becomes systematized; on the contrary, not only are new duties of detail each year imposed on it by the Legislature, but the questions submitted for its action become more numerous and more important as it acquires in a greater degree the confidence of the public and the corporations. Indeed, never before have so many or so important questions required its attention as during the last year. This will be apparent from the examination of its annual report, now in the hands of the State printers.

Among the duties of the Commissioners, by far the most difficult and delicate are those which arise out of its supervisory functions over questions between the railroad corporations and the community. Its jurisdiction in this respect is, I believe, peculiar to itself. It is compelled to receive all complaints against the railroads of the State, no matter how they may reach it, or to what they may relate, or whether coming from communities or individuals, and to investigate and find some remedy for them. In doing this, the Commissioners have no power except to recommend and report. Their only appeal is to publicity. The Board is at once prosecuting officer, judge and jury, but

with no sheriff to enforce its process. The method of railroad supervision is peculiar to Massachusetts; but I do not hesitate to say that I believe it is the best and most effective method which has ever been devised—the best for the community, and the best for the corporations. It needs, I am confident, but to be developed and understood to be universally adopted. In dealing with railroads, as between railroads and individuals, it is futile to talk about laws, declaratory and penal, and the usual process of the courts. Except in extraordinary cases, the remedy through this process is too slow and too expensive, while the power and wealth of the corporations, as compared with individuals, is too great. It is altogether different in proceedings before this Commission. There are here no technicalities, or forms of procedure. The investigation takes place at once and upon the spot, and a conclusion is reached with no unnecessary delay. That conclusion cannot be enforced in law, and carries weight only in proportion to the reasons adduced in its support; but in practical experience the recommendations of the Board have almost never been disregarded. It is true they have sometimes been complied with under protest, and with the utmost reluctance; but they have almost invariably been complied with. First and last they have covered all sorts of questions, from the putting on of a system of trains to the adoption of some improved appliance of safety—questions which could hardly have been reached in any other way. Statements of these will be found accompanying our reports during the ten years they have been issued; but only the more difficult are there given. The many other and similar cases settled by private conference are nowhere recorded.

I am very confident that this principle of public supervision might be developed so as to work a complete solution of the railroad problem as it presents itself in this country. To do this, however, it must be developed by men who are not only thoroughly competent, but who enjoy the confidence both of the community and of the corporations. If they have not this, they are powerless; if they have it, there is nothing they cannot bring about, no abuse they cannot correct.

Having said this much, I need not add that it is perfectly useless to expect this Board to develop into what it might be, and what it must be if it is to be of any use at all, unless it is composed of men very carefully selected for the position. They have nothing outside of themselves to sustain them. If the Board is to consist of men of detail, or clerks, or professional office-seekers, or politicians, it may as well—in fact, had much better—be abolished at once. Like other similar boards constituted elsewhere, it will speedily fall into contempt and be swept away. Its incompetence could not long be concealed, and neither the corporations nor the public would tolerate it.

Whether, under certain conditions, the number of its members could not be reduced without impairing its efficiency, I am not clear. As public boards of this kind are, however, I do not see how it could. It was originally organized to consist of one engineer, one representative of the active business interests of the community, and one person of legal training to act as its mouthpiece, and to attend to its legislative duties. This organization has been steadily continued to the present time, and seems to me wise, and to have in it nothing superfluous. In the first place, an engineer is absolutely essential. If the Board did not contain one, it would have to employ one. His services are in constant requisition. In the second place, some well informed and largely acquainted representative of business circles is very necessary to enable the Board to accomplish desired results. As a matter of fact, these results have usually, in the past, been brought about through directly dealing with presidents, members of boards of direction, and influential men of business. They are so being brought about to-day. If the Committee will imagine a similar Board elsewhere—in New York, for instance—they will at once see why this is necessarily the case. The matters coming before it are not mere questions of law and of fact; they involve many practical considerations; and, to deal with these successfully, it is, above all, necessary to know whom to apply to, and how to reach them. This will always continue to be the case; and, so long as it is so, the aid of some capable business man will be essential. As to the legal adviser and general mouthpiece, the commission could not get along at all without one. He practically gives the shape to everything it does. Where, as in this case, a Board depends for its power almost exclu-

sively on the way it is able to present facts to the public, it can accomplish nothing unless it contains some one specially trained to do this effectively and understandingly. I am, therefore, wholly unable to see how the Board could be reduced in numbers without impairing its efficiency, unless some universally accomplished man could be found to perform all its duties; and his talents would undoubtedly command in the market about five times as much as the State would be willing to pay him.

As respects the Commission itself, I regard it as still an experiment. It has as not yet, I very readily agree, reached a point at which it can be spoken of as an assured success. As an experiment, however, it is the one single thing of the kind which holds out any promise of a rational solution of the railroad problem. On this point, which I now feel at perfect liberty to discuss, permit me to say *there is hardly room for two opinions*. The idea as respects railroads which this Board originated and now represents—the supervisory regulation through publicity and intelligent discussion—has just begun to be developed. I feel quite confident I could produce whatever amount of evidence the Committee might desire, that, so far as it has gone, it is regarded as, in its sphere, the most hopeful indication of the time. That the more prominent railroad specialists so regard it, they will themselves say, if the Committee desire to hear them. That the experiment should not, therefore, now be abandoned, or its success jeopardized, is, I submit, a matter of more than local importance.

If it is asked what practical results the Board can point to in justification of its existence, I would refer to its record as contained in the annual reports it has submitted, which, in the country at large, and especially among the more intelligent men connected with the management of railroads, have not been thought devoid of value. More than this, I would call your notice to the present condition of the railroad interests of the Commonwealth. I entirely concur in the opinion expressed in the annual report of the Board just submitted, "that there is to-day no portion of the industrial machinery of Massachusetts, which, upon the whole, is conducted under a stronger sense of responsibility to the public, or with so great freedom from abuses as in the conduct of its business, or with so anxious a desire to give reasonable satisfaction, as the railroad system of the State" (p. 39). The opinion here expressed may excite surprise, and the fact is certainly not generally appreciated; but a more careful inquiry would, I think, satisfy any unprejudiced man of its truth. The railroad corporations have borne their full share of the losses and reductions of the last five years, as is made apparent in the report I have just referred to. Their income has fallen off seventeen per cent (p. 4); their rates have been reduced, on an average, sixteen per cent (p. 17). Yet, comparing this interest with other great interests, its recent record has shown nothing like the irregularities in the cotton manufacturing interest as developed in the Fall river exposures, nothing like the embarrassments of the banking interest as evidenced in the stay-law of 1878, no hardship to its employes such as led to the troubles in the leather interest, and the strikes at Lynn and elsewhere. It would be absurd in me to claim that this marked improvement in the tone and character of the railroad management is wholly, or even in greater part, due to the existence and influence of the Board of Railroad Commissioners during the years in which it has taken place. I do, however, believe that to the Board belongs some, and no small portion, of the credit of this change; and that, because of this Board, the relations of its railroad corporations with the people of Massachusetts are to-day, whether they realize it or not, more satisfactory than are the similar relations in any other portion of the United States. I also claim, without any hesitation, that, through the careful oversight of this Board, the general railroad legislation of Massachusetts is at this time more complete, more intelligible and far more systematic, than any of any other State.

Passing from these general and preliminary considerations—very necessary, however, to any correct understanding of this matter—I come now to what is, after all, the main point at issue: I mean the compensation to be paid to the Commissioners—the matter of salaries. I am wholly unable to see how the services of men competent to do the very peculiar work I have described, and to yet further develop it, as it has to be developed unless it is to end in failure, can be secured and retained, unless a suitable compensation is pro-

vided for them. Certainly no private enterprise would dream of securing such service in any other way. The railroad corporations in the management of their own affairs understand this perfectly well. To the arbitrators of their own selection they pay salaries more than twice those now paid to the members of this Board; indeed, the present salaries of the Commissioners are of the third class as compared with those paid to railroad officials, ranking with freight agents and the like, below those of superintendents, and less than half those of presidents. But, it is with presidents and boards of direction that the Railroad Commissioners have to deal, and to deal habitually. Only in dealing with them, and as equals at that, can they hope to produce any considerable results. I respectfully submit that it is not reason or common sense to expect these men to give any great weight to the recommendations as public officials of those whose services they would not care to secure as remote subordinates, if, indeed, they had not already declined them.

Going yet a step further, I do not, in the position I now find myself, hesitate to say, that, to my knowledge, the usefulness of the Board has heretofore been greatly, and I fear permanently, impaired by the smallness of the salaries paid to its members, which could not, and did not, in competition with the corporations, command the services of suitable men possessing no private means. In my opinion it is futile to hope that any smaller salaries will be able to command such men in the future. I do not believe this Commission, or any other like it, can be made a success on such a basis. In the long run, we will only command whatever material the corporations do not care to take—their leavings in a word. This will not and cannot do the required work. And then, again, it will be argued that the thing is a failure, and the work cannot be done. This is not so; but I see no very good reason why any competent man should sacrifice the material success of his whole life in order that he may have the pleasure of serving the public at less than half what he can readily command elsewhere.

Taking these facts into account, considering the nature, importance and amount of the work to be done, the interests involved in the decisions, from which there is no appeal, the qualities and training necessary for the proper performance of their duties, and the position the Commissioners must occupy to give any value to their conclusions—standing as they do between the community and their richest and most powerful corporations—taking all these things into consideration, I submit that the members of this Board should in all respects be placed on an equality with the judges of the Superior Court. And let me here call your attention to the fact that this was exactly the plan upon which the Board was originally created. It was to rank with the Superior Court, and the salaries of its members were almost exactly the same as those of the judges of that court. They so remained until 1872, when the latter were increased to what they now are, the former remaining at their original amount. Thus the original idea was departed from and has a former standard, for the first standard was never changed; but it will be a reduction made where there never was an increase.

It only remains to refer to the suggestion of some possible reduction in the clerical force of the Commission, including its Examiner of Accounts. If the business of the Board could be equally distributed throughout the year, week in and week out, I think it very probable that one competent man, working full business hours, could, with occasional assistance, do all its clerical work. This, however, is not, and never will be, the case. The work of the Board is unequal; during the summer it is light; but during the autumn and winter it is so considerable that, even with the present force, it is usually in arrears. So far as the Examiner of Accounts is concerned, his services are indispensable. He must be an expert in his business, and upon him the whole value of the returns published by the Board depends. A mere ordinary accountant cannot do the work, and no dependence whatever can be placed on his examinations. Before the present Examiner was employed the returns of its railroad corporations published by this State were merely deceptive. They are now extremely valuable, and annually becoming more so. They contain all the information anywhere accessible in regard to the management of more than \$175,000,000 of property, and the annual levy

and expenditure of over \$30,000,000. To practically abandon all effort to supervise and make honest and intelligible the handling of these vast sums, in order to possibly save a part of \$2,500 a year, is I respectfully submit, nothing less than economy run mad. Possibly, however, an arrangement could be effected by which a sufficiently competent expert, having regular employment not occupying his whole time elsewhere, could give to the State such amount of service as it absolutely needs, and no more; thereby saving a portion of one salary. If, however, because of this economy, the railroad returns fall again into confusion, or their quality deteriorates, the loss to both corporations and community would be ludicrously out of proportion to the very trifling saving effected.

As respects Mr. Craft, the regular clerk of the Board, who has held that position ever since it was organized, I can only say, that, unless the Board is to be gradually discontinued, his duties in it are duties which have got to be performed by some one. It cannot get along any more than a court of law can without a clerk; and that clerk, in the interest of the public, must be familiar with its routine. An accountant is no more able to perform his duties than he is those of an accountant.

I do not doubt that efficient boards of commissioners will, in the future, be found an essential part of the machinery of our government, in connection with the railroad system. I do not, however, believe that the affairs of as many corporations, annually handling as large sums, and doing as much business, as the Massachusetts corporations, will be looked after with a smaller or less costly force than is now employed in this office. Certainly, the government Auditor of Pacific Railroad Accounts at Washington, with less than a quarter part of the work to attend to, now has at his disposal more than twice as many clerks.

In conclusion, I desire to call your attention to the fact that the material interest this Board supervises is the largest in the State. It is the interest upon which our whole industrial system hinges, and the tolls and charges the corporations annually levy amount to more than our entire taxation—State, county and municipal. During the ten years this Board has been in existence, its entire cost has, in round numbers, been \$162,000. During the same time the gross receipts of the corporations have amounted to \$322,000,000. The cost of supervision, therefore, has been almost exactly the one-twentieth part of one per cent of the gross receipts; in other words, *the entire expense of this Board since its organization, if charged to the Boston & Albany road alone, would not have reduced the amount of a single one of its regular semi-annual dividends by one per cent.* Considering the fact that this supervision has covered the matter of accounts, as well as the hearing and adjustment of many questions of great importance, involving large sums, not only between the corporations themselves, but between them and the public—questions which only in this way could be adjusted—considering these facts, I submit that, judged even by the somewhat exaggerated standards of economy now in vogue, the cost of this Board has been not only reasonable, but remarkably small. However, on this question of cost, let the Committee inform itself through the representatives of the corporations. The Commissioners will, I think, be perfectly willing to abide by their opinions. With the questions which come before this Board for decision these corporations cannot afford to have it composed of ignorant or incompetent or corrupt men. If it ever is so composed, they will assuredly cause its abolition, and that promptly. Of this, at least, I fancy the committee hardly needs to be assured. I am, etc.,

CHARLES F. ADAMS, JR.,  
Chairman Railroad Commissioners.

The Iowa Commissioners do not remember to have seen a more exhaustive and judicial discussion of the value and comparative merits of the Commissioner system than is contained in this letter of Mr. Adams's, who may well be called the parent of the system in this country. His observations upon the "law's delays," its expensiveness, and the prac-

tical impossibility of individual complainants making successful headway against "the power and wealth of the corporations," have ample corroboration in common experience. With ten years of unbroken experience as a Commissioner, Mr. Adams asserts the steady increase of the business of the office, citing in evidence the additions and improvements of the law from session to session of the legislature, the rapid growth of transportation, and the rapid extension of railroads throughout the country. There are some other features of this letter which might be profitably adverted to. We sum up our observations upon the Commissioner system by citing attention to the foregoing letter of Mr. Adams, and to our discussion of it in the annual report of 1878.

#### RAILROAD CONSTRUCTION.

The first report of this Board for the railroad year 1877-8 contained a table of mileage in the State of 4,151.15 miles. The report of the present year, June 30, 1878, to June 30, 1879, shows an aggregate of 4,396.04 miles—an increase of 238.89 miles. In the first annual report we gave an addition of about 230 miles constructed subsequent to the date of the official returns made by the several companies, to-wit: June 30, 1878. In this report we make note of additional construction built since the end of the last railroad year, June 30, 1879, which comes to us unofficially and may not be entirely accurate, though it is believed to be substantially correct. In order to show the actual number of miles in operation in the State at the date of this report, we add in the table below the construction of lines or extensions, not included in the official returns, built since the commencement of the current railroad year, July 1, 1879, most or which are estimated from unofficial information:

Burlington, Cedar Rapids & Northern extension .....	40 miles.
Council Bluffs & St. Louis .....	76 miles.
Chicago, Burlington & Quincy, Knoxville branch .....	25 miles.
Chicago, Burlington & Quincy, Carinda branch .....	12 miles.
Chicago, Bellevue, Cascade & Western, N. G. ....	12 miles.
Chicago, Milwaukee & St. Paul extension .....	25 miles.
Dubuque & Dakota .....	41 miles.
Ft. Dodge & Ft. Ridgely extension .....	6 miles.
Ft. Madison & Northwestern, N. G. ....	10 miles.
Leon, Mt. Ayr & Southwestern .....	35 miles.
Missouri, Iowa & Nebraska .....	30 miles.
Sac City & Wall Lake .....	13 miles.
Total .....	325 miles.

This added to the officially reported mileage makes a total of 4,721 miles of railroad in the State at this time (November 1, 1879). The



increase, therefore, since July 1, 1878, is 334 miles, equal to more than one entire line across the State from east to west. This statement shows a marked improvement in railroad enterprise in Iowa, a revival that recalls the activity of 1868 to 1873. A large number of new lines and extensions are now in contemplation, and the coming year is likely to see a yet larger mileage construction than the last.

The Commissioners have made due inspection of the railroads of the State during the current year, and find in their general condition ample warrant for congratulating your Excellency and the people. On all of the principal lines the road-bed was found in excellent condition, showing evidences of watchfulness and provident care in the way of repairs, the constructing of new bridges, and increased ballast and surfacing. Every year iron rails are being removed and their place supplied with steel rails, the amount of which may be ascertained by reference to the returns. The marked improvement in the grades of many of the more important lines, and the substitution of heavy stone culverts of very large capacity for the smaller ones constructed years ago, are matters for especial congratulation. With but rare exceptions all the roads in the State are in much better condition than they were last year or ever were. Whether this is due to improved business, to the cheapness of labor and materials, or to a general impulse among railroad companies to advance their roads to the highest rational condition of efficiency, or whether it be to all these, it is not of interest here to inquire; the facts exist, and their value to the transportation and business interests of the State will surely be felt.

JAMES W. McDILL,  
PETER A. DEY,  
M. C. WOODRUFF,

*Commissioners.*

ATTEST:

J. S. CAMERON,

*Secretary.*

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HISTORY  
OF  
IOWA RAILROADS.

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## HISTORY OF IOWA RAILROADS.

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With the view of making this office the repository of all information respecting railroad construction, development and progress in the State, the Commissioners prepared the following circular inviting each railroad company to prepare and report to them a compendious history of its road for insertion in this report as a part of the railroad archives of Iowa:

OFFICE OF THE BOARD OF RAILROAD COMMISSIONERS }  
FOR THE STATE OF IOWA, }  
DES MOINES, August 20, 1870. }

To the President of the \_\_\_\_\_ Railroad Company:

DEAR SIR—The Board of Railroad Commissioners desire to incorporate in their next annual report a complete but succinct history of every railroad in the State of Iowa. The history should contain in brief recital every important fact respecting the organization of the company, the construction of the road, the names and residence of the proprietors and present management, when the work was begun, when completed, any transfers by lease, sale or otherwise, and whatever would contribute to the general information of the public upon the origin, construction and completion of the several roads. It should also contain a statement in brief of all the legislation specially affecting each road, any material changes made from time to time in the management, the purchase, sale or lease of any connecting lines of road, and such statement of all and everything that can contribute materially to the history of railroad growth in the State. The Commissioners earnestly desire to make this office the repository of all such information concerning the history of Iowa railroads as may in any manner be of use to the public, to the General Assembly, or to this Board, which they believe will be of much value in the future.

The Commissioners, therefore, confidently trust that you will respond to this request at your earliest possible convenience. It will be necessary that the "history" be received here as early as October 10 next, in order that it may be incorporated in their annual report for the current railroad year.

Very respectfully yours,

J. S. CAMERON, *Secretary.*

Much to the regret of the Commissioners only ten companies responded to this circular. Those received are inserted below; and it is

proper here to remark that these sketches were prepared by the companies respectively, the Commissioners being in no way responsible for whatever appears therein. The Board take occasion to observe that the Chicago, Rock Island & Pacific Company has submitted a sketch which must be of value to the railroad archives of the State, as well as of interest to the legislator and every citizen. Had the other companies responded in like fullness of detail, the Commissioners would deem the "History of Iowa Railroads" a matter for sincere congratulation. But they do not despair of obtaining these valuable sketches for their next report, and here take occasion to observe that the several railroad companies themselves can but see enough of interest and value in them to constrain them to comply with the circular before the next report shall be published.

#### CEDAR RAPIDS & MISSOURI RIVER RAILROAD.

In reply to the circular letter of your Secretary, Mr. J. S. Cameron, dated the 20th of August last, I have the honor to report the following facts respecting the Cedar Rapids & Missouri River Railroad Company. The company was organized June 14, 1859, at Cedar Rapids, in this State, at a convention composed of delegates from the counties along the 42d parallel of latitude between the Cedar and the Missouri rivers in Iowa, and also of gentlemen interested in the Chicago, Iowa & Nebraska Railroad. The first board of directors was composed of the following persons:

John Bertram.....	Massachusetts.
Oakes Ames.....	Massachusetts.
L. B. Crocker.....	Oswego, New York.
Charles Walker.....	Chicago, Illinois.
John Wentworth.....	Chicago, Illinois.
Robert M. Rippey.....	Greene county, Iowa.
L. C. Sanders.....	Boone county, Iowa.
James Hawthorn.....	Story county, Iowa.
G. M. Woodbury.....	Marshall county, Iowa.
James R. Graham.....	Tama county, Iowa.
W. C. Salisbury.....	Tama county, Iowa.
A. D. Stephens.....	Benton county, Iowa.
John Weare.....	Linn county, Iowa.
John F. Ely.....	Linn county, Iowa.
J. W. Denison.....	Crawford county, Iowa.

L. B. Crocker, of Oswego, New York, was the first president. The other officers of the company were:

G. M. Woodbury.....	Vice-President.
John Weare.....	Treasurer.
W. W. Walker.....	Secretary.

#### EXECUTIVE COMMITTEE.

John Weare,	J. F. Ely,	W. C. Salisbury.
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The first forty miles of the road west from Cedar Rapids was built during the summer and fall of 1861. Marshalltown was reached about December 1, 1862; Nevada, about July 1, 1864; Boone Station, during March, 1865. The track was laid to the western terminus on the Missouri river opposite Omaha in February, 1867, but the road was not completed until some time in the summer or fall. Transportation of persons and freight was undertaken over the uncompleted line only because of the great pressure in aid of the extension of a road across the continent.

The distance from Cedar Rapids to the western terminus is 271.6 miles. The Lyons Plug is 2.41 miles long.

On the 8th of July, 1862, a lease in perpetuity of the road was executed to the Galena & Chicago Union Railroad Company, and possession of the line was taken by the lessee under the lease on the first day of August following. The Galena & Chicago Union Railroad continued the operation of the road until about June 1, 1864, when it was consolidated with the Chicago & Northwestern Railway Company, which company has since, by virtue of the consolidation, operated the line under the lease.

Your inquiry respecting the special legislation affecting the road requires allusion to other and previous legislation. Congress by act, approved May 15, 1856, granted to the State of Iowa, certain lands in aid of the construction of four principal lines of railroad across the State. On the 14th of July, 1856, the State of Iowa accepted the grant, and in the same act granted the lands intended to aid in the construction of the line from Lyons City northwesterly to an intersection with the main line of the Iowa Central Air Line Railroad, near Maquoketa, and thence along said line running as near as practicable to the 42d parallel, across the State to the Missouri river, to the Iowa Central Air Line Railroad, upon certain conditions, however, in respect to the time of completion of the road, upon failure of which it became competent for the State to resume. The Iowa Central Air Line having wholly failed to fulfill the conditions of the grant imposed by the State, the lands granted were resumed by act of the General Assembly, approved March 17, 1860. On the 26th of same month the State conferred the right so resumed upon the Cedar Rapids & Missouri River Railroad, which grant was accepted by the company upon terms imposed by the State, and which have been fully and faithfully performed by the company. This action of the State was supplemented by the act of Congress, approved June 2, 1864, by which the Cedar Rapids & Missouri River Railroad was authorized to modify or change the location of the line of the uncompleted portion of the road, and to receive the same lands, and the same amount of lands as were originally granted or intended to be granted to aid in the construction of the Iowa Central Air Line Railroad.

The Lyons Plug (so called) was required to be built by the act of the General Assembly of Iowa, and the act of Congress of June 2, 1864, but was not completed until some time during the year 1868, the work upon it having been greatly hindered by legal proceedings instituted by local and opposing interests.

The Maple River Railroad was organized June 10, 1876, as a branch of the Cedar Rapids & Missouri River Railroad. It leaves the main

line at Maple River Junction in Carroll county 180½ miles west of Cedar Rapids, and is already completed to Mapleton in Monona county, a distance of 60.15 miles from the place of beginning. Its destination, by the articles of incorporation, is Onawa. After the first few miles the road follows precisely the old line of the Iowa Central Air Line Railroad.

The present officers of the company are:

Horace Williams.....	President.
P. E. Hall.....	Secretary.
D. P. Kimball.....	Treasurer.
J. Van Deventer.....	Assistant Treasurer.
Geo. T. Crandell.....	Auditor.

DIRECTORS:

John B. Alley.....	Lynn, Massachusetts.
Oliver Ames.....	North Easton, Massachusetts.
Fred. L. Ames.....	North Easton, Massachusetts.
John L. Blair.....	Blairstown, New Jersey.
D. C. Blair.....	Belvidere, New Jersey.
James Blair.....	Belvidere, New Jersey.
F. Gordon Dexter.....	Boston, Massachusetts.
B. A. G. Fuller.....	Boston, Massachusetts.
Wm. T. Gliddon.....	Boston, Massachusetts.
Edw. Johnson.....	Belfast, Maine.
D. P. Kimball.....	Boston, Massachusetts.
Joseph Nickerson.....	Boston, Massachusetts.
S. L. Thorndike.....	Boston, Massachusetts.
Chas. E. Vail.....	Blairstown, New Jersey.
Horace Williams.....	Clinton, Iowa.

HORACE WILLIAMS, *President.*

THE CHICAGO, IOWA AND NEBRASKA.

On the 26th day of January, A. D. 1856, in the town of Clinton, county of Clinton, State of Iowa, the project of building a railroad from the town of Clinton westward by way of the town of Cedar Rapids, Linn county, Iowa, to the Missouri river at one or more places, was considered. The first officers of the company were:

Chas. Walker.....	President.
James Purdy.....	Vice-President.
Rob't H. Nolton.....	Secretary.
Thos. T. Davis.....	Treasurer, <i>pro tem.</i>
Milo Smith.....	Chief Engineer.

The road was opened to De Witt in May, 1857, and by December of the same year the Wapsipicon river had been reached. By July, 1858, the work was pushed forward to Clarence, and in December, 1858, to Lisbon, a distance of sixty-four miles from Clinton. June 1859 found the road completed to Cedar Rapids.

Until 1862 the road was operated by the company, when a lease was made to the Galena & Chicago Union Railroad Company, and by the subsequent consolidation of the Galena & Chicago Union Railroad with the Chicago & Northwestern Railway Company, the latter company succeeded to the operation of the line.

The road was built entirely from private resources, without aid of any kind from the Government in subsidies of lands or bonds, or from county or township taxes. No legislation in its favor has been enacted by the State. The length of this road is 82.40 miles.

The present officers of the company are:

Horace Williams.....	President.
John Bertram.....	Vice-President.
J. Van Deventer.....	Secretary.
David P. Kimball.....	Treasurer.
F. Van Deventer.....	Ass't Treasurer.
David P. Kimball.....	Register.

THE CHICAGO, ROCK ISLAND & PACIFIC RAILROAD.

The Chicago, Rock Island & Pacific Railroad Company is a consolidated corporation existing under the laws of the States of Illinois and Iowa, and operating railroads in those States and in Missouri and Kansas. Its constituents are the Chicago & Rock Island Railroad Company of Illinois, and the Chicago, Rock Island & Pacific Railroad Company of Iowa; the last named corporation being the successor of the Mississippi & Missouri Railroad Company of Iowa.

The Chicago & Rock Island Railroad Company was created by special charters granted by the Legislature of the State of Illinois at the sessions of 1847 and 1851. As incorporated by the act approved February 27, 1847, it was "The Rock Island & La Salle Railroad Company," with power to construct a railroad from Rock Island, on the Mississippi river, in the county of Rock Island, to the Illinois river, at the termination of the Illinois & Michigan Canal. By the act approved February 7, 1851, the name was changed to "The Chicago & Rock Island Railroad Company," and its powers so enlarged as to authorize it to continue its "projected railroad from its present terminus, by the way of Ottawa and Joliet, to the city of Chicago."

The original design seems to have been one of the results of "A sketch of the geographical route of a great railway between the Atlantic States and the great valley of the Mississippi," published by Hon. Wm. C. Redfield, of New York, near the close of the year 1828. The line, as then sketched, "enters the State of Illinois, and passing near the course of the Kankakee, arrives at the head of steamboat navigation on the Illinois river; which river is soon to be connected by a canal with Lake Michigan, and affords good depth of water for steam-boats." The "proposed railway continues from near the head of the Illinois, and reaches the banks of the Mississippi immediately above the Rock Island Rapids." The first president of the Chicago & Rock Island Railroad Company, Hon. James Grant, in the first report made to the stock-holders, dwelt upon the importance of the enterprise which would furnish a western link in Redfield's chain, and the Chief Engineer, Col. R. P. Morgan, in his report of survey said that Redfield "designated precisely the route which is now recommended." The line was completed from Chicago to Rock Island in 1854, and was the first railroad connecting the lakes with the Mississippi river. That portion of the great line "passing near the course of the Kankakee" has been projected many years, and some small portion of the work

done. It has made no recent progress, however. Colonel Morgan, in the report above mentioned, dwells upon the "fact that Rock Island Rapids present facilities for crossing the Mississippi by a bridge inferior to that which could be built at any other point that can be selected."

As the Chicago & Rock Island was not an Iowa railroad, further detail of its history previous to its being merged into the Chicago, Rock Island & Pacific, is unnecessary.

In the fall of 1852 surveys were made for a railroad which should have its initial point at Davenport, and be practically an extension of the Chicago & Rock Island Railroad, then being constructed between Chicago and Rock Island. These surveys were under the general supervision of John B. Jervis, Esq. One extended from Davenport, through Muscatine, the northern part of Louisa, and through Washington, Keokuk, Mahaska, Marion, Warren, Madison, Adair, Adams and Montgomery counties to the Missouri river, near the mouth of the Platte; another from Davenport through Scott, Johnson, Iowa, Poweshiek, Jasper, Polk, Dallas, Guthrie, Audubon, Shelby and Pottawattamie counties to the Missouri river; another from Muscatine through Muscatine, Cedar and Linn counties to Cedar Rapids. On December 22, 1852, John B. Jervis of New York, Joseph E. Sheffield of Connecticut, John M. Wilson of Illinois, Henry Farnam of Connecticut, N. B. Judd of Illinois, Ebenezer Cook, James Grant, H. Price and John P. Cook of Iowa, executed articles of association of the Mississippi & Missouri Railroad Company, which assumed power to build, maintain and operate a railroad with a single or double track, from the eastern line of the State of Iowa, at or near Davenport, in the county of Scott, to the west line of the State, at or near Council Bluffs. These articles were acknowledged before John F. Dillon, notary public, and recorded in the office of the recorder of Scott county, January 26, 1853, and in the office of the Secretary of State on the first day of the following month. On the 28th day of the following May the commissioners named in the articles of association to procure subscriptions to the capital stock found that subscriptions sufficient to authorize the organization of the company had been made. The following board of directors was then elected: John A. Dix of New York, William B. Ogden of Illinois, William Walcott of New York, Joseph E. Sheffield of Connecticut, Thomas C. Durant of New York, Henry Farnam of Connecticut and Ebenezer Cook of Iowa. On the 30th of the same month the board was partially organized by the election of John E. Henry of Iowa, Secretary, A. C. Flagg of New York, Treasurer, N. B. Judd of Illinois, Solicitor, Henry Farnam of Connecticut, Chief Engineer, and John B. Jervis of New York, Consulting Engineer. On the day following the organization was completed by the election of John A. Dix of New York as President, and William B. Ogden of Illinois as Vice-President.

On the 17th of January, 1853, the Legislature of the State of Illinois incorporated "The Railroad Bridge Company" with power to "build, maintain and use a railroad bridge over the Mississippi river, or that portion within the jurisdiction of the State of Illinois, at or near Rock Island, in such manner as shall not materially obstruct or interfere with the free navigation of said river, and to connect by railroad or otherwise, such bridge with any railroad, either in the State

"of Illinois or Iowa, terminating at or near said point." The jurisdiction of the State of Illinois extended to the middle thread of the main channel, which was the eastern boundary of the State of Iowa. The articles of association of the Mississippi & Missouri Railroad Company authorized it to construct its road from the eastern boundary of the State, and the general law authorized it to construct any bridges necessary to carry its road over any rivers or streams which the line crossed. It was thus that the franchise to build and operate a bridge from one bank to the other was created. After consultation with the citizens of Davenport, Muscatine, Iowa City and Cedar Rapids, and on the 9th day of June, 1853, the articles of association were so amended as to authorize the construction of branches from the main line to the southern and western boundaries of the State, and a northern branch from Muscatine, by way of Cedar Rapids, in the general direction of the Cedar Valley, to the northern boundary of the State. The board of directors was increased in numbers, and William G. Woodward and Thomas M. Iselt of Muscatine elected.

In 1853 the Railroad Bridge Company and the Mississippi & Missouri Railroad Company entered into an agreement to construct a bridge over the Mississippi river at Rock Island. On the 26th of September, 1853, the contract was let for the construction of the masonry of the bridge and the railroad bed across the island of Rock Island. The chief engineer reported in June, 1854, that "the piers" and one of the abutments on the east side of the island are completed; that "the grading across the island and the embankment to the bridge" across either channel are also nearly completed, and that "the abutment on the east side of the west channel is also finished, and the one on the west side in a rapid state of progress." In December of that year the arrangement for the construction of the bridge was superseded by a tripartite agreement between the Mississippi & Missouri Railroad Company, the Railroad Bridge Company and the Chicago, Rock Island & Pacific Railroad Company, for the construction of the bridge for the use of said railroad companies, with the proceeds of bonds of the Bridge Company, to the amount of three hundred thousand dollars, which bonds should have the second guaranties of the railroad companies for the payment of principal and interest. It was further agreed that if either company should make default in the performance of its contract of guaranty, the other by performance for both should become entitled to the exclusive use of the bridge. The expenses of construction were very heavy, and the proceeds of the sales of bonds, amounting to \$300,000, were found insufficient for the work, and additional bonds to the amount of \$100,000 were issued and sold subject to the provisions of the tripartite agreement. The structure was completed April 21, 1856.

This was the first bridge which spanned the Mississippi river, and its construction and maintenance encountered persistent and determined opposition on the part of what was known as the river or boating interest. While the bridge was being erected the Secretary of War directed the United States District Attorney, for the District of Illinois, to apply for an injunction against the company and its servants, commanding them to refrain from constructing its road across the island. In obedience to these instructions the District Attorney

filed a bill in the Circuit Court of the United States for the District of Illinois, praying a writ of injunction which would not only prohibit the construction of the railroad upon the island, but restrain the defendants from "sinking piers in said Mississippi river, \* \* \* and "from the continuance of any further work upon said island and in "said Mississippi river." Upon the hearing of the motion for an injunction a large mass of evidence was submitted upon the question as to whether the bridge would be a material obstruction to the navigation of the river. The question was also elaborately discussed in the argument. Judge McLean refused the injunction, holding: 1. That the State of Illinois had an undoubted right to authorize the construction of a bridge, provided it did not materially obstruct the navigation of the river; 2. That the evidence did not show that the proposed bridge would be a material obstruction; 3. "That if any injury should "result to boats, from any want of attention by the Bridge Company "or the structure of the draw, they being managed with reasonable "care, an action at law may be resorted to, as in other cases of wrong." (*The United States v. The Railroad Bridge Company*, 6 McLean Rep., 517.)

As before remarked, the bridge was completed on the 21st day of April, 1856, and on the 6th day of the following May one span, two hundred and fifty feet in length, was destroyed by fire communicated by the steamer *Effie Afton*, which was burning by one of the piers with which it had collided. The owners of the boat, Jacob Hurd and others, brought their action against the Chicago, Rock Island & Pacific Railroad Company, in the Circuit Court of the United States for the District of Illinois. Judge McLean, of the United States Supreme Court, presided at the trial. The plaintiffs were represented by H. M. Wead, of Peoria, and T. D. Lincoln, of Cincinnati; the defendants by Joseph Knox, of Rock Island, N. B. Judd, of Chicago, and Abraham Lincoln, of Springfield. Upon the question submitted—Was the bridge a material obstruction?—the jury disagreed, and the case was set down for another trial. The action was afterward dismissed by plaintiffs and new actions commenced in the Circuit Court of Rock Island county, Illinois. These were, after the lapse of many years, and many changes of venue, dismissed by plaintiffs pursuant to some arrangement agreed upon between the parties. Similar suits were also commenced by Jacob S. Hurd, Joseph W. Smith and W. Kidwill against the Mississippi & Missouri Railroad Company, Henry Farnam and Samuel Cluff, in the District Court of the United States for the District of Iowa, Southern Division. These were dismissed by plaintiffs before trial.

On the 7th day of May, 1858, James Ward, a citizen of St. Louis, in the State of Missouri, filed his bill in the chancery side of the District Court of the United States for the District of Iowa (which was invested with Circuit Court jurisdiction), setting out in detail the allegation of facts which made the bridge a nuisance, and praying that the defendant should be enjoined from enlarging any of the piers, and that upon the final hearing the court "will order, adjudge and decree that the said "bridge was erected in violation of law, and is an obstruction to the "navigation of said river, and that the same is a nuisance," and that "it be abated and removed, and said river be restored to its original

"capacity for all purposes of navigation." On the 3d day of April, 1860, the court adjudged that the bridge was a material obstruction and a nuisance; and ordered the defendants "to abate and remove all "the said piers within the State of Iowa, together with the super- "structure thereon, on or before the first day of October next." Judge Love, in his opinion then delivered, said:

"If one road transport passengers and freight to the east and west, without "the expense and delay of changing at the river, a financial necessity will "compel other competing roads to provide themselves with the same facilities in order to prevent their legitimate business from being attracted to "the rival road. Thus, already, in Iowa preparations are being made to "build bridges at Dubuque and Lyons. At McGregor and La Crosse the "same result will soon follow the same necessity. Next, at no distant day, "we should probably have bridges at Muscatine, Burlington and St. Louis, "not to mention other points where railroads will, in the course of time, "cross the river. Thus, if this precedent be established, we shall probably, "in no great period of time, have railroad bridges upon the Mississippi river "at every forty or fifty miles of its course. Now, the upper Mississippi "flows mainly through an open prairie country over which high winds pres- "vail with great violence, especially in the spring, when trade is most active. "From this cause it often happens, even now, that whole fleets of boats are "compelled to lie for many days at a time, at the upper and lower rapids, "waiting for the winds to subside. And we have seen that boats and rafts "can rarely, in the night, with safety, venture into the draw of a bridge in "the strong current of so great a river. What, then, would be the future "consequences of bridging this river at short intervals when in the course of "events the commerce floating upon it shall have increased until it will sur- "pass in amount and grandeur all that ever entered into the most extrava- "gant calculations of the economist—all the dreaming enthusiast ever saw "in glowing and splendid vision? Therefore, although I am deeply sensible "of the vast pecuniary sacrifice involved in the removal of this bridge, yet I "consider it trifling compared to the great mischief which must inevitably "flow from the precedent of maintaining it. Moreover, I can but remember "that the free and unobstructed navigation of the Mississippi was a vested "right in the citizen, before the defendant with, as I think, a very doubtful "authority of law, rashly expended his money in the building of the bridge. "His vested right no corporation or individual can justifiably impair under "pretext of conferring upon the public some compensating advantage, and "the defendant having assumed to do so must suffer instead of those whose "rights have been invaded."

On appeal to the Supreme Court of the United States this decree was reversed, mainly on the ground that the jurisdiction of the court extended only to the middle thread of the main channel, and that the removal of the three piers in the State of Iowa would not remedy the obstruction, while it would destroy the bridge. (2 Black's United States Supreme Court Rep., 494.) The bill was dismissed.

Another suit was brought by the Northern Line Packet Company. While it was pending Congress declared a similar bridge at Clinton a "lawful structure," and this law was held to be constitutional by Justice Miller, of the Supreme Court of the United States, presiding in the Circuit Court for the District of Iowa, in *Gray against The Chicago, Iowa & Nebraska Railroad Company*. The power of Congress to legalize the bridge was found in the authority to regulate commerce between the States. It was in this opinion that the authority of Congress to regulate inter-state railroads, as instruments of commerce, was first maintained (Woolworth Rep., 149). This decision was affirmed by the Supreme Court of the United States (10 Wall., 453). Congress

also provided for the construction of a new bridge at Rock Island, as will presently appear. The prediction of Judge Love was being rapidly realized. Provision was made for bridges across the Mississippi at St. Louis, Hannibal, Quincy, Keokuk, Burlington, Rock Island, Clinton, and Dubuque. The combined influences of the War of the Rebellion and railway construction, changed the channels of commerce from the States and Territories west of the Mississippi. Added to this was the tendency of Congressional action and judicial decision to recognize the new needs of commerce. The doctrine that the Mississippi could not be bridged passed away, and with it the remaining suits against this one.

Before resuming the main thread of this history it should be noted that the Mississippi & Missouri Railroad Company failed to perform its contract of guaranty endorsed on the bonds of the Bridge Company; that the principal and interest were paid by the Chicago & Rock Island Company, which thus, by the terms of the tripartite agreement, acquired the right to control the entire bridge.

The Peoria & Bureau Valley Railroad Company, extending from Bureau Junction, on the line of the Chicago & Rock Island Railroad to Peoria, was completed in 1854 by the Peoria & Bureau Valley Railroad Company, and immediately leased in perpetuity to the Chicago & Rock Island Railroad Company. It has continued to form a part of the property held by that company up to the time of the consolidation, and is now held and controlled by the consolidated company.

On the first day of July, 1855, the Mississippi & Missouri Railroad Company executed a mortgage conveying to trustees named therein, the first division of its road, extending from Davenport to Iowa City and Muscatine, to secure the payment of bonds issued, limited to an aggregate of one million dollars. On the 1st day of January, 1856, the road was completed to Iowa City, and was formally opened for business on the third day of that month. It was also, prior to July 1, in that year, completed to Muscatine, and the road from Davenport to Muscatine and Iowa City, was received by the company from the contractors, on the first day of July of that year.

On the 15th day of May, 1856, Congress made a grant of land to the State of Iowa for the purpose of "Aiding in the construction of "railroads from Burlington, on the Mississippi river, to a point on the "Missouri river near the mouth of the Platte river; from the city of "Davenport, Iowa, by way of Iowa City and Fort Des Moines to "Council Bluffs; from Lyons City northwesterly, to a point of intersection with the main line of the Iowa Central Air Line Railroad, "near Maquoketa; thence on said main line running as near as practical to the 42 parallel across the State from the city of Dubuque to "the Missouri river near Sioux City." The grant embraced every alternate section of land designated by odd numbers, for six sections in width, on each side of said line, with a provision for indemnity for lands in said limits which should be sold or otherwise disposed of. (11 Stat. at Large, p. 9). The subject of securing that portion of the grant designed to aid in the construction of the road from Davenport to the Missouri river, was considered by the Board of Directors of the Mississippi & Missouri Railroad Company at a meeting held on the 2d day of the following June, and a committee was appointed and charged

with the duty of caring for the company's interests in that regard. On the 2d day of June, 1856, the Governor was memorialized to convene the General Assembly to consider the disposition which should be made of the grant.

On the 1st day of July, 1856, a second mortgage of the first division was executed conveying it, with all its appurtenances, to trustees, to secure the payment of additional bonds limited in amount to four hundred thousand dollars, payable on the 10th day of July, 1876. The same day it executed a first mortgage conveying to trustees the railroad and appurtenances then existing, or thereafter to exist, as a part of the Oskaloosa division, extending from Muscatine to Oskaloosa, to secure a series of bonds amounting to one million four hundred and twenty-five thousand dollars, payable on the first day of July, 1876.

The General Assembly of the State of Iowa, by an act approved July 14, 1856, re-granted the land granted to the State by the act of Congress of May 15, 1856, to aid in the construction of a railroad from Davenport to Council Bluffs, to the Mississippi & Missouri Railroad Company, upon the terms and conditions therein expressed. (Sess. Laws, Ex. Sess., 1856, p. 1). On the 17th day of the same month the company "assented to and accepted said grant."

On the 8th day of May, 1857, the company executed another mortgage conveying to trustees its road, equipment and appurtenances from Iowa City to Council Bluffs, and all the rights which the company had or should acquire in and to all lands granted to the State by the act of Congress of May 15, 1856, to secure what were known as Land Grant Bonds, to be issued in an amount not exceeding seven million dollars, payable on the 8th day of May, 1877. That portion of the line extending from Muscatine to Washington, was accepted by the company from the contractors on the 1st day of January, 1859.

On the first day of December, 1861, a second mortgage was executed, conveying the entire railroad and its appurtenances, to secure a series of construction bonds, the principal of which amounted to seven hundred thousand dollars, payable on the first day of January, 1882.

At a meeting of the stockholders, held June 2d, 1862, the secretary submitted a report showing that at the date of the then last annual meeting, the company had completed and in running order, eighty-six miles of railroad, leaving thirty-seven miles to be completed to reach Grinnell; that during the past year nineteen additional miles had been finished, and that a considerable amount of grading and bridging had been done on the remaining eighteen miles.

"An act to amend an act entitled an act making a grant of land to "the State of Iowa, in alternate sections to aid in the construction of "certain railroads in said State," approved May 15, 1856, conferred "upon the Mississippi & Missouri Railroad Company authority to "modify or change the location of the uncompleted portion of its line, "as shown by the map thereof now on file in the General Land Office "of the United States, so as to secure a better and more expeditions "line for connection with the Iowa Branch of the Union Pacific Railroad." It also provided that when such new location shall be established, the company should file in the General Land Office a map, definitely showing such new location; and that it should be the duty of

the Secretary of the Interior, from time to time, as the road progresses, to certify to the company out of any public lands not sold or disposed of, the amount of land per mile equal to that originally authorized to be granted to aid in the construction of said road by the act to which this is an amendment; and that if such amount should not be found within six miles "then such selections may be made along such line "within twenty miles thereof." This act was approved June 2, 1864. (13 Stat. at Large, p. 95).

Under date of October 20, 1865, President Dix addressed a circular letter to the stock and bondholders setting forth the condition of the company on that day. In it he said:

"The company received from the contractor, and commenced operating on "the 1st day of July, 1856, sixty-seven miles of road, fifty-five from Davenport the eastern terminus on the Mississippi river to Iowa City, and a "branch of twelve miles to Muscatine. It was a season of great commercial "activity and the earnings of the first six months amounted to \$184,193.82. "Out of these the company, after defraying the operating expenses, amounting to forty per cent of the gross earnings, paid the interest on its bonds, "and a dividend of four per cent on its stock. The next six months were "less productive and the earnings for the year ending June 30, 1857, including "the above mentioned six months, were only \$296,839.25. The commercial "reversion of 1857 followed, and the earnings for the year ending June 30, "1858, fell to \$172,351.72. On the 1st day of January, 1859, the company "opened forty miles of road on the Oskaloosa line from Muscatine to Washington, but notwithstanding this addition to the road the earnings again fell "off to 172,197.37 for the year ending June 30, 1859. The bonded debt by the "construction of these forty miles of road was increased by the sum of "\$530,000, and although the gross earnings for the year ending June 30, 1860, "was \$397,688.97, the net earnings for the year were only \$97,889.45, while the "annual interest on the bonded debt was \$145,300. The earnings for the six "months ending December 31, 1860, were \$137,945.51. The earnings for the "year ending December 31, 1861, were \$292,789.19, and the net earnings \$93, "798.90, while the annual interest on the bonded debt of this company was "constantly increasing by the issue of Land Grant bonds for the construction of the road on the main line westward from Iowa City to Grinnell. "Under these circumstances the company was compelled to suspend the payment of the interest on its bonds, and in October, 1862, an arrangement was "made with the bondholders to fund their coupons to July 1, 1864.

"The earnings for the subsequent years were as follows:

"For 1862.....	\$270,527.19
"For 1863.....	348,618.34
"For 1864.....	603,209.32
"For 1865 (nine months).....	527,884.03

"Hereafter the cost of operating the road since the first year, has varied "but little from sixty per cent of the earnings. During the present year it "has equaled sixty-five per cent, and there is no hope of reducing this ratio "for some time to come. The road has been now nearly ten years in operation; bridges are to be rebuilt and ties and iron, to some extent, to be replaced. In the construction of the road a very heavy bonded debt has been "created. The company was required, in order to secure its land grant to "complete its road within a limited time, and it was compelled to dispose of "its land grant bonds, its only resource for raising money, at sixty per cent "of their par value, thus adding enormously to the aggregate of its debt "and making the cost of the road west of Iowa City, forty per cent more than "it would have been if the bonds could have been disposed of at par.

"\* \* \* \* \*  
 "The bonded debt of the company is now \$6,851,754.64, and the annual interest \$483,689. There is also due on account of unpaid coupons the sum "of \$293,497.30. The earnings of the current year will probably exceed "\$700,000, but the expenses of the road will be so heavy that there is likely

"to be a deficiency of \$200,000 in the net earnings for the payment of the "annual interest, making more than half a million of unpaid coupons to be "provided for on the first of January next. It is therefore driven to the "necessity of selling the road or re-organizing on a basis which will furnish "the means of constructing forty miles of road and of extending it to Des "Moines, the capital of Iowa, and deferring to a future time the payment of "existing liabilities."

The statement was considered by a meeting of the bond and stockholders, held in the city of New York, on the day this circular was issued, to which the executive committee submitted a report recommending "that a sale of the road to the Chicago & Rock Island Railroad Company at \$5,500,000, was advisable unless at least \$1,500,000 "could be raised for the construction and equipment to Des Moines, "about forty-one miles." The recommendation was adopted and a committee appointed consisting of Geo. W. Stanton, Jr., John Elliott and Blakely Wilson, to arrange the mode and terms of payment with the Chicago & Rock Island Railroad Company, and the details of the sale authorized by the meeting.

Suits were brought in 1866 in the Circuit Court of the United States for the District of Iowa, for the foreclosure of all the above described mortgages. On the 11th day of May, in that year, a decree of foreclosure was entered, finding the amounts due and secured by the several mortgages and ordering a sale of the property in default of payment within a time named.

The Chicago, Rock Island & Pacific Railroad Company of Iowa, was incorporated on the 28th day of May, 1866, by the adoption of articles of incorporation which were filed for record in the office of the recorder of deeds for Scott county. These articles declared the purpose of the corporation to be to acquire and run the railroads built by the Mississippi & Missouri Railroad Company with all its appurtenant property, "and all the rights, privileges and franchises granted "to or acquired by the said Mississippi & Missouri Railroad Company "at any time heretofore, and also all the lands granted by act of Congress of May 15, 1856, to the State of Iowa, and by the State of "Iowa granted to the said Mississippi & Missouri Railroad Company, "and when so acquired to maintain and operate the said railroad." The incorporators were C. W. Durant and Francis H. Tows, of New York, John F. Tracy, of Illinois, and Ebenezer Cook, of Iowa. They organized as a board of directors by the election of John F. Tracy, president, Ebenezer Cook, secretary, and Edward W. Dunham, treasurer. Subsequently Mr. Tracy resigned and David Dows, of New York, was elected to fill the vacancy.

When the property mentioned was sold, under the decree of foreclosure, on the 9th day of July, 1866, at Davenport, this company became the purchaser, pursuant to the arrangement then existing between the Chicago & Rock Island Company and the bond and stockholders of the Mississippi & Missouri Railroad Company. After the deed of the special master was approved and delivered, the last named company remained in existence only to wind up its affairs. In this connection some notice may be properly given to those who were prominent in the management of its affairs during its active existence.



John A. Dix, of New York, was a member of the board of directors, of the executive committee and president of the company during its entire existence. William B. Ogden, of Illinois, was a director from May, 1853 to June, 1862; was vice-president from May, 1853 to June, 1854, and was a member of the executive committee during the same time.

William Walcott, of New York, was a director from May 1852 until the date of his death in 1859; he was, during the same time, a member of the executive committee, and was treasurer in 1853, and from June, 1855, to June, 1858.

Thomas C. Durant, of New York, was a director from May, 1853, until the date of his resignation in 1855, and was again elected a director in 1864 to fill the vacancy caused by the resignation of Francis H. Tows.

Henry Farnam, of Connecticut, was a director from May, 1853, to the date of his resignation in 1854, and was a member of the executive committee in 1853.

Ebenezer Cook, of Iowa, was a director from May, 1853, to June, 1857, and from June, 1862, to the close of active operations in 1866. He was Vice-President of the company from June, 1854, to June, 1859; was secretary from June, 1853, until the company ceased active operations in 1866; he was a member of the executive committee from June, 1855, to June, 1857.

Joseph E. Sheffield, of Connecticut, was a director from May, 1853, to June, 1856; was a member of the executive committee from June, 1854, to June, 1856.

William G. Woodward, of Iowa, was elected a director in 1853, but resigned within a few days, and the vacancy thus caused was filled by the election of George Greene, of Iowa, who remained in the board until June, 1857.

Thomas M. Isett, of Iowa, was elected a director in 1853, and remained a member of the board until June, 1859; he was a member of the executive committee from June, 1857, to June, 1859.

Francis H. Tows, of New York, became a director in June, 1856, and remained in the board until 1864, when he resigned, and Thomas C. Durant was elected to fill the vacancy; was treasurer of the company from June, 1859, to 1863.

N. B. Judd, of Illinois, became a director in June, 1855, and remained in the board until June, 1861. He was the first solicitor of the company, and remained its general attorney for several years; was a member of the executive committee from June, 1855, until June, 1856.

Charles W. Durant, of New York, was a director from June, 1856, to June, 1857, and was, during that time, a member of the executive committee.

A. C. Flagg, of New York, became a director in June, 1857, and so remained until June, 1860; he was treasurer of the company from June, 1853, to June, 1859, and was a member of the executive committee from June, 1855, to June, 1859.

John E. Henry, of Iowa, became a director in June, 1857, and remained a member of the board until June, 1862; was re-elected in

June, 1864, and remained in the board until sometime in 1865. He was secretary of the company in 1853 and 1854.

Hiram Price, of Iowa, became a director in June, 1857, and remained in the board until the company ceased active operations in 1866; was secretary of the company from June, 1856, to June, 1863.

J. Scott Richman, of Iowa, became a director in June, 1859, and remained in the board until June, 1864.

E. W. Dunham became a director in June, 1859, and remained until June, 1861; was a member of the executive committee in 1859.

J. B. Grinnell, of Iowa, became a director in June, 1860, and remained in the board until the company ceased active operations in 1866.

Jacob S. Wetmore, of New York, became a director in June, 1861, and remained in the board until June, 1863.

Charles Tuttle, of New York, became a director in June, 1861, and remained until June, 1865; he was Vice-President of the company in 1863 and 1864, and a member of the executive committee in 1861, 1862 and 1864.

Nathon Peck, of Connecticut, became a director in June, 1862, and so remained until June 1864.

George T. M. Davis, of New York, became a director in June, 1863, so remaining until the company ceased active operations in 1866. He became treasurer of the company in June, 1863, so remaining until the close of its existence. He was a member of the executive committee in 1864 and 1866.

George Meason became a director in June, 1864, and so remained until June, 1865.

John Elliot became a director in June, 1865, and so remained until the company ceased operations. He was a member of the executive committee in 1866.

Blakely Wilson became a member of the board, and of the executive committee, in June, 1865, and so remained during the active existence of the company.

David Jones became a director in June, 1865, and so remained until the company ceased business.

George W. Stanton, Jr., became a director and member of the executive committee in 1865, and so remained until the company ceased active operations.

The first survey from Des Moines to the Missouri river was made by Grenville M. Dodge, of Iowa, as principal assistant engineer in charge of party. The field work of all of the surveys from Davenport to Council Bluffs was under the immediate direction of Peter A. Dey, who also had charge of construction from Iowa City to Kellogg. The line from Wilton, by way of Muscatine, to Washington, was located, and the work constructed, under the superintendence of S. B. Reed. B. B. Brayton made a preliminary survey, in 1853, from Davenport, by way of Muscatine, Washington and Oskaloosa, to the Missouri river near the mouth of the Platte, and had the superintendence of the construction of the road from Davenport to Iowa City. He remained in the engineering department of the company from 1853 until its property was sold.

On the 20th of August, 1866, the Chicago & Rock Island Railroad Company, of the State of Illinois, and the Chicago, Rock Island & Pa-

cific Railroad Company, of the State of Iowa, by articles of consolidation adopted in manner and form as provided by the laws of each State, did "merge and consolidate the stock of their respective companies, and make one joint stock company," and "consolidate their respective stock, and, also, their respective companies with each other, \* \* \* and constitute them into one consolidated corporation, to be called and known by the corporate name of the "Chicago, Rock Island & Pacific Railroad Company." All of the property of such company was conveyed to the consolidated corporation, which assumed all the powers and franchises which could be held or exercised by either of the constituents under the laws of the State by virtue of which it existed.

The articles of consolidation declared that the board of directors should consist of thirteen members, and that the then present directors of the Chicago & Rock Island Railroad Company "shall be the directors of "said consolidated railroad company until the next election," and that "the several officers of the Chicago & Rock Island Railroad Company, "at the time of the execution of these presents, shall be the like officers "in the said consolidated company during the pleasure of the Board of "Directors thereof." The Board of Directors consisted of Charles W. Durant and Clark Durant of New York, John F. Tracy of Illinois, Ebenezer Cook of Iowa, E. W. Dunham, Thomas T. Sturges, F. H. Tows, Oliver Charleck, and Robert A. Forsyth of New York, N. B. Curtis of Illinois, David Dows, Thomas C. Durant, and David Crawford, Jr., of New York. John F. Tracy was president, E. W. Dunham treasurer, and Francis H. Tows secretary. The Executive Committee consisted of John F. Tracy, E. W. Dunham, David Dows, C. W. Durant, and Thomas T. Sturges. When the consolidation was perfected the main line extended from Chicago, Illinois, to Kellogg, in Jasper county, Iowa. The Peoria & Bureau Valley Branch extended from Bureau Junction, on the main line, to Peoria, and was held under a lease in perpetuity. The Oskaloosa Branch extended from Wilton, on the main line, by way of Muscatine to Washington. Immediate steps were taken to extend the main line to Council Bluffs on the Missouri river. It was completed and operated into Des Moines in 1867. In December in that year the management sold in the market forty-nine thousand shares of the capital stock, realizing, after paying expenses, 98½ per cent of its par value. This sale was made for the purpose of raising moneys to complete the railroad to the Missouri river. This issue of shares made the outstanding capital stock \$14,000,000. The announcement of this transaction was the signal for the commencement of many suits in New York and Chicago, in which injunctions were issued, restraining the proposed extension and especially the expenditure of any moneys realized from the new stock sold. To secure the prompt construction of the railroad, the Twelfth General Assembly of the State of Iowa passed the act approved February 11, 1868, entitled "An act providing for and requiring the early construction of the Chicago, Rock Island & Pacific Railroad from Davenport "to Council Bluffs, Iowa, upon certain conditions therein named." (Acts of the Twelfth General Assembly, Chap. 13, re-printed in appendix to First Annual Report of the Board of Railroad Commissioners, p. 39).

The act expressly recognizes the validity of the consolidation, which was assailed in the suits above mentioned; re-grants to the consolidated company the lands which were granted to the State by the act of May 15, 1856, and by the State to the Mississippi & Missouri Railroad Company; reserves to the State the power to regulate rates to be charged for the transportation of persons and property; provides for a forfeiture of all corporate rights and franchises acquired under the laws of the State, and all lands granted to aid in the construction of the road if the company shall neglect to comply with the requirements of the act. It also ratified the issue of the forty-nine thousand shares of capital stock, and required the expenditure of the proceeds realized from the same in the construction of the road. The election of a Board of Directors was postponed for one year. By a joint resolution, passed at the same session, the Attorney-General was required to institute appropriate suits to enforce observance of these requirements, and a suit in compliance with the resolution was instituted in the District Court of Scott county. The litigation terminated in the summer of 1868, and the main line was completed in June, 1869—within the time limited by the act.

In the case of The People of the State of Illinois, *ex rel.*, Charles H. Beryhill *v.* The Chicago, Rock Island & Pacific Railroad Company, pending during the controversy arising from the sale of the 49,000 shares of stock, the validity of the consolidation was directly assailed, and was as directly sustained by the judgment of the court.

Two acts were passed by Congress, one in 1866, and the other in 1867, authorizing the construction of a new bridge over the Mississippi river, between Davenport and Rock Island, and providing for the transfer of the railroad track to another location and the removal of the then existing bridge from the river. Nothing in the direction of construction was accomplished until after the passage of the joint resolution of July 20, 1868. It ordered the commencement of the work and provided "that the ownership of said bridge shall be and "remain in the United States, and the Chicago, Rock Island & Pacific "Railroad Company shall have the right of way over said bridge for "all purposes of transit across the island and river; and upon the condition that the said railroad company shall pay to the United States, "first, half of the cost of the superstructure of the bridge over the "main channel, and half of the cost of keeping the same in repair; "and shall also build at its own cost the bridge over that part of the "river which is on the east side of the island of Rock Island, and also "the railroad on and across the said island of Rock Island; and upon "a full compliance with these conditions, the said railroad company "shall have the use of said bridge for the purposes of free transit, but "without any claim to the ownership thereof; and said railroad company shall, within six months after such new bridge is ready for use, "remove their old bridge from the river, and the railroad track from "its present location on the island of Rock Island." A further proviso secures to any other company the right to use the bridge upon refunding to the Government and to the Chicago, Rock Island & Pacific Railroad Company each its proportional share of the cost of construction and maintenance. A contract of guaranty was executed, as

required by the joint resolution. The bridge has been constructed, the railway over the island transferred, and the old bridge removed.

After the passage of the act of June 2, 1864, authorizing a modification of the line of the unfinished portion of the road, the location of the line west of Des Moines was changed in such manner as to bring the twenty mile limit under the act of 1864, south of the fifteen mile limit under the act of 1856. About 1871, a question arose as to the effect of this action upon the lands lying north of the new twenty miles limit. It was argued by some that these lands were abandoned by the company and again became public lands of the United States, subject to homestead and pre-emption entry. The company, on the other hand, claimed that the grant of 1864 was an additional, instead of a substitutional grant, and did not effect its title under the act of 1856. Several hundred persons settled upon the lands and made application at the local land offices to enter them. The applications were denied, and the ruling of the local officers affirmed by the Commissioner of the General Land Office. (Hon. Willis Drummond). The company discovered, however, that there had not been a literal compliance with the terms of the act of 1864 in the transfer of that grant, and for the purpose of settling the question raised, and avoiding one which it was apprehended would be raised, applied to Congress for "an act to quiet the title to certain lands in the State of Iowa," which was passed and became a law on the 31st day of January, 1873. (17 Stat. at Large, p. 421). It confirmed to the Mississippi & Missouri Railroad Company and to the Chicago, Rock Island & Pacific Railroad Company, as its successors, "the title to the lands in the State of Iowa heretofore approved and certified by the Department of the Interior for railroad purposes, to aid in the construction of a railroad from the city of Davenport *via* Iowa City to Council Bluffs, under the grants made by Congress, according to the adjustments thereof made at the General Land Office." The act contained the proviso: "That this act shall be construed as conveying only any reversionary or other interest which the United States may have in said lands, and all lands settled upon in good faith and now occupied by homestead and pre-emption settlers, shall be excluded from the operations of this act." Many persons who had settled upon the land, including some who had made settlement while the bill was pending, claimed that their cases were within the proviso, and again made application as homestead pre-emptors. In compliance with instructions from the General Land Office, the local officers refused their applications, but allowed an appeal to the Commissioner of the General Land Office. The case of Andrew L. Bell was taken up with others. The Commissioner of the General Land Office (Hon. S. S. Burdett), sustained the application and ordered that the certificate should issue. From this decision the railroad company appealed to the Secretary of the Interior, who, on the 31st of August, 1876, transmitted to the General Land Office an opinion reversing the ruling of the Commissioner, and holding that Congress did not, by the act of June 2, 1864, intend to substitute other lands for those granted by the act of May 15, 1856, and that the title to the lands granted by the last named act remained in the State and its grantees. The same question was raised in the case of Drury v. Hollenbeck, in the Circuit Court of the United States,

District of Iowa. The plaintiff claimed title under a conveyance from the railroad company and the title of the company rested upon the grant of 1856. The court held (Judge Dillon and Love), that the grant of 1864 was an additional and not a supplemental grant, and that if this were not so, Congress had no power even with the consent of the Mississippi & Missouri Railroad Company to reserve the grant of 1856, otherwise than as therein provided, as the lands had been mortgaged, and such resumption would impair the vested right of the mortgagees.

The company then commenced numerous actions of right against the settlers, and the settlers appealed other cases to the Commissioner of the General Land Office. The company's title was sustained by the decisions of the Circuit and District Courts of the State in the actions of right and by the ruling of the Commissioner of the General Land Office. The settlers appealed in the cases of the Chicago, Rock Island & Pacific Railroad Company v. Grinnell, and of the same plaintiff against twenty-three other defendants in as many other cases—in all twenty-four cases. They also appealed from the decision of the Commissioner to the Secretary of the Interior. The appeals to the Supreme Court of the State of Iowa have been determined and the title of the company sustained. From these decisions appeals have been taken to the Supreme Court of the United States. These appeals, with that to the Secretary of the Interior, are yet pending. So far the company's title is sustained by the decisions of the Executive Department of the United States, the Circuit Court of the United States, the Circuit and District Courts of Audubon and Shelby counties, and the Supreme Court of the State. As the Supreme Court of the United States is the tribunal of last resort, the question must be finally settled by its decision in the cases now pending.

"An act to restore certain lands in Iowa to settlement under the homestead law, and for other purposes," was passed by the Forty-fifth Congress. It directed the Secretary of the Interior "to restore to settlement under the pre-emption and homestead laws, by published notice, all vacant unappropriated lands heretofore withdrawn for the Mississippi & Missouri Railroad Company in the State of Iowa, situated more than twenty miles from the amended line of route as located under the act approved June 2, 1864," except lands "embraced in the confirmatory act approved January 31, 1873, entitled 'an act to grant title to certain lands in the State of Iowa.' As the act last named 'embraced' all lands which had been 'certified,' this by its terms excludes all such lands though situated more than twenty miles from the new line. In the execution of this law the Commissioner has restored to homestead and pre-emption entry 554.89 acres of land which had been withdrawn for the Mississippi & Missouri Railroad Company, but never certified to the State, and which were, in fact, more than twenty miles from the new, as well as over fifteen miles from the old line. It is understood that the Chicago, Rock Island & Pacific Railroad Company interposed no objection to the enactment of the law and does not contest its execution.

Two companies were existing in 1869 under the name of the Chicago & Southwestern Railway Company. One was incorporated under the laws of the State of Missouri, the other under the laws of the State

of Iowa. In that year they were consolidated without change of name in manner and form as prescribed by the laws of both States. The consolidated company completed its road extending from Washington on the Oskaloosa branch of the Chicago, Rock Island & Pacific Railroad to a point on the Missouri river opposite the city of Leavenworth, and connection was made with Leavenworth by the construction of the Kansas and Missouri bridge and the Fort Leavenworth Railroad, extending from the western terminus of the bridge over the military reservation to a point near the limits of the city. For the purpose of raising money to be used in its construction it issued its bonds, the principal of which amounted to five millions of dollars, the payment of which was secured by a mortgage upon the railroad extending from Washington to the point near Leavenworth, with a guaranty of the payment of both principal and interest by the Chicago, Rock Island & Pacific Railroad Company. The company was induced to execute this guaranty by the option given it of a perpetual running arrangement whereby the entire business of the new road would be secured to its own line. The mortgage provided that if the Chicago & Southwestern Company failed to pay either the principal or interest, and the Chicago, Rock Island & Pacific should be compelled to pay the same in the performance of its contract of guaranty, it should be subrogated to the rights of the holders, subject however to liability upon the outstanding unpaid bonds and coupons. As the road was constructed it was turned over to the Chicago, Rock Island & Pacific Company for operation on account of the Southwestern Company. The main line was completed in 1871. While it was being constructed a branch from Edgerton Junction to a point on the Missouri river opposite Atchison was also built. Bonds to the amount of one million dollars principal were issued for this purpose, but the Chicago, Rock Island & Pacific Company did not in any wise become liable upon the same for either principal or interest. Within a short time after the completion of the main line, the Chicago & Southwestern Company ceased to pay interest upon either class of bonds. The coupons of the main line bonds were paid by the Chicago, Rock Island & Pacific Company at maturity, as required, and the trustees in the first mortgage proceeded with the foreclosure. Proceedings were commenced in March, 1874, in the Circuit Court of the United States for the District of Iowa. A number of the Atchison branch bondholders intervened and resisted the application for the foreclosure, claiming that the Chicago, Rock Island & Pacific Company had assumed the payment of the principal and interest of their bonds as well as those of the main line. The cause was tried in August, 1875, and a decree entered declaring that there was no liability upon the part of the Chicago, Rock Island & Pacific Company for either principal or interest of the Atchison branch bonds, and ordering a foreclosure of the mortgage as to it, and the same as to the main line. From this decree appeal was taken to the Supreme Court of the United States, by the intervenors, and upon the hearing in that court the decree of the Circuit Court was affirmed. While the case was pending in the Supreme Court of the United States, no surrenders having been issued, the property was sold to the Iowa Southern & Missouri Northern Railroad Company, a corporation organized on the 29th of August, 1876, with power to purchase this property as well

as that of the Des Moines, Indianola & Missouri, and the Des Moines, Winterset & Southwestern Railroad Companies. The sale of the Chicago & Southwestern main line to the Iowa Southern & Missouri Northern Company, was made on or about the 1st day of November, 1876. The sale was ratified and confirmed by the court.

In 1872 the Oskaloosa Branch was extended from Washington to Sigourney, the county seat of Keokuk county; in 1875 to Oskaloosa, the county seat of Mahaska county, and in 1876 to Knoxville, the county seat of Marion county.

In 1871 the Des Moines, Indianola & Missouri Railroad Company commenced the construction of its road from a point on the main line of the Chicago, Rock Island & Pacific railroad in the city of Des Moines to Indianola. It issued bonds for money to be used in its construction amounting to the sum of three hundred thousand dollars which bonds were secured by a first mortgage upon the entire property. The Chicago, Rock Island & Pacific became the owner of the bonds and commenced the operation of the road upon agreeing to apply the net earnings to the payment of the interest on the bonds. The net earnings of the line were not sufficient to pay in full the interest accruing, and proceedings for foreclosure of the mortgage are now pending in the Circuit Court of the United States for the District of Iowa. During the pendency of these proceedings the company sold and conveyed its railroad, subject to the mortgage and to the lease to the Chicago, Rock Island & Pacific Company, to the Iowa Southern & Missouri Northern Railroad Company.

In 1872 the Des Moines, Winterset & Southwestern Railroad Company constructed a railroad from Somerset station on the line of the Des Moines, Indianola & Missouri Railroad to Winterset, in Madison county. It issued bonds to the amount of five hundred thousand dollars secured by a mortgage upon its entire property. It leased its line to the Chicago, Rock Island & Pacific Company in perpetuity, about the time the same was completed, upon the usual terms, the lessee undertaking however to apply thirty per cent of the gross earnings to the payment of the interest that would accrue upon the bonded debt, and the surplus, if any should remain, to the company. Default having been made in payment of the interest, foreclosure proceedings were instituted in the Circuit Court of the United States for the District of Iowa, and decree entered ordering a foreclosure at the October term in 1876.

The Fort Leavenworth Railroad Company in June, 1878, leased its line extending from the western terminus of the Kansas and Missouri bridge over the military reservation to the corporate limits of the city of Leavenworth, to the Iowa Southern & Missouri Northern Railroad Company. This lease is in perpetuity.

In 1878 the Atlantic & Audubon Railroad Company was organized with power to construct and operate a railroad from a point on the line of the Chicago, Rock Island & Pacific Railroad at or near Atlantic, in a northerly direction in the valleys of the Nishabotna river and Blue Grass creek in Audubon county. The road was constructed in the year named and leased to the Chicago, Rock Island & Pacific Railroad Company, for a term of forty-nine years and six months,

commencing on the 1st day of December, 1878. It is now operated under the lease by the lessee.

In the same year the Avoca, Harlan & Northern Railroad Company was organized with power to build and operate a railroad from some point on the line of the Chicago, Rock Island & Pacific Railroad at or near Avoca in Pottawattamie county, by way of Harlan in Shelby county, to some point not yet fixed. The road was completed late in 1878 from a point near Avoca to Harlan, and was leased for a term running through the corporate existence of the lessor, to the Chicago, Rock Island & Pacific Railroad Company. It is now operated by the lessee.

The Atlantic & Southern Railroad Company has been recently organized for the construction of a railroad from Atlantic in Cass county, in a southerly direction, down the valley of the Nishnabotna, to a point and for a distance not yet determined. It is understood that it is being constructed by the Chicago, Rock Island & Pacific Company and will be operated by it under a perpetual lease.

The Avoca, Macedonia & Southern Railroad Company has been organized to build a railroad from Avoca on the main line of the Chicago, Rock Island & Pacific Railroad by way of Macedonia to some point on the southern or western line of the State of Iowa. It is understood that the road when completed will be controlled by the Chicago, Rock Island & Pacific Company.

In June, 1877, the Iowa Southern & Missouri Northern Railroad Company leased to the Chicago, Rock Island & Pacific Railroad Company, for a term commencing on the 1st day of April, 1877, and continuing during its corporate existence, the railroad formerly known as the main line of the Chicago & Southwestern Railway, from Washington in the State of Iowa, to the terminus on the Missouri River opposite the city of Leavenworth in the State of Kansas; the Fort Leavenworth Railroad in Kansas, the Des Moines, Indianola & Missouri Railroad and the Des Moines, Winterset & Southwestern Railroad after the same shall be acquired by the lessor.

The Keokuk & Des Moines Railway, "extending from the terminus in the city of Keokuk in the State of Iowa, to and including the terminus on the west side of the Des Moines River in the city of Des Moines, in said State, and being situated in the counties of Lee, Van Buren, Davis, Wapello, Mahaska, Marion, Jasper and Polk, in said State" was, on the 14th day of May, 1878, leased to the Chicago, Rock Island & Pacific Railroad Company, for a term commencing on the 1st day of October, 1878, and continuing during the remainder of the corporate existence of the lessor—about forty-five years. The lease was ratified by the stockholders of each company, and possession taken by the lessee on the first day of October.

September 30, 1879, a contract of lease was entered into between the Burlington, Cedar Rapids & Northern Railroad Company and the Chicago, Rock Island & Pacific Railroad Company, by which the first named leased to the last its main line of railroad extending from Burlington in the State of Iowa, to Albert Lea in Minnesota; its Milwaukee Division extending from Linn station on the main line to Postville; its Pacific Division extending from Vinton, Benton county, to Holland in Grundy county; its Muscatine Division extending from Muscatine

to Riverside; the Chicago, Clinton & Western Railroad to extend from Clinton to Iowa City (a portion only completed) and the Iowa City & Western Railroad, to be completed from Iowa City to What Cheer. This lease expires in June, 1880, if not ratified by the vote of a majority in amount of the stock of each company. When ratified the term will be in perpetuity. No vote has yet been had by either upon the question of ratification.

The company also owns and operates a branch from its main line near Englewood and extending to the Calumet river and the South Chicago Harbor. This was constructed in 1874, and is known as the South Chicago Branch.

James Grant, of Iowa, was a director in the Chicago & Rock Island Railroad Company from its organization in 1850 until his resignation, December 20, 1853; was president of the company from November 12, 1850, to December 22, 1851. He was vice-president from December 22, 1851, until he retired from the board, as before stated, and was a member of the executive committee from May 25, 1853, until his resignation.

Ebenezer Cook, of Iowa, was a member of the board of directors of the Chicago & Rock Island Company from November 12, 1850, until the consolidation, in August, 1866; he continued a member of the consolidated company until his death, in October, 1871. He was vice-president of the consolidated company from June 4, 1870, until his death; was secretary of the consolidated company from March 28, 1868, until June 4, 1870. He was a member of the executive committee of the consolidated company from March, 1868, until his death.

John F. Tracy, of Illinois, as the record discloses, was appointed assistant Superintendent December 19th, 1854, and in 1855 was the general superintendent. He became a director of the company June 6, 1856, and so continued until the consolidation, August 20, 1866. He continued a director of the consolidated company until his resignation, April 13, 1877. He was elected vice-president of the Chicago & Rock Island Company June 5, 1863, and so continued until June 20, 1866, when he was elected president of the company, and so continued until the consolidation in August, 1866. Thereafter he was president of the consolidated company until his resignation, April 13, 1877. He was a member of the executive committee of the Chicago & Rock Island Company from June 6, 1856, until the consolidation, and remained a member thereafter until his resignation, as above stated.

David Dows, of New York, became a member of the board of directors of the Chicago & Rock Island Company June 6, 1857, and so continued until the consolidation, in August, 1866. He remained a director of the consolidated company until he resigned, March 26, 1868, when E. A. McNair, of Iowa, was elected to fill the vacancy. Mr. McNair resigned June 5, 1868. Mr. Dows was re-elected to fill the vacancy, and has, from that time, continued a member of the board. He was elected vice-president of the consolidated company, April 16, 1877, to fill the vacancy caused by the promotion of Hugh Riddle, of Illinois, to the presidency, and has so continued from that time. He became a member of the executive committee of the Chicago & Rock Island Company June 8, 1869, and has remained a member of the committee of that company and its successor, the consolidated

company, until the present time, with the exception of the brief period in 1868 during which he was not a member of the board.

E. W. Dunham, of New York, became a member of the board of directors of the Chicago & Rock Island Company June 6, 1857, and so remained until the consolidation, in August, 1866. He continued in the board of the consolidated company until he resigned, March 25, 1868. He was vice-president of the Chicago & Rock Island Company from June 27, 1859, until June 8, 1860. He became treasurer of that company June 25, 1858, and so continued until March 26, 1864. He was a member of the executive committee of the Chicago & Rock Island Company from June 6, 1857, to March 28, 1867.

William F. Coolbaugh, of Illinois, was elected March 25, 1868, to fill a vacancy caused by the resignation of Clark Durant. He resigned March 30, 1868. His resignation was accepted April 10, 1868. He was a member of the executive committee while a member of the board and was, during the same time, and a short time thereafter, treasurer of the company.

E. A. McNair, of Iowa, was elected March 25, 1868, to fill a vacancy caused by the resignation of David Dows. He resigned June 5, 1868. He was a member of the executive committee while a member of the board.

B. F. Allen, of Iowa, was elected March 25, 1868, to fill a vacancy caused by the resignation of T. T. Sturges, and continued a director until June 7, 1875, when he resigned. He was also a member of the executive committee from March 27, 1868, until June, 1876, when he resigned.

George L. Davenport, of Iowa, was elected a director April 10, 1868, and continued a director until he resigned, February 27, 1877.

A. Kimball, of Iowa, was elected April 10, 1868, and resigned June 5, 1868.

William L. Scott, of Pennsylvania, became a director of the consolidated company June 2, 1869, and yet remains in the board; has been a member of the executive committee since June 5, 1872.

Henry H. Porter, of Illinois, became a director June 2, 1869, and yet remains in the board.

A. G. Dulman, of New York, became a director June 1, 1870, and still continues a member of the board.

Hugh Riddle, of Illinois, was appointed general superintendent in 1869, and became a director June 2, 1871, and yet remains in the board. In October, 1871, he was elected to succeed Ebenezer Cook, vice-president, and March, 1877, was elected president to succeed John F. Tracy, who had resigned. He is yet president of the company. He has also been a member of the executive committee since June, 1872.

P. L. Cable, of Illinois, became a member of the board June 7, 1876, and resigned February 27, 1877.

Sidney Dillon, of New York, was elected March 13, 1877, to fill a vacancy, and yet remains in the board.

Jay Gould, of New York, was elected March 13, 1877, to fill a vacancy, and yet remains in the board.

R. R. Cable, of Illinois, was elected June 4, 1877, to fill a vacancy occasioned by the death of John F. Tracy, and yet remains in the board.

R. P. Flower, of New York, was elected June 7, 1876, and yet remains in the board. He became a member of the executive committee, June, 1879.

Benjamin Brewster, of New York, was elected June 6, 1877, and yet remains in the board.

George G. Wright, of Iowa, was elected April 12, 1879, to fill a vacancy caused by the resignation of F. L. Ames.

The company is now organized as follows:

#### DIRECTORS.

David Dows, of.....	New York.
Francis H. Tows, of.....	New York.
A. G. Dulman, of.....	New York.
Charles R. Marvin, of.....	New York.
Sidney Dillon, of.....	New York.
Jay Gould, of.....	New York.
R. P. Flower, of.....	New York.
Benjamin Brewster, of.....	New York.
William L. Scott, of.....	Pennsylvania.
Hugh Riddle, of.....	Illinois.
H. H. Porter, of.....	Illinois.
R. R. Cable, of.....	Illinois.
George G. Wright, of.....	Iowa.

#### EXECUTIVE COMMITTEE.

Hugh Riddle.....	Chicago.
David Dows.....	New York.
William L. Scott.....	Erie, Pennsylvania.
Francis H. Tows.....	New York.
R. P. Flower.....	New York.

#### GENERAL OFFICERS.

Hugh Riddle, President.....	Chicago.
David Dows, Vice-President.....	New York.
R. R. Cable, Assistant to the President.....	Rock Island, Illinois.
F. H. Tows, Secretary and Treasurer.....	New York.
A. F. Gilson, Assistant Secretary and Auditor.....	Chicago.
W. G. Purdy, Local Treasurer.....	Chicago.
Commercial Exchange Bank, Register of Stock.....	New York.

#### OPERATING DEPARTMENT.

A. Kimball, General Superintendent.....	Davenport, Iowa.
A. Manvel, Assistant General Superintendent and Purchasing Agent.....	Chicago.
H. F. Royce, Superintendent Iowa Division.....	Des Moines, Iowa.
F. K. Hain, Supt. Keokuk & Des Moines Div.....	Keokuk, Iowa.
Geo. F. Walker, Supt. Southwestern Division.....	Trenton, Missouri.
A. R. Swift, Superintendent Telegraph.....	Chicago.

#### FREIGHT DEPARTMENT.

John S. Sanford, Freight Traffic Manager.....	Chicago.
William M. Sage, General Freight Agent.....	Chicago.

#### PASSENGER DEPARTMENT.

E. St. John, General Ticket and Passenger Agent.....	Chicago.
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## LAW DEPARTMENT.

Thomas F. Withrow, General Solicitor.....Chicago.  
 Cook & Richman, Division Solicitors.....Davenport, Iowa.  
 Wright, Gatch & Wright, Division Solicitors.....Des Moines, Iowa.  
 Shanklin, Low & McDougal, Div. Solicitors.....Trenton, Missouri.

## LAND DEPARTMENT.

J. Louis Drew, Commissioner.....Davenport, Iowa.

## THE DUBUQUE &amp; DAKOTA RAILROAD.

This company was organized in 1878, and having acquired title to the grade of the Iowa Pacific Railroad, from Fayette Junction, Fayette county, through Bremer, Butler, Franklin and Wright counties, to Belmont in the latter county, its management proceeded to construct and complete forty-one miles of road, from Waverly westward, to Hampton. The company has authority to build a road from Dubuque to the northern and western boundaries of Iowa, with any branches. The capital stock is limited to \$15,000 per mile of completed road, and it is authorized to issue forty-year six per cent mortgage bonds. July 1, 1879, the company certified to the trustee for the mortgage that twenty miles had been constructed, whereupon \$200,000 of bonds were issued, and when twenty-one miles additional had been completed, \$210,000 more bonds were issued. Up to July 1 all work done was paid for by individuals interested in the enterprise. The principal of the bonds is payable July 1, 1919, both principal and interest payable in gold. The total amount authorized is \$4,000,000, and will be guaranteed (as issued on completed road), by the Dubuque & Sioux City Railroad Company. The company have fifty-three miles more of grade in the counties above named on which track is to be laid another year. The telegraph line along the completed road is owned by the railroad company.

The present board of directors are:

James A. Roosevelt, Morris K. Jesup, Mason Thompson and John B. Dumont, of New York; Henry L. Stout, Caleb H. Booth and Rufus E. Graves, of Dubuque.

J. B. Dumont.....President.  
 C. H. Booth.....Manager.  
 R. E. Graves.....Secretary.

Principal office at Dubuque, Iowa.

## IOWA FALLS &amp; SIOUX CITY RAILROAD.

In reply to the circular letter of your Secretary, Mr. J. S. Cameron, dated the 20th of August last, I have the honor to report the following facts respecting the Iowa Falls & Sioux City Railroad Company. The company was organized in the fall of 1867. The first board of directors was composed of the following persons:

## DIRECTORS.

John I. Blair.....Blairstown, New Jersey.  
 Platt Smith.....Dubuque, Iowa.  
 John F. Duncombe.....Ft. Dodge, Iowa.  
 Wm. W. Walker.....Cedar Rapids, Iowa.

John I. Blair.....President.  
 Platt Smith.....Vice-President.  
 W. W. Walker.....Treasurer.  
 Joseph Herod.....Secretary.  
 John F. Duncombe.....Attorney.

By agreement with the Dubuque & Sioux City Railroad Company, bearing date January 7, 1868, so much of the Dubuque & Sioux City Railroad as then remained to be constructed, including the franchises, right of way, depot grounds, grading, maps, profiles, and the *pro rata* of six sections per mile of the lands granted by Congress to aid in the construction of said road, were sold, transferred and conveyed to the Iowa Falls & Sioux City Railroad Company. In consideration of this transfer the latter company agreed, among other things, to take immediate possession of the roadway and work and prosecute the same to completion as rapidly as possible, and complete the road as might be required by acts of Congress and by acts of the General Assembly of the State of Iowa. At the date of this agreement the Dubuque & Sioux City Railroad Company had completed the road to Iowa Falls, and hence the construction of the road west of that point became incumbent upon the Iowa Falls & Sioux City Railroad Company, and all the benefits accruing therefrom, including the *pro rata* of the land grant, inured to this latter company. This agreement between the companies was subsequently fully ratified and confirmed by act of the General Assembly of Iowa, approved April 7, 1868 [see chapter 124 of the laws of the Twelfth General Assembly]. Besides ratifying and confirming the agreement between the companies, this act also provided for the method and time of patenting the lands accruing to the Iowa Falls Company, and subjected the road as fast as it should be completed in sections of twenty miles to the lease of the Illinois Central Railroad, and provided that the road should be operated as one continuous line from Dubuque to Sioux City. Under these arrangements the Iowa Falls & Sioux City Railroad Company vigorously prosecuted the work of constructing the road west of Iowa Falls and completed it to Ft. Dodge in August, 1869. The remaining portion of the line between Ft. Dodge and Sioux City was accepted by the Illinois Central, and possession taken under the lease October 10, 1870, the performance of certain work claimed to be necessary to the completion of the road being afterward done and settled for by agreement.

The road has been operated continuously by the Illinois Central Railroad under this lease to the present time.

The Iowa Falls & Sioux City Railroad Company has not purchased or leased any connecting lines, nor has it been the direct subject of any special legislation, excepting as above stated.

The other items of interest connected with the road requested in your letter are believed to be fully stated in the annual report made a short time since, and to avoid repetition reference is respectfully made to that report.

HORACE WILLIAMS, *President.*

#### IOWA MIDLAND RAILWAY COMPANY.

Organized March 2, 1870.

Leased to the Chicago & Northwestern Railway Company, September 7, 1870.

Construction.—In 1871, from Clinton to Anamosa, 68.80 miles.

#### KEOKUK & DES MOINES RAILWAY COMPANY.

The Keokuk, Fort Des Moines & Minnesota Railroad Company was incorporated at Keokuk in 1853. In 1864 the name of the company was changed to "The Des Moines Valley Railroad Company" without change of ownership. In 1873 the road, with all its rights and franchises, was sold under foreclosure of mortgage and purchased by a committee of bondholders, by whom it was transferred to a new company incorporated under the name of "The Keokuk & Des Moines Railway Company." It was operated by this company from November 11, 1873, to October 1, 1878, at which date the road and equipment passed into the possession and control of the Chicago, Rock Island & Pacific Railroad Company as lessee for a term of forty-five years.

The road, commencing at Keokuk, was completed to Bentonsport in 1857; was extended to Ottumwa in 1859, and to Des Moines in August, 1866, being the first railroad to reach the State capital.

#### MAPLE RIVER RAILROAD.

In reply to the circular letter of your Secretary, Mr. J. S. Cameron, dated the 20th of August last, I have the honor to report the following facts respecting the Maple River Railroad Company. The company was organized as a branch of the Cedar Rapids & Missouri River Rail-

road the 10th day of June, 1876. The first board of directors was composed of the following persons:

John B. Alley.....	Lynn, Massachusetts.
Fred. L. Ames.....	North Easton, Massachusetts.
John I. Blair.....	Blairstown, New Jersey.
James Blair.....	Scranton, Pennsylvania.
Wm. T. Glidden.....	Boston, Massachusetts.
Fred. Nickerson.....	Boston, Massachusetts.
Horace Williams.....	Clinton, Iowa.

The officers of the company were—

Horace Williams.....	President.
James Blair.....	Vice-President.
Henry V. Ferguson.....	Secretary.
David P. Kimball.....	Treasurer.

#### EXECUTIVE COMMITTEE.

Horace Williams,	John I. Blair,	Wm. T. Glidden.
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The construction of the road was commenced in October, 1876, and the line was fully completed to its present terminus at Mapleton, a distance of 60.15 miles, in November, 1877.

On the 17th of June, 1879, this company acquired the right of way and road-bed of the Sac City & Wall Lake Railroad, and during the summer and fall of the present year (1879) has completed the same from Wall Lake to Sac City, a distance of about 13 miles, as a branch of its main line. The said branch is being operated by the Chicago & Northwestern Railway Company on the same terms as the main line of the Maple River Railroad.

The company has had no land grant. There has been no special legislation affecting this company.

The other items of interest connected with the road, requested in your letter, are believed to be fully stated in the annual report made a short time since, and to avoid repetition reference is respectfully made to that report.

HORACE WILLIAMS, *President.*

#### SIoux CITY & DAKOTA RAILROAD COMPANY.

Sioux City gave birth to the Sioux City & Pembina Railway Company September 8, 1870, and the original corporation consisted of W. W. Walker, George Douglas, J. Cleghorn, J. P. Allison, T. J. Stone, S. T. Davis, and A. W. Hubbard, and their associates. Their idea was to run the road due north to Pembina or some other point in the valley of the Red River of the North—hence the name—a most fertile country holding out every inducement for such an undertaking.

S. T. Davis was appointed to look after the right of way, aid, etc., under the order of the executive committee, and have the surveys made, which was done as far as Sioux Falls, D. T., some 87 miles from Sioux City. Aid of five per cent was asked to be voted in all the townships, and three per cent in Sioux City township, which was done.



In January, 1872, the Dakota Southern Railroad Company, a road in course of construction from Sioux City to Yankton under the contractors, Wicker, Meckling & Co., of Chicago, who, laboring under some difficulties with regard to a good approach for their line into Sioux City, were eventually induced to lease the line of the Sioux City & Pembina Railroad Company from Sioux City to Big Sioux river, all in Iowa, running some 57 miles, which was graded by contractors W., M. & Co., and ironed. The first spike was driven August 12, 1872, and the first train run to Elk Point, D. T., October 19, 1872.

In the latter part of 1875 the Sioux City & Pembina Railroad Company built their line from Davis Junction, on the D. S. R. R. line, 13.2 miles from Sioux City, running up to Portlandville, some 16.5 miles north in Iowa, which line, when completed, was operated and eventually bought by the D. S. R. R. Co., in June, 1878. The latter company, with Hon. C. G. Wicker as President and General Manager, and then the only remaining owner of all the stock, etc., of both lines, namely, D. S. R. R. and the Sioux City & Pembina Railroad, decided to build to Beloit, Iowa, which was completed January 1, 1879, and the Sioux City & Pembina was bonded for \$300,000. Since then the Hon. C. G. Wicker has associated himself with an eminent railroad man of Iowa and other States, namely, the Hon. John I. Blair, and they have decided to run for the present to Sioux Falls, D. T., which will be completed about the middle of October, 1879. The above gentleman, Mr. Wicker, who has had, it may be said, the almost entire control of both these lines—in both construction and operating—for nearly eight years, is from Chicago, where he has always held high standing as merchant and railroad contractor. The two roads, of which we have given this short recital, were, on September 2, 1879, merged into one line under the style of the Sioux City & Dakota Railroad Company. The officers, all residents of Sioux City, are as follows:

C. G. Wicker .....	General Manager.
Geo. E. Merchant .....	General Superintendent.
A. W. Hubbard .....	Secretary.
C. H. Longman .....	Treasurer and Auditor.
N. H. Briggs .....	Assistant Superintendent.

This branch (lately the Sioux City & Pembina Railroad) runs nearly parallel with the Big Sioux river, making Sioux Falls its northern terminus.

#### STANWOOD & TIPTON RAILWAY.

Organized July 31, 1872.  
Construction.—In 1872, from Stanwood to Tipton, 8.50 miles; owned and operated by the Chicago & Northwestern Railroad Company.

## MEMORIAL

### LOOKING TO UNIFORM RAILROAD BOOK-KEEPING AND OFFICIAL RETURNS.

In the first annual report of this Board, pp. 73, 74, 75, the action of a National Convention of Railroad Commissioners, held at Columbus, Ohio, is set forth. One of the purposes of this convention was to devise methods by which uniformity of railroad accounts and making returns could be effected. A committee of five was appointed to consider the matter and report at the next meeting of the convention. The next convention was held at Saratoga, New York, June 10, 1879, to which the committee made report, and by which it was approved. Not only the *form* of the returns was deemed essential, but the *time of making them* as well. After due consideration of the matter the same committee was re-appointed to prepare a memorial on the subject of uniform railroad accounts and returns for presentation to the legislatures of the several States, and to urge upon them the adoption of its recommendations. The committee prepared the memorial, and it is appended below. This Board, however, takes occasion to observe that the law of Iowa already defines the railroad year as commencing July 1 and ending June 30, which is in exact accordance with the recommendation of the memorial. It also clothes the Commissioners with power to fix the form of the returns which the railroad companies are required to make, and, hence, both of these recommendations of the memorialists have already been anticipated. The enactment of a law making it the duty of the railroad companies to keep their accounts in any exact *form*, leaving them no discretion, would be an experiment which we hesitate to recommend. Yet we realize the vast importance to the State, the railroad companies and the Commissioners of uniform accounts, and cannot too strongly urge upon the managers of all our railroads the voluntary adoption of a uniform system of book-keeping.

#### THE MEMORIAL.

*To the Legislatures of the various States of the Union:*

GENTLEMEN—At a meeting of Railroad Commissioners held at Columbus, Ohio, on the 12th day of November, 1878, it was voted that a committee

of five be appointed to mature a form of returns and system of uniform railroad book-keeping so far as the same is practicable, and that the said committee be instructed to invite the co-operation of the leading railroad accountants of the country in the performance of this duty, and that they report at the next meeting of this convention. This was the first general attempt to unite in this work the authority requiring such returns and the corporations by whom they were to be made, and the universal approval with which it was received was alike an indorsement of its correctness and a guaranty of its success. The committee and accountants prepared a schedule which while calling for nothing more than any railroad company ought to be able easily to furnish, will enable any one, whether investor, student, or legislator to determine for himself many of those matters which are essential to intelligent action.

This schedule was approved at the meeting of Commissioners holden at Saratoga, on the 10th of June last, as the basis upon which the returns in all the States should be made. It was however the general sentiment of the convention that the advantages of agrèement in the *form* of the returns would be but partially realized unless uniformity in the *time* of making them was also secured; and after full discussion it was voted: "That in the opinion of this convention the 30th of June is the most generally convenient date for closing the yearly accounts of railroad corporations, and it is hereby recommended for adoption in all the States." It was also voted: "That the present committee on accounts be appointed to prepare a memorial on this subject to be presented on behalf of this convention to the legislatures of the several States at their next sessions, and that as Commissioners we will use our best endeavors to secure a favorable consideration of the same."

The expression of the convention we believe to be the universal sentiment of those interested in the subject in any capacity. To require that the railroad companies make their returns at a uniform time and in a uniform manner, we believe to be the most important step toward acquiring correct and exact information in regard to this greatest material interest in our country.

In accordance therefore with the vote above quoted we, as the Committee therein referred to, recommend the passage of such enactments as will fix the close of the fiscal year for railroad corporations on the 30th of June.

Dated, November 1, 1870.

Geo. M. Woodruff.....	.....of Connecticut.
Geo. M. Bogue.....	.....of Illinois.
Thos. H. Carter.....	.....of Virginia.
M. C. Woodruff.....	.....of Iowa.
A. J. Turner.....	.....of Wisconsin.

Committee.

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COMPILATION

FROM

RAILROAD RETURNS.

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TABLE I.  
CAPITAL STOCK.

RAILROADS.	Miles.	Paid in.	Per mille.	Issued.	Committed.	Preferred.	Am't realized.	Amount held in Iowa.	Number of shares held in Iowa.	No. of stock-holders in Iowa.	
Burlington, Cedar Rapids & Northern Railway	414.26	\$ 5,500,000 00	\$ 13,200 00	\$ 5,500,000 00	\$ 1,785,700 00	\$ 0 00	\$ 5,500,000 00				
Burlington & Southwestern Railway	142 00	1,750,500 00	12,024 00	1,750,700 00	1,785,700 00	00	1,750,700 00			294	
Central Iowa Rai way	190.64	4,921,550 00	00	4,921,050 00	4,921,050 00	00	00				
Chicago, Burlington & Quincy R. R.		30,992,056 57		30,992,056 51	30,992,056 51	00	00				
Chicago, Clinton, Dubuque & Miami, R. R.	526.10	6,156,600 00	29,585 00	6,156,600 00	6,156,600 00	00	6,156,600 00				
Chicago, Milwaukee & St. Paul & N. W.	1,610.00	27,083,744 00	17,150 00	27,083,744 00	15,408,351 00	00	27,083,744 00	300 00	2978	1	
Purchased by the State	160.65	3,420,000 00	21,289 00	3,420,000 00	3,420,000 00	00	3,420,000 00	460,000 00	29	10	
C., M. & St. P.	95.00	1,180,904 50	21,090 00	1,180,904 50	690,252 00	00	590,252 00	1,180,904 50	137,400 00	96	49
Chicago & N. W. R'y	1,199.75	36,812,500 53	30,683 47	36,812,500 53	15,109,635 97	00	21,702,864 56	36,812,500 53	00	1039	
Chicago, Iowa & Neb.	81.84	3,016,200 00	47,861 90	3,016,200 00	3,016,200 00	00	3,016,200 00	284,000 00	399	13	
Cedar Rapids & Mo. River	274 01	7,620,000 00	27,562 35	7,620,000 00	6,880,000 00	00	760,000 00	7,620,000 00	141,800 00	394	30
C. & N. R'y ops. rates	60.15	658,000 00	10,533 32	658,000 00	658,000 00	00	658,000 00	658,000 00	158,800 00	120	5
Iowa Midland	68.90	50,000 00	726 73	50,000 00	50,000 00	00	50,000 00	50,000 00	200 00	8	3
Chicago, Rock Island & Pacific Railroad	674.34	20,880,000 00	13,111 90	20,880,000 00	20,880,000 00	00	20,880,000 00	20,880 00	1570		
Owned by C., I., S. & Mo. Northern R'y	317.43	5,345,600 00	13,098 00	5,345,600 00	5,345,600 00	00	5,345,600 00				
R. I. & P., Keokuk & Des Moines	162.00	3,924,600 00	24,226 00	3,924,600 00	2,400,000 00	1,524,600 00	00				
Des Moines & Ft. Dodge Railroad	88.00	1,843,100 00	21,360 00	1,843,100 00	1,843,100 00	00	1,843,100 00			9024	
Fort Dodge & Fort Ridgely	15.00	7,800 00	523 50	7,800 00	7,800 00	00	7,800 00	7,800 00	12	12	
Grinnell & Montezuma	13.62	150,000 00	11,000 00	150,000 00	150,000 00	00	150,000 00	150,000 00	588	588	
Illinois Central Railroad											
Dubuque & Sioux City	142.70	4,990,350 62	33,080 00	4,990,350 62	4,990,350 62	00	4,990,350 62	17,700 00	307	9	
Ill. Cent. operates Iowa F. & M.	180.60	4,625,000 00	25,178 59	4,625,000 00	4,625,000 00	00	4,625,000 00	170,500 00	220	13	
Iowa R'y Coal & Manufacturing Co	73.28	1,886,500 00	26,993 00	1,886,500 00	1,886,500 00	00	1,886,500 00	28,300 00	18	3	
Iowa R'y Coal & Manufacturing Co	3.25	60,000 00	18,400 00	60,000 00	60,000 00	00	60,000 00	60,000 00	4	4	
Kansas City, St. Jo. & Council Bluffs	293.96	2,789,413 66	11,114 00	2,789,413 66	2,789,413 66	00	2,789,413 66				
Missouri, Iowa & Nebraska	85.00	1,460,075 00	17,177 00	1,460,075 00	1,460,075 00	00	1,460,075 00	14,225 00	176	85	
Newton & Monroe	17.00	85,000 00	5,000 00	85,000 00	85,000 00	00	85,000 00	35,000 00	7	6	
St. Louis, Ottumwa & Cedar Rapids	45.16	2,068,400 00	19,253 29	2,068,400 00	1,899,400 00	169,000 00	2,068,400 00	60,400 00	140	14	
Sioux City & Pacific	107.43	1,800,000 00	15,000 00	1,800,000 00	1,200,000 00	600,000 00	1,800,000 00				
Sioux City & Pembina & Dakota Southern	119.50	3,800,000 00	22,072 00	3,800,000 00	3,800,000 00	00	3,800,000 00	5,000 00	142	1	
Sioux City & St. Paul	123.50	11,150 00	9,712 07	11,150 00	11,150 00	00	11,150 00				
Toledo & Northwestern	3.00	00	00	00	00	00	00				
Union Pacific											
* Capital Stock taken from report of 1878.											
<b>NARROW GAUGE ROADS.</b>											
Burlington & Northwestern	33.90	138,025 89	4,071 00								
Crooked Creek Railway	5.00	60,000 00	7,823 33				66,000 00	25,000 00	6	3	
Des Moines, Adel & Western	7.00	17,100 00	4,422 00		17,100 00	00	17,100 00	17,100 00	26	26	
Des Moines & Minneapolis	51.00	165,500 00	2,870 00	165,500 00	165,500 00	00	165,500 00	166,800 00	219	219	
Fort Madison & Northwestern											
Iowa Eastern											
Waukon & Mississippi	23.00	84,000 00	3,680 00	79,100 00	79,100 00	00	84,000 00	45,000 00	153	152	
<b>Totals</b>		<b>\$ 185,618,475 71</b>		<b>\$ 185,668,449 82</b>	<b>\$ 167,767,879 16</b>	<b>\$ 37,680,070 06</b>	<b>\$ 140,716,318 31</b>	<b>\$ 1,907,041 00</b>	<b>17746</b>	<b>1000</b>	

TABLE II.  
DEBT.

	Miles.	Proved debt.	Unproved debt.	Total debt.	Debt per mile.	Stock and debt.	Stock and debt per mile.
Burlington, Cedar Rapids & Northern.....	113.26	\$ 6,300,000 00		\$ 6,300,000 00	\$ 55,728 00	\$ 12,000,000 00	\$ 106,000 00
Burlington & Southwestern.....	143.00	3,485,000 00	300,000 00	3,685,000 00	25,972 00	5,400,000 00	38,000 00
Chicago, Burlington & Quincy.....	139.64	26,725,725 00	1,645,000 00	28,370,725 00	202,950 00	87,745,734 51	623,719 00
Chicago, Clinton, Dubuque & Minnesota	208.10	33,400,000 00		33,400,000 00	1,623 00	6,500,000 00	31,507 00
Chicago, Clinton, Dubuque & Northwestern	140.05	1,677,707 54	196,252 06	1,873,959 60	13,373 00	3,224,225 45	23,129 00
Chicago & Northwestern.....	1,343.84	32,075,000 00	3,675,000 00	35,750,000 00	26,571 00	54,000,000 00	40,100 00
Chicago & Northwestern, Iowa & Nebraska	81.84	3,675,000 00		3,675,000 00	45,000 00	4,000,000 00	48,833 00
Operated by Cedar Rapids & Missouri River, C. & N. W., Maple River.....	274.01	3,674,000 00	197,022 94	3,871,022 94	14,109 00	11,401,022 90	41,711 00
Chicago, Rock Island & Pacific.....	691.25	465,000 00	180,700 00	645,700 00	935 51	1,205,700 00	1,738 12
Chicago, Rock Island & Pacific, operated by C., I. Iowa Southern & Missouri Northern	674.84	10,000,000 00		10,000,000 00	14,839 00	30,000,000 00	44,041 00
Des Moines & Iowa Southern.....	237.45	5,000,000 00		5,000,000 00	21,054 00	10,245,000 00	29,492 00
Des Moines & Ft. Dodge.....	88.00	2,175,000 00	32,700 00	2,207,700 00	25,521 00	4,052,500 00	45,101 00
Des Moines & Northwestern.....	13.00	60,000 00	17,000 00	77,000 00	5,923 00	157,000 00	12,000 00
Illinois Central.....	1,022	1,300,000 00	107,000 00	1,407,000 00	1,376 00	2,000,000 00	2,000 00
Illinois Central, Dubuque & Sioux City* operated	143.70	882,000 00	104,404 96	986,404 96	6,810 00	9,851,000 00	68,110 00
Illinois Central, Cedar Falls & Minnesota* operated	73.58	1,300,000 00		1,300,000 00	18,073 00	2,000,000 00	27,000 00
Iowa Railway Coal & Manufacturing Company	3.25					60,000 00	18,460 00
Kansas City, St. Joseph & Council Bluffs	200.08	7,485,196 54	987,319 29	8,472,515 83	42,184 77	10,982,129 00	53,378 96
Keosauqua & Council Bluffs.....	17.00	1,000,000 00		1,000,000 00	5,882 00	1,000,000 00	5,882 00
Keosauqua & Macon.....	17.00	1,000,000 00		1,000,000 00	5,882 00	1,000,000 00	5,882 00
St. Louis, Ottumwa & Cedar Rapids.....	43.16	3,200,000 00		3,200,000 00	74,342 00	4,337,000 00	100,000 00
St. Louis, Ottumwa & Cedar Rapids, operated by St. Louis, Ottumwa & Northwestern	43.16	3,200,000 00	1,249,415 00	4,449,415 00	103,301 00	5,000,000 00	116,000 00
Sioux City & St. Paul.....	113.50	300,000 00		300,000 00	2,600 00	2,700,000 00	23,500 00
Sioux City & Pottawatomie & Dakota Southern.....	133.50	2,634,340 00		2,634,340 00	19,760 00	5,434,340 00	40,600 00
Union Pacific.....	3.00					11,100 00	3,716 00

\* Stock and debt taken from report of R.R.C.

	Miles.	Proved debt.	Unproved debt.	Total debt.	Debt per mile.	Stock and debt.	Stock and debt per mile.
Burlington & Northwestern.....	33.9	66,000 00		66,000 00	1,908 00	294,225 80	8,671 00
Chicago & Northwestern.....	9.00	40,000 00	40,000 00	80,000 00	6,111 00	320,000 00	4,715 00
Des Moines, Adair & Western.....	38.00	15,000 00		15,000 00	3,947 00	30,000 00	7,800 00
Des Moines & Minneapolis.....	38.00	200,000 00	93,718 75	293,718 75	7,729 00	337,218 75	8,880 00
Iowa Eastern.....	19.70					131,000 00	6,691 00
Iowa Eastern, operated by Iowa Eastern & Mississippi	20.00	66,000 00		66,000 00	3,300 00	131,000 00	6,691 00
<b>Total</b> .....		\$ 128,415,099 28	\$ 4,389,747 14	\$ 132,804,846 42		\$ 336,699,319 13	

TABLE III.  
COST.

RAILROADS.		Miles.	Load.	Load per road mile.	Equipment.	Equipment per mile.	Total of road and equip.	Total per mile.	Prop ortion.
Burlington, Cedar Rapids & Northern	143.96						\$ 12,677,509.98	\$ 87,476.00	\$ 13,677,306.98
Burlington & Southwestern	144.00								
Central Iowa	190.64								
Chicago, Burlington & Quincy	208.10	\$ 6,314,392.39	\$ 20,881.48	\$ 333,323.00	\$ 1,123.62		6,448,417.39	30,967.11	3,076,838.65
Chicago, Clinton, Dubuque & Minnesota.	1,010.00						60,305,460.18	37,313.90	18,186,152.87
Chicago, Milwaukee & St. Paul	1,196.76								
Chicago & North-western	81.84						73,499,938.14	64,548.88	318,643.95
Chicago, Iowa & Nebraska	274.01	1,441,489.79	17,560.00				4,692,422.80	57,000.00	4,665,122.80
Cedar Rapids & Missouri River	68.86	1,453,329.57	21,728.67				11,369,669.26	11,044,640.85	1,324,028.41
Chicago, Rock Island & Pacific	991.00	1,453,329.57	21,728.67				1,456,939.87	21,728.67	1,435,211.20
Chicago & North-western	1,021.00						42,784,225.11	43,071.87	29,389,984.44
Chicago & North-western	1,021.00						6,273,353.05	38,708.87	6,270,351.99
Des Moines & Fort Dodge*	88.00						2,400,000.00	27,000.00	2,400,000.00
Des Moines & Fort Dodge*	33.00	775.00	8,194.65	8,400.00	996.67		86,500.00	8,333.00	240,000.00
Des Moines & North-western	33.00	82,950.97	6,091.61	5,253.50	157.11		86,500.00	8,333.00	85,667.00
Illinois Central	142.70						5,730,880.96	40,137.00	5,730,880.96
Iowa	70.58						1,172,609.00	42,000.00	3,171,500.00
Iowa Railway, Coal & Manufacturing Co*	32.20	41,831.72	12,728.00	4,000.00	1,290.00		45,451.72	13,953.00	45,361.72
Missouri Pacific	208.98	9,275,973.19	36,095.00	1,231,378.21	4,902.34		10,510,349.41	91,571.24	2,885,597.67
Newton & Mountz	17.00	1,810,000.00	4,883.00	5,000.00	137.60		85,000.00	5,000.00	85,000.00
St. Louis, Ottumwa & Cedar Rapids	107.48						2,223,127.22	20,828.79	2,223,127.22
St. Louis, Ottumwa & Dakota Southern	133.50	5,200,437.74	49,959.79				5,200,437.74	49,959.79	5,200,437.74
St. Louis, St. Paul & Northern Pacific	128.50						3,346,282.80	27,000.00	1,147,500.00
St. Louis, St. Paul & Northern Pacific	3.50	50,000.00	16,666.66	3,100.00	1,032.30		5,207,774.19	37,214.00	3,029,393.80
Texas	54.00						62,100.00	17,700.00	53,100.00
Burlington & North-western	94.00	156,311.62	6,694.65	82,381.65	1,345.67		188,868.27	7,949.72	188,388.27
Crowded Creek	0.00	26,500.00	2,888.88	10,350.00	1,167.71		197,250.00	4,136.66	37,250.00
* Cost taken from report of 1875.									
Des Moines, Adel & Webster	7.60	47,139.00	6,739.69	5,071.60	784.00		50,509.60	7,157.69	63,695.00
Des Moines & Muscatine	38.00	465,771.83	8,171.00	47,748.50	828.00		533,299.54	8,584.50	633,200.00
Fort Madison & North-western	19.10								
Iowa Eastern	21.00	134,000.00	5,948.60	16,500.00	729.00		151,100.00	6,570.00	151,100.00
Peoria & Mississippi									
Totals		\$ 26,306,449.37		\$ 1,746,292.73			\$ 296,371,467.16		\$ 119,479,644.15

TABLE IV.  
EARNINGS.

RAILROADS.	PASSENGER DEPARTMENT.					FREIGHT DEPARTMENT.				Miscellaneous earnings.	Total earnings.	Per mile of road.
	Passenger fare.	Express.	Mail.	Total.	Per train mile.	Freight.	Per train mile.	Total.				
Burlington, Cedar Rapids & Northern.....	\$ 300,531 12	\$ 24,225 10	\$ 24,679 46	\$ 340,435 68	97	\$ 1,088,325 95	88	\$ 1,386,651 64	\$ 1,386,651 64	\$ 1,347,211 36		
Burlington & Northwestern.....	33,250 13	3,445 73	8,159 28	44,855 14	40	161,406 00	17	206,703 96	206,703 96	130,970 59		
Central Iowa.....	167,786 49	6,904 39	9,569 40	184,260 28	81	512,280 98	2 12	18,962 01	715,363 27	715,663 27		
Chicago, Burlington & Quincy.....	44,203 33	46,303 33	64,407 92	1,924,528 59	1 66	3,974,867 21	1 34	20,826 97	5,009,157 11	5,009,157 11		
Chicago, Clinton, Dubuque & Minnesota.....	113,474 89	3,218 39	14,031 33	160,724 30	.....	299,737 40	.....	680 00	451,201 70	451,201 70		
Chicago, Milwaukee & St. Paul.....	2,013,005 77	170,577 93	172,303 31	2,455,445 24	1 41	6,465,406 84	1 33	65,346 46	7,996,085 55	834,123 69		
Davenport & Northwestern.....	54 96 09	2,318 97	5,977 84	54,265 90	.....	134,856 76	.....	89 55	189,212 21	189,212 21		
Chicago & Northwestern.....	2,851,945 42	255,650 24	251,422 28	3,358,117 94	1 29	10,242,253 42	1 60	124,105 21	13,744,566 57	5,615,760 42		
Iowa Midland.....	26 684 00	1,890 52	3,584 50	32,102 02	7 4	40,121 41	90	2,436 00	74,786 43	74,786 43		
Chicago, Rock Island & Pacific.....	1,834,367 66	109,550 00	143,225 00	2,087,142 66	1 38	6,840,927 80	1 24	339,563 78	9,267,634 19	5,721,832 14		
Keokuk & Des Moines.....	148,508 39	14,459 20	12,367 44	173,335 03	81	349,158 83	1 41	19,214 53	543,698 49	543,698 49		
Des Moines & Ft. Dodge.....	50,768 38	3,734 00	4,635 42	38,497 80	1 07	146,410 45	1 91	222 76	205,339 59	205,339 59		
Pt. Dodge & Ft. Ridgely*.....	.....	240 00	298 05	4,764 89	.....	27,767 98	.....	2,415 01	19,947 89	19,947 89		
Grinnell & Montezuma.....	394,201 92	21 127 60	32,580 52	4,834 04	1 38	975,880 36	1 48	29,351 54	1,444,065 74	1,444,065 74		
Iowa Railway Coal & Manufacturing Company.....	401 456 96	18,504 64	32,389 56	452,351 16	1 89	1,084,970 94	1 89	86,416 23	1,623,738 33	349,329 24		
Kansas City, St. Joseph & Council Bluffs.....	22,534 13	845 13	2,558 13	36,228 39	.....	96,559 64	.....	1,714 66	123,598 20	123,598 20		
Newton & Nebraska.....	4,144 73	.....	688 79	4,833 52	23	17,487 10	83	.....	22,321 61	22,321 61		
St. Louis, Ottumwa & Cedar Rapids.....	24,092 47	1,569 63	28,306 06	.....	.....	29,051 05	.....	109 30	67,856 41	67,856 41		
St. Louis City & Pacific.....	89,618 08	2,753 47	7,101 63	30,473 18	84	141,747 62	2 45	4,641 57	236,862 27	236,862 27		
St. Louis City & Pembina and Dakota Southern.....	53 862 86	2,588 60	5,563 91	61,383 26	1 12	164,219 21	2 41	1,169 69	227,638 36	227,638 36		
St. Louis City & St. Paul.....	90,519 36	5,583 08	7,346 28	103,448 72	1 07	237,342 90	1 84	14,801 97	365,639 59	201,109 47		
Toledo & Northwestern.....	604 40	.....	300 00	1,004 40	.....	2,601 14	.....	.....	3,605 54	3,605 54		
Union Pacific.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		
NARROW GAUGE ROADS.												
Burlington & Northwestern.....	3,322 59	438 99	804 55	4,556 13	.....	12,996 64	.....	.....	17,562 77	17,562 77		
Crooked Creek.....	275 95	.....	327 08	601 03	.....	3,445 31	.....	.....	4,046 34	4,046 34		
Missouri, Iowa & Nebraska.....	1,094 10	90 35	1,184 45	.....	.....	650 26	.....	.....	1,754 73	1,754 73		
Des Moines & Minneapolis.....	28,441 99	2,027 38	3,635 19	33,038 19	.....	34,808 03	.....	.....	67,843 28	67,843 28		
Iowa Eastern.....	801 25	122 43	980 00	1,968 67	.....	12,262 72	.....	8 35	14,174 74	14,174 74		
Waukon & Mississippi.....	2,390 80	108 81	884 28	3,283 89	13	19,257 92	76	.....	25,231 81	25,231 81		
<b>Totals.....</b>	<b>\$ 9,641,073 21</b>	<b>\$ 698,307 70</b>	<b>\$ 821,748 72</b>	<b>\$ 11,230,883 87</b>	<b>.....</b>	<b>\$ 32,050,710 10</b>	<b>.....</b>	<b>\$ 733,071 42</b>	<b>\$ 44,024,445 08</b>	<b>\$ 21,340,709 44</b>		

\* Superintendent reports that no account was kept of earnings.

† For eight months.

TABLE V.  
OPERATING EXPENSES.

RAILROADS.	Miles.	Maintenance of way.	motive power and cars.	Conducting transportation.	General expenses.	Total.	Per mile of road.	Per train mile.	Proportion for locomotives.
Burlington, Cedar Rapids & Northern.....	425.76	\$ 344,548 82	\$ 304,909 43	\$ 193,957 35	\$ 107,132 69	\$ 950,658 29	\$ 2,208 67	1 04	\$ 923,684 92
Burlington & Northwestern.....	181.00	57,963 80	37,607 19	84,784 70	28,831 40	199,186 84	1,100 48	.....	133,175 46
Central Iowa.....	130.64	235,322 04	109,636 95	166,056 64	45,973 56	556,018 19	2,536 60	1 19	555,018 19
*Chicago, Burlington & Quincy.....	605.14	.....	.....	.....	138,310 77	3,901,983 13	4,960 81	87	3,001,983 13
Chicago, Clinton, Dubuque & Minnesota.....	221.60	141,900 40	49,006 74	111,479 31	38,293 29	340,678 71	1,532 40	1 09	301,423 08
Chicago, Milwaukee & St. Paul.....	1771.40	1,155,084 87	719,297 77	2,317,144 86	618,779 84	4,804,306 34	2,713 75	74	735,692 56
Davenport & Northwestern.....	100.85	.....	.....	.....	184,265 63	1,147 60	.....	.....	1,147 60
Chicago & Northwestern.....	1616.50	1,556,738 18	1,003,860 56	5,269,902 56	722,968 68	6,543,518 98	4,047 95	73	1,721,392 78
Iowa Midland.....	68.80	25,055 79	9,306 94	30,861 85	5,934 62	71,158 30	1,034 28	81	71,158 30
Chicago, Rock Island & Pacific.....	7069.00	1,699,179 59	669,369 62	2,318,937 69	429,892 45	5,918,399 95	4,694 44	71	5,098,532 61
Keokuk & Des Moines.....	162.20	188,341 88	43,277 26	163,136 97	25,414 81	420,070 92	2,589 89	90	430,070 92
Des Moines & Fort Dodge.....	87.20	37,385 20	22,230 42	50,300 27	18,841 38	138,857 27	1,477 79	98	138,857 27
Grinnell & Montezuma.....	17.00	.....	.....	.....	.....	15,457 36	912 60	.....	15,457 36
Illinois Central.....	402.16	245,145 99	111,876 93	329,801 75	148,554 87	835,379 54	2,077 90	85	835,379 54
Iowa Railway, Coal & Manufacturing Company.....	3 35	804 30	393 40	2,026 53	2,863 41	6,087 73	1,873 00	.....	6,087 73
Kansas City, St. Jo. & Council Bluffs.....	263.38	339,180 69	144,351 31	422,927 35	171,444 95	1,072,512 67	4,713 56	80	263,715 44
Missouri, Iowa & Nebraska.....	85.00	32,223 61	17,636 75	30,883 76	13,788 76	103,531 88	1,212 82	87	116,270 30
Newton & Monroe.....	17 00	6,221 30	889 37	7,321 99	2,626 69	16,957 73	997 22	79	16,957 73
St. Louis, Ottumwa & Cedar Rapids.....	43.16	24,828 74	12,481 49	29,128 37	7,260 30	73,698 96	1,709 60	85	73,698 96
St. Louis City & Pacific.....	89.47	65,053 76	20,428 46	56,629 88	36,348 47	161,442 27	2,048 34	98	161,442 27
St. Louis City & Pembina and Dakota Southern.....	119.90	56,628 05	19,924 38	57,488 11	17,678 48	151,719 02	1,264 32	1 25	12,885 55
St. Louis City & St. Paul.....	168.00	115,103 18	46,473 04	96,657 20	20,981 32	277,531 74	1,646 67	1 20	162,642 46
Toledo & Northwestern.....	88 00	880 00	.....	0 00	2,920 00	3,677 70	41 22	.....	1,223 90
Union Pacific.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
NARROW GAUGE ROADS.									
Burlington & Northwestern.....	33.80	3,273 38	914 32	5,909 29	1,754 60	11,851 59	880 00	80	11,851 59
Crooked Creek.....	9.00	900 00	938 21	3,029 60	2,180 00	7,049 21	783 02	.....	7,047 21

\* Lines in Iowa.

† Superintendent reports no record of expenses kept.

TABLE V—CONTINUED.

RAILROADS.	Miles.	Maintenance of way.	Motive power and cars.	Conducting train operations.	General expenses.	Total.	Per mile of road.	Per train mile.	Proportion for terminals.
Des Moines, Adel & Western	7.90	00	00	741 60	77 40	818 00	103 54	13 00	1 819 00
Des Moines & Minneapolis	58.00	10,891 25	8,663 67	21,533 38	9,238 91	47,356 19	816 14	823 00	47,766 19
Iowa Eastern	19.70	3,739 18	535 41	3,981 17	3,800 34	12,055 00	612 00	612 00	12,055 00
Waukon & Mississippi	23.00	3,668 82	923 60	4,651 85	2,169 38	11,613 64	504 94	504 94	11,613 64
<b>Totals</b>	<b>7880.31</b>	<b>\$6,254,884 42</b>	<b>\$3,337,009 43</b>	<b>\$9,782,018 81</b>	<b>\$2,600,217 49</b>	<b>\$28,928,968 38</b>	<b>\$3,176 05</b>	<b>46</b>	<b>\$12,904,420 92</b>

\* For eight months.

TABLE VI.  
OPERATING EXPENSES COMPARED WITH EARNINGS.

RAILROADS.	OPERATING EXPENSES.				EARNINGS.			DIFFERENCE.		
	Miles.	Total.	Per mile of road.	Per train mile.	Total.	Per mile of road.	Per train mile.	Operating expenses in excess of earnings.	Operating expenses in excess of earnings.	Operating expenses in excess of earnings.
Burlington, Cedar Rapids & Northern	425.76	960,658 29	2,256 87	1.04	1,887,061 64	3,266 00	1,329	\$ 487,393 35	69	3.64
Burlington & Southwestern	181.00	199,186 84	1,100 48	.79	206,703 60	1,139 56	.92	7,516 76	68	3.68
Central Iowa	190.84	555,018 19	2,936 60	1.19	718,563 27	3,765 05	1.33	160,545 08	77	3.68
Chicago, Burlington & Quincy	605.14	3,001,983 19	4,960 51	.87	5,020,187 11	8,279 34	1.40	2,018,173 98	60	3.68
Chicago, C. & N. W., Dubuque & Minneapolis	211.60	330,678 71	1,532 40	1.59	451,201 70	2,040 62	1.44	110,522 99	80	1.70
Chicago, Milwaukee & St. Paul	1771.40	4,804,300 34	2,712 15	.74	7,956,883 85	4,491 00	1.87	3,151,777 21	60	5.40
Davenport & Northwestern	160.65	184,288 51	1,147 00	.....	189,212 21	1,178 00	.....	4,923 70	67	3.68
Chicago & Northwestern	1616.50	6,543,518 98	4,047 96	.73	13,744,566 57	8,502 67	1.82	7,201,047 59	48	10.29
Iowa Midland	68.80	71,138 30	1,034 23	.81	74,786 43	1,087 01	.85	3,648 13	65	2.24
Chicago, Rock Island & Pacific	1069.00	5,018,339 95	4,694 44	.71	9,267,634 19	8,669 44	1.32	4,249,274 24	64	10.17
Keokuk & Des Moines	162.30	430,070 92	2,649 83	.86	543,098 40	3,333 00	1.19	123,027 57	77	1.80
Des Moines & Fort Dodge	87.20	128,837 37	1,477 72	.86	205,130 69	2,352 41	1.66	76,273 32	62	1.80
Fort Dodge & Fort Ridgely	15.00	.....	.....	.....	19,947 85	1,171 00	.....	4,650 49	79	1.07
Grinnell & Montezuma	17.00	18,497 36	912 00	.....	1,444,065 74	3,236 77	1.46	606,066 38	68	3.68
Illinois Central	402.16	838,579 54	2,087 00	.88	1,444,065 74	3,236 77	1.46	606,066 38	68	3.68
Iowa Railway, Coal & Manufacturing Co.	3.25	6,087 73	1,873 00	.....	8,973 67	2,761 13	.....	2,885 94	68	3.68
Kansas City, St. Jo. & Council Bluffs	320.98	1,073,512 07	4,713 66	.80	1,623,738 39	6,469 06	1.89	551,226 32	66	5.17
Missouri, Iowa & Nebraska	83.00	103,511 88	1,248 12	.87	123,899 69	1,487 64	1.05	20,387 81	64	3.68
Newton & Monroe	17.00	16,937 78	997 52	.78	22,320 61	1,313 94	1.65	5,382 86	76	6.33
St. Louis, Ottumwa & Cedar Rapids	43.16	73,698 96	1,709 00	.85	87,506 41	1,983 00	.96	16,142 55	128	3.68
Sioux City & Pacific	80.47	161,442 57	2,006 24	.98	236,802 37	2,943 48	1.42	75,419 70	68	1.15
Sioux City & Pembina & Dakota Southern	119.99	121,719 02	1,054 82	1.58	227,338 86	1,893 00	2.36	75,619 84	67	2.36
Sioux City & St. Paul	148.60	277,531 74	1,878 67	1.30	395,653 59	2,470 63	1.58	88,121 85	76	1.69
Toledo & Northwestern	3.00	5,677 70	1,233 00	.....	3,635 54	1,201 85	.....	72 16	1.02	3.68
Union Pacific	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago & Northwestern	33.80	11,851 59	380 00	.50	17,502 77	516 00	.74	5,711 18	67	3.68
Crookston Creek	2.00	7,047 51	783 02	.....	4,046 34	449 59	.....	3,000 87	174	3.68
Des Moines, Adel & Western	7.60	1,519 00	261 29	.....	1,534 74	276 39	.....	115 73	94	3.68
Des Moines & Minneapolis	58.00	47,756 19	823 00	.....	67,543 28	1,163 00	.....	19,787 09	73	3.68
Iowa Eastern	19.70	32,083 00	612 00	.....	14,174 74	719 53	.....	2,119 74	88	3.68
Waukon & Mississippi	23.00	11,613 64	504 94	.66	22,581 81	979 20	.89	10,968 17	62	3.68
<b>Totals</b>	<b>25,028,261 38</b>	<b>\$ 3,176 05</b>	<b>\$ 44,024,445 08</b>	<b>\$ 19,015,299 28</b>	<b>\$ 19,215 58</b>	<b>\$ 19,215 58</b>	<b>\$ 19,215 58</b>	<b>\$ 19,215 58</b>	<b>\$ 19,215 58</b>	<b>\$ 19,215 58</b>

TABLE VII.

OPERATING EXPENSES, INTEREST AND RENTAL COMPARED WITH EARNINGS.

RAILROADS.	Miles.	Total revenue.	Total operating expenses.	INTEREST AND RENTAL.		Total operating expenses, interest and rental.	Taxes paid in Iowa.	Excess of operating expenses over amount of interest and rental.	Excess of operating expenses, interest and rental, over revenue.	FOR MILES IN IOWA.	
				Paid.	Unpaid.					Excess of revenue over interest and rental.	Excess of operating expenses and rental over revenue.
Burlington, Cedar Rapids & Northern	425.76	\$ 1,287,061 64	\$ 950,638 29	\$ 335,513 13		\$ 1,286,171 42	\$ 34,722 53	\$ 15,354 58	\$ 101,790 22	\$ 101,790 22	
Burlington & Southwestern	131.00	296,703 00	199,186 84					17,423 35			
Central Iowa	190.64	715,653 27	553,018 19					17,423 35			
Chicago, Burlington & Quincy	605.14	5,020,157 11	3,001,983 19	422,618 25		3,424,603 13	113,311 41	1,595,555 98		1,995,555 98	
Chicago, Clinton, Dubuque & Minnesota	221.60	451,201 70	340,678 71	15,504 43	\$ 11,666 66	367,849 80	15,657 09	84,331 90		70,015 87	
Chicago, Milwaukee & St. Paul	171.49	7,956,083 53	4,804,306 34	2,144,158 81	3,056 05	6,971,531 29	33,996 45	964,832 35			
Davenport & Northwestern	160.65	189,212 21	184,285 51			87,319 60			92,992 90		92,992 90
Chicago & Northwestern	1616.50	13,744,566 57	6,543,518 98	3,833,324 56	83,120 00	10,160,163 54	101,050 88	3,584,403 03		1,433,761 21	
Iowa Midland	68.80	74,795 43	71,158 30			179,188 30	4,461 12		104,971 87		104,971 87
Chicago, Rock Island & Pacific	1069.00	9,267,634 19	5,018,339 95	939,830 00		5,958,189 95	117,622 75	3,309,444 24		2,018,769 98	
Keokuk & Des Moines	162.30	543,698 49	420,079 92	137,500 00		557,579 92	8,981 27		13,762 33		13,762 33
Des Moines & Fort Dodge	87.20	305,130 59	128,857 27	65,340 00		194,197 27		10,933 32		10,933 32	
Fl. Dodge & Ft. Ridgely	15.00							420 00			
Grinnell & Montezuma	17.00	19,947 85	15,497 36	7,125 00	8,000 00	30,622 36	6910 00		11,674 91		11,674 91
Illinois Central	402.16	1,440,065 74	836,379 54	628,613 75	00	1,465,993 29	61,756 78		19,927 55		19,927 55
Iowa Railway Coal & Manufacturing Co.	3.25	8,373 67	6,087 73	00	00	6,087 73	469 06	2,885 94		3,885 94	
Kansas City, St. Joseph & Council Bluffs	350.98	1,623,738 33	1,072,512 07	362,314 06		1,434,826 13	100,000 00	188,912 90		37,782 23	
Missouri, Iowa & Nebraska	85.00	123,899 69	103,531 88		12,600 00	229,531 88	4900 00		105,640 29		
Newton & Monroe	17.00	22,320 61	16,397 75	00	00	16,397 75	546 18	5,362 86		5,362 86	
St. Louis, Chicago & Cedar Rapids	43.16	67,556 41	75,698 96	22,575 00		96,373 96	13,464 00		38,717 95		38,717 95
Sioux City & Pacific	80.47	236,862 27	161,442 57	110,364 25	158,335 00	430,741 82	7,115 23		193,879 55		193,879 55
Sioux City & Pembina and Dakota South'n	119.90	227,338 36	151,719 02	60,050 00	00	211,779 02	2,160 89	15,559 34		5,186 00	
Sioux City & St. Paul	148.00	395,653 39	277,513 74				15,589 78				
Toledo & Northwestern	3.00	3,605 54	3,677 70	00	00	3,677 70	139 70		72 16		72 16
Union Pacific											
* No information given—estimated.											
† No information given—amount taken from report of 1878.											
<b>NARROW GAUGE ROADS.</b>											
Burlington & Northwestern	33.80	17,562 77	11,851 50	2,800 00	5,996 23	20,647 82	590 00		3,085 06		3,085 06
Crooked Creek	9.00	4,046 34	7,047 21	3,200 00		10,247 21	575 00		4,260 87		6,200 87
Des Moines, Adel & Western	7.00	1,934 73	1,819 00		860 00	2,679 00			684 27		684 27
Des Moines & Minneapolis	38.00	67,543 28	47,756 19	28,787 05		76,543 24	1,510 02		8,999 96		8,999 96
Iowa Eastern	19.70	14,174 74	3,655 00				343 36				
Waukon & Mississippi	23.00	22,521 81	11,619 64	6,110 00		17,729 64	590 00	4,798 17		4,798 17	
<b>Totals</b>		<b>\$ 44,024,445 08</b>	<b>\$ 25,028,261 38</b>	<b>\$ 8,853,968 29</b>	<b>\$ 494,893 54</b>	<b>\$ 33,433,261 19</b>	<b>\$ 684,169 79</b>	<b>\$ 99,887,529 55</b>	<b>\$ 699,460 46</b>	<b>\$ 5,386,831 50</b>	<b>\$ 493,769 17</b>



TABLE VIII.  
TRACK IN IOWA—MILES.

RAILROADS.	Road owned.	Road leased.	Total.	Sidings.	Length of track computed as single track.	Steel rails.	Iron rails.	Gauge.	NARROW GAUGE.	
									3 ft.	3 ft. 6 in.
Burlington, Cedar Rapids & Northern	412.02	00	412.02	33.31	447.33	113.26	298.76	4.85	0	0
Burlington & Southwestern	78.00	00	78.00	3.70	81.70	.....	78.00	4.85	0	0
Central Iowa	190.64	00	190.64	21.36	212.00	85.90	194.74	4.85	0	0
Chicago, Burlington & Quincy	604.85	00	604.85	117.05	723.80	253.86	359.92	4.85	0	0
Chicago, Clinton, Dubuque & Minn.	185.25	00	185.25	15.94	199.14	4.83	178.37	4.85	0	0
Chicago, Milwaukee & St. Paul	484.50	00	484.50	36.00	520.00	181.61	464.92	4.85	0	0
Davenport & Northwestern	160.65	00	160.65	6.11	166.76	.....	160.65	4.85	0	0
Chicago & Northwestern	8.50	416.75	425.25	60.00	485.25	276.82	145.43	4.85	0	0
Iowa Midland	68.80	00	68.80	4.80	73.60	00	68.80	4.85	0	0
Chicago, Rock Island & Pacific	482.63	178.00	660.63	91.65	752.28	392.00	268.63	4.85	0	0
Keokuk & Des Moines	162.20	00	162.20	15.36	177.56	24.23	157.98	4.85	0	0
Des Moines & Ft. Dodge	83.88	00	83.88	6.12	90.00	2.59	81.38	4.85	0	0
Ft. Dodge & Ft. Ridgely	15.50	00	15.50	.....	15.00	00	15.00	4.85	0	0
Grinnell & Montezuma	13.62	00	13.62	.89	14.12	00	13.62	4.85	0	0
Illinois Central	00	402.16	402.16	73.36	434.42	73.14	359.02	4.85	0	0
Dubuque & Dakota	.....	.....	.....	.....	.....	00	.....	.....	0	0
Iowa Railway, Coal & Mf'g Co.	3.25	00	3.25	00	4.05	00	3.25	4.85	0	0
K. C., St. Jo. & Council Bluffs	54.49	00	54.49	6.67	61.16	35.00	19.49	4.85	0	0
Missouri, Iowa & Nebraska	14.79	00	14.79	.80	15.59	00	14.79	4.85	0	0
Newton & Monroe	17.00	00	17.00	.90	17.00	00	17.00	4.85	0	0
St. Louis, Ottumwa & Cedar Rapids	43.16	00	43.16	3.50	46.66	00	43.16	4.85	0	0
Sioux City & Pacific	80.47	00	80.47	8.87	89.34	00	80.47	4.85	0	0
Sioux City & Pembina & D. S.	43.50	00	43.50	1.06	43.50	00	42.50	4.85	0	0
Sioux City & St. Paul	57.25	00	57.25	3.49	60.74	6.40	59.85	4.85	0	0
Toledo & Northwestern	3.00	00	3.00	.38	3.38	00	3.00	4.85	0	0
Union Pacific	.....	.....	.....	.....	.....	.....	.....	.....	0	0
<b>NARROW GAUGE.</b>										
Burlington & Northwestern	19.50	00	19.50	1.00	20.80	.....	19.50	3.0	0	0
Crooked Creek	9.00	00	9.00	1.50	10.50	.....	9.00	3.0	0	0
Des Moines, Adel & Western	7.00	00	7.00	.....	7.00	.....	7.00	3.0	0	0
Des Moines & Minneapolis	56.71	00	56.71	3.85	60.88	.....	56.71	3.0	0	0
Ft. Madison & Northwestern	19.70	00	19.70	1.60	21.30	.....	19.60	3.0	0	0
Iowa Eastern	23.00	00	23.00	.50	.50	.....	23.00	3.0	0	0
Waukon & Mississippi	.....	.....	.....	.....	.....	.....	.....	.....	0	0
Totals	3,309.13	996.91	4,306.04	481.09	4,877.06	1,219.01	3,178.23	.....	.....	.....

\*3.7 miles wooden rail.

TABLE IX.  
BRIDGES AND CROSSINGS.

RAILROADS.	TRUSS BRIDGES.						CROSSINGS.							
	WOODEN.			IRON.			RAIL-ROADS.			HIGHWAYS.				
	Number.	Aggr. length in feet.	Aggr. length in ft. in.	Number.	Aggr. length in feet.	Aggr. length in ft. in.	At grade.	Over or under.	At grade.	Over track.	Under track.	Is foot ab'y track.	Not in feet above track.	At which there are openings.
Burlington, Cedar Rapids & Northern	15	1,738	0	11	0	0	0	0	0	0	0	0	0	1
Burlington & Southwestern	20	3,181	19	2,318	390	35,971	22	0	0	0	0	10	0	0
Chicago, Burlington & Quincy	26	7,685	0	0	0	45,850	11	0	0	0	0	0	0	0
Chicago, Clinton, Dubuque & Minn.	109	11,753	0	0	0	0	2	0	0	0	0	0	0	0
Chicago, Milwaukee & St. Paul	25	10,812	36	6,080	6	676	13	3,354	114	17,650	5	0	0	0
Chicago, Rock Island & Pacific	38	1,890	2	670	25	1,350	10	0	0	0	0	0	0	0
Keokuk & Des Moines	4	423	0	0	0	0	0	0	0	0	0	0	0	0
Des Moines & Ft. Dodge	27	4,866	1	110	0	0	0	0	0	0	0	0	0	0
Ft. Dodge & Ft. Ridgely	1	40	0	0	0	0	0	0	0	0	0	0	0	0
Grinnell & Montezuma	1	40	0	0	0	0	0	0	0	0	0	0	0	0
Iowa Railway, Coal & Manufacturing Company	1	40	0	0	0	0	0	0	0	0	0	0	0	0
Kansas City, St. Jo. & Council Bluffs	1	40	0	0	0	0	0	0	0	0	0	0	0	0
Missouri, Iowa & Nebraska	1	160	0	0	0	0	0	0	0	0	0	0	0	0
St. Louis, Ottumwa & Cedar Rapids	1	100	0	0	0	0	0	0	0	0	0	0	0	0
Sioux City & Pacific	1	100	0	0	0	0	0	0	0	0	0	0	0	0
Sioux City & Pembina & D. S.	1	200	0	0	0	0	0	0	0	0	0	0	0	0
Sioux City & St. Paul	1	200	0	0	0	0	0	0	0	0	0	0	0	0
Toledo & Northwestern	1	200	0	0	0	0	0	0	0	0	0	0	0	0
Union Pacific	4	60	0	0	0	0	0	0	0	0	0	0	0	0
Burlington & Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

NARROW GAUGE.

Burlington & Northwestern.

TABLE IX—CONTINUED.

RAILROADS.	WOODEN BRIDGES.				TRUSS BRIDGES.				CROSSINGS.										
	WOODEN.		IRON.		STONE CULVERTS.		CONCRETE TUBES.		WOODEN TRAFFIC ROADS.		RAILROADS.		HIGHWAYS.						
	Number.	Aggr. length in feet.	Number.	Aggr. length in feet.	Number.	Aggr. length in feet.	Number.	Aggr. length in feet.	Number.	Aggr. length in feet.	At grade.	Over or under.	Over track.	Under track.	18 feet ab'v track.	Between tracks.	Not 18 feet above track.	At which there are flagmen.	
Crooked Creek	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Des Moines, Adel & Western	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Des Moines, Keokuk & Western	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Iowa Eastern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Iowa Western	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Waukon & Mississippi	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals	887	76,640	71	10,386	531	31,023	34	6,484	5,659	523,850	82	0	3,680	50	51	3	24		

TABLE X.  
STATIONS, PERSONS EMPLOYED, AND FENCING.

RAILROADS.	STATIONS.		EMPLOYES.		FENCING.			
	Total.	In Iowa.	Total.	In Iowa.	Miles built.	Miles needed.	Cost per rod.	Total expense for.
Burlington, Cedar Rapids & Northern	72	69	1,300	1,275	424	400	\$1.00	.....
Burlington & Southwestern	29	12	.....	.....	.....	.....	.....	.....
Central Iowa	36	36	560	560	162	216	.....	\$ 8,613.00
Chicago, Burlington & Quincy	298	113	10,240	4,077	596	9	1.00	.....
Chicago, Clinton, Dubuque & Minnesota	27	25	485	475	70	.....	.....	5,306.34
Chicago, Milwaukee & St. Paul	288	76	7,510	1,980	428	125	.75	.....
Davenport & Northwestern	30	30	.....	.....	64	268	.....	.....
Chicago & Northwestern	296	70	7,621	1,640	730	130	.....	.....
Iowa Midland	15	15	81	81	136	90	.....	.....
Chicago, Rock Island & Pacific	183	102	6,885	3,573	1,106	118	1.15	.....
Keokuk & Des Moines	30	30	638	638	76	172	.....	.....
Des Moines & Fort Dodge	14	14	151	151	4	107	.....	.....
Fort Dodge & Fort Midway	3	3	18	18	6	36	.....	.....
Grinnell & Montezuma	2	2	10	10	6	30	1.00	.....
Illinois Central	59	69	841	841	268	.....	.....	10,737.40
Iowa Railway, Coal & Manufacturing Co.	2	2	6	6	1	5	.....	.....
Kansas City, St. Jo. & Council Bluffs	41	9	.....	.....	140	33	.....	.....
Missouri, Iowa & Nebraska	18	4	108	10	.....	.....	.....	.....
Newton & Monroe	3	3	28	28	.....	35	.89	192.31
St. Louis, Ottumwa & Cedar Rapids	6	6	60	60	2	.....	.....	700.00
St. Louis, St. Joseph & North	19	19	322	249	7	143	.....	.....
St. Louis, St. Paul & Northern Pacific	21	12	322	249	7	143	.....	.....
St. Louis, St. Paul & Northern Pacific	19	6	143	40	2	81	.70	448.00
Toledo & Northwestern	15	5	.....	.....	121	91	.....	.....
Union Pacific	2	2	7	7	2	.....	.....	480.00
Narrow Gauge Roads.								
Burlington & Northwestern	8	8	16	16	.....	18	.....	.....
Crooked Creek	2	2	6	6	.....	16	.....	.....
Des Moines, Adel & Western	2	2	6	6	.....	14	.....	.....
Des Moines & Minneapolis	12	12	80	80	.....	110	.....	.....
Iowa Eastern	7	7	11	11	0	35	.....	.....
Waukon & Mississippi	3	3	24	24	0	40	.....	.....
Totals	1,855	743	96,656	15,341	4,112	2,167	.....	\$29,307.06

\*Estimated.

TABLE XI. EQUIPMENT.

Table with 18 columns: RAILROADS, LOCOMOTIVES, PASSENGER TRAINS, FREIGHT TRAINS, MIXED TRAINS, CONSTRUCTION TRAINS, Miles run, Number of passengers, Number of passenger cars, Total mileage, Miles run, Miles run by, Average tons weight, Average number of, Average tons weight, Average number of, Miles run by, Average tons weight, Average number of, Miles run by, Kind of brake used on passenger cars.

\*In tons.

†Lbs.

TABLE XII.

MILEAGE - TRAINS, PASSENGERS, AND FREIGHT.

Table with 10 columns: RAILROADS, PASSENGER TRAINS, FREIGHT TRAINS, MIXED TRAINS, CONSTRUCTION TRAINS, Miles run, Number of passengers, Number of passenger cars, Total mileage, Miles run, Miles run by, Average tons weight, Average number of, Average tons weight, Average number of, Miles run by, Average tons weight, Average number of, Miles run by, Kind of brake used on freight car.

\* Lbs. in tons.

+ For nine months.

TABLE XII.—CONTINUED.

RAILROADS.	PASSENGER TRAINS.			FREIGHT TRAINS.			MIXED TRAINS.		CONSTRUCTION TRAINS.	Total mileage.	Number of passengers carried.	Number of passengers carried one mile.	Number tons freight carried.	Number tons freight carried one mile.
	Miles run by	Average number of cars.	Average tons weight.	Miles run by	Average number of cars.	Average tons weight.	Miles run.	Miles run.						
NARROW GAUGE ROADS.														
Burlington & Northwestern	0	0	0	0	0	0	93,804	0	33,804	6,931	100,982	7,178	308,202	
Crooked Creek	0	0	0	0	0	0	5,625	0	5,625	913	8,317	4,259	88,331	
Chicago, Burlington & Quincy*	0	0	0	0	0	0	3,120	0	3,120	3,856	24,892	734	5,968	
Des Moines, Adel & Western*			45											
Des Moines & Minneapolis														
Iowa Eastern														
Waukon & Mississippi										3,628	63,793	10,660	501,311	
Totals	6,971,372		18,505,550				392,695	1,469,948	27,001,664	7,927,683	330,408,980	8,553,311	2,780,826,910	

\* For eight months.

TABLE XIII.  
TONNAGE CLASSIFIED.

RAILROADS.	Grain.	Flour.	Provisions.	Animals.	Other agricultural products.	Lumber and forest products.	Coal.	Plaster.	Salt.	Iron and steel.	Stone and brick.	Manufactures.	Mechanics and other articles.	Total.
Burlington, Cedar Rapids & Northern	192,044	48,806	20,287	105,304	4,293	62,663	78,082	12,778	16,480	13,966	3,692	43,088	26,035	611,999
Burlington & Southwestern														
Central Iowa	21,713	1,748		27,707		11,612	150,930		2,337		4,317	1,989	18,559	235,952
Chicago, Burlington & Quincy*	865,616	19,731	63,296	204,361		248,273	134,042		46,123	6,337	27,013	227,429	1,841,621	
Chicago, Clinton, Dubuque & Minnesota	37,349	1,523	2,652	10,234	5,606	59,520	9,684		1,026		490	490	31,725	150,422
Chicago, Milwaukee & St. Paul	571,297	204,490	58,089	128,058		272,642	93,622			83,865	91,043	28,292	479,694	2,010,002
Chicago & Northwestern														
Iowa Midland														95,380
Chicago, Rock Island & Pacific	660,229	25,447	81,371	263,126		382,763	293,884		128,628	109,379	25,799	310,555	2,289,281	
Keokuk & Des Moines	10,921	543	7,889	10,640		15,745	13,966		4,073	6,399	759	23,101	94,964	
Des Moines & Ft. Dodge	28,366	234	30	12,171	2,366	3,340	35,244	1,629	713		966	626	6,319	91,400
Ft. Dodge & Ft. Ridgely														
Grinnell & Monticaua														
Illinois Central	94,432	10,635	4,744	68,162	4,171	52,726	69,332		5,480	3,456	10	4,286	87,168	394,995
Iowa Railway Coal & Manufacturing Company							31,476							31,476
Kansas City, St. Joseph & Council Bluffs	232,731	9,262	16,996	67,740	4,835	109,602	20,801	17,456		16,339	38,676		177,731	721,171
Missouri, Iowa & Nebraska.														
Newton & Monroe	2,483	82		934		622	27,108				56		545	31,812
St. Louis, Ottumwa & Cedar Rapids														
Sioux City & Pacific	31,376	1,130	1,976	6,302	988	28,238	3,800		1,880	3,359	409	3,228	29,735	95,510
Sioux City & Pembina and Dakota Southern.	30,154	1,263	437	4,407	639	13,034	1,991		835	9,341	1,063	1,276	12,234	74,684
Sioux City & St. Paul	39,028	651	2,084	2,859	20,332	83,578	7,406				2,311	2,895	21,864	133,889
Toledo & Northwestern														
Union Pacific														
NARROW GAUGE ROADS.														
Burlington & Northwestern	3,566	113		2,738	199	919	417					35	396	7,178
Crooked Creek	50			360		363	5,473							4,259
Des Moines, Adel & Western														734
Des Moines & Minneapolis														
Iowa Eastern	1,987	213		1,817		437	46		171		25			
Waukon & Mississippi	3,830	2	864	1,298	82	1,560	40		78				3,926	10,660
Totals—tons	2,814,871	321,232	361,310	912,645	43,511	1,310,358	974,374	31,863	28,020	306,040	263,783	109,286	1,444,964	8,590,881

\* Iowa.

TABLE XIV.  
RATES OF TRANSPORTATION.

RAILROADS.	PASSENGERS PER MILE.					FREIGHT PER TON PER MILE.		
	Highest.	Lowest.	Average for through.	Average for local.	Average for all.	Average for through.	Average for local.	Average for all.
	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.
Burlington, Cedar Rapids & Northern.....	3.50				3.37			3.14
Burlington & Southwestern.....	4.00	4.00	4.00	4.00	4.00			
Central Iowa.....	3.50	3.00	3.20	3.30	3.27	2.05	2.05	2.05
Chicago, Burlington & Quincy.....	3.00				2.41			.96
Chicago, Clinton, Dubuque & Minn.....	4.00	2.00	3.01	3.81	3.73	2.80	1.80	2.29
Chicago, Milwaukee & St. Paul.....	4.00	2.40			2.99			1.71
Davenport & Northwestern.....	4.00	3.00						
Chicago & Northwestern.....	4.00	1.80			2.68			1.53
Iowa Midland.....	3.00	2.12			2.90			2.43
Chicago, Rock Island & Pacific.....	3.00	2.00			2.94			1.43
Keokuk & Des Moines.....	3.50	3.00			3.50			2.87
Des Moines & Ft. Dodge.....	4.00	2.00		4.00	3.91			3.40
Ft. Dodge & Ft. Ridgely.....								
Grinnell & Montezuma.....								
Illinois Central.....	3.50	1.46	2.65	3.40	3.01			1.76
Iowa Railway, Coal & Mf'g Co.....	4.00	3.00			3.94			1.93
K. C., St. Jo. & Council Bluffs.....	3.50							
Missouri, Iowa & Nebraska.....	3.50	1.56			2.85			8.29
Newton & Monroe.....					3.60			1.20
St. Louis, Ottumwa & Cedar Rapids.....								
Sioux City & Pacific.....	4.00	3.00			3.61	2.40	2.68	2.45
Sioux City & Pembina and Dakota Southern.....	5.50	2.00		5.00	4.80			4.50
Sioux City & St. Paul.....	4.00	2.00			3.94			1.72
Toledo & Northwestern.....								
Union Pacific.....								
NARROW GAUGE.								
Burlington & Northwestern.....	4.00	1.20			3.33			6.24
Crooked Creek.....	3.33	3.33			3.33	9.00	9.00	9.00
Des Moines, Adel & Western.....	4.00	4.00	4.00	4.00	4.00			13.00
Des Moines & Minneapolis.....	4.00	2.00						
Iowa Eastern.....	4.00	4.00	4.00	4.00	4.00			
Waukon & Mississippi.....	4.00	2.57	3.50	3.80	3.50	9.00	9.30	9.50

TABLE XV.  
ACCIDENTS TO PERSONS.

RAILROADS.	KILLED.						INJURED.						TOTAL.		
	PASSENGERS.		EMPLOYEES.		OTHERS.		PASSENGERS.		EMPLOYEES.		OTHERS.				
	From causes beyond their own control.	From their own neglect or carelessness.	From their own neglect or carelessness.	From their own neglect or carelessness.	At stations and high way crossings.	Stealing rides.	Trespassing on track, etc.	From causes beyond their own control.	From their own neglect or carelessness.	From causes beyond their own control.	From their own neglect or carelessness.	At stations and high way crossings.		Stealing rides.	Trespassing on track, etc.
Burlington, Cedar Rapids & Northern	0	1	1	4	0	1	0	0	0	4	9	6	0	1	20
Central Iowa & Northwestern	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Chicago, Burlington & Quincy	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Chicago, Minn., Dubuque & Minnesota	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Chicago & Northwestern	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Chicago & Northwestern	0	1	4	0	0	0	0	0	0	0	0	0	0	0	5
Chicago, Rock Island & Pacific	0	1	4	0	0	0	0	0	0	0	0	0	0	0	5
Des Moines, Iowa & Nebraska	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Des Moines, Iowa & Western	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Des Moines & Ft. Dodge	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Des Moines & Ft. Dodge	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Central & Northwestern	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Illinois Central	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Illinois Central	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Kansas City St. Joseph & Council Bluffs	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Missouri, Iowa & Nebraska	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
St. Louis & Northwestern	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
St. Louis & Oregon	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
St. Louis, Iowa & Cedar Rapids	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sioux City & Pacific	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sioux City & Pembina and Dakota Southern	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Toledo & Northwestern	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Union Pacific	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Narrow Gauge Roads	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rock Island & Northwestern	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crooked Creek	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Des Moines, Adel & Western	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Des Moines & Minneapolis	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Des Moines & Minneapolis	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Waukon & Mississippi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Waukon & Mississippi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	11	31	7	9	24	1	11	38	67	11	5	23	84	134

TABLE XVI.

COMPARATIVE TABLE OF EARNINGS AND OPERATING EXPENSES FOR THE YEARS 1878 AND 1879.

RAILROADS.	EARNINGS.						OPERATING EXPENSES.					
	1878.			1879.			1878.			1879.		
	Total.	Per mile of road.	Per train mile.	Total.	Per mile of road.	Per train mile.	Total.	Per mile of road.	Per train mile.	Total.	Per mile of road.	Per train mile.
Burlington, Cedar Rapids & Northern	\$ 1,614,762 63	\$ 3,790 62	1 83	\$ 1,387,961 64	\$ 3,260 03	1 52	\$ 1,054,451 57	\$ 2,431 06	1 30	\$ 950,658 29	\$ 2,305 87	1 04
Burlington & Southwestern Railway	187,955 50	1,233 56	80	296,703 60	1,139 56	82	197,184 52	1,389 00	85	199,186 84	1,100 48	79
Central Iowa Railway	841,538 35	4,209 71	1 30	715,963 27	3,788 05	1 53	693,618 68	2,384 00	1 02	550,018 19	2,306 60	1 19
Chicago, Burlington & Quincy	4,290,886 54	8,186 70	.....	5,020,157 11	8,370 34	1 40	2,786,646 81	5,229 00	.....	3,001,983 13	4,960 81	87
Chicago, Clinton, Dubuque & Minn.	538,594 96	2,415 22	.....	451,201 70	2,040 62	1 44	277,847 59	1,245 08	.....	340,678 71	1,532 40	1 09
Chicago, Milwaukee & St. Paul	9,109,411 56	3,528 64	1 42	7,359,083 35	4,491 00	1 37	4,908,341 14	2,248 85	91	4,894,306 34	2,712 15	74
Davenport & Northwestern	222,927 47	1,386 00	.....	189,212 21	1,178 00	.....	204,888 89	1,275 00	.....	184,285 61	1,147 00	.....
Chicago & Northwestern	13,617,116 45	8,640 83	1 66	13,744,566 67	8,502 67	1 52	6,754,305 80	4,278 71	82	6,543,518 98	4,047 05	73
Iowa Midland	87,721 86	1,275 03	99	74,786 43	1,087 01	85	117,574 73	1,708 83	1 33	71,158 30	1,034 28	81
Chicago, Rock Island & Pacific	8,266,666 54	8,008 16	1 28	9,376,634 19	8,669 44	1 32	4,384,304 97	4,222 89	73	5,016,339 95	4,694 44	71
Kokuk & Des Moines	566,962 68	3,495 45	1 28	543,698 49	3,352 00	1 19	418,529 46	2,580 33	1 04	420,070 92	2,589 83	86
Des Moines & Ft. Dodge	182,812 44	2,096 47	1 61	205,113 59	2,352 41	1 56	139,338 83	1,490 53	1 17	128,857 27	1,477 73	98
Fort Dodge & Fort Ridgely	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Grinnell & Montezuma	83,077 48	226 00	.....	19,947 85	1 171 00	.....	*2,767 24	203	.....	15,497 36	913 00	.....
Illinois Central Railroad	1,707,709 06	4,246 33	1 20	1,444,065 74	3,590 77	1 46	1,010,808 98	2,51	74	835,379 54	2,077 00	88
Iowa E'y Coal & Manufacturing Co.	8,423 34	3,069 00	.....	5,973 67	3,761 23	.....	8,411 11	1,972 00	.....	6,087 73	1,873 00	.....
Kansas City, St. Jo. & Council Bluffs	1,490,029 83	5,490 25	.....	1,623,738 53	6,469 06	1 89	1,074,462 56	4,362 73	.....	1,072,512 07	4,713 66	89
Missouri, Iowa & Nebraska	98,827 34	1,162 67	.....	123,899 69	1,457 64	1 05	161,950 46	1,190 40	.....	108,331 88	1,318 02	87
Newton & Monroe	23,086 98	1,388 05	1 13	22,220 61	1,312 94	1 05	14,383 29	846 07	70	16,957 78	997 03	79
St. Louis, Ottumwa & Cedar Rapids	81,723 72	1,888 00	.....	57,556 41	1,333 03	66	106,510 60	2,455 00	.....	73,998 96	1,769 00	83
Sioux City & Pacific	283,326 33	2,988 94	1 67	236,862 27	2,943 48	1 42	178,697 30	2,229 65	1 10	161,442 57	2,006 24	98
Sioux City & Pembina and Dakota S.	233,890 43	2,960 63	2 67	227,338 96	1,895 09	2 36	128,359 29	1,688 83	1 44	151,719 02	1,354 32	1 58
Sioux City & St. Paul	407,548 63	2,753 71	1 76	365,653 59	2,470 83	1 58	272,960 39	1,731 00	1 11	277,531 74	1,876 67	1 30
Toledo & Northwestern	8,597 16	1,769 05	63	3,693 54	1,291 85	.....	4,582 16	1,841 33	81	3,977 70	1,223 90	.....
Union Pacific	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

\*For 2 1/2 months.

NARROW GAUGE ROADS.	1878.			1879.			1878.			1879.		
	Total.	Per mile of road.	Per train mile.	Total.	Per mile of road.	Per train mile.	Total.	Per mile of road.	Per train mile.	Total.	Per mile of road.	Per train mile.
Burlington & Northwestern	15,149 99	449 00	63	17,562 77	516 00	74	10,904 30	322 10	45	11,861 59	386 00	50
Crooked Creek Railway	4,689 12	586 14	.....	4,046 34	449 59	.....	5,743 64	717 98	90	7,047 21	768 02	.....
Des Moines, Adel & Western	48,068 81	1,739 00	.....	41,934 73	376 33	.....	42,251 45	1,182 00	.....	47,766 19	823 00	.....
Des Moines & Minneapolis	21,173 74	1,036 00	.....	14,174 74	719 53	.....	14,190 00	742 88	.....	19,055 00	613 00	.....
Iowa Eastern	17,460 00	757 00	.....	32,621 81	979 20	89	48,639	272 18	.....	11,619 84	1,223 90	46
Waukon & Mississippi	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals	\$44,119,285 04	.....	.....	\$44,024,445 08	.....	.....	\$28,026,662 84	.....	.....	\$28,028,261 38	\$ 3,176 06	.....

†For eight months.

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REPORT  
OF THE  
RAILROAD COMPANIES

FOR THE YEAR ENDING JUNE 30, 1870.

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REPORT  
OF THE  
BURLINGTON, CEDAR RAPIDS & NORTHERN

RAILWAY COMPANY,

FOR THE YEAR ENDING JUNE 30, 1879.

CAPITAL STOCK.

Capital stock authorized by articles of association .....	\$10,000,000.00
Par value of shares.....	[\$100.00]
Average price received per share.....	[Unknown,]
Capital stock authorized by vote of company. [Number of shares, 55,000.]	
Capital stock issued [number of shares, 55,000.] amount paid in,	5,500,000.00
Capital stock paid in on shares not issued [number of shares, none].....	
Capital stock—total amount realized in cash [nothing].....	
Capital stock—total amount realized in property [\$5,500,000.00]..	
Capital stock paid in per mile of road owned by Company, [413.26 miles].....	

ASSETS—CORPORATE PROPERTY.

Estimated value of the road-bed, including rails and bridges, etc. The property will earn interest at legal rate (6 per cent) upon the sum stated. The railway and appurtenances were purchased under foreclosure of mortgage, June 22, 1876, and the capital stock, as above stated, was issued to represent it.

DEBT.

Funded debt as follows:

First mortgage bonds (due June 1, 1906, bear interest at five per cent, which is payable June 1, and December 1,) amount....	\$6,500,000.00
Total amount of funded debt.....	\$6,500,000.00
Amount received from the same in property. ....	[\$6,550,000.00]
*Contingent liabilities as guarantor of bonds or debts of other corporations, specifying same, Minneapolis & St. Louis Railway Co. 7 per cent interest, payable June and December ....	\$ 150,000.00

\*In consideration thereof, we have a perpetual lease of 12½ miles of railway (a part of the main line operated) extending from the Iowa State line to Albert Lea, all in Freeborn county, Minnesota.

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT  
DURING YEAR.

The amounts under this heading are also included in the permanent cost of road or equipment, under the heading "Cost," this statement showing only what has been added during the year.

Main line, extension or alteration of road.....	\$	6,045.64
Branches, extension or alteration of road, specifying each, Pacific Division.....		6,002.25
Land.....		624.35
Passenger and freight stations, wood-sheds and water stations..		3,973.78
Engine-houses, car-sheds and turn-tables.....		1,234.53
New locomotives.....		6,000.00
New freight cars.....		15,242.02
Machine-shops, machinery and tools.....		272.05
New fences.....		18,044.32
Any other expenditures charged to property account, specifying same: new sidings, \$6,584.12; new bridges and masonry, \$3,060.81, and other improvements, \$2,244.48.....		11,880.41
Total.....		70,228.35
Property sold and credited property account during the year....		
Net addition to property account for the year.....	\$	70,228.35

State the policy pursued by your Company in regard to permanent improvement and repairs, such as replacing iron rails with steel, wooden bridges and culverts with iron and stone, reducing grades and ballasting track. Are the cost of these improvements charged to repairs or construction, and the reasons therefor? Ans. All such improvements, except masonry, are charged to maintenance of way. The cost of Railway is not unduly increased, and "operating expense" account will have a fair average credit in the end.

REVENUE FOR THE YEAR.

Monthly Earnings.

FROM TRANSPORTATION OF PASSENGERS AND FREIGHT.

		PASSENGERS.	FREIGHT.
July, 1878.....	\$	31,242.97	60,481.34
August, 1878.....		29,984.03	70,544.41
September, 1878.....		37,619.07	96,182.13
October, 1878.....		30,734.05	106,169.28
November, 1878.....		22,668.98	102,173.00
December, 1878.....		19,609.38	100,553.33
January, 1879.....		17,960.60	95,806.53
February, 1879.....		19,271.64	74,919.77
March, 1879.....		24,952.79	81,192.85
April, 1879.....		21,724.65	75,202.85
May, 1879.....		21,335.84	92,172.42
June, 1879.....		23,428.12	83,128.04
Totals.....	\$	300,531.12	\$ 1,038,525.95

FROM ALL OTHER SOURCES.

		MAILS.	EXPRESS.
July, 1878.....	\$	1,005.01	\$ 1,287.84
August, 1878.....		2,071.80	1,849.52
September, 1878.....		1,938.42	3,158.25
October, 1878.....		2,107.24	2,518.33
November, 1878.....		2,116.63	2,535.85
December, 1878.....		2,116.64	2,397.02
January, 1879.....		2,245.16	1,349.68
February, 1879.....		1,801.56	1,224.16
March, 1879.....		2,091.77	3,086.91
April, 1879.....		1,938.42	1,266.02
May, 1879.....		2,091.80	1,349.68
June, 1879.....		2,015.01	1,607.84
Totals.....	\$	24,679.46	\$ 24,225.10

RECAPITULATION OF EARNINGS.

Receipts from local passengers.....	\$	228,758.66
Receipts from through passengers.....		71,772.47
Receipts for express.....		24,225.10
Receipts for mails.....		24,679.46

Total receipts from passenger trains..... \$ 340,435.69

Receipts from passenger trains, per train mile run [359,534 miles] \$0.97.

Total receipts from freight trains..... \$1,038,525.95

Receipts from freight trains, per train mile run, [551,771 miles] \$1.88.

Receipts from miscellaneous sources, included in express above.

Total earnings..... \$ 1,387,961.64

Proportion for Iowa..... [\$1,347,211.26]  
Earnings per mile of road operated.... [425.76 miles] [ \$3,260.03]  
Per train mile, for passenger, freight and mixed trains, [911,305 miles] \$1.52.

Have you made any advance or reduction in freight since the enactment of Chapter 77, Laws of the Seventeenth General Assembly—if so, what percentage? Some slight changes—nothing important.

RECEIPTS OTHER THAN EARNINGS.

Receipts from other roads (mileage).....	\$	17,116.10
Receipts from rent of property other than road and equipment, specifying same.....		5,282.00
Receipts from sale of bonds of company not previously sold ..		350,625.00
Receipts from sale of other securities, coupon interest of bonds owned by company.....		25,906.92
Receipts from sale of real estate.....		1,750.89
Receipts from outstanding bond-account.....		1,895.08
Receipts from all other sources, specifying same—miscellaneous		12,233.64

Total..... \$ 414,808.23

Total receipts for the year..... \$ 1,802,769.87

## EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

CLASS 1—MAINTENANCE OF WAY AND BUILDINGS (*charged to operating expenses*).

Total ..... \$ 344,648.82

## CLASS 2—MAINTENANCE OF MOTIVE POWER AND CARS.

Total ..... \$ 304,939.43

## CLASS 3—CONDUCTING TRANSPORTATION.

Total ..... \$ 193,937.35

## CLASS 4—GENERAL EXPENSES.

Salaries of the general officers of the company—general office )  
 expenses, including clerk hire, rent, fuel, lights, etc. .... } \$ 70,287.26  
 Insurance ..... 2,122.90  
 Taxes in Iowa ..... 34,722.53  
 Total ..... \$ 107,132.69

## RECAPITULATION OF EXPENSES.

Total expenses of operating the road (embraced in classes 1, 2,  
 3, and 4) ..... \$ 950,658.29  
 Proportion for Iowa ..... [\$923,084.92]  
 Per mile of road operated ..... [\$2,205.87]  
 Per train mile for passenger, freight, and mixed trains,  
 [94,305 miles] [\$1.04] .....  
 Expense of running and management of passenger trains ..... \$ 135,696.27  
 Expense of running and management of passenger trains  
 per train mile ..... 37 2-3  
 Expense of running and management of freight trains ..... 218,261.03  
 Expense of running and management of freight trains, per  
 train mile ..... 39 3-5  
 Percentage of expenses to earnings ..... 68 1/2  
 Net earnings per train mile.... [911,305 miles] [\$0.47]

## GENERAL RECAPITULATION.

Total earnings ..... \$ 1,387,961.64  
 Total receipts during the year ..... [\$1,802,769.87]  
 Total operating expenses ..... 950,658.29  
 Net earnings—earnings above operating expenses ..... 437,303.35  
 Total receipts above operating expenses. .... [\$852,111.58]

## PAYMENTS FROM INCOME, DIVIDENDS, Etc.

Interest paid during the year ..... \$ 335,513.13  
 Total interest liability for the year ..... 335,513.13  
 Receipts above operating expenses and interest ..... 516,598.45  
 Amount paid during the year for permanent improvements, and  
 charged to cost of road ..... 70,228.35  
 Amount paid during the year for other expenses, charged to  
 operating expenses ..... 28,709.85  
 Floating debt liquidated during the year, last year ..... 147,382.10

Purchase of Chicago, Clinton & Western Railway ..... \$ 162,798.77  
 Date of last dividend declared ..... [None declared] ..  
 \*Balance for the year, or surplus ..... 107,485.38  
 \*Surplus at the commencement of the year shown opp. No. 7 ..

State in what does the surplus consist; if moneys where are they deposited; if securities, what are they?

†Total surplus consisting of cash \$35,284.07, on dep. in National  
 Bonds of this Co. (securities) 6,100.00, b'ks in hands of treas-  
 Sundry balances due Company, 69,919.33, urer. .... 107,485.38

\$111,303.39

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS,  
 JUNE 30, 1879.

## Dr.

Cost of consolidated road, equipment and property, June 30, 78. \$12,415,475.61  
 New Construction—Amount expended the year ..... 12,047.89  
 New Equipment—Amount expended the year ..... 21,242.02  
 Improvement of Property—Amount expended the year ..... 36,314.09  
 Other Expenditures—Amount expended the year ..... 29,328.20  
 Purchase of Chicago, Clinton & Western Railway ..... 162,798.77

\$12,677,206.58

Coupon Interest—Amount paid to June 30, 1878. ... 335,709.99  
 Amount paid during year ..... 335,513.13 671,223.12  
 Unfunded Debt, as per last report ..... 393,302.30

## Assets—

Capital stock not issued ..... \$ 4,500,000.00  
 Bonds in possession of Company ..... \$ 6,100.00  
 Due from railway and express companies ..... 21,907.46  
 Due from United States for mail service ..... 5,891.07  
 Due from station agents ..... 16,018.05  
 Due from bills receivable ..... 10,420.27  
 Amount paid on acc't Iowa City & Western R'y. . . 7,860.80  
 Due from miscellaneous sources ..... 8,221.67  
 Cash on hand ..... 35,284.07 \$ 111,303.39  
 Material and Fuel Account—  
 Machinery department ..... 36,826.30  
 Engineer department ..... 10,927.50  
 Renewal account ..... 115,415.52 163,169.32

\$ 18,516,201.71

\*The answer to what the securities are should be explicit, giving the number of shares and par value of stock, the number of bonds and par value, for each and every road in which the surplus is invested.

†A discrepancy of \$3,918.01, is due to fractional bonds and to profit and loss account.

GENERAL BALANCE SHEET, AT CLOSING OF ACCOUNTS,  
JUNE 30, 1879.

Cr.		
<i>Capital Stock</i> —.....		\$ 10,000,000.00
<i>Funded Debt</i> —Burlington, Cedar Rapids & Northern Railway, currency.....	\$8,500,000.00	
Minneapolis & St. Louis R'y (gold), guaranteed.....	150,000.00	6,650,000.00
<i>Unfunded Debt</i> —Current pay rolls and account.....	106,235.53	
Bills payable.....	88,630.66	
Loan account.....	3,930.86	
Less.....		\$ 198,797.05
Old rails on hand, cash value.....	\$2,875.54	\$ 165,921.51
<i>Income Account</i> —Sale of 500 Burlington, Cedar Rapids & Northern bonds, \$1,000 each, at 70½%.....	350,625.00	
Net earnings for year ending June 30, 1879.....	457,903.35	
Coupon interest on bonds owned by company.....	25,906.92	
Lots sold and leased.....	7,933.49	
Car Mileage.....	17,116.10	
Miscellaneous sources.....	12,233.64	
Outstanding bond account.....	1,893.08	\$52,111.58
Balance as per last annual statement, being income account for two previous years (see last report).....		848,168.62
		<u>\$18,516,201.71</u>

## DESCRIPTION OF ROAD.

Date when the road or portions thereof were opened for public use:	
From Burlington to Wapello, October 1, 1869.	
From Burlington to West Branch, November 1, 1870.	
From Burlington to Nora Junction, October 1, 1871.	
From Burlington to Plymouth, January, 1872.	
From Postville to Oelwein, January, 1872.	
From Postville to Linn, Vinton to Traer and Muscatine to Riverside, November, 1873.	
Railway as now operated November, 1877.	
*Length of main line of road completed from Burlington to Albert Lea, Minnesota.....	241.66
Length of main line of road completed in Iowa.....	229.10
Length of main line road completed in Minnesota.....	12.56
Length of double track on main line.....	None
Branches owned by company, viz:	
Milwaukee Division—Linn to Postville, length.....	94.14
Muscatine Division—Muscatine to Riverside, length.....	30.90
Pacific Division—Vinton to Holland, length.....	48.13
Iowa City Division—Elmira to Iowa City, length.....	9.75
Total length of branches owned by company.....	182.92
Total length of branches owned by company in Iowa.....	182.92
Total length of road belonging to this company.....	424.58
Aggregate length of sidings and other tracks not above enumerated.....	36.68
Same in Iowa.....	35.31
Aggregate length of tracks belonging to this company computed as single track.....	461.26
Same in Iowa.....	447.33

\*Eleven miles of iron track from Manly Junction to Northwood, are owned by the Central Iowa Railway, and not included herein.

Gauge of track.....	4.8½
Total length of tracks belonging to this company laid with steel rails..... [Weights per yard, 52 pounds]	113.26
Total length of tracks belonging to this company laid with iron rails..... [Weights per yard, 50, 52 and 56 pounds]	348.00
Total miles of road operated by this company.....	435.58
Total miles of road operated by this company in Iowa.....	423.02
Wooden bridges, number of, 37; aggregate length, feet.....	4,158
Combination bridges, number of, 7; aggregate length, feet.....	2,080
Iron combination, 1; aggregate length, feet.....	113
Wooden trestles, number of, 695; aggregate length, feet.....	40,333
Culverts: Cannot conveniently enumerate: nearly all wooden-box culverts.	

## BRIDGES BUILT WITHIN THE YEAR.

LOCATION.	KIND.	MATERIAL.	LENGTH.	WHEN BUILT.
No. 41, north of Wapello.....	Fink's Triangular Truss	Iron and wood	130	July, 1878
No. 119, south of Cedar Rapids.....	Fink's Triangular Truss	Iron and wood	177	July, 1878
No. 186, north of Cedar Falls.....	Wooden girder	Wood	96	June, 1879
No. 185, north of Cedar Falls.....	Wooden girder	Wood	32	July, 1878
No. 80, north of West Union.....	Wooden girder	Wood	48	June, 1879
No. 94, south of Clermont.....	Wooden girder	Wood	48	April, 1879

## CROSSINGS.

What railroads cross your road at grade in this State, and at what locality?	
Chicago & Southwestern R. R., at Columbus Junction	
Muscatine Division of B., C. R. & N. R. R., at Nichols	
Illinois Central R. R. at Cedar Falls and Independence	
Dubuque & Dakota R. R., at Clarksville	
Chicago, Milwaukee & St. Paul R. R., at Nora Junction and Plymouth	
Chicago, Rock Island & Pacific R. R., at West Liberty	
What railroads cross your road either over or under your grade in this State, and where?	
Chicago, Rock Island & Pacific R. R. at Iowa City.	
Number of crossings of highways at grade in this State without protection.....	511
Number of crossings of highways at grade in this state at which there are gates or flagmen.....	1
Number of crossings of highways over railroad.....	3
Number of crossings of highways under railroad.....	1
Number of highway bridges 18 feet above track.....	1
Number of highway bridges less than 18 feet above track.....	1
What regulations govern your employes in regard to the crossings of other railroads, and are they found to be sufficient?	
ANS. Rule 23. "All trains must come to a full stop four hundred feet from all crossings, at grade of other railroads, and will not proceed until the conductor is satisfied that the track is clear." Yes, if obeyed.	
What regulations govern your employes in regard to the crossings of public highways, and are these regulations found to be sufficient? One long and two short sounds of the whistle and ringing the bell 80 rods before.	

## STATIONS.

Number of stations.....	72
Same in Iowa.....	69

## EMPLOYES.

Number of persons regularly employed on all roads operated by company, including officials, about.....	1300
Same in Iowa.....	1275

## FENCING.

How many miles of fencing have you on your road in Iowa? .....	424.2
How many miles of fencing have you built during the year? .....	76.97
What was the average cost per rod? About \$1.00.	
The total cost of same? Unknown.	
Give the miles of fence needed on both sides of your track, in each county in Iowa through which your road runs, and the aggregate amount in miles:	
5.5 miles.....in Des Moines county.	30.1 miles.....in Floyd county.
9 miles.....in Louisa county.	17.1 miles.....in Cerro Gordo county.
33.1 miles.....in Muscatine county.	35.4 miles.....in Worth county.
1.2 miles.....in Cedar county.	14.1 miles.....in Grundy county.
4.1 miles.....in Johnson county.	12.6 miles.....in Tama county.
16.6 miles.....in Linn county.	7.5 miles.....in Washington county.
52.2 miles.....in Benton county.	49.8 miles.....in Buchanan county.
17.6 miles.....in Black Hawk county.	69.8 miles.....in Fayette county.
5.8 miles.....in Bremer county.	1.6 miles.....in Winneshiek county.
26.8 miles.....in Butler county.	
Aggregate amount, 399.8 miles.	

## ROLLING STOCK.

Number of locomotives of more than 30 tons weight, exclusive of tender.....	17
Number of locomotives of more than 20 tons weight, exclusive of tender.....	21
Number of locomotives of more than ten tons weight, exclusive of tender.....	None.
Number of passenger cars—12-wheels.....	None.
Number of passenger cars—8-wheels.....	13
Number of express and baggage cars.....	15
Number of box freight cars.....	729
Number of stock cars.....	61
Number of platform cars.....	78
Number of coal cars.....	222
Number of conductors' way cars.....	20
Other cars as follows: 1 sleeper; 89 hand cars; 95 push cars; 3 iron cars; 3 snow plows; 1 bridge building train; 1 wrecking train. <sup>1</sup>	
Average amount of tonnage that can be carried over your road with an engine of the weight and power you use for freight trains—give the weight of engines generally used, with tender, 50 to 57 tons.....	180
Average number of passenger and express cars that can be hauled on your regular trains by an engine of given power and weight—give the weight of engine generally used. 40 tons with tender.....	6
Number of locomotives equipped with train-brake—Westinghouse air brake.....	11
Number of locomotives equipped with train-brake—Salisbury's steam air brake.....	26
Number of passenger cars equipped with train-brake.....	16
Number of baggage cars equipped with train-brake.....	12
What kind of train-brake is in use on your road? Westinghouse air brake.....	
Number of passenger cars with Miller platform and buffer.....	16
Number of other cars with Miller platform and buffer.....	12
Number of other cars with any other platform and buffer.....	None.

(1) Consisting of: 1 pile driver on flat car A.  
1 derrick on flat car B.  
1 way car Nos. 2 and 22.

(2) Consisting of: 1 derrick car, No. 1.  
1 tool car No. 80.  
1 way car, No. 360.

## TELEGRAPHS.

Miles of telegraph on line operated by company.....	425
Miles of telegraph owned by company.....	None.
Number of telegraph offices in company's stations.....	64
Number of telegraph stations operated by company.....	12
Number of telegraph stations operated jointly by rail and telegraph companies.....	52

## MILEAGE, TRAFFIC, Etc.

Miles run by passenger trains during the year.....	359,594
Miles run by freight trains.....	551,771
Total mileage of passenger, freight and mixed trains	911,365
Miles run by construction and other trains.....	69,230
Total train miles run.....	980,595
Number of through passengers.....	20,124
Number of local passengers.....	232,988
Total number of passengers carried.....	253,107
Total passenger mileage, or passengers carried one mile.....	8,926,588
Average amount received from each passenger.....	\$ 1.18
Average distance traveled by each passenger.....	35.27
Total tons of freight carried.....	764,182.9
Total freight mileage, or tons carried one mile.....	48,432,507
Highest rate of fare per mile, for any distance.....	.03 1/2
Average rate of fare per mile, received for all passengers.....	.03 1/2
Average rate received per mile, per ton for all freight carried.....	.02 1/4
Average number of cars in passenger trains, including baggage cars.....	3.12
Average number of cars in freight trains.....	15.88
Average weight of passenger trains, including locomotive and tender in working order, exclusive of passengers—tons.....	266
Average weight of freight trains, including locomotive and tender in working order, exclusive of freight—tons.....	247
Rate of speed of passenger and express trains, including stops—miles.....	22
Rate of speed of freight trains, including stops—miles.....	10

## TONNAGE OF ARTICLES TRANSPORTED.

	TONS.
Grain.....	102,044.26
Flour and meal.....	43,806.16
Provisions (beef, pork, lard, etc.).....	20,286.87
Animals.....	105,894.28
Agricultural implements.....	4,293.23
Lumber and forest products.....	52,962.87
Coal.....	78,081.98
Bran and mill-stuffs.....	12,778.22
Salt.....	15,489.30
Petroleum.....	
Railroad iron—iron and steel rails.....	13,956.42
Ice.....	3,592.00
Manufactures—articles shipped from point of production, household goods, etc.....	43,088.05
Merchandise.....	20,035.30
Total tons carried.....	611,999.94
Company, or free freight.....	152,183.00
Total.....	764,182.94

## ADDITIONAL QUESTIONS.

## EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freight at the depot, or at the office of such express company?

Ans. The American Express Company, which pays us \$40.00 a day for 20,000 pounds, and double first class freight for any excess thereof. On cars at depots.

## TRANSPORTATION COMPANIES.

What freight and transportation companies run on your road? None. What amount have you paid other corporations, car loading companies (stock or paper) or individuals, not operating railroads, for the use of cars, siding, etc., for the use of said companies, and the amount paid to each? None. We paid Oliver Adams amount paid to each?

Ans. We paid Oliver Adams \$1,000, during the year, \$10,848.00, as part of the rental-advance money for 1870, and the same amount for 1871, during the year, \$10,848.00, as part of the rental-advance money for 1872, when they will be fully paid for, and owned by this Company. Office, New York City. Total amount paid, \$19,696.00.

## SLEEPING CARS.

Do sleeping parlor or dining-room cars run on your road, and if so on what terms do they run, by whom are they owned, and what charges are made in addition to regular passenger rates?

Ans. Pullman Palace Car Company rates? Daily charging their regular rate in addition to regular passenger fares. What is the total amount paid by you to company for palace or sleeping-car companies, to what companies, and the amount paid to each? Please state fully the arrangement by which these cars run on your road, the terms, and who receives the earnings.

Ans. \$5,896.05 to the Pullman Palace Car Company. We pay them mileage of 3 cents for each car mile and running expenses. When their cars earn \$625.00 a month, each, mileage ceases.

## UNITED STATES MAIL.

What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service?

Ans. We received \$24,676.46 during year ending June 30, 1870. We have no contract yet. The Government pays what it pleases.

## SUMMARY.

State the amount of city, county and township aid granted to your company in exchange for stock or otherwise. None.

## ACCIDENTS TO PERSONS IN IOWA.

STATEMENT FOR THE YEAR ENDING JUNE 30, 1870, OF ALL ACCIDENTS RESULTING IN INJURIES TO PERSONS, GIVING EXTENT AND CAUSE THEREOF.

DATE.	NAME.	OCCUPATION.	PLACE.	INJURY.	REMARKS.
1878.					
July 9.....	Frank Fremel.....	Farmer.....	Road crossing, Ely.....	Killed*.....	Run over by passenger train; supposed to have been asleep on his wagon after a hard and long day's work. His fault.
July 9.....	Abijah Tarbox.....	Tramp.....	Shell Rock.....	Killed*.....	Shot by conductor while leading a gang in trying to capture train. His fault.
July 12.....	Thos. Whelan.....	Boy.....	Near Columbus Junction.....	Killed.....	Tried to board train in motion; was run over and killed; no inquest.
July 24.....	Chas. Fisher.....	Switchman.....	Cedar Rapids.....	Killed*.....	While making a careless coupling. His fault.
August 2.....	Geo. S. Winslow.....	Ass't Superintendent.....	Near Cedar Valley.....	Killed in the discharge of his duty.....	Knocked off of engine front by a bog which was thrown up by pilot, or he slipped in trying to get off. Beyond his control.
August 2.....	Dr. Johnson and granddaughter Sherman.....	Citizen.....	Kossuth.....	Bruised and cut—head and limbs.....	Stopped his buggy on public crossing and was run over. His own fault.
August 12.....	M. Whelan.....	Bridge carpenter.....	Near Columbus Junction.....	Face and body bruised and two ribs torn loose.....	Was standing on an old tie (on bridge) which broke and he fell fourteen feet. Beyond his control.
August 30.....	{ D. F. Cramer .. Peter Saun ..	{ Section foreman .. Section laborer ..	{ Postville .. Postville ..	{ Bruised .. Collar bone broken ..	{ The men were on a hand car and run into a wagon on a blind road crossing. They were to blame in not "showing up."
Septem'r 10.....	Richard McKain.....	Switchman.....	Cedar Rapids.....	Loss of left foot.....	Was thrown from top of car in approaching a switch while in act of climbing down. Company holds him to blame; he holds company.
Septem'r 12.....	Frank Babb.....	Switchman.....	Cedar Rapids.....	Loss of foot.....	Made a mistake in jumping on switch engine and was run over. His fault.
Septem'r 23.....	John Lewis.....	Citizen (boy).....	Wapello.....	Foot hurt.....	In trying to cross a train in motion.
Septem'r 28.....	D. A. Shannon.....	Citizen (boy).....	Manly Junction.....	Loss of arm.....	Trying to board train in motion; was run over. His fault.
Novem'r 9.....	V. S. Wells.....	Brakeman.....	Near Clarksville.....	Killed*.....	Knocked off train passing under bridge. His own fault, as he had passed under bridge many times.
Novem'r 23.....	Arthur Strohman.....	Citizen (boy).....	Independence.....	Bruised.....	Thrown from train while switching. Our employee warned him to get off and keep off. His fault.
Decemb'r 4.....	John Forrest.....	Brakeman.....	Nichols.....	Hand smashed.....	Careless coupling. His fault.
Decemb'r 17.....	Frank Barber.....	Brakeman.....	Sperry.....	Thumb and two fingers smashed.....	Careless coupling. His fault.
Decemb'r 20.....	John Law.....	Citizen.....	Near Wapello.....	Scalp wound.....	Threw himself against engine of freight train at public crossing; reported crazy. His fault.

## ACCIDENTS TO PERSONS IN IOWA—CONTINUED.

DATE.	NAME.	OCCUPATION.	PLACE.	INJURY.	REMARKS.
December 7, 1879.	August Breckman.	Section laborer.	Pacific Division.	Nose broken.	Slipped on hand-car and the cow hit him in the face. His fault.
January 16.	A. W. McElinnin.	Yard-switchman.	Cedar Rapids.	Two fingers hurt.	In careless sampling. His fault.
January 18.	John Folsom.	Laborer.	Cedar Rapids.	Scalp wound.	While opening round-house door detached a large splido, which fell on his head.
February 21.	Mike O'Donnell.	Section laborer.	West Union.	Skull fractured.	Struck by a hammer flying off handle while helping in cutting ties.
April 19.	L. D. McLaughlin.	Tramp.	Near Kosautz.	Killed*.	A sleep on track; train was on down grade, and although every effort was made to stop, it was too late. His fault.
April 26.	Unknown.	Tramp.	Kosautz.	Killed*.	Man ran to steel rail, thrown under and run over. His fault.
May 2.	John Holmquist.	Bridge carpenter.	Nichols.	Ankle dislocated.	By accidental fall of piece of bridge timber.
June 18.	Wm. Defert.	Citizen.	Near Sperry.	Leg broken.	While switching in wood-yard; had car on end of train; fell from top of car and was run over. His fault.

\*Note.—In cases marked \*, coroner's inquests have been held, which exonerated company from blame. Some unimportant accidents, which resulted favorably, have been omitted—no injury having occurred.

C. W. GARDINER, General Agent.

## RECAPITULATION OF ACCIDENTS.

Killed—Employees, from causes beyond their control.....	1
Employees, from misconduct or want of caution.....	1
Killed—Others at stations and highway crossings.....	4
Trespassing on track, etc.....	1
Total killed.....	7
Injured—Employees, from causes beyond their control.....	4
Employees, from misconduct or want of caution.....	9
Others, at stations and highway crossings.....	6
Others, stealing rides.....	1
Others, trespassing on track, etc.....	1
Total injured.....	20

In view of the many accidents which occur from railway employes getting their feet caught in frogs, switches, etc., please state whether your Company has adopted any plan for preventing such accidents?

Ans. No accidents have occurred on this railway from this cause, for over two years. Our standard frogs have cast-steel fillings, and we use wooden wedges.

## OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

*President*—Fred Taylor, New York City.  
*Vice-President*—E. F. Winslow, Cedar Rapids, Iowa.  
*Secretary*—W. D. Walker, Cedar Rapids, Iowa.  
*Treasurer*—Alexander Taylor, New York City.  
*Assistant Treasurer*—C. Stickney, Cedar Rapids, Iowa.  
*General Manager*—E. F. Winslow, Cedar Rapids, Iowa.  
*Superintendent, and General Freight and Ticket Agent*—C. J. Ives, Cedar Rapids, Iowa.  
*Assistant General Superintendent*—None.  
*Division Superintendents*—None.  
*Chief Engineer*—William P. Clark, Cedar Rapids, Iowa.  
*Superintendent of Telegraph*—Jno. C. Fox, Cedar Rapids, Iowa.  
*Auditor*—J. C. Brocksmit, Cedar Rapids, Iowa.  
*General Passenger Agent (Assistant)*—B. F. Mills, Cedar Rapids, Iowa.  
*General Freight Agent (Assistant)*—A. L. Mohler, Cedar Rapids, Iowa.  
*General Solicitor*—Hon. J. Tracy, Burlington.  
*General Agent*—Charles W. Gardiner, Cedar Rapids, Iowa.

## NAMES OF DIRECTORS, WITH RESIDENCE.

Fred Taylor, New York City.  
 Alex. Taylor, New York City.  
 Fred. Butterfield, New York City.  
 Horace Porter, New York City.  
 George Bliss, New York City.  
 W. S. Nichols, New York City.  
 William S. Opdyke, New York City.  
 John M. Denison, Baltimore, Maryland.  
 M. Shepard Bolles, Boston, Massachusetts.  
 Charles Bard, Norwich, Connecticut.  
 John L. Blair, Blairstown, New Jersey.  
 S. C. Bever, Cedar Rapids, Iowa.  
 E. F. Winslow, Cedar Rapids, Iowa.

General Offices at Cedar Rapids, Iowa.  
 Date of Annual Meeting of Stockholders—Fourth Tuesday in February of each year.  
 Fiscal year of the company ends June 30.

Names of stockholders authorized to vote at the last annual meeting, and shares of each. (To be reported separately.)

There were 1421 stockholders. The list would convey no information, as considerable of the stock has since changed hands.

STATE OF IOWA, }  
COUNTY OF LINN. }

E. F. Winslow, Vice-President and General Manager, and C. J. Ives, Superintendent, of the Burlington, Cedar Rapids & Northern Railway Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D., 1879, to the best of their knowledge and belief.

[L. S. OF R. R.]                      [Signed]                      E. F. WINSLOW,  
C. J. IVES.

ATTEST:  
W. D. WALKER, *Secretary.*

Subscribed and sworn to before me this 13th day of September, A. D., 1879.

[L. S.]                                      CHAS. W. GARDINER,  
*Notary Public.*

Received and filed in the office of the Commissioners of Railroads, this 15th day of September, 1879.                      J. S. CAMERON,  
*Secretary of Board of Railroad Commissioners.*

## REPORT

OF THE

# BURLINGTON & SOUTHWESTERN RAILWAY CO.,

FOR THE YEAR ENDING JUNE 30, 1879.

### CAPITAL STOCK.

Capital stock authorized by articles of association .....	\$ 20,000,000.00
Par value of shares .....	\$ 100.00
Number of stockholders at date of last election .....	365
Number of stockholders in Iowa at same date .....	234
Capital stock authorized by vote of company .....	1,793,700.00
Capital stock preferred, and conditions of preferment .....	None
Capital stock, total amount paid in as per books of the company .....	1,793,700.00

### ASSETS—CORPORATE PROPERTY.

Estimated value of rolling stock .....	\$ 29,750.00
Estimated value of stations, buildings and fixtures .....	5,100.00
Estimated value of all other property, including investments in stocks and bonds of other corporations .....	1,850.00
Estimated value of property per mile of road [142 miles]; Estimated by State Board of Equalization for taxation for 90 miles in Iowa at \$2,200 per mile.	

### DEBT.

Funded Debt, as follows:

First mortgage bonds (due 1890, bear interest at 8 per cent, currency, which is payable semi-annually), amount .....	\$ 1,800,000.00
Linnea branch mortgage bonds (due 1892, bear interest at 7 per cent, gold, which is payable semi-annually), amount .....	1,000,000.00
Second mortgage bonds (due 1882, bear interest at 8 per cent, currency, which is payable semi-annually), amount .....	88,000.00

\$200,000 of 7 per cent receiver's certificates authorized by United States court to complete and equip gap of 22 miles in Missouri.

There is a large amount of floating debt. Several hundred thousand dollars, which can only be got at from the old books of the railway company at considerable outlay of time and expense, and as the whole property is under a decree of sale under foreclosure, it can be of no use unless the Commissioners specially desire it.



## COST OF EQUIPMENT.

Locomotives .....	(5)
Passenger, mail and baggage cars .....	(6)
Freight and other cars .. 103 freight, 2 cabooses, 18 hand-cars	
Total for equipment, bought by this railway company and books show to have cost.....	\$ 173,021.19

## EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

The policy of the road, being in hands of the court, and with scarcely earnings enough to meet the ordinary expenses of operating, has been to get along with as few repairs as possible, and has been mainly confined to bridges, which have been renewed with wood and charged as new work in operating expenses.

## REVENUE FOR THE YEAR.

*Monthly Earnings.*

## FROM TRANSPORTATION OF PASSENGERS AND FREIGHT.

		PASSENGERS.	FREIGHT.
July, 1878		\$ 2,588.59	\$ 9,548.60
August, 1878		3,137.00	14,739.22
September, 1878		2,951.49	13,561.53
October, 1878		3,255.55	14,447.58
November, 1878		2,907.97	17,809.56
December, 1878		2,357.74	12,732.42
January, 1879		2,188.64	13,709.56
February, 1879		2,638.67	11,295.68
March, 1879		3,677.79	13,105.35
April, 1879		2,858.83	13,557.54
May, 1879		2,423.75	13,866.03
June, 1879		2,563.60	13,632.81
Totals		\$ 33,250.13	\$ 161,406.58

## FROM ALL OTHER SOURCES.

		MAILS.	EXPRESS.	MISCELLANEOUS.
July, 1878		\$ 679.94	\$ 297.49	\$ 36.53
August, 1878		679.94	272.04	45.05
September, 1878		679.94	269.61	53.78
October, 1878		679.94	291.41	.....
November, 1878		679.94	279.40	24.54
December, 1878		679.94	363.85	22.58
January, 1879		679.94	290.89	48.40
February, 1879		679.94	294.72	43.72
March, 1879		679.94	302.06	36.70
April, 1879		679.94	306.65	42.42
May, 1879		679.94	370.97	39.22
June, 1879		679.94	266.58	48.94
Totals		\$ 8,159.28	\$ 3,445.73	\$ 441.88

## RECAPITULATION OF EARNINGS.

Receipts from passengers .....	\$ 33,250.13
Receipts for express .....	3,445.73
Receipts for mails .....	8,159.28
<i>Total receipts from passenger trains</i> .....	\$ 44,855.14
Receipts from passenger trains, per train mile run [113,306 miles] .....	\$0.40 05-100
Receipts from freight .....	161,406.58
<i>Total receipts from freight trains</i> .....	\$ 161,406.58
Receipts from freight trains, per train mile run [138,269 miles], \$1.167.	
Receipts from miscellaneous sources, telegraph .....	441.88
<i>Total earnings</i> .....	\$ 206,703.60
Proportion for Iowa .....	\$130,976.19
Earnings per mile of road operated [181 miles] .....	\$1,139.56
Per train mile, for passenger, freight and mixed trains [251,605 miles] .....	\$0.82 11-100

## EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

CLASS 1—MAINTENANCE OF WAY AND BUILDINGS (*charged to operating expenses*).

Repairs of track—labor and supplies exclusive of new ties } —new ties, No. —, cost per tie, \$ —	\$ 51,755.96
Repairs of bridges—labor and supplies .....	4,469.61
Repairs of fences—labor and supplies .....	826.84
Repairs of buildings, stations and water-tanks, etc. ....	911.09
Total .....	\$ 57,963.50

## CLASS 2—MAINTENANCE OF MOTIVE POWER AND CARS.

Repairs of locomotives .....	\$ 13,511.00
Repairs of cars .....	14,096.19
Total .....	\$ 27,607.19

## CLASS 3—CONDUCTING TRANSPORTATION.

Fuel .....	\$ 15,933.84
Oil, waste and lights .....	2,508.35
Wages of employes—conductors, enginemen, brakemen, station-men (all grades) and clerks, miscellaneous train and station supplies, and expenses .....	37,673.44
Water supply .....	3,463.80
Loss and damage of goods .....	663.85
Injuries to persons .....	392.42
Damage for stock killed .....	5,388.87
Hire of cars .....	4,981.05
Legal expenses .....	1,829.08
All other expenses chargeable to this account—track rent .....	12,000.00
Total .....	\$ 84,784.70

## CLASS 4—GENERAL EXPENSES.

Salaries of the general officers of the company, general office expenses, including clerk hire, rent, fuel, lights, etc., insurance, except taxes .....	\$ 10,496.87
Taxes in Iowa and other States .....	18,334.58
Total .....	\$ 28,831.45

## RECAPITULATION OF EXPENSES.

Total expenses of operating the road (embraced in classes 1, 2, 3 and 4) .....	\$ 199,186.84
Proportion for Iowa .....	\$133,175.70
Per mile of road operated .....	1,100.48
Net earnings per train mile [181 miles] .....	39.08

## GENERAL RECAPITULATION.

Total earnings .....	\$ 206,703.60
Total operating expenses .....	199,186.84
Net earnings—earnings above operating expenses .....	7,516.05

## DESCRIPTION OF ROAD.

Date when the road or portions thereof was opened for public use:	
From Viede, Iowa, to Farmington, Iowa, June 1, 1871.	
From Viede, Iowa, to Mt. Stirling, Iowa, September 24, 1871.	
From Viede, Iowa, to Milton, Iowa, November 1, 1871.	
From Viede, Iowa, to Pulaske, Iowa, December 11, 1871.	
From Viede, Iowa, to Moulton, Iowa, December 31, 1871.	
From Viede, Iowa, to Cincinnati, Iowa, December 11, 1872.	
From Viede, Iowa, to Unionville, Missouri, June 8, 1873.	
From Viede, Iowa, to Laclede, Missouri, October 1, 1876.	
Length of main line of road completed from Burlington to Laclede .....	181 miles
Length of main line of road completed in Iowa .....	117 miles
Length of main line of road completed in Missouri .....	11.33 miles
Branches owned by company .....	53.01 miles
Total length of road belonging to this company .....	142 miles
Aggregate length of sidings and other tracks not above enumerated .....	4.86 miles
Same in Iowa .....	3.7 miles
Aggregate length of track belonging to this company computed as single track .....	142 miles
Same in Iowa .....	78 miles
Gauge of track .....	4 ft. 8½ in.
Total length of track belonging to this company laid with iron rails [weights, per yard, 50 and 52 lbs.] .....	142 miles

## Roads belonging to other Companies, operated by this Company, under Lease or Contract.

Name, description and length of each.	
Chicago, Burlington & Quincy .....	25 miles
St. Louis, Kansas City & Northern .....	14 miles
Total length of above roads .....	39 miles
Total length of above roads in Iowa .....	39 miles
Total length of above roads in other States .....	None
Total miles of road operated by this company .....	181 miles
Total miles of road operated by this company in Iowa .....	117 miles

## NUMBER OF BRIDGES AND TRESTLES ON WHOLE LINE.

Wooden bridges, number of, 9; aggregate length, feet .....	1,780
Wooden trestles, number of, 137; aggregate length, feet .....	14,552
Culverts, number of, 196; aggregate length, feet .....	7,008

## CROSSINGS.

What railroads cross your road at grade in this State, and at what locality? Keokuk & Des Moines Railroad, at Farmington, Iowa; Missouri, Iowa & Nebraska Railroad, at Selma, Iowa.

What railroads cross your road either over or under your grade in this State, and where? None.

What regulations govern your employes in regard to the crossings of other railroads, and are they found to be sufficient? Come to full stop not over 800 feet, nor less than 200 feet before crossing.

What regulations govern your employes in regard to the crossings of public highways, and are these regulations found to be sufficient? Bell rung and whistle sounded; they are.

## STATIONS.

Number of stations .....	29
Same in Iowa .....	12

## ROLLING STOCK.

Number of locomotives of more than thirty tons weight, exclusive of tender .....	1
Number of locomotives of more than twenty tons weight, exclusive of tender .....	5
Number of passenger cars—12-wheel .....	1
Number of passenger cars—8-wheel .....	2
Number of express and baggage cars .....	3
Number of box freight cars .....	24
Number of stock cars .....	25
Number of platform and coal cars .....	54
Number of conductors' way-cars .....	2
Number of hand-cars .....	18

Average amount of tonnage that can be carried over your road with an engine of the power and weight you use for freight trains—give the weight of engines generally used. Seventeen freight cars; thirty tons.

Average number of passenger and express cars that can be hauled on your regular trains by an engine of given power and weight—give weight of engine generally used. Full capacity never tested—have hauled twelve; thirty tons.

Number of locomotives and passenger cars equipped with train-brake. None.

Number of passenger and baggage cars with Miller platform and buffer. Six.

## TELEGRAPHS.

Miles of telegraph on line operated by company .....	181
Miles of telegraph owned by company .....	53
Number of telegraph offices in company's stations .....	21
Number of telegraph stations operated by company .....	21
Number of telegraph stations operated jointly by rail and telegraph companies .....	11

## MILEAGE, TRAFFIC, ETC.

Miles run by passenger trains during the year .....	113,306
Miles run by freight trains .....	138,299
Total mileage of passenger, freight and mixed trains .....	251,605
Highest rate of fare per mile, for any distance .....	4 cents
Lowest rate of fare per mile, for any distance (single fare) .....	4 cents
Rate of speed of passenger and express trains, including stops .....	18 miles
Rate of speed of freight trains, including stops .....	12 miles

## ADDITIONAL QUESTIONS.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies? American; once and one-half first class rates for freight and messenger fare one way full fare; general express; take freights at depot.

What freight and transportation companies run on your road? None.  
 What amount have you paid other corporations, car leasing companies [stock companies], or individuals, *not operating railroads*, for the use of cars, stating name of individuals or company, place of location of general office of said company, and amount paid to each?

Western Car Company, New York, N. Y. ....	\$ 5,880.00
North Chicago Rolling Mill Company, Chicago, Ill. ....	3,240.00
Eureka Iron Company, Detroit, Mich. ....	600.00

Total amount paid .....

\$ 9,720.00

Do sleeping, parlor or dining-room cars run on your road? None.  
 What is the compensation paid you by the United States government for the transportation of its mails, and on what terms of service? Forty-five dollars per mile; daily mail each way, except Sunday.

## ACCIDENTS RESULTING TO PERSONS IN IOWA.

April 3, 1879. Robert Devoe, brakeman; injured by having fingers crushed coupling cars at Farmington, Iowa.

## OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

*President*—Elijah Smith, Boston, Massachusetts.  
*Vice-President*—Henry Sayles, Boston, Massachusetts.  
*Secretary and Treasurer*—J. A. Ostrander, Burlington, Iowa.  
*General Manager*—Elijah Smith, Burlington, Iowa.  
*General Superintendent*—John W. Smith, Burlington, Iowa.  
*Chief Engineer*—H. A. Sumner, Burlington, Iowa.  
*Auditor*—J. A. Ostrander, Burlington, Iowa.  
*General Passenger Agent*—J. A. Ostrander, Burlington, Iowa.  
*General Freight Agent*—J. A. Ostrander, Burlington, Iowa.  
*Receiver*—Elijah Smith, Burlington, Iowa.

## NAMES OF DIRECTORS WITH RESIDENCE.

Elijah Smith, Boston, Massachusetts.  
 Henry Sayles, Boston, Massachusetts.  
 E. W. Smith, Boston, Massachusetts.  
 W. W. Crapo, New Bedford, Massachusetts.  
 W. J. Rotch, New Bedford, Massachusetts.  
 Edward D. Mandell, New Bedford, Massachusetts.  
 John Severance, St. Joseph, Missouri.

T. B. Weakley, St. Joseph, Missouri.  
 Jeff. Chandler, St. Joseph, Missouri.

General offices at Burlington, Iowa.  
 Date of annual meeting of stockholders, second Wednesday in July.  
 Fiscal year of the company, none fixed.

STATE OF IOWA, }  
 COUNTY OF DES MOINES. }

J. A. Ostrander, Auditor of the Burlington & Southwestern Railroad Company, being duly sworn, depose and say that I have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement as can be made of the condition and affairs of said company, on the 30th day of June, 1879, to the best of my knowledge and belief.  
 (Signed) J. A. OSTRANDER, Auditor.

[L. S. OF R. R.]

Subscribed and sworn to, before me, this 16th day of September, A. D. 1879,  
 H. B. SCOTT,  
*Notary Public.*

[L. S.]

Received and filed in the office of the Commissioners of Railroads, this 18th day of September, A. D. 1879.  
 J. S. CAMERON,  
*Secretary of Board of Railroad Commissioners.*

REPORT  
OF THE  
CENTRAL IOWA RAILWAY COMPANY,

FOR THE YEAR ENDING JUNE 30, 1879.

CAPITAL STOCK.

Capital stock authorized by articles of association.....	\$ 12,000,000.00
Par value of shares.....	\$100.00
Capital stock issued [number of shares 49,210.55] amount paid in.....	4,921,055.00

DEBT.

Funded debt, as follows:	
First mortgage bonds (due July 15, 1890, bear interest at 7 per cent, which is payable semi annually), amount.....	\$ 3,700,000.00
Second mortgage bonds (due January 15, 1901, bear interest at 7 per cent, which is payable.....) amount.....	925,000.00
Interest past due July 15, 1873, and none paid since on first mortgage bonds.....	
Interest past due April 15, 1873, and none paid since on second mortgage bonds.....	
Total amount of funded debt.....	4,625,000.00

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING YEAR.

Double track extension, new side tracks.....	\$ 3,695.70
Land, right-of-way.....	1,980.00
Passenger and freight stations, wood-sheds and water stations.....	3,277.12
New locomotives.....	14,280.00
New snow-plows.....	850.82
New freight cars.....	15,650.00
Machine-shops, machinery, and tools.....	280.87
New fences.....	5,613.06
Any other expenditures charged to property account, specifying same.....	718.35
Total.....	\$ 46,345.92

State the policy pursued by your company in regard to permanent improvement and repairs, such as replacing iron rails with steel, wooden bridges and culverts with iron and stone, reducing grades and ballasting track. Are the cost of these improvements charged to repairs or construction, and the reasons therefor?

Ans. This road has pursued the policy of replacing iron with steel rails, wooden, trestle and pile bridges and culverts with other wooden ones — truss (wooden) bridges, with combination bridges. No money has been spent in reducing grades, considerable track has been ballasted during the year. All the above accounts are charged to repairs and renewals.

REVENUE FOR THE YEAR.

Monthly Earnings.

FROM TRANSPORTATION OF PASSENGERS.

	THROUGH.	LOCAL.	TOTAL.
July, 1878.....	\$ 5,202.71	\$ 11,784.31	\$ 16,987.02
August, 1878.....	4,698.39	12,388.93	17,087.32
September, 1878.....	5,347.04	13,198.28	18,545.42
October, 1878.....	5,340.84	11,830.83	17,180.65
November, 1878.....	4,928.51	9,304.38	14,292.89
December, 1878.....	3,598.82	8,447.00	12,045.88
January, 1879.....	2,664.94	6,941.84	9,606.78
February, 1879.....	2,444.70	7,866.38	10,311.08
March, 1879.....	3,572.06	9,941.54	13,513.60
April, 1879.....	4,031.31	8,392.06	12,423.37
May, 1879.....	3,981.18	8,376.87	12,358.05
June, 1879.....	4,111.59	9,122.82	13,234.41
Totals.....	\$ 50,131.09	\$ 117,655.40	\$ 167,786.49

FROM TRANSPORTATION OF FREIGHT.

	TOTAL.
July, 1878.....	\$ 33,847.00
August, 1878.....	35,925.51
September, 1878.....	48,152.19
October, 1878.....	59,119.59
November, 1878.....	53,177.29
December, 1878.....	30,681.75
January, 1879.....	45,771.70
February, 1879.....	31,782.59
March, 1879.....	38,434.15
April, 1879.....	33,958.59
May, 1879.....	34,952.35
June, 1879.....	46,578.30
Totals.....	\$ 512,280.98

FROM ALL OTHER SOURCES.

	MAILS.	EXPRESS.	MISCELLANEOUS.
July, 1878.....	\$ 797.45	\$ 707.25	\$ 1,499.64
August, 1878.....	797.45	612.93	758.52
September, 1878.....	797.45	919.01	2,479.17
October, 1878.....	797.45	654.96	1,770.91
November, 1878.....	797.45	500.00	2,063.14
December, 1878.....	797.45	500.00	1,385.17
January, 1879.....	797.45	500.00	1,384.70
February, 1879.....	797.45	500.00	1,749.02
March, 1879.....	797.45	500.00	1,361.29
April, 1879.....	797.45	500.00	1,929.78
May, 1879.....	797.45	500.00	1,524.76
June, 1879.....	797.45	569.64	1,668.91
Totals.....	\$ 9,569.40	\$ 6,964.39	\$ 18,962.01

## RECAPITULATION OF EARNINGS.

Receipts from local passengers.....	\$ 117,655.40	
Receipts from through passengers.....	50,131.00	
Receipts for express.....	6,964.39	
Receipts for mails.....	9,569.40	
<i>Total receipts from passenger trains.....</i>	<i>\$ 184,320.28</i>	
Receipts from passenger trains, per train mile run [226,759 miles].....	\$ 0.81-30	
<i>Total receipts from freight trains.....</i>	<i>\$ 512,280.98</i>	
Receipts from freight trains, per train mile run [240,882 miles].....	\$ 2.12-20	
Receipts from miscellaneous sources.....	\$ 18,962.01	
<i>Total earnings.....</i>	<i>\$ 715,563.27</i>	
Proportion for Iowa.....	[\$715,563.27]	
Earnings per mile of road operated [189 miles]..	[3,786.05]	
Per train mile, for passengers, freight and mixed trains [467,641 miles].....	[1.52-90]	

Have you made any advance or reduction in freight since the enactment of chapter 77 of the laws of the Seventeenth General Assembly—if so, what percentage?

Ans. Reduction of twenty-five per cent on coal only.

## EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

CLASS 1—MAINTENANCE OF WAY AND BUILDINGS (*charged to operating expenses*).

Repairs of track—labor and supplies exclusive of new ties... \$	63,382.12
Repairs of track—new ties No. 62,017, cost per tie 50-00.....	31,046.24
Repairs of bridges—labor and supplies.....	56,552.76
Repairs of fences—labor and supplies.....	2,701.45
Repairs of buildings—stations and water tanks, etc.....	10,776.32
Repairs of telegraph.....	1,449.71
Repairs and additions to machine-shops and machinery.....	779.59
Tools for road work.....	1,807.57
Road crossings, signs, etc.....	790.01
New rails—No. tons iron, cost 453 730-2240 less credit for old rails \$.....	8,707.23
New rails—No. tons steel, cost 1447 2116-2240 less credit for old rails \$.....	54,400.74
All other expenditures chargeable to this account.....	2,904.30
<i>Total.....</i>	<i>\$ 235,352.04</i>

## CLASS 2—MAINTENANCE OF MOTIVE POWER AND CARS.

Repairs of passenger locomotives—labor.....	\$ 14,781.53
Repairs of passenger locomotives—supplies.....	
Repairs of freight locomotives—labor.....	32,019.51
Repairs of freight locomotives—supplies.....	
All other expenditures chargeable to this account.....	6,377.46
Repairs of passenger, baggage and express cars.....	20,372.97
Repairs of freight cars.....	32,755.09
Repairs of machinery and tools.....	3,330.43
<i>Total.....</i>	<i>\$ 109,636.95</i>

## CLASS 3—CONDUCTING TRANSPORTATION.

Fuel.....	\$ 32,590.30
Oil waste and lights.....	4,962.05

Wages of employes—conductors, engineers, brakemen, station- men, (all grades) and clerks.....	\$ 99,233.95
Miscellaneous train and station supplies.....	1,315.25
Miscellaneous train and station expenses.....	5,240.77
Water supply.....	4,101.15
Telegraph operation.....	4,462.59
Loss and damage of goods.....	239.98
Injuries to persons.....	780.10
Damages for stock killed.....	2,068.18
Damages to property, including damages by fire.....	242.82
Hire of cars.....	2,304.90
Legal expenses.....	3,441.49
All other expenses chargeable to this account.....	5,041.42
<i>Total.....</i>	<i>\$ 166,053.64</i>

## CLASS 4—GENERAL EXPENSES.

Salaries of the general officers of the companies.....	\$ 12,322.01
General office expenses, including clerk hire, rent, fuel, lights, etc. Insurance.....	7,958.32
Taxes in Iowa.....	1,462.10
Advertising.....	17,742.32
Printing and stationery.....	2,223.30
All other expenses chargeable to this account.....	945.75
<i>Total.....</i>	<i>\$ 43,973.56</i>

## RECAPITULATION OF EXPENSES.

Total expenses of operating the road ( <i>embraced in class 1, 2, 3 and 4</i> ).....	\$ 555,018.19
Proportion for Iowa.....	[\$555,018 19-100]
Per mile of road operated.....	[2,936 00-100]
Per train mile for passenger, freight and mixed trains * [467,641 miles].....	[1.18 6-10]
Expense of running and management of passenger trains.....	166,505.40
Expense of running and management of passenger trains, per train mile.....	73 4-10
Expense of running and management of freight trains.....	388,512.73
Expense of running and management of freight trains, per train mile.....	1.61 3-10
Percentage of expenses to earnings.....	[\$ 77 5-10]
Net earnings per train mile.....	[(467,641 miles)*] 0.34 3-10

## GENERAL RECAPITULATION.

Total earnings.....	\$ 715,563.27
Total operating expenses.....	555,018.19
Net earnings—earnings above operating expenses.....	160,545.08

## PAYMENTS FROM INCOME, DIVIDENDS, ETC.

Amount paid during the year for permanent improvements, and charged to cost of road.....	\$ 46,345.92
Floating debt liquidated during the year.....	73,295.26
Foreclosure paid.....	32,850.64
Dividends declared, ——— per cent for the year, amount.....	

\* Work train mileage not included.

Date of last dividend declared.....	(\$.....)	
Cash, cash assets and material, July 1st, 1879.....	142,471.82	
Cash, cash assets and material, June 30, 1878.....	135,111.52	
Surplus at the commencement of the year.....		\$ 7,300.30
Book liabilities, June 30, 1878.....	57,277.85	
Book liabilities, July 1, 1879.....	50,000.89	
Total surplus.....		686.96
Total.....	\$ 160,545.08	

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS,  
JUNE 30, 1879.

## Dr.

July 1, 1878, cash assets on hands and book balance.....	\$ 135,111.52
July 1, 1879, earnings twelve months.....	715,563.27
July 1, 1879, book liabilities at date, not including old indebtedness.....	50,000.89
Total.....	\$ 907,365.68

## Cr.

July 1, 1878, book liabilities at date.....	\$ 57,277.85
July 1, 1879, operating expenses.....	555,018.19
July 1, 1879, improvements and equipments.....	46,345.92
July 1, 1879, foreclosures accounts.....	32,856.64
July 1, 1879, cash, assets and mail on hand.....	142,471.82
July 1, 1879, old indebtedness—floating debt paid.....	73,295.26
Total.....	\$ 907,365.68

Road sold on foreclosure and turned over to new company C. I. R'y Co., June 18, 1879, and report herewith showing business for year, including thirteen days for new company, from 18th to 30th of June, 1879, inclusive.

## DESCRIPTION OF ROAD.

Date when the road or portions thereof were opened for public use:	
From Ackley to Eldora, July, 1868.	
From Eldora to Marshalltown, December, 1869.	
From Marshalltown to Albia, February, 1871.	
From Ackley to Mason City, November, 1870.	
From Mason City to Northwood, October, 1871.	
Length of main line of road completed, from Northwood to Albia.....	189 14-100 miles.
Length of main line of road completed, in Iowa.....	189 14-100 miles.
Branches owned by company, viz:	
Muchaknock Branch, length.....	1 5-10 miles.
Total length of road belonging to this company.....	190.64 miles.
Aggregate length of tracks belonging to this company computed, including side track as single track.....	212.00 miles.
Same in Iowa.....	212.00 miles.
Gauge of track.....	4.8½
Total length of tracks belonging to this company laid with steel rails [weights per yard 52 lbs.].....	35.899 miles.
Total length of tracks belonging to this company laid with iron rails [weight per yard 45.50 and 56 lbs.].....	176.101 miles

## NUMBER OF BRIDGES AND TRESTLES ON WHOLE LINE.

Wooden and combination bridges, number of 20; aggregate length, feet.....	3,181.25
Wooden trestles and piling, number of 208; aggregate length, feet.....	38,797.11
Culverts, number of 235; aggregate length.....	

## CROSSINGS.

What railroads cross your road at grade in this State, and at what locality?	
Chicago, Milwaukee & St. Paul Railroad at Mason City Transfer and Mason City.	
Illinois Central Railroad at Ackley.	
Chicago & Northwestern Railroad at Marshalltown.	
Chicago, Rock Island & Pacific Railroad at Grinnell.	
Keokuk & Des Moines Division Chicago, Rock Island & Pacific Railroad at Given.	
Chicago, Burlington & Quincy Railroad at Albia.	
What railroads cross your road either over or under grade in this State, and where?	
Chicago, Rock Island & Pacific Railroad under at Oskaloosa.	
Number of crossings of highways at grade in this State without protection.....	205
Number of crossings of highways at grade in this State at which there are gates or flagmen.....	None.
Number of crossings of highways over railroad.....	1
Number of crossings of highways under railroad.....	2
Number of highway bridges eighteen feet above track.....	1
Number of highway bridges less than eighteen feet above track.....	None.

What regulations govern your employes in regard to the crossings of other railroads, and are they found to be sufficient?

Ans. All trains must be brought to a full stop before reaching the crossing of another railroad, junction, switch, or stop board, and remain so until the engineer is certain that he can cross without danger. No train or engine must be allowed to stand across any railroad, or to remain standing more than five minutes across any street or public highway.

What regulations govern your employes in regard to the crossings of public highways, and are these regulations found to be sufficient?

Ans. Engineers must sound the whistle ten seconds when approaching the limits of Marshalltown. Sound at other stations five seconds. Give the signal—one long and one short blast—when approaching all highway crossings, two hundred yards distant. The bell must also be rung, commencing two hundred yards from the crossing, and continuing until passed; also, while passing through towns and approaching meeting points.

## STATIONS.

Number of stations in Iowa.....	36
---------------------------------	----

## EMPLOYES.

Number of persons regularly employed on all roads operated by company, including officials.....	590
Same in Iowa.....	590

## FENCING.

How many miles of fencing have you on your road in Iowa?....	162 25-100
How many miles of fencing have you built during the year?....	30 15-100
What was the average cost per rod?.....	\$ .58 17-100

Total cost of same?..... \$5,613.06

Give the miles of fence needed on both sides of your track, in each county in Iowa through which your road runs, and the aggregate amount in miles:

25.09 miles.....in Worth county.	4.83 miles.....in Jasper county.
47.12 miles.....in Cerro Gordo county.	9.91 miles.....in Poweshiek county.
38.73 miles.....in Franklin county.	7.97 miles.....in Mahaska county.
17.49 miles.....in Hardin county.	29.95 miles.....in Monroe county.
37.16 miles.....in Marshall county.	

Aggregate amount 215.85 miles.

#### ROLLING STOCK.

Number of locomotives of more than 30 tons weight, exclusive of tender.....	16
Number of locomotives of more than 20 tons weight, exclusive of tender.....	8
Number of passenger cars—8-wheel.....	10
Number of express and baggage cars.....	7
Number of box freight cars.....	314
Number of stock cars.....	30
Number of coal cars.....	270
Number of conductors' way cars.....	15
Other cars as follows:	
Derrick car, 1; pile driver, 1; snow-plow 1.....	3
Average amount of tonnage that can be carried over your road with an engine of the weight and power you use for freight trains—give the weight of engines generally used, 30 tons.....	200
Average number of passenger and express cars that can be hauled on your regular trains by an engine of given power and weight—give the weight of engine generally used, 29 tons.....	6
Number of locomotives equipped with train-trake.....	7
Number of passenger cars equipped with train brake and Westing-house air brake.....	10
Number of passenger cars with Miller platform and buffer.....	10

#### TELEGRAPHS.

Number of telegraph offices in company's station.....	30
Number of telegraph stations operated jointly by rail and telegraph companies.....	30

#### MILEAGE, TRAFFIC, ETC.

Miles run by passenger trains during the year.....	226,750
Miles run by freight trains.....	240,882
Total mileage of passenger, freight and mixed trains.....	467,641
Miles run by construction and other trains.....	43,325
Total train miles run.....	510,966
Number of through passengers.....	17,570
Total number of local passengers.....	139,672
Total passenger mileage, or passengers carried.....	157,242
Average amount received from each passenger.....	\$ 5,120,086
Average distance traveled by each passenger, miles.....	1.12 5-10
Total tons of freight carried.....	235,932
Total freight mileage, or tons carried one mile.....	25,470,785
Highest rate of fare per mile, for any distance.....	3 1/2
Lowest rate of fare per mile, for any distance (single fare).....	3
Average rate of fare per mile, received for through passengers.....	3 2-10
Average rate of fare per mile, received for local passengers.....	3 3-10
Average rate of fare per mile, for all passengers.....	3 27-100

Average rate received per mile, per ton for through freight.....	.02-05
Average rate received per mile, per ton for local freight.....	
Average number of cars in passenger trains, including baggage cars.....	3 4-10
Average number of cars in freight trains.....	17
Average weight of passenger trains, including locomotive and tender in working order, exclusive of passengers, 80 tons.....	160,000
Average weight of freight trains, including locomotive and tender in working order, exclusive of freight, 180 tons.....	372,000
Rate of speed of passenger and express trains, including stops, miles per hour.....	18
Rate of speed of freight trains, including stops, per hour.....	10

#### TONNAGE OF ARTICLES TRANSPORTED.

	TONS.	PER CENT.
Grain.....	21,713	.09
Flour.....	1,748	.01
Animals.....	22,767	.10
Other agricultural products.....		
Lumber and forest products.....	11,612	.05
Coal.....	150,930	.64
Salt and oil.....	2,337	.01
Petroleum.....		
Stone and brick and lime.....	4,317	.02
Manufactures—articles shipped from point of production.....	1,989	.01
Merchandise and other articles, not enumerated above.....	18,539	.07
Total tons carried.....	235,962	100

#### ADDITIONAL QUESTIONS.

##### EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freight at the depot, or at the office of such express company?

Ans. United States Express Company; \$500 per month on an average of tonnage amounting to 1,000 lbs. through per day of service; one and one-half tariff additional on all excess of this weight.

##### SLEEPING CARS.

Do sleeping, parlor or dining-room cars run on your road, and if so, on what terms do they run, by whom are they owned, and what charges are made in addition to regular passenger rates?

Ans. Sleeping cars of Pullman Car Company, three cents per mile run; additional charges to passengers made by Pullman company.

What is the total amount paid by your company to palace or sleeping-car companies, to what companies, and the amount paid to each? Please state fully the arrangement by which these cars run on your road, the terms, and who receives the earnings.

Ans. \$2,519.25 paid to St. Louis, Kansas City & Northern Railway Company for Pullman Car Company.

##### U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service?

Ans. Compensation \$9,509 40-100 for the year of service of six days to the week.

## ACCIDENTS TO PERSONS IN IOWA.

Will Kelsey, a boy about fifteen years old, in trying to pass from one coal car to another on the Grinnell & Montezuma excursion train, July 4, 1878, missed his footing and fell between the cars and was badly injured; fell near passenger depot at Grinnell on the Central Railroad track. The Grinnell & Montezuma Railroad Company were running the train; they paying the Central Railroad Company rental of track at this place. The Central Railroad of Iowa have nothing to do with the case.

Edward Sloan, acting brakeman for regular brakeman and employed by him without the knowledge of any official at headquarters, on July 6, 1878, train No. 19, going south into Oskaloosa, in pulling pin to separate train for purpose of doubling into Oskaloosa. Standing near end of rear car attached to engine signaled to go ahead; was standing near brake-wheel, but did not take hold; result, when train started he fell off and detached car was still in motion, his left arm run over and found necessary to amputate it; was cared for by Dr. Nugent, of Oskaloosa.

July 10, 1878—Train No. 1, going north. James and Andrew Birney, passengers, jumped from train at Lacey before train was stopped. James jumped off and landed all right. Andrew jumped and held on to hand rail, running with train struck James throwing both down and injuring James' knee slightly and Andrew's shoulder considerable. Conductor, W. P. Henderson; engineer, J. S. Willard; brakeman, A. Tolman.

July 31, 1878—Train No. 1. On arrival at Marshalltown, express agent W. S. Craver was missing; was seen by men on train at Grinnell, and by train porter at Gilman. His body found in water under Timber Creek Bridge at 8 o'clock A. M.; time of train 4 o'clock A. M.; impossible to tell how he fell from train.

August 3, 1878—Bridge carpenter hurt his hand while at work at Iowa River Bridge near Albion. Surgeon Burroughs found it necessary to amputate one finger. Name Wm. Reynolds.

August 3, 1878—An old man named Stephen Murphy, was struck by engine No. 3, train No. 2, one-half mile south of Hampton, while walking on track. (Killed.) Coroner Hatches, Franklin county, held an inquest and returned a verdict that deceased came by his death by being on the track and through no fault of the railroad company or any of its employees.

Aug. 16, 1878—G. W. Jarell, brakeman, train No. 7 (conductor W. H. Voorhees); hand hurt at Eddyville Transfer, while making up train; injury slight. August 26, 1878—Fireman Hightman, of engine 15; fell off of engine tank while taking coal at Sharon; struck on his head and was badly hurt; left him in charge of the doctor at Sharon; he recovered sufficient to come back on his own train on return to Marshalltown.

August 29, 1878—Train No. 4, engine No. 9, ran into Chicago, Rock Island & Pacific passenger train at Grinnell, engine struck Chicago, Rock Island & Pacific rear coach, throwing rear trucks off track and doing considerable damage. Engineer J. S. Millard claims that the air brake did not work properly, although they were all right up to the time this stop was attempted. No one hurt. (W. A. Richardson, conductor.)

August 29, 1878—Train No. 10 (Voorhies, conductor, and Belling, engineer, and train No. 20 (Clark, conductor), collided, train No. 10 running into train No. 20—No. 20 standing on main line, train No. 20 being on curve back of Oskaloosa Station. Engineer of No. 10 did not see it in time to stop. Engine of train No. 20 somewhat damaged, and three or four cars somewhat injured. No persons injured.

September 4, 1878—On train No. 2 (F. Bellows, conductor). Near Hampton while conductor Frank Bellows was going from passenger car to baggage car vice versa, he struck Highway bridge, which stands over track and was knocked off train and killed (foot rail on baggage car, no other means of communication). Samuel Atherton also fell from train at same time and was seriously hurt; no bones broken; he will entirely recover. It is supposed Atherton tried to save Bellows and was thrown off in the action.

September 23, 1878—Train No. 2 ran into Ottumwa this evening fifteen minutes behind time, and was followed by train No. 6, Keokuk & Des Moines,

running thirty minutes ahead of time. While No. 2 stopped to take off baggage at regular place, No. 6 ran into rear end of No. 2, doing no damage except breaking two slats of pilot of Keokuk & Des Moines engine.

October 18, 1878—Train No. 14, Mat. Hayes, conductor; D. Hannigan, engineer, ran into a man and horse at Oak Grove. Man's name John Batty, who died next morning. Cause, horse unruly and man could not keep him off the track.

October 17, 1878—Engine No. 19 collided with Chicago, Milwaukee & St. Paul switch engine. Cause, Chicago, Milwaukee & St. Paul engineer did not whistle on stop before crossing. No persons injured.

November 6, 1878—Engine No. 16, Vender, engineer, ran into hand car south of Oskaloosa, broke hand car and struck A. McKay, rolling him down dump and breaking his arm.

November 10, 1878—Train No. 10, conductor, McFarland. Man named W. P. Hammer, rode on box car and in going through truss bridge was struck on head, head cut; taken to New Sharon and left with friend.

November 30, 1878—Train No. 8, conductor, R. B. Voorhies; engineer, Hoyle; L. W. Spear, brakeman, had hand pinched while coupling engine No. 11 to car.

December 7, 1878—Train No. 8, conductor, C. H. Roe; engineer, J. Norton; J. Reeves, brakeman, in coupling cars at Sheffield, fell and foot was run over by wheel of engine tender; foot mashed, one or two toes have to be taken off. Left at Hampton.

December 5, 1878—Train No. 6, conductor, W. H. Voorhies; Frank Louck, brakeman, had hand crushed while coupling cars at G. & M. Junction.

January 1, 1879—Train No. 13, conductor, Mat. Hayes; Henry S. Coffin, brakeman, had two fingers mashed while coupling cars at Oskaloosa.

February 22, 1879—Train No. 11, engine 21, conductor, A. Solon. Brakeman, A. R. Mead, had his hand mashed while coupling cars at Muehakoock.

February 25, 1879—Train No. 8, conductor, Fuller. Run into by Chicago, Rock Island & Pacific freight train bound east, two cars thrown off track; carelessness of Chicago, Rock Island & Pacific crew.

April 1, 1879—Section at Mason City, Quinn, foreman, going into Mason City; Thomas Cross fell off hand car, car run over him, was seriously hurt.

April 3, 1879—Train No. 5; Joe Mack had hand caught in coupling engine and car (one finger amputated); Dr. Hunt, physician, Oskaloosa.

April 28, 1879—Train No. 3, conductor, Weston; engineer, Andrew Snyder, was run over as train was leaving Steamboat Rock; had both legs run over, which had to be amputated. Died next morning from effects of injuries.

## OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President—I. M. Cate, Baltimore.

Vice-President—Russell Sage, New York.

Secretary—G. E. Taintor, *pro tem.*, New York.

Treasurer—D. N. Pickering, *pro tem.*, Marshalltown.

General Superintendent—D. N. Pickering, Marshalltown.

Division Superintendents—None.

Chief Engineer—C. C. Gilman.

Auditor—Joseph Robinson, under receiver N. McFetridge, *pro tem.*, under D. N. Pickering.

General Passenger Agent—A. Russell, under receiver C. A. Jewett, *pro tem.*, under D. N. Pickering.

General Freight Agent—J. C. Manly, under receiver C. A. Jewett, *pro tem.*, under D. N. Pickering.

Attorneys, General and Local—T. Brown to June 17, 1879; H. E. J. Boardman, *pro tem.*, under D. N. Pickering.

Receiver—H. L. Morrill to June 17, 1879. D. N. Pickering, Superintendent and Treasurer since reorganization.



## NAMES OF DIRECTORS WITH RESIDENCE.

I. M. Cate, president, Baltimore.  
 Russell Sage, vice-president, New York.  
 P. O. Rogers, Utica, New York.  
 O. L. Burdett, Leominster, Massachusetts,  
 Charles Alexander, Boston, Massachusetts.  
 G. E. Taintor, New York.  
 Edwin Parson, New York.  
 James Buell, New York.  
 H. A. Jones, Portland, Maine.  
 Geo. Bliss, New York.  
 T. D. Tappin, New York.

General office at Marshalltown.

Names of stockholders authorized to vote at the last annual meeting, and shares of each. (To be reported separately.) Company reorganized and the above directors forming new company, viz: The Central Iowa Railway Company from June 18, 1879, per foreclosure suit, decision of the United States Circuit Court for the District of Iowa and confirmed by United States Supreme Court.

STATE OF IOWA, }  
 COUNTY OF MARSHALL. }

Marshalltown, D. N. Pickering, Superintendent and Treasurer of the Central Iowa Railway Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1879, to the best of their knowledge and belief.

(Signed) D. N. PICKERING,

*Superintendent and Treasurer.*

Subscribed and sworn to before me, this 13th day of September, A. D. 1879.  
 J. HOWARD PEARSON,  
*Notary Public in and for Marshall county, Iowa.*

Received and filed in the office of the Commissioners of Railroads, this 15th day of September, 1879.  
 J. S. CAMERON,  
*Secretary of Board of Railroad Commissioners.*

## REPORT

OF THE

## CHICAGO, BURLINGTON &amp; QUINCY

RAILROAD COMPANY.

FOR THE YEAR ENDING JUNE 30, 1879.

## CAPITAL STOCK.

Capital stock authorized by articles of association.....	See Note A.
Capital stock issued, amount paid in.....	\$ 30,992,956.51
Capital stock issued in property.....	See Note A.
Capital stock paid in per mile of road owned by company...	"

## ASSETS—CORPORATE PROPERTY.

Estimated value of the road bed, including rails, bridges etc.	See Note A.
Estimated value of rolling stock.....	"
Estimated value of stations, buildings and fixtures.....	"
Estimated value of all other property, including investments in stocks and bonds of other corporations.....	"
Estimated value of property per mile of road.....	"

## DEBT.

Funded debt as follows:	
C. B. & Q. Trust Mortgage Inconvertible Sinking Fund, 8 per cent bonds, payable January 1, 1883.....	\$ 2,561,000.00
C. B. & Q. Trust Mortgage Convertible Sinking Fund, 8 per cent bonds, payable January 1, 1883.....	150,000.00
C. B. & Q. Trust Mortgage Convertible Sinking Fund, 7 per cent bonds, payable October 1, 1890.....	653,000.00
C. B. & Q. Second Mortgage Bonds, issued on account of Northern Cross Road, payable at Frankfort-on-the-Main, interest at 4½ per cent to July 1, 1875, and at 4 per cent from July 1, 1875, to July 1, 1890.....	766,000.00
C. B. & Q. 7 per cent bonds, dated January 1, 1872, and payable January 1, 1890.....	1,269,475.00

NOTE A.—By sale and consolidation the Burlington & Missouri River Railroad Company's road, property and franchise have been merged with that of the Chicago, Burlington & Quincy Railroad Company, the managers of which have not the information necessary for answering many of the questions asked in this book. Most of the books of the B. & M. R. R. Co. were destroyed by fire in 1873.

C. B. & Q. Trust Mortgage 7 per cent bonds, dated July 1, 1875, and payable July 1, 1908.....	\$ 13,261,000.00
C. B. & Q. 5 per cent bonds, dated June 1, 1875, and payable June 1, 1895.....	407,000.00
C. B. & Q. 5 per cent bonds, dated October 1, 1876, and payable October 1, 1901.....	2,382,000.00
B. & M. R. R. R. new bonds.....	4,638,250.00
B. & M. R. R. R. convertible 1879.....	16,500.00
B. & M. R. R. R. convertible 1894.....	279,000.00
B. & M. R. R. R. convertible 1889.....	370,500.00
<b>Total</b> .....	<b>\$ 26,753,725.00</b>

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Main line extension or alteration of road, changes of grade..	\$ 377,521.81
Branches:	
Chariton, Des Moines & Southern Railroad.....	330,418.70
Creston & Northern Railroad.....	194,542.77
Nebraska City, Sidney & Northeastern Railroad.....	214,774.69
Leon, Mount Ayr & Southwestern Railroad.....	15,427.51
Des Moines & Knoxville Railway.....	35,238.71
Brownsville & Nodaway Valley Railroad.....	19,035.76
Red Oak & Atlantic Railroad.....	686.45
Keokuk & St. Paul Railroad.....	40,218.97
Double track extension.....	10,685.81
Land.....	37,278.48
Passenger and freight stations, wood-sheds and water stations	10,697.95
New locomotives.....	82,214.83
New snow-plows.....	269.51
New passenger cars.....	34,504.91
New mail and baggage cars.....	222.31
New freight cars.....	868,589.20
New fences.....	17,084.45
<b>Total</b> .....	<b>\$ 2,294,773.82</b>

Property sold and credited property account during the year 215.00  
*Net addition to property account for the year*..... 2,294,558.82  
 State the policy pursued by your company in regard to permanent improvement and repairs, such as replacing iron rails with steel, wooden bridges and culverts with iron and stone, reducing grades and ballasting track. Are the cost of these improvements charged to repairs or construction, and the reasons therefor.

Ans. The policy of this company is to make their permanent improvements as rapidly as means will permit, and charge the cost to operating expenses.

## REVENUE FOR THE YEAR.

## Monthly Earnings.

FROM TRANSPORTATION OF PASSENGERS AND FREIGHT.

	PASSENGERS.	FREIGHT.
July, 1878.....	\$ 67,790.72	\$ 191,986.06
August, 1878.....	75,771.48	380,752.66
September, 1878.....	94,927.03	438,437.07
October, 1878.....	84,615.62	441,384.81
November, 1878.....	72,353.85	418,364.66
December, 1878.....	67,422.10	292,467.83
January, 1879.....	63,029.82	325,622.00
February, 1879.....	65,128.40	310,537.11
March, 1879.....	80,700.06	318,435.76
April, 1879.....	81,434.72	253,415.40
May, 1879.....	81,147.67	307,058.42
June, 1879.....	79,836.75	286,467.87
<b>Totals</b> .....	<b>\$ 913,917.68</b>	<b>\$ 3,974,807.21</b>

FROM ALL OTHER SOURCES.

	MAILS.	EXPRESS.	MISCELLANEOUS.
July, 1878.....	\$ 5,396.98	\$ 3,470.70	\$ 1,251.22
August, 1878.....	5,196.98	3,789.00	1,370.43
September, 1878.....	5,396.98	3,700.85	1,358.83
October, 1878.....	5,396.98	4,079.00	1,537.56
November, 1878.....	5,396.98	4,169.50	1,838.11
December, 1878.....	5,396.98	4,453.00	2,728.88
January, 1879.....	5,396.98	3,459.75	1,564.83
February, 1879.....	5,396.98	3,221.21	2,271.06
March, 1879.....	5,245.89	3,907.81	1,888.57
April, 1879.....	5,396.98	3,554.12	1,493.20
May, 1879.....	5,392.23	4,242.87	1,663.02
June, 1879.....	5,396.98	4,073.80	1,710.96
<b>Totals</b> .....	<b>\$ 64,407.32</b>	<b>\$ 46,263.33</b>	<b>\$ 20,820.97</b>

## RECAPITULATION OF EARNINGS.

Receipts from passengers.....	\$ 913,917.68
Receipts for express.....	46,263.33
Receipts for mails.....	64,407.32
<i>Total receipts from passenger trains</i> .....	1,024,528.33
Receipts from passenger trains, per train mile run (616,823 miles), \$1.661.....	
Receipts from freight.....	3,974,807.21
<i>Total receipts from freight trains</i> .....	3,974,807.21
Receipts from freight and mixed trains, per train mile run [2,971,631 miles], \$1.338.....	

Receipts from miscellaneous sources.....	\$ 20,820.97
Total earnings, Iowa lines.....	5,020,157.11
Proportion for Iowa.....	\$5,020,157.11
Earnings per mile of road operated in Iowa [607,007 miles], [88,270.34].	
Per train mile, for passenger, freight and mixed trains [3,588,454 miles], [81.399].	

Have you made any advance or reduction in freight since the enactment of Chapter 77 of the Laws of the Seventeenth General Assembly—if so, what percentage? There have been reductions on both through and local rates. Cannot give percentage.

## EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

*Analysis of operating expenses for the year ending January 30, 1879.*

	IOWA.	WHOLE LINE.
Train service.....	\$ 269,469.53	\$ 605,183.50
Engine service.....	326,756.94	772,239.89
Station service.....	184,275.88	696,546.67
Water service.....	26,668.68	61,924.68
Repairs track.....	604,682.61	1,192,264.58
Repairs bridges.....	206,548.17	415,350.10
Repairs fences.....	19,420.88	52,325.92
Repairs buildings.....	27,715.91	115,896.27
Repairs docks and levies.....		3,908.31
Repairs engines.....	210,339.73	540,798.53
Repairs cars.....	307,557.47	787,203.42
Lost and damaged freight.....	4,961.41	13,254.74
Miscellaneous loss and damage.....	17,542.21	45,446.05
Telegraphing.....	70,483.56	145,954.34
Fuel consumed.....	277,736.90	633,515.07
Oil and waste.....	99,733.94	93,389.77
Stationery.....	14,026.57	38,777.92
Printing, advertising and subscription.....	9,589.14	19,514.91
General expenses.....	138,310.77	361,169.76
Legal expenses.....	11,760.57	30,490.70
Miscellaneous expenses.....	173.06	483.31
Foreign agencies.....	54,808.16	111,653.61
Insurance.....	7,610.78	18,270.18
Rent of cars.....	37,023.71	93,307.09
Taxes (all).....	113,311.41	302,405.21
Interest.....	422,613.25	2,027,534.55
Rent of roads.....	21,475.79	86,132.33
Total.....	\$ 3,424,601.13	\$ 9,265,041.43

## RECAPITULATION OF EXPENSES.

Total expenses of operating the road (embraced in classes 1, 2, 3 and 4).....	\$ 9,265,041.43
Proportion for Iowa.....	[\$3,424,601.13]
Per mile of road operated, [606,147 miles].....	* 7,612.75
Per train mile for passenger, freight and mixed trains [3,588,454 miles].....	* \$1.283
Percentage of expenses to earnings.....	* 68.22
Net earnings per train mile, [3,588,454 miles].....	* \$ 0.444

\* These figures were changed by the Commissioners in their tables in order to make them agree with the form adopted.

## GENERAL RECAPITULATION.

Total earnings.....	\$ 5,020,157.11
Total receipts during the year.....	[85,020,187.11]
Total operating expenses, including taxes and interest.....	3,424,601.13
Net earnings—earnings above operating expenses.....	1,595,555.98
Total receipts above operating expenses.....	[\$1,595,555.98]

## PAYMENTS FROM INCOME, DIVIDENDS, ETC.

Interest paid during the year—whole line.....	2,148,734.55
Interest falling due during the year, but not paid.....	None.
Total interest liability for the year.....	2,148,734.55
Receipts above operating expenses and interest.....	4,066,471.93
Amount paid during the year for permanent improvements, and charged to cost of road—whole line.....	1,180,787.73
Amount paid during the year for permanent improvements, and charged to operating expenses—steel rail, iron, floating debt liquidated during the year. None at beginning of year.....	239,260.24
Dividends declared, eight per cent for the year, amount.....	2,335,217.72
Date of last dividend declared.....	[March 15, 1879]
* Balance for the year, or surplus [June 30, 1879], whole line. ...	536,828.46
* Surplus at the commencement of the year.....	3,887,927.30
+ Total surplus.....	4,423,855.76
Paid to sinking funds in hands of trustees.....	224,425.77

## GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS,

JUNE 30, 1879.

Dr.

Construction accounts.....	\$ 43,497,739.60
Equipment accounts.....	10,305,748.42
Branch roads.....	4,468,485.13
Bills and accounts receivable and payable—balance.....	2,237,800.52
Steel rail and other materials on hand.....	861,183.29
Sinking fund.....	2,687,803.33
Stock and bonds of branch roads and cash on hand.....	4,043,500.00
Total.....	\$ 68,102,320.29

## GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS,

JUNE 30, 1879.†

Cr.

Capital stock.....	\$ 30,992,956.51
Funded debt.....	26,753,725.00
C. B. & Q. sinking fund.....	2,090,956.83
B. & M. sinking fund.....	1,749,228.76
Renewal fund.....	1,000,000.00
Profit and loss.....	491,597.43
Income account, (see note "†" on this page).....	4,423,855.76
Total.....	\$ 68,102,320.29

\* These figures were changed by the Commissioners in their tables in order to make them agree with the form adopted.

† It has sometimes been suggested that this surplus ought wholly or in part to be written off against the depreciation of our equipment and other perishable property"—(Extract from Report of Directors, December 31st, 1877).

‡ This balance sheet includes the assets and liabilities of the St. Louis, Rock Island & Chicago Railroad.

## DESCRIPTION OF ROAD.

Date when the road or portions thereof were opened for public use:  
 From Burlington to Ottumwa, August 25, 1859.  
 From Ottumwa to Chariton, June, 1867.  
 From Chariton to Afton, August, 1868.  
 From Afton to East Plattsburgh and Council Bluffs, December 20, 1869.

Length of main line of road completed, from center of Mississippi River, Burlington, to Council Bluffs.....	295.078
Pacific Junction to East Plattsburgh.....	4.
Length of main line of road completed in Iowa.....	299.078
Length of double track on main line.....	3.063
Branches owned by company, viz:	
Burlington to Keokuk, length.....	42.820
Albia to Knoxville, length.....	33.216
Chariton to Leon, length.....	37.760
Chariton to Indianola, length.....	33.170
Creston to Hopkins, length.....	44.535
Creston to Fontanelle, length.....	28.500
Red Oak to East Nebraska City, length.....	50.000
Vilissa to Clarinda, length.....	16.000
Hastings to Sidney, length.....	20.850
Quincy to Burlington, length (in Iowa).....	1.078
Total length of branches owned by company.....	307.929
Total length of branches owned by company, in Missouri.....	300.069
Total length of road belonging to this company, in Iowa.....	1,890
Aggregate length of sidings and other tracks not above enumerated.....	604.851
Same in Iowa.....	117.948
Aggregate length of tracks belonging to this company in Iowa lines computed as single track.....	117.948
Same in Iowa.....	725.802
Gauge track.....	724.002
Total length of tracks belonging to this company laid with steel rails, [weights per yard 60 lbs.].....	4 ft. 8½ in.
Total length of tracks belonging to this company laid with iron rails, [weight per yard 48 to 50 lbs. average].....	253.800
Total miles of road operated by this company, in all States.....	354.054
Total miles of road operated by this company, in Iowa.....	1,754.492
Total miles of road operated by this company, in Iowa.....	605.147

## NUMBER OF BRIDGES AND TRESTLES ON WHOLE LINE—IOWA.

Wooden bridges, number of, 56; aggregate length.....	7,685 feet.
Stone bridges, number of, none.....	
Iron bridges, number of, 19; aggregate length.....	2,518 ft. 3 in.
Wooden trestles, number of, 748; aggregate length.....	75,204 ft.
Culverts, number of, 398; aggregate length.....	25,271 ft.

## BRIDGES BUILT WITHIN THE YEAR.

LOCATION.	KIND.	MATERIAL.	LENGTH.	WHEN BUILT.
Hastings Branch.....	Howe Truss.	Wood.....	132 feet	Nov., 1878.
Skunk River bridge, Burl. to Council Bluffs.....	Trestle.....	Iron.....	640 feet	March, 1879.
Big Creek, Burlington to Council Bluffs.....	Trestle.....	Iron.....	256 feet	April, 1879.
140 A bridge, Burlington to Council Bluffs.....	Truss.....	Iron.....	176 feet	June, 1879.
Skunk River, Burlington to Keokuk.....	Truss.....	Iron.....	352 feet	June, 1879.
Bridge 49, Burlington to Keokuk.....	Truss.....	Iron.....	132 feet	April, 1879.
Bridge 41, Burlington to Keokuk.....	Truss.....	Iron.....	134 feet	May, 1879.
Bridge 42, Burlington to Keokuk.....	Truss.....	Iron.....	48 feet	May, 1879.

## CROSSINGS.

What railroads cross your road at grade in this State, and at what locality?  
 Chicago, Rock Island & Pacific Railroad, at Fairfield.  
 Chicago, Rock Island & Pacific Railroad, at Union Pacific Transfer.  
 Keokuk & Des Moines Railroad, at Ottumwa (East of).  
 St. Louis, Kansas City & Northern Railroad, at Shenandoah (one mile north).  
 St. Louis, Kansas City & Northern Railroad, at Ottumwa.  
 Central Railroad of Iowa, at Albia, (1½ miles east).  
 Chicago, Rock Island & Pacific Railroad, at Indianola.  
 Kansas City, St. Louis & Council Bluffs Railroad, at Pacific Junction.  
 St. Louis, Kansas City & Northern Railroad, at Malvern.  
 Chicago, Rock Island & Pacific Railroad, at Council Bluffs Yard.  
 Chicago & Northwestern Railroad, at Council Bluffs Yard.  
 St. Louis, Kansas City & Northern Railroad, at Hastings, (south of).

Number of crossings of highways at grade in this State without protection.....	544
Number of crossings of highways at grade in this State at which there are gates or flagmen.....	7
Number of crossings of highways over railroads.....	10
Number of crossings of highways under railroads.....	None.
Number of highway bridges eighteen feet above grade.....	10
Number of highway bridges less than eighteen feet above track.....	None.
What regulations govern your employes in regard to the crossings of other railroads, and are they found to be sufficient?	
Ans. All trains come to a full stop within 400 feet before crossing another railroad at grade, and the whistle is sounded on starting again. These regulations are found sufficient.	
What regulations govern your employes in regard to the crossing of public highways, and are these regulations found to be sufficient?	
Ans. The whistle is sounded eighty rods from road crossings, and the bell rung from this point until the engine has crossed the road. These regulations are found sufficient.	

## STATIONS.

Number of stations.....	298
Same in Iowa.....	113

## EMPLOYES.

Number of persons regularly employed on all roads operated by company, including officials.....	10,242
Same in Iowa.....	4,077

## FENCING.

How many miles of fencing have you on your road in Iowa?.....	566.255
How many miles of fencing have you built during the year.....	9.065
What was the average cost per rod?.....	\$1.00

## ROLLING STOCK.

*Number of locomotives of more than 30 tons weight, exclusive of tender.....	125
Number of locomotives of more than 20 tons weight, exclusive of tender.....	18
†Number of passenger cars.....	124

\*Give the weight of heaviest locomotives in use. 103,000 pounds.

†Cannot separate cars in Illinois and Iowa.

‡Cannot separate Illinois and Iowa.

Number of sleeping cars, 11; dining 4; officers' 4; total.....	19
Number of express and baggage cars.....	63
Number of box freight cars.....	6,941
Number of stock cars.....	568
Number of platform and coal cars.....	2,026
Number of conductors' way cars.....	187
Other cars as follows: Hand, 456; push, 398.....	824
Average amount of tonnage that can be carried over your road with an engine of the weight and power you use for freight trains—give the weight of engines generally used; engine 36 to 38 tons; train (Iowa) 180 tons.	
†Average number of passenger and express cars that can be hauled on your regular trains by an engine of given power and weight—give the weight of engine generally used; 15 cars in Illinois; engine 36 to 38 tons; 11 cars in Iowa; engine 36 to 38 tons.	
Number of locomotives equipped with train-brake.....	128
Number of passenger cars equipped with train-brake.....	144
What kind of train-brake is in use on your road? Westinghouse air-brake.	
‡Number of passenger cars with Miller platform and buffer.....	144
Number of passenger cars with any other platform and buffer.....	None.

## TELEGRAPHS.

Miles of telegraph on line operated by company.....	975
Miles of telegraph owned by company.....	975
Number of telegraph offices in company's stations.....	90
Number of telegraph stations operated by company.....	90
Number of telegraph stations operated jointly by rail and telegraph companies.....	59

## MILEAGE, TRAFFIC, ETC.

	IN IOWA.
Miles run by passenger trains during the year.....	616,823
Miles run by freight trains.....	2,894,774
Miles run by mixed trains.....	136,857
Total mileage of passenger, freight and mixed trains..	3,588,454
Miles run by construction and other trains.....	No data.
Total train miles run.....	3,588,454
Miles run by rented cars.....	37,228,598
Number of through and local passenger (cannot separate Illinois and Iowa).	
Total number of passengers carried.....	607,249
Total passenger mileage, or passengers carried one mile.....	37,821,634
Average amount received from each passenger.....	\$ 1.479
Average distance traveled by each passenger (miles).....	62.283
Total tons of freight carried.....	1,841,621
Total freight mileage, or tons carried one mile.....	415,779,923
Highest rate of fare per mile, for any distance.....	3 cents.
Lowest rate of fare per mile, for any distance (single fare).....	No record.
Average rate of fare per mile, for all passengers.....	2.11 cents.
Average rate received per mile per ton for all freight carried.....	397 cents.
Average number of cars in passenger trains, including baggage cars.....	6
Average number of cars in freight trains.....	16
Average weight of passenger trains, including locomotive and tender in working order, exclusive of passengers.....	350 tons.
Average weight of freight trains, including locomotive and tender in working order, exclusive of freight.....	350 tons.
Rate of speed of passenger and express trains, including stops.....	23 miles.
Rate of speed of freight trains, including stops.....	12 miles.

‡Cannot separate between States.

## TONNAGE OF ARTICLES TRANSPORTED.

	TONS IN IOWA.	PER CENT.
Grain.....	895,616	47.1
Flour.....	19,731	1.1
Provisions (beef, pork, lard, etc.).....	63,296	3.5
Animals.....	204,861	11.1
Lumber and forest products.....	248,273	13.4
Coal.....	134,042	7.2
Railroad iron—iron and steel rails, pig and bloom iron, other iron and castings.....	45,123	2.4
Stone and brick.....	6,337	.4
Manufactures—articles shipped from point of production	27,013	1.5
Merchandise and other articles, not enumerated above.....	227,429	12.3
Total tons carried.....	1,841,621	100

## ADDITIONAL QUESTIONS.

## EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company?

Ans. American Express company. Railroad company furnishes cars, and express company furnishes all carriers and agents. Compensation for 8,000 pounds, per day, over whole line, \$125.00 per day, and \$1.50 per 100 pounds for excess, over whole line.

## TRANSPORTATION COMPANIES.

What freight and transportation companies run on your road?  
Ans. There are no contracts with transportation companies.

## SLEEPING CARS.

Do sleeping, parlor or dining-room cars run on your road, and if so, on what terms do they run, by whom are they owned, and what charges are made in addition to regular passenger rates?

Ans. Run Pullman sleeping cars; charge \$2.00 per berth. Dining cars owned by Pullman company and railroad company jointly.

What is the total amount paid by your company to palace or sleeping-car companies, to what companies, and the amount paid to each? Please state fully the arrangement by which these cars run on your road, the terms, and who receives the earnings?

Ans. The company maintains and repairs the cars, and the Pullman Palace Car Company maintains everything relating to the sleeping apparatus. The Pullman Palace Car Company receives the entire earnings.

## U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service?

Ans. Main line two times each way for large stations, and one time for small. On branches one time each way daily. Receipts, \$64,407.92 for year ending June 30, 1879.

## LANDS—CONGRESSIONAL GRANT.

7. State the number of acres of land your company has already received from the Congressional grants.....	360,072.96
State the number of acres yet to issue to your company from Congressional grants (See Report 1878).	
State the average price at which these lands are offered for sale by the company.....	About \$10.00
State the average price at which these lands have been sold or contracted by the company.....	About 12.00
State the number of acres sold to June 30, 1879.....	\$3,162.23
State the amount received from sales, principal and interest..	\$ 790,195.66
State the amount received from outstanding contracts, principal and interest.....	1,529,988.06
State the amount received from forfeited contracts (including interest on deferred payments received by the company).....	105,019.42
State the gross amount received from sales, contracts, forfeited contracts, etc., up to June 30, 1879.....	\$ 2,425,203.14

## LANDS—STATE OR SWAMP LAND GRANT.

State the number of acres of swamp lands received from counties: 5,801 58-100 acres of contested lands were quit-claimed by Mills county, to B. & M. R. R. R., in the settlement made, and this amount is included in answer to No. 7.

## SUMMARY.

Total amount of lands received by company.....	360,072.96 acres.
Total amount of lands sold by company.....	83,162.23 acres.
Total amount of lands contracted by company.....	236,811.40 acres.
Cash payments from sales, contracts, forfeited contracts, including interest on deferred payments received by the company.....	\$ 2,425,203.14
State the value of donations of right of way and station grounds to your company.....	See note A.
State the value of donations of other real estate to your company.....	See note A.

## ACCIDENTS TO PERSONS IN IOWA.

STATEMENT FOR YEAR ENDING JUNE 30, 1879, OF ALL ACCIDENTS RESULTING IN INJURIES TO PERSONS, GIVING EXTENT AND CAUSE THEREOF.

DATE.	NAME.	OCCUPATION.	INJURY.	REMARKS.
1878.				
August	36 Unknown man	Tramp	Killed	Fell between cars; standing ride.
August	37 Thomas Perry	Boy	Killed	Trying to get his dog off track.
September	38 Thomas Sevion	Employe	Killed	Accidental; on track.
September	39 John H. Smith	Employe	Killed	Accidental; on track.
October	4 Emil Mech	Tramp	Killed	Jumping on cars.
October	28 Daniel McCarry	Watchman	Killed	Fell off hand car; accidental.
October	29 John Myers	Laborer	Killed	Caught between pilot; accidental.
November	1 James Ald	Car repairer	Injury	Caught by car; accidental.
January	1 Ed. Curran	Brakeman	Killed	Fell between cars; accidental.
December	31 C. R. Haven	Baggage-man	Killed	Fell from top of car; accidental.
February	1 Wm. Stanton	Boy	Badly injured	Jumping on cars.
January	30 Abe Kelly	Switchman	Killed	Struggling with; fell between cars.
February	17 M. D. Pool	Switchman	Injury from which he died.	Caught between engine and coach; accidental.
February	18 John W. Smith	Engineer	Killed	Engine 340 and 62 collided; accidental.
February	20 David McDevitt	Fireman	Killed	Engine 340 and 62 collided; accidental.
February	23 Edw. Wadell	Fireman	Injured	Engine 340 and 62 collided; accidental.
February	25 Eugene McCarley	Freight Conductor	Injured	Struck by switch engine; accidental.
February	26 H. W. Soosa	Brakeman	Injured	Struck by switch engine; accidental.
March	1 Edward Elvashall	Brakeman	Left leg broken	Fell between cars; accidental.
March	3 C. Webber	Laborer	Killed	Jumping on cars.
March	10 James Nevill	Bridge foreman	Killed	Fell off bridge, striking head on piece of timber; accidental.
March	23 Jacob Nelson	Switchman	Killed	Struggling with; fell between cars.
March	22 Calvin March	Switchman	Killed	Struggling with; fell between cars.
April	22 John March	Switchman	Killed	Drunk; lying on track.
April	34 Edwin Rogers	Switchman	Killed	Jumping off track.
April	28 J. Casey	Brakeman	Killed	Drunk; walking on track.
April	9 John Travers	Switchman	Injured	Fell off track; accidental.
May				

## RECAPITULATION OF ACCIDENTS.

Killed—Passengers, misconduct or want of caution.....	14	
Others, stealing rides.....	1	
Trespassing on track, etc.....	8	23
Total killed.....		23
Injured—Employees, from misconduct or want of caution.....	4	
Others, trespassing on track, etc.....	4	8
Total injured.....		8

## OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

*President*—John M. Forbes, Boston, Massachusetts.  
*Vice-President and General Manager*—Charles E. Perkins, Burlington, Iowa.  
*Secretary*—John G. Walker, Chicago, Illinois.  
*Treasurer*—A. T. Hall, Chicago, Illinois.  
*Traffic Manager*—C. W. Smith, Chicago, Illinois.  
*General Superintendent*—T. J. Potter, Burlington, Iowa.  
*Chief Engineer*—R. J. McClure, Burlington, Iowa.  
*Superintendent of Telegraph*—F. H. Tubbs, Burlington, Iowa.  
*Auditor*—George Tyson, Boston, Massachusetts.  
*General Passenger Agent*—J. R. Wood, Chicago, Illinois.  
*General Freight Agent*—E. P. Ripley, Chicago, Illinois.  
*Attorney-General*—J. M. Walker, Chicago, Illinois.

## NAMES OF DIRECTORS WITH RESIDENCE.

John M. Forbes, Boston, Massachusetts.  
 Sidney Bartlett, Boston, Massachusetts.  
 Charles J. Paine, Boston, Massachusetts.  
 T. J. Coolidge, Boston, Massachusetts.  
 John L. Gardner, Jr., Boston, Massachusetts.  
 Henry S. Russell, Boston, Massachusetts.  
 Edward Bangs, Boston, Massachusetts.  
 J. N. A. Griswold, New York City.  
 Peter Geddes, New York City.  
 Charles E. Perkins, Burlington, Iowa.  
 James M. Walker, Chicago, Illinois.  
 General offices at 162 Michigan Avenue, Chicago.  
 Date of annual meeting of stockholders, Wednesday after fourth Monday in March.  
 Fiscal year of company, ends December 31st.

## STATE OF ILLINOIS, )

COUNTY OF COOK.

Amos T. Hall, Treasurer, and J. G. Walker, Secretary of the Chicago, Burlington & Quincy Railroad Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of this company on the thirtieth day of June, A. D. 1879, to the best of their knowledge and belief.

Signed,

[L. S. OF R. R.]

AMOS T. HALL,  
*Treasurer, C., B. & Q. R. R. Co.*  
 J. G. WALKER,  
*Secretary, C., B. & Q. R. R. Co.*

Subscribed and sworn to before me, this 7th day of October, A. D. 1879.  
 [L. S.] LESTER O. GODDARD,

Notary Public.

Received and filed in the office of the Commissioners of Railroads, this 9th day of October, 1879.

J. S. CAMERON,  
*Secretary of Board of Railroad Commissioners.*

## REPORT

OF THE

## CHICAGO, CLINTON, DUBUQUE &amp; MINNESOTA

RAILROAD COMPANY.

FOR THE YEAR ENDING, JUNE 30, 1879.

## CAPITAL STOCK.

Capital stock authorized by articles of association.....	\$ 6,156,000.00
Par value of shares.....	\$100.00
Average price per share.....	\$100.00
Number of stockholders in Iowa at same date.....	[Not known]
Capital stock authorized by vote of Company [number of shares.....]	61,566
Capital stock issued [number of shares——] amount paid in, All common.	

Road turned over to bondholders who formed new Company, issuing stock for amount of bonds issued—present stock represents old bonded debt of road.

## DEBT.

Funded debt, as follows:

Income or other mortgage bonds, (due February 1, 1884, bear interest at 7 per cent, which is payable annually).....	\$ 400,000.00
Total amount of funded debt.....	\$ 400,000.00

## COST OF ROAD AND EQUIPMENT.

<i>Total expended for construction</i> .....	\$ 6,214,592.39
Average cost of construction per mile of road (not including sidings [208.1 miles].....)	29,863.49
Proportion of cost of construction for Iowa.....	5,470,991.37
<i>Total for equipment</i> .....	233,825.00
Average cost of equipment per mile of road operated by Company in the State.....	1,123.62
Proportion of cost of equipment for Iowa.....	265,847.18
Total cost of road and equipment.....	6,448,417.39
Average cost of same per mile.....	30,987.11
Proportion of same for Iowa.....	5,676,838.55

## EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING YEAR.

The amounts under this heading are also included in the permanent cost of road or equipment, under the heading "Cost," this statement showing only what has been added during the year.

Any other expenditures charged to property account, specifying same.....	}	\$ 5,655.80
Right of way.....		
Total.....		\$ 5,655.80

## REVENUE FOR THE YEAR.

## Monthly Earnings.

## FROM TRANSPORTATION OF PASSENGERS.

	THROUGH.	LOCAL.	TOTAL.
July, 1878.....	\$ 4,810.31	\$ 8,702.30	\$ 13,512.61
August, 1878.....	3,372.60	10,031.15	13,403.75
September, 1878.....	4,177.76	11,263.60	15,441.36
October, 1878.....	4,083.64	9,270.70	13,354.34
November, 1878.....	3,304.07	7,912.56	11,216.63
December, 1878.....	2,451.74	6,273.75	8,725.49
January, 1879.....	2,111.66	5,536.50	7,648.16
February, 1879.....	2,238.15	5,957.00	8,195.15
March, 1879.....	3,350.32	7,773.30	11,123.62
April, 1879.....	3,139.34	7,296.10	10,435.44
May, 1879.....	3,062.75	7,086.60	10,149.35
June, 1879.....	2,797.24	7,518.65	10,315.89
Totals.....	\$ 38,849.58	\$ 94,625.01	\$ 133,474.59

## FROM TRANSPORTATION OF FREIGHT.

	THROUGH.	LOCAL.	TOTAL.
July, 1878.....	\$ 7,122.97	\$ 11,896.93	\$ 18,959.90
August, 1878.....	6,773.29	10,588.83	17,362.12
September, 1878.....	6,459.44	11,086.41	17,545.85
October, 1878.....	11,295.80	11,737.38	23,033.18
November, 1878.....	18,261.85	11,581.37	29,843.22
December, 1878.....	12,972.31	10,962.33	23,934.64
January, 1879.....	31,688.60	8,515.06	40,203.66
February, 1879.....	10,419.38	9,251.58	19,670.96
March, 1879.....	12,278.44	12,538.37	24,816.81
April, 1879.....	13,860.26	9,481.29	23,341.55
May, 1879.....	15,472.90	14,000.98	29,473.88
June, 1879.....	19,775.63	11,825.80	31,601.43
Totals.....	\$ 166,380.87	\$ 133,406.53	\$ 299,787.40

## FROM ALL OTHER SOURCES.

	MAILS.	EXPRESS.	MISCELLANEOUS.
July, 1878.....	\$ 1,235.00	\$ 450.08	65.00
August, 1878.....	1,235.00	313.21	65.00
September, 1878.....	1,235.00	352.71	65.00
October, 1878.....	1,235.00	279.49	65.00
November, 1878.....	1,235.00	237.44	65.00
December, 1878.....	1,235.00	270.09	65.00
January, 1879.....	1,235.00	155.88	50.00
February, 1879.....	1,235.00	214.61	50.00
March, 1879.....	1,235.00	234.43	50.00
April, 1879.....	1,235.00	255.84	50.00
May, 1879.....	1,235.00	244.43	50.00
June, 1879.....	446.32	211.18	50.00
Totals.....	\$ 14,031.32	\$ 3,218.39	690.00

## RECAPITULATION OF EARNINGS.

Receipts from local passengers.....	\$ 94,625.01
Receipts from through passengers.....	38,849.58
Receipts for express.....	3,218.39
Receipts for mails.....	14,031.32
Total receipts from passenger trains.....	\$ 150,724.30
Receipts from local freight.....	133,406.53
Receipts from through freight.....	166,380.87
Total receipts from freight trains.....	\$ 299,787.40
Receipts from miscellaneous sources.....	690.00
Total earnings.....	\$ 451,201.70
Proportion for Iowa.....	\$425,564.22
Earnings per mile of road operated.... [221.6 miles], [82,040.02]	

Have you made any advance or reduction in freight since the enactment of Chapter 77, Laws of the Seventeenth General Assembly—if so, what percentage? Ans. No.

## EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

CLASS 1—MAINTENANCE OF WAY AND BUILDINGS (charged to operating expenses.)	
Repairs of track—labor and supplies, exclusive of new ties....	\$ 59,087.95
Repairs of track—new ties, number 74,897; cost per tie \$0.35 cts.	26,213.95
Repairs of bridges—labor and supplies.....	41,324.84
Repairs of fences—labor and supplies.....	635.96
Repairs of buildings, stations, water-tanks, etc.....	3,067.31
Repairs of telegraph.....	1,052.00
New rails—425 tons steel, \$19,125, less credit for old rails, \$8,906.70.....	10,518.30
Total.....	\$ 141,900.40



## CLASS 2—MAINTENANCE OF MOTIVE POWER AND CARS.

Repairs of locomotives.....	\$ 20,284.30
Repairs of passenger, baggage, mail and express cars.....	9,267.85
Repairs of freight cars.....	19,453.59
Repairs of machinery and tools—labor.....	} Charged <i>pro rata</i> in } previous accounts
Repairs of machinery and tools—supplies.....	
Total.....	\$ 49,005.74

## CLASS 3—CONDUCTING TRANSPORTATION.

Fuel.....	\$ 21,311.19
Oil, waste and lights.....	3,254.08
Wages of employes—conductors, enginemen, brakemen, stationmen (all grades) and clerks.....	65,433.07
Miscellaneous train and station supplies.....	}
Miscellaneous train and station expenses.....	
Water supply.....	1,019.92
Telegraph operation.....	2,290.95
Loss and damage of goods.....	6,392.98
Injuries to persons.....	205.25
Damage for stock killed.....	}
Damages to property, including damages by fire.....	
Hire of cars, and use of tracks.....	3,728.77
Legal expenses.....	7,828.10
	15.00
Total.....	\$ 111,479.31

## CLASS 4—GENERAL EXPENSES.

Salaries of the general officers of the company.....	\$ 11,280.00
General office expenses, including clerk hire, rent, fuel, lights, etc.....	7,207.35
Insurance.....	1,286.90
Taxes in Iowa.....	15,657.09
Taxes in other States.....	556.43
Advertising.....	}
Printing and stationery.....	
Total.....	\$ 38,206.26

## RECAPITULATION OF EXPENSES.

Total expenses of operating the road (embraced in classes 1, 2, 3 and 4).....	\$ 340,678.71
Proportion for Iowa.....	[\$301,423.08]
Per mile of road operated.....	[\$1,532.40]

## GENERAL RECAPITULATION.

Total earnings.....	\$ 451,301.70
Total operating expenses.....	340,678.71
Net earnings—earnings above operating expenses.....	\$ 110,522.99

## PAYMENTS FROM INCOMES, DIVIDENDS, ETC.

Interest paid during the year.....	\$ 15,504.43
Interest falling due during the year, but not paid.....	17,066.96
Total interest liability for the year.....	\$ 27,171.00
Amount paid during the year for permanent improvements, and charged to operating expenses.....	\$ 20,823.60
Dividends declared, 2 per cent for the year, amount.....	120,000.00
Date of last dividend declared.....	[March 15, 1879]

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS,  
JUNE 30, 1879.

DR.

To construction.....	\$ 6,214,592.34
To equipment.....	233,525.00
To operating expenses.....	198,743.78
To material on hand.....	6,590.31
To balance due from others.....	13,384.71
To due from United States Government.....	3,526.87
To stock of Waukon & Mississippi Railroad, Guar. Co.....	56,043.37
To cash in Dubuque.....	8,474.24
To bills receivable (Boston).....	13,000.00
To Waukon & Mississippi Railroad 8 per cent mortgage bonds.....	27,000.00
To capital stock, fractions.....	32.00
To dividend No. 1.....	118,790.00
To interest (miscellaneous).....	1,403.69
To accrued interest on bonds.....	11,066.06
To old indebtedness.....	1,283.60
To suspense account.....	7,500.00
Total.....	\$ 6,916,516.92

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS,  
JUNE 30, 1879.

CR.

By gross earnings.....	\$ 235,322.50
By approved vouchers.....	28,143.32
By unpaid pay-rolls.....	226.62
By salt account.....	242.00
By voluntary contributions.....	5,546.41
By income account.....	78,878.82
By capital stock.....	6,151,440.00
By bonded debt.....	303,000.00
By accrued bond coupon interest.....	11,066.06
By bills payable (Boston).....	4,500.00
By cash overdrawn (Boston).....	550.59
Total.....	\$ 6,916,516.92

NOTE.—Our books closed December 31, 1879. This sheet shows the business from January 1, 1879 to date, 6 months. C. M. CARTER, Assistant Treasurer.

## DESCRIPTION OF ROAD.

Date when the road or portions thereof were opened for public use:

From Dubuque to McGregor, November 22, 1871.	
From McGregor to Harper's Ferry, March 3, 1872.	
From Harper's Ferry to LaCrescent, October 6, 1872.	
From Dubuque to Clinton, October 22, 1872.	
Length of main line of road completed, from Clinton to LaCrescent, miles.....	164.50
Length of main line of road completed, in Iowa.....	139.60
Length of main line of road completed, in Minnesota.....	24.90
Length of main line with track laid, if road is not completed. None.	
Length of double track on main line. None.	
Branches owned by company, viz:	
Volga Valley Branch, length.....	43.60
Turkey River Junction to Wadena, Iowa, length.....	43.60
Total length of branches owned by company.....	43.60
Total length of road belonging to this company.....	208.10
Aggregate length of sidings and other tracks not above enumerated.....	17.50
Same in Iowa.....	15.94
Aggregate length of tracks belonging to this company computed as single track.....	225.70
Same in Iowa.....	199.14
Gauge of track, 4 feet, 8½ inches.....	
Total length of tracks belonging to this company laid with steel rails [Weights per yard 56 pounds].....	4.83
Total length of tracks belonging to this company laid with iron rails, including sidings [Weights per yard, 50 and 56 lbs.].....	230.87

## ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY, UNDER LEASE OR CONTRACT—TRACK RENT.

Name, description and length of each in miles:	
Illinois Central Railroad, length.....	.54
Salula, Ackley & Dakota Railroad, length.....	4.96
Iowa Midland Railway, length.....	7.90
Total length of above roads.....	13.50
Total length of above roads in Iowa.....	13.50
Total miles of road operated by this company.....	221.60
Total miles of road operated by this company in Iowa.....	196.70

## NUMBER OF BRIDGES AND TRISSTLES ON WHOLE LINE.

Wooden bridges, number of 34; aggregate length, feet.....	4,367
Stone bridges, number of 245; aggregate length, feet.....	3,748
Strain beam, 28; aggregate length, feet.....	1,444
Wooden trestles, number of 327; aggregate length, feet.....	32,887
Culverts and drains, 49.....	

## BRIDGES BUILT WITHIN THE YEAR.

LOCATION.	KIND.	MATERIAL.	LENGTH.	WHEN BUILT.
Turkey River.....	Howe Truss	Combination	2 spans 156 feet each	Winter 1878-79.
Iowa River.....	Howe Truss	Wooden	151 feet each	Winter 1878-79.
Crooked Creek.....	Howe Truss	Wooden	2 bridges 130 feet each	Winter 1878-79.
Root River.....	Howe Truss	Wooden	151 feet each	Winter 1878-79.

## CROSSINGS.

What railroads cross your road at grade in this State, and at what locality? Chicago, Milwaukee & St. Paul Railway, at North McGregor. Chicago, Milwaukee & St. Paul Railway, at South McGregor.	
Number of crossings of highways at grade in this State without protection.....	76
Number of crossings of highways at grade in this State at which there are gates or flagmen.....	None.
Number of crossings of highways over railroad.....	1
Number of crossings of highways under railroad.....	1
Number of highway bridges, 18 feet above track.....	2
Number of highway bridges less than 18 feet above track.....	None.
What regulations govern your employes in regard to the crossings of other railroads, and are they found to be sufficient?	
Ans. Come to a full stop 400 feet distant from crossing. Engineer and conductor must know track is clear. Yes.	
What regulations govern your employes in regard to the crossings of public highways, and are these regulations found to be sufficient?	
Ans. One blast of the steam whistle and ringing of bell one quarter mile distant from crossing until over crossing. Yes.	

## STATIONS.

Number of stations.....	27
Same in Iowa.....	25

## EMPLOYEES.

Number of persons regularly employed on all roads operated by company, including officials.....	485
Same in Iowa.....	475

## FENCING.

How many miles of fencing have you on your road in Iowa? Ans. About 70 miles.	
---	--

## ROLLING STOCK.

Number of locomotives of more than 30 tons weight, exclusive of tender.....	4
Number of locomotives of more than 20 tons weight, exclusive of tender.....	8
Number of passenger cars—8 wheel.....	9
Number of express and baggage cars.....	4
Number of box freight cars, and combination box and stock cars.....	340
Number of platform cars.....	58
Number of coal cars.....	20
Number of conductors' way cars.....	4
Other cars as follows: File drivers.....	2
Average amount of tonnage that can be carried over your road with an engine of the weight and power you use for freight trains—give the weight of engines generally used, including weight of train. Thirty-three ton engine; 570 tons.	
Average number of passenger and express cars that can be hauled on your regular trains by an engine of given power and weight—give the weight of engine generally used. 28 ton engines.....	12
Number of locomotives equipped with train-brake.....	5
Number of passenger cars equipped with train-brake.....	9
What kind of train-brake is in use on your road? Westinghouse air brake.	

Number of passenger cars with Miller platform and buffer.....	9
Number of passenger cars with any other platform and buffer.....	

## TELEGRAPHS.

Miles of telegraph on line operated by company.....	228.60
Number of telegraph offices in company's stations.....	31
Number of telegraph stations operated jointly by rail and telegraph companies.....	31

## MILEAGE, TRAFFIC, Etc.

Miles run by passenger trains during the year.....	152,880
Miles run by freight trains.....	116,072
Miles run by mixed trains.....	44,928
Total mileage of passenger, freight and mixed trains	313,880
Miles run by construction and other trains.....	23,050
Total train miles run.....	337,530
Number of through passengers.....	13,223
Number of local passengers.....	57,974
Total number of passengers carried.....	71,297
Total passenger mileage, or passengers carried one mile.....	3,582,380
Average amount received from each passenger.....	\$ 1.88 <sup>1</sup> / <sub>2</sub>
Average distance traveled by each passenger.....	50.24
Number of tons of through freight carried.....	58,289
Total mileage of through freight.....	5,785,109
Number of tons of local freight carried.....	92,033
Total mileage of local freight.....	7,356,039
Total tons of freight carried.....	150,422
Total freight mileage, or tons carried one mile.....	13,141,748
Highest rate of fare per mile, for any distance.....	.04
Lowest rate of fare per mile, for any distance (single fare).....	.02
Average rate of fare per mile, received for through passengers.....	.03.51
Average rate of fare per mile, received for local passengers.....	.03.81
Average rate of fare per mile, received for all passengers.....	.03.72
Average rate received per mile, per ton for through freight.....	.02.8
Average rate received per mile, per ton for local freight.....	.01.8
Average rate received per mile, per ton for all freight.....	.02.2
Average number of cars in passenger trains, including baggage cars.....	3
Average number of cars in freight trains.....	21
Average weight of passenger trains, including locomotive and tender in working order, exclusive of passengers—tons.....	55.50
Average weight of freight trains, including locomotive and tender in working order, exclusive of freight—tons.....	201.00
Rate of speed of passenger and express trains, including stops—miles.....	18
Rate of speed of freight trains, including stops—miles.....	9

## TONNAGE OF ARTICLES TRANSPORTED.

Grain.....	27,349
Flour.....	1,523
Provisions (beef, pork, lard, etc.).....	2,052
Animals.....	10,324
Other agricultural products.....	5,806
Number and forest products.....	59,520
Coal.....	9,684
Salt.....	1,026

Petroleum—coal oil.....	523
Manufactures—articles shipped from point of production.....	490
Merchandise and other articles, not enumerated above.....	31,725
Total tons carried.....	150,422

## ADDITIONAL QUESTIONS.

## EXPRESS COMPANIES.

What express companies run on your road, and on what terms?  
 Ans. The American Express Company.

## TRANSPORTATION COMPANIES.

What freight and transportation companies run on your road? Ans. None.

## SLEEPING CARS.

Do sleeping, parlor or dining-room cars run on your road, and if so, on what terms do they run, by whom are they owned, and what charges are made in addition to regular passenger rates?

Ans. Pullman Palace sleeping cars. One-half cent per mile additional fare charged by owners of car.

What is the total amount paid by your company to palace or sleeping-car companies, to what companies, and the amount paid to each? Please state fully the arrangement by which these cars run on your road, the terms, and who receives the earnings.

Ans. Railroad Company pays Pullman Palace Car Company 3 cents per mile for mileage run by their cars on this road.

## UNITED STATES MAIL.

What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service?

Ans. \$68.00 per mile per annum between Clinton and La Crescent. \$42.50 per mile per annum between Turkey River and Wadena. Daily mail service each way (Sundays excepted).

## OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

*President*—Hon. James F. Joy, Detroit, Michigan.  
*Secretary*—Charles Merriam, Boston, Massachusetts.  
*Treasurer*—Charles Merriam, Boston, Massachusetts.  
*General Superintendent*—F. O. Wyatt, Dubuque, Iowa.  
*Assistant Superintendent*—S. A. Wolcott, Dubuque, Iowa.  
*Chief Engineer*—F. O. Wyatt, Dubuque, Iowa.  
*Superintendent of Telegraph*—E. P. Lyman, Dubuque, Iowa.  
*Auditor*—F. O. Wyatt, Dubuque, Iowa.  
*General Passenger Agent*—J. Chapman, Dubuque, Iowa.  
*General Freight Agent*—J. Chapman, Dubuque, Iowa.  
*Attorney, General and Local*—W. J. Knight, Dubuque, Iowa.

## NAMES OF DIRECTORS WITH RESIDENCE.

Nathaniel Thayer, Boston, Massachusetts.  
 Sidney Bartlett, Boston, Massachusetts.  
 J. A. Burnham, Boston, Massachusetts.  
 H. H. Hunnewell, Boston, Massachusetts.  
 J. N. Denison, Boston, Massachusetts.  
 A. Hardy, Boston, Massachusetts.  
 N. Thayer, Jr., Boston, Massachusetts.  
 F. Bartlett, Boston, Massachusetts.  
 James F. Joy, Detroit, Michigan.

General Offices at Dubuque, Iowa.

Date of Annual Meeting of Stockholders—Last Friday in February.

Fiscal year of the company—January 1st, to December 31st, inclusive.

STATE OF IOWA, }  
 COUNTY OF DUBUQUE }

I, F. O. Wyatt, General Superintendent of the Chicago, Clinton, Dubuque & Minnesota Railroad Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D., 1879, to the best of their knowledge and belief.

[L. s. OF R. R.]

[Signed]

F. O. WYATT,  
*General Superintendent.*

Subscribed and sworn to before me this 15th day of September, A. D., 1879.

[L. s.]

E. P. LYMAN,  
*Notary Public.*

Received and filed in the office of the Commissioners of Railroads, this 17th day of September, 1879.

J. S. CAMERON,  
*Secretary of Board of Railroad Commissioners.*

## REPORT

OF THE

## CHICAGO, MILWAUKEE &amp; ST. PAUL

RAILWAY COMPANY,\*

FOR THE YEAR ENDING JUNE 30, 1879.

## CAPITAL STOCK.

Capital stock authorized by articles of association .....	Cannot state.
Par value of shares.....[\$100.00]	
Average price received per share.....	Cannot state.
Number of stockholders at date of last election.....[2,073]	
Number of stockholders in Iowa at same date.....[1]	
Amount of full-paid stock held in Iowa at same date [2 shares]	20,000
Capital stock authorized by vote of company. [Number of shares].....	Cannot state.
Capital stock issued [number of shares, 276,837 44-100] amount paid in.....	27,683,744.00
Capital stock paid in on shares not issued [number of shares]	None.
Capital stock paid in common.....	15,404,261.00
Capital stock paid in preferred, and conditions of preferment.....	12,279,483.00
Capital stock—total amount paid in as per books of the company.....	\$ 27,683,744.00
Capital stock—total amount realized in cash.... [cannot state.]	
Capital stock—total amount realized in property [cannot state.]	
Capital stock paid in per mile of road owned by company.....[1,610 miles.]	17,195.00

## ASSETS—CORPORATE PROPERTY.

Estimated value of the road-bed, including rails and bridges, etc.....	Cannot state.
Estimated value of rolling stock.....	Cannot state.
Estimated value of stations, buildings and fixtures.....	Cannot state.
Estimated value of all other property, including investments in stocks and bonds of other corporations.....	Cannot state.
Estimated value of property per mile of road....[1,610 miles]	Cannot state.

\*NOTE.—The present company was organized in 1863, and comprises various lines of road which had been built by other companies, the records of which are not all in our possession, on which account it is impossible to give the information desired in relation to the issue of stock, the cost and estimated value of road in detail, etc., etc.

## DEBT.

Funded debt as follows:

CLASS OF BONDS.	DATE OF ISSUE.	RATE OF INT.	WHEN PAYABLE.	AMOUNT.
Consolidated mortgage bonds	1875	7 per cent.	July 1, 1905	\$ 7,815,000.00
First mortgage La Crosse dividend bonds	1863	7 per cent.	Jan. 1, 1893	6,630,000.00
First mortgage Iowa and Minn. div. bonds	1867	7 per cent.	July 1, 1897	3,510,000.00
First mortgage Prairie du Chien div. bonds	1868	8 per cent.	Feb. 1, 1898	8,674,000.00
Second mortgage Prairie du Chien div. bonds	1868	7 3-10 per cent.	Feb. 1, 1898	1,315,000.00
First mortgage Chicago & Mil. div. bonds	1873	7 per cent.	Jan. 1, 1903	2,500,000.00
First mortgage St. Paul (Or River) div. bonds	1872	7 per cent. gold.	Jan. 1, 1902	4,000,000.00
First mortgage Iowa & Dakota div. bonds	1869	7 per cent.	July 1, 1899	585,000.00
First mortgage Iowa & D. div. extension bonds	1878	7 per cent.	July 1, 1908	1,500,000.00
First mortgage Hastings & Dakota div. bonds	1872	7 per cent.	Jan. 1, 1902	160,000.00
Second mortgage bonds	1864	7 per cent.	Oct. 1, 1884	598,030.00
Minnesota Central bonds	1864	7 per cent.	July 1, 1894	190,000.00
Milwaukee & Western bonds	1861	7 per cent.	July 1, 1891	231,000.00
Real estate purchase money bonds	1864	7 per cent.	July 1, 1874	97,500.00
Milwaukee City bonds	1854	7 per cent.	Mar. 1, 1874	1,000.00

Total amount of funded debt	\$ 33,074,500.00
Amount received from the same in cash	[cannot state.]
Amount received from the same in property	[cannot state.]
Unfunded debt incurred for construction, equipment and real estate	nothing.
Dividends and interest unclaimed	325,748.89
Unfunded debt incurred in any other manner, and how	421,361.07
Bills payable:	
June pay-roll and bills payable in July, current balances, etc.	1,002,151.94
<i>Total debt liabilities</i>	\$ 34,530,587.90
Amount of debt liabilities per mile of road	[1,610 miles] 21,448.00
Amount of debt liabilities after deducting cash, sinking funds in hands of trustees, and such securities and debt-balances as do not represent permanent investments	30,478,801.67
Contingent liabilities as guarantor of bonds or debt of other corporations, specifying same	Nothing.

## COST OF ROAD AND EQUIPMENT.

Total cost of road and equipment	\$ 60,295,466.18
Average cost of same per mile	37,513.00
Proportion of same for Iowa	18,156,152.57

## EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING YEAR.

The amounts under this heading are also included in the permanent cost of road or equipment, under the heading "Cost," this statement showing only what has been added during the year.

Main line extension west of Algona	\$ 1,388,608.86
Construction of Viroqua Branch	149,395.56
Construction and purchase of Madison and Portage Branch	440,315.23
Construction and purchase of Dubuque and Southwestern Branch	247,391.93
Total	\$ 2,225,711.58

Land	\$ 61,075.36
Passenger and freight stations, wood and coal sheds and water stations	20,040.75
New iron bridges, viaducts, etc.	64,150.93
Engine-houses, car-sheds and turn-tables	88,748.78
New locomotives	50,000.00
New passenger cars	35,631.59
New mail and baggage cars	1,053.85
New freight cars	104,320.19
New fences	6,466.65
Any other expenditures charged to property account, specifying same: steel rails (excess of cost over iron)	103,768.52
New side tracks, etc.	75,948.45
Filling trestle works, etc.	10,222.32
Artesian wells and miscellaneous items of construction	10,420.66
Total	\$ 2,054,169.53
Property sold and credited property account during the year:	
Real estate, Milwaukee	\$5,200.00
Real estate, Wabash & Minnesota	50.00
Total	\$ 2,950,919.53
Less consolidated sinking fund bonds redeemed	55,000.00
Net addition to property account for the year	\$ 2,895,919.53

State the policy pursued by your Company in regard to permanent improvement and repairs, such as replacing iron rails with steel, wooden bridges and culverts with iron and stone, reducing grades and ballasting track. Is the cost of these improvements charged to repairs or construction, and the reasons therefor?	
Ans. About 10,000 tons of steel rails were laid on the company's lines during the year; about \$10 per ton is charged to permanent improvement, and the remainder to operating expenses.	

## REVENUE FOR THE YEAR.

## Monthly Earnings.

## FROM TRANSPORTATION OF PASSENGERS.

	THROUGH.	LOCAL.	TOTAL.
July, 1878	\$ 16,958.63	\$ 171,952.60	\$ 188,911.23
August, 1878	13,347.45	177,686.05	191,033.50
September, 1878	21,889.87	216,389.05	238,278.92
October, 1878	17,500.33	177,710.53	195,210.86
November, 1878	14,389.02	142,730.58	157,119.60
December, 1878	9,401.25	117,423.59	126,824.84
January, 1879	8,216.13	102,112.42	110,328.55
February, 1879	9,776.60	95,006.45	104,783.11
March, 1879	19,745.28	144,467.00	164,212.28
April, 1879	32,576.47	148,502.56	181,079.03
May, 1879	29,421.55	146,984.25	176,405.80
June, 1879	18,345.54	160,471.91	178,817.45
Totals	\$ 211,568.18	\$ 1,801,437.59	\$ 2,013,005.77

## FROM TRANSPORTATION OF FREIGHT.

	THROUGH.	LOCAL.	TOTAL.
July, 1878.....	\$ 78,877.61	\$ 333,384.27	\$ 412,261.88
August, 1878.....	61,751.74	211,680.86	273,432.60
September, 1878.....	57,875.89	327,275.97	385,151.86
October, 1878.....	95,978.13	470,189.03	566,167.16
November, 1878.....	89,433.46	494,719.57	584,153.03
December, 1878.....	77,129.23	455,814.79	532,944.02
January, 1879.....	72,089.14	354,955.09	427,044.23
February, 1879.....	67,123.84	259,324.77	326,448.61
March, 1879.....	79,722.03	334,056.27	413,778.30
April, 1879.....	94,178.02	328,558.57	422,736.59
May, 1879.....	94,006.52	485,345.71	579,352.23
June, 1879.....	95,960.21	445,976.12	541,936.33
Totals.....	\$ 964,126.82	\$ 4,501,281.02	\$ 5,465,406.84

## FROM ALL OTHER SOURCES.

	MAILS.	EXPRESS.	MISCELLANEOUS.
July, 1878.....	\$ 13,790.42	\$ 13,423.89	\$ 6,673.46
August, 1878.....	13,622.66	20,270.00	8,884.23
September, 1878.....	14,185.88	14,675.56	9,523.54
October, 1878.....	14,348.40	14,000.13	13,819.94
November, 1878.....	14,128.33	13,139.05	21,412.23
December, 1878.....	14,174.58	13,511.50	18,766.80
January, 1879.....	16,111.12	13,812.61	16,416.34
February, 1879.....	16,093.24	12,112.58	8,547.29
March, 1879.....	14,106.05	13,073.92	7,186.96
April, 1879.....	13,527.52	13,117.64	8,226.66
May, 1879.....	14,195.88	15,723.58	7,896.70
June, 1879.....	14,019.21	13,717.47	7,525.45
Totals.....	\$ 172,303.31	\$ 170,577.93	\$ 134,789.70

## RECAPITULATION OF EARNINGS.

Receipts from local passengers.....	\$ 1,801,437.59	}	-\$2,013,005.77
Receipts from through passengers.....	211,568.18		
Receipts from news service.....	6,727.92		
Receipts for express.....	170,577.93		
Receipts for extra baggage.....	12,050.72		
Receipts for mails.....	172,303.31		
Receipts for sleeping cars.....	50,065.50		
Total receipts from passenger trains.....	\$ 2,425,330.25		
Receipts from passenger trains, per train mile run [4,714,997 miles].....	\$ 1.41		
Receipts from local freight.....	4,501,281.02		
Receipts from through freight.....	964,126.82		
Total receipts from freight trains.....	\$ 5,465,406.84		

Receipts from freight trains, per train mile run [4,101,955 miles].....	\$ 1.33
Receipts from miscellaneous sources.....	\$ 65,340.40

Total earnings.....	\$ 7,950,083.55
Proportion for Iowa.....	[\$834,122.69]
Earnings per mile of road operated [450 miles].....	[1,817.26]
Per train mile, for passengers, freight and mixed trains [970,159 miles].....	[.85]
Have you made any advance or reduction in freight since the enactment of chapter 77 of the laws of the Seventeenth General Assembly—if so, what percentage?	Ans. No advance has been made, but some reduction in rates on live stock and on grain have been made.
Net earnings.....	3,151,777.21

## RECEIPTS OTHER THAN EARNINGS.

Receipts from other roads.....	
Receipts from rent of property other than road and equip- ment, specifying same.....	3,198,032.65
Receipts from sale of bonds of company not previously issued, Receipts from sale of other securities.....	5,040.69
Receipts from United States government tax refunded.....	3,250.00
Receipts from sale of real estate.....	
Receipts from increase of floating debt.....	\$ 714,481.72
Less increase of floating assets.....	540,300.55
Receipts from sinking fund investment.....	165,172.17
Receipts from interest, exchange, etc.....	15,577.20
Receipts from all other sources, specifying same.....	
Receipts from elevators.....	212,138.60

Total receipts for the year..... \$ 6,750,997.01

## EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

CLASS 1—MAINTENANCE OF WAY AND BUILDINGS (charged to operating expenses).	
Repairs of track—labor and supplies exclusive of new ties.....	\$ 769,861.40
—new ties No. 432,705, cost per tie, 34 cents.....	147,356.79
Repairs of bridges—labor and supplies.....	142,727.29
Repairs of fences—labor and supplies.....	25,902.86
Repairs of buildings—stations and water-tanks, etc.....	60,230.53
New rails—No. tons re-rolled iron, cost 3,715 tons \$68,726.41, less credit for old rails, \$.....	
—No. tons steel, cost 9,869,270 tons \$340,140.56, less credit for old rails, say \$205,874.01.....	
All other expenditures chargeable to this account.....	
Total.....	\$ 1,155,084.87

\*Earnings of elevators are not included in this statement.

†Average number of miles in operation for the year.

‡\$9,677.76 included in earnings.

## CLASS 2—MAINTENANCE OF MOTIVE POWER AND CARS.

Repairs of locomotives .....	\$ 261,012.39
Repairs of cars .....	421,904.47
Repairs of machinery and tools .....	30,389.91
<b>Total</b> .....	<b>\$ 713,297.77</b>

## CLASS 3—CONDUCTING TRANSPORTATION.

Fuel .....	\$ 576,115.30
Oil and waste .....	50,630.98
Wages of employes—conductors, engineers, brakemen, station-men (all grades), and clerks .....	1,468,285.74
Miscellaneous train and station supplies, including lights .....	136,774.31
Water supply (included in train and station supplies). Telegraph operation (included in other items).	
Loss and damage of goods .....	5,306.23
Injuries to persons .....	15,993.74
Damage for stock killed .....	6,984.59
Damages to property, including damages by fire .....	
Hire of cars .....	10,899.07
Legal expenses .....	35,492.07
All other expenses chargeable to this account .....	10,663.11
<b>Total</b> .....	<b>\$ 2,317,144.86</b>

## CLASS 4—GENERAL EXPENSES.

Salaries of the general officers of the company .....	\$ 138,473.51
General office expenses, including clerk hire .....	15,032.80
Insurance .....	15,032.80
Taxes in Iowa .....	\$ 33,996.45
Taxes in other States .....	343,082.78
Advertising and foreign agencies .....	309,086.33
Printing and stationery (included in train and station supplies)	66,453.17
All other expenses chargeable to this account .....	55,136.58
<b>Total</b> .....	<b>\$ 618,778.84</b>

## RECAPITULATION OF EXPENSES.

Total expense of operating the road, (embraced in classes 1, 2, 3 and 4) .....	\$ 4,804,306.34
Proportion for Iowa .....	[\$725,652.56]
Per mile of road operated (459 miles) .....	1,580.94
Per train mile for passenger, freight and mixed trains (979,159 miles) .....	[\$ .74]
*Expense of running and management of passenger trains Expense of running and management of passenger trains per train mile .....	
Expense of running and management of freight trains... Expense of running and management of freight trains, per train mile .....	
Percentage of expenses to earnings, Iowa... [ \$ 87 per cent.] Net earnings per train mile .....	(\$79,159 miles) [ .11 cents.]

\* We cannot furnish this information.

## GENERAL RECAPITULATION.

Total earnings (except elevators) .....	\$ 7,950,083.35
Total receipts during the year .....	[\$11,555,303.95]
Total operating expenses (except elevators) .....	4,804,306.34
Net earnings—earnings above operating expenses .....	3,151,777.21
Total receipts above operating expenses .....	[\$ 6,750,997.61]
Percentage of net earnings to stock and debt. [5 4-10 per cent.]	
Percentage of net earnings to cost of road and equipment .....	[5 2-10 per cent.]

## PAYMENTS FROM INCOME, DIVIDENDS, ETC.

Interest paid during the year .....	\$ 2,164,188.81
Interest falling due during the year, but not paid, say \$3,056.05	
Total interest liability for the year, say .....	\$2,167,244.86
Receipts above operating expenses and interest .....	4,586,808.80
Amount paid during the year for permanent improvements, and charged to cost of road .....	\$ 2,809,160.53
Amount paid during the year for permanent improvements, and charged to operating expenses .....	
Bonds and stock redeemed .....	152,333.00
Floating debt liquidated during the year .....	
Investments, etc. ....	588,701.54
Dividends declared, 3½ per cent for the year 1878, amount .....	429,781.90
*Dividends declared, 3½ per cent for the year 1878, amount .....	429,781.90
United States Government tax paid .....	32,040.93
Sinking fund .....	55,000.00
<b>Total</b> .....	<b>\$ 6,750,997.61</b>

† State in what does the surplus consist—if moneys, where are they deposited; if securities, what are they?

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS,  
JUNE 30, 1879.

## DR.

Cost of road, equipment, etc. ....	\$ 60,395,466.18
Materials and stores on hand .....	418,487.14
Investments .....	2,883,477.17
Cash on hand, etc. ....	691,613.58
Bills receivable .....	19,409.88
Due from agents, other companies and individuals. Current balances .....	467,394.60
<b>Total</b> .....	<b>\$ 64,806,239.55</b>

GENERAL BALANCE SHEET, AT CLOSING OF ACCOUNTS,  
JUNE 30, 1879.

## CR.

Capital stock .....	\$ 27,683,744.00
Bonds outstanding .....	33,074,500.00
Incumbrances assumed .....	6,885.00

\* Date of last dividend declared, March 30, 1880.

† The answer to what the securities are, should be explicit, giving the number of shares and par value of stock, the number of Bonds and par value, for each and every road in which the surplus is invested.

Unpaid pay rolls and bills .....	\$ 545,315.29
Bills payable .....	421,361.07
Dividends and interest unclaimed .....	32,574.89
Due other companies, individuals, &c.—current balances .....	456,836.65
'oupon ticket account .....	56,685.34
Income account .....	2,588,337.31
<b>Total .....</b>	<b>\$ 64,866,239.55</b>

## DESCRIPTION OF ROAD.

Date when the road or portions thereof were opened for public use:

DATE.	FROM.	TO.	MILES.
December, 1866	McGregor .....	Cresco .....	63
December, 1867	Cresco .....	State Line .....	22
Fall of 1869	Calmar .....	Clear Lake .....	84
August, 1870	Clear Lake .....	Algona .....	42
Fall of 1878	Algona .....	Pattersonville .....	98
Fall of 1878	Pattersonville .....	End of track .....	2
September, 1869	Conover .....	Decorah .....	9
November, 1870	Mason City .....	State Line .....	28
December, 1872	Sabula .....	Marion .....	87
Formerly Du-	Farley .....	Springville .....	41
bique South-	Marion .....	Cedar Rapids .....	6
western Ry.	Springfield .....	Paralta .....	2

Length of main line of road completed in Iowa .....	484 miles.
Length of main line of road completed in Illinois .....	45 miles.
Length of main line of road completed in Wisconsin .....	729 miles.
Length of main line of road completed in Minnesota .....	352 miles.

Total length of road belonging to this company ..	1,610 miles.
Aggregate length of sidings and other tracks not above enu- merated .....	Not known.
Same in Iowa .....	36 miles.
Aggregate length of tracks belonging to this company com- puted as single track .....	Not known.
Same in Iowa .....	520 miles.
Gauge of track .....	4 feet 8½ in.
Total length of tracks belonging to this company laid with steel rails, in Iowa, 19 8-100 miles; [weights per yard 60 pounds].	
Total length of tracks belonging to this company laid with iron rails, in Iowa, 464 92-100 miles; [weights per yard 60 pounds, 56 and 50.	

ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY,  
UNDER LEASE OR CONTRACT.

Name, description and length of each:	
Minnesota Midland Railway, length .....	59 miles.
Oshkosh & Mississippi River Railway, length .....	20 miles.
Hastings & Dakota Extension, length .....	82.4 miles.
Total length of above roads .....	161.4 miles.
Total length of above roads in Iowa .....	
Total length of above roads in other States, specifying each:	
Wisconsin .....	20 miles.
Minnesota .....	141.4 miles.

Total miles of road operated by this company ..... 1771.40 miles.  
Total miles of road operated by this company, in Iowa..... 484.00 miles.

## NUMBER OF BRIDGES AND TRESTLES ON WHOLE LINE, IN IOWA.

Wooden bridges, number of 109; aggregate length, feet .....	11,763
Stone bridges, number of .....	None.
Iron bridges, number of .....	None.
Wooden trestles, number of 242; aggregate length, feet .....	19,910
Culverts, number of 536; aggregate length, feet .....	4,310

## BRIDGES BUILT WITHIN THE YEAR.

LOCATION.	KIND.	MATERIAL.	LENGTH.
Fort Atkinson .....	Howe Truss .....	Wood .....	68
Lawler .....	Howe Truss .....	Wood .....	88
Chickasaw .....	Howe Truss .....	Wood .....	78
Garner .....	Straining Beam .....	Wood .....	45
Algona .....	Howe Truss .....	Wood .....	132
Emmetsburg .....	Howe Truss .....	Wood .....	158
Otranto .....	Howe Truss .....	Wood .....	158
Carpenter .....	Howe Truss .....	Wood .....	78
Plymouth .....	Howe Truss .....	Wood .....	137
Mason City .....	Howe Truss .....	Wood .....	136
McGregor .....	Howe Truss .....	Wood .....	68
Near Cedar Rapids .....	Howe Truss .....	Wood .....	120
Olin .....	Howe Truss .....	Wood .....	216
East of Viola .....	Howe Truss .....	Wood .....	40
East of Vista .....	Howe Truss .....	Wood .....	40
Elk River .....	Howe Truss .....	Wood .....	64

## CROSSINGS.

What railroads cross your road at grade in this State, and at what locality?  
Illinois Central Railroad, at Charles City.  
Burlington, Cedar Rapids & Northern Railroad, at Nora Springs and Plymouth.  
Central of Iowa Railroad, at Mason City Junction.  
Davenport & Northwestern Railroad, at Delmar Junction.  
Davenport & Northwestern Railroad, at Oxford Junction.  
Chicago & Northwestern Railroad, at Delmar Junction.  
What railroads cross your road either over or under grade in this State, and where? None.  
Number of crossings of highways at grade in this State without protection .....

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Number of crossings of highways at grade in this State at which there are gates or flagmen .....

None.

Number of crossings of highways over railroad .....

3

Number of crossings of highways under railroad .....

3

Number of highway bridges eighteen feet above track .....

3

Number of highway bridges less than eighteen feet above track .....

None.

What regulations govern your employees in regard to the crossings of other railroads, and are they found to be sufficient?  
Ans. All engines with or without trains, are obliged to stop dead within 400 feet of all railroad crossings, and not proceed until track is clear. Sufficient.  
What regulations govern your employees in regard to the crossings of public highways, and are these regulations found to be sufficient?  
Ans. Whistling posts are set 80 rods each side of public highways, and all engines must blow whistle at these posts, and ring bell until highway is crossed. Sufficient.



## STATIONS.

Number of stations, say.....	298
Same in Iowa.....	76

## EMPLOYEES AS PER JUNE, 1879, PAY-ROLLS.

Number of persons regularly employed on all roads operated by company, including officials.....	7,510
Same in Iowa, say.....	1,500

## FENCING.

How many miles of fencing have you on your road in Iowa?.....	428.79
How many miles of fencing have you built during the year?.....	21.67
What was the average cost per rod? 75 cents.....	
The total cost of same?.....	\$5,206.34
Give the miles of fence needed on both sides of your track, in each county in Iowa through which your road runs, and the aggregate amount in miles:	
4 miles in Dubuque county, estimated.	14 06-100 miles in Cerro Gordo county.
6 miles in Delaware county, estimated.	16 88-100 miles in Hancock county.
10 miles in Jones county, estimated.	19 23-100 miles in Kosciuszko county.
11 miles in Linn county, estimated.	1 69-100 miles in Mitchell county.
14 miles in Jackson county, estimated.	3 86-100 miles in Palo Alto county.
1 88-100 miles in Winneshiek county.	2 19-100 miles in Clay county.
7 56-100 miles in Chickasaw county.	2 81-100 miles in O'Brien county.
14 81-100 miles in Floyd county.	2 58-100 miles in Sioux county.
Aggregate amount, 123 49-100 miles.	

## ROLLING STOCK IN IOWA.

Number of locomotives of more than 30 tons weight, exclusive of tender.....	21
Number of locomotives of more than 20 tons weight, exclusive of tender.....	19
Number of locomotives of more than 10 tons weight, exclusive of tender.....	0
Number of passenger cars—12-wheel.....	0
Number of passenger cars—8-wheel.....	16
Number of express and baggage cars.....	9
Number of box freight cars.....	535
Number of stock cars.....	68
Number of platform cars and coal cars.....	113
Number of conductors' way cars.....	18
Average amount of tonnage that can be carried over your road with an engine of the weight and power you use for freight trains—give the weight of engines generally used? [Cannot state with certainty, upon some lines 200 tons would be a fair average, on other lines 140 tons on account of high grades.]	
Average number of passenger and express cars that can be hauled on your regular trains by an engine of given power and weight—give the weight of engine generally used? [Our passenger trains in the State of Iowa are necessarily very light, requiring only our smallest engines—not more than five cars are required on any of our lines in Iowa. Passenger engines used in that State, would average about 30 tons.]	
Number of locomotives equipped with train-brake.....	8
Number of passenger cars equipped with train-brake.....	15
What kind of train-brake is in use on your road? Westinghouse Automatic.	
Number of passenger cars with Miller platform and buffer.....	15
Number of passenger cars with any other platform and buffer.....	1

## TELEGRAPHS.

Miles of telegraph owned by company.....	None.
Number of telegraph offices in company's stations.....	67 } Iowa.
Number of telegraph stations operated by company.....	67 } Iowa.
Number of telegraph stations operated jointly by rail and telegraph companies.....	0

## MILEAGE, TRAFFIC, ETC.

	IOWA.	ENTIRE LINE.
Miles run by passenger trains during the year.....	295,905	1,597,586
Miles run by freight trains.....	585,855	3,867,134
Miles run by mixed trains.....	97,390	352,232
Total mileage of passenger, freight and mixed trains.....	979,150	5,816,952
Miles run by construction and other trains.....	210,030	578,078
Total train miles run.....	1,189,180	6,395,030
Miles run by rented cars.....		Cannot state.
Number of through passengers.....		23,062
Number of local passengers.....		1,352,829
Total number of passengers carried.....		1,375,891
Total passenger mileage, or passengers carried one mile.....		67,270,982
Average amount received from each passenger.....		\$ 1.46
Average distance traveled by each passenger.....		40 miles.
Number of tons of through freight carried.....		271,149
Total mileage of through freight.....		Cannot state.
Number of tons of local freight carried.....		1,739,753
Total mileage of local freight.....		Cannot state.
Total tons of freight carried.....		2,010,902
Total freight mileage, or tons carried one mile.....		318,637,367
Highest rate of fare per mile, for any distance, Iowa.....		4 cents.
Lowest rate of fare per mile, for any distance, (single fare), Iowa.....		2 4-10 cents.
Average rate of fare per mile, received for through passengers.....		Cannot state.
Average rate of fare per mile, received for local passengers.....		Cannot state.
Average rate of fare per mile, for all passengers.....		2 99-100 cents.
Average rate received per mile, per ton for through freight.....		Cannot state.
Average rate received per mile, per ton for local freight.....		Cannot state.
Average rate received per mile, per ton for all freight carried.....		1 71-100 cents.
Average number of cars in passenger trains, including baggage cars.....		5
Average number of cars in freight trains.....		20
Average weight of passenger trains, including locomotive and tender in working order, exclusive of passengers. [Our accounts are not kept with reference to this subject, or so that definite answers can be furnished.]		
Rate of speed of passenger and express trains, including stops.....		32 miles.
Rate of speed of freight trains, including stops.....		10 miles

## TONNAGE OF ARTICLES TRANSPORTED—ENTIRE LINE.

	TONS.	PER CENT.
Grain.....	571,207	28
Flour.....	204,490	10
Provisions (beef, pork, lard, etc.), including salt.....	58,089	3
Animals.....	128,058	6
Lumber and forest products.....	272,542	14
Coal.....	95,622	5

Railroad iron—iron and steel rails, pig and bloom iron, other iron and castings.....	83,865	4
Stone and brick, etc.....	91,043	5
Manufactures—articles shipped from point of production, including agricultural implements.....	28,202	1
Merchandise and other articles, not enumerated above....	479,694	24
Total tons carried.....	2,010,902	100

## ADDITIONAL QUESTIONS.

## EXPRESS COMPANIES IN IOWA.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company?

Ans. United States Express Company, McGregor to State Line, Conover to Decorah, \$27.00 per day; Calmar to Algona, Mason City to State Line, \$43.00 per day; Algona to Pattersonville, \$10.00 per day. American Express Company, Sabula to Marion, \$75.00 per month; Farley to Springville, Springville to Paralta, Marion to Cedar Rapids, \$1.50 per day, messenger fare, and  $1\frac{1}{2}$  times first class rates on freight carried. General express business; freight taken at depots.

## TRANSPORTATION COMPANIES.

What freight and transportation companies run on your road, and on what terms and on what conditions as to rates, use of track, machinery, repairs of cars, etc.; do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed, or order of transportation, and if so, in what particular?

Ans. The freight cars of all connecting roads or fast freight lines, occasionally pass over our road, when contacting through freight lines, occasionally privilege is given to freight therein, either in way of speed of transit or rates charged for transportation. The cars of this company also pass over the track of connecting roads, when the interests of traffic so require.

What amount have you paid other corporations, car loaning companies [stock companies], or individuals, *not operating railroads*, for the use of cars, stating name of individuals or company, place of location of general office of said company, and amount paid to each?

Allis, E. P. & Co., Milwaukee, Wisconsin.....	\$ 15.11
Ames Transportation Co., Chicago, Illinois.....	5.05
Anderson & Co., New York City.....	156.85
Arnot, M. H. & Co., Elmyra, New York.....	7.67
Blue Line, Rochester, New York.....	731.00
Chicago & Wilmington Coal Co., Chicago, Illinois.....	3,758.09
Comstock, C. C., Grand Rapids, Michigan.....	54.24
Canada Southern Line, Buffalo, New York.....	1,425.42
Diamond Line, Detroit, Michigan.....	38.40
Empire Line, Philadelphia, Pennsylvania.....	317.39
Erie & Pacific Despatch, Indianapolis, Indiana.....	128.82
Erie & Northern Shore Line, London, Ontario.....	470.01
Erie & Northern Shore Despatch, Detroit, Michigan.....	271.51
Eureka Coal Co., Chicago, Illinois.....	1,011.79
Eugene Ice Co., Evansville, Indiana.....	.82
Fish Bros., Racine, Wisconsin.....	17.54
Great Western Despatch, New York City.....	517.12

Great Eastern Line, Montreal, Canada.....	\$ 251.28
Hooaac Tunnel Line, Rochester, New York.....	1,353.75
Joliet Iron and Stone Co., Joliet, Illinois.....	1.23
Menasha Wooden Ware Co., Menasha, Wisconsin.....	309.26
Morrison, A. H., St. Joseph, Michigan.....	17.98
Merchants Despatch Transportation Co., New York City.....	590.63
Mitchell, Lewis & Co., Racine, Wisconsin.....	124.45
Mowbray, G. M., North Adams, Massachusetts.....	18.23
National Line, Pittsburgh, Pennsylvania.....	727.59
National Despatch, St. Albans, Vermont.....	2,347.96
Russell Transportation Co., Massillon, Ohio.....	18.54
Red Line, Buffalo, New York.....	4,509.81
Rend, W. P. & Co., Chicago, Illinois.....	39.81
Star Union Line, Pittsburgh, Pennsylvania.....	2,778.51
Streator Coal Co., Streator, Illinois.....	26.43
Tiffany Refrigerator Co., Chicago, Illinois.....	55.81
Watson & Co., Indianapolis, Indiana.....	6.24
Western Mining & Transportation Co., Terre Haute, Indiana.....	78.33
Wilmington Coal & Mining Co., Chicago, Illinois.....	464.34
White Star Transportation Co., Erie, Pennsylvania.....	104.67
Zimmerman Refrigerator Co., Chicago, Illinois.....	20.89
Total.....	\$ 22,578.46

## SLEEPING CARS.

Do sleeping, parlor or dining-room cars run on your road, and if so, on what terms do they run, by whom are they owned, and what charges are made in addition to regular passenger rates?

Ans. We run no dining-room cars, and use sleepers and parlor cars of the Chicago, Milwaukee & St. Paul Railway. Additional charges are as follows: In sleepers, between Chicago and Milwaukee and La Crosse and Prairie du Chien, \$1.50; in sleepers, between Chicago and Milwaukee and St. Paul and Minneapolis, \$2.00; in parlor cars, between Chicago and Milwaukee, 35c; intermediate points, 25c.

What is the total amount paid by your company to palace or sleeping-car companies, to what companies, and the amount paid to each? Please state fully the arrangement by which these cars run on your road, the terms, and who receives the earnings.

Ans. In making a through line, from St. Louis to Minneapolis in connection with the Central Iowa Railway, two Pullman cars run over our road, under an arrangement which was made by the Central Iowa Railway. In this case the Pullman Palace Car Company receive the earnings, and keep the cars in perfect repair at their own expense, we paying 3c per mile for the use of the car on our portion of the line.

## U. S. MAIL IN IOWA.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service?

Ans. McGregor to State Line, \$65.00 per mile per annum; Conover to Decorah, \$55.00 per mile per annum; Calmar to Algona, \$43.32 per mile per annum; Mason City to State Line, \$50.00 per mile per annum; Algona to Pattersonville, \$43.32 per mile per annum; Sabula to Marion, \$50.00 per mile per annum; Farley to Springville, \$50.00 per mile per annum; Springville to Paralta, \$50.00 per mile per annum; Marion to Cedar Rapids, \$50.00 per mile per annum.

## LANDS—CONGRESSIONAL GRANT.

State the number of acres of land your company has already received from the Congressional grants..... 2,818.29.  
 State the number of acres yet to have to your company from Congressional grants..... 275,462.17  
 State the average price at which those lands are offered for sale by the company..... None sold.  
 Number of acres released to State inadvertently patented..... 775.40

## LANDS—STATE OR SWAMP GRANT.

State the number of acres of swamp lands received from counties, Ans. No swamp lands.

\* The number of acres claimed by the company and which will have if claims are allowed:  
 Within ten mile or greater limits..... 119,868.87  
 Within five mile or greater limits..... 69,688.39  
 In overlapping limits, and also claimed by the State, City & St. Paul Railroad Company..... 90,000.00  
 About..... 276,661.17

## ACCIDENTS TO PERSONS IN IOWA.

STATEMENT FOR THE YEAR ENDING JUNE 30, 1879, OF ALL ACCIDENTS RESULTING IN INJURIES TO PERSONS, GIVING EXTENT AND CAUSE THEREOF.

DATE.	NAME.	OCCUPATION.	PLACE.	INJURY.	REMARKS.
1878.					
July 4	Wm. Jennings	Brakeman	McGregor	Thigh bruise'd and back injur'd	Draft from slipped by.
July 15	Valhar Kotschel	Brakeman	Mason City	Arm broken	His own fault.
July 24	Chas. A. Fischer	Coupling cars	Cedar Rapids	Killed	His own fault.
July 26	John H. Fray		Near Preston	Arm cut off	lying on track.
July 28	Royal Russell	Brakeman	On Algona extension	Arm jammed	His own fault.
July 31	John Burns	Fireman	Mason City	Both feet scalded	A ping blew out.
August 19	Conrad Branscher	Laborer	Near Sabula	Legs broken	His own fault.
August 20	P. Murphy	Farmer	Emmesburg	Shoulder and neck bruised	Was walking on the track; his own fault.
October 2	Daniel Eblin		Edgeway	Killed	Was walking on track toward the engine; his own fault.
October 26	Frank Tipp		Conover	Finger crushed	Was coupling cars; not employed by the company.
October 29	J. G. Patterson	High of way agent	16 m. west of Spencer	Killed	
October 29	Fred Merrill	Civil Engineer	16 m. west of Spencer	Bruised	Car jumped the track and turned over. These men were in the car which was loaded with ties.
October 29	Frank Churchill	Express Co.	16 m. west of Spencer	Bruised	
October 29	John Malton	Brakeman		Bruised	
Novem'r 4	Thomas Hughes	Laborer	Sheldon	Finger bruised	While unloading ties.
Novem'r 7	Wm. Van Hoesen	Brakeman	Calmar	Killed	Was caught between buffers on freight cars.
Novem'r 18	Thomas Rooney	Fireman	Calmar	Leads cut through above knees	Buffers slipped by and caught him.
Decem'br 5	Wm. Dockery	Brakeman	Gravel Pit	Both legs broken	Fell from car and was run over.
Decem'br 23	Edward Durd	Laborer	Sheldon	Bruised	
Decem'br 23	Wm. Van Hoag	Laborer	Sheldon	Bruised	Embankment at Gravel Pit fell on them.
1879.					
January 11	Eugene Wyman	Brakeman	Castalia	Squeezed bet. engine and cars	
February 5	Chas. Brown	Brakeman	McGregor	Hand split and thumb mangled	His own fault
May 31	R. Hamilton	Engineer	State Quarry	Killed	Jumped from engine; his own fault.
May 38	Edward Flarity	Tramp	Pattersonville	Killed	Attempting to steal a ride.
June 2	Wm. Johnson	Laborer	Pt. Atkinson	Killed	Fell from hand-car and was run over; said lever caught in his vest and threw him off.
June 13	Owen Duffy	Brakeman	Luana	Shoulder squeezed	Draw bars of two cars passed each other and caught him.
June 28	Mrs. Pitsen		Conover	Killed	Was driving geese off of track and was struck by engine.
June 36	Patrick Finnegan	Farmer	Near Lawler	Bruised	They were in a wagon, and while crossing the track the engine struck the wagon.
June 30	J. B. Brennan	Farmer	Near Lawler	Bruised	

## RECAPITULATION OF ACCIDENTS.

Killed.—Passengers—from causes beyond their control.....	None.	
misconduct or want of caution.....	None.	
Employees—from causes beyond their control.....	1	
misconduct or want of caution.....	4—	5
Others—at stations and highway crossings.....	None.	
stealing rides.....	1	3
trespassing, on track, etc.....	2—	—
Total killed.....		8
Injured.—Passengers—from causes beyond their control....	None.	
misconduct or want of caution....	None.	None.
Employees—from causes beyond their control.....	9	
misconduct or want of caution....	7—	16
Others—at stations and highway crossings.....	None.	
stealing rides.....	None.	
trespassing, on track, etc.....	5—	5
Total injured.....		21

## OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

*President*—Alex. Mitchell, Milwaukee.

*Vice-President*—Julius Wadsworth, New York.

*Secretary*—R. D. Jennings, Milwaukee.

*Treasurer*—R. D. Jennings, Milwaukee.

*General Manager*—S. S. Merrill, Milwaukee.

*Assistant General Manager*—Jno. C. Gault, Milwaukee.

*Division Superintendents*—

H. C. Atkins, C. & M., La C. & P. du C Divisions, Milwaukee.

L. B. Rock, Northern Division, Milwaukee.

C. H. Prior, I. & M., I. & D. River, H. & D., and Wab. Divs., Minneapolis.

D. A. Olin, Western Union Division, Racine.

*Chief Engineer*—R. J. Whittemore, Milwaukee.

*Auditor*—James P. Whaling, Milwaukee.

*General Passenger Agent*—A. V. H. Carpenter, Milwaukee.

*General Freight Agent*—W. G. Swan, Milwaukee.

*General Solicitor*—John W. Cary, Milwaukee.

## NAMES OF DIRECTORS WITH RESIDENCE.

Alexander Mitchell, Milwaukee.

Julius Wadsworth, New York.

S. Chamberlain, Cleveland.

Jno. M. Burke, New York.

Peter Geddes, New York.

Jno. Plankinton, Milwaukee.

David Dows, New York.

S. S. Merrill, Milwaukee.

J. Millbank, New York.

A. R. Van Nest, New York.

H. T. Dickey, Newport, R. I.

J. Stillman, New York.

Jason C. Easton, Lanesboro, Minn.

General offices at Milwaukee, Wisconsin.

Date of annual meeting of stockholders, June.

Fiscal year of company, January 1st to December 31st.

Names of stockholders authorized to vote at the last annual meeting, and shares of each. (To be reported separately.)

## STOCKHOLDERS IN IOWA.

Mrs. Ozias E. Palmer, Algona, 2 shares preferred stock.

STATE OF WISCONSIN,  
COUNTY OF MILWAUKEE, } ss.

Sherwin S. Merrill, General Manager, and Royal D. Jennings, Secretary of the Chicago, Milwaukee & St. Paul Railway Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D., 1879, to the best of their knowledge and belief.

(Signed)

S. S. MERRILL,  
*General Manager.*  
R. D. JENNINGS  
*Secretary.*

[L. S. OF R. L.]

Subscribed and sworn to before me, this 30th day of September, A. D., 1879.

[L. S.] MELBERT B. CARY,  
*Notary Public, Milwaukee, Wisconsin.*

Received and filed at the office of the Commissioners of Railroads, this 2d day of October, 1879.  
J. S. CAMERON,  
*Secretary of Board of Railroad Commissioners.*

## REPORT

OF THE

## DAVENPORT &amp; NORTHWESTERN RAILWAY CO.,

FOR THE YEAR ENDING JUNE 30, 1879.

## CAPITAL STOCK.

Capital stock authorized by articles of association .....	\$ 3,520,000.00
Par value of shares.....	\$100.00
Average price received per share.....	[Not marketable.]
Number of stockholders at date of last election.....	39
Number of stockholders in Iowa at same date.....	19
Amount of full-paid stock held in Iowa.....	[\$4,600]
Capital stock authorized by vote of company [number of shares, 35,200.]	
Capital stock issued [number of shares, 34,200], amount paid in	

## ASSETS—CORPORATE PROPERTY.

Estimated value of road-bed, including rails and bridges, etc. . . . .	\$ 587,691.66
Estimated value of rolling stock.....	73,310.00
Estimated value of stations, buildings and fixtures.....	35,825.00
Total .....	\$ 696,826.66

## DEBT.

Funded debt as follows:	
First mortgage bonds (due December 1, 1906, bear interest at five per cent, which is payable December 1 and June 1), amount .....	\$ 1,710,000.00
Unfunded debt incurred for construction.....	147,725.58
Unfunded debt incurred for equipment.....	5,960.00
Unfunded debt incurred for real estate—right of way.....	43,141.08
Total .....	\$ 196,826.66

Other debts—current credit balances, etc. (See balance sheet.)

## COST OF ROAD AND EQUIPMENT.

The road, equipment, depot-grounds, buildings and appurtenances were purchased at Master's sale for \$500,000. An indebtedness of \$196,826.66 was incurred in extending the road into the city of Davenport. The General Manager is unable to furnish the details asked for.

## REVENUE FOR THE YEAR.

## Monthly Earnings.

## FROM TRANSPORTATION OF PASSENGERS.

	THROUGH.	LOCAL.	TOTAL.
July, 1878.....	\$ 455.69	\$ 4,240.36	\$ 4,796.05
August, 1878.....	575.61	4,799.30	5,374.91
September, 1878.....	667.89	5,661.67	6,329.56
October, 1878.....	697.12	4,733.35	5,430.47
November, 1878.....	527.58	3,977.95	4,505.53
December, 1878.....	460.62	3,744.94	4,205.56
January, 1879.....	288.04	3,381.82	3,669.86
February, 1879.....	401.60	3,838.65	4,240.25
March, 1879.....	466.31	4,487.74	4,954.05
April, 1879.....	551.85	3,385.07	3,936.92
May, 1879.....	414.29	3,603.18	4,017.47
June, 1879.....	305.38	3,200.57	3,505.95
Totals.....	\$ 5,811.89	\$ 49,157.29	\$ 54,969.09

## FROM TRANSPORTATION OF FREIGHT.

	THROUGH.	LOCAL.	TOTAL.
July, 1878.....	\$ 3,263.91	\$ 4,211.39	\$ 7,415.30
August, 1878.....	4,748.00	5,334.20	10,082.20
September, 1878.....	5,274.48	6,117.17	11,391.65
October, 1878.....	6,717.56	6,860.20	13,576.76
November, 1878.....	6,855.86	5,047.16	11,903.02
December, 1878.....	7,031.53	4,521.58	11,553.11
January, 1879.....	8,233.27	3,822.79	12,116.06
February, 1879.....	3,963.79	5,530.93	9,522.74
March, 1879.....	3,957.34	6,303.06	10,261.00
April, 1879.....	3,641.15	4,742.95	8,384.10
May, 1879.....	4,901.07	6,198.49	11,099.56
June, 1879.....	2,843.75	4,737.51	7,585.26
Totals.....	\$ 61,430.31	\$ 63,426.45	\$ 124,856.76

## FROM ALL OTHER SOURCES.

	MAILS.	EXPRESS.	MISCELLANEOUS.
July, 1878.....	\$ 592.78	\$ 206.88	\$ 25.00
August, 1878.....	592.78	216.07	5.90
September, 1878.....	592.80	232.28	5.90
October, 1878.....	592.78	209.39	3.05
November, 1878.....	592.78	187.60	33.00
December, 1878.....	592.80	199.63	12.50
January, 1879.....	586.94	184.07	.....
February, 1879.....	586.94	162.78	.....
March, 1879.....	582.30	187.33	.....
April, 1879.....	592.78	166.64	.....
May, 1879.....	567.63	192.81	.....
June, 1879.....	564.53	179.49	5.90
Totals.....	\$ 6,977.84	\$ 2,318.97	\$ 89.55

## RECAPITULATION OF EARNINGS.

Receipts from local passengers .....	\$	49,157.20
Receipts from through passengers .....		5,811.89
Receipts for express .....		2,318.97
Receipts for mails .....		6,977.84
<i>Total receipts from passenger trains</i> .....	\$	64,265.90
Receipts from local freight .....		65,426.45
Receipts from through freight .....		61,490.31
<i>Total receipts from freight trains</i> .....	\$	124,856.76
Receipts from miscellaneous sources .....		89.55
<i>Total earnings</i> .....	\$	189,212.21

## EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

Advertising .....	\$	45.36
Maintenance of buildings .....		828.22
Maintenance of bridges .....		10,365.19
Maintenance of fences .....		291.40
Maintenance of telegraph .....		34.85
Maintenance of cars .....		15,872.47
Maintenance of road .....		11,068.99
Fuel and water sta. exp. and repairs .....		54,327.15
Engine houses, M. S. and T. T. ex. and rep. ....		3,074.86
Station service .....		343.33
Train service .....		15,063.38
Telegraph service .....		390.57
Mail service .....		1,035.00
Car rental .....		
Track rent .....		2,090.04
Conductors, B. M., and brakemen .....		10,034.08
Engineers and firemen .....		12,807.87
Fuel consumed .....		14,224.24
Stock killed .....		741.35
Damage to persons and baggage .....		1,595.35
Legal expenses .....		36.46
General expenses .....		2,085.36
Printing and stationery .....		12,902.81
Freight earnings .....		1,153.84
Passenger earnings .....		
Tools and machinery .....		828.53
Furniture and fixtures .....		79.35
Taxes .....		11,859.06
Insurance .....		486.70
<i>Total operating expenses</i> .....	\$	184,285.51

## EXTRAORDINARY EXPENSES.

Fencing and stock-yards (new) .....	\$	2,333.43
Side tracks (new) .....		1,052.03
Tools and machinery .....		843.87
Legal expenses .....		3,720.29
Right of way, extension .....		1,851.50
Right of way .....		450.00
<i>Total</i> .....	\$	9,751.12

## GENERAL RECAPITULATION.

Total earnings .....	\$	189,212.21
Ordinary .....	\$	184,285.51
Extraordinary .....		9,751.12
Total operating expenses .....		194,036.63
Deficit .....	\$	4,824.42

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS,  
JUNE 30, 1879.

Dr.

General property account .....	\$	5,130,000.00
August Rutten, treasurer, on account of city taxes and subscriptions .....		40,710.03
Extension account .....		209,838.27
Interest on bills payable .....		12,000.00
Operating expenses till June 30, 1879, 6 months .....	\$88,530.52	
Extraordinary expenses till June 30, 1879, 6 months ..	7,004.88—	95,535.40
Stock of material on hand .....		8,761.82
Due from U. S. P. O. department .....	\$1,036.72	
Due from agents .....		225.69
Due from other railroads .....		673.00—
Cash .....		16,694.01
<i>Total</i> .....	\$	5,516,075.33

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS,  
JUNE 30, 1879.

Cr.

First mortgage bonds .....	\$1,710,000.00	
Capital stock .....	3,420,000.00—	\$5,130,000.00
City tax and individual subscriptions .....		52,741.66
Bills payable .....		196,836.66
Rutten & Bonn .....		4,300.00
Freight earnings till June 30, 1879, 6 months .....	\$58,634.72	
Passenger earnings till June 30, 1879, 6 months .....	24,327.01	
Express earnings till June 30, 1879, 6 months .....	1,073.12	
Mail earnings till June 30, 1879, 6 months .....	3,421.12	
Miscellaneous earnings till June 30, 1879, 6 months ..	270.90—	88,026.87
Due to other roads .....		723.20
Unpaid vouchers and pay-rolls .....		23,208.42
Income account .....		20,180.52
<i>Total</i> .....	\$	5,516,075.33

## DESCRIPTION OF ROAD.

Length of main line of road completed, from Davenport to Fayette .....	128.40 miles
Branches owned by company, viz:	
Eldridge to Maquoketa .....	32.25 miles
Total length of road belonging to this company .....	160.65 miles
Aggregate length of sidings and other tracks not above enumerated .....	6.11 miles
Gauge of track .....	4 ft. 8½ in.

## NUMBER OF BRIDGES AND TRESTLES ON WHOLE LINE.

Wooden bridges, number of, 401; aggregate length, feet.....25,642 feet  
 Stone culverts, number of, 5.  
 Culverts, box, number of, 216.

## BRIDGES BUILT WITHIN THE YEAR.

NUMBER.	KIND.	MATERIAL.	LENGTH.	WHEN BUILT.
59.....	Trestle...	Wood.....	3,320 feet.	Built in place of old bridges.

## CROSSINGS.

What railroads cross your road at grade in this State, and at what locality?  
 Chicago & Northwestern Railroad at Wheatland, De Witt and Delmar,  
 Western Union (now Chicago, Milwaukee & St. Paul) Railroad at Oxford  
 Junction, Delmar and near Monticello.

What railroads cross your road either over or under your grade in this State, and where?

Chicago & Northwestern Railroad at Centre Junction,  
 Illinois Central Railroad at Delaware,  
 Chicago, Rock Island & Pacific Railroad at Davenport.  
 Number of crossings of highways at grade in this State without protection ..... 173  
 Number of crossings of highways over railroads ..... 4  
 Number of crossings of highways under railroads ..... 9  
 Number of highway bridges eighteen feet above track ..... 4

## STATIONS.

Number of stations..... 30

## FENCING.

How many miles of fencing have you on your road in Iowa?..... 63 63-5220  
 What was the average cost per rod?..... 40 cents.  
 Give the miles of fence needed on both sides of your track, in each county in Iowa through which your road runs, and the aggregate amount in miles:  
 65.00 miles in.....Scott county, 39.49 miles in.....Jones county.  
 54.95 miles in.....Clinton county, 54.74 miles in.....Delaware county.  
 2.25 miles in.....Jackson county, 23.58 miles in.....Clayton county.  
 .94 miles in.....Cedar county, 26.75 miles in.....Fayette county.

## ROLLING STOCK.

\* Number of locomotives of more than 30 tons weight, exclusive of tender..... 5  
 Number of locomotives of more than 20 tons weight, and under 30 tons..... 3  
 Number of passenger cars—8-wheel..... 7  
 Number of express and baggage cars..... 4  
 Number of box freight cars..... 49  
 Number of stock cars..... 10  
 Number of platform cars..... 26  
 Number of coal cars..... 15  
 Number of conductors' way cars..... 3  
 Other cars as follows: Smoking car..... 1

\*Give the weight of heaviest locomotives in use, 35 tons.

## TELEGRAPHS.

Miles of telegraph on line operated by company..... 128.40  
 Miles of telegraph owned by company..... None.  
 Number of telegraph offices in company's stations..... 18  
 Number of telegraph stations operated by company..... 15  
 Number of telegraph stations operated jointly by rail and telegraph companies..... None.

## MILEAGE, TRAFFIC, ETC.

Miles run by passenger trains during the year..... 83,967  
 Miles run by freight trains..... 93,440  
 Miles run by mixed trains..... 29,952  
 Total mileage of passenger, freight and mixed trains..... 207,359  
 Miles run by construction and other trains, switching..... 29,721  
 Total train miles run..... 237,080  
 Number of through passengers..... 4,711  
 Number of local passengers..... 58,839  
 Total number of passengers carried..... 63,550  
 Number of tons of through freight carried..... 43,389  
 Number of tons of local freight carried..... 20,195  
 Total tons of freight carried..... 72,584  
 Highest rate of fare per mile, for any distance..... 4 cents.  
 Lowest rate of fare per mile, for any distance (single fare), 1.000 mile ticket..... 3 cents.  
 Average number of cars in passenger trains, including baggage cars..... 2

## ADDITIONAL QUESTIONS.

## EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company?  
 Ans. United States Express Co. They receive and deliver their own freight.

## TRANSPORTATION COMPANIES.

What freight and transportation companies run on your road? None.

## U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service?  
 Ans. \$5,639.44 per annum, from Davenport to Fayette; \$1,827.99 per annum, from Davenport to Maquoketa.

## SUMMARY.

State the amount of city, county and township aid granted to your company in exchange for stock or otherwise. Specify and locate each particular grant and the date when received, in city or county bonds, money or otherwise.

Ans. \$34,547.79 received from the treasurer of Scott county, Iowa, on account of nine mill tax, voted by the city of Davenport, to aid in extending the road into the city of Davenport. Bonds and stock were given for said amount.

## ACCIDENTS TO PERSONS IN IOWA.

STATEMENT FOR YEAR ENDING JUNE 30, 1879, OF ALL ACCIDENTS RESULTING IN INJURIES TO PERSONS, GIVING EXTENT AND CAUSE THEREOF.

No accident during the year, and no injury done to either passenger or employe.

## OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

*President*—Lewis H. Meyer, New York.  
*Vice-President*—James C. Spencer, Milwaukee, Wisconsin.  
*Secretary*—J. Smith Conner, Davenport, Iowa.  
*Treasurer*—August Ruttan, New York.  
*General Manager*—John E. Henry, Davenport, Iowa.  
*Superintendent of Telegraph*—M. M. Knapp, Davenport, Iowa.  
*Auditor*—J. Smith Conner, Davenport, Iowa.  
*General Passenger Agent, and General Freight Agent*—John L. Kellogg, Davenport, Iowa.  
*Attorney, General and Local*—James Grant, Davenport, Iowa.

## NAMES OF DIRECTORS WITH RESIDENCE.

Lewis H. Meyer, New York.  
 August Ruttan, New York.  
 William C. Bonn, New York.  
 Arnold Marcus, New York.  
 Elias H. Frank, New York.  
 Edward Livingstone, New York.  
 James C. Spencer, Milwaukee, Wisconsin.  
 James Grant, Davenport, Iowa.  
 John E. Henry, Davenport, Iowa.

General offices at Davenport, Iowa.  
 Date of annual meeting of stockholders, first Monday of May.  
 Fiscal year of company, December 31st.

STATE OF IOWA, }  
COUNTY OF SCOTT. }

John E. Henry, General Manager, and J. S. Conner, Auditor of the Davenport & Northwestern Railroad Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1879, to the best of their knowledge and belief.

Signed,

JOHN E. HENRY,  
J. S. CONNER.

[L. S. OF R. H.]

Subscribed and sworn to before me, this 29th day of August, A. D. 1879.

[L. S.]

C. WHITAKER,  
Notary Public, Scott County, Iowa.

Received and filed in the office of the Commissioners of Railroads, this 30th day of August, 1879.

J. S. CAMERON,  
Secretary of Board of Railroad Commissioners.

## REPORT

OF THE

## CHICAGO &amp; NORTHWESTERN RAILWAY CO.

FOR THE YEAR ENDING JUNE 30, 1879.

## CAPITAL STOCK.

Capital stock authorized by articles of association.....	Not fixed.	
Par value of shares.....	\$100	
Number of stockholders at date of last election.....	1,059	
Number of stockholders in Iowa at same date.....	None.	
Capital stock issued, amount paid in.....		30,812,500.53
Capital stock paid in common, stock outstanding.....		15,100,055.97
Capital stock paid in preferred, stock outstanding and conditions of preference—preference 7 per cent.....		21,702,844.56
Capital stock paid in per mile of road owned by company.....	[1199.75 miles.]	30,083.47

## DEBT.

BONDED DEBT OF C. &amp; N. W. R'Y, JUNE 30, 1879.

NAME OF BONDS.	WHEN DUE.	RATE OF INTEREST.	INTEREST PAYABLE.	BONDS OUTSTANDING.
Preferred Sinking Fund.....	Aug. 1, 1883	7 per cent, currency	Feb. 1—Aug. 1	\$ 372,200
Funded Coupon.....	Nov. 1, 1883	7 per cent, currency	May 1—Nov. 1	676,400
General First Mortgage.....	Aug. 1, 1885	7 per cent, currency	Feb. 1—Aug. 1	3,440,400
Appleton Extension.....	Aug. 1, 1885	7 per cent, currency	Feb. 1—Aug. 1	116,000
Green Bay Extension.....	Aug. 1, 1885	7 per cent, currency	Feb. 1—Aug. 1	180,000
Gal. & Chi. Un. First Mort. ....	Feb. 1, 1887	7 per cent, currency	Feb. 1—Aug. 1	1,654,000
Miss. River Bridge.....	Jan. 1, 1884	7 per cent, currency	Jan. 1—July 1	2,900
Gal. & Chi. Un. Second Mort. ....	Jan. 1, 1888	7 per cent, currency	Mar. 1—Sept. 1	158,000
Peninsula First Mortgage.....	Sept. 1, 1828	7 per cent, currency	Jan. 1—July 1	247,000
Beloit & Madison.....	Jan. 1, 1888	7 per cent, currency	Feb. 1—May 1	5,303,000
Consolidated Sinking Fund.....	Feb. 1, 1915	7 per cent, currency	Aug. 1—Nov. 1	
Ch. & Mil. R'Y First Mort.....	July 1, 1898	7 per cent, currency	Jan. 1—July 1	1,500,000
Menominee River R.R.....	July 1, 1906	7 per cent, currency	Jan. 1—July 1	400,000
Madison Extension, gold.....	April 1, 1911	7 per cent, gold.....	April 1—Oct. 1	3,150,000
Menominee Extension, gold.....	June 1, 1911	7 per cent, gold.....	June 1—Dec. 1	2,700,000
General Consolidated.....	Dec. 1, 1902	7 per cent, gold.....	June 1—Dec. 1	12,343,000
Total.....				\$ 33,193,000



Total amount of funded debt.....	33,193,000.00
Unfunded debt.....	Nothing.
Amount of debt liabilities per mile of road... [1,199.75 miles]	27,666.59
Contingent liabilities as guarantor of bonds or debts of other corporations, specifying same:	
First mortgage bonds, Iowa Midland R'y.....	\$ 1,350,000.00
Second mortgage bonds, Winona & St. Paul R. R.....	2,750,000.00
Extension mortgage bonds, Winona & St. Paul R. R.....	4,306,800.00
First Mortgage bonds, Minn. Val. R. R. Co.....	150,000.00
First mortgage bonds, R. & N. Minn. R'y.....	200,000.00
First mortgage bonds, Plainview R. R.....	100,000.00

## COST OF ROAD AND EQUIPMENT.

Total cost of road and equipment, 1,199.75 miles.....	\$ 72,499,585.14
Average cost of same per mile.....	60,428.89
Proportion for Iowa.....	513,645.56

## EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Main line extension or alteration of road.....	}	
Branches—extension or alteration of road, specifying each.....		
Double track extension.....	}	\$ 140,685.19
Land—right of way and depot grounds.....		
Passenger and freight stations, wood-sheds and water stations.....	}	42,463.95
Engine-houses, car-sheds and turn-tables.....		
New equipment.....		499,166.21
New fences, gates and crossings.....		3,013.82
Any other expenditures charged to property account, specifying same.....		714,641.89
Construction of permanent bridges.....		\$ 154,653.78
Construction of Stanwood & Tipton Railroad.....		157,488.11
Construction of Menominee River Railroad.....		402,500.00

Total.....	\$ 1,426,583.82
Net addition to property account for the year.....	1,426,583.82
State the policy pursued by your company in regard to permanent improvement and repairs, such as replacing iron rails with steel, wooden bridges and culverts with iron and stone, reducing grades and ballasting track. Are the cost of these improvements charged to repairs or construction, and the reasons therefor?	
The excess of cost of the new structures over original cost of the old structures is charged to construction.	

## REVENUE FOR THE YEAR.

## Monthly Earnings.

## FROM TRANSPORTATION OF PASSENGERS AND FREIGHT.

		PASSENGERS.	FREIGHT.
July,	1878.....	\$ 259,206.78	\$ 743,285.56
August,	1878.....	270,728.29	850,207.85
September,	1878.....	309,678.06	968,352.31
October,	1878.....	300,108.19	1,105,485.52
November,	1878.....	220,892.79	1,035,084.67
December,	1878.....	188,414.78	753,065.06
January,	1879.....	171,935.85	723,917.24
February,	1879.....	167,718.58	614,587.93
March,	1879.....	241,240.12	710,331.34
April,	1879.....	246,687.09	729,380.33
May,	1879.....	236,723.11	1,005,036.90
June,	1879.....	237,611.78	1,002,608.71
Totals.....		\$ 2,851,045.42	\$10,242,253.42

## FROM ALL OTHER SOURCES.

		MAILS.	EXPRESS.	MISCELLANEOUS.
July,	1878.....	\$ 21,739.07	\$ 21,922.10	\$ 20,131.34
August,	1878.....	22,067.65	21,567.41	14,683.40
September,	1878.....	21,762.22	20,739.17	26,475.68
October,	1878.....	21,762.22	23,046.77	8,686.42
November,	1878.....	21,762.22	21,983.60	5,130.34
December,	1878.....	21,762.22	22,354.20	4,714.00
January,	1879.....	21,762.25	21,191.26	4,267.93
February,	1879.....	21,754.72	19,620.29	8,503.75
March,	1879.....	21,762.22	20,318.33	5,936.36
April,	1879.....	21,762.22	20,807.35	5,649.54
May,	1879.....	21,762.22	22,068.30	26,416.97
June,	1879.....	21,763.08	20,631.36	3,490.48
Totals.....		\$ 261,422.28	\$ 255,650.24	\$ 134,195.21

## RECAPITULATION OF EARNINGS.

Receipts from passengers.....	\$ 2,851,045.42
Receipts for express.....	255,650.24
Receipts for mails.....	261,422.28
Total receipts from passenger trains.....	\$ 3,368,117.94
Receipts from passenger trains, per train mile run [2,609,966 miles], \$1.29 05.....	
Receipts from local freight.....	
Receipts from through freight.....	\$ 10,242,253.42
Total receipts from freight trains.....	\$ 10,242,253.42

Receipts from freight trains, per train mile run, [6,409,113 miles] \$1.59 80-100.	
Receipts from miscellaneous sources.....	184,195.21

Total earnings.....	\$ 13,744,566.57
Proportion for Iowa.....	[\$3,615,760.42]
Earnings per mile of road operated.. [1,616.50 miles], [88,502.07 Per train mile, for passenger, freight and mixed trains, [9,019,079 miles] [\$1.52 80-100.]	

\*Have you made any advance or reduction in freight since the enactment of Chapter 77, Laws of the Seventeenth General Assembly—if so, what percentage?

## EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

CLASS 1—MAINTENANCE OF WAY AND BUILDINGS (*charged to operating expenses*).

Repairs of track—labor and supplies, exclusive of new ties....	\$ 637,675.72
Repairs of track—new ties, No. 508,248; cost per tie 35 54-100 cts.	184,879.77
Repairs of bridges—labor and supplies.....	177,208.83
Repairs of fences—labor and supplies.....	63,295.30
Repairs of buildings, stations, water-tanks, etc.....	108,166.56
New rails—No. tons steel, less credit for old rails.....	385,532.00
Total.....	\$ 1,556,758.18

## CLASS 2—MAINTENANCE OF MOTIVE POWER AND CARS.

Repairs of locomotives.....	\$ 452,326.99
Repairs of cars.....	469,519.76
Repairs of machinery and tools.....	82,022.87
All other expenditures chargeable to this account.....	
Total.....	\$ 1,003,869.56

## CLASS 3—CONDUCTING TRANSPORTATION.

Fuel.....	\$ 738,937.59
Oil, waste and lights.....	63,694.25
Wages of employes—conductors, enginemen, brakemen, station-men (all grades) and clerks.....	2,274,140.00
Miscellaneous train and station supplies.....	
Miscellaneous train and station expenses.....	90,214.94
Loss and damage of goods.....	21,182.90
Injuries to persons.....	63,718.63
Damage for stock killed.....	7,044.10
Hire of cars.....	27,564.03
All other expenses chargeable to this account.....	3,406.12
Total.....	\$ 3,259,902.50

## CLASS 4—GENERAL EXPENSES.

Salaries of the general officers of the company.....	\$ 86,428.04
General office expenses, including clerk hire, rent, fuel, lights, etc	113,618.12
Taxes in Iowa.....	101,050.58
Taxes in other States.....	214,900.11

\*Have made some changes as per copies of tariffs submitted to Railroad Commissioners.

Advertising.....	\$ 23,569.26
Printing and stationery.....	43,983.48
All other expenses chargeable to this account.....	140,658.39
Total.....	\$ 722,988.08

## RECAPITULATION OF EXPENSES.

Total expenses of operating the road (embraced in classes 1, 2, 3 and 4).....	\$ 6,548,518.08
Proportion for Iowa.....	[\$1,721,392.78]
Per mile of road operated.....	[\$4,047.95]
Per train mile [9,019,079 miles] for passenger, freight and mixed trains.....	[72 50-100]
Percentage of expenses to earnings.....	[47 61-100]
Net earnings per train mile [9,019,079].....	[74 84-100]

## GENERAL RECAPITULATION.

Total earnings.....	\$ 13,744,566.57
Total receipts during the year.....	[\$13,744,566.57]
Total operating expenses and taxes.....	6,548,518.08
Net earnings—earnings above operating expenses and taxes....	7,201,047.59
Total receipts above operating expenses.....	[\$7,201,047.59]
Percentage of net earnings to stock and debt.....	[10 29-100]
Percentage of net earnings to cost of road and equipment.....	[ 9 93-100]

## PAYMENTS FROM INCOME, DIVIDENDS, Etc.

Interest paid during the year.....	\$ 2,362,978.06
Interest falling due during the year, but not paid.....	None.
Total interest liability for the year.....	Same as paid.
Sinking Funds.....	83,120.00
Rental.....	1,240,546.50
Receipts above operating expenses, taxes, rental, and sinking funds.....	\$ 3,584,403.03
Amount paid during the year for permanent improvements, and charged to cost of road and equipment.....	\$1,426,583.82
Loss in operating proprietary roads, etc.....	922,885.80
Dividends declared, preferred, 7 per cent; common, 4 per cent for the year: amount.....	2,105,868.00
Date of last dividend declared.....	[June, 1879]
Balance for the year, or surplus.....	\$ 555,649.23
Surplus at the commencement of the year.....	\$ 4,164,397.73
Less charges account Northwestern Railway for 1878.....	16,002.89
	4,148,394.84
Total surplus.....	\$ 4,704,044.07
Paid to sinking funds in hands of trustees.....	[\$83,120]

## GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS,

JUNE 30, 1879.

Dr.

Cost of road and equipment.....	\$ 72,409,585.14
Advances to proprietary railroads.....	1,070,118.06
Land grant account.....	20,317.03
Excess of sundry assets over current bills and accounts.....	19,019.05
Cash.....	721,202.75
Total.....	\$ 74,839,242.03

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS,  
JUNE 30, 1879.

Cr.

Capital stock.....	\$ 36,812,500.53
Funded debt.....	33,193,000.00
Accrued rental on Iowa leased lines.....	226,698.03
Balance to credit of "income account".....	4,704,044.07
Total.....	\$74,936,242.63

## DESCRIPTION OF ROAD.

Date when the road or portions thereof were opened for public use:

YEAR.	TERMINI.	MILES.
1848	Chicago.....Harlem.....	10
1849	Harlem.....Elgin.....	33
1852	Elgin.....Rockford.....	50.44
1853	Rockford.....Freeport.....	28
1853	Belvidere.....Beloit.....	20.10
1854	Turner Junction.....Dixon.....	68
1854	Elgin.....Genoa.....	35.80
1854	Chicago.....Cary.....	38.50
1854	Minnesota Junction.....Fond du Lac.....	29
1855	Cary.....Janessville.....	52.30
1855	Chicago.....Milwaukee.....	85
1855	Dixon.....Clinton.....	39
1855	Chicago, 2d track.....Turner Junction.....	30
1858	Clinton.....Cedar Rapids.....	81.30
1859	Janessville.....Minn. Junction.....	57
1859	Fond du Lac.....Oshkosh.....	17
1860	Beloit.....Magnolia.....	17
1861	Oshkosh.....Appleton.....	20
1862	Appleton.....Fort Howard.....	28.40
1862	Kenosha.....Rockford.....	72.10
1862	Cedar Rapids.....Marshall.....	70
1864	Magnolia.....Madison.....	31.80
1864	Marshall.....New Jefferson.....	81
1864	Escanaba.....Negaunee.....	62
1865	Clinton Bridge.....	
	↳ The east end of which was built in 1860.....	1.10
1867	New Jefferson.....Missouri river.....	129.60
1870	Clinton.....Lyons.....	2.90
1870	Negaunee.....Lake Angeline.....	6
1870	Winona Junction.....Winona.....	29
1871	Genoa.....Geneva Lake.....	8.70
1871	Fort Howard.....Marinette.....	49.45
1871	Geneva.....St. Charles.....	2.40
1872	Geneva.....Batavia.....	3.20
1872	Stanwood.....Tipton.....	8.50
1872	Chicago.....Montrose.....	5.20
1872	Marinette.....Escanaba.....	64.65
1873	Southern Branch Junction.....Chicago river.....	4.50
1873	Madison.....Winona Junction.....	129.10
1877	Menominee River Junction.....Quinnsee.....	24.71
1877	Maple River Junction.....Mapleton.....	60.15
	Track to various mines at various dates.....	39.80
	Total.....	1,616.50

	ENTIRE LENGTH.	LENGTH IN IOWA.
Chicago to east end of Mississippi River bridge.....	137.00	
Chicago to Fremont.....	121.00	
(Above included thirty miles second track.)		
Elgin to Geneva Lake.....	45.04	
Batavia to St. Charles.....	5.90	
East end of Mississippi river bridge to Clinton.....	1.10	1.10
Clinton to Cedar Rapids.....	81.30	81.30
Cedar Rapids to Missouri river.....	271.00	271.00
Clinton to Lyons.....	2.90	2.90
Maple River Junction to Mapleton.....	60.15	60.15
Stanwood to Tipton.....	8.50	8.50
Belvidere to Madison.....	68.00	
Madison to Elroy.....	74.20	
Elroy to Winona Junction.....	54.00	
Winona Junction to Winona.....	29.00	
Chicago to Milwaukee.....	85.00	
Kenosha to Rockford.....	72.10	
Chicago to Fort Howard.....	242.20	
Fort Howard to Michigan State line.....	49.45	
Chicago to Montrose.....	5.20	
Chicago Southern Branch Junction to river.....	4.50	
Michigan State line to Escanaba.....	64.65	
Escanaba to Lake Angeline.....	68.00	
Menominee River Junction to Quinnsee.....	24.71	
Branches to Mines.....	39.80	
Total Chicago & Northwestern Railway.....	1,616.00	426.25

Length of main line of road completed, from various points to various points.....	1,190.75
Length of main line of road completed, in Iowa.....	8.50
Length of main line of road completed, in Illinois.....	480.90
Length of main line of road completed, in Wisconsin.....	504.19
Length of main line of road completed, in Michigan.....	107.16
Branches owned by company, viz.: All lines are regarded as "main lines."	
Total length of road belonging to this company.....	1,190.75
Aggregate length of sidings and other tracks not above enumerated.....	241.70
Same in Iowa.....	.32
Aggregate length of tracks belonging to this company computed as single track.....	1,441.51
Same in Iowa.....	8.82
Gauge of track, four feet eight and a-half inches.	
Total length of tracks belonging to this company laid with steel rails, owned [weights per yard, 60].....	678.90
Total length of tracks belonging to this company laid with steel rails, leased [weights per yard 60].....	270.82
Total.....	968.72
Total length of tracks belonging to this company laid with iron rails, owned [weights per yard 50 to 60].....	520.85
Total length of tracks belonging to this company laid with iron rails, leased [weights per yard 50 to 60].....	186.06
Total.....	657.78

ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY,  
UNDER LEASE OR CONTRACT.

Names, description and length of each:	
Chicago, Iowa & Nebraska R. R., length.....	82.40
Cedar Rapids & Mo. R. R., length.....	274.20
Maple River R. R., length.....	60.15
Total length of above roads.....	416.75
Total length of above roads in Iowa.....	416.75
Total miles of road operated by this company.....	1,616.50
Total miles of road operated by this company in Iowa.....	425.25

## NUMBER OF BRIDGES AND TRESTLES OVER 25 FEET LONG ON WHOLE LINE.

Wooden bridges, number of, 55; aggregate length.....	10,818 feet.
Stone bridges, number of, 8; aggregate length.....	676 feet.
Iron bridges, number of, 36; aggregate length.....	8,680 feet.
Wooden trestles, number of, 905; aggregate length.....	117,600 feet.
Combination bridges, number of, 13; aggregate length.....	3,554 feet.

## BRIDGES BUILT WITHIN THE YEAR.\*

LOCATION.	KIND.	MATERIAL.	LENGTH.	WHEN BUILT.
One in Chicago.....	Iron Truss	Iron	173 feet	1879.
Three in Wisconsin.....	Iron Truss	Iron	1,838 feet	1878.
Two in Iowa.....	Iron Truss	Iron	124 feet	1878.

## CROSSINGS.

What railroads cross your road at grade in this State, and at what locality?	
Davenport & Northwestern Railroad, at Wheatland, Clinton county.	
Davenport & Northwestern Railroad, at De Witt, Clinton county.	
Burlington, Cedar Rapids & Northern Railroad, at Cedar Rapids, Linn county.	
Central Iowa Railway, at Marshalltown, Marshall county.	
Des Moines & Minnesota Railroad, at Ames, Story county.	
Des Moines & Ft. Dodge Railroad, at Grand Junction, Greene county.	
What railroads cross your road either over or under grade in this State, and where? Ans. None.	
Number of crossings of highways at grade in this State without protection, except cattle-guards.....	365
Number of crossings of highways at grade in this State at which there are gates or flagmen.....	2
Number of crossings of highways over railroad.....	None.
Number of crossings of highways under railroad.....	None.
Number of highway bridges 18 feet above track.....	1
Number of highway bridges less than 18 feet above track.....	None.
What regulations govern your employes in regard to the crossings of other railroads, and are they found to be sufficient?	
Ans. Employes are instructed to bring trains to a full stop before crossing the track of another company. These regulations are found to be entirely sufficient.	
What regulations govern your employes in regard to the crossings of public highways, and are these regulations found to be sufficient?	
Ans. Engineers are required to sound whistle at signal posts, which are 80 rods before highway crossings, and ring the bell, which regulations are found to be sufficient.	

\* 4,700 lineal feet of pile bridge rebuilt during the year.

## STATIONS.

Number of stations at which there are buildings and agents.....	276
Same in Iowa at which there are buildings and agents.....	70

## EMPLOYES.

Number of persons regularly employed on all roads operated by company, including officials, about.....	7,621
Same in Iowa.....	1,640

## FENCING.

How many miles of fencing have you on your road in Iowa?	
All fenced except the Maple River R. R., 60.15 miles of track.	
How many miles of fencing have you built during the year?..	None.
What was the average cost per rod?	
Built by lessors—unable to give it.	
Give the miles of fence needed on both sides of your track, in each county in Iowa through which your road runs, and the aggregate amount in miles.	
0.50 track miles in Carroll county; 20.25 track miles in Sac county; 21.15 track miles in Ida county; 5.50 track miles in Woodbury county; 3.75 track miles in Monona county.	
Aggregate amount.....	120.90 miles.

## ROLLING STOCK.

Number of locomotives of more than 30 tons weight, exclusive of tender.....	198
Number of locomotives of more than 30 tons weight, exclusive of tender.....	153
Number of locomotives of more than 10 tons weight, exclusive of tender.....	3
Number of passenger cars—12-wheel.....	53
Number of passenger cars—8-wheel.....	131
Number of express and baggage cars.....	82
Number of box freight cars.....	4,873
Number of stock cars.....	754
Number of platform cars.....	1,226
Number of ore cars.....	1,957
Number of conductors' way cars.....	140
Other cars as follows: Officers, 4; land, 540; wrecking, ditching and dump, 97.....	441
Number of locomotives equipped with train-brake.....	150
Number of passenger cars equipped with train-brake.....	184
What kind of train-brake is in use on your road? Westinghouse air-brake.	

## TELEGRAPHS.

Miles of telegraph on line operated by company. All the road operated has telegraph line.	
Miles of telegraph owned by company. No telegraph line wholly owned by this company.	
Number of telegraph offices in company's stations.....	203
Number of telegraph stations operated by company.....	203
Number of telegraph stations operated jointly by rail and telegraph companies.....	203

## MILEAGE, TRAFFIC, ETC.

Miles run by passenger trains during the year.....	2,600,781
Miles run by freight and mixed trains.....	6,409,113
Miles run by excursion trains.....	9,185
Total mileage of passenger, freight and mixed trains.....	9,019,079
Miles run by construction and other trains.....	298,762
Total train miles run.....	9,317,841
Total number of passengers carried.....	3,108,372
Total passenger mileage, or passengers carried one mile.....	106,213,071
Average amount received from each passenger.....	91 72-100 cts.
Average distance traveled by each passenger (miles).....	34 17-100
Total freight mileage, or tons carried one mile.....	669,120,674
Highest rate of fare per mile, for any distance.....	4 cents.
Lowest rate of fare per mile, for any distance (single fare)....	1.80 cents.
Average rate of fare per mile received for all passengers.....	2.68 cents.
Average rate received per mile, per ton for all freight carried.	1 53-100
Average number of cars in passenger trains, including baggage cars.....	4
Average number of cars in freight train.....	20
Average weight of passenger trains, including locomotive and tender in working order, exclusive of passengers.....	112 tons.
Average weight of freight trains, including locomotive and tender in working order, exclusive of freight.....	220 tons.
Rate of speed of passenger and express trains, including stops.	25 mil. per h.
Rate of speed of freight trains, including stops.....	12 mil. per h.

## ADDITIONAL QUESTIONS.

## EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company?

Ans. American Express Company and United States Express Company. (For terms and conditions as to rates, see full statement attached.)

## EXPRESS CONTRACTS IN FORCE JUNE 30, 1879.

## AMERICAN EXPRESS COMPANY.

	Rate per diem on limited tonnage.	Limit of pounds.	Rate per 100 lbs. whole length of route in excess of tonnage.
Chicago to Council Bluffs.....	275.00	10,000	1.50
Chicago to Freeport.....	90.00	12,000	.75
Chicago to Ishpeming.....	200.00	8,000	2.00
Chicago to Elroy.....	135.00	10,000	1.25
Stanwood to Tipton.....	2.00	500	.....
Kenosha to Rockford.....	5.07	1,000	.60
Elgin to Geneva Lake.....	5.00	1,000	.36

Elroy to Winona Junction, in accordance with tariff of rates to be paid between stations Maple River Junction to Mapleton, \$100.00 per month. *United States Express Co.* Chicago to Milwaukee, rate per diem on limited tonnage, \$66.66; limit of pounds to be carried each day at regular per diem rates, 17,000; rate per 100 lbs. carried whole length of route to be paid on excess of tonnage, 40 cents.

Express companies have no care of the machinery or repairs of cars, etc. They do a miscellaneous business, restricted to lighter articles, properly brought to express business. The express companies deliver their freight into this company's cars.

## TRANSPORTATION COMPANIES.

What freight and transportation companies run on your road, and on what terms and on what conditions as to rates, use of track, machinery, repairs of cars, etc.; do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed, or order of transportation, and if so, in what particular?

Ans. The cars of all transportation companies are allowed to run over the lines of this company, paying regular rates and receiving mileage. The freight is carried in cars furnished by such transportation companies (excepting consignments of less than a car-load). Their freight has no preference over other freight of like class.

What amount have you paid other corporations, car loaning companies [stock companies], or individuals, *not operating railroads*, for the use of cars, stating name of individuals or company, place of location of general office of said company, and amount paid to each?

Ans.

Ames Coal Transportation Co., Chicago.....	\$ 67.61
Anderson Refrigerator Co., Chicago.....	269.51
Tiffany Refrigerator Car Co., Chicago.....	98.75
Chicago & Wilmington Coal Co., Chicago.....	590.00
W. P. Rend & Co., Chicago.....	446.50
Fish Bros., Racine.....	177.00
Menasha Wooden-Ware Co., Menasha.....	136.00
Wilmington Mining & Trans. Co., Terra Haute.....	62.03

Total amount paid.....\$ 1,841.50

## SLEEPING CARS.

Do sleeping, parlor or dining-room cars run on your road, and if so, on what terms do they run, by whom are they owned, and what charges are made in addition to regular passenger rates?

Ans. Sleeping and hotel cars are run. For the use of sleeping cars this company furnishes the fuel and lights, and keeps in running order the trucks and whole exterior of the car; and for the use of hotel cars, this company pays three cents per mile run per car. Both are owned by the Pullman Palace Car Company, and all charges in addition to regular passenger rates are made and collected by that company. Parlor cars owned by this company are run between Chicago and Milwaukee. Charges in addition to regular passenger rates are 25 cents for through, and 25 cents for local, passengers.

What is the total amount paid by your company to palace or sleeping-car companies, to what companies, and the amount paid to each? Please state fully the arrangement by which these cars run on your road, the terms, and who receives the earnings.

Ans. Total amount paid during the year is \$15,603.75. All paid to Pullman Palace Car Company. Being for hotel cars run between Chicago and Council Bluffs.

## UNITED STATES MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service?

ROUTE.	TERMINL.	MILES.	AMOUNT PER ANNUM.
23,001	Chicago to Milwaukee.....	87.00	\$ 19,926.48
23,002	Chicago to Freeport.....	121.00	24,997.44
23,003	Chicago to U. P. Transfer.....	491.00	115,194.30
23,004	Elgin to Geneva Lake.....	44.00	2,200.00
23,056	Geneva to Batavia.....	3.50	175.00
24,031	Ft. Howard to Ishpeming.....	181.20	11,099.27
24,042	Powers to Quinnesec.....	24.68	Not fixed.
25,009	Chicago to Green Bay.....	245.00	51,943.34
25,010	Caledonia to Winona Junction.....	190.35	21,722.40
25,011	Kenosha to Rockford.....	73.60	5,520.00
25,012	Winona Junction to Winona.....	30.45	3,176.50
25,030	Onalaska to La Crosse.....	6.50	377.87
27,013	Stanwood to Tipton.....	8.81	440.50
27,038	Maple River Junction to Mapleton.....	61.18	2,305.90

## LANDS—CONGRESSIONAL GRANT.

None in the State of Iowa.

## SUMMARY.

State the amount of city, county and township aid granted to your company in exchange for stock or otherwise. Specify and locate each particular grant and the date when received, in city or county bonds, money or otherwise.

Ans. To aid in the construction of the road from Oshkosh to Ft. Howard, bonds were issued in exchange for common stock, as follows:

In 1860, by town of Neenah.....	\$ 15,000.00
In 1860, by city of Appleton.....	15,000.00
In 1862, by borough of Ft. Howard.....	15,000.00
In 1862, by Brown county.....	49,500.00

## ACCIDENTS TO PERSONS IN IOWA.

STATEMENT FOR THE YEAR ENDING JUNE 30, 1879, OF ALL ACCIDENTS RESULTING IN INJURIES TO PERSONS, GIVING EXTENT AND CAUSE THEREOF.

DATE.	NAME.	OCCUPATION.	PLACE.	CAUSE, AND CHARACTER OF INJURY.
1878.				
July	3 Wm. Ashford.....	Laborer.....	Grand Junction.....	Fell from car; his own fault and negligence. Knee cut.
July	3 Nelson Peterson.....	Laborer.....	Grand Junction.....	Fell from car; his own fault and negligence. Fatal.
July	3 Geo. Ward.....	Laborer.....	Grand Junction.....	Fell from car; his own fault and negligence. Fatal.
August	10 J. M. Brooking.....	Boy (aged 5).....	Wheatland.....	Climbing on moving cars. Foot amputated.
August	11 George Kyrtins.....	Pastry.....	Gilson.....	Attempting to board moving train. Both feet amputated.
September	20 Frank Condysh.....	Tramp.....	Near Cedar Rapids.....	Attempting to board moving train. Foot injured.
September	20 Geo. Morris.....	Switchman.....	Cedar Rapids.....	Attempted to step on moving engine. Foot crushed.
September	20 Geo. Morris.....	Switchman.....	Wilkens.....	Stepping on moving engine. Foot amputated.
October	1 A. Masterson.....	Brakeman.....	Near Carroll.....	Compling cars. Finger amputated.
October	7 John Dixon.....	Tramp.....	Brown.....	Boarded moving train. Foot crushed.
October	17 C. Curry.....	Tramp.....	Halle Plains.....	Compling cars. Thumb amputated.
October	28 Wesley Strong.....	Swindler.....	Marshalltown.....	Compling cars. Nervous shock.
November	31 J. B. Vandenberg.....	Passenger.....	Bertrams.....	Fell in running on top of train. Fatal.
November	30 Philip Scott.....	Brakeman.....	Near New Jefferson.....	Compling cars with engine. Fatal.
December	2 D. C. Cennors.....	Boy (aged 5).....	Cedar Rapids.....	Playing around with engine. Fatal.
December	2 Walter Axtrengup.....	Boy.....	Cedar Rapids.....	Playing around with engine. Fatal.
1879.				
February	8 Wm. Hanson.....	Tramp.....	Marshalltown.....	Intoxicated; asleep on track. Fatal.
February	10 J. McCoy.....	Tramp.....	Marshalltown.....	Compling cars. Finger amputated.
February	31 E. A. Austin.....	Brakeman.....	Rolls Plains.....	Stealing ride on engine. Arm amputated.
March	31 Marion Simms.....	Laborer.....	Central Huffs.....	Compling cars. Nervous shock.
April	20 Hans C. Hoisler.....	Tramp.....	Near Grand Manual.....	Intoxicated; asleep on track. Fatal.
April	22 Jas. E. McMaxen.....	Tramp.....	Crosscut.....	Attempted to board passing train. Fatal.
June	4 John Wood.....	Newsman.....	Cedar Rapids.....	Compling cars with engine. Internal injuries.
June	13 J. D. Fryop.....	Conductor.....	Vail.....	Climbing on moving cars. Internal injuries.
June	30 J. P. Moore.....	Conductor.....	Near London.....	Running steam slow, when it slipped over. Fractured leg.
June	30 J. P. Moore.....	Conductor.....	Near London.....	Train broke in two and ran together. Fatal.
June	30 Unknown.....	Tramp.....	Near London.....	Stealing ride in car of corn, which ran off track. Fatal.
June	30 Unknown.....	Tramp.....	Near London.....	Stealing ride in car of corn, which ran off track. Fatal.

## RECAPITULATION OF ACCIDENTS.

Killed.—Employees—from causes beyond their control.....	1	
misconduct or want of caution.....	4	5
Others—stealing rides.....	4	
trespassing, on track, etc.....	8	12
Total killed.....		17
Injured.—Passengers—from misconduct or want of caution.....	2	2
Employees—from causes beyond their control.....	2	
misconduct or want of caution.....	10	12
Others—stealing rides.....	4	4
Total injured.....		18

## OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

*President*—Albert Keep, 56 Kinzie street, Chicago.  
*Vice-President*—M. L. Sykes, 52 Wall street, New York.  
*Secretary*—M. L. Sykes, 52 Wall street, New York.  
*Treasurer*—M. L. Sykes, 52 Wall street, New York.  
*General Manager*—Marvin Hughitt, 56 Kinzie street, Chicago.  
*General Superintendent*—Marvin Hughitt, 56 Kinzie street, Chicago.  
*Assistant General Superintendent*—C. C. Wheeler, 56 Kinzie street, Chicago.  
*Division Superintendents*,  
    J. S. Oliver, Clinton, Iowa.  
    W. B. Linsley, Escanaba, Michigan.  
    E. J. Cuyler, Chicago, Illinois.  
    C. Murray, Chicago, Illinois.  
    C. A. Swineford, Baraboo, Wisconsin.

*Chief Engineer*—E. H. Johnson, 56 Kinzie street, Chicago.  
*Superintendent of Telegraph*—G. H. Thayer, 56 Kinzie street, Chicago.  
*Auditor*—J. B. Redfield, 56 Kinzie street, Chicago.  
*General Passenger Agent*—W. H. Stennett, 56 Kinzie street, Chicago.  
*General Freight Agent*—H. C. Wicker, 56 Kinzie street, Chicago.  
*Attorney, General and Local*—B. C. Cook, 56 Kinzie street, Chicago.

## NAMES OF DIRECTORS, WITH RESIDENCE.

David Dows, New York, N. Y.  
Sidney Dillon, New York, N. Y.  
David Jones, New York, N. Y.  
M. Hughitt, Chicago, Ill.  
John M. Burke, New York, N. Y.  
Wm. L. Scott, Erie, Pa.  
Jay Gould, New York, N. Y.  
R. P. Flower, New York, N. Y.  
D. P. Morgan, New York, N. Y.  
Frank Work, New York, N. Y.  
C. J. Osborn, New York, N. Y.  
A. G. Dulman, New York, N. Y.  
Augustus Schell, New York, N. Y.  
Chauncey M. Depew, New York, N. Y.  
Samuel F. Barger, New York, N. Y.  
Albert Keep, Chicago, Ill.  
M. L. Sykes, New York, N. Y.  
General offices at Chicago, Ill.  
Date of annual meeting of stockholders, first Thursday in June.  
Fiscal year of the company, May 31st.

STATE OF ILLINOIS,  
COUNTY OF COOK.

Marvin Hughitt, General Manager, and J. B. Redfield, Assistant Secretary, of the Chicago & Northwestern Railway Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said Company on the thirtieth day of June, A. D. 1879, to the best of their knowledge and belief.

Signed,  
    MARVIN HUGHITT,  
    J. B. REDFIELD.  
[L. S. OF R. R.]  
Subscribed and sworn to before me, this first day of September, A. D. 1879.  
[L. S.]  
    CHAS. E. SIMMONS,  
    Notary Public.

Received and filed in the office of the Commissioners of Railroads, this third day of September, 1879.  
    J. S. CAMERON,  
    Secretary of Board of Railroad Commissioners.

## REPORT

OF THE

## CHICAGO, IOWA &amp; NEBRASKA RAILROAD CO.,

FOR THE YEAR ENDING, JUNE 30, 1879.

## CAPITAL STOCK.

Capital stock authorized by articles of association .....	\$ 15,000,000.00	
Par value of shares .....	[\$100]	
Average price per share .....	[\$100]	
Number of stockholders at date of last election .....	[399]	
Number of stockholders in Iowa at same date .....	[12]	
Amount of full-paid stock held in Iowa .....	[\$254,400]	
Capital stock issued [number of shares, 39,162] amount paid in.		3,916,200.00

## DEBT.

Funded debt, as follows:		
First mortgage bonds liquidated.		
Second mortgage bonds (due July 1, 1880, bear interest at 7 per cent, which is payable January 1 and July 1), amount .....	\$ 465,400.00	
Third mortgage bonds (due August 15, 1894, bear interest at 7 per cent, which is payable February 15 and August 15), amount .....	211,500.00	
Total amount of funded debt .....	\$ 676,900.00	
Amount received from the same in cash .....	[\$676,900.00]	
Unfunded debt incurred in any other manner, and how.		
Ans. Unpaid coupons, dividends, etc., of which the sum of \$6,573 is for coupons due July 1, 1879, not reported paid at date of this report, June 30, 1879.		
Other debts—current credit balances, etc. ....	7,775.26	
Contingent liabilities as guarantor of bonds or debts of other corporations, specifying same.		
Ans. Should the earnings of the Maple River Railroad Company be insufficient to meet the coupons upon its bonds, this company is under obligations to contribute to such deficiency. The amount of such contribution, if any, cannot be determined at this time.		

## COST OF ROAD AND EQUIPMENT.

Total cost of road and equipment .....	\$ 4,662,122.50
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## EXPENSES.

Salaries of the general officers of the company .....	\$ 5,900.00
General office expenses, including clerk hire, rent, fuel, lights, insurance, taxes in Iowa, etc. ....	1,895.00

## PAYMENTS FROM INCOME, DIVIDENDS, ETC.

Dividends declared (July 1, 1878, January 1, 1879, each 5 per cent), 10 per cent for the year, amount .....	\$ 391,620.00
Date of last dividend declared .....	[July 1, 1879]

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS,  
JUNE 30, 1879.

Dr.

Construction .....	\$ 4,662,122.50
Reserve bonds, second mortgage .....	8,000.00
Reserve bonds, third mortgage .....	18,000.00
Office building .....	7,926.88
Bills receivable .....	73,420.08
Sioux City & Pacific Railroad .....	8,966.09
D. P. Kimball, treasurer .....	164,765.13
J. Van Deventer, assistant treasurer .....	148.12
Expense .....	336.82
Total .....	\$ 4,943,686.22

[ GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS,  
JUNE 30, 1879.

Cr.

Capital stock .....	\$ 3,916,200.00
Second mortgage bonds .....	465,400.00
Third mortgage bonds .....	211,500.00
Unpaid dividends .....	345.84
Unpaid coupons, including July 1, 1879 .....	6,573.50
H. Williams, account .....	500.00
Interest scrip .....	12.12
Interest .....	917.15
Income account .....	341,893.81
Total .....	\$ 4,943,686.22

## DESCRIPTION OF ROAD.

Length of main line of road completed, from Clinton to Cedar Rapids .....	81.84 miles
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## ADDITIONAL QUESTIONS.

## LANDS—CONGRESSIONAL GRANT.

State the number of acres of land your company has already received from the Congressional grants. No grants made to this company.

## SUMMARY.

State the amount of city, county and township aid granted to your company in exchange for stock or otherwise. Specify and locate each particular grant and the date when received, in city or county bonds, money or otherwise. None granted.

## TERMS OF RENTAL.

The Chicago, Iowa & Nebraska Railroad is under lease to and is operated by the Chicago & Northwestern Railway Company. The rental by the lease is thirty-seven and a-half per cent of the gross earnings. But by an agreement now in force, and governing the period embraced in this report, all rental under the lease, in excess of the sum of \$500,000 and such drawbacks as may be mutually agreed upon to connecting roads on business contributed to the line by such roads, is to be remitted to the Chicago & Northwestern Railway Company.

The fiscal period for the yearly settlement of these drawbacks and abatements of rental, between the two companies, ends with the quarter terminating February 28th, of each year, and as the earnings and drawbacks subsequent to the date of report affect the rental received, it is impossible to proportion the rental for the year covered by this report.

## OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

*President*—Horace Williams, Clinton, Iowa.  
*Vice-President*—John Bertram, Salem, Massachusetts.  
*Secretary*—J. Van Deventer, Clinton, Iowa.  
*Treasurer*—David P. Kimball, Boston, Mass.

## NAMES OF DIRECTORS WITH RESIDENCE.

John B. Alley, Lynn, Massachusetts.  
 Fred. L. Ames, North Easton, Massachusetts.  
 John I. Blair, Blairstown, New Jersey.  
 John Bertram, Salem, Massachusetts.  
 S. C. Bever, Cedar Rapids, Iowa.  
 Prince S. Crowell, East Dennis, Massachusetts.  
 Wm. T. Glidden, Boston, Massachusetts.  
 Edward Johnson, Belfast, Maine.  
 David P. Kimball, Boston, Massachusetts.  
 B. A. G. Fuller, Boston, Massachusetts.  
 Joseph Nickerson, Boston, Massachusetts.  
 S. Lathrop Thorndike, Boston, Massachusetts.  
 Horace Williams, Clinton, Iowa.  
 General offices at Clinton, Iowa.

Date of annual meeting of stockholders, Tuesday, next immediately preceding the third Wednesday of May, in each and every year.  
 Fiscal year of the company ends the 31st day of March.

STATE OF MASSACHUSETTS, }  
COUNTY OF SUFFOLK. }

Horace Williams, President of the Chicago, Iowa & Nebraska Railroad Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1879, to the best of his knowledge and belief.

Signed, HORACE WILLIAMS,  
 [L. S. OF R. R.] *President.*

Subscribed and sworn to before me, this first day of September, A. D. 1879,  
 DAVID P. KIMBALL,

[L. S.] *Commissioner for Iowa, in the State of Massachusetts.*

Received and filed in the office of the Commissioners of Railroads, this tenth day of September, 1879.

J. S. CAMERON,  
*Secretary of Board of Railroad Commissioners.*

REPORT  
OF THE  
CEDAR RAPIDS & MISSOURI RIVER RAILROAD CO.

FOR THE YEAR ENDING JUNE 30, 1879.

CAPITAL STOCK.

Capital stock authorized by articles of association.....	\$	6,000,000.00
Par value of shares.....	\$100.00	
Average price received per share.....	\$100.00	
Number of stockholders at date of last election.....	[394]	
Number of stockholders in Iowa at same date.....	[30]	
Amount of full-paid stock held in Iowa.....	[\$141,800.00]	
Capital stock authorized by vote of Co....[No. of shares 76,200]	7,620,000.00	
Capital stock issued.....[No. of shares 76,200]	7,620,000.00	
Capital stock paid in on shares not issued [No. of shares, none]		
Capital stock paid in, common.....	6,850,400.00	
Capital stock paid in, preferred, and conditions of preferment*.....	769,600.00	
Capital stock, total amount paid in as per books of the company.....	7,620,000.00	
Capital stock, total amount realized in cash and property.....[87,620,000.00]		
Capital stock paid in per mile of road owned by company.....[274.01 miles]	27,800.20	

DEBT.

Funded debt, as follows:		
First mortgage bonds (due August 1, 1801, bear interest at seven per cent, which is payable February 1 and August 1), amount.....	\$	700,000.00
First mortgage bonds (due August 1, 1804, bear interest at seven per cent, which is payable February 1 and August 1), amount.....		582,000.00
First mortgage bonds (due May 1, 1916, bear interest at seven per cent, which is payable May 1 and November 1), amount.....		2,332,000.00
Total amount of funded debt.....	\$	3,614,000.00
Amount received from the same in property....[83,614,000.00]		
Unfunded debt incurred in any other manner, and how (money borrowed to pay for steel rails).....	\$	80,200.00
Other debts—current credit balances, etc.....		87,432.00
Total debt liabilities.....	\$	3,781,632.00

\*Seven per cent per annum interest, payable semi-annually

Amount of debt liabilities per mile of road.....[274.01 miles]	\$	13,801.98
Amount of debt liabilities after deducting cash, sinking funds in hands of trustees, and such securities and debt-balances as do not represent permanent investments.....		3,508,371.52

COST OF ROAD AND EQUIPMENT.

Total cost of road and equipment.....	\$	11,303,500.85
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RECAPITULATION OF EARNINGS.

Total rental under the lease.....	\$	714,051.93
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EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

GENERAL EXPENSES.

Salaries of the general officers of the company.....	\$	3,680.17
General office-expenses, including clerk hire, rent, fuel, lights, etc.		2,603.97
Paid on account of business from other roads.....		15,036.02
Printing and stationery.....		499.23
All other expenses chargeable to this account (interest account)		5,785.04
Total.....	\$	27,914.03

GENERAL RECAPITULATION.

Total rental under the lease.....	\$	714,051.93
Total expenses.....		27,914.03
Total receipts above expenses.....	\$	686,137.90

PAYMENTS FROM INCOME, DIVIDENDS, ETC.

Interest paid during the year.....	\$	169,085.00
Interest falling due during the year, but not paid.....		83,895.00
Total interest liability for the year.....	\$	252,980.00
Receipts above expenses and interest.....		433,157.90
Amount paid during the year for permanent improvements, and charged to cost of road.....		35,881.41
Dividends declared, 4 per cent for the year, common stock amount.....		274,016.00
Dividends declared, 7 per cent for the year, preferred stock amount.....		53,872.90
Date of last dividend declared, May 1, 1879.....		
Balance for the year, or surplus.....	\$	69,388.49
Surplus at the commencement of the year.....		72,738.17
*Total surplus.....	\$	142,126.66

\*See balance sheet.

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS,  
JUNE 30, 1870.

Dr.

Construction.....	\$ 11,393,569.89
<i>Assets</i> —cash in hands of treasurer and in National Park Bank, New York, for payment of coupons.....	\$ 84,474.99
Cash in hands of assistant treasurer.....	\$ 215.24
Office building.....	84,690.23
Due from Chicago & Northwestern Railway Company on rental account.....	11,493.18
Purchased coupons.....	173,571.15
Advanced to S. C. & P. R. R. Co., on drawback account.....	15,000.00
	25,000.00
Total.....	\$ 11,703,324.41

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS,  
JUNE 30, 1870.

Cr.

Capital stock.....	\$ 6,850,400.00
Preferred stock.....	769,600.00
Funded debt—	
First mortgage bonds.....	3,614,000.00
Floating debt—	
Overdue coupons not presented and coupons not returned from redeeming agent.....	86,150.02
Fractional allotments, preferred stock not paid.....	396.45
Unclaimed dividends.....	72.81
Due Maple River Railroad Company on drawback account.....	810.62
Bills payable (notes for money borrowed to lay steel rails).....	80,200.00
Balance to credit of income account.....	301,691.51
Total.....	\$ 11,703,324.41

## ADDITIONAL QUESTIONS.

## LANDS—CONGRESSIONAL GRANT.

See report of last year.

## FORMS OF LEASE.

See report of last year.

## OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

*President*—Horace Williams, Cedar Rapids, Iowa.*Vice-President*—Office made vacant by death of Mr. F. Nickerson. His successor not yet elected.*Secretary*—P. E. Hall, Cedar Rapids, Iowa.*Treasurer*—David P. Kimball, Boston, Massachusetts.*Assistant Treasurer*—J. Van Deventer, Cedar Rapids, Iowa.*Auditor*—Geo. T. Crandell, Cedar Rapids, Iowa.*Attorneys, General and Local*—E. S. Bailey, Clinton, Iowa, I. N. Kidder, Boone, Iowa.*Register of Stock*—David P. Kimball, Boston, Massachusetts.

## NAMES OF DIRECTORS WITH RESIDENCE.

John B. Alley, Lynn, Massachusetts.  
 Oliver Ames, North Easton, Massachusetts.  
 Fred. L. Ames, North Easton, Massachusetts.  
 John L. Blair, Blairstown, New Jersey.  
 D. C. Blair, Belvidere, New Jersey.  
 James Blair, Scranton, Pennsylvania.  
 F. Gordon Dexter, Boston, Massachusetts.  
 B. A. G. Fuller, Boston, Massachusetts.  
 Wm. T. Glidden, Boston, Massachusetts.  
 Edward Johnson, Belfast, Maine.  
 David P. Kimball, Boston, Massachusetts.  
 Joseph Nickerson, Boston, Massachusetts.  
 S. Lathrop Thorndike, Boston, Massachusetts.  
 Charles E. Vail, Blairstown, New Jersey.  
 Horace Williams, Clinton, Iowa.

General offices at Cedar Rapids, Iowa.

Date of annual meeting of stockholders, third Wednesday in May.

Fiscal year of the company, March 31 to April 1.

STATE OF MASSACHUSETTS, }  
COUNTY OF SUFFOLK. }

Horace Williams, President of the Cedar Rapids & Missouri River Railroad Company, being duly sworn, depose and say that he has caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1870, to the best of his knowledge and belief.

[L. S. OF R. R.] Signed, HORACE WILLIAMS.

Subscribed and sworn to before me, this 2d day of September, A. D. 1870.

DAVID P. KIMBALL,  
[L. S.] Commissioner for Iowa, in the State of Massachusetts.

Received and filed in the office of the Commissioners of Railroads, this 9th day of September, 1870.

J. S. CAMERON,  
Secretary of Board of Railroad Commissioners.

## COST OF ROAD AND EQUIPMENT.

Total expended for construction.....\$ 1,944,480.79

## REVENUE FOR THE YEAR.

## RECAPITULATION OF EARNINGS.

Total rental under the lease.....\$ 24,000.00

## RECEIPTS OTHER THAN EARNINGS.

Receipts from other roads for account of business furnished them.....\$ 13,681.46  
 Receipts from interest account.....\$ 2,980.62  
 Receipts from donations in aid of construction..... 3,721.80 6,927.06  
 Receipts from profit and loss items..... 215.64

Total receipts for the year.....\$ 44,608.52

## EXPENSES.

Salaries of the general officers of the company.....\$ 637.50  
 General office expenses, including clerk hire, rent, fuel, lights, etc..... 282.76  
 Printing and stationery..... 20.47

Total.....\$ 940.73

## GENERAL RECAPITULATION.

Total receipts during the year.....\$ 44,608.52  
 Total expenses..... 940.73

Total receipts above expenses.....\$ 43,727.79

## PAYMENTS FROM INCOME, DIVIDENDS, ETC.

Interest paid during the year.....\$ 32,276.00  
 Interest falling due during the year, but not paid..... 140.00

Total interest liability for the year.....\$ 32,416.00  
 Receipts above expenses and interest..... 11,317.79

Amount paid during the year for permanent improvements, and charged to cost of road..... 40.66  
 Amount paid during the year for account of construction of branch road not yet completed..... 2,867.40  
 Balance for the year, or surplus..... 8,439.73  
 Surplus at the commencement of the year..... 39,971.84

\*Total surplus.....\$ 48,411.57

\* See balance sheet.

## REPORT

OF THE

## MAPLE RIVER RAILROAD COMPANY,

FOR THE YEAR ENDING JUNE 30, 1879.

## CAPITAL STOCK.

Capital stock authorized by articles of association.....\$ 1,000,000.00  
 Par value of shares.....[ \$100.00  
 Average price received per share.....[ 100.00  
 Number of stockholders at date of last election.....[120  
 Number of stockholders in Iowa at same date.....[5  
 Amount of full-paid stock held in Iowa.....[ \$158,900.00  
 Capital stock issued [number of shares, 6,580] amount paid in..... 658,000.00  
 Capital stock paid in on shares not issued... [No. shares none]  
 Capital stock paid in, common..... 658,000.00  
 Capital stock paid in, preferred, and conditions of preferment..... None  
 Capital stock now outstanding..... 592,200.00  
 Capital stock, total amount paid in as per books of the company..... 658,000.00  
 Capital stock, total amount realized in cash.....[ \$658,000.00  
 Capital stock paid in per mile of road owned by company.....[60.15 miles] 10,939.32

## DEBT.

## Funded debt, as follows:

First mortgage bonds (due July 1, 1897, bear interest at 7 per cent, which is payable January 1 and July 1) amount..... 463,000.00  
 Total amount of funded debt..... 463,000.00  
 Amount received from the same in cash and property.....[ \$463,000.00  
 Unfunded debt incurred for account of branch road not completed..... 54,566.88  
 Other debts, current balances, etc..... 35,140.00  
 Total debt liabilities..... 552,706.88  
 Amount of debt liabilities per mile of road..... [60.15 miles]  
 Amount of debt liabilities after deducting cash, sinking funds in hands of trustees, and such securities and debt-balances as do not represent permanent investments..... 466,226.11  
 Contingent liabilities as guarantor of bonds or debts of other corporations, specifying same..... Nothing

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS,  
JUNE 30, 1879.

## DR.

Construction .....	\$ 1,044,480.79	
Assets—		
Cash in hands of treasurer and in Nat. Park Bank for payment of coupons .....	\$ 19,954.71	
In hands of assistant treasurer .....	280.68	20,235.39
Reserve bonds (of this company), cost .....		17,643.16
Purchased bonds (of this company) .....		42,000.00
Unmatured coupons (due July 1, 1879) .....		35.00
Due from Chicago & Northwestern Railway Company on rental account .....	2,005.00	
Due from Cedar Rapids & Missouri River Railroad on drawback account .....		810.62
Due from Chicago, Iowa & Nebraska Railroad on drawback account .....		822.40
Bills receivable (notes for donations) .....		2,929.20
Advanced on account of branch road not yet completed .....		2,837.40
Total .....	\$ 1,133,798.96	

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS,  
JUNE 30, 1879.

## CR.

Capital stock .....	\$ 592,200.00
Funded debt—	
First mortgage bonds .....	463,000.00
Floating debt—	
Bills payable .....	35,000.00
Overdue coupons not presented, and coupons not returned from redeeming agent .....	140.00
Donations (represented by notes uncollected) .....	2,929.20
Balance to credit of income account .....	40,529.76
Total .....	\$ 1,133,798.96

## DESCRIPTION OF ROAD.

Length of main line of road completed from Maple River Junction to Mapleton .....

## ADDITIONAL QUESTIONS.

## LANDS—CONGRESSIONAL GRANT.

This company has no land grant.

## OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

*President*—Horace Williams, Cedar Rapids, Iowa.  
*Vice President*—Fred. L. Ames, Boston, Mass.  
*Secretary*—Henry V. Ferguson, Cedar Rapids, Iowa.  
*Treasurer*—David P. Kimball, Boston, Mass.  
*Assistant Treasurer*—J. Van Deventer, Cedar Rapids, Iowa.  
*Attorneys, General and Local*—E. S. Bailey, Clinton, Iowa, I. N. Kidder, Boone, Iowa, N. D. Parkhurst, Cedar Rapids, Iowa.  
*Register of Stock*—David P. Kimball, Boston, Mass.

## NAMES OF DIRECTORS, WITH RESIDENCE.

John B. Alley, Lynn, Mass.  
 Fred. L. Ames, North Easton, Mass.  
 John I. Blair, Blairstown, N. J.  
 P. S. Crowell, East Dennis, Mass.  
 Wm. J. Glidden, Boston, Mass.  
 David P. Kimball, Boston, Mass.  
 Horace Williams, Clinton, Iowa.

General offices at Cedar Rapids, Iowa.  
 Date of annual meeting of stockholders, third Wednesday in May.  
 Fiscal year of the company, from March 31st to April 1st.

STATE OF MASSACHUSETTS, }  
 COUNTY OF SUFFOLK. }

Horace Williams, President of the Maple River Railroad Company, being duly sworn, depose and say that he has caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1879, to the best of his knowledge and belief.

[L. S. OF R. R.]

Signed,

HORACE WILLIAMS.

Subscribed and sworn to before me, this second day of September, A. D. 1879.

DAVID P. KIMBALL,

[L. S.]

*Commissioner for Iowa in the State of Massachusetts.*

Received and filed in the office of the Commissioners of Railroads, this ninth day of September, 1879.

J. S. CAMERON,

*Secretary of Board of Railroad Commissioners.*

## REPORT

OF THE

## IOWA MIDLAND RAILWAY COMPANY,

FOR THE YEAR ENDING JUNE 30, 1879.

## CAPITAL STOCK.

Capital stock authorized by articles of association.....	\$10,000,000.00
Par value of shares.....	\$100.00
Average price received per share.....	\$100.00
Number of stockholders at date of last election.....	8
Number of stockholders in Iowa at same date.....	2
Amount of full-paid stock held in Iowa.....	\$200.00
Capital stock issued (number of shares 500) amount paid in..	50,000.00
Capital stock paid in on shares not issued.....	Nothing
Capital stock paid in, common.....	50,000.00
Capital stock paid in, preferred, and conditions of preferment.	None
Capital stock, total amount paid in as per books of the company.....	50,000.00
Capital stock paid in per mile of road owned by company, [68.80 miles].....	726.75

## DEBT.

Funded debt as follows:	
First mortgage bonds (due October 1, 1900, bear interest at 8 per cent, which is payable April 1, and October 1), amount.....	\$1,350,000.00
Total amount of funded debt.....	1,350,000.00
Unfunded debt incurred in any other manner, and how.....	104,044.05
Total debt liabilities.....	\$1,454,044.05
Amount of debt liabilities per mile of road [68.80 miles].....	21,134.36

## COST OF ROAD AND EQUIPMENT.

Total expended for construction.....	\$ 1,495,620.57
Average cost of construction per mile of road (not including sidings) [68.80 miles].....	21,738.07
Proportion of cost of construction for Iowa.....	1,495,620.57
Total for equipment.....	Owns no equipment.

## EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING YEAR.

Main line, extension or alteration of road.....	}	\$	1,164.93
Branches, extension or alteration of road, specifying each..			
Double track extension.....			
Land, right of way, etc.....			
Passenger and freight stations, wood-sheds and water stations.....			
Engine-houses, car-sheds, and turn tables.....	}	\$	200.54
Total.....			
Net addition to property account for the year.....	\$	\$	8,253.72

State the policy pursued by your company in regard to permanent improvement and repairs, such as replacing iron rails with steel, wooden bridges and culverts with iron and stone, reducing grades and ballasting track. Are the cost of these improvements charged to repairs or construction, and the reasons therefor?

Ans. The excess of cost of the new structures over original cost of the old structures is charged to construction.

## REVENUE FOR THE YEAR.

## Monthly Earnings.

## FROM TRANSPORTATION OF PASSENGERS AND FREIGHT.

		PASSENGERS.	FREIGHT.
July, 1878.....	\$	2,254.54	\$ 2,722.25
August, 1878.....		2,562.00	3,500.03
September, 1878.....		2,940.00	3,043.05
October, 1878.....		2,800.75	3,405.29
November, 1878.....		1,875.94	4,461.04
December, 1878.....		2,307.50	4,065.36
January, 1879.....		1,904.00	3,577.03
February, 1879.....		2,128.67	2,734.00
March, 1879.....		2,405.47	2,857.60
April, 1879.....		2,012.60	2,854.97
May, 1879.....		1,864.45	3,023.60
June, 1879.....		2,054.88	3,280.30
Totals.....	\$	20,684.00	\$ 40,191.41

## FROM ALL OTHER SOURCES.

		MAILS.	EXPRESS.	MISCELLANEOUS.
July, 1878.....	\$ 298.70	\$ 163.08	\$ 21.48	
August, 1878.....	298.70	163.08	17.71	
September, 1878.....	298.70	151.00	10.00	
October, 1878.....	298.70	163.08	24.91	
November, 1878.....	298.70	157.04	14.92	
December, 1878.....	298.70	157.04	6.59	
January, 1879.....	298.70	163.08	18.45	
February, 1879.....	298.70	144.06	20.54	
March, 1879.....	298.70	157.04	13.64	
April, 1879.....	298.70	157.04	10.06	
May, 1879.....	298.70	163.08	2,258.62	
June, 1879.....	298.80	151.00	9.88	
<b>Totals.....</b>	<b>\$ 3,584.50</b>	<b>\$ 1,890.52</b>	<b>\$ 2,436.00</b>	

## RECAPITULATION OF EARNINGS.

Receipts from passengers.....	\$ 26,684.00
Receipts for express.....	1,890.52
Receipts for mails.....	3,584.50

Total receipts from passenger trains.....\$ 32,159.02

Receipts from passenger trains, per train mile run [43,194 miles].....\$ 74 45-100

Total receipts from freight trains.....\$ 40,191.41

Receipts from freight trains, per train mile run [44,511 miles].....\$ 90 30-100

Receipts from miscellaneous sources.....2,436.00

Total earnings.....\$ 74,786.43

Proportion for Iowa.....[All.]

Earnings per mile of road operated [88.80 miles].....[\$1,087.01]

Per train mile, for passengers, freight and mixed trains [87,705 miles].....[.85 27-100]

Have you made any advance or reduction in freight since the enactment of chapter 77 of the laws of the Seventeenth General Assembly—if so, what percentage?

Ans. Have made some changes, as per copies of tariffs submitted to Railroad Commissioners.

## EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

## CLASS 1—MAINTENANCE OF WAY AND BUILDINGS (charged to operating expenses).

Repairs of track—labor and supplies exclusive of new ties... }	\$ 18,147.76
Repairs of track—new ties, No. —, cost per tie \$ —..... }	
Repairs of bridges—labor and supplies.....	5,455.15
Repairs of fences—labor and supplies.....	1,253.78
Repairs of buildings—stations and water-tanks, etc.....	199.10
<b>Total.....</b>	<b>\$ 25,055.79</b>

## CLASS 2—MAINTENANCE OF MOTIVE POWER AND CARS.

Repairs of locomotives.....	\$ 5,730.39
Repairs of cars.....	2,542.47
Repairs of machinery and tools.....	1,033.18
<b>Total.....</b>	<b>\$ 9,306.04</b>

## CLASS 3—CONDUCTING TRANSPORTATION.

Fuel.....	\$ 5,662.98
Oil, waste and lights.....	681.30
Wages of employes—conductors, enginemen, brakemen, station-men (all grades) and clerks.....	24,135.00
Miscellaneous train and station supplies and expenses.....	229.02
Loss and damage of goods.....	153.46
<b>Total.....</b>	<b>\$ 30,801.85</b>

## CLASS 4—GENERAL EXPENSES.

Salaries of the general officers of the company.....	\$ 483.00
Taxes in Iowa.....	4,461.13
Advertising.....	234.54
Printing and stationery.....	413.59
All other expenses chargeable to this account.....	342.36
<b>Total.....</b>	<b>\$ 5,934.62</b>

## RECAPITULATION OF EXPENSES.

Total expenses of operating the road (embraced in classes 1, 2, 3 and 4).....	\$ 71,158.30
Proportion for Iowa.....	[All]
Per mile of road operated.....	[\$1,034.28]
Per train mile for passenger, freight and mixed trains [87,705 miles].....	[.81 13-100]
Percentage of expenses to earnings.....	[.95 15-100]
Net earnings per train mile [87,705 miles].....	[.04 14-100]

## GENERAL RECAPITULATION.

Total earnings.....	\$ 74,786.43
Total receipts during the year.....	[\$ 74,786.43]
Total operating expenses.....	71,158.30
Net earnings—earnings above operating expenses.....	3,628.13
Total receipts above operating expenses.....	[\$3,628.13]
Percentage of net earnings to stock and debt.....	[.0024]
Percentage of net earnings to cost of road and equipment.....	[.0024]

## PAYMENTS FROM INCOME, DIVIDENDS, ETC.

Interest paid during the year.....	108,000.00
Receipts less than operating expenses and interest.....	104,371.87
Amount paid during the year for permanent improvements, and charged to cost of road.....	8,253.72
Deficit.....	104,371.87
Surplus at the commencement of the year.....	None
Total surplus.....	None

## GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS,

JUNE 30, 1879.

Dr.

Cost of road.....	\$ 1,495,020.57
Income account (loss).....	8,423.48
Total.....	\$ 1,504,044.05

## GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS,

JUNE 30, 1879.

Cr.

Capital stock.....	\$ 50,000.00
Funded debt (bonds outstanding).....	1,350,000.00
Unfunded debt (due C. & N. W. R'y Co.).....	104,044.05
Total.....	\$ 1,504,044.05

## DESCRIPTION OF ROAD.

Date when the road or portions thereof were opened for public use: From Lyons to Anamosa, October, 1871.	
Length of main line of road completed, from Lyons to Anamosa.....	68.80
Total length of road belonging to this company.....	68.80
Aggregate length of sidings and other tracks not above enumerated.....	4.80
Same in Iowa.....	4.80
Aggregate length of tracks belonging to this company computed as single track.....	73.60
Same in Iowa.....	73.60
Gauge of track.....	4 ft 8½ in.
Total length of tracks belonging to this company laid with iron rails [weight per yard 50 to 60 lbs.].....	All
Total miles of road operated by this company.....	68.80
Total miles of road operated by this company in Iowa.....	68.80

## NUMBER OF BRIDGES AND TRESTLES ON WHOLE LINE OVER 25 FEET LONG.

Wooden trestles and pile, number of, 114; aggregate length, feet..... 7,960

## CROSSINGS.

What railroads cross your road at grade in this State, and at what locality? Davenport & Northwestern Railroad, at Delmar Junction, Clinton county, Sabula, Ackley & Dakota Railroad, at Delmar Junction, Clinton county.	
What railroads cross your road either over or under your grade in this State, and where? Davenport & Northwestern Railroad, at Center Junction, Jones county (over).	
Number of crossings of highways at grade in this State without protection (except cattle guards).....	92
Number of crossings of highways at grade in this State at which there are gates or flagmen.....	None
Number of crossings of highways over railroad.....	1
Number of crossings of highways under railroad.....	4
Number of highway bridges 18 feet above track.....	1
Number of highway bridges less than 18 feet above track.....	None

What regulations govern your employes in regard to the crossings of other railroads, and are they found to be sufficient?

Ans. Engineers are instructed to bring trains to a full stop before crossing the tracks of another company. These regulations are found to be entirely sufficient.

What regulations govern your employes in regard to the crossings of public highways, and are these regulations found to be sufficient?

Ans. Engineers are required to sound whistle at signal posts, which are 80 rods before highway crossings, and to ring the bell, which regulations are found to be sufficient.

## STATIONS.

Number of stations at which there are agents.....	15
Same in Iowa.....	15

## EMPLOYES.

Number of persons regularly employed on all roads operated by company, including officials.....	81
Same in Iowa.....	81

## FENCING.

How many miles of fencing have you on your road in Iowa?

Ans. All fenced.

## TELEGRAPHS.

Miles of telegraph operated by company.....	Whole line
Miles of telegraph wholly owned by company.....	None
Number of telegraph offices in company's stations.....	10
Number of telegraph stations operated by company.....	10
Number of telegraph stations operated jointly by rail and telegraph companies.....	10

## MILEAGE, TRAFFIC, ETC.

Miles run by passenger trains during the year.....	43,194
Miles run by freight trains.....	44,511
Total mileage of passenger, freight and mixed trains.....	87,705
Miles run by construction and other trains.....	3,110
Total train miles run.....	90,815
Miles run by rented cars. No rented cars.	
Number of through passengers.....	52,543
Number of local passengers.....	52,543
Total number of passengers carried.....	52,543
Total passenger mileage, or passengers carried one mile.....	918,977
Average amount received from each passenger.....	50 78-100
Average distance traveled by each passenger.....	17.49 miles.
Total tons of freight carried.....	95,380
Total freight mileage, or tons carried one mile.....	1,020,960
Highest rate of fare per mile, for any distance.....	3 cents
Lowest rate of fare per mile, for any distance (single fare).....	2.12 cents
Average rate of fare per mile, received for all passengers.....	2.00 cents
Average rate received per mile, per ton for all freight carried.....	2.45 cents
Average number of cars in passenger trains, including baggage cars.....	4



Average number of cars in freight trains . . . . .	20
Average weight of passenger trains, including locomotive and tender in working order, exclusive of passengers . . . . .	112 tons
Average weight of freight trains, including locomotive and tender in working order, exclusive of freight . . . . .	220 tons
Rate of speed of passenger and express trains, including stops . . . . .	25 m'ls per h'r
Rate of speed of freight trains, including stops . . . . .	12 m'ls per h'r

## ADDITIONAL QUESTIONS.

## EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company?

Ans. American Express Company; Lyons to Anamosa, rate per diem on limited tonnage, \$6.04; limit of pounds to be carried each day, at regular per diem rates, 1,000. The express company has no care of the machinery or repairs of cars, etc. It does a miscellaneous business, restricted to lighter articles properly belonging to express business. The express company delivers its freight into this company's cars.

## TRANSPORTATION COMPANIES.

What freight and transportation companies run on your road, and on what terms and on what conditions as to rates, use of track, machinery, repairs of cars, etc.; do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed, or order of transportation, and if so, in what particular?

Ans. The cars of all transportation companies are allowed to run over the lines of this company, paying regular rates and receiving mileage. The freight is carried in cars furnished by such transportation companies (excepting consignments of less than a car load). Their freight has no preference over other freight of like class.

What amount have you paid other corporations, car loaning companies [stock companies], or individuals, *not operating railroads*, for the use of cars?

Ans. Nothing.

## SLEEPING CARS.

Do sleeping, parlor or dining-room cars run on your road?

Ans. None.

## U. S. MAIL.

What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service?

Ans. \$3,705 per annum; six times each way, each week.

## ACCIDENTS TO PERSONS IN IOWA.

July 4, 1879.—P. Coggens, tramp, Monmouth; intoxicated—sleep on track; scalp wound.

## OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

*President*—Albert Keep, 56 Kinzie street, Chicago.  
*Vice-President*—M. L. Sykes, 52 Wall street, New York.  
*Secretary*—M. L. Sykes, 52 Wall street, New York.  
*Treasurer*—M. L. Sykes, 52 Wall street, New York.  
*General Manager*—Marvin Hughitt, 56 Kinzie street, Chicago.  
*General Superintendent*—Marvin Hughitt, 56 Kinzie street, Chicago.  
*Assistant General Superintendent*—C. C. Wheeler, 56 Kinzie street, Chicago.  
*Division Superintendent*—J. S. Oliver, Clinton, Iowa.  
*Chief Engineer*—E. H. Johnson, 56 Kinzie street, Chicago.  
*Superintendent of Telegraph*—G. H. Thayer, 56 Kinzie street, Chicago.  
*Auditor*—J. B. Redfield, 56 Kinzie street, Chicago.  
*General Passenger Agent*—W. H. Stennett, 56 Kinzie street, Chicago.  
*General Freight Agent*—H. C. Wicker, 56 Kinzie street, Chicago.  
*Attorney, General and Local*—B. C. Cook, 56 Kinzie street, Chicago.

## NAMES OF DIRECTORS, WITH RESIDENCE.

Albert Keep, Chicago, Illinois.  
 M. L. Sykes, New York City, New York.  
 Marvin Hughitt, Chicago, Illinois.  
 H. H. Porter, Chicago, Illinois.  
 Isaac B. Howe, Clinton, Iowa.  
 E. S. Bailey, Clinton Iowa.  
 J. B. Redfield, Chicago, Illinois.

General offices at Chicago, Illinois.

Date of annual meeting of stockholders, first Wednesday in March.  
 Fiscal year of the company, May 31st.

STATE OF ILLINOIS, }  
 COUNTY OF COOK, }

Marvin Hughitt, General Manager, and J. B. Redfield, Assistant Secretary, of the Iowa Midland Railway Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1879, to the best of their knowledge and belief.

(Signed)

[L. S. OF R. R.]

MARVIN HUGHITT,  
 J. B. REDFIELD.

Subscribed and sworn to before me, this 1st day of September, A. D. 1879.

[L. S.]

CHAS. E. SIMMONS,  
 Notary Public.

Received and filed at the office of the Commissioners of Railroads, this 3d day of September, 1879.

J. S. CAMERON,  
 Secretary of Board of Railroad Commissioners.

## REPORT

OF THE

## CHICAGO, ROCK ISLAND &amp; PACIFIC RAILROAD CO.,

FOR THE YEAR ENDING JUNE 30, 1879.

## CAPITAL STOCK.

Capital stock authorized by articles of association .....	\$ 27,200,000.00
Par value of shares .....	[\$100.00]
Average price received per share .....	[About par]
Number of stockholders at date of last election .....	[1576]
Number of stockholders in Iowa at same date .....	[7]
Amount of full-paid stock held in Iowa .....	[\$20,800.00]
Capital stock authorized by vote of company [number of shares, 250,000] .....	
Capital stock issued [number of shares, 209,800], amount paid in .....	20,980,000.00
Capital stock paid on shares not issued .....	[No shares none]
Capital stock paid in, common .....	[See question 5]
Capital stock paid in, preferred, and conditions of preference .....	[None]
*Capital stock of the Iowa Southern & Mo. Northern R'y Co., held in trust .....	5,245,000.00
Capital stock, total amount paid in as per books of the company .....	30,980,000.00
Capital stock, total amount realized in cash .....	[\$20,980,000.00]
Capital stock, total amount realized in property .....	[Nothing]
Capital stock paid in per mile of road owned by company .....	[674.34 miles] 31,111.90

## ASSETS—CORPORATE PROPERTY.

Estimated value of road-bed, including rails and bridges, etc. ..	\$ 7,435,914.00
Estimated value of rolling stock .....	3,014,769.90
Estimated value of stations, buildings and fixtures .....	860,000.00
Estimated value of all other property, including investments in stocks and bonds of other corporations .....	250,000.00
Estimated value of property per mile of road .....	[991 miles] 11,695.66

\* NOTE.—This company operates the Iowa Southern & Mo. Northern R. R. under lease. Capital stock of that corporation, amounting to \$5,245,000.00 is held in trust for the stockholders of this company.

## DEBT.

Funded debt as follows:

First mortgage bonds (due December 1, 1917, bear interest at six per cent, which is payable semi-annually), amount .....	10,000,000.00
(Chicago & Southwestern mortgage bonds (due December, 1896, bear interest at seven per cent, which is payable semi-annually), amount .....	5,000,000.00
Total amount of funded debt .....	15,000,000.00
Amount received from the same in cash, about .....	\$6,012,000.00
Amount received from the same in property .....	3,888,000.00
Unfunded debt, incurred in any manner and how .....	[None]
Other debts, current credit balances, etc. ....	543,321.53
Total debt liabilities .....	15,543,321.53
Amount of debt liabilities per mile of road .....	[1000 miles] 14,631.80

Not including the C. &amp; S. W. R'y bonds.

## COST OF ROAD AND EQUIPMENT.

Total cost of road and equipment, including estimated cost of Iowa Southern and Mo. Northern R. R. ....	42,784,225.77
Average cost of same per mile, 991 miles .....	43,071.87
Proportion of same for Iowa, 612 miles .....	26,559,964.44
(The officers of the C. R. I. & P. R. R. Co. have no data from which to determine accurately the cost of the Iowa Southern & Mo. Northern R'y. Cost estimated at \$8,230,696.06, or \$25,964.34 per mile.)	

## EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Main line extension or alteration of road .....	\$ 38,420.02
Branches extension or alteration of road, specifying each—	
Audubon Branch .....	181,804.24
Harlan Branch .....	84,393.46
Double track extension, new side-tracks and switches .....	43,056.95
Land .....	87,386.74
Passenger and freight stations, wood-sheds and water stations, engine-houses, car-sheds and turn-tables .....	48,341.73
New equipments .....	417,808.12
Machines—shops, machinery and tools .....	2,026.58
New fences .....	3,261.29
Any other expenditures charged to property account, specifying same: Masonry and bridge abutments, extra cost of iron over wooden bridges, engineering and stone ballasting the track .....	60,051.06

Total .....	\$ 966,551.09
Property sold and credited property account during the year ..	Nothing
Net addition to property account for the year .....	966,551.09
State the policy pursued by your company in regard to permanent improvement and repairs, such as replacing iron rails with steel, wooden bridges and culverts with iron and stone, reducing grades and ballasting track. Are the cost of these improvements charged to repairs or construction, and the reasons therefor?	
Ans. Steel rails wholly charged to repairs; reducing grades and ballasting track charged to construction account. In replacing wooden bridges by stone or iron structures, the excess in cost of such iron or stone structures over wooden has been charged to construction account.	

† Principal and interest guaranteed by this company.

## REVENUE FOR THE YEAR.

## Monthly Earnings.

## FROM TRANSPORTATION OF PASSENGERS AND FREIGHT.

		PASSEN- GERS.	FREIGHT.
July, 1878	143,576.74	\$	496,079.48
August, 1878	156,742.79		672,858.44
September, 1878	186,708.33		629,351.05
October, 1878	183,770.74		713,937.34
November, 1878	143,869.09		645,232.26
December, 1878	130,627.31		521,850.37
January, 1879	114,781.74		485,604.31
February, 1879	138,940.49		490,419.48
March, 1879	170,020.95		559,354.43
April, 1879	151,897.79		559,008.34
May, 1879	148,756.45		570,017.26
June, 1879	164,676.24		527,225.04
Totals	\$ 1,834,367.66		\$ 6,840,929.80

## FROM ALL OTHER SOURCES.

	MAILS.	EXPRESS.	MISCEL- LANEOUS.
July, 1878	\$ 11,935.42	\$ 9,450.00	\$ 25,844.26
August, 1878	11,935.42	9,450.00	20,247.76
September, 1878	11,935.42	8,750.00	21,593.44
October, 1878	11,935.42	9,450.00	22,953.54
November, 1878	11,935.42	9,100.00	31,419.10
December, 1878	11,935.42	9,100.00	26,920.92
January, 1879	11,935.42	9,450.00	45,394.98
February, 1879	11,935.42	8,400.00	19,665.85
March, 1879	11,935.41	9,100.00	75,903.76
April, 1879	11,935.41	9,100.00	14,641.20
May, 1879	11,935.41	9,450.00	16,972.21
June, 1879	11,935.41	8,750.00	17,806.91
Totals	\$ 143,225.00	\$ 109,550.00	\$ 339,563.73

## RECAPITULATION OF EARNINGS.

Receipts from passengers	\$ 1,834,367.66
Receipts for express	109,550.00
Receipts for mails	143,225.00
Total receipts from passenger trains	\$ 2,087,142.66
Receipts from passenger trains, per train mile run (1,511,911 miles)	\$ 1.38
Receipts from freight	6,840,929.80
Receipts from freight trains, per train mile run (5,518,961 miles)	\$ 1.24
Receipts from miscellaneous sources	339,563.73
Total earnings	\$ 9,267,634.19

Proportion for Iowa	\$5,721,832.14
Earnings per mile of road operated, 1,069 miles	8,969.44
Per train mile, for passenger, freight and mixed trains, 7,029,672 miles	1.32
Have you made any advance or reduction in freight, since the enactment of chapter 77 of the Laws of the Seventeenth General Assembly—if so, what percentage?	
Ans. An advance of about ten per cent in rates was made February 10, 1879. Subsequently this tariff was reduced to approximate the rates made by legislation in 1874.	
Receipts other than earnings	None.

Total receipts during the year \$ 9,267,634.19

## EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

## CLASS 1—MAINTENANCE OF WAY AND BUILDINGS (charged to operating expenses).

Repairs of track—labor and supplies exclusive of new ties	}	829,665.29
Repairs of track—new ties, No. —, cost per tie —		
Repairs of bridges—labor and supplies		195,061.78
Repairs of fences—labor and supplies		26,832.37
Repairs of buildings, stations and water tanks, etc		92,936.54
Repairs of telegraph		7,821.52
New rails—No. tons, steel, cost \$434,132.35, less credit for old rails, \$56,750.41		377,381.94
All other expenses chargeable to this account		79,771.15
Total		\$ 1,609,170.59

## CLASS 2—MAINTENANCE OF MOTIVE POWER AND CARS.

Repairs of locomotives	\$ 257,394.60
Repairs of cars	396,067.21
Repairs of machinery and tools	15,908.01
Total	\$ 669,369.82

## CLASS 3—CONDUCTING TRANSPORTATION.

Fuel	\$ 507,988.49
Oil, waste and lights	92,322.45
Wages of employes—conductors, enginemen, brakemen, stationmen (all grades), and clerks	1,435,183.38
Miscellaneous train and station supplies	}
Miscellaneous train and station expenses	
Water supply	
Loss and damage of goods	17,765.64
Injuries to persons	22,478.37
Damage for stock killed	}
Damages to property, including damages by fire	
Hire of cars	114,055.02
Legal expenses	42,217.57
All other expenses chargeable to this account	34,217.52
Total	\$ 2,318,937.00

## CLASS 4—GENERAL EXPENSES.

Salaries of the general officers of the company.....	}	44,800.00
General office expenses, including clerk hire, rent, fuel, lights, etc. (included in answers to 3 and 5, class 3).....		
Taxes in Iowa.....		
Taxes in other States.....		130,964.31
Advertising, printing and stationery.....		43,146.93
All other expenses chargeable to this account.....		84,948.46
Total.....	\$	420,882.45

## RECAPITULATION OF EXPENSES.

Total expense of operating the road, (embraced in classes 1, 2, 3 and 4).....	\$	5,018,359.95
Proportion for Iowa.....	[\$3,008,332.61]	
Per mile of road operated.....	[4,694.44]	
Per train mile for passenger, freight and mixed trains [7,929,672 miles].....	[.71]	
Percentage of expenses to earnings.....	[54 15-100 per cent.]	
Net earnings per train mile.....	[(7,588,665 miles)   56 cents.]	

## GENERAL RECAPITULATION.

Total earnings.....	\$	9,627,634.19
Total receipts during the year.....	[\$9,267,634.19]	
Total operating expenses.....		5,018,359.95
Net earnings—earnings above operating expenses.....		4,240,274.24
Total receipts above operating expenses.....	[\$ 4,249,274.24]	
Percentage of net earnings to stock and debt.....	[10.17]	
Percentage of net earnings to cost of road and equip- ment.....	[8 9.94]	

## PAYMENTS FROM INCOME, DIVIDENDS, ETC.

Interest paid during the year.....	\$	939,830.00
Interest falling due during the year, but not paid.....		None
Total interest liability for the year, say.....	\$939,830.00	
Receipts above operating expenses and interest.....		3,309,444.24
Amount paid during the year for permanent improvements, and charged to cost of road.....	\$	966,551.09
Amount paid during the year for permanent improvements, and charged to operating expenses.....		
Dividends declared, 8 per cent for the year, amount.....		1,093,086.00
Date of last dividend declared, May 1, 1879.....		
Balance for the year or surplus.....		349,807.15
Surplus at the commencement of the year.....		7,430,086.29
State in what does the surplus consist—if moneys, where are they deposited; if securities, what are they?		
*Total surplus.....	\$	7,779,893.44

\*\$3,391,529.71 of surplus has been absorbed in construction and improvement of road.  
1,879,634.70 of surplus in cash, materials, and balances due from other roads.  
1,096,289.84 of surplus in bonds and capital stock of connecting roads.  
1,313,459.19 of surplus absorbed in the improvement of Iowa Southern and Missouri Northern  
Railway Company, for which capital stock has been placed in trust for this com-  
pany's stockholders.

\$ 7,779,893.44

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS,  
MARCH 31, 1879.

Dr.

Cost of road and equipment, including Oskaloosa and South Chicago Branches.....	\$	33,528,805.91
Cost of railroad bridge at Rock Island.....		758,526.10
Cost of Audubon branch, construction account.....		181,804.24
Cost of Harlan branch, construction account.....		84,293.46
Capital stock in connecting roads.....		873,289.84
Six per cent mortgage bonds on hand.....		233,000.00
Loans payable on demand and cash in New York.....		1,147,144.40
Due from Post-office Department.....		24,889.01
Stock of material, fuel, etc., on hand.....		255,981.50
Cash and balances due from other roads in hands of local treasurer, Chicago.....		163,015.73
Total.....	\$	37,240,550.99

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS,  
MARCH 31, 1879.

Cr.

Capital stock fixed \$25,000,000.00; amount issued.....	\$20,979,900.00
Fractional script, convertible into stock.....	100.00
Six per cent mortgage coupon bonds.....	\$5,540,000.00
Six per cent mortgage registered bonds.....	4,425,000.00
Seven per cent sinking fund bonds (called in).....	12,000.00
Six per cent income bonds.....	5,000.00
	9,982,000.00
Suspense account.....	6,741.44
Profit and loss, exchanging bonds.....	4,355.00
Profit balance of income account.....	6,267,454.25
Total.....	\$37,240,550.99

## DESCRIPTION OF ROAD.

Date when the road or portions thereof were opened for public use:

From Chicago to Council Bluffs, June, 1869.....	
From Washington to Knoxville, December, 1876.....	
From Audubon Junction to Audubon, December, 1878.....	
From Harlan Junction to Harlan, December, 1878.....	
Length of main line of road completed, from Chicago to Coun- cil Bluffs.....	509.45 miles
Length of main line of road completed, in Iowa.....	318.25 miles
Length of main line of road completed, in Illinois.....	182.20 miles
Length of double track on main line.....	66.75 miles
Branches owned by company, viz:	
Oskaloosa Branch, length.....	128 miles
South Chicago Branch, length.....	7.51 miles
Audubon Branch, length.....	24.54 miles
Harlan Branch, length.....	11.84 miles
Fort Leavenworth Branch, length.....	2 miles
Total length of branches owned by company in Iowa.....	176.89 miles
Total length of branches owned by company in Illinois.....	164.38 miles
Total length of branches owned by company in Kansas.....	7.51 miles
Total length of branches owned by company in Kansas.....	2 miles

Total length of road belonging to this company.....	674.54 miles
Total length of road belonging to this company in Iowa.....	482.63 miles
Aggregate length of sidings and other tracks not above enumerated.....	172.50 miles
Same in Iowa.....	91.65 miles
Aggregate length of tracks belonging to this company computed as single track.....	913.59 miles
Same in Iowa.....	577.28 miles
Gauge of track.....	4 feet, 8½ in
Total length of tracks belonging to this company laid with steel rails [weights per yard 60 pounds].....	612.50 miles
Same in Iowa.....	392 miles
Total length of tracks belonging to this company laid with iron rails [weights per yard, 58 lbs].....	301.09 miles
Same in Iowa.....	268.63 miles

ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY, UNDER LEASE OR CONTRACT.

Name, description and length of each in miles:	
Peoria & Bureau Valley Railroad, length.....	46.72 miles
Iowa Southern & Missouri Northern Railroad, Washington, Iowa, to Missouri river, and from Des Moines to Indianola and Winterset, length.....	318.35 miles
Atchison Branch of C. & S. W. R'y, length.....	29.08 miles
Total length of above roads.....	394.15 miles
Total length of above roads in Iowa.....	178 miles
Total length of above roads in Illinois.....	46.72 miles
Total length of above roads in Missouri.....	169.43 miles
Total miles of road operated by this company.....	1,698.50 miles
Total miles of road operated by this company in Iowa.....	660.63 miles

NUMBER OF BRIDGES AND TRESTLES ON WHOLE LINE IN IOWA.

Wooden bridges, number of, 79; aggregate length, feet.....	10,674
Stone bridges, number of, 95; aggregate length, feet.....	1,330
Iron bridges, number of, 12; aggregate length, feet.....	4,295
Wooden trestles, number of, 816; aggregate length, feet.....	85,164
Culverts, number of, unknown.....	

BRIDGES BUILT WITHIN THIS YEAR.

LOCATION.	KIND.	MATERIAL.	LENGTH.	WHEN BUILT.
Skunk river.....	Combination..	Wood and iron..	134 feet.	November, 1878..
Middle river.....	Combination..	Wood and iron..	85 feet.	November, 1878..
Camp creek.....	Combination..	Wood and iron..	88 feet.	November, 1878..
Mud creek.....	Truss.....	Iron.....	35 feet.	November, 1878..
Des Moines river (Eldon).....	Truss.....	Iron.....	755 feet.	January, 1879..

CROSSINGS.

What railroads cross your road at grade in this State, and at what locality?  
 Burlington, Cedar Rapids & Northern Railroad, at West Liberty and Columbus Junction.  
 Central Iowa Railway, at Grinnell.  
 Keokuk & Des Moines Railroad, near Oskaloosa and Eldon.  
 Des Moines & Ft. Dodge Railroad, at Valley Junction.  
 Chicago, Burlington & Quincy Railroad, at Council Bluffs and Fairfield.  
 St. Louis, Kansas City & Northern Railroad, at Belknap.  
 Missouri, Iowa & Nebraska Railroad, at Centerville.

What railroads cross your road either over or under your grade in this State, and where?

Central Iowa Railway, near Oskaloosa.  
 Davenport & Northwestern Railroad, at Davenport.  
 Number of crossings of highways at grade in this State without protection..... 520  
 Number of crossings of highways at grade in this State at which there are gates or flagmen..... 10  
 Number of crossings of highways over railroad..... 21  
 Number of crossings of highways under railroad..... 29  
 Number of highway bridges 18 feet above track..... 22  
 What regulations govern your employees in regard to the crossings of other railroads, and are they found to be sufficient?  
 Ans. All trains or engines are required to come to a full stop before crossing other railroads at grade.  
 What regulations govern your employees in regard to the crossings of public highways, and are these regulations found to be sufficient?  
 Ans. Engineers are required to ring bell and sound whistle 80 rods before coming to a highway, and continue to ring bell until crossing is passed. Sufficient.

STATIONS.

Number of stations.....	183
Same in Iowa.....	102

EMPLOYEES.

Number of persons regularly employed on all roads operated by company, including officials.....	6,585
Same in Iowa.....	3,373

FENCING.

How many miles of fencing have you on your road in Iowa? Estimated..... 1,100  
 How many miles of fencing have you built during the year?..... None.  
 What was the average cost per rod?..... \$1 to \$1.25  
 The total cost of same?.....  
 Give the miles of fence needed on both sides of your track, in each county in Iowa through which your road runs, and the aggregate amount in miles:  
 20 84-100 miles in Mahaska county. | 32 72-100 miles in Audubon county.  
 24 86-100 miles in Marion county. | 2 26-100 miles in Pottawattamie Co.  
 16 86-100 miles in Cass county. | 21 42-100 miles in Shelby county.  
 Aggregate amount, 318 40-100 miles.

ROLLING STOCK.

Number of locomotives of more than 30 tons weight, exclusive of tender.....	197
Number of locomotives of more than 20 tons weight, exclusive of tender.....	47
Number of locomotives of more than 10 tons weight, exclusive of tender.....	1
Number of passenger cars—8-wheel and 12-wheel.....	96
Number of express and baggage cars and mail.....	33
Number of box freight cars.....	2,974
Number of stock cars.....	810
Number of platform cars and coal cars.....	1,249
Number of conductors' way cars.....	132
Other cars as follows: Wrecking and tool, 4; Hard, 270; Push, 230....	504

Average amount of tonnage that can be carried over your road with an engine of the weight and power you use for freight trains—give the weight of engines generally used. 180 to 200 tons; 35 to 37 ton engine.	
Average number of passenger and express cars that can be hauled on your regular trains by an engine of given power and weight—give the weight of engine generally used. 8 to 10 cars; weight of engine, 30 to 35 tons.	
Number of locomotives equipped with train-brake	50
Number of passenger and baggage cars equipped with train-brake.	132
What kind of train-brake is in use on your road? Westinghouse air-brake.	
Number of passenger cars with Miller platform and buffer.	122
Number of passenger cars with any other platform and buffer.	10

## TELEGRAPHS.

Miles of telegraph on line operated by company	1,008
Miles of telegraph owned by company	None.
Number of telegraph offices in company's stations.	114
Number of telegraph stations operated by company	
Number of telegraph stations operated jointly by rail and telegraph companies	

## MILEAGE, TRAFFIC, ETC.

Miles run by passenger trains during the year	1,511,011
Miles run by freight trains	5,518,961
Miles run by mixed trains	
Total mileage of passenger, freight and mixed trains	7,029,972
Miles run by construction and other trains	558,993
Total train miles run	7,588,965
Miles run by rented cars	15,447,971
Number of through passengers	1,457,913
Number of local passengers	
Total number of passengers carried	1,457,913
Total passenger mileage, or passengers carried one mile	62,465,896
Average amount received from each passenger	\$1.20
Average distance traveled by each passenger	43 miles
Total tons of freight carried	2,289,281
Total freight mileage, or tons carried one mile	482,708,129
Highest rate of fare per mile, for any distance	.03
Lowest rate of fare per mile, for any distance (single fare)	.02
Average rate of fare per mile, received for all passengers	.02936
Average rate received per mile, per ton for all freight carried	.0143-100
Average number of cars in passenger trains, including baggage cars	6
Average number of cars in freight trains	18
Average weight of passenger trains, including locomotive and tender in working order, exclusive of passengers—tons	150
Average weight of freight trains, including locomotive and tender in working order, exclusive of freight—tons	210
Rate of speed of passenger and express trains, including stops—miles per hour	25
Rate of speed of freight trains, including stops—miles per hour	12

## TONNAGE OF ARTICLES TRANSPORTED.

	TONS.	PER CENT.
Grain	669,229	.29
Flour	25,447	.01
Animals	81,371	.04
Provisions (beef, pork, lard, etc.)	293,126	.12
Lumber and forest products	382,703	.17
Coal and plaster	293,584	.12
Petroleum, railroad iron, iron and steel rails, pig and bloom iron, other iron and ores	128,628	.06
Stone and brick	106,379	.05
Manufactures—articles shipped from point of production	25,209	.01
Merchandise and other articles, not enumerated above	310,555	.13
Total tons carried	2,289,281	100

## ADDITIONAL QUESTIONS.

## EXPRESS COMPANIES.

- What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company?
- Ans. United States express company; pays a sum equal to double first class rates on a specified weight daily. Cars furnished by railroad company, and hauled on passenger trains. Freight received and delivered into cars by express company.

## TRANSPORTATION COMPANIES.

- What freight and transportation companies run on your road, and on what terms and on what conditions as to rates, use of track, machinery, repairs of cars, etc.; do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed, or order of transportation, and if so, in what particular?
- Ans. Cars of the Red, Blue, Empire, Union, and other lines are run on the road. Freight pays tariff rates, and company allow usual car mileage. No preference given in speed or order of transportation.

## SLEEPING CARS.

- Do sleeping, parlor or dining-room cars run on your road, and if so, on what terms do they run, by whom are they owned, and what charges are made in addition to regular passenger rates?
- Ans. Sleeping and dining cars are owned and run by this company, for which we charge \$1.50 per night extra for each double berth in sleeping cars, and seventy-five cents each for full meals in dining cars.

## UNITED STATES MAIL.

- What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service?
- Ans. \$143,225.00, based on weight of mails and regulations imposed by Congress and United States Post-office Department.

LANDS—CONGRESSIONAL GRANT.

State the number of acres of land your company has already received from Congressional grant.....	550,193.51
State the number of acres yet to inure to your company from Congressional grants.....	Uncertain, but small
State the average price at which these lands are offered for sale by the company.....	About \$8.00
State the average price at which these land have been sold or contracted by the company.....	About 7.70
State the number of acres sold.....	272,233.38
State the amount received from sales, including bills receivable.....	\$2,100,371.00
State the amount received from outstanding contracts.....	Included in above
State the amount received from forfeited contracts (including interest on deferred payments received by the company).....	\$ 6,595.93
State the gross amount received from sales, contracts, forfeited contracts, etc., including interest, up to June 30, 1879.....	1,022,412.58

STATE OR SWAMP LAND GRANT.

State the number of acres of swamp lands received from counties.....	None.
State the number of acres yet to inure to your company from swamp land grants to the counties.....	None.

SUMMARY.

Total amount of lands received by company.....	550,193.51 acres
Total amount of lands sold by company.....	272,233.38 acres
Total amount of lands contracted by company.....	Included in above
Cash payments from sales, contracts, forfeited contracts, including interest on deferred payments received by the company.....	\$ 1,002,412.58
State the value of donations of right of way and station grounds to your company.....	Estimated at 25,000.00
State the value of donations of other real estate to your company.....	Estimated at 15,000.00

State the amount of city, county and township aid granted to your company in exchange for stock or otherwise. Specify and locate each particular grant and the date when received, in city or county bonds, money or otherwise.

Ans.	
Received from subscription in aid of Audubon Branch.....	\$ 6,617.40
Received from taxes in aid of Harlan Branch.....	7,349.86
Total.....	\$ 13,967.26

ACCIDENTS TO PERSONS IN IOWA.

STATEMENT FOR THE YEAR ENDING JUNE 30, 1879, OF ALL ACCIDENTS RESULTING IN INJURIES TO PERSONS, GIVING EXTENT AND CAUSE THEREOF.

DATE.	NAME.	OCCUPATION.	PLACE.	INJURY.	RESULT.
1878.					
July 6	Brath, Carlton	Citizen	Moscow	Deaf man walking on track	Injured.
July 15	Hayward, M.	Brakeman	Oakdale	Struck by engine	Injured.
July 25	Forney, G. W.	Brakeman	Newton	Fell from top of train.	Injured.
July 26	Greene, J. F.	Yard master	Avesa	Fell between platform	Killed
August 2	Beach, H. G. W.	Citizen	Lova City	Struck by engine	Injured.
August 12	Balton, P. G. W.	Citizen	Atlantic	Struck on the track	Injured.
August 20	Cross, H. L.	Brakeman	Edson	Complung	Injured.
August 22	Burns, W. m.	Brakeman	Edson	Struck by bridge	Injured.
August 27	Leah, D.	Laborer	Shelby	Collision of trains	Injured.
August 29	Uaknow, N.	Tramp	Muscatine	Getting on train.	Killed
August 31	Torenshaker, J.	Laborer	Laverport	Struck by engine	Injured.
September 4	Holmes, L. R.	Brakeman	Oakdale	Complung	Injured.
September 10	Ramsay, M.	Passenger	Avesa	Getting on train	Injured.
September 11	Wright, G. W.	Laborer	Don Milnes	Complung	Injured.
September 12	Norman, T.	Brakeman	Don Milnes	The fell on him	Injured.
September 22	Kilmer, F.	Brakeman	Kalburg	Complung	Injured.
September 25	Kilmer, F.	Brakeman	Kalburg	Handling freight	Injured.
September 30	Dwyer, M.	Brakeman	Willon	Playing about train	Killed
October 2	Herrington, C. W.	Brakeman	Washington	Complung	Injured.
October 3	Wright, J.	Laborer	Stuart	Complung	Injured.
October 8	Peasler, M.	Laborer	Van Meter	Getting in of gravel	Injured.
October 11	McClimmer, Wm	Citizen	Stuart	Struck on trunk	Injured.
October 14	Hanner, W.	Brakeman	Council Bluffs	Trampling	Killed.
October 20	Crews, W. F.	Citizen	Des Moines	Struck by train	Injured.
October 29	Wright, J.	Brakeman	Des Moines	Struck by train	Injured.
November 2	Kell, G. B.	Passenger	Hemetsdal	Jumping from train	Injured.
November 7	Markham, Chas.	Brakeman	Willon.	Complung	Injured.





General offices at Chicago.

Date of annual meeting of stockholders—first Wednesday in June, each year.

Fiscal year of the company closes March 31st.

STATE OF ILLINOIS, }  
COUNTY OF COOK. }

Hugh Riddle, President, and W. G. Purdy, Local Treasurer of the Chicago, Rock Island & Pacific Railroad Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, on the thirtieth day of June, A. D. 1879, to the best of their knowledge and belief.

Signed,

HUGH RIDDLE,  
W. G. PURDY.

[L. S. OF R.]

Subscribed and sworn to before me this 15th day of September, A. D. 1879.

J. R. HAMMOND,

Notary Public.

[L. S.]

Received and filed in the office of the Commissioners of Railroads, this 15th day of September, 1879.

J. S. CAMERON,

Secretary of Board of Railroad Commissioners.

## REPORT

OF THE

# KEOKUK & DES MOINES RAILWAY COMPANY

(CHICAGO, ROCK ISLAND & PACIFIC R. R. CO., LESSEES).

FOR THE 9 MONTHS ENDING JUNE 30, 1879.

### CAPITAL STOCK.

Capital stock authorized by articles of association .....	\$ 4,125,000.00
Par value of shares.....[ \$100.00]	
Capital stock authorized by vote of company [number of shares, 41,250] .....	
Capital stock paid in, common .....	2,400,000.00
Capital stock paid in, preferred, and conditions of preferment .....	1,524,000.00

### DEBT.

Funded debt as follows:

\*First mortgage bonds (due October 1, 1923, bear interest at 5 per cent, which is payable semi-annually, amount \$137,500) \$ 2,750,000.00

Total amount of funded debt.....\$ 2,750,000.00

REVENUE FOR THE 9 MONTHS, OCT. 1, 1878, TO JUNE 30, 1879.

### Monthly Earnings.

FROM TRANSPORTATION OF PASSENGERS AND FREIGHT.

		PASSEN- GERS.	FREIGHT.
October, 1878.....	\$ 15,273.52	\$ 32,465.16	
November, 1878.....	12,234.02	34,535.28	
December, 1878.....	11,093.52	33,541.01	
January, 1879.....	10,277.52	25,830.79	
February, 1879.....	11,298.28	29,881.14	
March, 1879.....	13,464.40	30,417.13	
April, 1879.....	11,042.00	29,720.35	
May, 1879.....	10,759.28	32,387.50	
June, 1879.....	12,502.90	28,815.50	
Totals .....	\$ 108,745.75	\$ 280,000.82	

\* Present bond issued in exchange for bonds of earlier date. See first annual report of Iowa Commissioners.

## FROM ALL OTHER SOURCES.

	MAILS.	EXPRESS.	MISCELLANEOUS.
October, 1878.....	\$ 1,030.62	\$ 1,080.00	\$ 825.97
November, 1878.....	1,030.62	1,040.00	1,069.39
December, 1878.....	1,030.62	1,040.00	1,677.82
January, 1879.....	1,030.62	1,080.00	1,178.66
February, 1879.....	1,030.62	960.00	1,754.43
March, 1879.....	1,030.62	1,040.00	1,920.70
April, 1879.....	1,030.62	1,040.00	1,564.29
May, 1879.....	1,030.62	1,080.80	1,681.82
June, 1879.....	1,030.62	1,000.00	1,487.42
Totals.....	\$ 9,275.58	\$ 9,360.00	\$ 13,760.51

## RECAPITULATION OF EARNINGS.

Receipts from local passengers.....	\$ 108,745.75
Receipts from through passengers.....	9,360.00
Receipts for express.....	9,275.58
Receipts for mails.....	

Total receipts from passenger trains.....	\$ 127,381.33
Receipts from passenger trains per train mile run [156.081 miles].....	.00 81-100
Receipts from local freight.....	\$ 280,600.82
Receipts from through freight.....	
Receipts from freight trains per train mile run [198,595 miles].....	\$1.41
Receipts from miscellaneous sources.....	13,760.51

Total earnings.....	\$ 421,742.66
Proportion for Iowa.....	(\$421,742.66)
Earnings per mile of road operated... [162 2-10 miles].....	\$2,600.14
Per train mile, for passenger, freight and mixed trains [354,646 miles].....	\$1.19
Have you made any advance or reduction in freight since the enactment of chapter 77 of the Laws of the Seventeenth General Assembly—if so, what percentage?	
Ans. Have not.	

## EXPENSES OF OPERATING THE ROAD FOR NINE MONTHS.

## CLASS 1—MAINTENANCE OF WAY AND BUILDINGS (charged to operating expenses).

Repairs of track—supplies (exclusive of new rails).....	\$ 65,499.37
Repairs of bridges—labor and supplies.....	8,940.44
Repairs of fences—labor and supplies.....	2,172.33
Repairs of buildings—stations and water-tanks, etc.....	8,891.87
Repairs of telegraph.....	601.37
Removing ice and snow.....	64,114.06
Total.....	\$ 150,219.44

## CLASS 2—MAINTENANCE OF MOTIVE POWER AND CARS.

Repairs of locomotives.....	\$ 13,022.44
Repairs of cars.....	10,516.03
Repairs of machinery and tools.....	711.78
Total.....	\$ 24,250.25

## CLASS 3—CONDUCTING TRANSPORTATION.

Fuel.....	\$ 27,916.40
Oil, waste and lights.....	2,987.62
Wages of employes—conductors, engineers, brakemen, station-men (all grades) and clerks.....	70,180.43
Miscellaneous train and station supplies.....	
Miscellaneous train and station expenses.....	3,206.96
Water supply.....	
Loss and damage of goods.....	103.02
Injuries to persons.....	40.25
Damages to property, including damages by fire.....	2,841.58
Hire of cars.....	2,487.15
Legal expenses.....	1,322.64
Total.....	\$ 119,876.14

## CLASS 4—GENERAL EXPENSES.

General office expenses, including clerk hire, rent, fuel, lights, etc., included in insurance (Nos. 3 and 5, Class 3), and taxes in Iowa.....	6,599.37
Advertising, printing and stationery.....	2,394.15
All other expenses chargeable to this account.....	2,975.88
Total.....	\$ 11,969.40

## RECAPITULATION OF EXPENSES.

Total expenses of operating the road (embraced in classes 1, 2, 3 and 4).....	\$ 306,315.23
Proportion for Iowa.....	\$306,315.23
Per mile of road operated.....	1,888.50
Per train mile for passenger, freight and mixed trains [354,646 miles].....	1.00 86-100
Percentage of expenses to earnings.....	72 63-100
Net earnings per train mile (395,625 miles).....	\$ 1.06

## GENERAL RECAPITULATION.

Total earnings.....	\$ 421,742.66
Total receipts during the nine months.....	\$421,742.66
Total operating expenses.....	306,315.23
Net earnings—earnings above operating expenses.....	115,427.43
Total receipts above operating expenses.....	[115,427.43]

## PAYMENTS FROM INCOME, DIVIDENDS, ETC.

Dividends declared.....	None
\$68,750 interest was paid April 1, 1879, it being the semi-annual payment on \$2,750,000 five per cent bonds, guaranteed by C., R. I. & P. R. R. Co.	

## DESCRIPTION OF ROAD.

Date when the road or portions thereof were opened for public use:

From Keokuk to Des Moines, September, 1866.

Length of main line of road completed, from Keokuk to Des

Moines..... 162 2-10 miles

Total length of road belonging to this company... 162 2-10 miles

Aggregate length of sidings and other tracks not above enumerated..... 15 39-100 miles

Same in Iowa..... 15 39-100 miles

Aggregate length of tracks belonging to this company computed as single track..... 177 56-100 miles

Same in Iowa..... Same

Gauge of track..... 4 feet 8½ in.

Total length of tracks belonging to this company laid with steel rails [weights per yard 56 and 60 lbs.]..... 24 23-100 miles

Total length of road belonging to this company laid with iron rails [weight per yard 52 and 56 lbs.]..... 137 98-100 miles

Total miles of road operated by this company..... 162 2-10 miles

Total miles of road operated by this company in Iowa..... 162 2-10 miles

## NUMBER OF BRIDGES AND TRESTLES ON WHOLE LINE.

Wooden bridges, number of, 28; aggregate length, feet..... 1,936

Stone bridges, number..... None

Iron bridges, number of, 2; aggregate length, feet..... 670

Wooden trestles, number of, 280; aggregate length, feet..... 14,836

Culverts, number of, 246; aggregate length, feet..... 8,319

## BRIDGES BUILT WITHIN THE YEAR.

LOCATION.	KIND.	MATERIAL.	LENGTH.	WHEN BUILT.
4 4805-6280 miles	Pile bent.....	Pine timber.....	16 feet.....	March, 1879.
19 9270-9280 miles	Pile bent.....	Pine timber.....	10 feet.....	August, 1878.
43 1435-9280 miles	Pile bent.....	Pine timber.....	10 feet.....	August, 1878.
49 136-9280 miles	Pile bent.....	Pine timber.....	16 feet.....	August, 1878.
49 319-9280 miles	Pile bent.....	Pine timber.....	10 feet.....	August, 1878.
50 4391-9280 miles	Howe truss.....	Pine timber.....	106 feet.....	September, 1878.
56 9271-9280 miles	Queen truss.....	Pine timber.....	96 feet.....	October, 1878.
100 3711-9280 miles	Pile bent.....	Pine timber.....	33 feet.....	October, 1878.
100 3711-9280 miles	Pile bent.....	Pine timber.....	12 feet.....	October, 1878.
100 4390-9280 miles	Pile bent.....	Pine timber.....	12 feet.....	October, 1878.
100 4390-9280 miles	Pile bent.....	Pine timber.....	18 feet.....	October, 1878.
100 4000-9280 miles	Pile bent.....	Pine timber.....	16 feet.....	October, 1878.
102 3864-9280 miles	Pile bent.....	Pine timber.....	16 feet.....	July, 1878.
103 4576-9280 miles	Pile bent.....	Pine timber.....	13 feet.....	July, 1878.
104 4404-9280 miles	Pile bent.....	Pine timber.....	15 feet.....	July, 1878.
105 4040-9280 miles	Pile bent.....	Pine timber.....	61 feet.....	March, 1879.
105 525-9280 miles	Pile bent.....	Pine timber.....	104 feet.....	August, 1878.
106 3965-9280 miles	Pile bent.....	Pine timber.....	36 feet.....	July, 1878.
106 5074-9280 miles	Pile bent.....	Pine timber.....	33 feet.....	July, 1878.
109 395-9280 miles	Pile bent.....	Pine timber.....	30 feet.....	July, 1878.
109 1278-9280 miles	Pile bent.....	Pine timber.....	30 feet.....	July, 1878.
110 1162-9280 miles	Pile bent.....	Pine timber.....	44 feet.....	July, 1878.
112 214-9280 miles	Pile bent.....	Pine timber.....	50 feet.....	February, 1879.
112 1467-9280 miles	Pile bent.....	Pine timber.....	18 feet.....	July, 1878.
112 8226-9280 miles	Pile bent.....	Pine timber.....	16 feet.....	July, 1878.
113 3680-9280 miles	Pile bent.....	Pine timber.....	16 feet.....	July, 1878.
114 630-9280 miles	Pile bent.....	Pine timber.....	16 feet.....	July, 1878.
114 1025-5280 miles	Pile bent.....	Pine timber.....	16 feet.....	July, 1878.
116 3089-9280 miles	Pile bent.....	Pine timber.....	34 feet.....	July, 1878.
120 2395-9280 miles	Pile bent.....	Pine timber.....	37 feet.....	October, 1878.
120 3113-9280 miles	Pile bent.....	Pine timber.....	26 feet.....	October, 1878.
146 4513-9280 miles	Frame truss.....	Pine timber.....	211 feet.....	February, 1879.
147 4377-9280 miles	Howe truss.....	Pine timber.....	120 feet.....	September, 1878.
148 2292-9280 miles	Frame truss.....	Pine timber.....	113 feet.....	February, 1879.
150 638-9280 miles	Howe truss.....	Pine timber.....	60 feet.....	February, 1879.
153 434-9280 miles	Pile bent.....	Pine timber.....	39 feet.....	January, 1879.
153 4328-9280 miles	Pile bent.....	Pine timber.....	75 feet.....	January, 1879.

These bridges are on sidetracks at the Beacon coal mines.

## CROSSINGS.

What railroads cross your road at grade in this State, and at what locality?

Burlington &amp; Missouri Railroad, at Ottumwa.

C., R. I. &amp; P. R. R., at Eldon, Des Moines, and near Leighton.

Burlington &amp; Southwestern Railroad, at Farmington.

Number of crossings of highways at grade in this State at which

there are gates or flagmen..... None

Number of crossings of highways over railroad..... None

Number of crossings of highways under railroad..... None

Number of highway bridges eighteen feet above track..... None

Number of highway bridges less than eighteen feet above track..... None

What regulations govern your employes in regard to the crossings of other railroads, and are they found to be sufficient?

Ans. All trains and engines are required to come to a full stop before crossing another railroad at grade.

What regulations govern your employes in regard to the crossings of public highways, and are these regulations found to be sufficient?

Ans. Engines are required to ring bell or sound whistle 80 rods before coming to a highway, and continue to ring bell until crossing is passed

## STATIONS.

Number of stations..... 30

Same in Iowa..... 30

## EMPLOYES.

Number of persons regularly employed on all roads operated by company, including officials..... 628

Same in Iowa..... 628

## FENCING.

How many miles of fencing have you on your road in Iowa?

Ans. Estimated, 76 6-100 miles.

How many miles of fencing have you built during the year?

Ans. 288-1000 miles.

Give the miles of fence needed on both sides of your track, in each county in Iowa through which your road runs, and the aggregate amount in miles:

29 miles in..... Lee county. 43 miles in..... Van Buren county.

19½ miles in..... Wapello county. 17¼ miles in..... Mahaska county.

17½ miles in..... Marion county. 26 miles in..... Jasper county.

20 miles in..... Polk county.

Aggregate amount, 172½ miles.

## ROLLING STOCK.

Number of locomotives of more than 30 tons weight, exclusive of tender..... 11

Number of locomotives of more than 20 tons weight, exclusive of tender..... 6

Number of locomotives of more than 10 tons weight, exclusive of tender..... 1

Number of passenger cars—12 wheel..... 1

Number of passenger cars—8 wheel..... 5

Number of express and baggage cars..... 2

Number of box freight cars..... 202

Number of stock cars..... 100

Number of platform cars..... 48

Number of coal cars..... 84

Number of conductors' way cars..... 10

Other cars as follows: Service, hand, tool and wrecking..... 73

Average amount of tonnage that can be carried over your road with an engine of the weight and power you use for freight trains—give the weight of engines generally used? 220 tons; weight of engine, 32 tons.  
 Average number of passenger and express cars that can be hauled on your regular trains by an engine of given power and weight—give the weight of engine generally used? Weight of engine, 30 tons; 6.  
 Number of locomotives equipped with train-brake..... 6  
 Number of passenger cars equipped with train-brake..... 12  
 What kind of train-brake is in use on your road? Westinghouse.  
 Number of passenger cars with Miller platform and buffer..... 12  
 Number of passenger cars with any other platform and buffer..... None

## TELEGRAPHS.

Miles of telegraph on line operated by company..... 162 2-10  
 Miles of telegraph owned by company..... None  
 Number of telegraph offices in company's stations..... }  
 Number of telegraph stations operated by company..... }  
 Number of telegraph stations operated jointly by rail and }  
 telegraph companies..... } 29

## MILEAGE, TRAFFIC, Etc.

Miles run by passenger trains during the year..... 156,051  
 Miles run by freight trains..... }  
 Miles run by mixed trains..... } 198,595  
 Total mileage of passenger, freight and mixed trains..... }  
 Miles run by construction and other trains..... 40,980  
 Total train miles run..... 395,626  
 Miles run by rented cars..... 337,961  
 Number of through passengers..... }  
 Number of local passengers..... } 82,132  
 Total number of passengers carried..... }  
 Total passenger mileage, or passengers carried one mile..... 82,132  
 Average amount received from each passenger..... 3,169,416  
 Average distance traveled by each passenger..... \$1.33  
 Total tons of freight carried..... 38 million  
 Total freight mileage, or tons carried one mile..... 94,064  
 Highest rate of fare per mile, for any distance..... 3½ cents  
 Lowest rate of fare per mile, for any distance (single fare), 2 cents  
 Average rate of fare per mile, received for all passengers..... .03 504-1000  
 Average rate received per mile, per ton for all freight carried.. .02 87-100  
 Average number of cars in passenger trains, including baggage }  
 cars..... } 3½  
 Average number of cars in freight trains..... } 13  
 Average weight of passenger trains, including locomotive and }  
 tender in working order, exclusive of passengers..... }  
 Average weight of freight trains, including locomotive and }  
 tender in working order, exclusive of freight..... } 90 tons  
 Rate of speed of passenger and express trains, including stops..... 136 tons  
 Rate of speed of freight trains, including stops..... 20 miles  
 Rate of speed of freight trains, including stops..... 10 miles

## TONNAGE OF ARTICLES TRANSPORTED.

	TONS.	PER CENT.
Grain.....	10,921	.12
Flour.....	945	.01
Provisions (beef, pork, lard, etc.).....	7,889	.08
Animals.....	10,540	.11
Lumber and forest products.....	18,743	.20
Coal.....	13,996	.15
Petroleum, railroad iron—iron and steel rails, pig and bloom iron, other iron and castings, and ores.....	4,073	.04
Stone and brick.....	6,399	.07
Manufactures—articles shipped from point of production.....	759	.01
Merchandise and other articles, not enumerated above.....	20,101	.21
Total tons carried.....	94,064	100

## ADDITIONAL QUESTIONS.

## EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company?  
 Ans. United States Express Company. Terms, \$40.00 per day.

## SLEEPING CARS.

Do sleeping, parlor or dining-room cars run on your road, and if so, on what terms do they run, by whom are they owned, and what charges are made in addition to regular passenger rates?  
 Ans. Sleeping cars are owned and run by the company, for which we charge \$1.50 per night extra for each double berth.

## U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service?  
 Ans. \$12,373.56 per annum, based on weight of mails and regulations imposed by Congress and United States Post-office Department.

## LANDS—CONGRESSIONAL GRANT.

State the number of acres of land your company has already received from the Congressional grants.  
 Ans. None.

## SUMMARY.

State the amount of city, county and township aid granted to your company in exchange for stock or otherwise.  
 Ans. None.

## ACCIDENTS TO PERSONS IN IOWA.

STATEMENT FOR THE YEAR ENDING JUNE 30, 1879, OF ALL ACCIDENTS RESULTING IN INJURIES TO PERSONS, GIVING EXTENT AND CAUSE THEREOF.

March 3, 1879. John G. Guilhier, brakeman, injured at Keokuk, coupling; three fingers crushed; accidental.

March 15, 1879. Arthur Cowell, brakeman, injured at Bonaparte, coupling; one finger amputated; accidental.

## RECAPITULATION OF ACCIDENTS.

Injured—Employees—misconduct or want of caution.....	2—	2
Total injured.....		2

## OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President—Henry A. Barling, New York.

Secretary—A. Bridgeman, Keokuk.

Superintendent of the K. & D. M. Div. of the C., R. I. & P. R. R.—Frank K. Hain, Keokuk.

Division Freight Agent of the K. & D. M. Div. of the C., R. I. & P. R. R.—Jno. Given, Keokuk.

## NAMES OF DIRECTORS, WITH RESIDENCE.

David Dows, New York.

Benjamin Brewster, New York.

Theo. Gilman, New York.

C. S. Johnson, New York.

F. H. Tows, New York.

Henry A. Barling, Englewood, New Jersey.

Hugh Riddle, Chicago, Illinois.

R. R. Cable, Rock Island, Illinois.

O. C. Hall, Keokuk, Iowa.

General offices of the C., R. I. & P. R. R. Co., operating the K. & D. M. R. R., at Chicago.

Date of annual meeting of stockholders, first Thursday in June.

Fiscal year of the company ends March 31st.

Names of stockholders authorized to vote at the last annual meeting, and shares of each. (To be reported separately). Unknown.

STATE OF ILLINOIS, }  
COUNTY OF COOK. }

Hugh Riddle, President, and W. G. Purdy, Local Treasurer of the Chicago, Rock Island & Pacific Railroad Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said Company on the thirtieth day of June, A. D. 1879, to the best of their knowledge and belief.

Signed,

[L. S. OF R. R.]

HUGH RIDDLE,  
W. G. PURDY.

Subscribed and sworn to before me, this sixth day of October, A. D. 1879.

[L. S.]

J. R. HAMMOND

Notary Public.

Received and filed in the office of the Commissioners of Railroads, this eighth day of October, 1879.

J. S. CAMERON,  
Secretary of Board of Railroad Commissioners.

## REPORT

OF THE

## DES MOINES &amp; FT. DODGE RAILROAD CO.,

FOR THE YEAR ENDING, JUNE 30, 1879.

## CAPITAL STOCK.

Capital stock authorized by articles of association.....	\$	4,000,000.00
Par value of shares.....	[\$100]	
Average price received per share.....	[\$100]	
Number of stockholders at date of last election.....	[9,524]	
Number of stockholders in Iowa at same date.....	[Unknown]	
Amount of full-paid stock held in Iowa.....	[Unknown]	
Capital stock authorized by vote of company [number of shares, 40,000].		
Capital stock issued [number of shares, 18,431] amount paid in.		1,843,100.00

## DEBT.

Funded debt, as follows:

First mortgage bonds (due 1906, bear interest at six per cent, which is payable January and July), amount.....	1,089,000.00
Income or other mortgage bonds (due January and July, bear interest at six per cent, which is payable if earned), amount.....	1,089,000.00
Total amount of funded debt.....	\$ 2,178,000.00
Amount received from the same in property.....	[\$2,178,000.00]
Total debt liabilities.....	2,210,700.00
Amount of debt liabilities per mile of road.....	[88 miles] 25,121.00
Contingent liabilities as guarantor of bonds or debts of other corporations, specifying same.....	None

## REVENUE FOR THE YEAR.

## Monthly Earnings.

## FROM TRANSPORTATION OF PASSENGERS AND FREIGHT.

		PASSENGERS.	FREIGHT.
July, 1878	\$	4,597.79	\$ 11,348.33
August, 1878		4,659.39	16,420.39
September, 1878		5,283.52	15,387.24
October, 1878		5,178.81	14,682.07
November, 1878		3,834.34	10,369.77
December, 1878		3,982.88	10,898.39
January, 1879		3,267.19	8,765.61
February, 1879		3,468.78	8,160.71
March, 1879		4,607.45	12,156.83
April, 1879		3,968.06	11,619.94
May, 1879		4,074.95	13,019.66
June, 1879		3,848.22	13,581.31
Totals	\$	50,758.38	\$ 146,410.45

## FROM ALL OTHER SOURCES.

		MAILS.	EXPRESS.	MISCELLANEOUS.
July, 1878	\$	353.93	\$ 324.00	\$ 12.00
August, 1878		318.51	324.00	11.00
September, 1878		336.24	300.00	21.00
October, 1878		336.24	324.00	51.00
November, 1878		336.28	312.00	
December, 1878		336.24	312.00	127.76
January, 1879		336.24	324.00	
February, 1879		336.24	285.00	
March, 1879		336.24	312.00	
April, 1879		336.24	312.00	
May, 1879		336.78	297.00	
June, 1879		336.24	275.00	
Totals	\$	4,035.42	\$ 3,704.00	\$ 222.76

## RECAPITULATION OF EARNINGS.

Receipts from local passengers	\$	50,758.38
Receipts from through passengers		3,704.00
Receipts for express		4,035.42
Receipts for mails		
Total receipts from passenger trains	\$	58,497.80
Receipts from passenger trains, per train mile run [54,338 miles], \$1.07 2-100.		
Receipts from local freight	\$	146,410.45
Receipts from through freight		
Total receipts from freight trains	\$	146,410.45
Receipts from freight trains, per train mile run [70,750 miles], \$1.90 6-100.		
Receipts from miscellaneous sources		222.76
Total earnings	\$	205,130.59
Proportion for Iowa	[\$205,130.59]	
Earnings per mile of road operated [87.2-100 miles]	[\$2,352.41]	
Per train mile, for passenger, freight and mixed trains [131,288 miles]	[\$1.56]	

## EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

## CLASS 1—MAINTENANCE OF WAY AND BUILDINGS (charged to operating expenses).

Repairs of track—labor and supplies, exclusive of new ties	\$	24,857.31
Repairs of track—new ties, No. 24,475; cost per tie .43 4-100		5,322.78
Repairs of bridges—labor and supplies		4,653.80
Repairs of fences—labor and supplies		81.65
Repairs of buildings, stations, water-tanks, etc.		2,532.61
Repairs of telegraph		137.05
Total	\$	37,985.20

## CLASS 2—MAINTENANCE OF MOTIVE POWER AND CARS.

Repairs of locomotives	\$	12,322.37
Repairs of cars, labor and supplies		7,779.25
Repairs of machinery and tools		2,228.70
Total	\$	22,330.42

## CLASS 3—CONDUCTING TRANSPORTATION.

Fuel	\$	8,458.58
Oil, waste and lights		1,356.93
Wages of employes—conductors, enginemen, brakemen, stationmen (all grades) and clerks		20,280.97
Miscellaneous train and station supplies		614.42
Water supply		402.53
Loss and damage of goods		122.73
Injuries to persons		487.30
Damage for stock killed		721.51
Damages to property, including damages by fire		25.00
Legal expenses		473.20
All other expenses chargeable to this account		8,349.00
Total	\$	50,300.27

## CLASS 4—GENERAL EXPENSES.

Salaries of the general officers of the company.....	\$	8,000.00
General office expenses, including clerk hire, rent, fuel, lights, etc		1,875.62
Insurance.....		425.08
Taxes in Iowa.....		7,300.00
Advertising.....		146.33
Printing and stationery.....		981.96
All other expenses chargeable to this account.....		112.69
Total.....	\$	18,841.38

## RECAPITULATION OF EXPENSES.

Total expenses of operating the road (embraced in classes 1, 2, 3 and 4).....	\$	128,857.27
Proportion for Iowa.....	[\$128,857.27]	
Per mile of road operated (87 2-10 miles).....	[\$1,447.72]	
Per train mile for passenger, freight and mixed trains.....	[.131,285 miles]	
Percentage of expenses to earnings estimated by Commissioners.....	[.62]	

## GENERAL RECAPITULATION.

Total earnings.....	\$	205,130.59
Total operating expenses.....		128,857.27
Net earnings—earnings above operating expenses.....		76,273.32
Percentage of net earnings to stock and debt (estimated by the Commissioners).....	[.01 9-10]	

## PAYMENTS FROM INCOME, DIVIDENDS, ETC.

Interest paid during the year.....	\$	65,340.00
Interest falling due during the year, but not paid.....	None.	
Total interest liability for the year.....		65,340.00

## DESCRIPTION OF ROAD.

Date when the road or portions thereof were opened for public use:

From Des Moines to Callender, 1869.	
From Callender to Fort Dodge, 1870.	
Length of main line of road completed, from Des Moines to Fort Dodge.....	83.88
Total length of road belonging to this company.....	83 88-100
Aggregate length of sidings and other tracks not above enumerated.....	6.123
Same in Iowa.....	6.123
Aggregate length of tracks belonging to this company computed as single track.....	90.003
Gauge of track.....	4 ft. 8½ in.
Total length of tracks belonging to this company laid with steel rails [weights per yard 60 lbs.].....	2.5-100
Total length of tracks belonging to this company laid with iron rails, leased [weights per yard 50 lbs.].....	.87,503
Total miles operated by this company.....	83.88

## NUMBER OF BRIDGES AND TRETTLES ON WHOLE LINE.

Wooden bridges, number of, 4; aggregate length.....	320 feet
Wooden trestles, number of, 58; aggregate length.....	1,877 feet
Culverts, number of, 152; aggregate length.....	378 feet

## BRIDGES BUILT WITHIN THE YEAR.

LOCATION.	KIND.	MATERIAL.	LENGTH.	WHEN BUILT.
Walnut creek, Polk county.....	Howe Truss.	Wood.....	60 feet.....	July, 1879.
Solden creek, Webster county.....	Howe Truss.	Wood.....	60 feet.....	Oct., 1878.

## CROSSINGS.

What railroads cross your road at grade in this State, and at what locality?  
 Des Moines & Indianola Railroad, at Des Moines.  
 Chicago, Rock Island & Pacific Railroad, at Valley Junction.  
 Chicago & Northwestern Railroad, at Grand Junction.  
 Illinois Central Railroad, at Fort Dodge.

Number of crossings of highways at grade in this State without protection.....	66
Number of stations.....	14
Number of persons regularly employed on all roads operated by company, including officials.....	151

## FENCING.

How many miles of fencing have you on your road in Iowa?.....	44
How many miles of fencing have you built during the year?.....	None.
Give the miles of fence needed on both sides of your track, in each county in Iowa through which your road runs, and the aggregate amount in miles:	
10.16 miles in.....	Polk county
53.96 miles in.....	Dallas county
6 miles in.....	Boone county
46.80 miles in.....	Greene county
50 miles in.....	Webster county

## ROLLING STOCK.

Number of locomotives of more than 30 tons weight, exclusive of tender.....	
Number of locomotives of more than 20 tons weight, exclusive of tender.....	8
Number of locomotives of more than 10 tons weight, exclusive of tender.....	1
Number of passenger cars—12-wheel.....	1
Number of passenger cars—8-wheel.....	4
Number of express and baggage cars.....	2
Number of box freight cars.....	73
Number of stock cars.....	18
Number of platform cars.....	24
Number of coal cars.....	28
Number of conductors' way cars.....	3
Average amount of tonnage that can be carried over your road with an engine of the weight and power you use for freight trains—give the weight of engines generally used.....	26

## TELEGRAPHS.

Miles of telegraph on line operated by company .....	88
Miles of telegraph owned by company .....	None
Number of telegraph offices in company's stations .....	16
Number of telegraph stations operated by company .....	16
Number of telegraph stations operated jointly by rail and telegraph companies .....	None

## MILEAGE, TRAFFIC, ETC.

Miles run by passenger trains during the year .....	54,538
Miles run by freight and mixed trains .....	76,750
Total mileage of passenger, freight and mixed trains .....	131,288
Miles run by construction and other trains .....	14,803
Total train miles run .....	146,091
Number of through passengers .....	42,524
Number of local passengers .....	
Total number of passengers carried .....	42,524
Total passenger mileage, or passengers carried one mile .....	1,296,546
Average amount received from each passenger .....	\$1.19
Average distance traveled by each passenger (miles) .....	30.4
Number of tons of local freight carried .....	91,409
Total mileage of local freight .....	4,100,603
Total tons of freight carried .....	91,409
Total freight mileage, or tons carried one mile .....	4,100,603
Highest rate of fare per mile, for any distance .....	4 cents.
Lowest rate of fare per mile, for any distance (single fare) .....	2 cents.
Average rate per mile received for local passengers .....	4 cents.
Average rate of fare per mile received for all passengers .....	3.91 cents.
Average rate received per mile, per ton for freight .....	3.40 cents.
Average number of cars in passenger trains, including baggage cars .....	2
Average number of cars in freight train, estimated .....	15
Rate of speed of passenger and express trains, including stops .....	18 mil. per h.
Rate of speed of freight trains, including stops .....	12 mil. per h.

## TONNAGE OF ARTICLES TRANSPORTED.

	TONS.	PER CENT.
Grain .....	28,366	31.03
Flour .....	234	.26
Provisions (beef, pork, lard, etc.) .....	35	.02
Animals .....	12,171	13.31
Other agricultural products .....	2,366	2.59
Lumber and forest products .....	3,540	3.85
Coal .....	35,244	38.56
Plaster .....	1,029	1.78
Salt .....	713	.78
Stone and brick .....	396	.40
Manufactures—articles shipped from point of production .....	626	.69
Merchandise and other articles, not enumerated above .....	6,319	6.91
Total tons carried .....	91,409	100

## ADDITIONAL QUESTIONS.

## EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company?

Ans. United States Express Company; \$11.00 per day; limited to 2,000 pounds through freight per day at depot.

## TRANSPORTATION COMPANIES.

What freight and transportation companies run on your road?

Ans. None.

## SLEEPING CARS.

Do sleeping, parlor or dining-room cars run on your road, and if so, on what terms do they run, by whom are they owned, and what charges are made in addition to regular passenger rates?

Ans. None.

## UNITED STATES MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service?

Ans. \$3,934.82 per annum.

## LANDS—CONGRESSIONAL GRANT.

State the number of acres of land your company has already received from the Congressional grants .....	35,545
State the average price at which these lands are offered for sale by the company .....	\$5.00
State the average price at which these lands have been sold or contracted by the company .....	9.00
State the number of acres sold during the year 1878 .....	1,290 acres
State the amount received from sales during the year 1878 .....	\$12,537.60
State the amount received from outstanding contracts .....	3,303.00
State the gross amount received from sales, contracts, forfeited contracts, etc., up to December 31, 1879 .....	15,740.00

## STATE OR SWAMP LAND GRANT.

State the number of acres of swamp lands received from counties .....	None
State the number of acres yet to inure to your company from swamp lands granted to the counties .....	None

## SUMMARY.

State the value of donations of right of way and station grounds to your company .....	None
State the value of donations of other real estate to your company .....	None



## OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President—Chas. E. Whitehead, New York.  
 Vice-President—Chas. Dana, New York.  
 Secretary—Frank Saunders, New York.  
 Treasurer—Chas. E. Whitehead, New York.  
 Assistant Treasurer—Geo. W. Oglevie, Des Moines.  
 General Superintendent—Chas. N. Gilmore, Des Moines.  
 Chief Engineer—Jas. Carrs.  
 Superintendent of Telegraph—J. T. Hoke.  
 Auditor—Geo. W. Oglevie.  
 General Passenger Agent—Geo. W. Oglevie.  
 General Freight Agent—Geo. W. Oglevie.  
 Attorneys, General and Local—Nourse, Kauffman & Co.

## NAMES OF DIRECTORS WITH RESIDENCE.

Chas. E. Whitehead, New York, N. Y.  
 George Bliss, New York, N. Y.  
 Chas. Dana, New York, N. Y.  
 David Stewart, New York, N. Y.  
 John L. Ludlum, New York, N. Y.  
 David E. Green, New York, N. Y.  
 Wm. R. Sands, New York, N. Y.  
 C. C. Nourse, Des Moines.  
 Geo. B. Smythe, Keokuk.

General offices at Des Moines.

Date of annual meeting of stockholders, June 5, 1879.

Fiscal year of the company, January 1st.

STATE OF IOWA, }  
 COUNTY OF POLK. }

I, C. N. Gilmore, Superintendent of the Des Moines & Ft. Dodge Railroad Company, being duly sworn, depose and say that I have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1879, to the best of my knowledge and belief.

Signed,

CHAS. N. GILMORE,

Superintendent.

[L. S. OF R. IL.]

Subscribed and sworn to before me, this eighth day of September, A. D. 1879.

C. B. KAUFFMAN,

Notary Public in and for Polk Co., Iowa.

[L. S.]

Received and filed in the office of the Commissioners of Railroads, this eighth day of September, 1879.

J. S. CAMERON,

Secretary of Board of Railroad Commissioners.

## REPORT

OF THE

## FORT DODGE &amp; FORT RIDGELEY

RAILROAD COMPANY,

FOR THE YEAR ENDING JUNE 30, 1879.

## CAPITAL STOCK.

Capital stock authorized by articles of association.....	\$	2,000,000
Par value of shares.....	[ \$100.00]	
Average price received per share.....	100.00	
Number of stockholders at date of last election.....	12	
Number of stockholders in Iowa at same date.....	12	
Amount of full-paid stock held in Iowa.....	[ 7,800.00]	
Capital stock issued (number of shares 78) amount paid in....		7,800.00

## ASSETS—CORPORATE PROPERTY.

Estimated value of the road bed, including rails and bridges, etc.....	70,000.00
Estimated value of rolling stock.....	9,000.00
Estimated value of stations, buildings, and fixtures.....	1,500.00
Estimated value of property per mile of road.....	6,000.00

## DEBT.

[ ] Funded debt as follows:

First mortgage bonds (due January 1, 1890, bear interest at seven per cent, which is payable in gold), amount issued... \$	69,000.00
Total amount of funded debt.....	69,000.00
Unfunded debt incurred for construction.....	17,000.00
Other debts—current credit balances, etc.....	None
Total debt liabilities.....	86,000.00
Amount of debt liabilities per mile of road (15 miles).....	6,000.00

## COST OF ROAD AND EQUIPMENT.

Grading and masonry.....	12,194.85
Bridging.....	3,200.00
Superstructure, including rails.....	48,026.86
Land, land damages, and fences.....	780.00

Passenger and freight stations, wood and coal-sheds, and water stations.....	\$ 1,696.72
Engine-houses, car-sheds, and turn-tables.....	900.00
Machine shops.....	6,186.88
Interest paid during construction, discount, etc.....	1,875.82
Engineering, agencies, salaries, and other expenses during construction.....	2,608.87

## COST OF EQUIPMENT.

Locomotives.....	5,800.00
Passenger, mail, and baggage cars.....	1,200.00
Freight and other cars.....	1,200.00
Machinery and tools.....	300.00

## COST AND EQUIPMENT OF ROAD.

Total cost of road and equipment.....	86,000.00
Average cost of same per mile.....	6,000.00

## REVENUE FOR THE YEAR.

*Monthly Earnings.*

(No record kept only since February 14, 1879.)

## DESCRIPTION OF ROAD.

Date when the road or portions thereof were opened for public use?  
From Ft. Dodge to Humboldt county, Sept. 1, 1878, closed for rest to Nov. 16, 1878, and rested until Feb. 14, 1879.

## NUMBER OF BRIDGES AND TREESTLES ON WHOLE LINE.

Wooden trestles, four, 56 feet.

## BRIDGES BUILT WITHIN THE YEAR.

None.

## CROSSINGS.

What railroads cross your road at grade in this State, and at what locality?  
Ans. None.  
What railroads cross your road either over or under your grade in this State, and where?  
Ans. None.  
Number of crossings of highways at grade in this State without protection?  
Ans. Twelve.  
What regulations govern your employes in regard to the crossings of public highways, and are these regulations found to be sufficient?  
Ans. Blow whistle within 80 rods and ring bell until crossing is passed.  
Number of stations..... 1  
Number of persons regularly employed on all roads operated by company, including officials..... 18

## FENCING.

How many miles of fencing have you on your road in Iowa?

Ans. None.

Give the miles of fence needed on both sides of your track in each county in Iowa through which your road runs, and the aggregate amount in miles?  
12 miles in.....Webster county. 3 miles in.....Humboldt county.

## ROLLING STOCK.

Number of locomotives of more than 30 tons weight, exclusive of tender.....	
Number of locomotives of more than 20 tons weight, exclusive of tender.....	
Number of locomotives of more than 10 tons weight, exclusive of tender.....	1
Number of passenger cars—12-wheel.....	
Number of passenger cars—8-wheel.....	1
Number of express and baggage cars.....	2
Number of box freight cars.....	1
Number of stock cars.....	6
Number of platform cars.....	6
Average number of passenger and express cars that can be hauled on your regular trains by an engine of given power and weight—give the weight of engine generally used?	
Ans. 20½ tons; 16 freight cars.	

## TELEGRAPHS.

None.

## ADDITIONAL QUESTIONS.

## EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do they take their freights at the depot, or at the office of such express company?

Ans. American; \$35 per month and first-class freight on articles weighing over 20 lbs; freight taken at their office.

## U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service?

Ans. Unknown.

## LANDS—CONGRESSIONAL GRANT.

None.

## SUMMARY.

State the amount of city, county and township aid granted to your company in exchange for stock or otherwise. Specify and locate each particular grant and the date when received, in city or county bonds, money or otherwise.

Ans. Wabkonsa township voted a 5-per cent tax on June 21, 1877, amounting to \$36,000.00.

## ACCIDENTS TO PERSONS IN IOWA.

None.

## OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President—G. W. Bassett, Ft. Dodge.  
 Vice-President—L. Blanden, Ft. Dodge.  
 Secretary—G. T. Peterson, Ft. Dodge.  
 Treasurer—G. R. Pearsons, Ft. Dodge.  
 General Manager—W. M. Grant, Ft. Dodge.  
 General Superintendent—G. R. Pearsons, Ft. Dodge.  
 Chief Engineer—Leon Vincent, Ft. Dodge.

## NAMES OF DIRECTORS WITH RESIDENCE.

L. Blanden, Ft. Dodge.  
 G. W. Bassett, Ft. Dodge.  
 I. Gorman, Ft. Dodge.  
 W. M. Grant, Ft. Dodge.  
 E. E. Prusin, Ft. Dodge.  
 J. F. Duncombe, Ft. Dodge.  
 A. McBane, Ft. Dodge.  
 J. M. Mulronev, Ft. Dodge.  
 G. B. Pearsons, Ft. Dodge.  
 R. W. Johnson, Ft. Dodge.  
 W. H. Brown, Tumhassem, Minn.

General office at Ft. Dodge.  
 Date of annual meeting of stockholders, second Tuesday in January.  
 Fiscal year of the company, January first.

## STATE OF IOWA, )

COUNTY OF WEBSTER, )

I, George R. Pearsons, Treasurer and Superintendent of Ft. Dodge & Ft. Ridgely Railroad Company, being duly sworn, depose and say that I have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1879, to the best of my knowledge and belief.

(Signed)

GEORGE R. PEARSONS.

[L. S. OF R. R.]

Subscribed and sworn to before me, this 8th day of September, A. D. 1879.

Received and filed at the office of the Commissioners of Railroads, this 9th day of September, 1879.

J. S. CAMERON,

Secretary of Board of Railroad Commissioners.

## REPORT

OF THE

## GRINNELL &amp; MONTEZUMA RAILROAD COMPANY,

FOR THE YEAR ENDING JUNE 30, 1879.

## CAPITAL STOCK.

Capital stock authorized by articles of association .....	\$	150,000.00
Par value of shares .....	(\$100.00)	
Number of stockholders at date of last election .....	588	
Number of stockholders in Iowa at same date .....	588	
Amount of full-paid stock held in Iowa .....	(\$150,000.00)	
Capital stock authorized by vote of company [number of shares, 1,500] .....		

## ASSETS—CORPORATE PROPERTY.

Estimated value of the road-bed, including rails and bridges, of rolling stock, of stations, buildings, and fixtures .....	\$	29,975.00
Estimated value of property per mile of road [13 $\frac{1}{2}$ miles] .....		2,200.00

## DEBT.

Funded debt, as follows:		
First mortgage bonds (due January 1, 1888, bear interest at 8 per cent, which is payable January and July), amount .....	\$	100,000.00
Unfunded debt incurred for construction .....		155,000.00
Unfunded debt incurred in any other manner, and how accrued interest unpaid .....		12,000.00

## COST OF ROAD AND EQUIPMENT.

Total expended for construction .....	\$	82,505.95
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## COST OF EQUIPMENT.

Locomotives .....	\$	1,500.00
Passenger, mail, and baggage cars .....		1,400.00
Freight and other cars .....		225.00
Machinery and tools .....		200.00

Total for equipment .....

\$ 3,325.00

## COST OF ROAD AND EQUIPMENT.

Total cost of road and equipment.....	\$	85,830.97
Average cost of same per mile.....		6,302.00

## REVENUE FOR THE YEAR.

*Monthly Earnings.*

## FROM TRANSPORTATION OF PASSENGERS AND FREIGHT.

	PASSEN- GERS.	FREIGHT.
July, 1878.....	\$ 308.25	\$ 1,344.47
August, 1878.....	375.25	1,352.02
September, 1878.....	303.48	1,446.31
October, 1878.....	298.91	1,010.00
November, 1878.....	328.91	1,436.18
December, 1878.....	419.55	1,832.41
January, 1879.....	272.72	965.83
February, 1879.....	453.70	527.26
March, 1879.....	402.43	1,081.76
April, 1879.....	346.43	1,807.63
May, 1879.....	272.63	1,554.52
June, 1879.....	412.45	1,020.24
Totals.....	\$ 4,266.81	\$ 15,439.83
Less rebates, etc.....		2,671.85
		\$ 12,767.98

## RECAPITULATION OF EARNINGS.

Receipts from passengers.....	\$	4,266.81
Receipts from express.....		240.00
Receipts from mails.....		298.05

Total receipts from passenger trains.....	\$	4,764.86
Receipts from local freight.....		12,767.98
Receipts from miscellaneous sources.....		2,415.01

Total earnings.....\$ 19,947.85

Have you made any advance or reduction in freight since the passage of chapter 77 of the Laws of the Seventeenth General Assembly—if so, what percentage?

Ans. None.

Total receipts for the year.....\$ 22,619.70

## GENERAL RECAPITULATION.

Total earnings (carried in by Commissioners).....	19,947.26
Gross receipts during the year.....	{ 822,619.70
Gross operating expenses.....	15,407.36
Net earnings—earning above operating expenses (corrected by the Commissioners).....	{ 7,222.34
	{ 4,449.90

## PAYMENTS FROM INCOME, DIVIDENDS, ETC.

Interest paid during the year.....	\$	7,125.00
Interest falling due during the year, but not paid.....		8,000.00

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS,  
JUNE 30, 1879.

Dr.

Road-bed 13 $\frac{3}{8}$ miles main line G. & M. R. R.....	\$	82,505.97
Rolling stock, etc.....		3,325.00

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS,  
JUNE 30, 1879.

Cr.

Capital stock.....	\$	155,000.00
First mortgage bonds.....		100,000.00
Past due coupons not paid.....		12,000.00

## DESCRIPTION OF ROAD.

Date when the road or portions thereof were opened for public use: From Grinnell to Montezuma December 15, 1875.	
Length of main line completed from Junction to Montezuma, Grinnell & Montezuma R. R. and Central Iowa Railway..	13 $\frac{3}{8}$ miles
Aggregate length of sidings and other tracks not above enumerated.....	$\frac{1}{2}$ mile
Gauge of track.....	Standard
Total length of tracks belonging to this company laid with iron rails [weight per yard 45 pounds].....	14 $\frac{1}{2}$ miles
Total miles of road operated by this company, including 9 $\frac{1}{2}$ miles of the Central Iowa Railway.....	17 miles

## NUMBER OF BRIDGES AND TRESTLES ON WHOLE LINE.

Culverts, number of... aggregate length, feet.....	10
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## CROSSINGS

What regulations govern your employes in regard to the crossings of public highways, and are these regulations found to be sufficient?  
Ans. Required to ring bell and whistle twice.

## STATIONS.

Number of stations.....	2
Number of persons regularly employed on all roads operated by company, including officials.....	10

## FENCING.

How many miles of fencing have you on your road in Iowa.....	6
How many miles of fencing have you built during the year.....	2
What was the average cost per rod.....	\$1.00

## ROLLING STOCK.

Number of locomotives of more than 10 tons weight, exclusive of tender.....	1
Number of passenger cars—s-wheel—combination.....	1
Number of coal cars.....	1

## TELEGRAPHS.

Miles of telegraph on line operated by company.....	17
Miles of telegraph owned by company.....	1
Number of telegraph offices in company's stations.....	1
Number of telegraph stations operated by company.....	1

## ADDITIONAL QUESTIONS.

## EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company?

Ans. United States Express Company; take freight at the depot.

## TRANSPORTATION COMPANIES.

What freight and transportation companies run on your road?

Ans. None.

## UNITED STATES MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service?

Ans. A daily mail. We have been paid at the rate of about \$630.00 per annum.

## SUMMARY.

State the amount of city, county and township aid granted to your company in exchange for stock or otherwise. Specify and locate each particular grant and the date when received, in city or county bonds, money or otherwise. None.

## ACCIDENTS TO PERSONS IN IOWA.

STATEMENT FOR THE YEAR ENDING JUNE 30, 1879, OF ALL ACCIDENTS RESULTING IN INJURIES TO PERSONS, GIVING EXTENT AND CAUSE THEREOF.

July 4, 1878. Willie Kelsey, riding on the cars without authority or permission; injured at the depot in Grinnell; stepped down between the cars; leg badly lacerated and arm broken; his own fault.

Sept. 30, 1878. Frank Grinnell, brakeman; accident occurred on the transfer track to C., R. I. & P. R. R.; caught while coupling cars and instantly killed; his own fault, for he went on the wrong side of the cars to couple them.

In view of the many accidents which occur from railway employes getting their feet caught in frogs, switches, etc., please state whether your company has adopted any plan for preventing such accidents? Ans. None.

## OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President—M. Snyder.  
 Vice-President—G. W. Keirulff.  
 Secretary and Treasurer—Henry Lawrence, Grinnell, Iowa.  
 General Superintendent—J. B. Grinnell, Grinnell, Iowa.

## NAMES OF DIRECTORS WITH RESIDENCE.

M. Snyder, Grinnell, Iowa.  
 H. Lawrence, Grinnell, Iowa.  
 E. Clark, Iowa City.  
 J. B. Grinnell, Grinnell, Iowa.  
 G. W. Keirulff, Montezuma, Iowa.  
 Q. A. Gilmore, Grinnell, Iowa.  
 J. H. Merrill, Des Moines, Iowa.

General offices at Grinnell, Iowa.  
 Date of annual meeting of stockholders, first Wednesday in May.

STATE OF IOWA, } ss.  
 COUNTY OF POWESHIEK. }

We, M. Snyder, President, H. Lawrence, Secretary and Treasurer, of the Grinnell & Montezuma Railroad Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1879, to the best of their knowledge and belief.

Signed,  
 [L. S. OF R. R.]

M. SNYDER,  
*President.*  
 HENRY LAWRENCE,  
*Secretary.*

Subscribed and sworn to before me, this 13th day of September, A. D. 1879,  
 CHAS. H. SPENCER,  
*Notary Public.*

Received and filed in the office of the Commissioners of Railroads, this 15th day of September, 1879.

J. S. CAMERON,  
*Secretary of Board of Railroad Commissioners.*

## REPORT

OF THE

## ILLINOIS CENTRAL RAILROAD COMPANY,

LESSEE OF THE

DUBUQUE &amp; SIOUX CITY RAILROAD, IOWA FALLS &amp; SIOUX CITY RAILROAD, CEDAR FALLS &amp; MINNESOTA RAILROAD,

FOR THE YEAR ENDING JUNE 30, 1879.

## REVENUE FOR THE YEAR.

## Monthly Earnings.

FROM TRANSPORTATION OF PASSENGERS.

	THROUGH.	LOCAL.	TOTAL.
July, 1878.....	\$ 6,567.17	\$ 27,696.44	\$ 34,263.61
August, 1878.....	8,545.42	30,776.10	39,321.52
September, 1878.....	9,106.59	35,615.37	44,721.96
October, 1878.....	10,461.75	31,142.56	41,604.31
November, 1878.....	7,654.39	24,337.04	31,991.43
December, 1878.....	7,047.11	20,894.52	27,941.63
January, 1879.....	5,231.89	16,754.73	21,986.61
February, 1879.....	4,593.08	19,843.56	24,436.64
March, 1879.....	8,778.42	28,716.42	35,494.84
April, 1879.....	8,514.67	24,905.36	33,420.03
May, 1879.....	7,440.14	22,244.77	29,684.91
June, 1879.....	7,412.13	21,921.40	29,333.53
Totals.....	\$ 91,352.76	\$ 302,848.26	\$ 394,201.02

## FROM TRANSPORTATION OF FREIGHT.

	THROUGH.	LOCAL.	TOTAL.
July, 1878.....	\$ 42,905.51	\$ 29,456.66	\$ 72,362.57
August, 1878.....	29,707.51	27,919.49	57,627.00
September, 1878.....	43,919.85	40,553.35	84,473.20
October, 1878.....	59,003.76	40,991.71	99,995.07
November, 1878.....	62,866.65	26,549.35	89,416.00
December, 1878.....	57,519.61	26,613.36	84,132.97
January, 1879.....	49,973.01	26,065.93	76,038.94
February, 1879.....	43,179.69	24,698.85	67,878.54
March, 1879.....	48,787.49	41,463.96	90,251.45
April, 1879.....	37,152.98	37,469.37	74,622.35
May, 1879.....	46,247.23	47,884.54	94,131.77
June, 1879.....	42,783.35	42,137.15	84,920.50
Totals.....	\$ 564,046.64	\$ 411,833.72	\$ 975,880.26

## FROM ALL OTHER SOURCES.

	MAILS.	EXPRESS.	MISCELLANEOUS.
July, 1878.....	\$ 2,497.75	\$ 1,822.50	\$ 1,355.75
August, 1878.....	2,727.99	1,822.50	1,593.11
September, 1878.....	2,727.97	1,687.50	1,476.15
October, 1878.....	2,727.98	1,822.50	1,539.47
November, 1878.....	2,727.97	1,755.00	1,864.80
December, 1878.....	2,727.97	1,755.00	1,769.60
January, 1879.....	2,727.99	1,822.50	1,695.00
February, 1879.....	2,727.99	1,620.00	1,690.40
March, 1879.....	2,727.97	1,755.00	1,771.80
April, 1879.....	2,727.99	1,755.00	1,726.75
May, 1879.....	2,727.98	1,822.50	1,761.00
June, 1879.....	2,727.97	1,687.50	1,737.51
Totals.....	\$ 32,505.52	\$ 21,127.50	\$ 20,351.34

## RECAPITULATION OF EARNINGS.

Receipts from local passengers .....	\$	302,848.26
Receipts for through passengers .....		91,352.76
Receipts for express .....		21,127.50
Receipts for mails .....		32,505.32
<i>Total receipts from passenger trains</i> .....	\$	447,834.04
Receipts from passenger trains, per train mile run [330,813 miles] .....	\$	1.35
Receipts for local freight .....		411,833.72
Receipts from through freight .....		564,046.64
<i>Total receipts from freight trains</i> .....	\$	975,880.36
Receipts from freight trains, per train mile run [637,236 miles] .....	\$	1.48
Receipts from miscellaneous sources .....		20,351.34
<i>Total earnings</i> .....	\$	1,444,065.74
Proportion for Iowa .....	[\$1,444,065.74	
Earnings per mile of road operated [402.16 miles] .....	[\$3,590.77	
Per train mile, for passengers, freight and mixed trains [988,049 miles] .....	[\$	1.46]

## EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

CLASS 1—MAINTENANCE OF WAY AND BUILDINGS (*charged to operating expenses*).

Repairs of track—labor, new ties and steel .....	\$	79,111.46
Repairs of track—supplies (exclusive of new rails), 52,000 ties .....		24,913.85
Repairs of bridges—labor and supplies .....		22,631.14
Repairs of fences—labor and supplies .....		15,085.04
Repairs of buildings—stations and water-tanks, etc. ....		11,961.75
Repairs of telegraph .....		1,558.28
New rails, deducting old rails sold (321.07 tons steel, net) .....		38,139.59
All other expenditures chargeable to this account .....		51,744.88
<i>Total</i> .....	\$	245,145.90

## CLASS 2—MAINTENANCE OF MOTIVE POWER AND CARS.

Repairs of passenger locomotives .....	\$	10,909.61
Repairs of freight locomotives .....		27,141.28
Repairs of passenger, baggage, mail and express cars .....		19,599.11
Repairs of freight cars .....		33,904.57
Repairs of machinery and tools .....		1,587.23
All other expenditures chargeable to this account .....		19,335.13
<i>Total</i> .....	\$	111,876.93

## CLASS 3—CONDUCTING TRANSPORTATION.

Fuel .....	\$	77,955.70
Oil, waste and lights .....		4,306.13
Wages of employes—conductors, enginemen, brakemen, station-men (all grades) and clerks .....		106,263.49
Miscellaneous train and station supplies .....		29,470.28
Water supply .....		4,464.74
Telegraph operation .....		11,648.11
Loss and damage of goods .....		701.05
Injuries to persons .....		4,963.57
Damage for stock killed .....		5,501.00
Damages to property, including damages by fire .....		805.10
Legal expenses .....		18,488.05
All other expenses chargeable to this account .....		5,525.53
<i>Total</i> .....	\$	329,801.75

## CLASS 4—GENERAL EXPENSES.

Salaries of the general officers of the company .....	\$	21,164.01
General office expenses, including clerk hire, rent, fuel, lights, etc. ....		58,316.39
Insurance .....		5,021.58
Taxes in Iowa .....		61,756.78
Advertising .....		1,189.99
All other expenses chargeable to this account .....		906.12
<i>Total</i> .....	\$	148,554.87
Rental of leased lines .....		590,474.27
<i>Total</i> .....	\$	739,029.14

## RECAPITULATION OF EXPENSES.

Total expenses of operating the road (embraced in classes 1, 2, 3 and 4) .....	\$	1,425,853.81
Proportion for Iowa .....	[\$1,425,853.81	
Per mile of road operated .....	[\$3,545.49	
Per train mile for passenger, freight and mixed trains .....	[\$1.44	
Percentage of expenses to earnings .....	[.98 7-100]	
Net earnings per train mile [988,049 miles] .....	[.01843]	

## GENERAL RECAPITULATION.

Total earnings .....	\$	1,444,065.74
Total operating expenses, taxes, etc. ....		1,425,853.81
*Net earnings—earnings above operating expenses .....	\$	18,211.93

\*NOTE.—In addition to the above, we loan to the Iowa leased lines 38 engines, 12 passenger cars, 3 sleeping cars, 11 express and baggage cars, 714 freight and other cars, the annual charge being \$39,129.48.

## DESCRIPTION OF ROAD.

Total length of road belonging to this company.....	32.26
Same in Iowa.....	32.26
Aggregate length of tracks belonging to this company computed as single track.....	434.42
Same in Iowa.....	434.42
Gauge of track.....	4 ft. 8½ in.
Total length of tracks belonging to this company laid with steel rails [weights per yard, 60 lbs.].....	52.14
Total length of tracks belonging to this company laid with iron rails [weights per yard, 60, 54, 45 and 42 lbs.].....	382.28

## ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY, UNDER LEASE OR CONTRACT.

Name and description of each:	
Dubuque & Sioux City R. R., length.....	142.89
Iowa Falls & Sioux City R. R., length.....	183.69
Cedar Falls & Minnesota R. R., length.....	75.58
Total length of above roads.....	402.16
Total length of above roads in Iowa.....	402.16
Total miles of road operated by this company.....	402.16
Total miles of road operated by this company in Iowa.....	402.16

## NUMBER OF BRIDGES AND TRESTLES ON WHOLE LINE.

Wooden bridges.....Number of, 27.....Aggregate length, feet.....	4,866
Iron bridges.....Number of, 1.....Aggregate length, feet.....	110
Wooden trestles.....Number of, 617.....Aggregate length, feet.....	51,877
Culverts.....Number of, 183.....Aggregate length, feet.....	9,980

## BRIDGES BUILT WITHIN THE YEAR.

LOCATION.	KIND.	MATERIAL.	LENGTH.	WHEN BUILT.
D. & S. C. R. R.	Piling.....	Wood..	192 feet.	Last half of 1878.
I. F. & S. C. R. R.	Howe Truss...	Wood..	290 feet.	First half of 1879.
				February, 1879.
C. F. & M. R. R.	Piling & Trestle	Wood..	1702 feet.	Last half of 1878.
				First half of 1879.

## CROSSINGS.

What railroads cross your road at grade in this State, and at what locality?	
Burlington, Cedar Rapids & Northern Railroad, at west of Independence Station.	
Burlington, Cedar Rapids & Northern Railroad, at west of Cedar Falls.	
Central Iowa Railway, at west of Ackley.	
Dubuque & Dakota Railroad, at north of Waverly.	
Chicago, Milwaukee & St. Paul Railroad, at south of Charles City.	
What railroads cross your road either over or under your grade in this State, and where?	
Davenport & Northwestern Railroad, at west of Delaware Station.	
Number of crossings of highways at grade in this State without protection.....	394
Number of crossings of highways at grade in this State at which there are gates or flagmen.....	4

Number of crossings of highways over railroad.....	3
Number of crossings of highways under railroad.....	8
Number of highway bridges 18 feet above track.....	3
Number of highway bridges less than 18 feet above track.....	None
What regulations govern your employes in regard to the crossings of other railroads, and are they found to be sufficient?	
Ans. Trains must come to a full stop before crossing, and train-men know that the way is clear for the passage of trains.	
What regulations govern your employes in regard to the crossings of public highways, and are these regulations found to be sufficient?	
Ans. Blow the whistle and ring the bell.	

## STATIONS.

Number of stations in Iowa.....	59
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## EMPLOYES.

Number of persons regularly employed on all roads operated by company, including officials in Iowa.....	841
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## FENCING.

How many miles of fencing have you on your road in Iowa?	
Ans. 267.65 miles.	
How many miles of fencing have you built during the year?	
Ans. 59.65 miles.	
The total cost of same.	
Ans. \$16,727.40.	

## ROLLING STOCK.

*Number of locomotives of more than 20 tons weight, exclusive of tender.....	16
Number of passenger cars, 12 wheel.....	9
Number of passenger cars, 8 wheel.....	5
Number of express and baggage cars.....	206
Number of freight, stock, platform, coal, and conductors' way cars.....	
Average amount of tonnage that can be carried over your road with an engine of the weight and power you use for freight trains—give the weight of engines generally used.	
Ans. 117 tons average hauling, 30 tons weight of engine.	
Average number of passenger and express cars that can be hauled on your regular trains by an engine of given power and weight—give the weight of engine generally used.	
Ans. Six cars; 26 tons weight of engine.	
Number of locomotives equipped with train-brake.....	4
Number of passenger cars equipped with train-brake.....	14
What kind of train-brake is used on your road?	
Ans. Westinghouse air-brake.	

## TELEGRAPHS.

Miles of telegraph operated by company.....	402.16
Miles of telegraph owned by company.....	
Number of telegraph offices in company's stations.....	47
Number of telegraph stations operated by company.....	47
Number of telegraph stations operated jointly by rail and telegraph companies.....	40

\*We loan, in addition to above, as per note on page 301.



## MILEAGE, TRAFFIC, ETC.

Miles run by passenger trains during the year .....	390,813
Miles run by freight trains .....	687,236
<hr/>	
Total mileage of passenger, freight and mixed trains .....	988,049
Miles run by construc- } Construction .....	15,244 }
tion and other trains } Switching at stations .....	184,578 }
<hr/>	
Total train miles run .....	1,172,627
Miles run by rented cars .....	1,528,291
Number of through passengers .....	25,885
Number of local passengers .....	212,413
<hr/>	
Total number of passengers carried .....	238,298
Total passenger mileage, or passengers carried one mile .....	13,066,379
Average amount received from each passenger .....	\$1.65
Average distance traveled by each passenger .....	34.96 miles
Number of tons of through freight carried .....	215,616
Number of tons of local freight carried .....	179,379
<hr/>	
Total tons of freight carried .....	394,995
Total freight mileage, or tons carried one mile .....	35,461,690
Highest rate of fare per mile, for any distance .....	3.50 cents
Lowest rate of fare per mile, for any distance (single fare) ..	1.46 cents
Average rate of fare per mile received for through passengers ..	2.65 cents
Average rate of fare per mile received for local passengers ..	3.50 cents
Average rate of fare per mile received for all passengers .....	3.01 cents
Average rate received per mile, per ton for all freight carried ..	0.176 cents
Average number of cars in passenger trains, including baggage	
cars .....	4.50
Average number of cars in freight trains .....	12.54
Average weight of passenger trains, including locomotive and	
tender in working order, exclusive of passengers .....	125 tons
Average weight of freight trains, including locomotive and	
tender in working order, exclusive of freight .....	180 tons
Rate of speed of passenger and express trains, including stops ..	22 m's per h'r
Rate of speed of freight trains, including stops .....	11 m's per h'r

## TONNAGE OF ARTICLES TRANSPORTED.

Grain .....	94,432
Flour .....	10,635
Provisions (beef, pork, lard, etc.) .....	4,744
Animals .....	68,162
Other agricultural products .....	4,171
Lumber and forest products .....	52,729
Coal .....	59,532
Plaster .....	Not kept
Salt .....	5,480
Petroleum—oil of all kinds .....	3,481
Railroad iron—iron and steel rails .....	Not kept
Pig and bloom iron .....	115
Other iron castings .....	Not kept
Ors .....	10
Manufactures—articles shipped from all points .....	4,386
Merchandise and other articles, not enumerated above .....	87,168
<hr/>	
Total tons carried .....	394,995

## ADDITIONAL QUESTIONS.

## EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company?

Ans. American Express Company. Compensation, about \$21,000 per annum. We furnish and own the cars, and keep them in repair. The usual express business is done by them. They take their freight from and deliver it at our depot.

## TRANSPORTATION COMPANIES.

What freight and transportation companies run on your road, and on what terms and on what conditions as to rates, use of track, machinery, repairs of cars, etc.; do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed, or order of transportation, and if so, in what particular?

Ans. Freight and transportation companies having business at any point on this road are allowed to run upon it, by paying the regular rates for such service. We give them no preference of speed or order of transportation.

## SLEEPING CARS.

Do sleeping, parlor or dining-room cars run on your road, and if so, on what terms do they run, by whom are they owned, and what charges are made in addition to regular passenger rates?

Ans. Sleeping cars running on these leased lines are owned by this company. We charge from one to two and one-half dollars per berth, according to distance. No dining cars are used.

## U. S. MAIL.

What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service?

Dubuque to Sioux City .....	\$29,440.80 per annum
Cedar Falls Junction to Mona .....	5,840.00 per annum
Total .....	\$35,280.80 per annum

The usual form of contract.

## ACCIDENTS TO PERSONS IN IOWA.

STATEMENT FOR THE YEAR ENDING JUNE 30, 1879, OF ALL ACCIDENTS RESULTING IN INJURIES TO PERSONS, GIVING EXTENT AND CAUSE THEREOF.

No.	DATE.	NAME.	OCCUPATION.	CAUSE, AND CHARACTER OF INJURY.	RESULT.
1	June 1st 1878.	W. Duggan	Chizren	Lying on track; run over by passenger train.	Killed.
2	August 1st	A. Olson	Passenger	On platform when train started.	Body twisted.
3	August 4	R. D. Parker	Brakeman	Fell off moving freight train.	Body twisted.
4	August 10	W. J. Allen	Brakeman	Jumped in front moving freight train.	Hand crushed.
5	October 6	Frank Blaker	Section-man	Jumped off freight train.	Face scratched.
6	November 7	James Smith	Section-man	Unloading sand.	Fell off car.
7	November 8	J. H. McGhee	Chizren	Compling freight cars.	Hand plucked.
8	November 9	J. C. Stephens	Chizren	Chimling over freight cars.	Face scratched.
9	November 10	L. Dorch	Yard switchman	Compling freight cars.	Finger broken.
10	February 12	L. Dorch	Yard switchman	Compling freight cars.	Hand plucked.
11	March 13	L. Dorch	Yard switchman	Encumpling freight cars.	Arm plucked.
12	March 13	L. Dorch	Yard switchman	Encumpling freight cars.	Arm plucked.
13	April 14	W. J. Allen	Brakeman	Fell off freight car.	San't wounded.
14	April 15	W. J. Allen	Brakeman	Compling freight cars.	Finger hurt.
15	April 16	J. C. Quirk	Freight conductor	Compling freight cars.	Finger hurt.
16	May 16	W. A. Waldo	Brakeman	Compling freight cars.	Thumb hurt.
17	June 17	C. H. Willard	Brakeman	Chimling on engine.	Leg hurt.
18	June 19	P. Morrow	Section-man.	Handling railroad iron.	Foot cut.

## RECAPITULATION OF ACCIDENTS.

	CAUSES BEYOND THEIR CONTROL.		THEIR MISCONDUCT OR WANT OF CAUTION.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers.....	.....	.....	.....	1	.....	1
Employes.....	.....	2	.....	11	.....	13
Others.....	.....	.....	2	2	.....	2
Total.....	.....	2	2	14	2	16

## OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

Division Superintendent—D. W. Parker, Dubuque.  
Attorneys, General and Local—Griffith & Knight, Dubuque; J. F. Duncombe, Ft. Dodge.

STATE OF ILLINOIS,  
COUNTY OF COOK.

W. K. Ackerman, president, and J. C. Welling, auditor, of the Illinois Central Railroad Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1879, to the best of their knowledge and belief.

(Signed)

W. K. AKERMAN,  
J. C. WELLING.

[L. S. OF R. R.]

Subscribed and sworn to before me, this 27th day of August, 1879.

JOHN DUNN,

Notary Public, Chicago.

[L. S.]

Received and filed in the office of the Commissioners of Railroads, this 29th day of August, 1879.

J. S. CAMERON,

Secretary of Board of Railroad Commissioners.

## REPORT

OF THE

## IOWA FALLS &amp; SIOUX CITY RAILROAD COMPANY,

FOR THE YEAR ENDING JUNE 30, 1879.

## CAPITAL STOCK.

Capital stock authorized by articles of association.....	\$ 6,000,000.00
Par value of shares.....	[\$100.00]
Average price received per share.....	[100.00]
Number of stockholders at date of last election.....	[220]
Number of stockholders in Iowa at same date.....	[13]
Amount of full-paid stock held in Iowa.....	[\$170,500.00]
Capital stock authorized by vote of company [number of shares, no vote on the question].....	
Capital stock issued [number of shares, 46,250] amount paid in.....	4,625,000.00
Capital stock paid in on shares not issued... [No. shares none].....	
Capital stock paid in, common.....	4,625,000.00
Capital stock paid in, preferred, and conditions of preferment.....	None
Capital stock now outstanding.....	4,623,500.00
Capital stock, total amount paid in as per books of the company.....	4,625,000.00
Capital stock, total amount realized in cash.....	
Capital stock, total amount realized in property... [4,625,000.00].....	
Capital stock paid in per mile of road owned by company.....	[183.69 miles] 25,178.29

## DEBT.

Funded debt, as follows:	
First mortgage bonds (due October 1, 1917, bear interest at 7 per cent, which is payable April 1 and October 1) amount..	\$ 2,947,500.00
Total amount of funded debt.....	\$ 2,947,500.00
Amount received from the same in property .... [82,947,500.00]	
Other debts, current credit balances, etc.....	104,404.56
Total debt liabilities.....	\$ 3,051,904.56
Amount of debt liabilities per mile of road... [183.69 miles]	16,614.43
Amount of debt liabilities after deducting cash, sinking funds in hands of trustees, and such securities and debt-balances as do not represent permanent investments.....	2,879,859.02

## COST OF ROAD AND EQUIPMENT.

Total expended for construction ..... \$ 7,585,000.00

## REVENUE FOR THE YEAR.

## RECAPITULATION OF EARNINGS.

Total rental under the lease..... \$ 212,565.15

## EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

## GENERAL EXPENSES.

Salaries of the general officers of the company.....	\$ 3,280.16
General office expenses, including clerk hire, rent, fuel, lights, etc.....	1,622.30
Total.....	\$ 4,911.46

## GENERAL RECAPITULATION.

Total rental under the lease.....	\$ 212,565.15
Total receipts during the year from land department.....	81,500.00
Total receipts during the year from interest account.....	1,875.07
Total.....	\$ 295,940.22
Total expenses and salaries.....	4,911.46
Total receipts above expenses and salaries.....	\$ 291,028.76

## PAYMENTS FROM INCOME, DIVIDENDS, ETC.

Interest paid during the year.....	\$ 102,340.00
Interest falling due during the year, but not paid.....	103,985.00
Total interest liability for the year.....	\$ 206,325.00
Receipts above expenses, salaries and interest.....	84,703.76
Dividends declared, 3 per cent for the year, amount.....	138,705.00
Date of last dividend declared, June 2, 1879.....	
Balance for the year, or surplus.....	54,001.24
Surplus at the commencement of the year.....	95,557.15
*Total surplus.....	\$ 41,555.91

\* State in what does the surplus consist—if moneys, where are they deposited; if securities, what are they? See balance sheet.

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS,  
JUNE 30, 1879.

Dr.

Construction .....	\$ 7,585,000.00
Assets—	
Cash in hands of treasurer and in National Park Bank, New York, for payment of coupons.....	\$190,019.11
Cash in hands of assistant treasurer.....	62.71
	130,081.82
Bills receivable.....	5,000.00
Missouri Valley Land Company stock.....	8,800.00
Due from Illinois Central Railroad Company.....	17,089.73
Due from Sioux City & Pacific Railroad Company.....	11,073.99
Total .....	\$ 7,757,045.54

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS,  
JUNE 30, 1879.

Cr.

Capital stock.....	\$ 4,023,500.00
Funded debt—	
First mortgage bonds .....	2,947,500.00
Floating debt—	
Overdue coupons not presented, and coupons not returned from redeeming agent .....	104,404.56
Sioux City Railroad Contracting Company construction account (assets received from said company, less amount charged it for right of way expenses).....	40,085.07
Balance to credit of income account.....	41,555.91
Total .....	\$ 7,757,045.54

## DESCRIPTION OF ROAD.

Length of main line of road completed, from Iowa Falls to Sioux City .....	183.89 miles
--	--------------

## ADDITIONAL QUESTIONS.

## LANDS—CONGRESSIONAL GRANT.

State the number of acres of land your company has already received from the Congressional grants.....	683,076.55
State the number of acres yet to inure to your company from Congressional grants.....	Not known
State the average price per acre at which these lands are offered for sale by the company .....	About \$6
State the average price per acre at which these lands have been sold or contracted by the company .....	6.84
State the number of acres sold.....	209,966.14
State the amount received from sales.....	\$ 697,086.07
State the amount received from outstanding contracts.....	728,179.57
State the amount received from forfeited contracts (including interest on deferred payments). Included in 12, 13 and 15	
State the gross amount received from sales, contracts, forfeited contracts, etc., up to June 30, 1879.....	1,606,649.61

## STATE OR SWAMP LAND GRANT.

State the number of acres of swamp lands received from counties.

Ans. None.

State the number of acres yet to inure to your company from swamp lands granted to the counties.

Ans. None.

## SUMMARY.

Total amount of lands received by company, acres.....	683,076.55
Total amount of lands sold by company, acres.....	209,966.14
Total amount of lands contracted by company, acres.....	
Cash payments from sales, contracts, forfeited contracts, including interest on deferred payments received by the company.....	\$ 1,606,649.61
Taxes paid on land grant.....	498,298.69
Other expenses for the care, sale and management of the lands.....	182,052.48
Total.....	\$ 680,351.17

## OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

*President*—Horace Williams, Cedar Rapids, Iowa.  
*Vice-President*—J. Van Deventer, Cedar Rapids, Iowa.  
*Secretary*—P. E. Hall, Cedar Rapids, Iowa.  
*Treasurer*—David P. Kimball, Boston, Mass.  
*Assistant Treasurer*—J. Van Deventer, Cedar Rapids, Iowa.  
*Land Commissioner*—J. Van Deventer, Cedar Rapids, Iowa.  
*Auditor*—George T. Crandell, Cedar Rapids, Iowa.  
*Auditor of Land Department*—P. E. Hall, Cedar Rapids, Iowa.  
*Attorneys, General and Local*—E. S. Bailey, Clinton, Iowa; I. N. Kidder, Boone, Iowa; Joy & Wright, Sioux City, Iowa.  
*Register of Lands*—Chas. H. Clark, Cedar Rapids, Iowa.  
*Register of Stock*—David P. Kimball, Boston, Massachusetts.

## NAMES OF DIRECTORS WITH RESIDENCE.

John B. Alley, Lynn, Massachusetts.  
 Oliver Ames, North Easton, Massachusetts.  
 John I. Blair, Blairstown, New Jersey.  
 D. C. Blair, Belvidere, New Jersey.  
 Prince S. Crowell, East Dennis, Massachusetts.  
 J. Van Deventer, Clinton, Iowa.  
 Horace Williams, Clinton, Iowa.

General offices at Cedar Rapids, Iowa.

Date of annual meeting of stockholders, third Wednesday in May.

Fiscal year of the company, March 31 to April 1.

STATE OF MASSACHUSETTS, }  
COUNTY OF SUFFOLK. }

Horace Williams, President of the Iowa Falls & Sioux City Railroad Company, being duly sworn, depose and say that he has caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1879, to the best of his knowledge and belief.

[L. S. OF R. R.]

Signed,

HORACE WILLIAMS.

Subscribed and sworn to before me, this 2d day of September, A. D. 1879.

DAVID P. KIMBALL,

[L. S.]

Commissioner for Iowa, in the State of Massachusetts.

Received and filed in the office of the Commissioners of Railroads, this 9th day of September, 1879.

J. S. CAMERON,

Secretary of Board of Railroad Commissioners.

## REPORT

OF THE

# IOWA RAILWAY COAL & MANUFACTURING CO.,

FOR THE YEAR ENDING JUNE 30, 1879.

### CAPITAL STOCK.

Capital stock authorized by articles of association.....	\$	500,000.00
Par value of shares.....	\$100.00)	
Average price received per share.....	\$ 50.00)	
Number of stockholders at date of last election.....	4	
Number of stockholders in Iowa at same date.....	4	
Amount of full-paid stock held in Iowa.....	\$60,000	
Capital stock authorized by vote of company [number of shares, 600].		
Capital stock issued, [number of shares 600] amount paid in..		30,000.00
Capital stock paid in on shares not issued [number of shares, None].		
Capital stock, total amount paid in as per books of the company.....		30,000.00
Capital stock, total amount realized in cash.....	(\$24,000)	
Capital stock, total amount realized in property.....	(\$6,000)	
Capital stock paid in per mile of road owned by company, [3¼ miles].....		9,230.76

### ASSETS—CORPORATE PROPERTY.

Estimated value of the road-bed, including rails and bridges, etc.....	\$	20,000.00
Estimated value of rolling stock.....		3,300.00
Estimated value of stations, buildings and fixtures.....		2,200.00
Estimated value of all other property, including investments in stocks and bonds of other corporations.....		500.00
Estimated value of property per mile of road..... [3¼ miles]		

### DEBT.

Funded debt of the company. None.

## REVENUE FOR THE YEAR.

## Monthly Earnings.

## FROM TRANSPORTATION OF FREIGHT.

	THROUGH.
July, 1878.....	\$ 149.25
August, 1878.....	167.48
September, 1878.....	704.97
October, 1878.....	933.35
November, 1878.....	944.05
December, 1878.....	1,148.25
January, 1879.....	1,634.94
February, 1879.....	997.30
March, 1879.....	823.91
April, 1879.....	332.49
May, 1879.....	334.88
June, 1879.....	582.89
Totals.....	\$ 8,973.67

## RECAPITULATION OF EARNINGS.

Total earnings.....	\$ 8,973.67
Earnings per mile of road operated (3¼ miles).....	2,761.13

Have you made any advance or reduction in freight since the enactment of chapter 77 of the Laws of the Seventeenth General Assembly—if so, what percentage?

Ans. About fifty per cent.

## EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

## CLASS 1—MAINTENANCE OF WAY AND BUILDINGS (charged to operating expenses).

Repairs of track—labor and supplies exclusive of new ties.....	\$ 760.30
Repairs of track—new ties, No. 29, cost per tie \$0.20.....	4.00
Road crossings, signs, etc.....	40.00
Total.....	\$ 804.30

## CLASS 2—MAINTENANCE OF MOTIVE POWER AND CARS.

Repairs of machinery and tools—labor.....	\$ 263.80
All other expenditures chargeable to this account.....	126.69
Total.....	\$ 390.49

## CLASS 3—CONDUCTING TRANSPORTATION.

Fuel.....	\$ 449.30
Oil, waste and lights.....	2.35
Wages of employes—conductors, enginemen, brakemen, station-men (all grades) and clerks.....	1,565.74
Total.....	\$ 2,026.53

## CLASS 4—GENERAL EXPENSES.

Salaries of the general officers of the company.....	\$ 2,420.00
Taxes in Iowa.....	409.96
Printing and stationery.....	48,146.03
All other expenses chargeable to this account.....	32.00
Total.....	\$ 2,885.41

## GENERAL RECAPITULATION.

Total earnings.....	\$ 8,973.67
Total operating expenses.....	6,087.73
Net earnings—earnings above operating expenses.....	2,885.94
Total receipts above operating expenses.....	[\$2,885.94]

## DESCRIPTION OF ROAD.

Date when the road or portions thereof were opened for public use:

From Boonsboro to Boone, October 26, 1874.

From Boonsboro to coal banks, October 26, 1874.

Length of main line of road completed, from Boone to coal banks..... 3¼ miles

Aggregate length of sidings and other tracks not above enumerated..... 4,000 feet

Gauge of track..... 4 ft. 8½ in.

Total length of tracks belonging to this company laid with iron rails..... [weight per yard, 45 lbs.]

## FENCING.

How many miles of fencing have you on your road in Iowa?.....	1 mile
How many miles of fencing have you built during the year?.....	None

## ROLLING STOCK.

Number of locomotives of more than 20 tons weight.....	1
Number of conductors' way cars.....	1

## MILEAGE, TRAFFIC, ETC.

Number of tons of through freight carried (all coal).....	31,476
Total freight mileage, or freight carried one mile.....	125,904
Average number of cars in freight trains.....	3

## OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President—Charles A. Sherman, Boonsboro, Iowa.

Vice-President—Delos Arnold, Marshalltown, Iowa.

Secretary—Delos Arnold, Marshalltown, Iowa.

Treasurer—T. N. Canfield, Boonsboro, Iowa.

General Superintendent—Charles A. Sherman.

## NAMES OF DIRECTORS WITH RESIDENCE.

Charles A. Sherman, Boonsboro, Iowa.  
Delos Arnold, Marshalltown, Iowa.  
T. N. Canfield, Boonsboro, Iowa.

General offices at Boonsboro, Iowa.

Date of annual meeting of stockholders, first Monday in August.

Fiscal year of the company, January to December.

Names of stockholders authorized to vote at the last annual meeting, and shares of each. (To be reported separately.)

Delos Arnold, 298; Mrs. M. A. Sherman, 296; T. N. Canfield, 4; C. A. Sherman, 2.

STATE OF IOWA. }

COUNTY OF BOONE. }

I, Charles A. Sherman, President and Superintendent of the Iowa Railway Coal & Manufacturing Co., Boonsboro, Iowa, being duly sworn, depose and say that I have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, on the thirtieth day of June, A. D. 1879, to the best of my knowledge and belief.

[L. s. of H. N.] Signed,

CHARLES A. SHERMAN.

Subscribed and sworn to before me this 19th day of September, A. D. 1879.

GEO. W. CROOK,

Notary Public.

[L. s.]

Received and filed in the office of the Commissioners of Railroads, this 10th day of September, 1879.

J. S. CAMERON,

Secretary of Board of Railroad Commissioners.

## REPORT

OF THE

## KANSAS CITY, ST. JOSEPH & COUNCIL BLUFFS

RAILROAD COMPANY.

FOR THE YEAR ENDING JUNE 30, 1879.

### CAPITAL STOCK.

Par value of shares.....	[\$100.00]	
Average price received per share.....	[Unknown]	
Number of stockholders at date of last election....	[Unknown]	
Number of stockholders in Iowa at same date....	[Unknown]	
Amount of full-paid stock held in Iowa.....	[Unknown]	
Capital stock issued [number of shares, 27,894 1396-10,000], amount paid in.....	\$	2,789,413.60
Capital stock paid on shares not issued.....		
Capital stock paid in, common.....		
Capital stock paid in, preferred, and conditions of prefer- ment.....		
Capital stock, total amount paid in as per books of the Com- pany.....		2,789,413.60
Capital stock, total amount realized in cash.....	[Unknown]	
Capital stock, total amount realized in property....	[Unknown]	
Capital stock paid in per mile of road owned by com- pany.....	[250.98 miles]	11,114.00

## DEBT.

Funded debt as follows:	
C. B. & St. Jo. R. R. first mortgage bonds (due January 1, 1880, bear interest at seven per cent, which is payable January and July) amount.....	500,000.00
K. C. & St. Jo. & C. B. mortgage bonds (due January 1, 1907 bear interest at seven per cent, which is payable January and July) amount.....	4,495,522.13
C. B. & St. Jo. R. R. & Mo. Val. R. R. mortgage bonds, old issue, (due to be exchanged for new issue K. C., St. Jo. & C. B., bear interest at — per cent, which is payable —) amount.....	1,500.00
Income bonds (due January 1, 1907, bear interest at not exceeding six per cent, which is payable April and October, when earned), amount.....	2,488,174.51
Total amount of funded debt.....	7,485,196.64
Unfunded debt incurred for equipment.....	71,715.00
Unfunded debt incurred for real estate.....	45,000.00
Other debts, current credit balances, etc.....	470,804.29
Total debt liabilities.....	8,072,715.93
Amount of debt liabilities per mile of road..... [250.98 miles]	32,164.77
Amount of debt liabilities after deducting cash, sinking funds in hands of trustees, and such securities and debt-balances as do not represent investments.	
These items exceed the total amount of the funded debt liabilities.	
COST OF ROAD AND EQUIPMENT.	
Total expended for construction.....	9,278,371.19
Total for equipment.....	1,231,978.21
Total cost of road and equipment.....	\$ 10,510,349.40
Average cost of same per mile.....	41,877.24

## EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Main line extension or alteration of road.....	\$ 3,781.06
Land and right of way.....	5,515.90
Passenger and freight stations, wood-sheds and water stations, machine shops, machinery and tools, engine-houses, car-sheds and turn-tables.....	8,665.55
New locomotives.....	5,061.93
New passenger cars—dining car.....	8,598.13
New freight cars.....	49,510.97
New fences.....	10,439.53
Any other expenditures charged to property account, specifying same.	
Patent rights for equipment.....	519.75
Cost of iron bridges with stone abutments, in excess of estimated cost of replacing wooden structures.....	13,655.90
Side tracks.....	25,230.05
Increased weight of steel in excess of same length of iron.....	6,708.90
Total.....	\$ 138,565.77
Property sold and credited property account during the year.....	138,565.77
Net addition to property account for the year.....	138,565.77

State the policy pursued by your company in regard to permanent improvement and repairs, such as replacing iron rails with steel, wooden bridges and culverts with iron and stone, reducing grades and ballasting track. Are the cost of these improvements charged to repairs or construction, and the reasons therefor?

Ans. Total cost of steel rails charged to expenses, and credit given for old iron sold. If weight of rail per mile is increased, the increased weight per mile is charged to construction account; if decreased, credit is allowed to construction account. Bridges are charged to expenses equal to the cost of renewing the old structures. Any surplus expenditure for iron or stone, is charged to construction account. Expense of raising grades, filling banks, and ballasting, is charged to operating expenses.

## REVENUE FOR THE YEAR.

## Monthly Earnings.

## FROM TRANSPORTATION OF PASSENGERS AND FREIGHT.

		PASSENGERS.	FREIGHT.
July,	1878.....	\$ 31,113.98	\$ 58,858.94
August,	1878.....	34,201.78	104,946.87
September,	1878.....	30,984.41	93,891.48
October,	1878.....	37,494.84	99,484.38
November,	1878.....	31,969.08	92,381.45
December,	1878.....	30,906.61	89,596.32
January,	1879.....	24,871.03	76,450.20
February,	1879.....	29,143.26	90,770.31
March,	1879.....	37,716.92	84,511.02
April,	1879.....	36,629.77	106,230.42
May,	1879.....	35,277.00	90,249.10
June,	1879.....	32,447.28	95,093.85
Totals.....		\$ 401,456.96	\$ 1,084,970.94

## FROM ALL OTHER SOURCES.

		MAILS.	EXPRESS.	MISCELLANEOUS.
July,	1878.....	\$ 2,596.99	2,161.56	\$ 4,184.47
August,	1878.....	2,337.20	2,733.02	5,429.54
September,	1878.....	2,467.14	1,934.30	6,968.30
October,	1878.....	2,467.14	1,497.14	5,155.10
November,	1878.....	2,467.14	1,300.00	4,221.22
December,	1878.....	2,467.14	1,300.00	18,446.94
January,	1879.....	2,467.14	1,350.00	5,073.08
February,	1879.....	2,467.14	1,200.00	8,084.24
March,	1879.....	4,555.05	1,300.00	10,063.03
April,	1879.....	2,699.13	1,300.00	5,044.05
May,	1879.....	2,699.13	1,356.24	7,314.30
June,	1879.....	2,699.13	1,341.78	5,985.88
Totals.....		\$ 32,380.56	18,504.64	\$ 80,416.23



## RECAPITULATION OF EARNINGS.

Receipts from passengers .....	\$ 401,456.96
Receipts for express .....	18,504.64
Receipts for mails .....	32,389.56
<i>Total receipts from passenger trains</i> .....	<i>\$ 452,351.10</i>
Receipts from freight .....	1,084,970.94
<i>Total receipts from freight trains</i> .....	<i>\$ 1,084,970.94</i>
Receipts from miscellaneous sources .....	86,416.23

Total earnings .....	\$ 1,623,738.33
Earnings per mile of road operated, [250.38] miles..	[6,469.06]
Per train mile, for passenger, freight and mixed trains	
[859,650 miles] .....	[1.888]

Have you made any advance or reduction in freight since the enactment of chapter 77 of the Laws of the Seventeenth General Assembly—if so, what percentage?

Ans. No change.

## EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

## CLASS 1—MAINTENANCE OF WAY AND BUILDINGS (charged to operating expenses).

Repairs of track—labor and supplies exclusive of new ties ..	\$ 176,526.13
Repairs of track—new ties, number 81,748, cost per tie, 58c, nearly .....	47,390.65
Repairs of bridges—labor and supplies .....	30,226.48
Repairs of fences and signs—labor and supplies .....	3,026.79
Repairs of buildings, stations and water tanks, etc .....	12,904.21
New rails—No. of tons steel, 2295 402-2240 .....	\$110,035.84
Less credit for old rails .....	47,529.50
63,106.34	
Total .....	\$ 353,180.60

## CLASS 2—MAINTENANCE OF MOTIVE POWER AND CARS.

Repairs of locomotives .....	\$ 44,597.66
Repairs of passenger, baggage, mail and express cars .....	25,743.52
Repairs of freight cars—labor and supplies .....	71,617.95
Total .....	\$ 144,959.13

## CLASS 3—CONDUCTING TRANSPORTATION.

Fuel .....	\$ 69,175.91
Oil, waste and lights .....	7,924.50
Wages of employes—conductors, engineers, brakemen, station-men (all grades) and clerks, miscellaneous train and station supplies and expenses .....	283,005.96
Telegraph operation .....	10,790.03
Loss and damage of goods .....	11,791.49
Injuries to persons .....	142.64
Damage for stock killed .....	2,467.72
Mail service .....	8,229.19
Mail service—hire of cars and engines .....	692.00
Legal expenses (included in general expenses) .....	480.04
Rent—roads and bridges—paid other companies .....	28,257.87
Total .....	\$ 422,927.35

## CLASS 4—GENERAL EXPENSES.

Salaries of the general officers of the company .....	\$ 67,483.02
General office expenses, including clerk hire, fuel, lights, etc } Taxes in Iowa .....	10,000.00
..... Estimated.	30,000.00
Taxes in other States .....	Estimated.
Advertising .....	14,254.44
Printing and stationery .....	
Foreign agencies .....	24,896.99
All other expenses chargeable to this account .....	24,800.54
Total .....	\$171,444.99

## RECAPITULATION OF EXPENSES.

Total expense of operating the road (embraced in classes 1, 2, 3 and 4) .....	\$ 1,072,512.07
Proportion for Iowa, <i>pro rata</i> .....	[8,253,755.44]
Per mile of road operated .....	[4,713.56]
Per train mile for passenger, freight and mixed trains	
[— miles] (estimated by Commissioners) .....	[.80]
*Expense of running and management of passenger trains ..	
Percentage of expenses to earnings, .....	[.66 5-100 per cent.]
Net earnings per train mile. (859,650 miles) }	\$1,247-1000.

## GENERAL RECAPITULATION.

Total earnings .....	\$ 1,623,738.33
Total operating expenses .....	1,072,512.07
Net earnings—earnings above operating expenses .....	551,226.26

## PAYMENTS FROM INCOME, DIVIDENDS, ETC.

Interest paid during the year .....	\$ 362,314.06
Interest falling due during the year, but not paid .....	None
Total interest liability for the year .....	362,314.06
Earnings above operating expenses and interest .....	\$ 188,912.20
Dividends declared. None .....	
Balance for the year or surplus .....	188,912.20
Surplus at the commencement of the year .....	38,220.35
Total surplus .....	\$ 227,142.55

\* Expenses are not apportioned to passenger and freight.

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS,  
JUNE 30, 1879.

Dr.

Cost of road.....	\$ 9,278,271.19	
Cost of equipment.....	1,231,978.21	
Other investments.....	8,909.53	
Supplies and material on hand.....	85,653.25	
Cash—cash assets and other items—		
Cash and bills receivable.....	\$ 125,008.82	
Open account.....	344,921.69	
Real estate in St. Joseph, purchased for depot purposes, not used, and for sale.....	49,180.22	519,410.73
Total.....	\$ 11,124,322.91	

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS,  
JUNE 30, 1879.

Cr.

By capital stock.....	\$ 2,789,413.06	
By funded debt.....	7,485,196.04	
Other debts—		
Bills payable:—		
Real estate note.....	\$ 45,000.00	
Car notes.....	71,715.00	\$ 116,715.00
Open accounts.....	295,164.87	
Accrued interest to date, July 1st.....	174,842.50	
Land account—		
Proceeds of lands donated to C. B. & St. J. R. R. Co., in Iowa, to be transferred to construction account eventually.....	35,050.77	
Unpaid coupons, not presented.....	796.92	622,570.00
Income account—surplus.....	227,142.55	
Total.....	\$ 11,124,322.91	

## DESCRIPTION OF ROAD.

Date when the road or portions thereof were opened for public use: Consolidated July 1st, 1870.	
Length of main line of road completed, from Harlem to Council Bluffs.....	197.20
Length of main line of road completed in Iowa.....	50.83
Length of main line completed in Missouri.....	146.47
Name, description and length of each in miles:	
Hopkins Branch, length.....	50.20
East Atchison Branch, length.....	1.22
East Nebraska City Branch, length.....	2.26
Total length of branches owned by company.....	53.68
Total length of branches owned by company in Iowa.....	2.26
Total length of branches in Missouri.....	51.42
Total length of road belonging to this company.....	250.98

Aggregate length of sidings and other tracks not above enumerated.....	33.77
Same in Iowa.....	6.67
Aggregate length of tracks belonging to this company computed as single track, including side tracks.....	284.73
Same in Iowa.....	59.76
Gauge of track.....	4 feet, 8½ in
Total length of tracks belonging to this company laid with steel rails, in Iowa, [weights per yard, 17 miles, 60 pounds; 18 miles, 52 pounds].....	35.00
Total length of tracks belonging to this company laid with iron rails, in Iowa [weights per yard, various].....	18.00

ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY,  
UNDER LEASE OR CONTRACT.

Name, description and length of each—	
Han. & St. Jo R. R.—Kansas City to Harlem, length.....	1.50 miles
C., R. I. & P. R. R.—Council Bluffs to U. P. Transfer, length.....	1.40 miles
Total length of above roads.....	2.90 miles
Total length of above roads in Iowa.....	1.40 miles
Total length of above roads in Missouri.....	1.50 miles
Total miles of road operated by this company.....	253.88 miles
Total miles of road operated by this company in Iowa.....	54.49 miles

## NUMBER OF BRIDGES AND TRESTLES ON LINE IN IOWA.

Wooden bridges, number of.....	1; aggregate length.....	40 feet
Wooden trestles, number of.....	3; aggregate length.....	2,130 feet
Culverts (open).....	14; aggregate length (approximately).....	140 feet

## CROSSINGS.

What railroads cross your road at grade in this State, and at what locality? Chicago, Burlington & Quincy R. R., at Pacific Junction.	
What railroads cross your road either over or under your grade in this State, and where?	
Ans. None.	
Number of crossings of highways at grade in this State without protection.....	36
Number of crossings of highways at grade in this State at which there are gates or flagmen.....	None
Number of crossings of highways over railroad.....	None
Number of crossings of highways under railroad.....	None
Number of highway bridges 18 feet above track.....	None
Number of highway bridges less than 18 feet above track.....	None
What regulations govern your employes in regard to the crossings of other railroads, and are they found to be sufficient?	
Ans. Absolute stop just prior to crossing, and within 100 yards. Quite sufficient. Never have had any crossing collision.	
What regulations govern your employes in regard to the crossings of public highways, and are these regulations found to be sufficient?	
Ans. The requirements of the laws of Iowa.	

## STATIONS.

Number of stations.....	41
Same in Iowa.....	9

## FENCING.

How many miles of fencing have you on your road in Iowa..... 33,169  
 Give the miles of fence needed on both sides of your track, in each county  
 . in Iowa through which your road runs, and the aggregate amount in  
 miles:  
 18.5 miles in Fremont county.  
 11,961 miles in Mills county.  
 2,738 miles in Pottawattamie county.  
 Aggregate amount, 33,169 miles built; 20,631 miles needed.

## ROLLING STOCK.

Number of locomotives of more than 20 tons weight, exclusive of tender.....	11
Number of locomotives of more than 20 tons weight, exclusive of tender.....	21
Number of locomotives of more than 10 tons weight, exclusive of tender.....	None
Number of passenger cars—12-wheel.....	1
Number of passenger cars—8-wheel.....	18
Number of express and baggage cars.....	11
Number of box freight cars.....	350
Number of stock cars.....	22
Number of platform cars.....	164
Number of coal cars.....	1
Number of conductors' way-cars.....	14
Other cars as follows: Combination (merchandise and stock)....	325

Average amount of tonnage that *can* be carried over your road in Iowa with an engine of the weight and power you use for freight trains—give the weight of engines generally used.  
 Ans. 400 tons of freight, not including cars, which are as much more. The average carried is much less.  
 Weight of heaviest locomotives in use, 32 tons.  
 Average number of passenger and express cars that can be hauled on your regular trains by an engine of given power and weight—give the weight of engine generally used.  
 Ans. 6 (coaches, baggage cars, sleepers or postal).  
 Number of locomotives equipped with train-brake..... 14  
 Number of passenger cars equipped with train-brake..... All  
 What kind of train-brake is used on your road?  
 Ans. Westinghouse air-brake.  
 Number of passenger cars with Miller platform and buffer..... All  
 Number of passenger cars with any other platform and buffer....

## TELEGRAPHS.

Miles of telegraph owned by company.....	None
Number of telegraph offices in company's stations in Iowa.....	9
Number of telegraph stations operated by company in Iowa.....	9

## MILEAGE, TRAFFIC, ETC.

Miles run by passenger trains during the year in Iowa.....	81,535
Miles run by freight trains during the year in Iowa.....	73,655
Miles run by mixed trains.....	None
Total mileage of passenger, freight and mixed trains.....	155,190
Number of through passengers.....	38,041
Number of local passengers.....	189,035
Total number of passengers carried.....	241,076
Total passenger mileage, or passengers carried one mile.....	13,875,718

Average amount received from each passenger.....	\$ 1.025
Average distance traveled by each passenger.....	56.16 miles
Total tons of freight carried.....	721,171,340
Highest rate of fare per mile, for any distance.....	.04
Lowest rate of fare per mile, for any distance (single fare).....	.03
Average rate of fare per mile, received for <i>all</i> passengers.....	.0394
Average rate received per mile, per ton for all freight carried... cars.....	.0193
Average number of cars in passenger trains, including baggage cars.....	3.9
Average number of cars in freight trains.....	19.4
Average weight of passenger trains, including locomotive and tender in working order, exclusive of passengers—tons.....	121
Average weight of freight trains, including locomotive and tender in working order, exclusive of freight—tons.....	230
Rate of speed of passenger and express trains, including stops—miles per hour.....	22½
Rate of speed of freight trains, including stops—miles per hour.....	13

## TONNAGE OF ARTICLES TRANSPORTED.

	TONS.	PER CENT.
Grain.....	232,730,305	32.27
Flour.....	9,582,069	1.29
Provisions (beef, pork, lard, etc.).....	16,090,440	2.36
Animals.....	67,740,250	9.39
Other agricultural products.....	4,835,099	.67
Lumber and forest products.....	100,901,778	15.2
Coal.....	29,801,886	4.13
Plaster.....	17,450,375	2.42
Lime.....		
Salt.....		
Railroad iron—iron and steel rails.....	16,339,379	2.27
Ores.....	9,090,333	1.24
Stone and brick.....	29,010,425	4.02
Merchandise and other articles not enumerated above..	177,730,591	24.64
Total tons carried.....	721,171,340	100

## ADDITIONAL QUESTIONS.

## EXPRESS COMPANIES IN IOWA.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company?  
 Ans. United States Express Company pays a fixed sum for transportation within and up to a fixed limit of weight, and 1½ first class rates on excess. This company does not handle or have anything to do with the express matter or rates thereon as charged by express company, but simply carries when placed in baggage car.

## TRANSPORTATION COMPANIES.

What freight and transportation companies run on your road?  
 Ans. None. Various companies cars pass over this road, for which we pay mileage, as to railroad companies for similar service.  
 What amount have you paid other corporations, car loading companies [stock companies], or individuals, *not operating railroads*, for the use of cars, stating name of individual or company, place of location of general office of said company, and amount paid to each?  
 Ans. None. That is to say the balance of car mileage is slightly in our favor, or we earn on our cars more than we pay.

## SLEEPING CARS.

Do sleeping, parlor or dining-room cars run on your road, and if so, on what terms do they run, by whom are they owned, and what charges are made in addition to regular passenger rates?

Ans. Pullman Palace Car Company's sleepers, for which we pay the same rate per mile as for a coach hired of any railroad company.

What is the total amount paid by your company to palace or sleeping car companies, to what companies, and the amount paid to each? Please state fully the arrangement by which these cars run on your road, the terms, and who receives the earnings.

Ans. The Pullman Palace Car Company receives the earnings for lodging accommodations.

## UNITED STATES MAIL.

What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service?

Ans. \$141.7½ per mile. Indefinite.

## LANDS—CONGRESSIONAL GRANT.

State the number of acres of land your company has already received from Congressional grants . . . . . None

State the number of acres yet to inure to your company from Congressional grants . . . . . None

## STATE OR SWAMP LAND GRANT.

State the number of acres of swamp lands received from counties.

Ans. About 6,750 to the Council Bluffs & St. Joseph Railroad Company; all sold, the last of it about four years since.

State the number of acres yet to inure to your company from swamp land grants to the counties.

Ans. None.

## SUMMARY.

State the amount of city, county and township aid granted to your company in exchange for stock or otherwise. Specify and locate each particular grant and the date when received, in city or county bonds, money or otherwise.

Ans. None to this company *per se*, but as opposite to one of the companies consolidated.

## ACCIDENTS TO PERSONS IN IOWA.

STATEMENT FOR THE YEAR ENDING JUNE 30, 1879, OF ALL ACCIDENTS RESULTING IN INJURIES TO PERSONS, GIVING EXTENT AND CAUSE THEREOF.

DATE.	NAME.	OCCUPATION.	PLACE.	INJURY.	REMARKS.
1878					
July	11 R. Brown	Brakeman	One mile north of Harfield	Fatal injuries	Fell between cars in motion.
September	12 J. S. Smith	Brakeman	Hanberg	Fingers crushed	Caught while coupling.
November	9 Sam. Gordon	Brakeman	Hanberg	Slightly bruised	Caught while coupling.
November	29 A. Kolar	Brakeman	Council Bluffs	Hand crushed	Kicked off car.
February	8 D. G. Dillon	Brakeman	Pacific Junction	Fingers crushed	Caught coupling.
April	14 Wm. E. Jones		East Neb. City Junction	Fatally injured	Ran over; trying to alight while and fell under train.

## RECAPITULATION OF ACCIDENTS.

Killed.—Employees—from misconduct or want of caution .....	1	—
Others—stealing rides.....	1	—
Total killed.....	2	—
Injured.—Employees—from causes beyond their control.....	2	—
misconduct or want of caution .....	3	—
Total injured.....	5	—

In view of the many accidents which occur from railway employes getting their feet caught in frogs, switches, etc., please state whether your company has adopted any plan for preventing such accidents.

Ans. All angles in frogs and wing rails have been filled with blocks of wood, thereby disarming frogs of danger as far as possible.

## OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

*President*—Nathaniel Thayer, Boston, Massachusetts.  
*Secretary*—Charles Merriam, Boston, Massachusetts.  
*Treasurer*—Charles Merriam, Boston, Massachusetts.  
*General Manager*—George H. Nettleton, Kansas City, Missouri.  
*General Superintendent*—J. F. Barnard, St. Joseph, Missouri.  
*Assistant General Superintendent*—D. H. Winton, St. Joseph, Missouri.  
*Division Superintendents*—None.  
*Chief Engineer*—None.  
*Superintendent of Telegraph*—John McConniff, St. Joseph, Missouri.  
*Auditor*—Jos. S. Ford, Kansas City, Missouri.  
*General Passenger Agent*—A. C. Dawes, St. Joseph, Missouri.  
*General Freight Agent*—George Olds, St. Joseph, Missouri.  
*Attorneys, General and Local*—Hon. W. F. Sapp & Co., Council Bluffs, for Iowa.  
*Receiver*—None. Never have gone into bankruptcy. If by the above is meant *cashier*, receiving company's money, then J. H. Aldrich, Kansas City, Missouri.

## NAMES OF DIRECTORS WITH RESIDENCE.

Nathaniel Thayer, Sr., Boston, Massachusetts.  
 Sidney Bartlett, Boston, Massachusetts.  
 H. H. Hunnewell, Boston, Massachusetts.  
 F. M. Weld, Boston, Massachusetts.  
 Charles Merriam, Boston, Massachusetts.  
 John A. Burnhaven, Boston, Massachusetts.  
 Nathaniel Thayer, Jr., Boston, Massachusetts.  
 John G. Richardson, Brockville, Ontario.  
 Geo. H. Nettleton, Kansas City, Missouri.

General offices at St. Joseph, Missouri.  
 Date of annual meeting of stockholders, first Tuesday in March.  
 Fiscal year of the company, same as calendar year.

STATE OF MISSOURI,  
COUNTY OF JACKSON. }

George H. Nettleton, general manager of the Kansas City, St. Joseph & Council Bluffs Railway Company, depose and say that he has caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1879, to the best of his knowledge and belief.

(Signed) GEO. H. NETTLETON.

[L. S. OF R. R.]

Subscribed and sworn to before me, this 13th day of September, A. D. 1879.  
 JNO. B. J. FENTON,  
*Notary Public.*

[L. S.]

Received and filed at the office of the Commissioners of Railroads, this 15th day of September, 1879.  
 J. S. CAMERON,  
*Secretary of Board of Railroad Commissioners.*

## REPORT

OF THE

## MISSOURI, IOWA &amp; NEBRASKA RAILWAY CO.,

FOR THE YEAR ENDING JUNE 30, 1879.

## CAPITAL STOCK.

Capital stock authorized by articles of association.....	\$ 13,000,000.00
Par value of shares.....	(\$100.00)
Average price received per share.....	100.00
Number of stockholders at date of last election.....	176
Number of stockholders in Iowa at same date.....	85
Amount of full-paid stock held in Iowa.....	(\$14,235.00)
Capital stock authorized by vote of company [number of shares—]	6,000,000.00
Capital stock issued [number of shares 14,000] amount paid in	
Capital stock, total amount paid in as per books of the company.....	1,400,075.00
Capital stock, paid in per mile of road owned by company [85 miles.]	

## ASSETS—CORPORATE PROPERTY.

Estimated value of road-bed, including rails and bridges, etc..	\$ 550,000.00
Estimated value of rolling stock.....	50,000.00
Estimated value of stations, buildings and fixtures.....	14,250.00
Estimated value of property per mile of road [85 miles].....	6,470.50

## DEBT.

Funded debt, as follows:	
First mortgage bonds (due—, bear interest at 7 per cent, which is payable June and December) amount.....	\$ 1,800,000.00

## COST OF ROAD AND EQUIPMENT.

CONSTRUCTION OF ROAD, AND BRANCHES (NOT REPORTED SEPARATELY)  
BUILT BY COMPANY.

Grading and masonry.....	\$ 452,410.62
Bridging.....	87,702.44
Superstructure, including rails.....	820,052.08
Land, land damages, and fencing.....	39,300.28
Passenger and freight stations, wood and coal-sheds, and water stations.....	28,942.34
Engine-houses, car-sheds, and turn-tables.....	14,076.08
Machine shops.....	60,076.00
Interest paid during construction, discount, etc.....	66,981.65
Engineering, agencies, salaries, and other expenses during construction.....	37,720.15
All other items charged to construction not enumerated above.....	131,586.29

Total expended for construction.....	\$ 1,757,466.83
Average cost of construction per mile of road (not including sidings).....	\$ 20,676.08
Proportion of cost of construction for Iowa.....	310,141.25

## COST OF EQUIPMENT.

Locomotives.....	\$ 59,014.50
Passenger, mail, and baggage cars.....	19,192.79
Freight and other cars.....	54,810.78
Machinery and tools.....	8,814.32
Total for equipment.....	\$ 141,832.38
Average cost of equipment per mile of road operated by company in this State.....	1,668.66
Proportion of cost of equipment for Iowa.....	25,629.30

## COST OF ROAD AND EQUIPMENT.

Total cost of road and equipment.....	\$ 1,890,299.71
Average cost of same per mile.....	22,344.70
Proportion of same for Iowa.....	335,170.50

State the policy pursued by your company in regard to permanent improvements and repairs, such as replacing iron rails with steel, wooden bridges and culverts with iron and stone, reducing grades and ballasting track. Are the cost of these improvements charged to repairs or construction, and the reasons therefor.

Ans. No iron replaced. All in good condition.

## REVENUE FOR THE YEAR.

## Monthly Earnings.

## FROM TRANSPORTATION OF PASSENGERS AND FREIGHT

		PASSEN- GERS.	FREIGHT.
July, 1878		\$ 1,775.75	\$ 5,022.75
August, 1878		1,941.30	6,078.12
September, 1878		1,883.75	7,065.63
October, 1878		1,957.40	7,556.33
November, 1878		1,622.05	9,311.38
December, 1878		1,687.10	12,181.23
January, 1879		1,863.50	12,366.34
February, 1879		1,917.05	7,941.12
March, 1879		2,133.82	8,641.59
April, 1879		2,002.85	8,676.75
May, 1879		1,631.50	5,663.32
June, 1879		2,408.06	5,555.18
Total		\$ 22,824.13	\$ 96,559.64

## FROM ALL OTHER SOURCES.

	MAILS.	EXPRESS.	MISCELLAN- EOUS.
July, 1878		\$ 62.15	\$
August, 1878		56.43	
September, 1878	240.16	49.00	20
October, 1878	824.21	56.80	
November, 1878		67.95	
December, 1878		68.00	
January, 1879	1,070.46	70.45	450.21
February, 1879		151.65	19.97
March, 1879		59.60	277.33
April, 1879		62.75	182.13
May, 1879		72.50	179.67
June, 1879	421.30	67.85	4.95
Total	\$ 2,556.13	\$ 845.13	\$ 1,114.66

## RECAPITULATION OF EARNINGS.

Receipts from passengers	\$ 22,824.13
Receipts for express	845.13
Receipts for mails	2,559.13
Total receipts from passenger trains	\$ 26,228.39
Receipts from freight	96,559.64
Receipts from miscellaneous sources	1,114.66
Total earnings	\$ 123,898.69

## EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

## CLASS 1—MAINTENANCE OF WAY AND BUILDINGS (charged to operating expenses).

Repairs of track—labor and supplies exclusive of new ties	\$ 18,080.53
Repairs of track—new ties, No. —, cost per tie, \$ —	5,805.05
Repairs of bridges—labor and supplies	2,515.14
Repairs of fences—labor and supplies	655.00
Repairs of buildings—station and water-tanks, etc.	1,641.37
Repairs of telegraph	115.08
Tools for road work	312.56
All other expenditures chargeable to this account	2,498.30
Total	\$ 32,225.61

## CLASS 2—MAINTENANCE OF MOTIVE POWER AND CARS.

Repairs of locomotives	\$ 3,954.87
Repairs of passenger, baggage, mail and express cars	2,232.43
Repairs of freight cars	3,040.79
Repairs of machinery and tools	439.84
Rent of track from Alexandria to Keokuk	7,302.82
Total	\$ 17,036.75

## CLASS 3—CONDUCTING TRANSPORTATION.

Fuel	\$ 7,801.82
Wages of employes—conductors, enginemen, brakemen, stationmen (all grades) and clerks	19,038.03
Miscellaneous train service	2,120.82
Miscellaneous train expenses	6,183.95
Water supply	472.05
Loss and damage of goods	50.15
Injuries to persons	154.50
Damage for stock killed	1,109.40
Legal expenses	214.75
All other expenses chargeable to this account	2,647.29
Total	\$ 39,882.76

## CLASS 4—GENERAL EXPENSES.

Salaries of the general officers of the company	\$ 6,450.00
General office expenses, including clerk hire, rent, fuel, lights, etc.	2,519.38
Taxes in other States	10.83
Printing and stationery	1,889.87
All other expenses chargeable to this account	2,918.68
Total	\$ 13,788.76

## RECAPITULATION OF EXPENSES.

Total expenses of operating the road (embraced in classes 1, 2, 3 and 4)	\$ 105,531.88
Proportion for Iowa	[18,270.30]
Per mile of road operated	[1,218.02]
Per train mile for passenger, freight and mixed trains, estimated by the Commissioners	\$ .87

## GENERAL RECAPITULATION.

Total earnings.....	123,899.69
Total operating expenses.....	103,531.88
Net earnings—earnings above operating expenses.....	\$ 20,367.81

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS,  
JUNE 30, 1879.

## Dr.

Road equipment and construction account.....	\$ 3,882,699.96
Interest paid on bonds.....	153,451.73
Sundries account.....	133,352.58
Total.....	\$ 4,169,504.27

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS,  
JUNE 30, 1879.

## Cr.

Stock issued.....	\$ 2,087,925.00
First mortgage bonds.....	1,800,000.00
Net earnings undistributed.....	60,504.42
Sundries accounts.....	221,974.85
Total.....	\$ 4,169,504.27

## DESCRIPTION OF ROAD.

Date when the road or portions thereof were opened for public use:	
From Alexandria to Memphis, in March, 1872.....	
From Memphis to Lancaster, in December, 1872.....	
From Lancaster to Centerville, in August, 1873.....	
Length of main line of road completed, from Alexandria to Centerville.....	85 miles
Length of main line of road completed in Iowa.....	14 790-1000 m/l's
Length of main line of road in Missouri.....	70 210-1000 m/l's
Total length of road belonging to this company.....	85 miles
Aggregate length of sidings and other tracks not above enumerated.....	5 miles
Same in Iowa.....	4,181 feet
Gauge of track.....	4 ft. 8 1/2 inches
Total length of tracks belonging to this company laid with iron rails [weights per yard 56 pounds].....	85 miles
Total miles of road operated by this company.....	85 miles
Total miles of road operated in Iowa.....	14 790-1000

## NUMBER OF BRIDGES AND TRISTLES ON WHOLE LINE.

Wooden bridges, number of, 200; aggregate length, feet.....	10,180
Culverts.....	69

## CROSSINGS.

What railroads cross your road at grade in this State, and at what locality?	
Burlington & Southwestern Railroad at Sedan.....	
Chicago, Rock Island & Pacific Railroad at Centerville.....	

What railroads cross your road either over or under your grade in this State, and where? None.

Number of crossings of highways at grade in this State without protection. None.

Number of crossings of highways at grade in this State at which there are gates or flagmen. None.

Number of crossings of highways over railroad. None.

Number of crossings of highways under railroad. None.

Number of highway bridges eighteen feet above track. None.

Number of highway bridges less than eighteen feet above track. None.

What regulations govern your employes in regard to the crossings of other railroads, and are they found to be sufficient?

Ans. Yes, all trains and locomotives will come to a full stop at the crossing of all intersecting railroad lines at least 200 feet from the same and not proceed until the road is known to be clear.

What regulations govern your employes in regard to the crossings of public highways, and are these regulations found to be sufficient?

Ans. Yes, the bell is rung, when approaching all public road crossings commencing at least eighty rods distant and continue ringing bell until the crossing is passed. At obscure crossings sound the whistle instead.

## STATIONS.

Number of stations.....	18
Same in Iowa.....	4

## EMPLOYES.

Number of persons regularly employed on all roads operated by company, including officials.....	105
Same in Iowa.....	19

## ROLLING STOCK.

Number of locomotives of more than 30 tons weight, exclusive of tender.....	5
Number of locomotives of more than 20 tons weight, exclusive of tender.....	1
Number of locomotives of more than 10 tons weight, exclusive of tender.....	None
Number of passenger cars—12 wheel.....	None
Number of passenger cars—8 wheel.....	2
Number of baggage and express cars.....	2
Number of box freight cars.....	44
Number of stock cars.....	25
Number of platform cars.....	30
Number of coal cars.....	30
Number of conductors' way cars.....	3
Average amount of tonnage that can be carried over your road with an engine of the weight and power you use for freight trains—give the weight of engines generally used. Thirty-three ton engines—240 tons.	
Average number of passenger and express cars that can be hauled on your regular trains by an engine of given power and weight—give the weight of engine generally used. Twenty-eight ton engine—10 coaches.	
Number of engines equipped with train-brake.....	1
Number of passenger cars equipped with train-brakes.....	None
What kind of train-brake is in use on your road? Hand-brake.	
Number of passenger cars with Miller platform and buffer.....	None
Number of passenger cars with any other platform and buffer. Jackson & Sharp Co.'s.	



## TELEGRAPHS.

Miles of telegraph on line operated by company.....	85
Miles of telegraph owned by company.....	None
Number of telegraph offices in company's stations.....	10
Number of telegraph stations operated by company.....	10
Number of telegraph stations operated jointly by railroad and telegraph companies.....	10

## MILEAGE, TRAFFIC, ETC.

Miles run by passenger trains during the year.....	53,210
Miles run by freight trains.....	53,210
Miles run by mixed trains and extras.....	12,200
Total mileage of passenger, freight and mixed trains.....	118,620
Miles run by construction and other trains.....	3,500
Total train miles run.....	122,120
Miles run by rented cars.....	156,000
Highest rate of fare per mile, for any distance.....	.03 $\frac{1}{2}$
Lowest rate of fare per mile, for any distance (single fare).....	.03 $\frac{1}{2}$
Average rate of fare per mile, received for all passengers.....	.03 $\frac{1}{2}$
Average number of cars in passenger trains, including baggage cars.....	3
Average number of cars in freight trains.....	14
Rate of speed of passenger and express trains, including stops, miles.....	21
Rate of speed of freight trains, including stops, miles.....	10

## ADDITIONAL QUESTIONS.

## EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company?

Ans. United States Express Company. One and one-half first class tariff rates. General express business. Freights taken at depots.

## TRANSPORTATION COMPANIES.

What freight and transportation companies run on your road?

Ans. None.

## SLEEPING CARS.

Do sleeping, parlor or dining-room cars run on your road?

Ans. None.

## U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service?

Ans. \$4,200 per annum.

## LANDS—CONGRESSIONAL, STATE, OR SWAMP LAND GRANT.

State the number of acres of land your company have already received from the Congressional grants

Ans. None.

## SUMMARY.

State the amount of city, county and township aid granted to your company in exchange for stock or otherwise. Specify and locate each particular grant and the date when received, in city or county bonds, money or otherwise.

Vernon township, Clark county, Missouri.....	\$ 25,000.00
Clark county, Missouri.....	75,000.00
Clark county, Missouri.....	50,000.00
Scotland county, Missouri.....	300,000.00
City of Memphis, Scotland county, Missouri.....	30,000.00
Schuyler county, Missouri.....	150,000.00
Liberty township, Schuyler county, Missouri.....	15,000.00
Town of Glenwood, Schuyler county, Missouri.....	10,000.00
Town of Kahioka, Clark county, Missouri.....	5,000.00
Town of Centerville, Appanose county, Iowa (subscription of cash).....	65,018.05

## ACCIDENTS TO PERSONS IN IOWA.

Ans. None.

## OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

*President*—Gen. F. M. Drake, Centerville, Iowa.  
*Vice-President*—Henry Hill, Keokuk, Iowa.  
*Secretary*—James Fitz Henry, Keokuk, Iowa.  
*Treasurer*—James Fitz Henry, Keokuk, Iowa.  
*General Manager*—Henry Hill, Keokuk, Iowa.  
*General Superintendent*—Henry Hill, Keokuk, Iowa.  
*Assistant General Superintendent*—W. S. Hill, Keokuk, Iowa.  
*Chief Engineer*—Henry Shaw, Centerville, Iowa.  
*Superintendent of Telegraph*—W. S. Hill, Keokuk, Iowa.  
*Auditor*—O. H. Mackroth, Keokuk, Iowa.  
*General Passenger Agent*—W. S. Hill, Keokuk, Iowa.  
*General Freight Agent*—W. S. Hill, Keokuk, Iowa.  
*Attorneys, General and Local*—Baker, Drake & Hughes, Centerville, Iowa.

## NAMES OF DIRECTORS WITH RESIDENCE.

B. E. Smith, New York City.  
 C. A. Secor, New York City.  
 Geo. I. Forrest, New York City.  
 W. Gelhard, New York City.  
 A. B. Stone, New York City.  
 F. Lovejoy, Philadelphia, Pa.  
 A. L. Hopkins, Toledo, Ohio.  
 I. A. Talbot, Centerville, Iowa.  
 A. J. Baker, Centerville, Iowa.  
 F. M. Drake, Centerville, Iowa.  
 Henry Hill, Keokuk, Iowa.  
 James Fitz Henry, Keokuk, Iowa.  
 J. E. Walker, Warsaw, Illinois.

General offices at Keokuk, Iowa.

Date of annual meeting of stockholders—first Monday ———.  
 Fiscal year of the company closes.

Names of stockholders authorized to vote at the last annual meeting, and shares of each. To be reported separately.)

Henry Hill, 300 shares; Henry Hill, by proxy, 13,208 shares; J. A. Talbot, 8½ shares; James Fitz Henry, 13 shares; J. E. Walker, 1 share; A. J. Baker, 1 share; Henry Shaw, 1 share.

STATE OF IOWA, )  
COUNTY OF APPANOOSE )

I, F. M. Drake, President of the Missouri, Iowa & Nebraska Railway Company, being duly sworn, depose and say that I have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1879, to the best of his knowledge and belief.

[L. S. OF R. B.] Signed,

F. M. DRAKE.

Subscribed and sworn to before me, this fifteenth day of September, A. D. 1879.

T. P. SHONTS,  
Notary Public.

Received and filed in the office of the Commissioners of Railroads, this fourth day of October, 1879.

J. S. CAMERON,

Secretary of Board of Railroad Commissioners.

REPORT

OF THE

NEWTON & MONROE RAILROAD COMPANY,

FOR THE YEAR ENDING JULY 31st, 1879.

CAPITAL STOCK.

Capital stock authorized by articles of association .....	\$	350,000.00
Par value of shares.....	\$ 100.00	
Average price received per share.....	100.00	
Number of stockholders at date of last election...	7	
Number of stockholders in Iowa at same date.....	6	
Amount of full-paid stock held in Iowa.....	35,000.00	
Capital stock authorized by vote of company, [number of shares, 850]		
Capital stock issued [number of shares, 850] amount paid in....		85,000.00
Capital stock paid in on shares not issued [number shares, none]		
Capital stock, total amount paid in as per books of the company		85,000.00
Capital stock, total amount realized in cash.....	[\$85,000.00]	
Capital stock paid in per mile of road owned by company... [17 miles].....		5,000.00

ASSETS—CORPORATE PROPERTY,

Estimated value of the road-bed, including rails and bridges (see note).....		83,000.00
Estimated value of rolling stock .....	Equipment leased	
Estimated value of stations, buildings and fixtures.....		2,000.00
Estimated value of property per mile of road.....	[17 miles]	5,000.00

NOTE.—The Newton & Monroe Railroad Company purchased the property from the Iowa, Minnesota & North Pacific Railway Company, commencing operations in August, 1877. The value of property is estimated from price paid and cost of putting in condition to operate.

## DEBT.

Funded debt as follows:

A bonded debt of \$175,000 was placed on the property by the previous owner. These bonds with title to property were purchased by this company and are now held by this company.

Unfunded debt:

This company has no debt floating or otherwise (except as stated in Part I). And for current expense for the month, paid on or before the 20th of the succeeding month, when audited.....

State the policy pursued by your company in regard to permanent improvement and repairs, such as replacing iron rails with steel, wooden bridges and culverts with iron and stone, reducing grades and ballasting track. Are the cost of these improvements charged to repairs or construction, and the reason therefor.

All repairs and improvements of road-bed and superstructure are charged to operating expenses.

## REVENUE FOR THE YEAR.

## Monthly Earnings.

## FROM TRANSPORTATION OF PASSENGERS AND FREIGHT.

		PASSENGERS.	FREIGHT.
July, 1878.	.....	\$ 590.01	\$ 1,122.43
August, 1878.	.....	513.33	1,251.42
September, 1878.	.....	337.76	1,471.22
October, 1878.	.....	295.85	2,503.29
November, 1878.	.....	311.88	1,346.78
December, 1878.	.....	280.65	1,837.61
January, 1879.	.....	284.55	1,087.26
February, 1879.	.....	295.36	1,177.79
March, 1879.	.....	382.38	1,524.73
April, 1879.	.....	241.82	1,562.42
May, 1879.	.....	382.48	1,438.96
June, 1879.	.....	288.62	1,163.19
Totals.	.....	\$ 4,144.72	\$ 17,487.19

## FROM ALL OTHER SOURCES.

		MAILS.
July, 1878.	.....	\$ 57.40
August, 1878.	.....	57.40
September, 1878.	.....	57.40
October, 1878.	.....	57.40
November, 1878.	.....	57.40
December, 1878.	.....	57.40
January, 1879.	.....	57.40
February, 1879.	.....	57.40
March, 1879.	.....	57.40
April, 1879.	.....	57.40
May, 1879.	.....	57.40
June, 1879.	.....	57.39
Total.	.....	\$ 688.79

## RECAPITULATION OF EARNINGS.

Receipts from local passengers .....	\$ 4,144.00
Receipts for mails .....	688.79
<i>Total receipts from passenger trains.—All trains are mixed.</i>	
Receipts from passenger trains, per train mile run [21,284 miles], 22 70-100.	.....
Receipts from freight trains, per train mile run [21,284 miles], 82 16-100.	.....
Total earnings .....	\$ 22,320.61
Earnings per mile of road operated [17 miles] .....	\$1,312.94
Per train mile, for passenger, freight and mixed trains [21,284 miles] .....	\$104.86
Have you made any advance or reduction in freight since the enactment of chapter 77 of the Laws of the Seventeenth General Assembly—if so, what percentage?	.....
Ans. No.	.....

## EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

## CLASS 1—MAINTENANCE OF WAY AND BUILDINGS (charged to operating expenses).

Repairs of track—labor and supplies exclusive of new ties .....	\$ 4,747.40
Repairs of track—new ties, No. 2,380, cost per tie, 49 14-100 .....	1,174.15
Repairs of bridges—labor and supplies (labor included in track repairs) .....	160.94
Repairs of fences—labor and supplies .....	132.81
Total .....	\$ 6,215.30

## CLASS 2—MAINTENANCE OF MOTIVE POWER AND CARS.

Repairs of locomotives .....	\$ 889.37
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## CLASS 3—CONDUCTING TRANSPORTATION.

Fuel .....	\$ 1,385.21
Oil, waste and lights .....	209.91
Wages of employes—conductors, enginemen, brakemen, stationmen (all grades) and clerks .....	4,080.00
Water supply (supplied by spring running into tank).	.....
Injuries to persons .....	124.37
Damage for stock killed .....	322.50
Hire of cars (rent of equipment in all) .....	1,200.00
Total .....	\$ 7,321.99

## CLASS 4—GENERAL EXPENSES.

Salaries of the general officers of the company (superintendent) .....	\$ 1,500.00
Insurance .....	8.25
Taxes in Iowa .....	546.18
Printing and stationery .....	40.50
All other expenses chargeable to this account .....	459.16
Total .....	\$ 2,525.09

## RECAPITULATION OF EXPENSES.

Total expenses of operating the road (embraced in classes 1, 2, 3 and 4) .....	\$ 16,957.75
Per mile of road operated.....	[\$897.52]
Per train mile for passenger, freight and mixed trains [21,284 miles].....	[.79 67-100]
Percentage of expenses to earnings .....	[.75 9-10]
Net earnings per train mile [21,284 miles].....	[.25 2-10]

## GENERAL RECAPITULATION.

Total earnings .....	\$ 22,320.61
Total operating expenses .....	16,957.75
Net earnings—earnings above operating expenses .....	5,362.86
Total receipts above operating expenses.....	[\$5,362.86]
Percentage of net earnings to stock and debt.....	[.66 3-10]
Percentage of net earnings to cost of road and equipment.....	[Same]

## PAYMENTS FROM INCOME, DIVIDENDS, ETC.

Receipts above operating expenses and interest.....	\$ 5,362.86
Dividends declared, 6 per cent for the year, amount.....	5,100.00
Date of last dividend declared.....	[August 1, 1879]
Balance for the year, or surplus .....	262.86

## GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS,

## Dr.

Permanent investment account .....	\$ 85,000.00
Profit and loss .....	262.86
Total.....	\$ 85,262.86

Total—Materials on hand (when purchased are charged to operating expenses). No inventory taken.

## GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS,

JUNE 30, 1879.

## Cr.

Capital stock.....	\$ 85,000.00
Cash in hands of treasurer.....	262.86
Total.....	\$ 85,262.86

## DESCRIPTION OF ROAD.

Date when the road or portions thereof were opened for public use:  
From Newton to Monroe, about Aug. 15, 1877.  
Length of main line of road completed, from Newton to Monroe, 17 miles.  
Total length of road belonging to this company, 17 miles.  
Aggregate length of sidings and other tracks not above enumerated, 15.16 miles.  
Gauge of track, 4 feet 8½ inches.  
Total length of tracks belonging to this company laid with iron rails [weight per yard, 60 to 40], 17 miles.  
Total miles of road operated by this company..... } 17 miles  
Total miles of road operated by company in Iowa..... } 17 miles

## NUMBER OF BRIDGES AND TRISLES ON WHOLE LINE.

Wooden bridges, number of, 1; aggregate length, feet.....	146
Wooden trestles and pile bridges, number of, 31.....	2,434
Culverts, number of, 21.....	{ 7 stone, 2 ft. opening 4 box, 2 ft. opening 8 open, 8 ft. opening

## BRIDGES BUILT WITHIN THE YEAR.

None.

## CROSSINGS.

Number of crossings of highways at grade in this State without protection, including street crossings .....	37
Number of crossings of highways over railroad [1 wagon and 1 foot bridge].....	2
Number of crossings of highways under railroad.....	2
Number of crossings of highways 18 feet above track .....	1
Number of highway bridges less than 18 feet above track .....	1
Number of highway bridges less than 18 feet above track .....	1
What regulations govern your employes in regard to the crossings of other railroads, and are they found to be sufficient?	
Ans. Whistle and ring bell on approach; no accidents have happened.	

## STATIONS.

Number of stations. Two terminal, one intermediate.....	3
Number of persons regularly employed on all roads operated by company, including officials.....	28

## FENCING.

How many miles of fencing have you on your road in Iowa? .....	1½ mile
How many miles of fencing have you built during the year? .....	1½ mile
What was the average cost per rod.....	\$ .83½
The total cost of same? .....	\$ 132.81
Give the miles of fence needed on both sides of your track, in each county in Iowa through which your road runs, and the aggregate amount in miles: Estimated 25½ miles in Jasper county.	

## ROLLING STOCK.

Number of locomotives of more than 20 tons weight, exclusive of tender.....	1
Number of passenger cars—12-wheel; number of passenger cars—8-wheel—(combination).....	1
Number of box freight cars .....	2
Number of coal cars.....	10
Average amount of tonnage that can be carried over your road with an engine of the weight and power you use for freight trains—give the weight of engines generally used.....	90 tons

## MILEAGE, TRAFFIC, ETC.

Total mileage of passenger, freight and mixed trains (all trains mixed).....	21,284
Total train miles run .....	21,284
Number of local passengers .....	10,213
Total number of passengers carried.....	10,213
Total passenger mileage, or passengers carried one mile.....	100,154
Average amount received from each passenger .....	\$ .40 58-100
Average distance traveled by each passenger (miles).....	15.68
Number of tons of local freight carried.....	31,812-1290
Total tons of freight carried.....	31,812-1290
Total freight mileage, or tons carried one mile (all freight considered local).....	210,747
Highest rate of fare per mile, for any distance.....	3½ cents
Lowest rate of fare per mile, for any distance (single fare) excursion.....	1.50 cents
Average rate per mile received for all passengers.....	2.58 cents
Average rate received per mile, per ton for all freight carried.....	8.29 cents
Average number of cars in passenger trains, including baggage cars, combination.....	1
Average number of freight trains.....	5
Average weight of passenger trains, including locomotives and tender in working order, exclusive of passengers.....	75 tons.
Average weight of freight trains, including locomotive and tender in working order, exclusive of freight.....	75 tons.
Rate of speed of passenger and express trains, including stops.....	12 mil. per h.
Rate of speed of freight trains, including stops.....	12 mil. per h.

## TONNAGE OF ARTICLES TRANSPORTED.

	TONS.	PER CENT.
Grain .....	2,483-1060	.078
Flour .....	62-1000	.002
Animals.....	934	.03
Lumber and forest products .....	622-1000	.02
Coal.....	27,108-1000	85-21
Stone and brick.....	56	.0017
Merchandise and other articles, not enumerated above.....	544-1290	.016
Total tons carried.....	31,812-1290	100

## ADDITIONAL QUESTIONS.

## EXPRESS COMPANIES.

What express companies run on your road? None.

## TRANSPORTATION COMPANIES.

What freight and transportation companies run on your road? None.

## U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service?

Ans. \$688.70 per year. Carry mail once daily (Sunday excepted) each way.

## LANDS—CONGRESSIONAL GRANT.

None.

## LANDS—STATE OR SWAMP LAND GRANT.

State the amount of city, county and township aid granted to your company in exchange for stock or otherwise. Specify and locate each particular grant and the date when received, in city or county bonds, money or otherwise?  
 Ans. Township taxes were voted in aid of the Iowa, Minnesota & North Pacific R'y Company. Amount paid not known.

## ACCIDENTS TO PERSONS IN IOWA.

STATEMENT FOR THE YEAR ENDING JUNE 30, 1879, OF ALL ACCIDENTS RESULTING IN INJURIES TO PERSONS, GIVING EXTENT AND CAUSE THEREOF.

On August 16, 1878. After train had left Wilson Station coming north, Benjamin Pointer, attempted to get on board at front end of passenger coach, missed his footing and fell across track. The trucks passed over one leg, necessitating amputation above the knee. Accident caused by criminal carelessness of himself.

## OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President—F. H. Griggs, Davenport, Iowa.  
 Secretary—D. S. Couch, Newton, Iowa.  
 Treasurer—D. S. Couch, Newton, Iowa.  
 General Superintendent—D. S. Couch, Newton, Iowa.  
 Attorneys, General and Local—Ryan Bros., Newton, Iowa.

## NAMES OF DIRECTORS, WITH RESIDENCE.

F. H. Griggs, Davenport, Iowa.  
 Robert Ryan, Newton, Iowa.  
 D. S. Couch, Newton, Iowa.  
 David Ryan, Newton, Iowa.  
 D. L. Clark, Newton, Iowa.

General offices at Newton, Jasper County, Iowa.  
 Date of annual meeting of stockholders. Articles of incorporation provide the time of annual meeting shall be fixed by by-law. No by-law has been adopted.  
 Fiscal year of the company ends July 31st.  
 Names of stockholders authorized to vote at the last annual meeting, and shares of each. (To be reported separately). None held since organization.

STATE OF IOWA, }  
COUNTY OF JASPER. }

We, F. H. Griggs, President, and D. S. Couch, Secretary and Superintendent of the Newton & Monroe Railroad Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said Company on the thirtieth day of June, A. D. 1879, to the best of their knowledge and belief.

Signed,

F. H. GRIGGS,  
*President.*  
D. S. COUCH,  
*Secretary.*

[L. S. OF R. R.]

Subscribed and sworn to before me, this 25th day of September, A. D. 1879,  
by D. S. Couch.

[L. S.]

ROBERT RYAN,  
*Notary Public.*

Subscribed and sworn to before me, by F. H. Griggs, this 23d day of September, A. D. 1879.

JACOB STRASSER,  
*Notary Public.*

Received and filed in the office of the Commissioners of Railroads, this 26th day of September, 1879.  
J. S. CAMERON,  
*Secretary of Board of Railroad Commissioners.*

## REPORT

OF THE

# ST. LOUIS, OTTUMWA & CEDAR RAPIDS

RAILROAD COMPANY.

FOR THE YEAR ENDING, JUNE 30, 1879.

The St. Louis, Ottumwa & Cedar Rapids Railway Company was leased to the St. Louis, Kansas City & Northern Railway Company, October 1, 1875. Annual rental, \$22,575.

### REVENUE FOR THE YEAR.

#### Monthly Earnings.

#### FROM TRANSPORTATION OF PASSENGERS AND FREIGHT.

		PASSEN- GERS.	FREIGHT.
July,	1878	2,346.35	1,702.40
August,	1878	2,177.33	1,641.08
September,	1878	2,486.79	2,100.71
October,	1878	2,343.96	1,537.13
November,	1878	1,888.01	2,180.18
December,	1878	2,160.35	1,461.63
January,	1879	1,623.25	2,440.26
February,	1879	1,608.10	2,636.30
March,	1879	1,780.64	3,721.05
April,	1879	1,885.53	2,780.55
May,	1879	1,785.37	3,608.76
June,	1879	1,916.76	2,771.80
Totals		\$ 24,092.47	\$ 20,051.05

## FROM ALL OTHER SOURCES.

		MAILS.	EXPRESS.	MISCELLANEOUS.
July, 1878		\$ 247.24	\$ 103.17	\$ 3.50
August, 1878		298.38	116.37	2.55
September, 1878		247.24	164.37	6.85
October, 1878		187.62	125.55	7.56
November, 1878		226.56	87.75	.60
December, 1878		226.56	102.05	1.20
January, 1879		226.56	154.07	17.10
February, 1879		226.56	109.20	10.50
March, 1879		226.56	113.75	5.80
April, 1879		206.56	157.20	6.80
May, 1879		226.56	143.17	42.20
June, 1879		226.56	186.88	4.65
Totals		\$ 2,733.96	\$ 1,569.63	\$ 109.30

## RECAPITULATION OF EARNINGS.

Receipts from all passengers	\$ 24,092.47
Receipts for express	1,569.63
Receipts for mails	2,733.96
<i>Total receipts from passenger trains</i>	\$ 28,396.06
Total receipts from freight trains	29,051.05
Receipts from miscellaneous sources	109.30
<b>Total earnings</b>	<b>\$ 57,556.41</b>

## GENERAL RECAPITULATION.

Total earnings	\$ 57,556.41
Total operating expenses	73,698.96
Net loss, operating expenses, above earnings	\$ 16,142.55

## PAYMENTS FROM INCOME, DIVIDENDS, Etc.

No dividend or surplus income.

## GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, JUNE 30, 1879.

## DR.

Total earnings as per statement on previous pages	\$ 57,556.41
Deficit, excess of expenditures over earnings	16,142.55
<b>Total</b>	<b>\$ 73,698.96</b>

## GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, JUNE 30, 1879.

## CR.

Total expenditures (see statement)	\$ 73,698.96
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## DESCRIPTION OF ROAD.

Total length of road belonging to this company	43.1639
Aggregate length of sidings and other tracks not above enumerated	
Same in Iowa	43.1639
Gauge of track	4 feet 8 in.
Total length of road belonging to this company laid with iron rails (weight per yard, 56 lbs.)	43.1639
Total miles of road operated by this company, in Iowa	43.1639

## NUMBER OF BRIDGES AND TRISTLES ON WHOLE LINE.

Wooden bridges, number of, 9; aggregate length, feet	1,292
Culverts, number of, 20; aggregate length, feet	7,560

## BRIDGES BUILT WITHIN THE YEAR.

None.

## CROSSINGS.

What railroads cross your road at grade in this State, and at what locality?  
 Burlington & Southwestern Railroad, at Moulton,  
 Burlington & Southwestern Railroad, at Bloomfield,  
 Chicago, Rock Island & Pacific Railroad, at Belknap,  
 Burlington & Missouri River Railroad, at Ottumwa.

What railroads cross your road either over or under your grade in this State, and where?  
 Ans. None.

Number of crossings of highways at grade in this State at which there are gates or flagmen
 None || Number of crossings of highways over railroad | 1 |
| Number of crossings of highways under railroad | None |
| Number of crossings of highways 18 feet above track | 1 |

What regulations govern your employes in regard to the crossings of other railroads, and are they found to be sufficient?  
 Ans. All trains to come to a full stop within 200 feet of crossing and then proceed slowly under full control of trainmen until crossing is passed.

What regulations govern your employes in regard to the crossings of public highways, and are these regulations found to be sufficient?  
 Ans. The bell upon the engine is rung or whistle sounded. This regulation has been found to be sufficient.

Number of stations in Iowa
 6 || Number of persons regularly employed on all roads operated by company, including officials, in Iowa | 60 |

## FENCING.

How many miles of fencing have you on your road in Iowa?  
 Ans. One mile.

How many miles of fencing have you built during the year?  
 Ans. None.

What was the average cost per mile?  
 Ans. \$700.00.

The total cost of the same
 \$ 700.00 |

## ROLLING STOCK.

Number of locomotives of more than 30 tons weight, exclusive of tender.....	1
Number of locomotives of more than 20 tons weight, exclusive of tender.....	1
Number of passenger cars—8-wheel.....	1
Number of express and baggage cars.....	1
Average amount of tonnage that can be carried over your road with an engine of the weight and power you use for freight trains—give the weight of engines generally used? 160 tons.	
Average number of passenger and express cars that can be hauled on your regular trains by an engine of given power and weight—give the weight of engine generally used? 10.	
Number of locomotives equipped with train-brake.....	4
What kind of train-brake is in use on your road? Westinghouse Automatic.	
Number of passenger cars with Miller platform and buffer.	
Number of passenger cars with any other platform and buffer? Blackstone platform.....	4

## MILEAGE, TRAFFIC, Etc.

Miles run by passenger trains during the year.....	41,100
Miles run by freight trains.....	45,400
Total mileage of passenger freight and mixed trains.....	86,500
Total number of passengers carried.....	27,714
Total passenger mileage, or passengers carried one mile.....	715,277
Average amount received from each passenger.....	.93
Average distance traveled by each passenger.....	25.8 miles
Total tons of freight carried.....	62,287
Total freight mileage, or tons carried one mile.....	2,597,157
Average rate of fare per mile, received for all passengers.....	.03 624-1000
Average rate received per mile per ton for all freight carried.....	.01 118-1000
Average number of cars in passenger trains, including baggage cars, 1 coach, 1 baggage car.....	10
Average weight of passenger trains, including locomotive and tender in working order, exclusive of passengers.....	187,587 lbs.
Average weight of freight trains, including locomotive and tender in working order, exclusive of freight.....	320,587 lbs.
Rate of speed of passenger and express trains, including stops.....	20 miles
Rate of speed of freight trains, including stops.....	10 miles

## ADDITIONAL QUESTIONS.

## EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company?

Ans. United States Express Company; they carry money and valuable packages; they take their freight at our depots.

## TRANSPORTATION COMPANIES.

What freight and transportation companies run on your road?

Ans. None.

## SLEEPING CARS.

Do sleeping, parlor or dining-room cars run on your road, and if so, on what terms do they run, by whom are they owned, and what charges are made in addition to regular passenger rates?

Ans. Pullman sleeping cars. The St. Louis, Kansas City & Northern Railway Co. pay three cents per mile, as mileage, for use of cars, and pay also for all damages done to cars while the same are on road. Pullman Co. charges two dollars per night for single berth.

## UNITED STATES MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service?

Ans. \$72 per annum; daily service once a day, and closed mail in baggage cars when two trains are used.

## LANDS—CONGRESSIONAL GRANT.

Ans. None.

## SUMMARY.

State the amount of city, county and township aid granted to your company in exchange for stock or otherwise.

Nothing.

## ACCIDENTS TO PERSONS IN IOWA.

STATEMENT FOR THE YEAR ENDING JUNE 30, 1879, OF ALL ACCIDENTS RESULTING IN INJURIES TO PERSONS, GIVING EXTENT AND CAUSE THEREOF.

July 8, 1878. W. C. Johnson; passenger; one mile north of Belknap; head slightly scratched; caused by dome cap of locomotive blowing off and falling in on and breaking in top of coach. Accident not within his control.

July 8, 1878. Richard Dalton; brakeman; Moulton; little finger on right hand bruised while coupling cars; no bones broken. Accident was within his control.

July 18, 1878. Wm. M. Williams; carpenter; between West Grove and Moulton; cut his foot while sizing ties; accident was within his control.

## RECAPITULATION OF ACCIDENTS.

Total killed.....	None
Injured—Passengers—from causes beyond their control.....	1—
Injured—Employees—misconduct or want of caution.....	2—
Total injured.....	3



## OFFICERS OF THE COMPANY. WITH LOCATION OF OFFICES.

President—B. W. Lewis, Jr., St. Louis.  
 Vice-President—James F. How, St. Louis.  
 Secretary—James F. How, St. Louis.  
 Treasurer—R. D. Kohn, St. Louis.  
 General Manager—Thomas McKissick, St. Louis.  
 General Superintendent—Thomas McKissick, St. Louis.  
 Division Superintendents—Geo. B. Parsell, St. Louis Division, Moberly; M. G. Cary, West Division, Kansas City.  
 Superintendent of Telegraph—S. C. Mason, Moberly.  
 Auditor—D. B. Howard, St. Louis.  
 General Passenger Agent—C. K. Lord, St. Louis.  
 General Freight Agent—A. C. Bird, St. Louis.  
 General Attorney—Wells H. Blodgett, St. Louis.  
 Local Attorneys—Trimble, Carruthers & Trimble, Bloomfield, Iowa.

## NAMES OF DIRECTORS WITH RESIDENCE.

B. W. Lewis, Jr., St. Louis.  
 John Jackson, St. Louis.  
 James F. How, St. Louis.  
 Julius S. Walsh, St. Louis.  
 J. R. Lionberger, St. Louis.  
 Daniel Catlin, St. Louis.  
 William Spear, St. Louis.  
 George J. Senev, New York.  
 W. R. Garrison, New York.  
 J. A. Jameson, New York.  
 Solon Humphreys, New York.

General offices at St. Louis, Missouri.  
 Date of annual meeting of stockholders, first Tuesday in March.  
 Fiscal year of the company, January 1st.

STATE OF MISSOURI,  
 CITY AND COUNTY OF ST. LOUIS, )

James F. How, Vice-President of the St. Louis, Kansas City & Northern Railway Company, being duly sworn, depose and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1879, to the best of his knowledge and belief.

Signed, JAMES F. HOW,  
 Vice President St. L., K. C. & N. Ry Co.

Subscribed and sworn to before me, this ninth day of September, A. D. 1879.  
 [L. s.] GEO. S. GROVER,  
 Notary Public, St. Louis City and County.

Received and filed in the office of the Commissioners of Railroads, this eleventh day of September, 1879.  
 J. S. CAMERON,  
 Secretary of Board of Railroad Commissioners.

## REPORT

OF THE

## SIOUX CITY &amp; PACIFIC RAILROAD COMPANY,

FOR THE YEAR ENDING JUNE 30, 1879.

## CAPITAL STOCK.

Capital stock authorized by articles of association .....	\$ 6,000,000.00
Par value of shares .....	[8100]
Average price received per share .....	[8100]
Number of stockholders at date of last election .....	[149]
Number of stockholders in Iowa at same date .....	[14]
Amount of full-paid stock held in Iowa .....	[\$69,400]
Capital stock issued [number of shares, 20,684] amount paid in .....	2,068,400.00
Capital stock paid in, common .....	1,899,400.00
Capital stock paid in, preferred, and conditions of mortgage on road between Missouri Valley and California Junction .....	169,000.00
Capital stock, total amount realized in cash .....	2,068,400.00
Capital stock, total amount realized in property .....	
Capital stock paid in per mile of road owned by company [107.42 miles] .....	19,255.26

## DEBT.

Funded debt, as follows:

First mortgage bonds (due July 1, 1898, bear interest at — per cent, which is payable January 1 and July 1), amount	\$ 1,628,000.00
United States second mortgage (due January 1, 1898, bear interest at 6 per cent, which is payable January 1, 1898), amount	1,628,520.00

Total amount of funded debt	\$ 3,256,520.00
Amount received from the same in cash	3,256,520.00
Interest accrued on government debt to June 30, 1879	1,073,100.24
Unfunded debt incurred for equipment	5,000.00
Coupons on first mortgage bonds, due July 1, 1879	48,840.00
Coupons on first mortgage bonds due previous to July 1, 1879	1,275.00
Other debts—current credit balances, etc.	121,382.85
Total debt liabilities	4,505,818.00
Amount of debt liabilities per mile of road (107.42 miles)	41,945.80
Amount of debt liabilities after deducting cash, sinking funds in hands of trustees, and such securities and debt-balances as do not represent permanent investments	4,302,271.98
Contingent liabilities as guarantor of bonds or debts of other corporations, specifying same	None

## COST OF ROAD AND EQUIPMENT.

Total cost of road and equipment	\$ 5,250,187.74
Average cost of same per mile	49,805.70
Proportion of same for Iowa	4,907,871.92
Main line extension or alteration of road	None
Branches, extension or alteration of road, specifying each	None
Double track extension	None
Land, station grounds	75
Passenger and freight stations, wood-sheds and water stations	5,474.09
New locomotives	5,000.00
New passenger cars (air-brakes)	603.87
Machine-shop, machinery and tools	44.90
New fences	222.13
Side-tracks and crossings	1,067.12
Bridges	90.87
Total	\$ 12,510.33
Net addition to property account for the year	12,510.33

State the policy pursued by your company in regard to permanent improvement and repairs, such as replacing iron rails with steel, wooden bridges and culverts with iron and stone, reducing grades and ballasting tracks. Are the cost of these improvements charged to repairs or construction, and the reasons therefor?

Ans. Repairs.

## REVENUE FOR THE YEAR.

## Monthly Earnings.

FROM TRANSPORTATION OF PASSENGERS—IOWA DIVISION.

	THROUGH.	LOCAL.	TOTAL.
July, 1878	\$ 4,313.97	\$ 2,445.10	\$ 6,759.07
August, 1878	5,082.74	2,710.76	7,793.50
September, 1878	4,774.66	2,625.72	7,400.38
October, 1878	4,963.64	3,450.68	8,414.32
November, 1878	4,879.96	2,934.97	7,814.93
December, 1878	3,740.39	2,046.23	5,786.62
January, 1879	2,768.04	1,959.75	4,727.79
February, 1879	2,317.15	2,188.57	4,505.72
March, 1879	2,630.77	2,753.95	5,384.72
April, 1879	4,697.57	2,564.14	7,261.71
May, 1879	3,034.76	2,471.93	5,506.69
June, 1879	3,257.11	2,435.52	5,692.63
Totals	\$ 20,640.76	\$ 29,977.32	\$ 50,618.08

FROM TRANSPORTATION OF FREIGHT.

	THROUGH.	LOCAL.	TOTAL.
July, 1878	\$ 6,755.17	\$ 4,018.77	\$ 10,773.94
August, 1878	7,083.94	2,688.70	9,772.64
September, 1878	7,624.31	3,761.18	11,385.49
October, 1878	11,065.43	3,776.77	14,842.20
November, 1878	10,995.69	2,624.66	13,620.35
December, 1878	10,254.91	2,516.75	12,771.66
January, 1879	6,598.76	2,256.16	8,854.92
February, 1879	6,635.92	3,614.84	10,250.76
March, 1879	5,872.00	4,118.90	9,990.90
April, 1879	7,142.52	4,925.62	12,068.14
May, 1879	6,028.50	8,755.37	14,783.87
June, 1879	7,401.23	4,647.09	12,048.32
Totals	\$ 94,098.68	\$ 47,738.84	\$ 141,747.52

## FROM ALL OTHER SOURCES, IN IOWA.

	MAILS.	EXPRESS.	MISCELLANEOUS.
July, 1878.....	\$ 591.80	\$ 298.05	\$ 339.61
August, 1878.....	591.80	331.70	418.97
September, 1878.....	591.80	284.89	522.39
October, 1878.....	591.80	213.15	614.56
November, 1878.....	591.80	195.97	350.26
December, 1878.....	591.80	186.89	317.42
January, 1879.....	591.80	117.04	311.83
February, 1879.....	591.80	142.52	382.13
March, 1879.....	591.80	213.94	371.30
April, 1879.....	591.80	246.94	346.73
May, 1879.....	591.80	265.30	348.40
June, 1879.....	591.83	287.08	317.97
Totals.....	\$ 7,101.63	\$ 2,753.47	\$ 4,641.57

## RECAPITULATION OF EXPENSES—IOWA DIVISION.

Receipts from local passengers.....	\$ 29,977.32
Receipts from through passengers.....	50,640.70
Receipts for express.....	2,753.47
Receipts for mails.....	7,101.63
Total receipts from passenger trains.....	\$ 90,473.18
Receipts from passenger trains, per train mile run (105,420 miles).....	\$0.830
Receipts from local freight.....	47,738.84
Receipts from through freight.....	94,008.68
Total receipts from freight trains.....	\$ 141,747.52
Receipts from freight and mixed trains, per train mile run (58,559 miles).....	\$2.454
Receipts from miscellaneous sources.....	4,641.57
Total earnings.....	236,862.27
Proportion for Iowa.....	(\$236,862.27)
Earnings per mile of road operated (80.47 miles).....	\$ 2,943.48
Per train mile for passenger, freight and mixed trains (163,979 miles).....	\$1.416
Have you made any advance or reduction in freight since the enactment of Chapter 77 of the Laws of the Seventeenth General Assembly—if so, what percentage?	
Ans. Have changed rates some by adding and deducting fractions. No material change.	

## RECEIPTS OTHER THAN EARNINGS.

Receipts from other roads.....	\$ 10,006.40
Receipts from sale of real estate, river Sioux town lots.....	76.70
Receipts from all other sources, specifying same, profit and loss account (sundry items).....	6,508.06
*Receipts from Nebraska Air Line lands account, not closed into income account until this year.....	87,484.02
Total receipts for the year.....	\$ 104,165.19

\*This is not a receipt for this year, but the amount was credited to Nebraska Air Line lands account when received, and has never been closed into income account until this year.

## EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

## CLASS 1—MAINTENANCE OF WAY AND BUILDINGS (charged to operating expenses).

Repairs of track—labor and supplies exclusive of new ties and rails.....	\$ 24,078.98
Repairs of track—new ties No. 29,057, cost per tie \$0.44 38-100.....	13,295.34
Repairs of bridges—labor and supplies.....	17,396.36
Repairs of fences—labor and supplies.....	459.07
Repairs of buildings—stations and water-tanks, etc.....	3,233.32
Repairs of telegraph.....	360.25
New rails—No. 197 31-100 tons iron, cost \$8,396.83 less credit for old rails, 195 00-100, \$2,801.35.....	5,445.48
New rails—No. tons steel.....	None
All other expenditures chargeable to this account.....	2,846.00
Total.....	\$ 68,035.76

## CLASS 2—MAINTENANCE OF MOTIVE POWER AND CARS.

Repairs of passenger locomotives—labor.....	\$ 1,427.77
Repairs of passenger locomotives—supplies.....	317.85
Repairs of freight locomotives—labor.....	5,840.04
Repairs of freight locomotives—supplies.....	1,920.30
Repairs of passenger, baggage, mail and express cars—labor.....	2,079.79
Repairs of passenger, baggage, mail and express cars—supplies.....	1,393.63
Repairs of freight cars—labor.....	3,012.00
Repairs of freight cars—supplies.....	3,637.33
All other expenses chargeable to this account.....	598.00
Total.....	\$ 30,428.46

## CLASS 3—CONDUCTING TRANSPORTATION.

Fuel.....	\$ 16,720.71
Oil, waste and lights.....	1,194.24
Wages of employes, conductors, engine-men, brakemen, station-men (all grades) and clerks.....	31,878.70
Miscellaneous train and station supplies.....	2,279.95
Miscellaneous train and station expenses.....	70.45
Water supply.....	1,081.70
Telegraph operation.....	21.19
Loss and damage of goods.....	2.75
Injuries to persons.....	836.96
Damages to property, including damages by fire.....	2,006.39
Hire of cars.....	533.84
Legal expenses.....	
Total.....	\$ 60,620.88

## CLASS 4—GENERAL EXPENSES.

Salaries of the general officers of the company.....	
General office expenses, including clerk hire, rent, fuel, lights, etc.....	\$ 7,888.41
Insurance.....	33.75
Taxes in Iowa.....	7,115.23
Advertising.....	339.85
Printing and stationery.....	1,021.23
Total.....	\$ 10,348.47

## RECAPITULATION OF EXPENSES.

Total expenses of operating the road in Iowa (embraced in classes 1, 2, 3 and 4).....	\$ 161,442.57
Proportion for Iowa.....	
Per mile of road operated in Iowa.....	(\$2,066.24)
Per train mile for passenger, freight and mixed trains (163,979 miles).....	[\$0.9845]
Expense of running and management of passenger trains.....	22,847.84
Expense of running and management of passenger trains per train mile [105,420 miles].....	[21 07-100 cents]
Expense of running and management of mixed and freight trains.....	25,280.75
Expense of running and management of mixed and freight trains per train mile [58,559 miles].....	[43 17-100 cents]
Percentage of expenses to earnings.....	[.68 159-1000]
Net earnings per train mile [163,979 miles].....	[1.1220]

## GENERAL RECAPITULATION.

Total earnings.....	\$ 236,802.27
Total receipts during the year	{ 341,027.46 }
	{ Less 87,484.03 }
	{ \$253,543.43 }
Total operating expenses.....	161,442.57
Net earnings—earnings above operating expenses.....	75,419.70
Total receipts above operating expenses.....	{ 179,484.89 }
	{ Less 87,484.03 }
	{ \$92,100.86 }
Percentage of net earnings to stock and debt.....	[.01147]
Percentage of net earnings to cost of road and equipment.....	[.0041]

## PAYMENTS FROM INCOME, DIVIDENDS, Etc.

Interest paid during the year.....	\$ 110,364.25
Interest falling due or accrued during the year, but not paid.....	49,425.90
Total interest liability for the year.....	169,510.00
Receipts less than operating expenses and interest, and other charges to income account.....	36,335.50
Amount paid during the year for permanent improvements and charged to cost of road.....	12,510.33
Amount paid during the year for permanent improvements and charged to operating expenses.....	No data
Floating debt liquidated during the year.....	Increased
Dividends declared.....	None
Balance for the year, or surplus.....	None
Total surplus.....	None

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS,  
JUNE 30, 1879.

Dr.	
Construction.....	\$ 5,250,137.74
Stock of material.....	32,164.74
Stock of fuel.....	14,568.42
D. P. Kimball, Tr.....	21,078.85
Cash.....	3,825.46
Various persons.....	2,590.34
U. S. Ind. Dept.....	867.71
U. S. Q. M. Dept.....	31,634.28
U. S. P. O. Dept.....	60,025.63
G. T. Crandell, paymaster.....	140.04
Moingona Coal Company.....	484.46
Agents.....	17,135.19
P. E. & M. V. Railroad, construction account.....	4,103.59
Immature coupons.....	15.00
Purchased bonds.....	5,000.00
Dividends on preferred stock.....	5,915.00
Rental.....	4,318.13
Interest.....	97.59
Car service.....	1,913.21
Operating expenses.....	66,907.59
Interest on first mortgage bonds.....	48,840.00
Land taxes.....	13.72
Total.....	\$ 5,711,750.89

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS,  
JUNE 30, 1879.

Cr.	
Capital stock, common.....	\$1,890,400.00
Capital stock, preferred.....	\$ 2,068,400.00
First mortgage bonds.....	169,000.00
U. S. Government bonds.....	1,628,000.00
F. E. & M. V. Railroad Company.....	3,250,320.00
I. F. & S. City Railroad.....	24,776.94
Ch. Iowa & Neb. Railroad.....	11,073.99
C. E. & M. Railroad.....	17,000.00
Matured coupons.....	25,000.00
Bills payable.....	50,115.00
Vouchers.....	5,000.00
Pay rolls.....	16,368.40
Sundry railroads.....	14,588.07
River Sioux town lots.....	8,975.45
Freight earnings.....	112.45
Passenger earnings.....	78,329.63
Mail earnings.....	27,963.53
Express earnings.....	2,613.33
Miscellaneous earnings.....	940.99
Profit and loss.....	1,223.88
Income.....	295.38
Total.....	\$ 5,711,750.89

## DESCRIPTION OF ROAD.

Date when the road or portions thereof were opened for public use:

From Missouri Valley to short distance north of Onawa, 41 37-100 miles, November 28, 1867.

From short distance above Onawa to short distance north of Sloan, 13 50-100 miles, December 27, 1867.

From short distance above Sloan to Sioux City, 20 20-100 miles, March 1, 1868.

From California Junction to Fremont, Nebraska, 32 35-100 miles, February 11, 1860.

Length of main line of road completed, from Sioux City to Missouri Valley and Fremont .....	107.42
Length of main line of road completed in Iowa.....	80.47
Length of main line of road completed in Nebraska.....	26.95
Total length of road belonging to this company.....	107.42
Aggregate length of sidings and other tracks not above enumerated.....	12.68
Same in Iowa.....	8.87
Aggregate length of tracks belonging to this company computed as single track.....	120.10
Same in Iowa.....	89.34
Gauge of track.....	4 ft. 8½ in.
Total length of tracks belonging to this company laid with steel rails.....	None
Total length of tracks belonging to this company laid with iron rails [weights per yard 56 lbs.].....	120.10

## ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY, UNDER LEASE OR CONTRACT.

Name, description, and length of each:	
Fremont, Elkhorn & Missouri Valley Railroad (from Fremont to Wisner, Neb.), length.....	51.09
Total length of above road.....	51.09
Total length of above road in Iowa.....	None
Total length of above road in Nebraska.....	51.09
Total miles of road operated by this company.....	158.51
Total miles of road operated by this company in Iowa.....	80.47

## NUMBER OF BRIDGES AND TRISSTLES ON WHOLE LINE.

Wooden bridges, number of, none; aggregate length.....	*160 feet
Iron and wood combination, number of, 2 (in Iowa); aggregate length.....	340 feet
Wooden trestles, on Iowa division; aggregate length.....	5,424 feet
Culverts, number of, 3; aggregate length.....	24 feet

## BRIDGES BUILT WITHIN THE YEAR.

LOCATION.	KIND.	MATERIAL.	LENGTH.	WHEN BUILT.
Across Floyd river, one mile south of Sioux City station....	Double intersection and Pratt combination truss	Wood & iron.	180 feet	April, 1879

\*Of "wooden bridges," reporting "none," how can this be?

## CROSSINGS.

What railroads cross your road at grade in this State, and at what locality?

Illinois Central (freight track) Railroad, at Sioux City, within city limits.

Number of crossings of highways at grade in this State without protection.....
 89 || Number of crossings of highways at grade in this State at which there are gates or flagmen..... | None |
Number of crossings of highways over railroad.....	None
Number of crossings of highways under railroad.....	None
Number of highway bridges 18 feet above track.....	None
Number of highway bridges less than 18 feet above track.....	None
What regulations govern your employees in regard to the crossings of other railroads, and are they found to be sufficient?	
Ans. Illinois Central Railroad, Sioux City, Iowa, crossing within city limits. Speed of trains not to exceed six miles per hour; to stop for our trains. Illinois Central trains come to a full stop. Their track is used only for freight purposes. Regulations found to be sufficient.	
What regulations govern your employees in regard to the crossings of public highways, and are these regulations found to be sufficient?	
Ans. The whistle must always be sounded eighty rods before reaching a public highway crossing at grade. Engine bell must be rung eighty rods before crossing a public highway, and continue to ring until it is passed.	

## STATIONS.

Number of stations.....	22
Same in Iowa.....	12

## FENCING.

How many miles of fencing have you on your road in Iowa?....	7.18
How many miles of fencing have you built during the year?.....	None.
Give the miles of fence needed on both sides of your track, in each county in Iowa through which your road runs, and the aggregate amount in miles:	
Ans. 57.30 miles in Harrison county; 46.91 miles in Monona county; 39.77 miles in Woodbury county. Aggregate amount, 144.08 miles.	

## ROLLING STOCK.

Number of locomotives of more than 30 tons weight, exclusive of tender.....	2
Number of locomotives of more than 20 tons weight, exclusive of tender.....	11
Number of locomotives of more than 10 tons weight, exclusive of tender.....	None
Number of passenger cars, 12 wheel.....	None
Number of passenger cars, 8 wheel.....	8
Number of express and baggage cars.....	6
Number of box freight cars.....	73
Number of stock cars.....	20
Number of platform cars.....	27
Number of coal cars.....	18
Number of conductors' way cars.....	6
Other cars as follows: 1 pay and officers' car, 2 bridge, 1 pile driver.....	4
Average amount of tonnage that can be carried over your road with an engine of the weight and power you use for freight trains—give the weight of engines generally used.	
Ans. 360 tons in Iowa; 28 tons weight of engine.	

Average number of passenger and express cars that can be hauled on your regular trains by an engine of given power and weight—give the weight of engine generally used.

Ans. 22 ton engine, 5 cars; 28 ton engine, 9 cars.	
Number of locomotives equipped with train-brake	3
Number of passenger cars equipped with train-brake	5
What kind of train-brake is used on your road?	
Ans. Westinghouse air-brake.	
Number of passenger cars with Miller platform and buffer	8
Number of passenger cars with any other platform and buffer	None

## TELEGRAPHS.

	IOWA DEV.	TOTAL.
Miles of telegraph operated by company	80.47	107.42
Miles of telegraph owned by company	80.47	107.42
Number of telegraph offices in company's stations	10	13
Number of telegraph stations operated by company	4	5
Number of telegraph stations operated jointly by rail and telegraph companies	6	8

## MILEAGE, TRAFFIC, ETC.

Miles run by passenger trains during the year	105,420
Miles run by freight trains	50,083
Miles run by mixed trains	8,526

Total mileage of passenger, freight and mixed trains	163,979
Miles run by construction and other trains	4,794

Total train miles run	168,773
Miles run by rented cars	695,985
Number of through passengers	18,861
Number of local passengers	30,704

Total number of passengers carried	49,565
Total passenger mileage, or passengers carried one mile	2,220,316
Average amount received from each passenger	\$1.62
Average distance traveled by each passenger	44.75 miles
Number of tons of through freight carried	97,943.023

Total mileage of through freight	3,915,870.974
Number of tons of local freight carried	37,587.397
Total mileage of local freight	1,775,082.196

Total tons of freight carried	135,530.420
Total freight mileage, or tons carried one mile	5,790,953.170
Highest rate of fare per mile, for any distance	.64 cents
Lowest rate of fare per mile, for any distance (single fare)	.63 cents

Average rate of fare per mile received for through passengers	Not kept separate.
Average rate of fare per mile received for local passengers	
Average rate of fare per mile received for all passengers	.63.61 cents
Average rate received per mile per ton for through freight	.62.40 cents
Average rate received per mile per ton for local freight	.62.08 cents
Average rate received per mile per ton for all freight carried	.62.45 cents
Average number of cars in passenger trains, including baggage cars	3
Average number of cars in freight trains	18.02

Average weight of passenger trains, including locomotive and tender in working order, exclusive of passengers	108 tons
Average weight of freight trains, including locomotive and tender in working order, exclusive of freight	232 tons
Rate of speed of passenger and express trains, including stops	22.26 m's per h'r
Rate of speed of freight trains, including stops	11.21 m's per h'r

## TONNAGE OF ARTICLES TRANSPORTED.

	TONN.	PER CENT.
(IOWA DIVISION FREIGHTS)		
Grain	21,275.271	22.8
Flour	1,129.557	01.2
Provisions (beef, pork, lard, etc.)	1,975.632	02.1
Animals	6,501.957	06.9
Other agricultural products	987.614	01.1
Lumber and forest products	28,237.708	30.2
Coal	3,799.735	04.1
Plaster	352.428	00.4
Salt	1,528.591	01.6
Petroleum	No record.	
Railroad iron—iron and steel rails	3,359.003	03.6
Stone and brick	409.500	00.4
Manufactures—articles shipped from point of production	3,228.358	03.4
Merchandise and other articles, not enumerated above	20,724.902	22.2
Total tons carried	93,510.136	100

## ADDITIONAL QUESTIONS.

## EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company?

Ans. American Express Company; one and one-half first-class rates on all packages weighing in excess of twenty pounds, except on the following articles destined to or coming from points east of Missouri Valley, on which we get one and one-tenth first-class rates, viz: beer, butter, eggs, poultry, game, furs, fruit and vegetables.

## TRANSPORTATION COMPANIES.

What amount have you paid other corporations, car-leasing companies (stock companies), or individuals, not operating railroads, for the use of cars, stating name of individuals or company, place of location of general office of said company, and amount paid to each?

United States Rolling Stock Company, New York City, rental ten flat cars	\$	42.93
Davenport & Northwestern Railway, Davenport, Iowa, rental ten flat cars		180.00
Total amount paid	\$	222.93

## SLEEPING CARS.

Do sleeping, parlor or dining-room cars run on your road, and if so, on what terms do they run, by whom are they owned, and what charges are made in addition to regular passenger rates?

Ans. Sleeping cars run on night trains between Missouri Valley and Sioux City, we paying three cents per mile to owners (St. Paul & Sioux City Railroad Company); sleeping-car fare between Council Bluffs or Missouri Valley and Sioux City, \$1.50; St. Paul, \$2.00—additional to regular passenger fare.

## U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service?

Ans. The United States Government withholds all compensation for mail service.

## LANDS—CONGRESSIONAL GRANT.

See report for year ending June 30, 1879—there has been no change.

## ACCIDENTS TO PERSONS IN IOWA.

STATEMENT FOR THE YEAR ENDING JUNE 30, 1879, OF ALL ACCIDENTS RESULTING IN INJURIES TO PERSONS, GIVING EXTENT AND CAUSE THEREOF.

February 12, 1879. Augustus Smith; passenger; jumped off wrong side of coach at Modale station before train stopped and fell to ground, injuring arm and leg; not seriously; had been drinking.

February 22, 1879. James Smith Bruner; tramp; fell off train; evidently from brake-beam, while train was running through city limits at Onawa, Iowa; badly bruised but no bones broken; had been drinking and was stealing a ride.

April 17, 1879. George Tice; bridge carpenter (employee); fell from pile-driver car while working upon Floyd bridge; was badly bruised and part of tongue cut off; has fully recovered since.  
No train accidents.

## RECAPITULATION OF ACCIDENTS.

Total killed.....	None
Injured—passengers, from misconduct or want of caution.....	1
Injured—employees, from misconduct or want of caution.....	1
Others—stealing rides.....	1

Total injured..... 3

In view of the many accidents which occur from railway employees getting their feet caught in frogs, switches, etc., please state whether your company has adopted any plan for preventing such accidents.

Ans. None.

## OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

*President*—Oliver Ames, North Easton, Mass.  
*Vice-President*—D. C. Blair, Belvidere, New Jersey.  
*Secretary*—P. E. Hall, Cedar Rapids, Iowa.  
*Treasurer*—David P. Kimball, Boston, Massachusetts.  
*General Manager*—F. E. Hall, Cedar Rapids, Iowa.  
*Superintendent*—F. C. Hills, Missouri Valley, Iowa.  
*Chief Engineer*—J. E. Ainsworth, Missouri Valley, Iowa.  
*Superintendent of Telegraph*—F. W. Conger, Missouri Valley, Iowa.  
*Auditor*—G. T. Crandell, Cedar Rapids, Iowa.  
*General Passenger Agent*—F. C. Hills, Missouri Valley, Iowa.  
*General Freight Agent*—F. C. Hills, Missouri Valley, Iowa.  
*Attorneys, General and Local*—Joy & Wright, Sioux City, Iowa; E. S. Bailey, Clinton, Iowa.

## NAMES OF DIRECTORS WITH RESIDENCE.

John B. Alley, Lynn, Massachusetts.  
 Fred. L. Ames, North Easton, Massachusetts.  
 Oliver Ames, North Easton, Massachusetts.  
 John I. Blair, Blairstown, New Jersey.  
 D. C. Blair, Belvidere, New Jersey.  
 James Blair, Scranton, Pennsylvania.  
 P. S. Crowell, Boston, Massachusetts.  
 Jos. Nickerson, Boston, Massachusetts.  
 Horace Williams, Clinton, Iowa.

General offices at Cedar Rapids, Iowa.  
 Date of annual meeting of stockholders, third Wednesday in May.  
 Fiscal year of the company, March 31st.

STATE OF MASSACHUSETTS,  
COUNTY OF SUFFOLK.

Oliver Ames, President of the Sioux City and Pacific Railroad Company, being duly sworn, depose and say that he has caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1879, to the best of my knowledge and belief.  
 (Signed) OLIVER AMES.

[L. S. OF R. R.]

Subscribed and sworn to before me, this 5th day of September, A. D. 1879.  
 DAVID P. KIMBALL,  
*Commissioner for Iowa in the State of Massachusetts.*

Received and filed at the office of the Commissioners of Railroads, this 10th day of September, 1879.  
 J. S. CAMERON,  
*Secretary of Board of Railroad Commissioners.*

## REPORT

OF THE

## DAKOTA SOUTHERN AND SIOUX CITY &amp; PEBINA

RAILROAD COMPANY,

FOR THE YEAR ENDING JUNE 30, 1879.

## CAPITAL STOCK.

Capital stock authorized by articles of association .....	\$ 1,800,000.00
Par value of shares .....	[8100.00]
Average price received per share .....	[cannot tell.]
Number of stockholders at date of last election [eight persons.]	
Number of stockholders in Iowa at same date .....	[none.]
Amount of full-paid stock held in Iowa .....	[none.]
Capital stock authorized by vote of company [number of shares, 18,000]	
Capital stock taken by the Combination Company .....	1,800,000.00
Capital stock preferred, and conditions of preference, D. S. R. R. ....	600,000.00

## ASSETS—CORPORATE PROPERTY.

Estimated value of the road-bed, including rails and bridges, etc. ....	\$ 1,000,000.00
Estimated value of rolling stock .....	75,000.00
Estimated value of stations, buildings, and fixtures .....	6,000.00
Estimated value of all other property, including investments in stocks and bonds of other corporations .....	4,000.00
Estimated value of property per mile of road [119.9 miles] .....	9,049.20

## DEBT.

Funded debt, as follows:	
First mortgage bonds (due February 1 and August 1, bear interest at 7 per cent, which is payable semi-annually) amount .....	\$10,530.00
Less sinking fund .....	42,000.00
	\$600,000.00

First mortgage bonds (due December 1 and June 1, bear interest at 7 per cent, which is payable semi-annually), amount .....	300,000.00
Second mortgage bonds—none.	
Income or other mortgage bonds—none.	
Total amount of funded debt .....	900,000.00
Amount received from the same in cash .....	[80 cents.]
Amount received from the same in property .....	[none.]
Unfunded debt incurred for construction .....	[none.]
Unfunded debt incurred for equipment .....	[none.]
Unfunded debt incurred for real estate .....	[none.]
Unfunded debt incurred in any other manner, and how .....	[none.]
Total debt liabilities. (See balance sheet.)	
Amount of debt liabilities after deducting cash, sinking funds in hands of trustees, and such securities and debt-balances as do not represent permanent investments, contingent liabilities as guarantor of bonds or debts of other corporations, specifying same .....	[none.]

## COST OF ROAD AND EQUIPMENT.

Total cost of road and equipment. This is one account in our books, and stands as per balance sheet .....	\$ 3,240,282.80
Proportion of same for Iowa .....	380,162.97

## EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING YEAR.

Branches—extension or alteration of road, specifying each, Portlandville to Beloit, Iowa .....	\$ 205,221.91
Passenger and freight stations, wood-sheds and water stations .....	4,200.00
Engine-houses, car-sheds, and turn-tables .....	500.00
New locomotives .....	one 5,500.00
New fences .....	one mile 224.00
Total .....	\$ 215,645.91
Property sold and credited property account during the year .....	None.

State the policy pursued by your company in regard to permanent improvement and repairs, such as replacing iron rails with steel, wooden bridges and culverts with iron and stone, reducing grades and ballasting track. Are the cost of these improvements charged to repairs or construction, and the reasons therefor?

Ans. If such improvements were made we should charge it to operating, as we consider construction as extension only.



## REVENUE FOR THE YEAR.

## Monthly Earnings.

## FROM TRANSPORTATION OF PASSENGERS AND FREIGHT.

		PASSEN- GERS.	FREIGHT.
July, 1878	1878	\$ 4,711.92	\$ 14,818.85
August, 1878	1878	4,969.74	10,367.21
September, 1878	1878	5,522.58	12,739.42
October, 1878	1878	4,543.22	17,286.76
November, 1878	1878	3,966.66	20,386.46
December, 1878	1878	2,839.84	16,842.32
January, 1879	1879	3,293.15	15,644.28
February, 1879	1879	3,285.39	13,068.09
March, 1879	1879	4,802.08	12,152.57
April, 1879	1879	5,310.98	11,146.67
May, 1879	1879	6,407.72	11,025.70
June, 1879	1879	4,209.58	8,734.97
Totals		\$ 53,862.86	\$164,213.21

## FROM ALL OTHER SOURCES.

		MAILS.	EXPRESS.	MISCELLANE- OUS.
July, 1878	1878	\$ 475.81	\$ 280.94	\$ 67.87
August, 1878	1878	475.79	238.63	1.25
September, 1878	1878	424.39	229.28	34.51
October, 1878	1878	458.65	215.72	54.48
November, 1878	1878	458.65	155.46	55.67
December, 1878	1878	458.65	178.16	276.60
January, 1879	1879	458.67	145.56	164.84
February, 1879	1879	458.65	169.93	152.55
March, 1879	1879	458.65	179.51	146.83
April, 1879	1879	458.67	192.07	55.70
May, 1879	1879	458.67	242.96	128.51
June, 1879	1879	458.65	362.28	30.98
Totals		\$ 5,503.90	\$ 2,588.50	\$ 1,169.89

## RECAPITULATION OF EARNINGS.

Receipts from local passengers (not kept)	\$	33,862.86
Receipts from through passengers (separate)	}	
Receipts for express	}	2,588.50
Receipts for mails	}	5,503.90
<i>Total receipts from passenger trains</i>		
Receipts from passenger trains, per train mile run [48,079 miles]	\$	61,955.26
Receipts from local freight	}	
Receipts from through freight	}	164,213.21
Receipts from freight trains, per train mile run [48,079 miles]	\$	3.41
Receipts from miscellaneous sources		1,169.89
<i>Total earnings</i>		
Proportion for Iowa	\$	227,338.36
Earnings per mile of road operated [119.9 miles]	[	\$23,581.46
Per train mile, for passengers, freight and mixed trains [96,158 miles]	[	*\$227,338.36
		[\$2.36]

Have you made any advance or reduction in freight since the passage of chapter 77 of the Laws of the Seventeenth General Assembly—if so, what percentage?

Ans. No change made.

## RECEIPTS OTHER THAN EARNINGS.

Receipts from other roads	None
Receipts from sinking fund investment	42,000.00
Total receipts for the year	\$ 227,338.36

## EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

## CLASS 1—MAINTENANCE OF WAY AND BUILDINGS (charged to operating expenses).

Repairs of track—labor and supplies exclusive of new ties	\$	29,125.78
Repairs of track—new ties, No. 28,640; cost per tie, 38 cents		10,438.38
Repairs of bridges—labor and supplies		9,916.61
Repairs of fences—labor and supplies		105.71
Repairs of buildings—stations and water-tanks, etc		574.27
Repairs of telegraph (not owned by us)		
Tools for road work		576.06
Road crossings, signs, etc		176.05
New rails—No. tons iron, re-rolling old iron less credit for old rails, cost \$19.50 per ton		2,396.59
All other expenditures chargeable to this account (slides and wash-outs)		3,228.60
Total	\$	56,628.05

## CLASS 2—MAINTENANCE OF MOTIVE POWER AND CARS.

Repairs of locomotives	\$	11,418.36
Repairs of all kind of cars, etc		8,506.02
Total	\$	19,924.38

\*Evidently an error.—COMMISSIONERS.

## CLASS 3—CONDUCTING TRANSPORTATION.

Fuel .....	\$ 18,028.96
Oil, waste and lights .....	997.50
Wages of employes—conductors, engineers, brakemen, station-men (all grades) and clerks .....	24,256.58
Miscellaneous train and station supplies and expenses .....	5,547.95
Telegraph operation .....	892.79
Loss and damage of goods .....	121.15
Injuries to persons .....	124.40
Damage for stock killed .....	206.49
Damages to property, including damages by fire .....	298.70
Hire of cars .....	3,442.99
Legal expenses .....	383.70
All other expenses chargeable to this account (rent Sioux City & Pacific Railroad yard) .....	3,089.64
<b>Total .....</b>	<b>\$ 57,488.11</b>

## CLASS 4—GENERAL EXPENSES.

Salaries of the general officers of the company .....	\$ 5,982.30
General office expenses, including clerk hire, rent, fuel, lights, etc. ....	
Insurance .....	98.75
Taxes in Iowa .....	2,100.89
Taxes in other States .....	4,871.94
Advertising .....	203.00
Printing and stationery .....	2,022.06
All other expenses chargeable to this account .....	2,638.94
<b>Total .....</b>	<b>\$ 17,678.48</b>

## RECAPITULATION OF EXPENSES.

Total expenses of operating the road, (embraced in classes 1, 2, 3 and 4) .....	\$ 151,719.02
Proportion for Iowa .....	\$12,885.55
Percentage of expenses to earnings, with taxes .....	66.7
Net earnings per train mile .....	[9,658 miles] [ 78 cents]

## GENERAL RECAPITULATION.

Total earnings .....	\$ 227,338.36
Total operating expenses .....	151,719.02
Net earnings—earnings above operating expenses .....	75,619.34
Total receipts above operating expenses .....	[\$75,619.34]
Percentage of net earnings to stock and debt .....	[ .02 ½ ]
Percentage of net earnings to cost of road and equipment .....	[ .02 ½ ]

## PAYMENTS FROM INCOME, DIVIDENDS, Etc.

Interest paid during the year .....	\$ 60,060.00
Interest falling due during the year, but not paid .....	All paid up
Receipts above operating expenses and interest .....	15,559.34
Amount paid during the year for permanent improvements and charged to cost of road. All charged to operating account .....	
Balance for the year, or surplus in materials on hand .....	11,146.66
Total surplus applied to construction .....	15,559.34
Paid to sinking fund .....	\$42,000.00

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS,  
JUNE 30, 1879.

Dr.	
Construction account D. S. and S. C. & Pembina R'y .....	\$ 3,240,282.80
Materials on hand .....	11,146.66
Taxes accrued .....	4,153.85
Interest .....	26,810.72
Operating, January 1 to June 30 .....	83,757.84
Assets .....	5,946.54
Rolling stock .....	5,752.70
Sinking fund .....	42,000.00
<b>Total .....</b>	<b>\$ 3,425,437.11</b>

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS,  
JUNE 30, 1879.

Cr.	
Common stock D. S. R. R. ....	\$ 1,500,000.00
Preferred stock D. S. R. R. ....	600,000.00
Common stock S. C. & Pembina R. R. ....	300,000.00
First mortgage bonds S. C. & Pembina R. R. ....	300,000.00
First mortgage bonds D. S. R. R. ....	600,000.00
Grass earnings account January 1 to June 30 .....	103,802.77
Liabilities (other) .....	21,634.34
<b>Total .....</b>	<b>\$ 3,425,437.11</b>

## DESCRIPTION OF ROAD.

Date when the road or portions thereof were opened for public use ?	
From Sioux City, Iowa, to Elk Point, October 15, 1872.	
From Elk Point, D. T., to Vermillion, November 30, 1872.	
From Vermillion to Yankton, February 1, 1874.	
From Davis Junction to Portlandville, January 25, 1876.	
From Davis Junction to Portlandville, Iowa, January 1, 1879.	
From Portlandville, Iowa, to Beloit, Iowa, January 1, 1879.	61.5
Length of main line of road completed from Sioux City to Yankton ..	64.9
Length of main line of road completed from Sioux City to Beloit ..	42.5
Branches owned by company, viz:—	
Sioux City & Pembina, length, north and south .....	51.7
Total length of branches owned by company in Iowa .....	42.5
Total length of road belonging to this company .....	113.00
Aggregate length of sidings and other tracks not above enumerated .....	5.9
Same in Iowa .....	1.0
Aggregate length of tracks belonging to this company computed as single track .....	119.9
Same in Iowa .....	42.5
Gauges of track .....	4 ft. 8 ½ in.
Total length of tracks belonging to this company laid with steel rails	None
Total length of tracks belonging to this company laid with iron rails	
[Weights per yard, 45 lbs.] .....	
Total miles of road operated by this company, with sidings .....	119.9
Total miles of road operated by this company, in Iowa .....	42.5

\*NOTE.—Run on same track from Sioux City to Davis Junction, 15.2 miles.

## NUMBER OF BRIDGES AND TRESTLES ON WHOLE LINE.

Wooden bridges, number of, 89; aggregate length, feet.....	9,316
Stone bridges, number of.....	None
Culverts, number of 55; aggregate length, feet.....	440

## BRIDGES RE-BUILT WITHIN THE YEAR.

LOCATION.	KIND.	MATERIAL.	LENGTH.	WHEN BUILT.
Big Sioux.....	Truss and trestle	Wood	800	March 1879.....

## CROSSINGS.

What railroads cross your road at grade in this State, and at what locality?	Ans. None.
What railroads cross your road either over or under your grade in this State, and where?	Ans. None.
Number of crossings of highways at grade in this State without protection.....	32
Number of crossings of highways at grade in this State at which there are gates or flagmen.....	None
What regulations govern your employes in regard to the crossings of public highways, and are these regulations found to be sufficient?	Ans. We follow the requirements of the statutes, and find them to be sufficient; have had no accidents at crossings since road has been in operation.

## STATIONS.

Number of stations.....	19
Same in Iowa.....	6

## EMPLOYES.

Number of persons regularly employed on all roads operated by company, including officials.....	143
Same in Iowa.....	40

## FENCING.

How many miles of fencing have you on your road in Iowa?	Ans. Two miles.
How many miles have you built during the year?	Ans. One mile.
What was the average cost per rod?	Ans. Seventy cents.
The total cost of same.....	\$ 448.00
Give the miles of fence needed on both sides of your track in each county in Iowa through which your road runs, and the aggregate amount in miles?	
30.22 miles in..... Plymouth county.	33.62 miles in..... Sioux county.
8.66 miles in..... Lyon county.	7.56 miles in..... Woodbury county.
Aggregate amount, 81.06 miles.	

## ROLLING STOCK.

Number of locomotives of more than 30 tons weight, exclusive of tender.....	
Number of locomotives of more than 20 tons weight, exclusive of tender [20 tons each].....	5
Number of locomotives of more than 10 tons weight, exclusive of tender.....	
Number of passenger cars—combination.....	1
Number of passenger cars—12-wheel.....	
Number of passenger cars—8-wheel.....	2
Number of express and baggage cars.....	2
Number of box freight cars.....	49
Number of platform cars.....	19
Number of coal cars.....	24
Number of conductors' way cars.....	2
Other cars as follows: hand cars, 17; dump cars, 8.....	25
Average amount of tonnage that can be carried over your road with an engine of the weight and power you use for freight trains—give the weight of engines generally used.	Ans. 225 tons.
Average number of passenger and express cars that can be hauled on your regular trains by an engine of given power and weight—give the weight of engine generally used?	Ans. 26 tons; 10 estimated.
Number of locomotives equipped with train-brake.....	None
Number of passenger trains equipped with train-brake.....	None
What kind of train-brake is in use on your road?	Ans. Common wheel brake.
Number of passenger cars with Miller platform and buffer, including combination.....	3
Number of passenger cars with any other platform and buffer.....	None

## TELEGRAPHS.

Miles of telegraph on line operated by company.....	None
Miles of telegraph owned by company.....	None
Number of telegraph offices in company's stations.....	None
Number of telegraph stations operated by company.....	7
Number of telegraph stations operated jointly by rail and telegraph companies.....	

## MILEAGE, TRAFFIC, ETC.

Miles run by passenger trains carried during the year.....	48,079
Miles run by freight trains.....	1
Miles run by mixed trains, car mileage.....	682,774
Total mileage of passenger, freight and mixed trains.....	730,853
Total train miles run, car mileage.....	730,853
Miles run by rented cars.....	527,703
Number of through passengers.....	{ Not kept separate.....
Number of local passengers.....	
Total number of passengers carried.....	23,754
Total passenger mileage, or passengers carried one mile.....	1,196,767
Total tons of freight carried.....	74,084
Total freight mileage, or tons carried one mile.....	3,665,592
Highest rate of fare per mile for any distance.....	.05½
Lowest rate of fare per mile for any distance (single fare), land examination.....	.02
Lowest rate of fare per mile for any distance (single fare), emigrant.....	.02½

Average rate of fare per mile received for through passengers:	
Local.....	.05
1,000 miles.....	.03
500 miles.....	.04
Average rate of fare per mile for <i>all</i> passengers.....	.04 8-10
Average rate received per mile per ton for all freight carried.....	.04 5-10
Average number of cars in passenger trains, including baggage cars.....	2
Average number of cars in freight trains.....	15
Average weight of passenger trains, including locomotive and tender in working order, exclusive of passengers (est.)....	66 tons
Average weight of freight trains, including locomotive and tender in working order, exclusive of freight.....	176 tons
Rate of speed of passengers and express trains, including stops.....	15 miles
Rate of speed of freight trains, including stops.....	12 miles

## TONNAGE OF ARTICLES TRANSPORTED.

	TONS.	PER CENT.
Grain.....	30,154	.40
Flour.....	1,263	.01
Provisions (beef, pork, lard, etc.).....	427	.00½
Animals.....	2,497	.03
Other agricultural products.....	639	.00¾
Lumber and forest products.....	13,054	.30
Coal.....	1,991	.02½
Plaster.....	100	.00½
Salt.....	755	.01
Railroad iron, iron and steel rails.....	9,241	.13
Stone and brick.....	1,063	.01
Manufactures, articles shipped from point of production.....	1,276	.01
Merchandise and other articles not enumerated above.....	12,224	.16
Total tons carried.....	74,684	

## ADDITIONAL QUESTIONS.

## EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company?

Ans. American Express Company pay us one and a-half first-class tariff, and in some cases first and 10 per cent; take express matter at their own office at terminus of roads, and at our stations between points. Our agents are theirs, except at terminus.

## TRANSPORTATION COMPANIES.

What freight and transportation companies run on your road?

Ans. No transportation companies on our line; but foreign cars are paid for at ½¢ per mile on our road, and we receive same rate on foreign roads for ours. Car hire, see "operating cost" last year, \$3,442.92.

## UNITED STATES MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service?

Ans. \$4,426.56 per annum, Dakota Southern Railroad, ending June 30, 1879; \$1,283.00 per annum, Sioux City and Pembina Railroad, ending June 30, 1879.

## CONGRESSIONAL, STATE OR SWAMP LAND GRANT.

State the number of acres of land your company has already received from Congressional grants.

Ans. None.

## SUMMARY.

State the value of donations of right of way and station grounds to your company?

Ans. Estimated, \$2,000.00.

State the amount of city, county and township aid granted to your company in exchange for stock or otherwise. Specify and locate each particular grant and the date when received, in city or county bonds, money or otherwise.

Ans. Yankton, D. T., voted \$200,000 bonds in 1872, in exchange for stock of railroad; Elk Point, D. T., gave \$15,000 in bonds, in 1872, to aid Sioux City and Pembina Railroad; Sioux City township voted three per cent tax in 1871, and has collected and paid to said company about \$46,000; Sioux township, Plymouth county, Iowa, voted four per cent tax in 1871, which was collected and paid—about \$10,000; Johnson township, Plymouth county, voted a five per cent tax in 1871, amounting to \$6,000—about \$4,000 paid; Sioux county, in 1878, voted \$6,000, of which \$3,800 is paid; Lyon county voted \$3,000—\$750 paid.

## ACCIDENTS TO PERSONS IN IOWA.

STATEMENT FOR THE YEAR ENDING JUNE 30, 1879, OF ALL ACCIDENTS RESULTING IN INJURIES TO PERSONS, GIVING EXTENT AND CAUSE THEREOF.

October, 1878. I. Kudeler; laborer; broke his arm; carelessly handling railroad iron.  
October, 1878. H. Kuth; girl; walking on trestle bridge at night, at Yankton, D. T.; engineer Durgin, backing his engine to round-house, knocked her off bridge; no bones broken, but bruised.

## RECAPITULATION OF ACCIDENTS.

Total killed.....	None
Injured—Employees—beyond their control.....	1
Others—trespassing on track, etc.....	1—
	2

Total injured..... 2  
In view of the many accidents which occur from railway employes getting their feet caught in frogs, switches, etc., please state whether your company has adopted any plan for preventing such accidents?  
Ans. We use the simplest and best kind there is made.

## OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President—John C. G. Wicker, Sioux City, Iowa; residence, Battle Creek, Michigan.

Vice-President—John W. W. Brookings, Sioux Falls, D. T.

Secretary—J. R. Hansen, Yankton, D. T.

Treasurer—G. E. Merchant, Sioux City, Iowa.

General Manager—John C. G. Wicker (as above).

Assistant General Superintendent—G. E. Merchant, Sioux City, Iowa.

Assistant General Superintendent—G. H. Briggs.

Division Superintendents—None.

Chief Engineer—J. S. Wattles, Sioux City, Iowa.

Superintendent of Telegraph—G. W. Nafie, Sioux City, Iowa.

Auditor—C. H. Longman, Sioux City, Iowa.

General Passenger Agent—G. E. Merchant, Sioux City, Iowa.

General Freight Agent—G. E. Merchant, Sioux City, Iowa.

Attorneys, General and Local—N. H. Briggs, Sioux City, Iowa.

## NAMES OF DIRECTORS WITH RESIDENCE.

John C. G. Wicker, Battle Creek, Michigan.  
 J. C. McVay, Yankton, Dakota Territory.  
 J. H. Sanborn, Yankton, Dakota Territory.  
 D. T. Bramble, Yankton, Dakota Territory.  
 G. E. Merchant, Sioux City, Iowa.  
 W. W. Brookings, Sioux Falls, Dakota Territory.  
 N. H. Briggs, Sioux City, Iowa.

General offices at Yankton, Dakota Territory.  
 Date of annual meeting of stockholders, last Tuesday in October.  
 Fiscal year of the company, December 31st.

Names of stockholders authorized to vote at the last annual meeting, and shares of each. (To be reported separately.)

C. G. Wicker, 12,500; Yankton Co., 2,000; Elk Point, 150; W. W. Brookings, 100; J. M. Stone, 50; J. R. Hansen, 50; D. T. Bramble, 50; J. Whitmore, 50; not recorded, 50.

STATE OF IOWA. }  
 COUNTY OF WOODBURY. }

G. E. Merchant, C. H. Longman, of the Dakota Southern & Sioux City & Pembina Railroad Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1879, to the best of their knowledge and belief.

Signed,  
 [L. S. OF R. R.]

G. E. MERCHANT,  
*Superintendent.*  
 C. H. LONGMAN,  
*Auditor.*

Subscribed and sworn to before me, this 29th day of August, A. D. 1879.

[L. S.] T. G. HENDERSON,  
*Notary Public, in and for Woodbury county, Iowa.*

Received and filed in the office of the Commissioners of Railroads, this 1st day of September, 1879.

J. S. CAMERON,  
*Secretary of Board of Railroad Commissioners.*

## REPORT

OF THE

## SIOUX CITY &amp; ST. PAUL RAILROAD COMPANY,

FOR THE YEAR ENDING JUNE 30, 1879.

## CAPITAL STOCK.

Capital stock authorized by articles of association.....	\$ 4,500,000.00
Par value of shares.....	[\$100.00]
Average price received per share.....	[100.00]
Number of stockholders at date of last election.....	[142]
Number of stockholders in Iowa at same date.....	[1]
Amount of full-paid stock held in Iowa.....	[\$5,000.00]
Capital stock authorized by vote of company [number of shares, 25,000].....	2,800,000.00
Capital stock issued [number of shares, 25,000] amount paid in.....	[No. shares none]
Capital stock paid in on shares not issued... [No. shares none]	No preferred stock has been issued.
Capital stock, total amount paid in as per books of the company.....	2,800,000.00
Capital stock, total amount realized in cash.....	[\$2,800,000.00]
Capital stock, total amount realized in property.....	[Nothing]
Capital stock paid in per mile of road owned by company.....	[123½ miles] 22,072.00

## DEBT.

Funded debt, as follows:	
First mortgage bonds (due November 1, 1891, bear interest at 8 per cent, which is payable semi-annually), amount.....	\$ 1,740,000.00
Second mortgage bonds (due November 1, 1891, bear interest at 8 per cent, which is payable semi-annually), amount.....	503,000.00
Equipment mortgage bonds (due June 1, 1878, bear interest at 10 per cent, which is payable semi-annually), amount.....	98,000.00
Income or other mortgage bonds (due ———, bear interest at 8 per cent, which is payable ———), amount.....	293,240.00
Total amount of funded debt.....	\$ 2,634,240.00

The above statement of stock and funded debt exhibits the condition of the company as it appears on the general books, June 30, 1879.

The company is, however, in process of reorganization and consolidation with the St. Paul & Sioux City Railroad Company, and as the stocks and bonds are being exchanged, at the transfer agency in New York City, from day to day, the exhibit here given (or any exhibit that could be made at the general office at present) would fail to give any satisfactory idea of the actual condition as it will probably be when this report shall be published.

## COST OF ROAD AND EQUIPMENT.

Total cost of road and equipment .....	\$ 5,507,774.19
Average cost of same per mile .....	37,214.60
Proportion of same for Iowa .....	55 per cent
Main line extension or alteration—road and track .....	16,794.25
New freight cars .....	2,512.95
<b>Total .....</b>	<b>\$ 19,607.20</b>

State the policy pursued by your company in regard to permanent improvement and repairs, such as replacing iron rails with steel, wooden bridges and culverts with iron and stone, reducing grades and ballasting track. Are the cost of these improvements charged to repairs or construction, and the reasons thereof?

Ans. We charge to "construction" the difference between the cost of renewing iron rails with iron, and replacing them with steel; also the difference between the cost of renewing wooden bridges with wood and replacing with iron and stone structures.

## REVENUE FOR THE YEAR.

## Monthly Earnings.

## FROM TRANSPORTATION OF PASSENGERS AND FREIGHT.

		PASSENGERS.	FREIGHT.
July, 1878		\$ 8,043.00	\$ 17,130.79
August, 1878		9,737.23	16,525.60
September, 1878		8,922.12	19,578.86
October, 1878		9,576.51	33,667.20
November, 1878		8,444.23	29,495.61
December, 1878		5,830.66	22,850.37
January, 1879		3,896.51	16,694.33
February, 1879		4,368.08	13,899.12
March, 1879		7,670.93	20,359.58
April, 1879		8,659.62	17,514.51
May, 1879		8,090.56	19,978.72
June, 1879		7,289.85	19,648.21
<b>Totals .....</b>		<b>\$ 90,519.26</b>	<b>\$ 247,342.90</b>

## FROM ALL OTHER SOURCES.

		MAILS.	EXPRESS.	MISCELLANEOUS.
July, 1878		\$ 560.10	\$ 500.00	\$ 1,174.64
August, 1878		560.10	500.00	1,041.98
September, 1878		560.10	500.00	615.22
October, 1878		560.10	500.00	1,078.72
November, 1878		560.10	500.00	817.16
December, 1878		1,185.16	500.00	5,432.70
January, 1879		560.10	315.66	363.39
February, 1879		560.10	366.48	1,476.83
March, 1879		560.10	421.77	875.12
April, 1879		560.10	485.49	642.13
May, 1879		560.10	552.12	875.29
June, 1879		560.12	501.56	465.79
<b>Totals .....</b>		<b>\$ 7,346.28</b>	<b>\$ 5,583.08</b>	<b>\$ 14,861.97</b>

## RECAPITULATION OF EARNINGS.

Receipts from local passengers .....	\$ 90,519.36
Receipts from through passengers .....	5,583.08
Receipts for express .....	7,346.28
Receipts for mails .....	
<i>Total receipts from passenger trains .....</i>	<i>\$ 103,448.72</i>
Receipts from passenger trains, per train mile run [90,466 miles] .....	\$ 1.07 2-10
Receipts from local freight .....	247,342.90
Receipts from through freight .....	
<i>Total receipts from freight trains .....</i>	<i>\$ 247,342.90</i>
Receipts from freight trains, per train mile run [134,359 miles] .....	\$ 1.83 3-10
Receipts from miscellaneous sources .....	14,861.97
<i>Total earnings .....</i>	<i>\$ 365,653.59</i>
Proportion for Iowa (55 per cent) .....	[\$201,109.47]
Earnings per mile of road operated, [148] miles .....	[\$ 2,470.63]
Per train mile, for passenger, freight and mixed trains [231,025 miles] .....	[\$ 1.58 3-10]

## EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

CLASS 1—MAINTENANCE OF WAY AND BUILDINGS (charged to operating expenses).		\$ 113,103.18
CLASS 2—MAINTENANCE OF MOTIVE POWER AND CARS.		
Total .....		\$ 46,753.04
CLASS 3—CONDUCTING TRANSPORTATION.		
Total .....		\$ 66,697.20
CLASS 4—GENERAL EXPENSES.		
Total .....		\$ 20,981.32

## RECAPITULATION OF EXPENSES.

Total expenses of operating the road (embraced in classes 1, 2, 3 and 4) .....	\$ 277,531.44
Proportion for Iowa, 55 per cent .....	[\$152,642.40]
Per mile of road operated, 81 25-100 per cent .....	1,878.67
Per train mile for passenger, freight and mixed trains [— miles] .....	[\$129 1-10]
Per centage of expenses to earnings .....	[.76]
Net earnings per train mile [— miles] .....	[\$0.38 2-10]

## GENERAL RECAPITULATION.

Total earnings .....	\$	305,653.59
Total receipts during the year .....	[\$305,653.59]	
Total operating expenses .....		277,531.74
Net earnings—earnings above operating expenses .....		88,121.85
Total receipts above operating expenses .....	[\$88,121.85]	
Per centage of net earnings to stock and debt .....	[.01 6-10]	
Per centage of net earnings to cost of road and equipment .....	[.01 6-10]	

## PAYMENTS FROM INCOME, DIVIDENDS, ETC.

Amount paid during the year for permanent improvements, and charged to cost of road .....	\$	19,607.20
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## GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS,

JUNE 30, 1879.

## Dr.

Railroad equipment supplies .....	\$	5,507,774.19
Capital stock (Worthington & Sioux Falls Railroad Co.) .....		20,000.00
Land bonds (Sioux City & St. Paul) .....		4,000.00
Real estate (on hand for sale) .....		35,012.20
Bills receivable and town lot contracts (notes) .....		4,489.55
Geo. I. Seney, trustee, equipment mortgage, cash in his hands for retirement of bonds and to pay interest .....		4,009.40
W. H. Brown & Bro., cash in their hands .....		45,000.00
Total .....	\$	5,620,285.44

## PROFIT AND LOSS.

Taxes .....	\$	13,414.59
Insurance .....		1,211.38
Interest on floating debt .....		2,890.41
Rents (Illinois Central Railroad Company) .....	\$14,085.00	
Special equipment .....	9,188.81	23,273.81
Balance available for payment of interest on funded debt and capital expenditures .....		47,322.66
Total .....	\$	88,121.85

## GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS,

JUNE 30, 1879.

## Cr.

Capital stock .....	\$	2,500,000.00
Bonded debt .....		2,634,240.00
Floating debt—		
Bills payable .....	\$	7,000.00
Current accounts .....	89,524.06	46,524.06
Profit and loss .....		139,521.38
Total .....	\$	5,620,285.44

## PROFIT AND LOSS.

Net earnings for the year .....	\$	88,121.85
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## DESCRIPTION OF ROAD.

Date when the road or portions thereof were opened for public use:	From St. James to Worthington, November, 1871.
From Worthington to Le Mars, September, 1872.	
Length of main line of road completed, from St. James to Le Mars .....	123½ miles
Length of main line of road completed in Iowa .....	57¼ miles
Total length of road belonging to this company .....	123½ miles
Aggregate length of sidings and other tracks not above enumerated .....	8 11-100 miles
Same in Iowa .....	3 49-100 miles
Gauge of track .....	4 ft. 8¼ in.
Total length of track belonging to this company laid with steel rails [weights per yard 50 lbs.] .....	12 85-100 ms.
Total length of track belonging to this company laid with iron rails [weights per yard 50 lbs.] .....	110 65-100 ms.

## ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY, UNDER LEASE OR CONTRACT.

## Name, description and length of each.

Ans. This company operates, jointly with the Illinois Central Company, the track owned by Iowa Falls & Sioux City Railroad Company (24 miles), between Le Mars and Sioux City, paying \$140.85 (\$16.05 per month from July 1 to October 1, 1878, and \$10.30 per month from October 1, 1878, to June 30, 1879) per annum, as our proportion of interest and taxes thereon and also paying maintenance expenses thereof in proportion to mileage of our cars over same.

## NUMBER OF BRIDGES AND TRESTLES ON WHOLE LINE.

Wooden bridges, number of, 5; Howe truss; aggregate length ..... 326 feet  
Wooden trestles and pile bridges, 79; aggregate length ..... 7,761 feet

## CROSSINGS.

What railroads cross your road at grade in this State, and at what locality?  
Milwaukee & St. Paul Railroad, at Sheldon, Iowa.  
What regulations govern your employes in regard to the crossings of public highways, and are these regulations found to be sufficient?  
Ans. The State laws.  
What regulations govern your employes in regard to the crossings of public highways, and are these regulations found to be sufficient?  
Ans. When approaching a highway crossing the whistle is sounded at eighty rods distance and the bell rung until the crossing is passed; within city limits speed is not to exceed six miles per hour; we find these regulations sufficient.

## STATIONS.

Number of stations .....
 15 || Same in Iowa ..... | 8 |

## EMPLOYEES.

Number of persons regularly employed on all roads operated by company, including officials.  
Ans. No fixed number.

## FENCING.

How many miles of fencing have you on your road in Iowa?  
 Ans. 1 55-100 miles.  
 How many miles of fencing have you built during the year?  
 Ans. 20-100 miles.

## ROLLING STOCK.

Number of locomotives of more than 20 tons weight, exclusive of tender	9
Number of locomotives of more than 20 tons weight, exclusive of tender	4
Number of locomotives of more than 10 tons weight, exclusive of tender	0
Number of passenger cars, 12-wheel and 8-wheel, first-class	4
Number of express and baggage cars	4
Number of box freight and stock cars	295
Number of platform and coal cars	100
Number of conductors' way cars	5
Other cars as follows: Pay car, 1; Business car, $\frac{1}{2}$ .	
Average number of passenger and express cars that can be hauled on your regular trains by an engine of given power and weight—give the weight of engine generally used	61,000 lbs.
Number of locomotives equipped with train-brake	8
Number of passenger cars equipped with train-brake	All
What kind of train-brake is in use on your road?	
Ans. Westinghouse automatic brake on passenger cars.	
Number of passenger cars with Miller platform and buffer	7 $\frac{1}{2}$
Number of passenger cars with any other platform and buffer	None

## TELEGRAPHS.

Miles of telegraph on line operated by company and by Northwestern Telegraph Company jointly	147 $\frac{1}{2}$
Miles of telegraph owned by company and by Northwestern Telegraph Company jointly	147 $\frac{1}{2}$
Number of telegraph offices in company's stations	11
Number of telegraph stations operated by company	2
Number of telegraph stations operated jointly by rail and telegraph companies	9

## MILEAGE, TRAFFIC, ETC.

Miles run by passenger trains during the year	96,466
Miles run by freight trains	134,559
Total mileage of passenger, freight and mixed trains	231,025
Miles run by construction and other trains	11,566
Total train miles run	242,591
Total number of passengers carried	44,235
Total passenger mileage, or passengers carried one mile	2,290,540
Average amount received from each passenger*	\$2.95
Average distance traveled by each passenger	52 miles
Total tons of freight carried	153,888
Total freight mileage, or tons carried one mile	14,316,489

\* Only persons paying fare are computed as "passengers."

Highest rate of fare per mile, for any distance	4 cents
Lowest rate of fare per mile, for any distance (single fare)	2 cents
*Average rate of fare per mile, received for all passengers	3-04 cents
Average rate received per mile, per ton for all freight carried	1-72 cents
Rate of speed of passenger and express trains, including stops	21 miles
Rate of speed of freight trains, including stops	10 miles

## TONNAGE OF ARTICLES TRANSPORTED.

	TONS.	PER CENT.
Grain	30,028	25.4
Flour and meal	901	0.6
Provisions (beef, pork, lard, etc.)	2,984	1.8
Animals	2,859	1.9
Other agricultural products	20,352	13.2
Lumber and forest products	53,578	34.8
Coal	7,400	4.7
Stone and brick	2,311	1.5
Manufactures—articles shipped from point of production	2,865	1.9
Merchandise and other articles, not enumerated above	21,864	14.2
Total tons carried	153,888	100

## ADDITIONAL QUESTIONS.

## EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company?  
 Ans. The American Express Company pay one and one-half times first class rates, and receive, transport and deliver all our money and other valuable packages free. They have one-half of one baggage car on passenger train daily, but may not load to exceed 5,000 lbs. We have nothing to do with their freight.

## TRANSPORTATION COMPANIES.

What freight and transportation companies run on your road?  
 Ans. No other freight or transportation companies run on our road.

## SLEEPING CARS.

Do sleeping, parlor or dining-room cars run on your road, and if so, on what terms do they run, by whom are they owned, and what charges are made in addition to regular passenger rates?  
 Ans. Sleeping cars owned by the company are run on through passenger trains. A charge of \$1.50 or \$2.00, according to distance, in addition to the regular fare is made, for each berth occupied by one or more persons.

## U. S. MAIL.

What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service?  
 Ans. The mail and route agents are to be carried on the regular passenger trains in apartments specially and conveniently fitted up for the care and distribution of the mail while on the road. The amount of compensation is still in dispute and cannot be stated definitely.

\*Only paying freight is computed.



## LANDS—CONGRESSIONAL GRANT IN IOWA.

State the number of acres of land your company has already received from the Congressional grants—deeded lands....	320,002.63
State the number of acres yet to inure to your company from Congressional grants.....	87,164.54
State the average price per acre at which these lands are offered for sale by the company.....	\$4.50
State the average price per acre at which these lands have been sold or contracted by the company.....	5.95
State the number of acres sold.....	132,115.83
State the amount received from sales.....	\$ 728,427.58
State the amount received from outstanding contracts.....	13,620.95
State the amount received from forfeited contracts (including interest on deferred payments received by the company).....	None.
State the gross amount received from sales, contracts, forfeited contracts, etc., up to June 30, 1879.....	742,048.53

## SUMMARY.

State the amount of city, county and township aid granted to your company in exchange for stock or otherwise. Specify and locate each particular grant and the date when received, in city or county bonds, money or otherwise.

Ans. Sioux City voted a tax as a bonus, for the construction of shops at that place, in 1872. About \$34,000.00.

## ACCIDENTS TO PERSONS IN IOWA.

STATEMENT FOR THE YEAR ENDING JUNE 30, 1879, OF ALL ACCIDENTS RESULTING IN INJURIES TO PERSONS, GIVING EXTENT AND CAUSE THEREOF.

May 3, 1879. Charles Appleton, brakeman, Lemars, coupling cars; injury to fore finger. His own carelessness.

October 2, 1879. Tim. O'Brien, section foreman, Seney; jumped from train while in motion; broken ankle. His own carelessness.

June 28, 1879. Boy about 12 years of age, name unknown, Sioux City; trying to jump on train while in motion; crushed his foot. His own carelessness.

## RECAPITULATION OF ACCIDENTS.

Injured—Employees—misconduct or want of caution.....	2
Others—trespassing, on track, etc.....	1
Total injured.....	3

## OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

*President*—E. F. Drake, St. Paul, Minnesota.

*Vice-President*—A. H. Wilder, St. Paul, Minnesota.

*Secretary*—W. H. Brown, New York City.

*Treasurer*—H. Thompson, St. Paul, Minnesota.

*General Manager*—J. W. Bishop, St. Paul, Minnesota.

*Superintendent*—J. F. Lincoln, St. Paul, Minnesota.

*Chief Engineer*—T. E. Gere, St. Paul, Minnesota.

*Superintendent of Telegraph*—W. H. Drake, St. Paul, Minnesota.

*General Passenger Agent*—W. H. Dixon, St. Paul, Minnesota.

*General Freight Agent*—J. C. Boyden, St. Paul, Minnesota.

*Attorneys, General and Local*—E. C. Palmer, St. Paul, Minnesota, J. H. Swan, Sioux City.

*Land Commissioner*—J. H. Drake, St. Paul, Minnesota.

## NAMES OF DIRECTORS WITH RESIDENCE.

Adrian Iselin, New York City.  
 Wulston H. Brown, New York City.  
 George I. Seney, New York City.  
 Alexander H. Rice, Boston, Massachusetts.  
 George W. Simmons, Boston, Massachusetts.  
 E. P. Drake, St. Paul, Minnesota.  
 A. H. Wilder, St. Paul, Minnesota.  
 J. L. Merriam, St. Paul, Minnesota.  
 H. Thompson, St. Paul, Minnesota.

General offices at St. Paul, Minnesota.

Date of annual meeting of stockholders, first Monday in May.

Fiscal year of the company, January to December, inclusive.

STATE OF MINNESOTA, }  
 COUNTY OF RAMSEY. }

A. H. Wilder, Vice-President, J. W. Bishop, General Manager of the Sioux City & St. Paul Railroad Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1879, to the best of their knowledge and belief.

Signed,  
 [L. S. OF R. R.]

A. H. WILDER,  
*Vice-President.*  
 J. W. BISHOP,  
*General Manager.*

Subscribed and sworn to before me, this 16th day of September, A. D. 1879,  
 GEO. A. HAMILTON,

[L. S.] *Notary Public, Ramsey County, Minnesota.*

Received and filed in the office of the Commissioners of Railroads, this 18th day of September, 1879.

J. S. CAMERON,  
*Secretary of Board of Railroad Commissioners.*

## REPORT

OF THE

## TOLEDO &amp; NORTHWESTERN RAILWAY COMPANY,

FOR THE YEAR ENDING JUNE 30, 1879.

## CAPITAL STOCK.

Capital stock authorized by articles of association.....	\$	50,000.00
Par value of shares.....	\$100.00	
Average price received per share.....	\$100.00	
Number of stockholders at date of last election.....	7	
Number of stockholders in Iowa at same date.....	7	
Amount of full-paid stock held in Iowa.....	\$ 11,150.00	
Capital stock paid in, common.....		11,150.00
Capital stock, total amount paid in as per books of the Company.....		11,150.00
Capital stock, total amount realized in cash.....	\$ 11,150.00	
Capital stock paid in per mile of road owned by company.....	(\$ miles)	3,716.67

## ASSETS—CORPORATE PROPERTY.

Estimated value of the road bed, including rails and bridges, etc.....	\$	30,000.00
Estimated value of rolling stock.....		3,000.00
Estimated value of stations, buildings, and fixtures.....		3,000.00
Estimated value of property per mile of road.....	(\$ miles)	11,500.00

## COST OF ROAD AND EQUIPMENT.

Total expended for construction.....	\$	50,000.00
Average cost of construction per mile of road (not including sidings).....		16,666.66

## COST OF EQUIPMENT.

Locomotives.....		3,000.00
Passenger, mail, and baggage cars.....		100.00
Machinery and tools.....		
<i>Total for equipment.....</i>	<i>\$</i>	<i>3,100.00</i>
Average cost of equipment per mile of road operated by company in the State.....		1,033.30
<i>Total cost of road and equipment.....</i>	<i>\$</i>	<i>53,100.00</i>
Average cost of same per mile.....		17,700.00

## REVENUE FOR THE YEAR.

## Monthly Earnings.

## FROM TRANSPORTATION OF PASSENGERS AND FREIGHT.

		PASSEN- GERS.	FREIGHT.
July, 1878.....		\$ 52.20	\$ 218.42
August, 1878.....		53.00	253.77
September, 1878.....		76.60	395.18
October, 1878.....		55.10	318.15
November, 1878.....		52.60	284.29
December, 1878.....		26.80	226.92
January, 1879.....		27.60	142.10
February, 1879.....		52.20	171.79
March, 1879.....		52.90	132.50
April, 1879.....		51.50	125.50
May, 1879.....		52.00	169.48
June, 1879.....		51.90	145.94
Totals.....		\$ 604.40	\$ 2,601.14

## RECAPITULATION OF EARNINGS.

Receipts from passengers.....	\$	604.40
Receipts for express.....		100.00
Receipts for mails.....		300.00
<i>Total receipts from passenger trains.....</i>	<i>\$</i>	<i>1,004.40</i>
Receipts from local freight trains.....		2,601.14
<i>Total earnings.....</i>	<i>\$</i>	<i>3,605.54</i>

## EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

## CLASS I—MAINTENANCE OF WAY AND BUILDINGS (charged to operating expenses).

Repairs of track—labor and supplies exclusive of new ties.....	\$	280.00
Repairs of track—new ties, cost per tie, 60c.....		355.00
Repairs of bridges—labor and supplies.....		54.00
<i>Total.....</i>	<i>\$</i>	<i>689.00</i>

## CLASS 3—CONDUCTING TRANSPORTATION.

Fuel.....	\$ 100.00
Oil, waste and lights.....	20.00
Wages of employes, conductors, enginemen, brakemen, station-men (all grades) and clerks.....	1,530.00
Miscellaneous train and station expenses.....	1,104.00
Legal expenses.....	75.00
Total.....	\$ 2,820.00

## CLASS 4—GENERAL EXPENSES.

Salaries of the general officers of the company.....	
Taxes in Iowa.....	\$ 159.70
Total.....	\$ 159.70

## RECAPITULATION OF EXPENSES.

Total expense of operating the road (embraced in classes 1, 2, 3 and 4).....	\$ 3,677.70
Proportion for Iowa.....	[\$ 3,677.70]
Per mile of road operated.....	[ 1,225.90]

## GENERAL RECAPITULATION.

Total earnings.....	\$ 3,605.54
Total receipts during the year.....	\$ 3,605.54
Total operating expenses.....	3,677.70

## PAYMENT FROM INCOME, DIVIDENDS, Etc.

Receipts less than operating expenses and interest.....	\$ 72.16
Date of last dividend declared, July, 1878.	

## DESCRIPTION OF ROAD.

Date when the road or portions thereof were opened for public use: Entire line, January 1, 1872.	
Length of main line of road completed from Toledo to Tama City.....	3 miles
Total length of road belonging to this company.....	3 miles
Aggregate length of sidings and other tracks not above enumerated.....	120 rods
Gauge of track.....	4 ft. 8½ in.
Total length of tracks belonging to this company laid with iron rails [weights per yard, 56 lbs.].....	3 miles

## NUMBER OF BRIDGES AND TRESTLES ON LINE IN IOWA.

Wooden bridges, number of, 4; aggregate length.....	52 feet
Culverts, number of, 3; aggregate length.....	8 feet
What regulations govern your employes in regard to the crossings of public highways, and are these regulations found to be sufficient?	
Ans. Sounding whistle: yes.	
Number of persons regularly employed on all roads operated by company, including officials.....	7
Same in Iowa.....	7

## FENCING.

How many miles of fencing have you on your road in Iowa?  
Ans. 1½ miles.  
The total cost of same?  
Ans. \$480.00.

## ROLLING STOCK.

Number of locomotives of more than 20 tons weight, exclusive of tender.....	1
Number of passenger cars—8-wheel.....	1
What kind of train-brake is used on your road? Ans. Hand-brake.	
Number of passenger cars with Miller platform and buffer.....	1

## MILEAGE, TRAFFIC, ETC.

Miles run by mixed trains during the year in Iowa.....	9,000
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## OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES

President—W. F. Johnston.  
Vice-President—L. Clark.  
Secretary—L. B. Nelson.  
Treasurer—H. Galley.  
General Superintendent—C. C. Whitten.

## NAMES OF DIRECTORS, WITH RESIDENCE.

C. C. Whitten, Toledo, Iowa.  
W. F. Johnston, Toledo, Iowa.  
H. Galley, Toledo, Iowa.  
L. Clark, Toledo, Iowa.  
L. B. Nelson, Toledo, Iowa.  
John Connell, Toledo, Iowa.  
D. D. Applegate, Toledo, Iowa.  
Names of stockholders authorized to vote at the last annual meeting, and shares of each. (To be reported separately).  
C. C. Whitten, 43¼; W. F. Johnston, 22¼; H. Galley, 21; L. Clark, 16; L. B. Nelson, 5; John Connell, 2; D. D. Applegate, 2.

STATE OF IOWA,  
COUNTY OF TAMA, }

W. F. Johnston, President, and C. C. Whitten, Superintendent of the Toledo & Northwestern Railway Company, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1879, to the best of their knowledge and belief.

(Signed)

W. F. JOHNSTON,  
C. C. WHITTEN.

[L. S. OF R. R.] (Seal in possession of Chicago &amp; N. W. R. R., in Chicago.)

Subscribed and sworn to before me, this 13th day of October, A. D. 1879.

LEVI B. NELSON,  
Notary Public, Tama Co.

[L. S.]

Received and filed at the office of the Commissioners of Railroads, this 14th day of October, 1879.

J. S. CAMERON,

Secretary of Board of Railroad Commissioners.

## REPORT

OF THE

## BURLINGTON &amp; NORTHWESTERN RAILWAY CO.

FOR THE YEAR ENDING JUNE 30, 1879.

## CAPITAL STOCK.

\*Capital stock authorized by articles of association ..... \$ 3,000,000.00  
 Par value of shares ..... [\$100]

## DEBT.

†Funded debt—None.

## COST OF ROAD AND EQUIPMENT.

Grading and masonry .....	\$ 21,769.98
Bridging .....	4,796.84
Superstructure, including rails .....	98,447.13
Land, land damages, and fencing .....	3,500.24
Passenger and freight stations, wood and coal-sheds, and water stations .....	7,466.88
Engine-houses, car-sheds, and turn-tables .....	6,571.93
Interest paid during construction, discount, etc. ....	12,907.12
Engineering, agencies, salaries, and other expenses during construction .....	652.50
All other items charged to construction not enumerated above .....	
<i>Total expended for construction</i> .....	\$ 156,111.62
Average cost of construction per mile of road (not including sidings) .....	\$ 6,504.65
	[24 miles]

\*Owing to the incomplete state of our stock collections, no regular stock books have been opened. The total amount paid in cash and notes is \$138,025.89. Our stockholders are mainly residents of Des Moines and Henry counties.

†We have no funded debt. Our net indebtedness June 30, 1879, including accruing interest was about \$95,000. We have issued bonds to the amount of \$100,000 on the road bed; and to the amount of \$25,000 on equipment, which have been in the main hypothecated for the debt above mentioned, but not a bond has been sold.

## COST OF EQUIPMENT.

Locomotives .....	\$ 12,000.00
Passenger, mail, and baggage cars .....	5,800.00
Freight and other cars .....	11,345.00
Machinery and tools and sundries .....	3,076.65
<i>Total for equipment</i> .....	\$ 32,281.65
Average cost of equipment <i>per mile of road operated by company in this State</i> .....	1,345.07

## COST OF ROAD AND EQUIPMENT.

Total cost of road and equipment .....	\$ 188,303.27
Average cost of same per mile .....	7,849.72

## EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING YEAR.

Land .....	\$ 50.45
Passenger and freight stations, wood-sheds and water stations .....	18.75
Machine-shops, machinery, and tools .....	46.46
Any other expenditures charged to property account, specifying same, account of construction, not paid before, because prevented by garnishment .....	2,180.50

<i>Total</i> .....	\$ 2,296.16
Net addition to property account for the year .....	2,296.16
State the policy pursued by your company in regard to permanent improvements and repairs, such as replacing iron rails with steel, wooden bridges and culverts with iron and stone, reducing grades and ballasting track. Are the cost of these improvements charged to repairs or construction, and the reasons therefor.	

Ans. Road new. No improvement of this kind yet made.

## REVENUE FOR THE YEAR.

## Monthly Earnings.

## FROM TRANSPORTATION OF EXPRESS, PASSENGERS AND FREIGHT.

		EXPRESS.	PASSENGER.	FREIGHT.
July,	1878.	\$ 40.61	\$ 436.12	\$ 986.53
August,	1878.	37.27	241.00	1,223.95
September,	1878.	34.52	264.86	1,083.83
October,	1878.	37.04	315.37	1,060.30
November,	1878.	37.26	197.79	1,376.16
December,	1878.	32.16	189.04	1,363.42
January,	1879.	31.51	176.39	1,599.34
February,	1879.	31.89	317.67	699.50
March,	1879.	38.04	384.00	736.85
April,	1879.	37.73	229.15	853.30
May,	1879.	37.78	221.51	1,319.39
June,	1879.	43.18	340.00	983.87
<i>Total</i> .....		\$ 438.99	\$ 3,322.50	\$ 12,006.64

## RECAPITULATION OF EARNINGS.

Receipts from passengers .....	\$	3,322.59
Receipts for express .....		438.90
Receipts for mails .....		804.55
<i>Total receipts from passenger trains</i> .....	\$	4,566.13
Receipts from local freight.....		12,990.54
<i>Total receipts from freight trains</i> .....	\$	12,990.54
<i>Total earnings</i> .....	\$	17,562.77
Proportion for Iowa.....	[All.]	
Earnings per mile of road operated, [corrected in tables by Commissioners].....	[24 miles]	731.78

Have you made any advance or reduction in freight since the enactment of chapter 77 of the Laws of the Seventeenth General Assembly—if so, what percentage?  
Ans. No change.

## RECEIPTS OTHER THAN EARNINGS.

Receipts from payments on capital stock .....	\$	2,583.46
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## EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

CLASS 1—MAINTENANCE OF WAY AND BUILDINGS (*charged to operating expenses*).

Repairs of track—labor and supplies exclusive of new ties .....	\$	3,908.48
Repairs of buildings—station and water-tanks, etc.....		264.90
<i>Total</i> .....	\$	3,273.38

## CLASS 2—MAINTENANCE OF MOTIVE POWER AND CARS.

Repairs of mixed locomotives .....	\$	475.84
Repairs of cars .....		438.45
<i>Total</i> .....	\$	914.32

## CLASS 3—CONDUCTING TRANSPORTATION.

Fuel .....	\$	891.29
Oil, waste and lights .....		180.85
Wages of employes—conductors, enginemen, brakemen, station-men (all grades) and clerks.....	3,590.72	
Miscellaneous train and station supplies .....		101.25
Loss and damage of goods .....		2.35
Damage for stock killed.....		56.90
All other expenses chargeable to this account .....		1,079.87
<i>Total</i> .....	\$	5,900.29

## CLASS 4—GENERAL EXPENSES.

Salaries of the general officers of the company .....	\$	1,300.00
Taxes in Iowa .....		3.90
Advertising .....		10.95
Printing and stationery .....		53.05
<i>Total</i> .....	\$	1,754.00

## RECAPITULATION OF EXPENSES.

Total expenses of operating the road (embraced in classes 1, 2, 3 and 4).....	\$	11,851.59
Proportion for Iowa.....	[All]	
*Per mile of road operated.....	[\$ 493.81]	

## GENERAL RECAPITULATION.

Total earnings .....	\$	17,562.77
Total receipts during the year.....	[\$2,583.46]	
Total operating expenses .....		11,851.59
Net earnings—earnings above operating expenses.....	\$	5,711.18
Total receipts above operating expenses.....	[\$8,294.64]	

## PAYMENTS FROM INCOME, DIVIDENDS, ETC.

Interest falling due during the year, but not paid.....	\$	5,906.23
Receipts above operating expenses and interest.....		2,398.41
Floating debt liquidated during the year (track rental over Burlington, Cedar Rapids & Northern Railway).....		2,900.00

## GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS,

JUNE 30, 1879.

Dr.

Engineering .....	\$	6,814.59
Expense .....		9,117.45
Right of way .....		3,100.35
Construction .....		125,894.89
Bills receivable .....		3,105.00
Interest .....		12,005.53
Equipment .....		32,281.05
Building .....		7,400.88
Operating .....		18,167.18
Repairs .....		9,007.85
Rent .....		10,182.05
Fencing .....		249.79
Surveys .....		871.42
Sundries .....		110.15
Cash .....		517.22
<i>Total</i> .....	\$	239,174.40

\* Corrected in tables by Commissioners.

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS,  
JUNE 30, 1879.

	Cr.	
Bills payable .....	\$	60,611.42
Stock .....		138,025.89
Mail service .....		1,782.87
Freight service .....		27,869.80
Passenger service .....		9,396.61
Express service .....		532.08
Express service (advanced) .....		967.92
Due contractor .....		38.01
<b>Total .....</b>	<b>\$</b>	<b>299,174.40</b>

## DESCRIPTION OF ROAD.

Date when the road or portions thereof were opened for public use:  
From Burlington to Winfield, December 31, 1876.

Length of main line of road completed, from Burlington to Winfield .....	19.8 miles
Total length of road belonging to this company .....	19.8 miles
Aggregate length of sidings and other tracks not above enumerated .....	1 mile
Same in Iowa .....	1 mile
*Aggregate length of tracks belonging to this company computed as single track .....	20.8 miles
Same in Iowa .....	20.8 miles
Gauge of track .....	36 inches
Total length of tracks belonging to this company laid with steel rail .....	None
Total length of tracks belonging to this company laid with iron rails [weights per yard 30 lbs.] .....	20.8 miles

## ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY, UNDER LEASE OR CONTRACT.

None.	
Total miles of road operated by this company .....	34.9 miles
†Total miles of road operated in Iowa .....	34.9 miles

## BRIDGES BUILT WITHIN THE YEAR.

None.

## CROSSINGS.

Number of crossings of highways at grade in this State without protection .....	13
Number of crossings of highways at grade in this State at which there are gates or flagmen .....	None
Number of crossings of highways over railroad .....	None
Number of crossings of highways under railroad .....	1
What regulations govern your employes in regard to the crossings of public highways, and are these regulations found to be sufficient?	
Ans. Whistle sounded 1,000 feet from crossing, and bell rung till crossing is passed. These regulations are found to be sufficient.	

\*In addition to tracks reported above, this company has leased the right to run over 14 13-00 miles of the Burlington, Cedar Rapids & Northern Railway, by means of a third rail laid down and owned by this company, between Burlington and Madison. This company has also laid down, and are using, 3-10 miles of sidings on the depot grounds belonging to the above named corporation.

†The discrepancy in miles operated by this company is corrected by the Commissioners in their tables.

## STATIONS.

Number of stations..... 8

## EMPLOYES.

Number of persons regularly employed on all roads operated by company, including officials, average..... 16

## FENCING.

Give the miles of fence needed on both sides of your track, in each county in Iowa through which your road runs, and the aggregate amount in miles:

12 miles in Des Moines county.

5 7-10 miles in Henry county.

Aggregate amount, 17 7-10 miles.

## ROLLING STOCK.

Number of locomotives of more than 10 tons weight, exclusive of tender .....	2
Number of passenger cars— 8 wheel .....	2
Number of box freight cars .....	14
Number of stock cars .....	5
Number of platform cars .....	10
Number of coal cars .....	1
Number of conductors' way cars .....	1
What kind of train-brake is in use on your road?	
None.	
Number of passenger cars with Miller platform and buffer .....	2

## TELEGRAPHS.

None.

## MILEAGE, TRAFFIC, ETC.

Miles run by mixed trains .....	25,804
Total train miles run .....	25,804
Number of local passengers .....	6,931
Total number of passengers carried .....	6,031
Total passenger mileage, or passengers carried one mile .....	100,882
Average amount received from each passenger .....	47 9-10c.
Average distance traveled by each passenger .....	14.5 m.
Number of tons of local freight carried .....	7,178
Total mileage of local freight .....	208,202
Total tons of freight carried .....	7,178
Total freight mileage, or tons carried one mile .....	208,202
Highest rate of fare per mile, for any distance .....	.04
Lowest rate of fare per mile, for any distance (single fare) .....	.01 2-10
Average rate of fare per mile, received for local passengers .....	.03 1/2
Average rate received per mile, per ton for local freight .....	.06 24-100
Average number of cars in mixed trains .....	4.4
Rate of speed of mixed trains, including stops—miles per hour .....	12

## TONNAGE OF ARTICLES TRANSPORTED.

	TONS.
Grain and flour .....	2,366
Provisions (beef, pork, lard, etc.) product of animals .....	112
Animals—live stock .....	2,735
Other agricultural products .....	199
Lumber and forest products .....	919
Coal .....	417
Manufactures—articles shipped from point of production .....	35
Merchandise and other articles not enumerated above .....	395
Total tons carried .....	7,178

## ADDITIONAL QUESTIONS.

## EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company?

Ans. American; ordinary merchandise and express matter per 100 pounds, one and one-half first-class freight rates of this company; on butter, eggs, game and poultry, per 100 pounds, one and one-fourth first-class freight rates; they do a general express business; freight taken at the depot.

## U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service?

Ans. \$804.55 per annum for daily service.

## ACCIDENTS TO PERSONS IN IOWA.

Ans. None.

## OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

*President*—Thomas Hedge.  
*Vice-President*—David Leonard.  
*Secretary and Treasurer*—R. M. Green.  
*General Superintendent*—Jno. T. Gerry.  
*Division Superintendents*—None.  
*Chief Engineer*—John T. Gerry.  
*Superintendent of Telegraph*—None.  
*Auditor*—President Hedge, *ex officio*.  
*General Passenger Agent*—None.  
*General Freight Agent*—None.  
*Attorneys, General and Local*—Horace A. Kelley.  
*Receiver*—None.

## NAMES OF DIRECTORS WITH RESIDENCE.

Thomas Hedge, Burlington, Iowa.  
 Charles Mason, Burlington, Iowa.  
 E. D. Hand, Burlington, Iowa.  
 John H. Gear, Burlington, Iowa.  
 George C. Lanman, Burlington, Iowa.  
 W. W. Baldwin, Burlington, Iowa.  
 Richard Spencer, Burlington, Iowa.  
 D. Leonard, Burlington, Iowa.  
 R. Donahue, Burlington, Iowa.  
 Geo. Millard, Burlington, Iowa.  
 T. W. Barhydt, Burlington, Iowa.  
 A. W. Chilcote, Washington, Iowa.  
 Norman Everson, Washington, Iowa.  
 J. M. F. Andrews, Winfield, Iowa.  
 Jno. W. Crawford, Crawfordsville, Iowa.

General offices at Burlington, Iowa.  
 Date of annual meeting of stockholders, third Wednesday in June.  
 Fiscal year of the company, May 31 and June 1.

STATE OF IOWA, }  
 COUNTY OF DES MOINES, }

I, Thomas Hedge, President of the Burlington & Northwestern Railroad Company, being duly sworn, depose and say that I have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, on the thirtieth day of June, A. D. 1879, to the best of my knowledge and belief.

(Signed)

THOMAS HEDGE,

*President.*

[L. S. OF R. R.]

Subscribed and sworn to before me, this 10th day of September, A. D. 1879.

R. M. GREEN,

*Notary Public.*

[L. S.]

Received and filed in the office of the Commissioners of Railroads, this 13th day of September, 1879,

J. S. CAMERON,

*Secretary of Board of Railroad Commissioners.*

## REPORT

OF THE

## CROOKED CREEK RAILWAY COMPANY,

FOR THE YEAR ENDING JUNE 30, 1879.

## CAPITAL STOCK.

Capital stock authorized by articles of association.....	\$	500,000.00
Number of stockholders at date of last election.....	6]	
Number of stockholders in Iowa at same date.....	2]	
Amount of full-paid stock held in Iowa.....	(\$25,668.00)	
Capital stock authorized by vote of company [number of shares 5000]		66,000.00
Capital stock issued [number of shares 660] amount paid in...		66,000.00
Capital stock paid in on shares not issued [number shares 540]		None
Capital stock paid in common.....		66,000.00
Capital stock, total amount paid in as per books of the company.....		66,000.00
Capital stock, total amount realized in cash.....	[All]	
Capital stock, paid in per mile of road owned by company [9 miles.]		

## ASSETS—CORPORATE PROPERTY.

Estimated value of road-bed, including rails and bridges, etc. . . . .	\$	18,000.00
Estimated value of rolling stock.....		7,750.00
Estimated value of stations, buildings and fixtures.....		600.00
Estimated value of all other property, including investments in stocks and bonds of other corporations.....		None
Estimated value of property per mile of road [9 miles].....		2,927.77

## DEBT.

Funded debt, as follows:

None.....		
Unfunded debt incurred for construction.....		40,000.00
Other debts—current credit balances, etc.....		None
Total debt liabilities.....		40,000.00
Amount of debt liabilities per mile of road.....	[9 miles]	4,444.44
Amount of debt liabilities after deducting cash, sinking funds in hands of trustees, and such securities and debt-balances as do not represent permanent investments.....		40,000.00
Contingent liabilities as guarantor of bonds or debts of other corporations, specifying same.....		None

## COST OF ROAD AND EQUIPMENT.

Grading and masonry.....	\$	6,000.00
Bridging.....		12,000.00
Superstructure, including rails.....		7,200.00
Land, land damages and fences.....		500.00
Passenger and freight stations, wood and coal sheds, and water stations.....		600.00
Engine-houses, car sheds, and turn-tables.....		
Machine shops.....		
Engineering, agencies, salaries, and other expenses during construction.....		600.00
All other items charged to construction not enumerated above.....		None
Total expended for construction.....	\$	26,900.00
Average cost of construction per mile of road (not including sidings).....	[9 miles]	2,988.88

## COST OF EQUIPMENT.

Locomotives.....		6,500.00
Passenger, mail, and baggage cars.....		180.00
Freight and other cars.....		3,600.00
Machinery and tools.....		50.00
Total for equipment.....	\$	10,330.00
Average cost of equipment per mile of road operated by company in this State.....		1,147.77

## COST OF ROAD AND EQUIPMENT.

Total cost of road and equipment.....		\$7,230.00
Average cost of same per mile.....		4,136.66
Expenses charged to property account, specifying same.....		None



## REVENUE FOR THE YEAR.

## Monthly Earnings.

## FROM TRANSPORTATION OF PASSENGERS AND FREIGHT.

		PASSEN- GERS.	FREIGHT.
July, 1878.	1878.	\$ 20.90	\$ 54.40
August, 1878.	1878.	12.60	106.90
September, 1878.	1878.	34.10	316.05
October, 1878.	1878.	31.05	464.40
November, 1878.	1878.	12.00	293.85
December, 1878.	1878.	29.55	457.25
January, 1879.	1879.	22.75	554.83
February, 1879.	1879.	38.95	220.45
March, 1879.	1879.	30.50	471.73
April, 1879.	1879.	9.80	115.80
May, 1879.	1879.	12.25	218.49
June, 1879.	1879.	19.50	181.36
Total		\$ 273.95	\$ 3,445.31

## RECAPITULATION OF EARNINGS.

Receipts from passengers	\$ 273.92
Receipts for mails	327.08
Total receipts from passenger trains	\$ 601.03
Receipts from passenger trains, per train mile run [9 miles]. . . \$68.789	
Receipts from freight	3,445.31
Total receipts from freight trains	3,445.31
Receipts from freight trains per train mile run [9 miles]. . . \$382.51 2-9	
We have but one train—freight and passenger combined.	
Total earnings	\$ 4,046.34

Proportion for Iowa	[All]
Earnings per mile of road operated [9 miles]	[449.59 1/2]
Per train mile, for passenger, freight and mixed trains [9 miles]	[Same]

Have you made any advance or reduction in freight since the enactment of chapter 77 of the laws of the Seventeenth General Assembly—if so, what percentage?

Ans. No.

## EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

CLASS 1—MAINTENANCE OF WAY AND BUILDINGS (charged to operating expenses).	
Repairs of track—labor and supplies exclusive of new ties	\$ 702.00
Repairs of track—new ties, No. 110; cost per tie, 15 cts.	136.50
Tools for road work	51.50
Road crossings, signs, etc.	10.00
Total	\$ 900.00

## CLASS 2—MAINTENANCE OF MOTIVE POWER AND CARS.

Repairs of locomotives	\$ 561.71
Repairs of passenger, baggage, mail and express cars—labor	15.00
Repairs of passenger, baggage, mail and express cars—supplies	11.50
Repairs of freight cars—labor	300.00
Repairs of freight cars—supplies	50.00
Total	\$ 988.21

## CLASS 3—CONDUCTING TRANSPORTATION.

Fuel	\$ 465.00
Oil, waste and lights	151.30
Wages of employes—conductors, engineers, brakemen, stationmen (all grades) and clerks	1,740.00
Miscellaneous train and station supplies	73.00
Miscellaneous train and station expenses	15.00
Water supply	365.00
Loss and damage of goods	62.00
Damage for stock killed (one hog)	5.70
Legal expenses	150.00
All other expenses chargeable to this account	None
Total	\$ 3,029.00

## CLASS 4—GENERAL EXPENSES.

Salaries of the general officers of the company	\$ 1,500.00
General office expenses, including clerk hire, rent, fuel, lights, etc. (none aside from fuel and lights)	30.00
Taxes in Iowa	575.00
Printing and stationery	75.00
All other expenses chargeable to this account	None
Total	\$ 2,180.00

## RECAPITULATION OF EXPENSES.

Total expenses of operating the road (embraced in classes 1, 2, 3 and 4)	[87,047.21]
Proportion for Iowa	[8783.92 1/2]
Per mile of road operated	[8783.92 1/2]
Per train mile for passenger, freight and mixed trains [9 miles]	[Don't know]
Percentage of expenses to earnings	[174]
Net earnings per train mile [None]	[None]

## GENERAL RECAPITULATION.

Total earnings	\$ 4,046.34
Total receipts during the year	[84,046.34]
Total operating expenses	7,047.21
Net earnings—earnings above operating expenses	None
Total receipts above operating expenses	None

## PAYMENTS FROM INCOME, DIVIDENDS, ETC.

Interest paid during the year.....\$	3,200.00
Total interest liability for the year.....	3,200.00
Receipts less than operating expenses and interest.....	6,200.87
Amount paid during the year for permanent improvements and charged to cost of road.....	10,500.00
Amount paid during the year for permanent improvements and charged to operating expenses.....	None
Dividends declared.....	None
Date of last dividend declared.....	None
Paid to sinking funds in hands of trustees.....	None

## DESCRIPTION OF ROAD.

Date when the road or portions thereof were opened for public use: From Lehigh to Judd, October 6, 1876.	
Length of main line of road completed, from Lehigh to Judd.	9 miles
Length of track laid, if road is not completed.....	None
Total length of road belonging to this company.....	9 miles
Aggregate length of sidings and other tracks not above enumerated.....	None
Aggregate length of tracks belonging to this company computed as single track.....	9 miles
Gauge of track.....	3 feet
Total length of tracks belonging to this company laid with iron rails [weights, per yard, 30].....	9 miles

## CROSSINGS.

What railroads cross your road at grade in this State, and at what locality?.....	None
What railroads cross your road either over or under your grade in this State, and where?.....	None
Number of crossings of highways at grade in this State without protection.....	3
Number of crossings of highways at grade in this State at which there are gates or flagmen.....	None
Number of crossings of highways over railroad.....	None
Number of crossings of highways under railroad.....	None
What regulations govern your employes in regard to the crossings of highways, and are these regulations found to be sufficient?	public
Ans. Whistle and ring bell. No accidents—so think them sufficient.	

## STATIONS.

Number of stations.....	2
-------------------------	---

## EMPLOYES.

Number of persons regularly employed on all roads operated by company, including officials.....	6
---	---

## FENCING.

How many miles of fencing have you on your road in Iowa?.....	None
How many miles of fencing have you built during the year?.....	None
Give the miles of fence needed on both sides of your track, in each county in Iowa through which your road runs, and the aggregate amount in miles:	
Nine miles in Webster county.	

## ROLLING STOCK.

Number of locomotives of more than 30 tons weight, exclusive of tender.....	None
Number of locomotives of more than 20 tons weight, exclusive of tender.....	None
Number of locomotives of more than 10 tons weight, exclusive of tender.....	1
Number of express and baggage cars.....	1
Number of stock cars.....	2
Number of coal cars.....	22
Number of conductors' way cars.....	None
Average amount of tonnage that can be carried over your road with an engine of the weight and power you use for freight trains.....	50 tons
Give the weight of engines generally used.....	16½ tons
Number of locomotives equipped with train-brake.....	None
What kind of train-brake is in use on your road? Hand brake.	
Number of passenger cars with Miller platform and buffer.....	None
Number of passenger cars with any other platform and buffer?...	None

## TELEGRAPHS.

None.

## MILEAGE, TRAFFIC, ETC.

Miles run by mixed trains.....	5,625
Total train miles run.....	5,625
Number of through passengers.....	913
Total number of passengers carried.....	913
Total passenger mileage, or passengers carried one mile.....	8,217
Average amount received from each passenger.....	30 cents
Average distance traveled by each passenger.....	9 miles
Number of tons of through freight carried.....	4,259
Total mileage of through freight.....	38,331
Total tons of freight carried.....	4,259
Total freight mileage, or tons carried one mile.....	38,231
Highest rate of fare per mile, for any distance.....	3½ cents
Lowest rate of fare per mile, for any distance (single fare).....	2½
Average rate received per mile, per ton for through freight.....	.09
Average rate received per mile, per ton for all freight carried.....	.09
Average number of cars in freight trains.....	8
Average weight of freight trains, including locomotive and tender in working order, exclusive of freight.....	20 tons
Rate of speed of passenger and express trains, including stops. 10 mil. per h.	

## TONNAGE OF ARTICLES TRANSPORTED.

	TONS.	PER CENT.
Grain.....	59	.04
Animals.....	396	
Lumber and forest products.....	103	
Coal.....	3473	
Merchandise and other articles, not enumerated above.....	213	
Total tons carried.....	4,259	100

## U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service?

Ans. \$327.08. Once per day from Lehigh to Judd. Depart from Judd at 8 a. m.; arrive at Judd at 9 a. m.; depart from Judd at 11 a. m.; depart from Lehigh at 12 noon.

## LANDS—CONGRESSIONAL GRANT.

Ans. None.

## ACCIDENTS TO PERSONS IN IOWA.

Ans. None.

## SUMMARY.

State the amount of city, county and township aid granted to your company in exchange for stock or otherwise.

Nothing.

## OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President—Walter C. Willson.  
 Vice-President—T. H. Judd.  
 Secretary—J. M. Funk.  
 Treasurer—J. M. Funk.  
 General Manager—Walter C. Willson.  
 General Superintendent—Walter C. Willson.

## NAMES OF DIRECTORS WITH RESIDENCE.

Walter C. Willson, Webster City, Iowa.  
 Geo. Burnham, Milwaukee, Wis.  
 T. H. Judd, Milwaukee, Wis.  
 J. M. Funk, Webster City, Iowa.  
 John Q. Burnham, Milwaukee, Wis.  
 Chas. L. Burnham, Milwaukee, Wis.

STATE OF IOWA. }  
 COUNTY OF HAMILTON. }

W. C. Willson, General Manager of the Crooked Creek Railway Company, being duly sworn, depose and says that he has caused the foregoing statement to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1879, to the best of his knowledge and belief.

[L. S. OF R. B.] Signed, W. C. WILLSON.

Subscribed and sworn to before me, this \_\_\_\_\_ day of September, A. D. 1879.

[L. S.]

J. F. DUNCOMBE,  
 Notary Public.

Received and filed in the office of the Commissioners of Railroads, this eighteenth day of September, 1879.

J. S. CAMERON,

Secretary of Board of Railroad Commissioners.

## REPORT

OF THE

## DES MOINES, ADEL &amp; WESTERN RAILROAD CO.,

FOR THE YEAR ENDING JULY 31, 1879.

## CAPITAL STOCK.

Capital stock authorized by articles of association .....	\$ 2,000,000.00
Par value of shares .....	\$ 100.00
Average price received per share .....	100.00
Number of stockholders at date of last election .....	26
Number of stockholders in Iowa at same date .....	26
Amount of full-paid stock held in Iowa .....	17,100.00
Capital stock authorized by vote of company, [number of shares, _____]	
Capital stock issued [number of shares, 171] amount paid in .....	17,100.00
Capital stock paid in on shares not issued ....[number shares, 4]	175.00

## ASSETS—CORPORATE PROPERTY.

Estimated value of the road-bed, including rails and bridges, etc. \$	40,000.00
Estimated value of rolling stock .....	5,000.00
Estimated value of stations, buildings and fixtures .....	200.00
Estimated value of property per mile of road .....	[7 miles] 6,457.00

## DEBT.

Funded debt as follows:	
First mortgage bonds (due January 1, 1882, bear interest at 10 per cent, which is payable semi-annually) amount .....	\$ 16,000.00
Total amount of funded debt .....	\$ 16,000.00
Amount received from the same in cash .....	[\$13,000.00]
Amount received from the same in property .....	[_____]
Total debt liabilities .....	\$ 16,000.00

## COST OF ROAD AND EQUIPMENT.

* Grading and masonry.....	\$	23,402.00
Bridging.....		6,000.00
Superstructure, including rails.....		17,227.00
Passenger and freight stations, wood and coal sheds, and water stations.....		200.00
Engineering, agencies, salaries, and other expenses during construction.....		300.00

## COST OF EQUIPMENT.

Locomotives.....	\$	3,530.00
Passenger, mail and baggage cars.....		579.00
Freight and other cars.....		962.00
Total for equipment.....	\$	5,071.00
Average cost of equipment per mile of road operated by company in the State.....		724.43

## COST OF ROAD AND EQUIPMENT.

Total cost of road and equipment.....	\$	52,200.00
Average cost of same per mile.....		7,457.14

## REVENUE FOR THE YEAR.

## Monthly Earnings.

## FROM TRANSPORTATION OF PASSENGERS, EXPRESS AND FREIGHT.

	PASSENGERS.	EXPRESS.	FREIGHT.
July, 1878.....	\$	\$	\$
August, 1878.....			
September, 1878.....			
October, 1878.....			
November, 1878.....	64.00	5.80	35.47
December, 1878.....	139.80	9.90	32.63
January, 1879.....	122.25	9.15	43.55
February, 1879.....	128.30	10.92	46.53
March, 1879.....	134.30	16.30	86.71
April, 1879.....	190.55	26.85	75.57
May, 1879.....	150.05	4.56	108.23
June, 1879.....	164.25	6.87	227.59
Totals.....	\$ 1,094.10	\$ 90.35	\$ 650.28

\* This item includes estimated cost of grading done in 1873 and used by this company.

## RECAPITULATION OF EARNINGS.

Receipts from passengers.....	\$	1,094.10
Receipts from express.....		90.35
Total receipts from passenger trains.....	\$	1,183.45
Receipts from passenger trains, per train mile run [7 miles].....	\$169.21	
Receipts from local freight.....		650.28
Receipts from freight trains, per train mile run [7 miles].....	\$92.90	
Total earnings.....	\$	1,934.73

Have you made any advance or reduction in freight since the enactment of Chapter 77 of the Laws of the Seventeenth General Assembly—if so, what percentage?

Ans. Our charges are based upon those of Des Moines & Fort Dodge road.

## EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

## CLASS 3—CONDUCTING TRANSPORTATION.

Fuel.....	\$	106.80
Oil, waste and lights.....		100.00
Wages of employes—conductors, enginemen, brakeman (all grades) and clerks.....		1,444.80
Total.....	\$	1,741.60

## CLASS 4—GENERAL EXPENSES.

Salaries of the general officers of the company.....	\$	
Printing and stationery.....		77.40
All other expenses chargeable to this account.....		
Total.....	\$	

## RECAPITULATION OF EXPENSES.

Total expenses of operating the road (embraced in classes 1, 2, 3 and 4.....)	\$	1,819.00
Per mile of road operated in Iowa.....	\$203.20	
Percentage of expenses to earnings.....	[94]	
Net earnings per train mile [7 miles].....	[15.10]	

## GENERAL RECAPITULATION.

Total earnings.....	\$	1,934.73
Total operating expenses.....		1,819.00
Total receipts above operating expenses.....	\$	105.73

## PAYMENTS FROM INCOME, DIVIDENDS, ETC.

Interest paid during the year.....	\$	
Interest falling due or accrued during the year, but not paid.....		800.00
Receipts less than operating expenses and interest.....		694.27

## DESCRIPTION OF ROAD.

Date when the road or portions thereof were opened for public use:  
 From Waukee to Adel, October 15, 1878.  
 Length of main line of road completed, from Waukee to Adel..... 7 miles  
 Gauge of track ..... 36 inches  
 Total length of tracks belonging to this company laid with iron  
 rails [weights per yard 30 pounds]..... 7 miles

## NUMBER OF BRIDGES AND TRISTLES ON WHOLE LINE.

Combination bridges, number of, 1; aggregate length, feet..... 200  
 Wooden trestles, number of, 8; aggregate length, feet..... 700  
 Culverts, number of, 3; aggregate length, feet.....  
 Number of crossings of highways at grade in this State without  
 protection..... 8  
 What regulations govern your employes in regard to the crossings of public  
 highways, and are these regulations found to be sufficient?  
 Ans. Blowing whistle and ringing engine bell have been found sufficient,  
 as no accident of any kind has occurred.

## STATIONS.

Number of stations..... 2

## FENCING.

Fourteen miles.....in Dallas county

## ROLLING STOCK.

Number of locomotives of 8 tons weight, exclusive of tender..... 1  
 Number of passenger cars—8-wheel..... 1  
 Number of box freight cars..... 2  
 Number of platform cars..... 2  
 Average amount of tonnage that can be carried over your road with an  
 engine of the weight and power you use for freight trains—give the  
 weight of engines generally used? Present engine, 9 tons..... 60

## MILEAGE, TRAFFIC, ETC.

Total mileage of passenger, freight and mixed trains, during 8  
 months, about ..... 3,120  
 Number of local passengers ..... 3,556  
 Total passenger mileage, or passengers carried one mile..... 24,892  
 Average amount received from each passenger ..... .30  
 Average distance traveled by each passenger..... 7 miles  
 Total tons of freight carried..... 724  
 Total freight mileage, or tons carried one mile..... 5,068  
 Highest rate of fare per mile, for any distance..... 4 cents  
 Average rate of fare per mile, received for local passengers... 4 cents  
 Average rate received per mile per ton for all freight carried.. 13 cents  
 Average number of cars in passenger trains, including baggage  
 cars..... 3  
 Rate of speed of passenger and express trains, including stops, 14 miles per h.

## ADDITIONAL QUESTIONS.

## EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company?

Ans. The United States Express Company runs on our road and pay us ten cents per 100 lbs. on packages of more than fifteen lbs. They also pay most of the expense of agent, who also acts for present as our station agent and conductor, which makes our receipts about \$1 per day. Their office is at our depot.

## U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service?

Ans. No compensation yet received or determined upon.

## ACCIDENTS TO PERSONS IN IOWA.

No accidents have occurred.

## OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

*President*—Dr. T. J. Caldwell, Adel, Iowa.  
*Vice-President*—J. W. Russell, Adel, Iowa.  
*Secretary*—A. C. Hotchkiss, Adel, Iowa.  
*Treasurer*—L. Lambert, Adel, Iowa.  
*General Manager*—H. Mills, Adel, Iowa.  
*Chief Engineer*—James Carss, Des Moines, Iowa.

## NAMES OF DIRECTORS WITH RESIDENCE.

T. J. Caldwell, Adel.  
 J. H. Russell, Adel.  
 J. O. Risser, Adel.  
 A. A. Blanchard, Adel.  
 A. C. Hotchkiss, Adel.  
 L. Lambert, Adel.  
 T. Ashton, Adel.

General offices at Adel, Iowa.

Date of annual meeting of stockholders, first Monday in November.

STATE OF IOWA, }  
COUNTY OF DALLAS. }

We, T. J. Caldwell and A. C. Hotchkiss, President and Secretary of the Des Moines, Adel and Western Railroad Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said Company on the thirtieth day of June, A. D. 1879, to the best of their knowledge and belief.

Signed,

T. J. CALDWELL,  
*President.*  
A. C. HOTCHKISS,  
*Secretary.*

[L. S. OF R. R.]

Subscribed and sworn to before me, this 23d day of September, A. D. 1879,  
J. R. JOY,  
*Notary Public, for Dallas County, Iowa.*

Received and filed in the office of the Commissioners of Railroads, this 24th day of September, 1879.  
J. S. CAMERON,  
*Secretary of Board of Railroad Commissioners.*

## REPORT

OF THE

# DES MOINES & MINNESOTA RAILROAD COMPANY,

FOR THE YEAR ENDING, JUNE 30, 1879.

### CAPITAL STOCK.

Capital stock authorized by articles of association, per mile. . . . .	\$	12,000.00
Par value of shares. . . . .	\$ 100.00	
Average price received per share. . . . .	50.00	
Number of stockholders at date of last election. . . . .	219	
Number of stockholders in Iowa at same date. . . . .	219	
Amount of full-paid stock held in Iowa. . . . .	\$ 100,500.00	
Capital stock issued. [number of shares, 1,005] amount paid in		166,500.00
Capital stock paid in on shares not issued. . . . .		27,445.67
Capital stock paid in, common. . . . .		166,500.00
Capital stock, total amount paid in as per books of company. . . . .		166,500.00

### ASSETS—CORPORATE PROPERTY.

Cost of the road bed, including rails and bridges, etc. . . . .	\$	465,771.55
Cost of rolling stock. . . . .		46,727.07
Cost of stations, buildings, and fixtures. . . . .		12,000.00
Cost of property per mile of road [58 miles]. . . . .		8,835.00

### DEBT.

Funded debt, as follows—		
First mortgage bonds (due July 1, 1879, bear interest at ten per cent, which is payable semi-annually,) amount. . . . .	\$	130,000.00
Second mortgage bonds (due July 1, 1879, bear interest at ten per cent, which is payable semi-annually,) amount. . . . .		48,000.00
Consolidated mortgage bonds (due October 1, 1897, bear interest at seven per cent, which is payable semi-annually, amount. . . . .		120,000.00
Total amount of funded debt. . . . .	\$	298,000.00
Unfunded debt incurred for construction. . . . .	\$	85,218.75
Unfunded debt incurred for equipment. . . . .		7,500.00
Other debts—current credit balances, etc. . . . .		
Total debt liabilities. . . . .	\$	390,718.75
Amount of debt liabilities per mile of road [58 miles]. . . . .		6,736.00

## COST OF ROAD AND EQUIPMENT.

Total expended for construction.....	\$ 465,771.55
Average cost of construction per mile of road (not including sidings) [58 miles].....	8,171.00

## COST OF EQUIPMENT.

Locomotives.....	14,000.00
Snow-plows on wheels.....	600.00
Passenger, mail, and baggage cars.....	11,400.00
Freight and other cars.....	20,550.00
Machinery and tools.....	1,198.99

Total for equipment.....	\$ 47,748.99
Average cost of equipment per mile of road operated by company in the state.....	823.00
Total cost of road and equipment.....	\$ 513,520.54
Average cost of same per mile.....	8,854.00

## REVENUE FOR THE YEAR.

## Monthly Earnings.

## FROM TRANSPORTATION OF PASSENGERS AND FREIGHT.

		PASSENGERS.	FREIGHT.
July, 1878.....	\$	2,784.63	2,599.05
August, 1878.....		2,542.06	3,315.58
September, 1878.....		3,327.85	3,214.16
October, 1878.....		2,907.75	2,509.56
November, 1878.....		2,379.86	2,357.24
December, 1878.....		2,106.77	2,022.02
January, 1879.....		1,695.34	2,269.87
February, 1879.....		1,913.48	1,982.31
March, 1879.....		2,153.15	2,975.20
April, 1879.....		1,954.34	3,666.42
May, 1879.....		2,338.94	4,055.44
June, 1879.....		2,388.12	3,541.24
Totals.....	\$	28,441.99	34,508.09

## RECAPITULATION OF EARNINGS.

Receipts from passengers.....	\$ 28,441.99
Receipts for express.....	2,027.38
Receipts for mails.....	2,565.82
Total receipts from passenger trains.....	\$ 33,035.19
Total receipts from freight trains.....	34,508.09
Total earnings.....	\$ 67,543.28

## EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

CLASS 1—MAINTENANCE OF WAY AND BUILDINGS (charged to operating expenses).	
Repairs of buildings—stations and water-tanks, etc.....	\$ 10,891.25

## CLASS 2—MAINTENANCE OF MOTIVE POWER AND CARS.

Repairs of locomotives and cars.....	\$ 6,098.67
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## CLASS 3—CONDUCTING TRANSPORTATION.

Fuel and water.....	\$ 4,131.74
Oil, waste and lights.....	589.88
Wages of employes—conductors, engine-men, brakemen, station-men (all grades) and clerks.....	11,960.70
Miscellaneous train and station supplies.....	
Miscellaneous train and station expenses.....	
Loss and damage of goods.....	830.07
Injuries to persons.....	306.16
Damages for stock killed.....	4,019.81
Legal expenses.....	
Total.....	\$ 21,532.36

## CLASS 4—GENERAL EXPENSES.

Salaries of the general officers of the company.....	\$ 5,715.55
Taxes in Iowa.....	1,510.02
Printing and stationery.....	678.37
All other expenses chargeable to this account.....	1,234.97
Total.....	\$ 9,238.91

## RECAPITULATION OF EXPENSES.

Total expenses of operating the road (embraced in classes 1, 2, 3 and 4).....	47,756.19
Per mile of road operated.....	[\$823.00]

## GENERAL RECAPITULATION.

Total earnings.....	67,543.28
Total operating expenses.....	47,756.19
Net earnings—earnings above operating expenses.....	19,787.09

## PAYMENTS FROM INCOME, DIVIDENDS, ETC.

Interest paid during the year.....	28,787.05
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GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS,  
JUNE 30, 1879.

Dr.

Construction .....	\$	466,771.55
Material (not estimated) .....		
Rolling stock .....		46,727.07
General assets .....		12,570.10
Operating expenses—		
Salaries of officers .....	\$	5,715.55
Engine and car repairs .....		6,063.67
Engineers, firemen and agents .....		11,660.70
Repairs of track .....		10,871.25
Fuel and water .....		4,134.74
All other .....		9,263.28
		47,756.19
Interest and discount .....		78,287.05
Total .....	\$	651,111.96

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS,  
JUNE 30, 1879.

Cr.

Capital stock .....	\$	166,500.00
Taxes received .....		27,445.97
Funded debt .....		298,000.00
Unfunded debt .....		85,218.75
Gross earnings—		
Passenger .....	\$	28,441.69
Freight .....		34,508.09
Express .....		2,027.58
U. S. Mail .....		2,565.82
Other sources .....		6,404.22
		73,947.54
Total .....	\$	651,111.96

## DESCRIPTION OF ROAD.

Date when the road or portions thereof were opened for public use: From Des Moines to Ames, July 28, 1876.	
From Ames to Callaman, April 1, 1878.	
Total length of road belonging to this company .....	56.73
Aggregate length of sidings and other tracks not above enumerated .....	3.85
Aggregate length of tracks belonging to this company computed as single track .....	60.58
Gauge of track .....	3 feet
Total length of tracks belonging to this company laid with iron rails .....	60.58
Total miles of road operated by this company .....	56.73

## NUMBER OF BRIDGES AND TRESTLES ON WHOLE LINE.

Wooden bridges, number of, 37; aggregate length, feet .....	2,446
Wooden trestles, number of, 3; aggregate length, feet .....	170
Culverts, number of, 135; aggregate length, feet .....	675

## CROSSINGS.

What railroads cross your road at grade in this State, and at what locality? Chicago & Northwestern Railroad, at Ames.	
Number of crossings of highways at grade in this State without protection .....	55
What regulations govern your employes in regard to the crossings of other railroads, and are they found to be sufficient?	
Ans. Make a full stop; yes.	
What regulations govern your employes in regard to the crossings of public highways, and are these regulation found to be sufficient?	
Ans. The bell is rung; yes.	
Number of stations .....	13
Number of persons regularly employed on all roads operated by company, including officials .....	80

## FENCING.

Give the miles of fence needed on both sides of your track, in each county in Iowa through which your road runs, and the aggregate amount in miles: 48 miles in .....	Polk county.	48 miles in .....	Story county.
14 miles in .....	Hamilton county.		

## ROLLING STOCK.

Number of locomotives of more than 10 tons weight, exclusive of tender .....	4
Number of passenger cars, 8 wheel .....	4
Number of express and baggage cars .....	2
Number of box freight cars .....	23
Number of stock cars .....	10
Number of platform cars .....	16
Number of conductors' way cars .....	1
Other cars as follows: hand and push .....	20
Average amount of tonnage that can be carried over your road with an engine of the weight and power you use for freight trains—give the weight of engines generally used.	
Ans. 14 to 16 tons; 100 tons.	
Average number of passenger and express cars that can be hauled on your regular trains by an engine of given power and weight—give the weight of engine generally used.	
Ans. 14 tons; 6 cars.	

## MILEAGE, TRAFFIC, ETC.

Highest rate of fare per mile, for any distance .....	.54 cents
Lowest rate of fare per mile, for any distance (single fare) .....	.02 cents
Average weight of passenger trains, including locomotive and tender in working order, exclusive of passengers .....	45 tons
Rate of speed of passenger and express trains, including stops .....	20 miles per h'r
Rate of speed of freight trains, including stops .....	15 miles per h'r



## ADDITIONAL QUESTIONS.

## EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company?

Ans. American Express Company; take it at depot; 1½ first-class.

## UNITED STATES MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service?

Ans. \$50 per mile per year.

## OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

*President*—Jas. Callanan, Des Moines, Iowa.

*Vice-President*—J. J. Smart, Des Moines, Iowa.

*Secretary*—C. B. Atkins, Des Moines, Iowa.

*Treasurer*—C. H. Getchell, Des Moines, Iowa.

*General Superintendent*—J. J. Smart, Des Moines, Iowa.

## NAMES OF DIRECTORS WITH RESIDENCE.

James Callanan, Des Moines, Iowa.

J. J. Smart, Des Moines, Iowa.

John M. Day, Des Moines, Iowa.

C. H. Getchell, Des Moines, Iowa.

J. B. Barcroft, Des Moines, Iowa.

N. A. Rainbolt, Ames, Iowa.

Paul Shorey, Chicago, Illinois.

General offices at Des Moines, Iowa.

Date of annual meeting of stockholders, Wednesday after second Tuesday in January.

Fiscal year of the company, December 31.

STATE OF IOWA,  
COUNTY OF POLK.

J. J. Smart, Superintendent of the Des Moines & Minnesota Railroad Company, being duly sworn, depose and say that I have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1879, to the best of his knowledge and belief.

[L. S. OF R. R.]

Signed,

J. J. SMART,

*Vice-President.*

Subscribed and sworn to before me, this fifteenth day of September, A. D. 1879.

J. B. STEWART,

*Notary Public, Polk Co.*

Received and filed in the office of the Commissioners of Railroads, this 15th day of September, 1879.

J. S. CAMERON,

*Secretary of Board of Railroad Commissioners.*

## REPORT

OF THE

## IOWA EASTERN RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1879.

## REVENUE FOR THE YEAR.

*Monthly earnings.*

## FROM TRANSPORTATION OF PASSENGERS.

	THROUGH.	LOCAL.	TOTAL.
July, 1878.....	\$ 23.90	\$ 71.35	\$ 95.25
August, 1878.....	9.40	49.90	59.30
September, 1878.....	14.20	46.05	60.25
October, 1878.....	25.60	65.20	90.80
November, 1878.....	12.25	54.20	66.45
December, 1878.....	8.00	35.60	43.60
January, 1879.....	4.80	55.15	59.95
February, 1879.....	5.85	36.10	41.95
March, 1879.....	13.05	74.25	87.30
April, 1879.....	12.00	61.65	73.65
May, 1879.....	7.50	50.80	58.30
June, 1879.....	5.60	58.25	63.85
Totals.....	\$ 142.75	\$ 658.50	\$ 801.25

## FROM TRANSPORTATION OF FREIGHT.

		THROUGH.	LOCAL.	TOTAL.
July, 1878.		\$ 947.30	\$ 9.06	\$ 956.36
August, 1878.		343.77	4.08	352.85
September, 1878.		537.41	.92	538.33
October, 1878.		940.10	1.70	941.80
November, 1878.		1,348.91	1.81	1,350.72
December, 1878.		1,555.92	.89	1,556.81
January, 1879.		1,706.50	1.28	1,707.78
February, 1879.		717.85	3.03	720.88
March, 1879.		796.57	17.15	813.72
April, 1879.		761.45	7.62	769.07
May, 1879.		1,150.53	9.16	1,159.69
June, 1879.		1,393.41	1.40	1,394.81
Totals		\$ 12,204.62	\$ 58.10	\$ 12,262.72

## FROM ALL OTHER SOURCES.

		MAILS.	EXPRESS.
July, 1878.		\$ . . . . .	\$ 6.97
August, 1878.		. . . . .	12.45
September, 1878.		. . . . .	8.08
October, 1878.		400.00	5.96
November, 1878.		. . . . .	4.73
December, 1878.		. . . . .	3.15
January, 1879.		. . . . .	5.25
February, 1879.		. . . . .	3.80
March, 1879.		. . . . .	5.21
April, 1879.		490.00	3.72
May, 1879.		. . . . .	35.81
June, 1879.		. . . . .	27.54
Totals		\$ 980.00	\$ 122.42

## RECAPITULATION OF EARNINGS.

Receipts from local passengers.	\$ 658.50
Receipts from through passengers	142.75
Receipts for express.	122.42
Receipts for mails.	980.00
Total receipts from passenger trains.	\$ 1,903.67
Receipts from passenger trains, per train mile run [19 7-10 miles]	-\$96.63 59-197
Receipts from local freight.	58.10
Receipts from through freight.	12,204.62
Total receipts from freight trains.	\$ 12,262.72
Receipts from freight trains, per train mile run [19 7-10 miles]	-\$622.47 61-197
Receipts from miscellaneous sources.	8.35

Total earnings.	14,174.74
Proportion for Iowa.	[\$14,174.74]
Earnings per mile of road operated (19 7-10 miles).	[\$ 719.53]
Per train mile for passenger, freight and mixed trains [19 7-10 miles]	[\$719.53]
Have you made any advance or reduction in freight since the enactment of Chapter 77 of the Laws of the Seventeenth General Assembly—if so, what percentage?	
Ans. None.	

## EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

CLASS 1—MAINTENANCE OF WAY AND BUILDINGS (charged to operating expenses).	
Repairs of track—labor and supplies exclusive of new ties.	\$ 1,234.95
Repairs of track—new ties No. —, cost per tie \$—	1,313.53
Repairs of bridges—labor and supplies.	219.00
Repairs of fences—labor and supplies.	81.91
Repairs of buildings—stations and water-tanks, etc.	74.80
Tools for road work.	34.65
All other expenditures chargeable to this account.	669.74
Total.	\$ 3,720.18

## CLASS 2—MAINTENANCE OF MOTIVE POWER AND CARS.

Repairs of locomotives.	\$ 280.39
Repairs of cars.	76.18
Repairs of machinery and tools—labor.	3.19
All other expenditures chargeable to this account.	175.74
Total.	\$ 535.41

## CLASS 3—CONDUCTING TRANSPORTATION.

Fuel .....	\$	614.26
Oil, waste and lights .....		122.81
Wages of employes—conductors, enginemen, brakemen, station-men (all grades), and clerks .....		2,603.69
Miscellaneous train and station supplies .....		3.34
Water supply .....		35.39
Loss and damage of goods .....		10.25
Damage for stock killed .....		8.00
Damages to property, including damages by fire .....		9.75
Legal expenses .....		193.00
All other expenses chargeable to this account .....		380.58
Total .....	\$	3,981.17

## CLASS 4—GENERAL EXPENSES.

Salaries of the general officers of the company .....	\$	1,900.66
Insurance .....		343.95
Taxes in Iowa .....		1.50
Advertising .....		51.79
Printing and stationery .....		1,511.24
All other expenses chargeable to this account .....		
Total .....	\$	3,809.24

## RECAPITULATION OF EXPENSES.

Total expenses of operating the road (embraced in classes 1, 2, 3, and 4) .....	\$	12,055.00
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## GENERAL RECAPITULATION.

Total earnings .....	\$	14,174.74
Total operating expenses .....		12,055.00
Net earnings—earnings above operating expenses .....		2,119.74
Total receipts above operating expenses .....	[\$2,119.74]	

## PAYMENTS FROM INCOME, DIVIDENDS, ETC.

Interest paid during the year .....		
Total interest liability for the year .....		
Floating debt liquidated during the year .....		2,119.74

## DESCRIPTION OF ROAD.

Date when the road or portions thereof were opened for public use:		
From Beulah Junction to Elkader .....		19 7-10
Length of main line of road completed, from Beulah to Elkader .....		19 7-10
Length of main line of road completed in Iowa .....		19 7-10
Gauge of track .....		3 feet
Total length of tracks belonging to this company laid with iron rails [weights per yard 30 and 36 pounds] .....		16 miles
[wooden rails] .....		37-10 miles
Total miles of road operated by this company .....		19 7-10

## NUMBER OF BRIDGES AND TRESTLES ON WHOLE LINE.

Wooden bridges, number of, 55.  
Culverts, number of, 59.

## CROSSINGS.

Number of crossings of highways at grade in this State without protection .....
 20 |

## STATIONS.

Number of stations in Iowa .....
 7 |

## EMPLOYES.

Number of persons regularly employed on all roads operated by company, including officials .....
 11 |

## FENCING.

How many miles of fencing have you on your road in Iowa . . . . . None  
Give the miles of fence needed on both sides of your track, in each county in Iowa through which your road runs, and the aggregate amount in miles:  
35 miles in Clayton county.

## ROLLING STOCK.

Number of locomotives of more than 10 tons weight, exclusive of tender .....	1
Number of passenger cars, 8-wheel .....	1
Number of express and baggage cars .....	2
Number of box freight cars .....	15
Number of stock cars .....	8
Number of platform cars .....	6

## MILEAGE, TRAFFIC, ETC.

Highest rate of fare per mile for any distance .....	.04
Lowest rate of fare per mile for any distance (single fare) .....	.04

## TONNAGE OF ARTICLES TRANSPORTED.

	TONS.	PER CENT.
Grain .....	1,987 $\frac{1}{2}$	36 $\frac{1}{2}$
Flour .....	219 $\frac{1}{2}$	4
Animals .....	1,817 $\frac{1}{2}$	33 1-5
Lumber and forest products .....	437 1-5	8
Coal .....	46	4-5
Plaster .....	20	$\frac{1}{2}$
Salt .....	151	2 $\frac{1}{2}$
Stone and brick .....	25	$\frac{1}{2}$
Merchandise and other articles, not enumerated above .....	775 $\frac{1}{2}$	14 $\frac{1}{2}$
Total tons carried .....	5,473 1-5	100

## ADDITIONAL QUESTIONS.

## EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company?

Ans. United States Express Company. Rate 25 cents per 100 pounds. Take freight at depots.

## UNITED STATES MAIL.

What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service?

Ans. \$50.00 per mile operated. Daily each way or one round trip.

## OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

*President*—E. H. Williams, Beulah, Iowa.

*Vice-President*—William B. Fairfield.

*Secretary*—Frank Larrabee, McGregor, Iowa.

*General Superintendent*—E. H. Williams, Beulah, Iowa.

## NAMES OF DIRECTORS WITH RESIDENCE.

E. H. Williams, Beulah, Iowa.

Geo. B. Fairfield, Hudson, N. Y.

William B. Fairfield, Charles City, Iowa.

John J. Marvin, New York City.

William Larrabee, Clermont, Iowa.

H. B. Carter, Elkader, Iowa.

O. W. Crary, Farmersburg, Iowa.

General offices at Beulah, Clayton county, Iowa.

STATE OF IOWA. }  
COUNTY OF CLAYTON. }

I, E. H. Williams, President of the Iowa Eastern Railroad Company, being duly sworn, depose and say that I have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1879, to the best of my knowledge and belief.

(Signed)

E. H. WILLIAMS.

[L. S. OF R. R.]

Subscribed and sworn to before me, this 15th day of September, A. D. 1879.

W. C. LEWIS,  
*Notary Public.*

[L. S.]

Received and filed at the office of the Commissioners of Railroads, this 17th day of September, 1879.

J. S. CAMERON,

*Secretary of Board of Railroad Commissioners.*

## REPORT

OF THE

## WAUKON &amp; MISSISSIPPI RAILROAD COMPANY,

FOR THE YEAR ENDING JUNE 30, 1879.

## CAPITAL STOCK.

Capital stock authorized by articles of association .....	\$	100,000.00
Par value of shares .....	(\$100)	
Average price received per share .....	(\$100)	
Number of stockholders at date of last election .....	[153]	
Number of stockholders in Iowa at same date .....	[152]	
Amount of full-paid stock held in Iowa .....	(\$450)	
Capital stock authorized by vote of company (number of shares 1,000) .....		
Capital stock issued (number of shares, 791) amount paid in....		
Capital stock paid in on shares not issued (number of shares, 55)		

## DEBT.

Funded debt, as follows:		
First mortgage bonds (due September 1, 1882, bear interest at 8 per cent, which is payable semi-annually) amount..	\$	27,000
Second mortgage bonds (due July 1, 1882, bear interest at 10 per cent, which is payable semi-annually) amount.....		39,500
Total amount of funded debt.....		66,500

## COST OF ROAD AND EQUIPMENT.

These questions cannot be answered by present owners by whom the road was purchased September 28, 1878. The road was partly built by the Waukon & Mississippi Railroad Company, and finished by the Waukon & Mississippi Railroad Guarantee Company.

## EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING YEAR.

State the policy pursued by your company in regard to permanent improvement and repairs, such as replacing iron rails with steel, wooden bridges and culverts with iron and stone, reducing grades and ballasting track. Ans. Road was built in 1877. No permanent improvements made to date.

## REVENUE FOR THE YEAR.

*Monthly Earnings.*

## FROM TRANSPORTATION OF PASSENGERS.

	THROUGH.	LOCAL.	TOTAL.
July, 1878.....	\$ 96.49	\$ 90.00	\$ 186.42
August, 1878.....	96.42	98.96	195.38
September, 1878.....	99.40	91.70	191.10
October, 1878.....	94.35	113.15	207.50
November, 1878.....	119.85	106.30	226.15
December, 1878.....	86.40	97.45	183.85
January, 1879.....	61.50	87.40	148.90
February, 1879.....	87.75	92.55	180.30
March, 1879.....	116.85	123.40	240.25
April, 1879.....	125.40	112.95	238.35
May, 1879.....	91.20	52.60	143.80
June, 1879.....	81.50	67.33	148.80
Totals.....	\$ 1,157.04	\$ 1,133.76	\$ 2,290.80

## FROM TRANSPORTATION OF FREIGHT.

		THROUGH.	LOCAL.	TOTAL.
July, 1878	.....	\$ 1,100.00	\$ 275.00	\$ 1,375.00
August, 1878	.....	1,100.10	275.00	1,375.00
September, 1878	.....	356.25	145.99	502.24
October, 1878	.....	647.09	330.17	977.26
November, 1878	.....	1,910.30	163.20	2,073.50
December, 1878	.....	1,884.75	45.73	1,930.48
January, 1879	.....	2,588.04	113.90	2,701.94
February, 1879	.....	1,966.74	195.57	1,862.33
March, 1879	.....	1,482.05	255.57	1,737.62
April, 1879	.....	677.88	461.31	1,139.19
May, 1879	.....	1,687.36	489.95	2,177.31
June, 1879	.....	1,286.45	399.50	1,685.95
Totals	.....	\$ 16,087.01	\$ 3,150.91	\$ 19,237.92

## FROM ALL OTHER SOURCES.

		MAILS.	EXPRESS.
July, 1878	.....	\$ 73.69	\$ 6.87
August, 1878	.....	73.69	5.02
September, 1878	.....	73.69	4.97
October, 1878	.....	73.69	8.09
November, 1878	.....	73.69	8.58
December, 1878	.....	73.69	8.22
January, 1879	.....	73.69	8.82
February, 1879	.....	73.69	13.17
March, 1879	.....	73.69	7.25
April, 1879	.....	73.69	13.61
May, 1879	.....	73.69	11.55
June, 1879	.....	73.69	12.63
Totals	.....	\$ 884.28	\$ 108.81

## RECAPITULATION OF EARNINGS.

Receipts from local passengers	.....	1,133.76
Receipts from through passengers	.....	1,157.04
Receipts for express	.....	108.81
Receipts for mails	.....	884.28
<i>Total receipts from passenger trains</i>	.....	\$ 3,283.89
Receipts from passenger trains, per train mile run [25,116 miles]	.....	\$ 0.13
Receipts from local freight	.....	3,150.91
Receipts from through freight	.....	16,087.01
<i>Total receipts from freight trains</i>	.....	\$ 19,237.92
Receipts from freight trains, per train mile run [25,116 miles]	.....	\$ 0.76
<i>Total earnings</i>	.....	\$ 22,521.81
Earnings per mile of road operated [23 miles]	.....	[ \$979.20]
Per train mile, for passenger, freight and mixed trains [25,116 miles]	.....	[\$0.89]

Have you made any advance or reduction in freight since the enactment of chapter 77 of the Laws of the Seventeenth General Assembly—if so, what percentage?

Ans. None.

## EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

CLASS 1—MAINTENANCE OF WAY AND BUILDINGS (*charged to operating expenses*).

Repairs of track—labor	.....	\$ 3,321.73
Repairs of track—supplies (exclusive of new rails and new ties)	.....	
Repairs of bridges—labor and supplies	.....	120.53
Repairs of fences—labor and supplies	.....	25.00
Repairs of buildings,—stations and water-tanks, etc.	.....	194.95
Total	.....	\$ 3,968.81

## CLASS 2—MAINTENANCE OF MOTIVE POWER AND CARS.

Repairs of locomotives	.....	\$ 718.20
Repairs of passenger, baggage, mail and express cars	.....	5.00
Repairs of freight cars	.....	200.40
Total	.....	\$ 923.60

## CLASS 3—CONDUCTING TRANSPORTATION.

Fuel.....	\$ 819.30
Oil, waste and lights.....	43.54
Wages of employes—conductors, enginemen, brakemen, station-men (all grades) and clerks.....	3,931.23
Miscellaneous train and station supplies.....	31.51
Water supply.....	2.47
Loss and damage of goods.....	10.80
Damage for stock killed.....	13.00
Total.....	\$ 4,851.85

## CLASS 4—GENERAL EXPENSES.

Salaries of the general officers of the company.....	\$ 1,600.00
General office expenses, including clerk hire, rent, fuel, lights, etc.....	569.38
Total.....	\$ 2,169.38

## RECAPITULATION OF EXPENSES.

Total expenses of operating the road (embraced in classes 1, 2, 3 and 4).....	\$ 11,613.64
Per mile of road operated.....	[\$594.94]
Per train mile for passenger, freight and mixed trains [25,116 miles].....	[.46 c.]
Net earnings per train mile [25,116 miles].....	[.43 c.]

## GENERAL RECAPITULATION.

Total earnings.....	\$ 22,521.81
Total operating expenses.....	11,613.64
Net earnings—earnings above operating expenses.....	\$ 10,908.17

## PAYMENTS FROM INCOME, DIVIDENDS, Etc.

Interest falling due during the year, but not paid.....	\$ 6,110.00
Total interest liability for the year.....	6,110.00
Receipts above operating expenses and interest.....	4,798.17
Floating debt liquidated during the year.....	4,861.00

## GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS,

JUNE 30, 1879.

## Dr.

To construction.....	\$ 134,500.00
To equipment.....	16,900.00
To operating expenses.....	11,613.64
To engineering.....	1,882.45
To old indebtedness.....	4,861.00
To due from agents.....	9.39
To due from foreign ticket account.....	16.47
To cash in hands of treasurer.....	4,572.67
Total.....	\$ 174,055.62

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS,  
JUNE 30, 1879.

## Cr.

By capital stock.....	\$ 84,000.00
By bonded debt.....	66,500.00
By gross earnings.....	22,521.81
By unpaid pay rolls.....	47.40
By unpaid vouchers.....	37.50
By due C. C. D. & M. Railroad Co.....	348.91
Total.....	\$ 174,055.62

## DESCRIPTION OF ROAD.

Date when the road or portions thereof were opened for public use: From Waukon Junction to Waukon, October, 1877.	
Length of main line of road completed, from Waukon Junction to Waukon.....	23 miles
Length of main line of road completed in Iowa.....	23 miles
Total length of road belonging to this company.....	23 miles
Aggregate length of sidings and other tracks not above enumerated.....	.5
Same in Iowa.....	.5
Aggregate length of tracks belonging to this company computed as single track.....	23.5
Same in Iowa.....	23.5
Gauge of track.....	3 feet
Total length of tracks belonging to this company laid with iron rails [weights per yard, 30 lbs.].....	23.5

## STATIONS.

Number of stations.....	3
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## EMPLOYEES.

Number of persons regularly employed on all roads operated by company, including officials.....	24
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## ROLLING STOCK.

Number of locomotives of more than 10 tons weight, exclusive of tender.....	1
Number of passenger, express and baggage cars, combination.....	1
Number of box freight.....	16
Number of platform cars.....	5
Average amount of tonnage that can be carried over your road with an engine of the weight and power you use for freight trains—give the weight of engines generally used.	
Ans. 14 ton engine; 100 tons—weight of train included.	

## MILEAGE, TRAFFIC, ETC.

Total number of through passengers .....	1,567
Total number of local passengers .....	2,061
Total number of passengers carried .....	3,628
Total passenger mileage, or passengers carried one mile .....	63,792
Average amount received from each passenger .....	.63
Average distance traveled by each passenger .....	17.58 miles
Number of tons of through freight carried .....	8,635
Total mileage of through freight .....	167,692
Number of tons of local freight carried .....	2,945
Total mileage of local freight .....	33,619
Total tons of freight carried .....	10,980
Total freight mileage, or tons carried one mile .....	201,311
Highest rate of fare per mile, for any distance .....	.040
Lowest rate of fare per mile, for any distance (single fare) .....	.027
Average rate of fare per mile, received for through passengers ..	.035
Average rate of fare per mile, received for local passengers .....	.038
Average rate of fare per mile, for all passengers .....	.035
Average rate received per mile, per ton for through freight .....	.094
Average rate received per mile, per ton for local freight .....	.093
Average rate received per mile, per ton for all freight carried ..	.095

## TONNAGE OF ARTICLES TRANSPORTED.

Grain .....	3,830
Flour .....	2
Provisions (beef, pork, lard, etc.) .....	864
Animals .....	1,298
Other agricultural products .....	82
Lumber and forest products .....	1,560
Coal .....	40
Salt .....	78
Petroleum .....	11
Merchandise and other articles not enumerated above .....	2,915
Total tons carried .....	\$ 10,680.00

## ADDITIONAL QUESTIONS.

## EXPRESS COMPANIES.

What express companies run on your road?  
 Ans. The American Express Company.

## TRANSPORTATION COMPANIES.

What freight and transportation companies run on your road?  
 Ans. None.

## SLEEPING CARS.

Do sleeping, parlor or dining-room cars run on your road? Ans. No.

## U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service?  
 Ans. \$38.44 per mile per annum. Mail carried on all mixed trains.

## OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

*President*—James F. Joy, Detroit, Michigan.  
*Vice-President*—F. O. Wyatt, Dubuque, Iowa.  
*Secretary*—H. H. Stillwell, Waukon, Iowa.  
*Treasurer*—C. M. Carter, Dubuque, Iowa.  
*General Superintendent*—F. O. Wyatt, Dubuque, Iowa.  
*Assistant Superintendent*—S. A. Wolcott, Dubuque, Iowa.  
*General Passenger Agent*—Joseph Chapman, Dubuque, Iowa.  
*General Freight Agent*—Joseph Chapman, Dubuque, Iowa.

## NAMES OF DIRECTORS WITH RESIDENCE.

James F. Joy, Detroit, Michigan.  
 F. O. Wyatt, Dubuque, Iowa.  
 Frank Adams, Dubuque, Iowa.  
 S. A. Wolcott, Dubuque, Iowa.  
 W. J. Knight, Dubuque, Iowa.  
 C. M. Carter, Dubuque, Iowa.  
 H. H. Stillwell, Waukon, Iowa.  
 L. W. Hersey, Waukon, Iowa.  
 A. E. Robbins, Waukon, Iowa.

General offices at Dubuque, Iowa.  
 Date of annual meeting of stockholders, first Tuesday in April.  
 Fiscal year of company, January 1st to December 31st, inclusive.

STATE OF IOWA, }  
 COUNTY OF DUBUQUE. }

I, F. O. Wyatt, General Superintendent of the Waukon & Mississippi Railroad Company, being duly sworn, deposes and says that I have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1879, to the best of my knowledge and belief.

Signed,  
 [L. S. OF R. E.]

F. O. WYATT,  
 General Superintendent.

Subscribed and sworn to before me this 15th day of September, A. D. 1879.

[L. S.]  
 Received and filed in the office of the Commissioners of Railroads, this 17th day of September, 1879.  
 J. S. CAMERON,  
 Secretary of Board of Railroad Commissioners.



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APPENDIX.

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## APPENDIX.

### DIGEST OF JUDICIAL DECISIONS.

We present herewith an abstract of such decisions of the Supreme Court of the State relating to railroads as have been published since the date of our last report:

*The C., B. & Q. R. Co., v. Holdsworth*, 47 Iowa, 20.

Lands earned by a railroad company at the time of the assessment and levy, are taxable whether the title has passed or not. Following *Iowa Homestead Co. v. Webster County*, 21 Iowa, 221.

The certificate of the Secretary of Interior of lands in the same section as the lands in question, is admissible in evidence to show that the lands in question were earned and taxable at the time of assessment and levy.

*Jones & Price v. The Mahaska County Coal Co.*, 47 Iowa, 35.

Under Sec. 1, Chap. 34, Laws of 15th General Assembly, any individual or corporation owning coal lands or stone quarries, may condemn a right of way thereto over the lands of another by *ad quod damnum* proceedings, yet the way so appropriated is a *public* one, and if a road be constructed thereon, its use must be open to the owners of other mines or quarries upon the payment of the proper compensation.

Constitutionality of chapter 34, laws of 15th General Assembly, not passed upon.

Section 1262 of the Code construed not to be imperative upon the court above to tax all the costs of appeal upon the land-owner, if the corporation on appeal obtain a better judgment.

*Mills County v. B. & M. R. R. Co.; C., B. & Q. R. Co. v. Mills County*, 47 Iowa, 66.

A county has a right to compromise a suit growing out of its claim to certain lands as swamp lands.

An agreement in compromise on the part of the railroad company to build the road by Glenwood, establish a depot at that point, and pay one-half the costs, is a sufficient consideration for such compromise.

*McKinley v. The C., R. I. & P. R. Co.*

Railroad corporations are liable to the owners of stock injured upon their roads at points where they have a right to fence the same and fail to do so. They are required by section 1329, Revision, "when any person owns land on both sides of any railroad, to make and

"keep in good repair a causeway or adequate means of crossing the same." Gates are not inconsistent with the use of these ways. The companies have a right to fence along such crossings, but must provide gates, and failing to do so, are liable for injuries to stock.

*Stone v. The C. & N. W. R. Co.*, 47 Iowa, 85.

A passenger purchasing a ticket is not compelled to take any particular train, or start on any given day, and the company is bound to take him on any regular passenger train within a reasonable time. When the passenger elects his train, the defendant is bound to take him on that train, but not otherwise. The contract is an entirety and cannot be divided into parts, and if the passenger leaves the train without consent of the defendant, his contract is at an end through his fault, and he cannot claim thereunder. If he enters another train, fare may be demanded from him, and if he refuses it he may be ejected. Not being a passenger he may not claim or insist that the defendant shall employ gentlemanly and sober men as conductors, or that he should receive the treatment due to a passenger. It is not proper to receive in evidence special cases of a different mode of action by the company. Nothing short of a general custom can vary the rules above announced. A person under the above circumstances being ejected from the train at State Center, having entered it at Marshalltown, purchased a ticket from State Center to Boone, but was prevented from entering the train by the conductor. He had no right to insist that he should go on that train without paying, or offering to pay the fare between Marshalltown and State Center, but this rule applies simply to *this train*, and by no means excludes him from any other train.

*The City of Dubuque v. The C., D. & M. R. Co.*, 47 Iowa, 196.

Chapter 26, Laws of 1872, providing for the assessment and taxation of the property of railroads, is not in conflict with section 2, article 8, of the Constitution, which provides that "The property of all corporations for pecuniary profit shall be subject to taxation the same as that of individuals." The term railroad corporations used in chapter 26, refers to the property, and the provisions would apply to an individual or a partnership. To allow municipal corporations to levy taxes is a denial of the right of the Legislature asserted in the act to provide the measure of the valuation of property and to locate it for taxation.

*The City of Davenport v. The C., R. I. & P. R. Co.*, 38 Iowa, 63, declared and held section 9, of chapter 26, laws of 1872, unconstitutional, because a release from the payment of taxes already levied impairs a valid contract, and the determination that it was unconstitutional, did not render the remaining portions of the act void. Judges Beck and Adams dissent.

*Stewart v. Merchants' Despatch Transportation Company*, 47 Iowa, 229.

Defendant stipulated to carry goods through from Worcester, Mass., to Muscatine, Iowa, without change of cars, and provided in the bill

of lading that defendant should not be liable for loss by fire. *Held*, defendant was bound to transport the goods without change of cars, and failing to do so cannot avail itself of any restriction upon its common law liability contained in the contract, in the event of the loss of the goods.

*Wilde v. The Merchants' Despatch Transportation Co.*, 47 Iowa, 247.

Defendant received the goods at New York, addressed to the plaintiff at Iowa City, and gave a shipping receipt therefor. Some days afterward defendant issued his bill of lading, undertaking to carry the goods to Chicago *only*, and at the time of its issue defendant knew the goods had been destroyed by fire. *Held*, that the carrier was liable at common law, notwithstanding a restriction contained in the bill of lading.

*Bancroft & Co. v. The Merchants' Despatch Transportation Co.*, 47 Iowa, 263.

Plaintiffs purchased goods at Springfield, Mass., which were delivered for transportation by the consignors at Springfield, Mass., to the Hartford & New Haven Railroad Company. The goods were marked to indicate that they were to be carried by defendant, and to be delivered to the Chicago and Northwestern and the Pacific Railroad Companies, for transportation over their roads on the route to San Francisco. The Hartford & New Haven Railroad Company receipted for the goods, stipulating that it assumed no liability beyond the end of its own line, and would not be responsible for delay from storms, accidents, or unavoidable causes, nor for decay or injury of perishable articles, nor for injury to property produced by frost, heat, or the elements. No express contract between the plaintiffs and defendants was shown. *Held*, that the limitation in the contract with the Hartford & New Haven Railroad Company was not a limitation on the liability of defendant. Defendant received the goods at the end of the Hartford & New Haven Railroad line, transported them to Chicago, the termination of its line, and stored them in a warehouse, and while there the goods were consumed by fire. *Held*, defendant was bound to deliver the goods to the carrier next on the route over which the goods were to go, and is not relieved from responsibility by storing them in a warehouse at the terminus of its own route.

*Wilde v. The Merchants' Despatch Transportation Co.*, 47 Iowa, 272.

Where a receipt for goods is given stating that a bill of lading would be issued upon application at the office of the carrier: *Held*, that the bill of lading and not the shipping receipt embodied the contract of the parties, and the shipper is bound by the conditions of the bill of lading.

The fact that the cars containing the goods were run in Illinois on Sunday, in violation of the laws of that State, would not make the carrier liable if the merchandise was destroyed.

*McCormick v. The C., R. I. & P. R. Co.*, 47 Iowa, 347.

Defendant was sued for damages by fire. The court below instructed the jury "that to entitle plaintiff to recover, he should prove by a

preponderance of evidence that the fire was caused by the negligence of the defendant." *Held*, that the court should have added, that it should also appear that the plaintiff did not, by his own negligence, contribute to the injury.

*Schroeder v. The C., R. I. & P. R. Co.*, 47 Iowa, 375.

In action for damages for personal injuries, the court may, upon proper application, in the exercise of its discretion, order the plaintiff to submit to a personal examination, to ascertain and define the precise nature and extent of his injuries.

If an employe of a railroad company, in the discharge of his duties, is ordered to go on a train, or, if it was part of his employment to go upon the train, and he did so in discharge of his duty, he is to be regarded as having been engaged in its operation, and his employment as connected with its operation, and while so employed he received an injury, the defendant, if its negligence, and the care of the plaintiff was found, would be liable under the statute. *Deppe v. The C., R. I. P. R. Co.*, 36 Iowa, 52, cited and approved.

*Lombard v. The C., R. I. P. R. Co.*, 47 Iowa, 497.

Injury resulted to the plaintiff, who was an employe of the railroad company, while engaged with others in operating a hand-car, which was overtaken and run down by another hand-car operated by employes of the road. The defense made was that the two hand-car crews were engaged in racing, in which plaintiff participated, and hence, defendant was not liable. The evidence showed that the forward car was running comparatively slow, about two or three miles an hour. The hinder car was running eight or ten miles an hour. It was *held*, that the evidence did not sustain the defense. The court say: "It is not necessary to introduce the element of racing to discover how the accident occurred. It occurred from an attempt to run a hand-car over the road at the rate of seven or eight miles an hour, when there was another car ahead of it running about half that speed." The fault of defendant's employes consisted in not applying the brakes on the second car when the signal was given. Defendant held liable.

The jury below allowed plaintiff four thousand dollars, his injury being a broken leg, without apparent permanent injury. The court reduced the allowance to two thousand five hundred dollars, holding four thousand dollars an excessive allowance in the case. Judge Beck dissents as to the reduction.

*The State v. The Davenport & St. Paul R'y Co.*, 47 Iowa, 507.

A railway company has the right under section 1262, of the Code of 1873, subject to proper equitable control and police regulations, to pass over a street of a city without the consent of the city authorities.

The construction and maintenance of a railway upon a street in a city, cannot be regarded as a nuisance. If the railway is improperly and negligently constructed upon the street, compensation may be had by the owner of the abutting property, even where the fee of the street is in the city.

The word "highway" in law is synonymous with "street," and the word "over" with the word "upon" in the statute, and has the same meaning and effect.

*Renwick, Shaw & Co. v. The Davenport & Northwestern Railway, et al.*, 47 Iowa, 511.

Chapter 123, laws of 1874, authorizing cities, towns, and townships to vote taxes to aid in the construction of railroads: *held*, to be constitutional. Judge Beck dissents.

*The American Emigrant Aid Company v. The C., R. I. & P. R. Co.*, 47 Iowa, 516.

Until the line of the railroad was definitely fixed on the ground, the grant was in the nature of a float.

The act of March 3, 1857, confirming and approving selections of swamp lands previously made, vested the title absolutely in the State, whether the some were or not actually swamp lands.

*Ferry v. The B., C. R. & M. R. Co.*, 47 Iowa, 549.

An employe of a railroad company was hurt while coupling cars, one of which had been left in the yard for repairs; an employe in the repair department, a few minutes after the accident, stated that he knew the car was out of repair, and that they proposed to repair it when switched back to the proper place. *Held*, that as the employe was at the scene of accident as a mere spectator, and not in the performance of any duty, his declarations were inadmissible as against his principal as not having been made while acting as an agent and relating to the subject matter thereof.

*Payne v. The C., R. I. & P. R. Co.*, 47 Iowa, 605.

This case was before the court, and reversed because the verdict was contrary to the evidence (39 Iowa, 523). It was again before the court (44 Iowa, 236), and reversed because of error in the instructions, and is now again reversed because the verdict is held to be contrary to the evidence, but upon defendant's motion for a judgment against plaintiff on the ground that it appears from the several decisions made by the court that plaintiff is not entitled to recover, it was held the court could do no more than grant defendant a new trial.

*Moore v. The Central Railroad of Iowa*, 47 Iowa, 688.

Plaintiff was an employe of defendant making repairs to the earth-works of a switch near a station and water tank. To avoid a runaway train he stepped on the track, and a hand-car operated by defendant's workmen, ran against and injured him. The hand-car was running quite rapidly, no one on car was looking ahead to avoid accident, and, although before plaintiff was struck he was seen by one or more of the men, and one of them gave an alarm for stopping, it was disregarded, and no effort made to check the speed till the foreman saw plaintiff, when he ordered the brakes to be applied. *Held*, that there was evidence of negligence to sustain a verdict for plaintiff.

One acting under fright is not to be held negligent, though in seeking safety he does so where upon reflection he might conclude he was exposing himself to another danger. In an action for damages for personal injury it is competent for the plaintiff to show the nature of his employment and his dependence thereon for support.

ERRATA.

Page 60—"400" in first line of first column of table should be 00.

Page 60—"522" in first line of second column of second table should be 528.

Page 67—"Immediate" in ninth line from top of page should be *intermediate*.

Page 411.—For Des Moines & "Minnesota" Railroad Company, read Des Moines & *Minneapolis*.

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